

Engineering Division of the Public Works Department

To: Chairperson Davis and Committee Members

From: Nathan R. Williams, Civil Staff Engineer

Date: October 13, 2025

Subject: Public Safety & Welfare Committee Meeting of November 5, 2025

Review and take possible action: Request for Additional Signage - Arthur St and Cleveland St

Background

The Engineering Division of the Public Works Department received a request for additional signage at the intersection of Cleveland St and Arthur St. The signage requested is a stop sign and a dead-end sign. To justify a stop sign, the requester cited limited sight lines that create a dangerous T-intersection. To justify a dead-end sign, the requester cited the lack of a turnaround at the northernmost point of Cleveland St. According to the request, vehicles tend to drive directly down this narrow street and have to back out into the intersection. The issue reportedly worsens during events when parking in the area is limited. The requester's neighbors are also interested in finding a solution to improve this intersection.

There are right-of-way constraints in this location, and the east edge of the curb appears to be the property line. The pavement is 15' wide, effectively acting as a one lane road. There is approximately 5' of grass within the right-of-way on the west side that serves as a suitable sign placement area. The requested signage would be placed in this area. In this specific case, the placement of the dead-end sign on the left-hand side of the road appears to meet MUTCD standards due to unusual constraints and the one lane nature of the roadway.

Budget Goal

5. Maintains a safe and healthy community, with an eye toward future needs and trends

Financial Impact

Minimal labor costs are anticipated with Street Division Crews performing the work. Material costs are anticipated to be under \$100 for the dead-end sign.

Recommendation

The Engineering Division of the Public Works Department recommends placing a dead-end sign as requested, which serves to clarify an existing condition. If approved, Engineering will mark the appropriate signage location, and the Street Division will furnish and install the sign. While a stop sign may improve this intersection further, there are many similar cases within the City of Watertown. In current practice, uncontrolled intersections in low traffic areas are generally maintained in their existing condition rather than adding stop signs, and Wisconsin right-of-way laws apply. Following current practice, a stop sign is not recommended in this location at this time.

2025 Operational Goals

The purpose of our operational goals is to identify, prior to the budgeting process, what work the city intends to achieve in 2025. The goals should align with our mission. Not only will the operational goals inform budget prioritization, but they will also guide the creation of the 2025 Department Work Plans.

Present a budget that (in no particular order):

1. Invests in the strategic planning and maintenance of our city buildings
2. Proactively maintains and improves our parks and infrastructure to ensure safety, quality, and equity
3. Supports employee retention and growth, while also evaluating operations and the associated staffing
4. Fosters community growth by assessing opportunities, stakeholder input, environmental needs, and modern code and policy priorities
5. Maintains a safe and healthy community, with an eye toward future needs and trends