

**TOWN OF RIB MOUNTAIN**  
**Public Works Committee**  
**June 25, 2019**

Chairman Fred Schaefer called the meeting of the Public Works Committee to order at 5:00 p.m. at the Town of Rib Mountain Municipal Center, 3700 North Mountain Road. Present was Brad Conklin and \*\*Allen Opall. Gerry Klein was present via telephone conference.

\*\*Allen Opall left the meeting at 6:00 p.m.

Also present were Streets/Parks Superintendent, Scott Turner, Community Development Director Steve Kunst, Finance Director Nicole Dunbar and Town Clerk Joanne Ruechel.

Approval of Minutes from May 21, 2019 – Motion by Conklin/Opall to approve the minutes of May 21, 2019 Public Works meeting. Questioned and carried 4:0.

Presentation of Traffic Impact Analysis for Lilac Avenue-Superintendent Turner began by introducing the three presenters from MSA Professional Services. They were Brian Huibregtse, Chad Wagner and Chad Grundemann. The Town contracted with MSA to complete a traffic impact analysis study of the Lilac area development for three proposed developments in the Lilac Avenue area east of Rib Mountain Drive. MSA looked at six intersections in this area during the traffic analysis study. After the study was completed, MSA determined that the Lilac Avenue area will require extensive improvements and capacity expansion in order to accommodate the development of higher traffic volumes. The improvements would be done in two stages. Phase 1 of the development is considered all of the FORE development and fast-food restaurant with drive-through window associated with the Granite Crossing Development. This phase is expected to be done in 2020. The second phase consists of the remaining space in the Granite Crossing Development and all of the Olson-Cosmos Development. This phase is expected to be done in 2030.

Developers Bill Schofield, Tom Radunz, Dan and Jack Klistler were present and gave input and suggestions on the improvements of the Lilac Avenue area.

The MSA staff spoke about the land use, proposed site plans, traffic impact, existing and future roadway usage.

Mike Heyroth from the Rib Mountain Sanitary District stated that he would need at least 6 weeks before the lift station, that is in the Lilac Avenue area, can be moved to a new location.

John Beatty had concerns about the pedestrian and bicycling paths being affected by this construction.

Some of the improvements that were recommended by MSA are at the Rib Mountain Drive & Texas Roadhouse / Olson Carpet Driveway that due to excessive northbound and southbound through movements are leading to long delays for both the northbound and southbound left-turn operations coming out of the Texas Roadhouse and Olson Carpet access points. There are safety concerns that this delay for left-turning vehicles will cause them to accept smaller gaps than are safe to complete the left turn in the existing conditions. Due to this concern, it is recommended to restrict access at both the east and west approaches to three-quarter access (right-in/right-out and left-in access) only.

At the Morning Glory Lane and Lilac Avenue intersection, in anticipation of the expected developments, it is recommended to improve this corridor from an existing rural two-lane corridor to an urban corridor from Rib Mountain Drive through Tulip Lane. The urban cross section should include at a minimum, 5-foot sidewalks, 5-foot terraces, 30-inch curb and gutter, 4-foot bike lanes, northbound and southbound 11-

foot travel lanes and a two-way left-turn lane. This standard roadway configuration will eliminate the need for future geometric improvements to the corridor as development continues through Phase 1 and 2. From a safety standpoint, while the urban cross section is being constructed it is recommended to realign the existing north CrossFit Themis access directly across from the existing intersection of Lilac Avenue & Morning Glory Lane. It is also recommended to require new development access points to align across from each other as much as possible to minimize the number of vehicles entering and exiting the corridor in different locations.

The east, west and south approaches on Lilac Avenue and Tulip Lane, is recommended to be constructed with a single shared right/through/left lane. The north approach should be constructed with a shared southbound through/right turn lane and the two-way left-turn lane should be painted for a dedicated 50-foot left-turn lane. The intersection should be stop-controlled on Tulip Lane.

At Lilac Avenue and the Kwik Trip access road, it is recommended the north and south approaches each have shared through/right-turn lanes and the two-way left-turn lane should be painted for a dedicated 75-foot left-turn lane. The east approach should have a dedicated right-turn lane and a shared through/left-turn lane. The west approach is proposed to have a single shared left/through/right lane during this development phase. It should be noted, in the 2030 Phase 1 and Phase 2 development scenario, it is recommended to install a dedicated 100-foot right-turn lane on the west approach. If funding were available, installing this right-turn lane in this phase would minimize rework in 2030. The intersection should be stop controlled on the Kwik Trip Access Road and private Outlot 2 approaches.

With the proposed two-way left-turn lane configuration on Lilac Avenue and Morning Glory Lane, the north and south approaches can have a single shared lane with the two-way left-turn lane acting as an unmarked left-turn lane. The east approach of Morning Glory Lane should be stop controlled with a single shared movement lane.

**Motion by Schaefer/Conklin to generally approve the traffic impact analysis recommendations with the specific recommendations that we go on the unnamed road with the two left-hand turn lanes as presented on the pedestrian facility and also with the urban section of Lilac Avenue with the question if we go with the full section with the two sidewalks, bike lanes, underground stormwater as the long term plan, and that we move forward with a preliminary design contract with MSA for an amount not to exceed \$15,000. Questioned and carried 3:0.**

Adjourn- **Motion by Conklin/Schaefer to adjourn. Questioned and carried 3:0.**

Adjourned at 6:11 p.m.

Submitted by,  
Joanne Ruechel  
Town Clerk

Note: These minutes are not to be considered official until acted upon at an upcoming regular meeting, therefore, they are subject to revision.