

NOTICE OF PUBLIC MEETING

CITY OF CHIPPEWA FALLS, WISCONSIN

IN ACCORDANCE with the provisions of Chapter 19, Subchapter IV of the Statutes of the State of Wisconsin, notice is hereby given that a public meeting of the:

Board of Public Works: XXX

Reasonable accommodations for participation by individuals with disabilities will be made upon request. Please call 715-726-2736.

Will be held on **Monday, February 12, 2024 at 5:30 P.M. in the City Hall Council Chambers,** Chippewa Falls, Wisconsin. Items of business to be discussed or acted upon at this meeting are shown on the attached Agenda or listed below:

NOTE: If you are a board member and unable to attend this meeting, please contact the Engineering Dept. at 726-2736.

1. Approve the minutes of the January 22nd, 2024 Board of Public Works meeting. (Attachment)
2. Review and consider no parking request from Spectrum Industries on Fleet Street. (Attachment)
3. Consider the width, functional classification and sidewalk location of Bryant Street from Eva Street to Howard Street. Make Recommendation to the Common Council (attachment)
4. Consider the width, functional classification and sidewalk location of Howard Street from Bryant Street to Cliff Street. Make Recommendation to the Common Council (attachment)
5. Consider the width, functional classification and sidewalk location of Garden Street from Park Avenue to Termini. Make Recommendation to the Common Council (attachment)
6. Consider the width, functional classification and sidewalk location of Warren Street from Badger Street to Palmer Street. Make Recommendation to the Common Council (attachment)
7. Adjournment.

NOTICE IS HEREBY GIVEN THAT A MAJORITY OF THE CITY COUNCIL MAY BE PRESENT AT THIS MEETING TO GATHER INFORMATION ABOUT A SUBJECT OVER WHICH THEY HAVE DECISION MAKING RESPONSIBILITY.

Please note that attachments to this agenda may not be final and are subject to change.
This agenda may be amended as it is reviewed.

CERTIFICATION

I hereby certify that a copy of this Notice was emailed to the Chippewa Herald, posted on the 1st floor of City Hall and on the City Hall Bulletin Board on Wednesday, February 7th, 2024 at 3:00 PM by Brandon Cesafsky.

**CITY OF CHIPPEWA FALLS
BOARD OF PUBLIC WORKS
MEETING MINUTES
MONDAY, January 22, 2024 – 5:30 PM**

The Board of Public Works met in City Hall on Monday, January 22, at 5:30 PM. Attending were Mayor Greg Hoffman, Vice-President Tom Hubbard, Director of Public Works Brandon Cesafsky, Alderman Jason Hiess, and Finance Manager Lynne Bauer. Also attending were members of The Hope Village and Xcel Energy.

1. **Motion** by Hubbard, seconded by Bauer to approve the minutes of the January 8th, 2024, Board of Public Works meeting. **All present voting aye, MOTION CARRIED.**

2. Cesafsky and members of The Hope Village gave the background for the request to name a private driveway at the end of RCU Court to Hope Village Way. The post office requires a physical address in order to deliver mail to the property in the desired location which is central to the proposed housing units.
Motion by Hoffman, second by Hiess to recommend that Cesafsky draft a resolution to rename the private driveway. Upon review by Attorney Ferg, recommend the Common Council approve a resolution to rename the private driveway at the end of RCU Court to Hope Village Way. All present voting aye. **MOTION CARRIED**

3. The Board of Public Works considered the Electric Underground and Overhead Distribution Easement between the City of Chippewa Falls and Northern States Power Company on E Park Avenue. Dawn Schultz from Xcel Energy provided background on the easement indicating that the easement is needed due to the railroad not allowing access. This easement will be a 20ft easement across three City owned properties for the installation of electrical distribution systems.
Motion by Hiess, seconded Hubbard to recommend the Common council approve the Electric Underground Distribution Easement between the City of Chippewa Falls and Northern States Power Company on three City owned properties with the PINs of 228008-0822-60550201, 22808-0534-60920100B, and 202808-0543-50020400 for compensation of \$1,900.42 contingent on review by City Attorney Ferg. **All present voting aye. MOTION CARRIED.**

4. Cesafsky gave the background on the request from Nick Rooney to release the rights of a utility easement being part of Lots 97 and 98 of Park West III. The City of Chippewa Falls Engineering Department is not currently occupying this easement with any utilities and sees no future need for the easement.
Motion by Hoffman, second by Hiess to approve and sign the release of easement for lots 97 and 98 of Park West III. All present voting aye. **MOTION CARRIED**

5. Adjournment
Motion by Hubbard, seconded by Hiess to adjourn. All present voting aye. **MOTION CARRIED.** The Board of Public Works meeting adjourned at 6:01 P.M.

Brandon Cesafsky
Secretary, Board of Public Works

From: Brandon T. Cesafsky <btcesafsky@chippewafalls-wi.gov>
Sent: Tuesday, December 5, 2023 12:50 PM
To: Audrey Y. Mueller <amueller@spectrumfurniture.com>
Subject: RE: [EXTERNAL] Re: [EXTERNAL] Re: [EXTERNAL] Re: City of Chippewa Falls

Hey Audrey,
I am still looking into the request and will let you know when we have a meeting planned. Thank you for checking in. I believe this issue will partly be improved with additional signage and enforcement of private property (railroad personnel parking in your lot). Something that must also be considered is the parking for the Brass lantern. There needs to be consideration for what their parking needs are for their establishment and how they currently use the public streets. If you have any questions please let me know. When I have this on a meeting I will let you know and be sure to give you and your team plenty of time to prepare so you can come in for the meeting.

Thank you,
Brandon Cesafsky



Director of Public Works / Utility Manager
Phone: 715-726-2736
Email: btcesafsky@chippewafalls-wi.gov

From: Audrey Y. Mueller <amueller@spectrumfurniture.com>
Sent: Tuesday, December 5, 2023 12:40 PM
To: Brandon T. Cesafsky <btcesafsky@chippewafalls-wi.gov>
Subject: [EXTERNAL] Re: [EXTERNAL] Re: [EXTERNAL] Re: City of Chippewa Falls

***** [CAUTION - EXTERNAL EMAIL] DO NOT reply, click links, or open attachments unless you have verified the sender and know the content is safe *****

Good Afternoon Brandon,

I was just following up on our last conversation for the No Parking signs.

We are looking at the following preferences:

- First: Signs on either side of Fleet St and Ludgate, as you described in the picture previously.
- Second: Signs along both sides of Fleet St.
- Third: Signs along the east side of Fleet St. (Spectrum side)

Please let me know if there is anything we can do to help this process.

Thank you,

Audrey Y. Mueller

Safety Manager

Phone: (715) 944-7713

www.spectrumfurniture.com

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From: Brandon T. Cesafsky <btcesafsky@chippewafalls-wi.gov>
Sent: Monday, November 13, 2023 4:10 PM
To: Audrey Y. Mueller <amueller@spectrumfurniture.com>
Subject: RE: [EXTERNAL] Re: [EXTERNAL] Re: City of Chippewa Falls

No problem,
I will take a look into this and check with a few people on our end to see if there is anything we can do on our end.

Thank you,
Brandon Cesafsky



Director of Public Works / Utility Manager
Phone: 715-726-2736
Email: btcesafsky@chippewafalls-wi.gov

From: Audrey Y. Mueller <amueller@spectrumfurniture.com>
Sent: Monday, November 13, 2023 2:01 PM
To: Brandon T. Cesafsky <btcesafsky@chippewafalls-wi.gov>
Subject: [EXTERNAL] Re: [EXTERNAL] Re: City of Chippewa Falls

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Brandon,

Thank you for the call back.


Yes, the red lines do represent the areas we are asking for the CF No Parking.

Even though we have No Trespassing signs up around our facility and grounds, we continually have issues where those working on the railroads are parking in our Northwest parking lot and patrons of The Brass Lantern park in the area of where are loading docks are.

Both areas are privately owned by Spectrum Industries Inc., but the additional concern is that if those vehicles would begin parking on either side of Fleet street; it could begin to block the roadway (especially during times of inclement weather) that still needs to be accessible by emergency vehicles and general public.

Thank you for your assistance on the matter. We appreciate working with our community partners.

Please let me know if there is anything else I can clarify,

 (Spectrum Provided)
NO PARKING/NO TRESSPASSING

 (Spectrum Requested)
NO PARKING



Thank you,
Brandon Cesafsky



Director of Public Works / Utility Manager

Phone: 715-726-2736

Email: btcesafsky@chippewafalls-wi.gov


From: Audrey Y. Mueller <amueller@spectrumfurniture.com>

Sent: Monday, November 13, 2023 1:26 PM

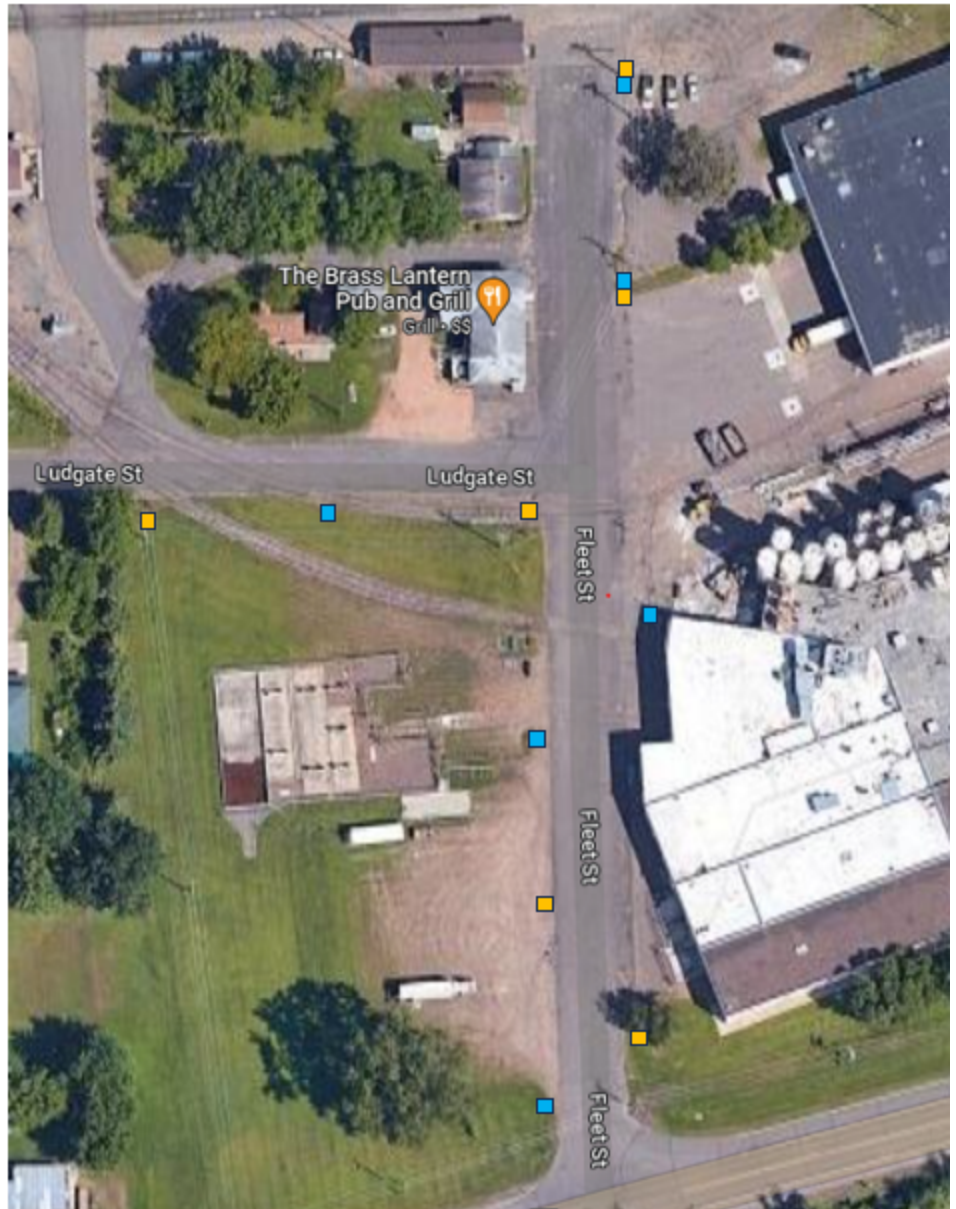
To: Brandon T. Cesafsky <btcesafsky@chippewafalls-wi.gov>

Subject: [EXTERNAL] Re: City of Chippewa Falls

***** [CAUTION - EXTERNAL EMAIL] DO NOT reply, click links, or open attachments unless you have verified the sender and know the content is safe *****

 (Spectrum Provided)
NO PARKING/NO TRESSPASSING

 (Spectrum Requested)
NO PARKING



Audrey Y. Mueller

Safety Manager

Phone: (715) 944-7713

www.spectrumfurniture.com

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INDUSTRIES INC. 
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Classification and Width Determination for Bryant Street Eva Street to Howard Street BPW 2/12/2024

Main Considerations:

- Traffic Count Information (October 2022):
 - Bryant Street – (Eva Street – Edna Street): 77 vpd
 - Bryant Street – (Howard Street – Cobban Street): 48 vpd
- Existing Width:
 - Bryant Street – (Eva Street – Cobban Street): 20 feet edge to edge of asphalt
 - Bryant Street – (Cobban Street – Howard Street): 24 feet edge to edge of asphalt
- WisDOT Functional Classification – Local

Other Considerations:

- On-street parking is allowed in this section, but not heavily utilized by residents.
- Land Uses – Residential, unzoned wetland area on south side of roadway
- Recommended width will not have a major effect on boulevard trees as most are far enough away from the roadway and no sidewalk is present in this location.
- Pedestrian traffic would be neighborhood generated and no major sources of through pedestrian traffic have been noted.
- This segment of roadway is not within the walk zone of the schools and is outside of the ½ mile watershed of Southview Elementary.
- Sidewalk does not currently exist on either side of the roadway. It is not recommended to add sidewalk due to the low traffic volumes, lack of pedestrian traffic generators, and lack of sidewalk on surrounding streets.
- Bryant Street is not a bus route for the elementary schools.
- No major traffic crash concerns within this segment.
- Curb and gutter is recommended to be added to the street to properly handle stormwater runoff and efficiently transport it to catch basins. The curb and gutter will also protect the roadway edges.

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Bryant Street: (Eva Street to Howard Street) – 30 feet face to face of curb**
 - (Existing width – 20 to 24 feet edge to edge of asphalt)
- **Recommend no addition of sidewalk in this roadway segment**

Recommendations were based on limited traffic crash incidents, low pedestrian usage, allowed parking, and impact to the surrounding neighborhood. A uniform width was used throughout the corridor. It was recommended to add curb and gutter throughout the project for uniformity and to help with stormwater drainage. No major traffic changes would be expected for the life cycle of the proposed street.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'–32'	30'	30'–38'	36'
Collector	2	30'–34'	32'	36'–40'	38'
Minor Arterial	2	34'–36'	36'	40'–52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'–52'	2 ln - 36'	-----	-----
			4 ln - 52'		

Classification and Width Determination for Howard Street Bryant Street to Cliff Street BPW 2/12/2024

Main Considerations:

- Traffic Count Information (October 2022):
 - Bryant Street – (Howard Street – Cobban Street): 48 vpd
- Existing Width:
 - Howard Street – (Bryant Street to Cliff Street): varies – 27-32 feet edge to edge of gravel
- WisDOT Functional Classification – Local

Other Considerations:

- On-street parking is allowed in this section, but not heavily utilized by residents.
- Land Uses – multifamily on west, industrial on east
- Recommended width will not have a major effect on boulevard trees as most are far enough away from the roadway and no sidewalk is present in this location.
- Pedestrian traffic would be neighborhood generated and no major sources of through pedestrian traffic have been noted.
- This segment of roadway is not within the walk zone of the schools and is outside of the ½ mile walkshed of Southview Elementary.
- Sidewalk does not currently exist on either side of the roadway. It is not recommended to add sidewalk due to the low traffic volumes, lack of pedestrian traffic generators, and lack of sidewalk on surrounding streets.
- Bryant Street is a not bus route for the elementary schools.
- No major traffic crash concerns within this segment.
- Curb and gutter is recommended to be added to the street to properly handle stormwater runoff and efficiently transport it to catch basins. The curb and gutter will also protect the roadway edges.

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Howard Street: (Bryant Street to Cliff Street) – 30 feet face to face of curb**
 - (Existing width – 27 to 32 feet edge to edge of gravel)
- **Recommend no addition of sidewalk in this roadway segment**

Recommendations were based on limited traffic crash incidents, low pedestrian usage, allowed parking, and impact to the surrounding neighborhood. A uniform width was used throughout the corridor. It was recommended to add curb and gutter throughout the project for uniformity and to help with stormwater drainage. No major traffic changes would be expected for the life cycle of the proposed street.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'--32'	30'	30'--38'	36'
Collector	2	30'--34'	32'	36'--40'	38'
Minor Arterial	2	34'--36'	36'	40'--52'	42'
Principal Arterial - Other than freeways and expressways	2-4	36'--52'	2 ln - 36'	-----	-----
			4 ln - 52'		

Classification and Width Determination for Garden Street Termini to Park Avenue BPW 2/12/2024

Main Considerations:

- Traffic Count Information (May 2023):
 - Garden Street – (Termini to Viking Street): 267 vpd
 - Garden Street – (Viking Street to Park Avenue): 154 vpd
- Existing Width:
 - Garden Street – (Termini – 375’ east of termini): 24 feet from edge to edge of asphalt
 - Garden Street – (375’ east of termini – Herbert St): 34 feet from face to face of curb
 - Garden Street – (Herbert St – Park Avenue): 30 feet from edge to edge of asphalt
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed on Garden Street but is not often utilized.
- Every residence along Garden Street has a driveway onto Garden Street. The driveways are commonly used for parking.
- Land Uses – Single Family Residential
- Garden Street from Termini to Herbert Street is not a bus route. Garden Street from Herbert St to Park Avenue is a bus route for the elementary schools.
- Garden Street is not in any school walk zone and is outside the 1 mile walkshed of Southview Elementary.
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project. Some boulevard trees will likely require removal to maintain temporary access on the street.
- Pedestrian traffic would be neighborhood generated and no major sources of through pedestrian traffic have been noted.
- No sidewalk is present on Garden Street from Termini – Park Avenue. It is not recommended to add sidewalk due to the low traffic volumes, lack of pedestrian traffic generators, and lack of sidewalk on surrounding streets.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Garden Street: (Termini to Herbert Street) – 34 feet face to face of curb**
 - Existing width – 34 feet face to face of curb
- **Garden Street: (Herbert Street to Park Avenue) – 30 feet edge to edge of asphalt**
 - Existing width – 30 feet edge to edge of asphalt
- **Recommend no addition of sidewalk in this roadway segment**

Recommendations were based on limited traffic crash incidents, low pedestrian usage, allowed parking, and impact to the surrounding neighborhood. A uniform width was used throughout the corridor. It was recommended to install curb and gutter throughout the project for uniformity and to help with stormwater drainage. No major traffic changes would be expected for the life cycle of the proposed street.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28’–32’	30’	30’–38’	36’
Collector	2	30’–34’	32’	36’–40’	38’
Minor Arterial	2	34’–36’	36’	40’–52’	42’
Principal Arterial - Other than freeways and expressways	2-4	36’–52’	2 ln - 36’	-----	-----
			4 ln - 52’		

Classification and Width Determination for Warren Street Badger Street to Palmer Street BPW 2/12/2024

Main Considerations:

- Traffic Count Information (May 2023):
 - Warren Street – (Badger Street to Beaver Street): 74 vpd
 - Warren Street – (Beaver Street to Well Street): 57 vpd
 - Warren Street – (Well Street to Division Street): 57 vpd
- Existing Width:
 - Warren Street – (Badger Street to Palmer Street): 38 feet from face to face of curb
- WisDOT Functional Classification – Local Street

Other Considerations:

- On-street parking is allowed in this section and typically six to ten cars can be found parked at any one time on the street.
- Land Uses – Single Family Residential
- Warren Street is a not bus route in this segment.
- This segment of roadway is not within the walk zone of the schools and is outside of the ½ mile watershed of Parkview Elementary.
- Boulevard trees will be affected by this project regardless of width. Trees present in this section vary in size and some are currently impacting adjacent concrete and will be removed with the project. If sidewalk was added throughout, additional trees and potentially other encroachments would be affected.
- Sidewalk is present at the following locations:
 - Badger Street to Beaver Street: In front of 928 and 934 Warren St
 - Beaver Street to Well Street: Both sides of the street
 - Well Street to Division Street: North side of the street
 - Division Street to Palmer Street: No sidewalk present
- Sidewalk is present on the intersecting streets on the west side of Division Street and Well Street.
- If sidewalk were added throughout the project, a route from Warren Street to Division Street would be established that would allow pedestrians an off street route to downtown.
- No major traffic crash concerns within this segment

Conclusions:

- **Chippewa Falls Reconstruction Ordinance Functional Classification – Local Street**

Width Recommendation:

- **Warren Street: (Badger Street to Palmer Street) – 34 feet face to face of curb**
 - (Existing width – 38 feet)
- **Recommend adding sidewalk on both north and south side where it is not currently in place and is feasible to add. Recommend replacing all existing condemnable sidewalks.**

OR

- **Warren Street: (Badger Street to Palmer Street) – 34 feet face to face of curb**
 - (Existing width – 38 feet)
- **Recommend removing all existing sidewalk parallel with Warren Street (Badger – Palmer)**

Recommendations were based on traffic volumes, pedestrian usage, allowed parking, and impact to the surrounding neighborhood. No major traffic changes are anticipated for the life of the proposed street. A 34 foot wide street would still accommodate the expected traffic volumes and allow for parking while increasing the boulevard width to allow for additional greenscaping, boulevard trees, and stormwater management. The addition of sidewalk would allow pedestrians an off street route for travel. The sidewalks would connect to the sidewalk on Division Street which further connects to downtown. Additional boulevard trees would likely require removal if sidewalk is added due to them being located within the boulevard area where the sidewalk would go.

Functional Classification of Streets	Number of Traffic Lanes	Curb to Curb Width			
		No Parking		With Parking	
		Range of Normal Widths	Desirable	Range of Normal Widths	Desirable
Local	2	28'--32'	30'	30'--38'	36'
Collector	2	30'--34'	32'	36'--40'	38'
Minor Arterial	2	34'--36'	36'	40'--52'	42'
Principal Arterial - Other than freeways and expressways	2--4	36'--52'	2 ln - 36' 4 ln - 52'	-----	-----