CITY OF CHIPPEWA FALLS, WISCONSIN

NOTICE OF PUBLIC MEETING

In accordance with the provisions of the Wisconsin State Statutes, Sec. 19.84, notice is hereby given that a public meeting of:

Committee #3
Transportation, Construction, Public Safety and Traffic

Will be held on Tuesday, January 16, 2018, at 5:15 pm, Council Chambers, City Hall, 30 West Central Street, Chippewa Falls, WI.

Items of business to be discussed or acted upon at this meeting are shown on the agenda below:

1. **Discuss pedestrian crossing analysis of the River Street/Bridge Street roundabout. Possible recommendations to Council.**

2. **Discuss issuing parking tickets during the restricted hours of 2:00 am – 6:00 am from November 15 – March 31 when no snow removal operations are being conducted. Possible recommendations to Council.**

3. **Discuss updating Chapter 15 – Electrical Code of the City of Chippewa Falls Municipal Code. Possible recommendations to Council.**

4. **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.
NOTE: REASONABLE ACCOMMODATIONS FOR PARTICIPATION BY INDIVIDUALS WITH DISABILITIES WILL BE MADE UPON REQUEST. FOR ADDITIONAL INFORMATION OR TO REQUEST THIS SERVICE, CONTACT THE CITY CLERK AT 726-2719.

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 OF OFFICIAL NEWSPAPER
I hereby certify that a copy of this notice has been posted on the City Hall bulletin board and a copy has been given to the Chippewa Herald on January 11, 2018 at 1:15 pm by BNG.

Memo

To: Common Council Committee #3

From: Chippewa Falls Engineering Office/Bill McElroy

Date: 1/9/2018

Re: Investigation into Pedestrian Crossing at River St/Bridge Street Roundabout

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The Chippewa Falls Engineering Office has been tasked with completing a pedestrian crossing analysis of the River Street/Bridge Street roundabout.

Background
With continued growth in the downtown district, the emergence of the Riverfront Park, and the relocation of the farmer's market back to southeast quadrant of River and Bridge Streets, pedestrian crossing within the roundabout at that location has become a concern.

The Chippewa Falls Engineering Office researched the intersection to determine if the concerns were warranted and what possible remedies are available to solve the problem, if any. Utilizing the Wisconsin Department of Transportation data for traffic crashes it found that no pedestrian involved crashes have occurred in the roundabout area since it was installed in 2013. The City utilitizes the Manual of Uniform Traffic Control Standards 2009 edition (MUTCD) for guidance on sign type and placement throughout the City. The roundabout currently has pedestrian crossing signs located at all of the entry points to the roundabout. See attachment 1 for existing conditions. There are not pedestrian crossing signs at the outgoing legs of the roundabout. According to MUTCD standards, all of the pedestrian crossing signs are optional (See attachment 2).

Some features that the roundabout already has which increase pedestrian safety are pedestrian refuge areas, pedestrian crossing signs, high visibility crosswalk pavement marking material, and reduced speeds by vehicle slowing for the roundabout.

Although no crashers have thus far been reported, options to help prevent any pedestrian crossing incidents were still evaluated as pedestrian traffic in the area is only expected to grow as future phases of the Riverfront are completed.

Possible Options and Discussion
Listed below are a number of options available to increase automobile recognition of pedestrians in the roundabout. Many of the options are derived from Federal Highway Administration's information brief about pedestrian crossings from December 2017 (See Attachment 3). Pictures of many of the options can be seen in Attachment 2.

1. Take No Action and Continue Monitoring
With this option, no action is taken. All pedestrian crossings would remain as they are now. The roundabout is currently signed according to MUTCD standard and no pedestrian crashes have been reported. The Chippewa Falls Engineering Department would continue to monitor the area to see if any further action would need to be taken as the build out of the Riverfront continues.

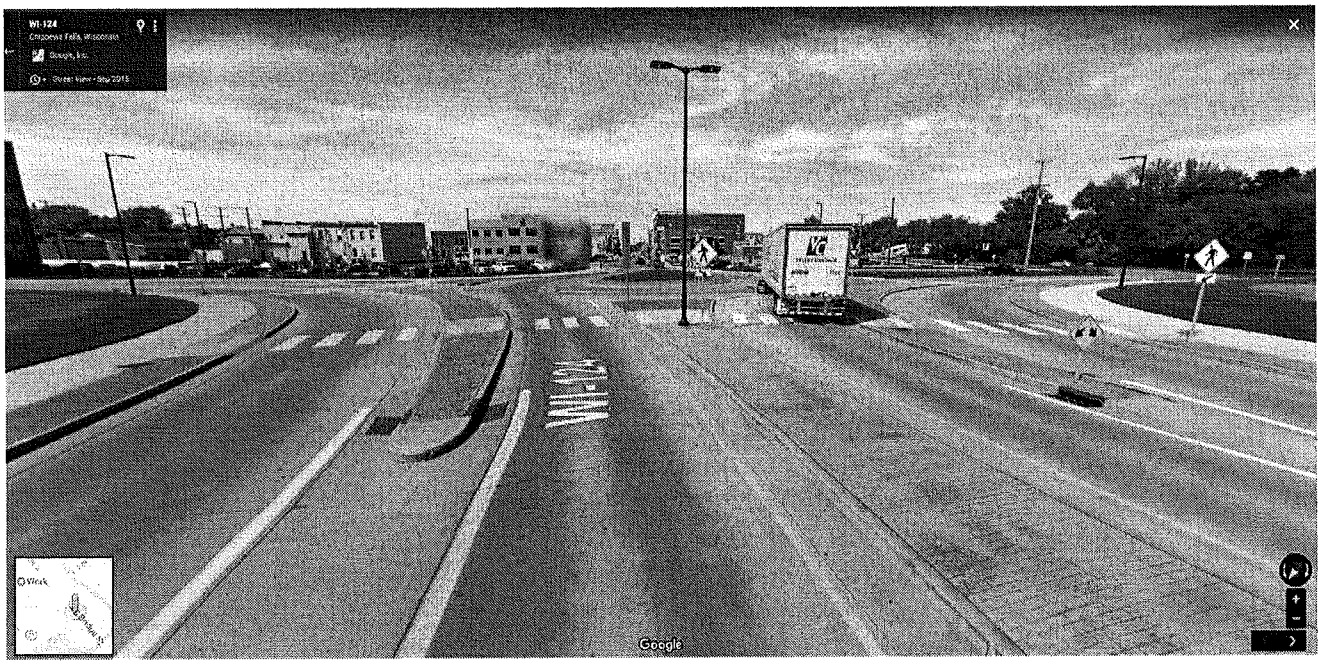
2. Increase Signing in Roundabout
With this option, additional pedestrian crossing signs would be added on the outgoing legs of the roundabout, which are currently unmarked. In total, 6 additional signs could be added. The estimated cost of this option would be approximately $1500 for 6 signs. The reasoning against this option would be that additional signs would create sign "clutter" and reduce the effectiveness of all the signs currently present.

3. Make Current or New Signs More Conspicuous
The existing pedestrian crossing signs and additional signs if chosen could be made more conspicuous by adding perimeter lighting. This lighting would attract the driver's eye to help ensure they see the sign. Costs for these types of signs vary, but solar powered versions can expect to cost approximately $1500 each. One downside to this option would be that the consistent blinking of the lights may detract from the Riverfront setting.

4. Pedestrian Actuated Lighting Units
These lighting units only flash when actuated by a pedestrian. This would help attract the driver's attention as it is not constantly flashing, as well as not detract from the Riverfront setting. This option's costs also vary greatly but at least $5000 per unit would be needed.

5. Rectangular Rapid Flashing Beacon
Rectangular rapid flashing beacons (RRFB) have been very popular the last 5 years for crosswalk areas. They are pedestrian actuated beacons that flash on and off in a repetitive fashion to warn vehicles of pedestrians. However, guidance from the Institute of Transportation Engineers has indicated they should not be used in roundabouts. The MUTCD has also recently rescinded its interim approval of the RRFB as seen in the Attachment 4 memo.

Conclusions
The Chippewa Falls Engineering Department is recommending that item #1 be pursued. Once the Riverfront is completed a more complete analysis of the intersection can be done as the amount of pedestrians using the area can be more accurately depicted. At that point, the turn lane from eastbound to southbound will be open and more accurate traffic flows will be realized. If it is determined that further action needs to be taken it is recommended that option #2 be utilized as it is the most cost effective use of City funds.


WI-124
Crosses Falls, Wisconsin
Google, Inc.
Street View - May 2015
View
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2009 Edition Part 2 Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

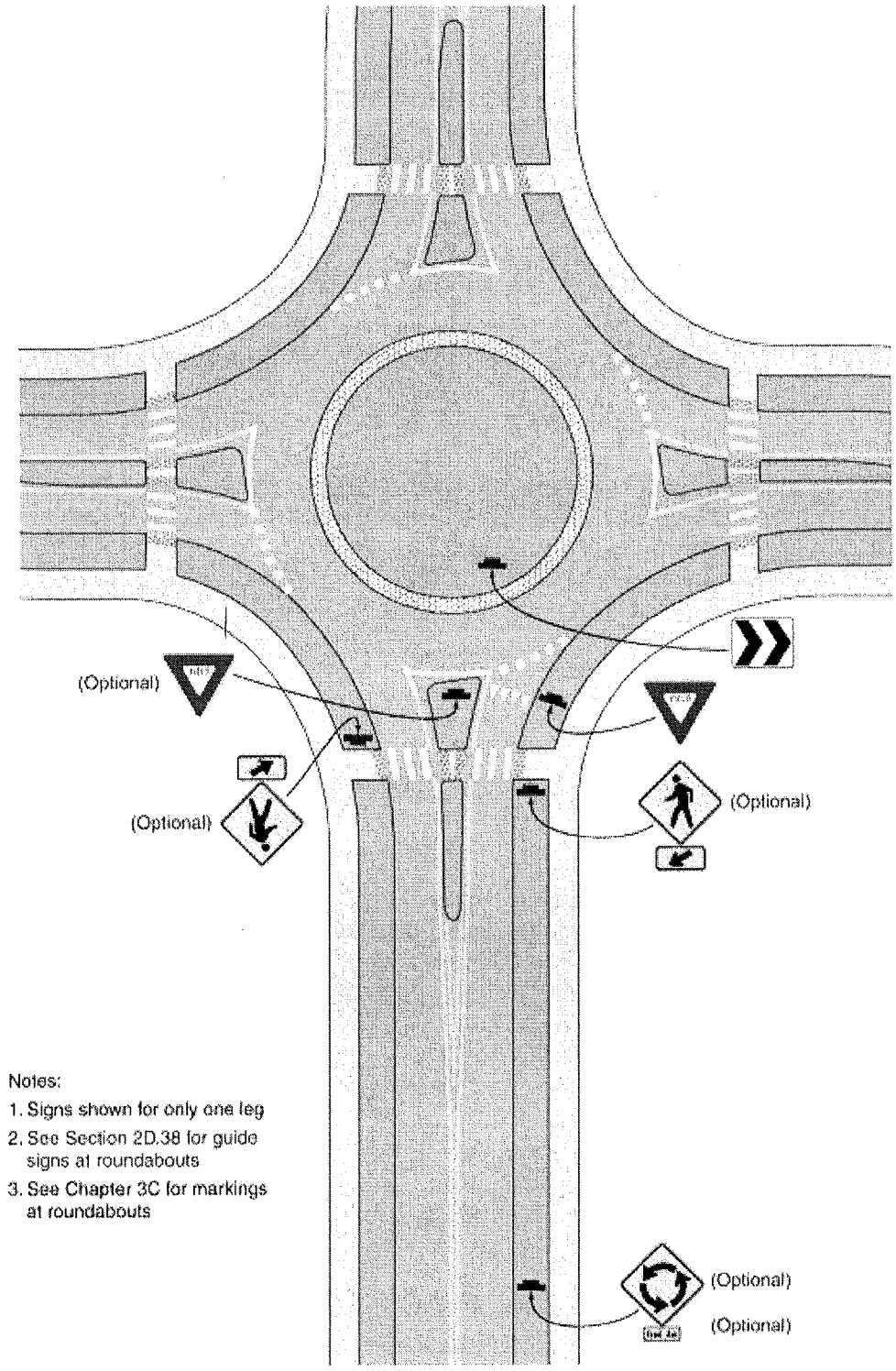

Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

This figure illustrates an example of regulatory and warning signs for a one-lane roundabout.

Notes state: (1) Signs shown for only one leg. (2) See Section 2D.38 for guide signs at roundabouts. (3) See Chapter 3C for markings at roundabouts.

The figure shows a green central island surrounded by a circular roadway. A narrow band shown as composed of a contrasting pavement texture separates the island from the circular roadway.

Four roadways enter the roundabout from the north, south, east, and west. Concentric bands of narrow green verges and curbing border the outsides of the roadways. Each roadway is a two-lane road. A triangular splitter island separates the two lanes of each road where it intersects the circular roadway. Around the outer edge of the circular roadway, a solid white line is shown across the base of each splitter island, a dotted white line is shown intersecting each of the four entering lanes, and no line is shown intersecting the four exiting lanes.

On each of the four roadways entering the roundabout, the opposing directions of travel are separated by a solid double yellow line. As each roadway approaches the splitter island, the two solid yellow lines diverge to go alongside the two sides of the splitter island. A crosswalk composed of a row of closely spaced white lines parallel to the flow of traffic is shown crossing both lanes and the narrow part of each splitter island.

On the roadway entering the circular roadway from the south, a sign assembly marked "optional" is shown to the right of the roadway and facing south. It is shown composed of a diamond-shaped yellow roundabout symbol sign mounted above a horizontal rectangular yellow plaque with the words "Front Ave." Farther north and opposite the splitter island, another sign assembly marked "optional" is shown to the right of the roadway on the green verge and facing south. It is shown composed of a diamond-shaped yellow walking person symbol sign mounted above a horizontal rectangular yellow plaque with a diagonal arrow pointing down and to the left. Just beyond this sign assembly, a crosswalk composed of a row of closely spaced white lines parallel to the flow of traffic is shown crossing both lanes and the narrow part of the splitter island. On the green verge on the left side of the roadway, another sign assembly marked "optional" is shown facing north. It is shown composed of a diamond-shaped yellow walking person symbol sign mounted above a horizontal rectangular yellow plaque with a diagonal arrow pointing down and to the left. North of the crosswalk, a yield line of white triangles is marked on the pavement across the lane of traffic entering the circular roadway in advance of the dotted white line. A YIELD sign assembly facing south is shown on the green verge to the right of the roadway adjacent to the YIELD line. Another YIELD sign facing south and marked "optional" is shown on the base of the splitter island.

Opposite the entering lane, a horizontal rectangular white sign with two black right-pointing chevrons is shown facing south on the green central island.

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FHWA

Informational Brief: Treatments for Uncontrolled Marked Crosswalks

Federal Highway Administration • Office of Operations • December 2017

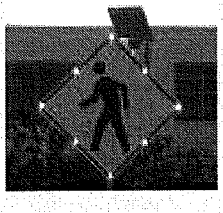
The FHWA provides this information to practitioners about acceptable methods of enhancing pedestrian safety that can be implemented at uncontrolled marked crosswalks. The FHWA continues to be committed to helping practitioners reduce the number of pedestrian injuries and fatalities that occur at uncontrolled marked crosswalks each year.

There are numerous treatments that comply with the current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD, see https://mutcd.fhwa.dot.gov/) that can be employed either individually or in varying combinations to enhance safety at uncontrolled marked crosswalks. These treatments range from various types of crosswalk markings to enhancing the edge of a standard Pedestrian Crossing warning sign with light-emitting diodes that can be activated by pedestrians. In addition to traffic control devices, roadway treatments, such as lighting or roadway narrowing, can enhance the safety of pedestrians using the crosswalk. The most appropriate treatment, or combination of treatments, will depend on the specific conditions of each site. Conducting a Road Safety Audit (see https://safety.fhwa.dot.gov/rsa/) is one way to identify potential treatments based on the roadway and user characteristics. Additional information to help in the selection of treatments for varying site conditions can be found in the following FHWA resources:

- **Pedestrian & Bicycle Safety Web site (http://safety.fhwa.dot.gov/ped_bike/)**
- **PEDSAFE Web site (http://www.pedbikesafe.org/PEDSAFE/)**
- **Safe Transportation for Every Pedestrian (STEP), an Every Day Counts initiative (https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)**

The following traffic control devices comply with the provisions of the 2009 Edition of the MUTCD and can be implemented for a particular crossing if their use would be appropriate based on the specific conditions at the site, such as roadway geometrics and traffic volumes and speeds:

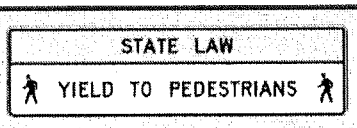
Pedestrian-activated Flashing LEDs in the Border of a Warning Sign – Section 2A.07 describes the use of flashing white or yellow LEDs in the border of a pedestrian crossing warning sign. The flashing LEDs may be pedestrian activated to increase their effectiveness in making the crossing sign more conspicuous when a pedestrian desires to cross the roadway.

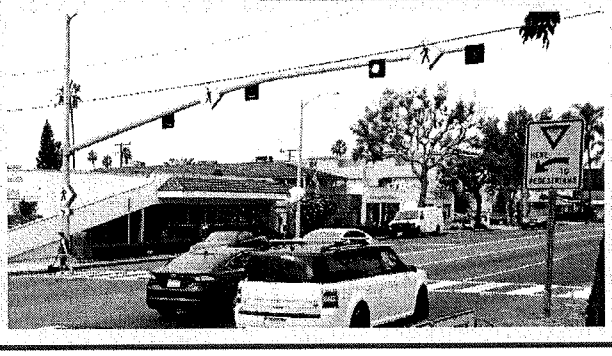


Enhanced Conspicuity of Pedestrian Crossing Signs – Section 2A.15 describes numerous methods that may be used to improve the conspicuity of regulatory or warning signs that are associated with pedestrian crossings.

Yield Here to (or Stop Here for) Pedestrians signs – Section 2B.11 describes pedestrian crossing signs that may be placed upstream from a crosswalk to inform drivers on multi-lane roadways that they are legally required to stop a specified distance in advance of the crosswalk if a pedestrian is crossing the roadway.

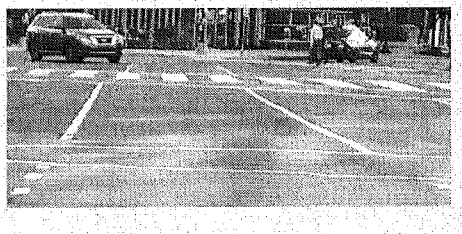
Overhead Pedestrian Crossing Signs – Section 2B.12 describes pedestrian crossing signs that may be mounted over the roadway to make it easier for drivers to notice that a crosswalk is present, especially from a greater distance than they would for post-mounted signs, and to inform them of their legal obligation to stop if a pedestrian is waiting to cross or in the process of crossing the roadway.





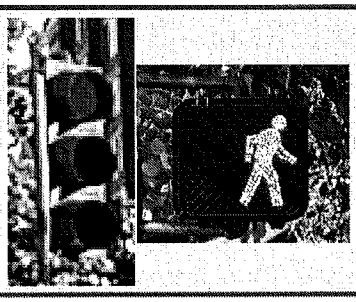
In-street Pedestrian Crossing Signs – Section 2B.12 describes pedestrian crossing signs that may be placed in the street to notify drivers that a crosswalk is present and to inform them of their legal obligation to stop if a pedestrian is waiting to cross or in the process of crossing the roadway.

High-visibility Crosswalk Markings – Section 3B.18 describes the various types of crosswalk markings that may be used, including those that include diagonal or longitudinal lines to increase the visibility of the crosswalk to approaching drivers.

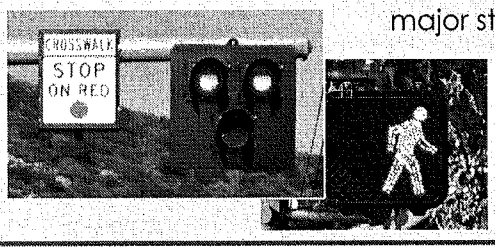


Additional information on crosswalk marking patterns is available in a recent study, *Crosswalk Marking Field Visibility Study* (Report No. FHWA-HRT-10-068).

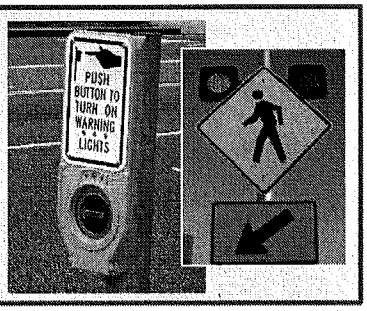
Midblock Pedestrian Signals – Sections 4C.05 and 4C.06 describe warrant criteria that can be used in a signal needs study of a marked crosswalk location to determine if the installation of a midblock pedestrian signal is justified to assist pedestrians or schoolchildren in safely crossing the major street.



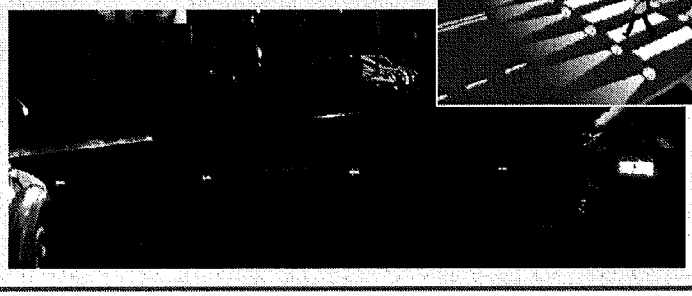
Pedestrian Hybrid Beacons – Section 4F.01 describes warrant criteria that can be used to determine if the installation of a pedestrian hybrid beacon is justified to assist pedestrians in safely crossing the major street.



Pedestrian-activated Warning Beacons – Section 4L.03 describes the use of a flashing yellow warning beacon to supplement a pedestrian crossing warning sign. The warning beacon may be pedestrian activated to increase its effectiveness in making the crossing sign more conspicuous when a pedestrian desires to cross the roadway.



In-roadway Warning Lights – Section 4N.02 describes pedestrian-activated yellow lights that may be installed in the roadway surface at an uncontrolled marked crosswalk location to warn drivers that a pedestrian is waiting to cross or in the process of crossing the roadway.



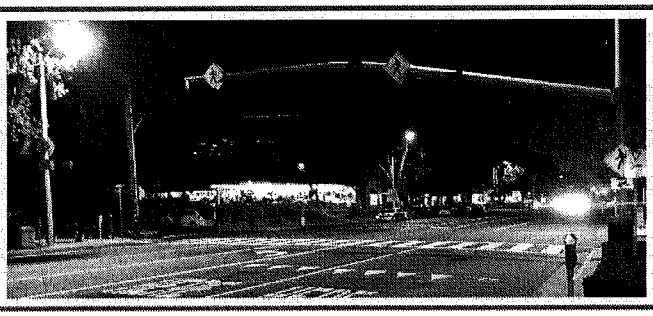
The following roadway features, which are not considered to be traffic control devices, can be implemented for a particular crossing if their use would be appropriate based on the specific conditions at the site, such as roadway geometrics and traffic volumes and speeds:

Curb Extensions (bulb-outs, neckdowns) – This feature, which is particularly beneficial in urban settings where on-street parking (either parallel or diagonal) is present, shortens the crossing distance and allows the pedestrian waiting to cross to be more visible to the approaching driver. Where physical construction is not immediately feasible, neckdown of the street width at the crosswalk can be accomplished on an interim basis using markings and flexible delineator posts to achieve a traffic calming effect similar to that of a curb extension.

Pedestrian Refuge Islands (median islands) – This feature, which is particularly beneficial on wide multi-lane roadways, allows pedestrians to cross a two-way street in two stages by finding a gap in one direction, and then stopping on a median island of sufficient width to wait while searching for a gap in the other direction of traffic.

Raised Crosswalks – This feature improves pedestrian safety by forcing drivers to slow down when traversing the crosswalk location.

Crosswalk Lighting – This feature improves pedestrian safety by allowing the pedestrian waiting to cross or in the process of crossing to be more visible to the approaching driver during nighttime conditions.



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** MUTCD – Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp
Associate Administrator for Operations

In Reply Refer To: HOP-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),[1] prohibits the use of patented devices under an IA,[2] or official experimentation[3] with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).[4]

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.[5] The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

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[1] MUTCD 2009 Ed., Intro. ¶ 4 at I-1
[2] *Id.*; § 1A.10.
[3] *Id.*
[4] *See id.* at ¶ 02 at I-1.
[5] *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:
Associate Administrators
Chief Counsel
Chief Financial Officer
Directors of Field Services
Director of Technical Services

CHAPTER 15 - ELECTRICAL CODE

15.01	Adoption of State Electrical Code
15.02	Electrical Inspector
15.03	Electrical Inspector-Powers and Duties
15.04	Permits
15.05	Fees
15.06	Electrical Inspection Requirements
15.07	City not liable for damages
15.08	Penalties

15.01 - ADOPTION OF STATE ELECTRICAL CODE.

The Wisconsin Administrative Code, Safety and Professional Services (SPS) chapters 305 and 316, and any future amendments and additions thereto, are hereby adopted and incorporated into this chapter by reference. Those portions of the National Electrical Code (NEC) which are adopted by SPS 316, Wis. Admn. Code, and any future amendments thereto, are also adopted and incorporated into this chapter by reference.

15.02 - ELECTRICAL INSPECTOR.

(1) The Electrical Inspector shall be the City Inspector or Assistant City Inspector.

(2) The Electrical Inspector shall not be interested as a partner or otherwise with any person or persons in any business dealing in electrical supplies, fixtures, or material, or carrying on the trade of work of an electrician.

(3) The Electrical Inspector shall be a State of Wisconsin Certified Electrical Inspector.

15.03 - ELECTRICAL INSPECTOR—POWERS AND DUTIES.

(1) Powers.

a. The Electrical Inspector or the Chief of the Fire Department shall have the power to cause the removal of all wires and the discontinuance of all electrical current when the circuits interfere with the work of the Fire Department. The Electrical Inspector shall have the authority to cause the turning off of all electrical current to any equipment or circuits found to be in an unsafe condition, and cut or discontinue electrical service in cases of emergency and where such currents are dangerous to life or property.

(2) Duties.

a. The Electrical Inspector and his/her authorized representative shall enforce the provisions of this chapter, including all rules and regulations adopted by this chapter.

b. The Electrical Inspector and his/her authorized representative shall keep complete records of all applications received, permits issued, inspections made and other official work performed under the provisions of this chapter.

15.04 - PERMITS.

(1) PERMIT REQUIRED. No person shall install, alter, extend, replace or remodel any electrical system or equipment regulated by this code or cause the same to be done in the City of Chippewa Falls until a permit is obtained in accordance with this chapter except as specified in section 15.04(2). Permits shall only be issued to an Electrical Contractor licensed by the State of Wisconsin, a person exempt under the provisions of §101.862(5) or (6), Wis. Stats., or to the owner of a single family residence in which the owner occupies.

a. The City shall issue permits for electrical work upon the filing of proper applications, which shall be made on forms furnished by the City and shall describe the nature of the work, as well as such other information as may be required for inspection. In no case shall any electrical work be done unless a permit has been obtained prior to the start of electrical work, unless a permit is not required pursuant to subsection 15.04(2). The City may require the applicant to furnish plans and specifications covering the work to be done. It shall be the responsibility of the property owner, as well as the electrician, to determine that a proper permit has been obtained for the electrical work.

b. No permit shall be issued to any applicant who is in arrears on the payment of any of the fees or who has failed to comply with any outstanding lawful order of the Electrical Inspector.

(2) EXEMPTIONS.

a. No permit shall be required by the provisions of this chapter for:

1. Minor repairs made necessary for the proper maintenance of an existing installation.
2. Replacing of fixed motors, transformers, appliances, fixtures and devices of the same type and rating in the same location.
3. Electrical maintenance work performed by an industrial electrician licensed to perform such work.
4. Adjustment or repair of highly specialized electrical apparatus or equipment, such as, but not limited to, elevators, dental, and medical equipment when performed by company or factory authorized personnel.
5. Electrical wiring, devices, appliances, apparatus or equipment operating at less than 50 volts.

b. All work performed under the exemptions in subsection (a) shall be performed in full compliance with this chapter.

(3) PERMIT EXPIRATION. When any electrical work for which a permit is issued is not started within 6 months from the date of the issuance of the permit, or after starting, there is a cessation of such work for more than 6 months, the permit shall lapse and be void, and no electrical work shall begin or resume until a new permit is obtained and fees paid. Where work has commenced within 6 months, the permit shall expire one year from the date the permit was issued.

15.05 - FEES.

(1) Fees for permits for electrical work shall be established by City Council resolution.

a. If electrical work has been started before a permit is issued, the total fees for such permit may be double the regular fee. Payment of any fee required by this subsection shall in no way relieve any person of the penalties that may be imposed for a violation of this chapter.

(2) A re-inspection fee may be charged each time a re-inspection is necessary due to the failure to show for a scheduled inspection or the failure to correct faulty, defective, or incomplete work identified during a prior inspection. Re-inspection fees shall be established by City Council resolution.

(3) Emergency work that is done prior to obtaining an electrical permit shall have the double fee listed in 15.05(1)(a) waived if the Electrical Inspector is satisfied that an emergency existed insofar that the person doing or causing the work to be done could not obtain a permit prior to performing the work. An electrical permit for the emergency work shall be obtained by the person responsible for the work by the end of the following business day.

15.06 - ELECTRICAL INSPECTION REQUIREMENTS.

Unless otherwise permitted by the inspector, all work shall be left uncovered for inspection until approved by the Electrical Inspector. Whenever work is ready for inspection, the inspector shall be notified by the person receiving the permit and shall inspect the electrical work within 2 business days of notification. If the Electrical Inspector finds that the electrical work complies with this chapter, the inspector shall approve the work and authorize concealment of the same. If the Electrical Inspector finds that the electrical work is incomplete or not in compliance with this chapter, the inspector shall issue an order to correct the work within 10 days. Concealment of electrical work prior to inspection by the Electrical Inspector shall constitute a violation of this section.

15.07 – CITY NOT LIABLE FOR DAMAGES.

This chapter shall not be construed as assuming any liability on the part of the City for damages to anyone injured, or any property destroyed by defective work, material or plan in any building or the permanent equipment thereof.

15.08 - PENALTY.

Any person who is convicted of a violation of any provision of this chapter shall be subject to a forfeiture as provided in Chapter 25.04 of this Municipal Code.