



Public Works Committee Meeting

Cravath Lakefront Room, 2nd floor

312 W. Whitewater St.

Whitewater, WI 53190

*In Person and Virtual

Tuesday, March 10, 2026 - 5:15 PM

MINUTES

CALL TO ORDER

The Public Works meeting was called to order by Board President Hicks at 5:15 p.m.

ROLL CALL

PRESENT: Board Member Hicks, Board Member M. Smith, Board Member Majkrzak

ABSENT: Majkrzak

OTHERS: Marquardt

APPROVAL OF AGENDA

Motion made by Board Member M. Smith to approve the agenda for Tuesday, March 10, 2026, Seconded by Board Member Hicks.

Voting Yea: all via voice (2)

Voting Nay: None

Absent: Majkrzak

APPROVAL OF MINUTES

1. Approval of Minutes from February 10, 2026

Motion made by Board Member M. Smith, Seconded by Board Member Hicks to approve the minutes from February 10, 2026.

Voting Yea: all via voice (2)

Voting Nay: None

Absent: Majkrzak

HEARING OF CITIZEN COMMENTS

Dave Stone, 303 W. Ann St., spoke about the intersection of W. Main St. and Prairie St. He noted when traveling south on S. Prairie St., the intersection is currently designated as a right-turn-only lane. He asked whether the City could paint a right turn only arrow in the right lane and straight/left-turn arrows in the adjacent lane. Marquardt will review this request and, if feasible, be addressed this summer.

NEW BUSINESS

2. **Discussion and Possible Action regarding Starin Road traffic and pedestrians between Prince Street and Prairie Street.**

Hicks said it was unfortunate what recently occurred at Starin Road and Main Street. He noted that it is worthwhile to review conditions and explore potential options for both roads.

Regarding Starin Road specifically, he cautioned against acting too quickly and expressed a desire for additional research. Possible measures include stoplights, speed tables, speed bumps, and barriers to direct traffic, all of which would involve costs. Hicks suggested taking a different approach by having Public Works research how other cities—particularly university towns—handle motorized scooters and similar devices, including potential bans or restrictions on their use on sidewalks and crosswalks.

He referenced Bird scooters as an example, noting that although they were not intended for sidewalk use, that rule was not always followed.

Hicks also expressed surprise that there have not been more accidents in the City and indicated he would like to see increased restrictions on motorized devices. He added that traffic measures installed on Starin Road over the past three to five years have been reasonably effective but emphasized the importance of conducting further research before committing funds or initiating additional work in that area.

M. Smith is very concerned about scooter use in the City as well and there are not a lot of restrictions on scooters.

Marquardt stated he will bring the use of scooters forward as a future agenda item for discussion. In addition, this discussion will be brought back to Council as a staff update. It was noted that the Parks and Recreation Director is currently working on an updated ordinance addressing bicycles, e-scooters, and e-bikes. The proposed ordinance would not impose restrictions but rather update the City's code to align with State Statute. Marquardt also indicated he will research policies at other college campuses to gather additional information.

Background history Marquardt provided stated on February 11, 2026, UW Whitewater Police responded to an accident of a person on an electric scooter being hit on Starin Road while crossing at the crosswalk near the University Bookstore. The item was briefly discussed at the February 17, 2026, Common Council meeting with the Council asking for it to be on a future Public Works Committee agenda. Included were State Statutes that pertain to electric scooters.

As additional background, in 2024, the University reached out to the City about pedestrian safety crossing Starin Road. The City and University reviewed possible safety enhancements, including closing a portion of Starin Road during the school day. Ultimately, Council decided to:

- Install pedestrian crossing signs requiring motorists to stop (rather than yield) to pedestrians at uncontrolled pedestrian crossing locations between Prairie Street and Prince Street.
- Lower the speed limit from 25 mph to 15 mph between Prairie Street and Prince Street.
- Install "All Way Stop" conditions at Starin Road and Prince Street.
- Install "All Way Stop" conditions at Starin Road and Warhawk Drive.

Speed humps/bumps were discussed but decided not to be implemented as the temporary rubberized ones are not recommended for installation over winter due to not holding up to snowplowing.

This item was discussed at multiple Public Works and Common Council meetings in 2024 and 2025. At the December 17, 2024, Council meeting, Council directed staff to bring back the items mentioned above for discussion at the January 7, 2025, Council meeting, where Council voted to implement the changes noted above.

At this point, staff does not see a reason to make any changes to the traffic pattern on Starin Road. However, other conditions that could be investigated, short of closing a section of Starin Road, could be:

- Installing permanent speed bumps at uncontrolled pedestrian crossings.
- Installing speed tables at uncontrolled pedestrian crossings.

- Eliminating all uncontrolled pedestrian crossings. Have pedestrians cross at Prince Street, Warhawk Drive, and Prairie Street only.
- Installing a traffic signal to allow for pedestrian crossings at the University Bookstore location, in addition to the controlled crossings at Prince Street, Warhawk Drive and Prairie Street only.

3. **Discussion and Possible Action regarding parking on Dann Street north of Milwaukee Street.**

Marquardt noted this item appeared on the February 10, 2026, Public Works Committee agenda. Staff wanted to confirm that both the staff recommendation and the Committee's motion were accurately reflected.

The Public Works Committee recommended posting:

- The west side of Dann Street as "No Parking This Side of Street" and adopting a corresponding ordinance.
- For the southeast half of Dann Street, the Committee moved to post the south half as "No Parking Here to Corner".
- For the northeast half of Dann Street as "Private Parking Only for 504 Milwaukee Street," with an ordinance to match.
- The Committee also recommended posting "No Parking Between Signs" along the north edge of Dann Street and adopting an ordinance accordingly.

The financial impact would be minimal, limited to the cost of purchasing additional signs, which City staff would install.

Staff also questioned whether parking should continue to be allowed on the east side, south of the driveway to Milwaukee Street, as it currently exists. This area provides approximately 50 feet of available parking space.

After furthering review by Marquardt, it was noted the real issue around Dann St. and Milwaukee Street was people parking in the area of no parking on the west side of Dann Street with no ordinance to enforce it, and parking in front of driveways. Staff is seeking to reverse the previous recommendation and allow parking in that small section on the southeast side.

Board Member Hicks clarified that the City would allow parking on the east side of Dann Street on the southern half, north of Milwaukee Street. However, keep the no parking on the north half as private parking only for 504 Milwaukee Street.

Motion made by Board Member Hicks to approve no parking on the west side of Dann Street and label the north half of the east side of Dann Street private parking only for 504 E. Milwaukee Street, Seconded by Board Member M. Smith.

Voting Yea: Board Member M. Smith, Board Member Hicks

Voting Nay: None

Absent: Majkrzak

4. **Discussion and Possible Action regarding award of Police Evidence Garage Contract.**

Marquardt stated The Police Department is proposing to build an evidence garage within the fenced Wastewater Facility grounds. Angus Young Architects/Engineers was hired to design, assemble plans

and specifications, and advertise for the project. The project had a bid opening on May 5, 2026. Four bids were received.

- Gilbank Construction \$852,000.00
- Superior Construction \$915,362.00
- Campbell Construction \$1,011,898.00
- RR Walton & Company \$1,029,907.85

On February 20, 2025, the Council approved the design contract with Angus Young for the Evidence Garage. On January 20, 2026, the Council approved an Amendment to the contract for plumbing design and contract administration.

The 2024 – 2026 CIP budget included \$180,000 for the design and the 2026-2027 CIP budget included \$875,000 for construction for a total of \$1,055,000. With the low bid of \$852,000, the running total for the project is at \$926,795, leaving \$128,205 for contingencies, furniture and cameras.

Staff recommended a motion to accept the low bid from Gilbank Construction and forward to Council for final approval.

Motion made by Board Member M. Smith to approve the low bid from Gilbank Construction for the Police Evidence Garage, Seconded by Board Member Hicks.

Voting Yea: Board Member Hicks, Board Member M. Smith

Voting Nay: None

Absent: Majkrzak

5. Discussion and Possible Action regarding award of Contract 4-2026, Main Street/Franklin Street Intersection Improvements.

Marquardt stated the southeast corner of Franklin Street and W. Main Street intersection is planned to be reconfigured in a manner to allow semi-truck drivers to make a northbound to eastbound turning movement without hitting the bollards or traffic signal.

The project was advertised with bid opening at 11:00 am on Tuesday March 10, 2026. Bid opening resulted in four bids. Parisi came in with the lowest bid at \$260,185.75, with an additional two other bids around \$272,000 and one other bid around \$368,000.

At the November 12, 2024, Public Works Committee meeting, the Committee recommended moving forward with the redesigning of the intersection to better allow eastbound turning semi-trucks from Franklin Street.

At the April 8, 2025, Public Works Committee meeting and the April 15, 2025, Common Council meeting, Task Order 25-06 was approved for the redesign of the Main Street/Franklin Street intersection.

At the December 9, 2025, Public Works Committee meeting, it was recommended that a left turn arrow be included in the design for westbound Main Street traffic. Amendment No. 1 to the Task Order to include the design of a left turn arrow was approved at the January 2026 Public Works Committee and Council meetings.

\$296,000 has been included in the budget. This original estimate did not include the addition of the left turn arrow that was approved to be added in January 2026.

Staff recommended awarding the Contract 04-2026 to Parisi for the Main Street/Franklin Street Intersection Improvements.

Motion made by Board Member Hicks to approve Contract 4-2026, Main Street/Franklin Street Intersection Improvements from Parisi at \$260,1803.75, Seconded by M. Smith.

Voting Yea: Board Member M. Smith, Board Member Hicks

Voting Nay: None

Absent: Majkrzak

6. Discussion and Possible Action regarding Municipal Separate Storm Sewer System (MS4) Annual Report.

Marquardt explained that the City must submit an Annual Report for its Municipal Separate Storm Sewer System (MS4) Permit to the DNR each year by March 31. The report includes required information on Public Education and Outreach; Public Involvement and Participation; Illicit Discharge Detection and Elimination; Construction Site Pollutant Control; Post-Construction Stormwater Management; Pollution Prevention; the Storm Sewer Map; and Fiscal Analysis. As part of the permit requirements, staff must also present the Annual Report to elected officials.

Marquardt will forward this information to the Council to be placed on the next agenda as a staff report.

7. Discussion and Possible Action regarding stop sign control at Moraine View Parkway and Jakes Way.

Marquardt stated southbound traffic on Moraine View Parkway must stop at Jakes Way. No other stop conditions exist at the intersection. With the construction of the multi-family building on the west side of Moraine View Parkway, currently under construction, a review of the stop conditions at this intersection should occur.

The financial impact would be minimal. Any work with installing or moving signs would be done by City crews.

Moraine View Parkway is designed as the main north/south road with medians and a southbound left turn lane at Jakes Way. Therefore, it should have the right-of-way with intersecting roadways or driveways having to stop. Based on this, staff recommended a motion to remove the stop sign on Moraine View Pkwy and create an ordinance to install a stop sign for west bound traffic on Jakes Way at Moraine View Pkwy and forward to Council. As a note, there is no ordinance in the Municipal Code for the existing stop sign on Moraine View Pkwy at Jakes Way.

The driveway to/from the complex is at the west leg of the Jakes Way and Moraine View Pkwy intersection. Motorists exiting the complex will have a stop sign. Due to this configuration, it would make sense to do one of two options. One option would be to make the intersection an "All Way Stop" condition. The other option would be to remove the stop sign on Moraine View Pkwy and stop west bound traffic on Jakes Way at Moraine View Pkwy.

Motion made by Board Member Hicks to approve the removal of the stop sign on Moraine View Parkway and create an ordinance to install a stop sign for west bound traffic at Jakes Way and Moraine View Parkway, Seconded by M. Smith.

Voting Yea: Board Member M. Smith, Board Member Hicks
Voting Nay: None
Absent: Majkrzak

- 8. **Discussion and Possible Action regarding additions to Municipal Code 11.12.011 – Stop Signs to include already posted stop signs on southbound Ash Lane, Maple Lane and Locust Lane at Jakes Way; eastbound Innovation Drive at Howard Rd; southbound Howard Road at Bluff Road; eastbound Burr Oak Trail at Fremont Street; northbound Burr Oak Trail at County Trunk Highway D; northbound Indian Mound Parkway at Walworth Avenue; westbound South Street at Elizabeth Street.**

Marquardt stated in reviewing the stop sign at Moraine View Parkway and Jakes Way, staff noticed the stop signs that are installed for southbound Ash Lane, Maple, Lane and Locust Lane at Jakes Way are not referenced in Municipal Code 11.12.011.

Staff did a cursory review of other streets and found these additional locations are not in the Code as well: eastbound Innovation Drive at Howard Road; southbound Howard Road at Bluff Road; eastbound Burr Oak Trail at Fremont Street; northbound Burr Oak Trail at County Trunk Highway U; northbound Indian Mound Parkway at Walworth Avenue; westbound South Street at Elizabeth Street.

Staff recommended a motion to have staff prepare an ordinance adding the above locations to Municipal Code 11.12.011 – Stop Signs and bring to the Council.

Motion made by Board Member M. Smith to approve the following additions (stated above) to Municipal Code 11.12.011, Seconded by Board Member Hicks.

Voting Yea: Board Member Hicks, Board Member M. Smith
Voting Nay: None
Absent: Majkrzak

FUTURE AGENDA ITEMS

- 9. Elizabeth Street parking restrictions – May/June 2026
- 10. Highland Street parking restrictions – May/June 2026

ADJOURNMENT

Motion made by Board Member M. Smith to adjourn the Public Works Meeting at 5:54 p.m., Seconded by Board Member Hicks.

Voting Yea: all via voice (2)
Voting Nay:
Absent: Majkrzak

Respectfully submitted,

Alison Stoll

Alison, Administrative Assistant
Department of Public Works

*Minutes Approved on: April 14, 2026