

MINUTES
BOARD OF PUBLIC WORKS MEETING
September 10, 2008
New Berlin City Hall Common Council Chambers
3805 S Casper Drive

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

Members Present: Mayor Jack Chiovero, City Engineer J.P. Walker, Alderman Moore, Alderman Seidl & Alderman Ament.

Staff Present: Ron Schildt, Transportation Division Engineer, Tammy Simonson, Transportation Senior Civil Engineer, Greg Kessler, Director of Community Development.

Guests: Philip Bait – WisDOT Project Manager

Mike Stefas – Calhoun Station – 1849 So. Calhoun Road – I'm concerned if a median is installed in front of my place that people would have to make a u-turn to get into it. I'm wondering where that's at in the plans?

Mayor Chiovero: We have committed to remove it and that is still the plans. There have been some confusion about the plans but we haven't had the drawings changed yet because there are some other changes that may have to be incorporated. So to keep down the costs we didn't do it. But at this time we are planning on removing that median and putting in a TWLTL between you and the businesses that are south of you.

Mike Stefas – So basically I can rest easy that is going to happen?

Mayor Chiovero: We don't have the final drawings yet and as soon as we get them that will be up for review again, but that is the plan if it works out to take out the median and put in a TWLTL. There are also some residential properties that are south of you that have the same concern.

Mike Stefas – I will wait for the next meeting and then take a look at it at that point?

Mayor Chiovero: As soon as we progress with the drawings further then there will be more input from you and from the neighbors.

Vern Bentley – 3450 Johnson Road – The property on the corner of Roosevelt and Calhoun has concerns about the parking in front of his building and he really hasn't gotten an answer and under the plan that you have now that area would be taken away for sidewalks on that side of the street. I see you that have the Calhoun Road design on the agenda for discussion and I don't know if it's going to move ahead to Council or not but if it does, I would hope that all of the Alderman are present when it's voted on.

Alderman Moore asked if there was anyone wishing to speak at the Privilege of the Floor. Seeing none he called the meeting to order at 8:09 AM.

OLD BUSINESS

ITEM 01-08 Approval of the Minutes from the August 18, 2008 meeting

Motion by Alderman Ament to approve the minutes.

Alderman Seidl 2nd the motion.

Upon voting the motion passed unanimously.

Alderman Moore asked to move up ITEM 19-08 because the people are here from the state and county. Are there any objections.

There were no objections.

ITEM 19-08 – Update of the I-43 & Racine Avenue Interchange by WisDOT.

JP Walker: We have representatives here from the State DOT and the County Department of Transportation. Philip Bain is from the DOT and he has requested a chance to sit down with us and update the I-43 & Racine Avenue Interchange project and since the County's project on Racine Avenue and National Avenue is adjacent to that project we will have an update for that project at the same time. This will lead towards the public informational meeting that is scheduled for September 16th; this is a chance to give the Board members a heads up as to what will also be discussed in a week.

Phil Bain gave a presentation on the I-43 & Racine Avenue Interchange.

Phil Bain - This project was developed to address the current bridge deck condition of the County Y bridge over 1-43. The original bridge was constructed in 1969 and was rehabilitated with a concrete overlay in 1984. The bridge deck has outlived its expected design life and is in need of repair. Continued maintenance on the bridge deck would not be economically feasible. In addition, the southwest corner of the bridge does not meet current standards for vertical clearance over 1-43.

The existing County Y concrete pavement condition is deteriorated with cracking and pavement settlement. Addressing these needs is more cost effective to do in conjunction with the bridge structure improvements.

As part of the project investigation process, traffic volumes are forecast 20 years into the future. Review of projected traffic volumes indicated a need to investigate interchange operations for capacity and safety. This review also included investigating the impacts of the forecasted traffic volumes on the existing freeway ramps.

Proposed Design Elements

A copy of the proposed design for the interchange has been attached to the back of this handout for reference.

The County Y bridge over 1-43 will have the bridge deck removed and replaced. In addition, the bridge deck will be raised to achieve the current standard for vertical clearance.

The County Y pavement will be reconstructed from West College Avenue to Julius Heil Drive. County Y will be reconstructed with concrete pavement for two northbound and two southbound lanes.

The construction of roundabouts on County Y, at each ramp termini, is the selected alternative to address interchange capacity and safety. A comparison was done to evaluate whether roundabouts or traffic signals would provide the most benefits at the ramp termini" Results of the comparison are as follows:

Roundabouts have a lower initial construction cost than traffic signals. The geometric improvements (turn lanes, storage lengths, etc.,) required for traffic signals would require the bridge deck to be widened along the southbound lanes"

Interchange capacity is increased with the use of roundabouts by the reduction in vehicle delay due to vehicles not having to stop at a red light.

Interchange safety is improved by the roundabout geometrics requiring a reduction in vehicle speeds.

Interchange safety is also increased by the counter clockwise movement of traffic through the roundabout that reduces certain types of accidents including head-on and broadside collisions"

Construction

Construction on this project is scheduled to begin in late April or early May of 2009" Construction is anticipated to be completed in November 2009, weather dependent.

The interchange reconstruction project will take place in conjunction with Waukesha County's reconstruction project of the County Y and County ES intersection. This is being done to limit the inconveniences of construction activities on adjacent property owners and motorists to the minimum possible time frame.

During construction of the interchange, access will be maintained for local traffic and businesses north of West College Avenue" However, the intersection of County Y and County ES will be closed due to Waukesha County's construction project. As a result, through traffic will not be permitted along County Y north of West College Avenue during construction operations" Detour routes will be posted for County Y traffic and 1-43 traffic"

In order to maintain local access, construction operations will take place in 3 stages as follows:

Stage 1

Preliminary construction stage where median crossovers on County Y will be constructed in order to shift traffic from one side of County Y to the other side in future stages" Work will take place on 1-43 shoulders to permit traffic shifts during bridge deck removal and replacement

Traffic control during this stage will include median lane closures along County Y and traffic shifts with lane closures along 1-43. Both the northbound and southbound County Y bridges will remain open during this stage... The freeway on/off ramps will remain open during this stage.

Stage 2

Construction activities will involve reconstructing the east half of the interchange" This includes the following operations:

- Reconstructing northbound County Y from West College Avenue to Julius Heil Drive.
- Remove and replace east bridge deck"
- Reconstruct eastbound freeway on ramp"
- Reconstruct westbound freeway off ramp"

Traffic control during this stage will include the following:

- Local traffic only on County Y north of West College Avenue, except for eastbound on ramp, Local traffic will use the existing southbound lanes., 1 lane will be provided for northbound and 1 lane will be provided for southbound"
- Traffic shifts and lane closures along 1-43 during bridge work"
- Eastbound off ramp will be closed,
- Eastbound on ramp will be closed during reconstruction of ramp" The ramp will reopen upon completing the reconstruction of the ramp, This ramp will be open to all traffic"
- Westbound off ramp will be closed.
- Westbound on ramp will be open to local traffic only.

Stage 3

Construction activities will involve reconstructing the west half of the interchange.

This includes the following operations:

- Reconstructing southbound County Y from West College Avenue to Julius Heil Drive.
- Remove and replace west bridge deck"
- Reconstruct eastbound freeway off ramp.
- Reconstruct westbound freeway on ramp.

Traffic control during this stage will include the following:

- Local traffic only on County Y north of West College Avenue, except for eastbound on ramp. Local traffic will use the newly reconstructed northbound lanes... 1 lane will be provided for northbound and 1 lane will be provided for southbound.
- Traffic shifts and lane closures along 1-43 during bridge work.
- Eastbound off ramp will be closed.
- Eastbound on ramp will be open to all traffic.
- Westbound off ramp will be closed to reduce the amount of traffic in the interchange" The continued closure of this ramp will reduce the travel time for local traffic getting access to properties along County Y between 1-43 and County ES.
- Westbound on ramp will be closed during reconstruction" The ramp will
- reopen to local traffic upon completing the reconstruction of the ramp"

Additional Public Outreach Meetings

September 16, 2008

WisDOT Public Informational Meeting New Berlin

New Berlin City Hall

6-9 pm

7 pm - Project Presentation

September 23, 2008

New Berlin Common Council Meeting

New Berlin City Hall

7 pm

September 25, 2008

Waukesha County Public Information Meeting

New Berlin City Hall

4 -7 pm

October 9, 2008

WisDOT Public Informational Meeting Muskego

Muskego City Hall

6-9pm

7 pm - Project Presentation

April/May 2009

Construction Public Information Meeting

Location & Time to Be Determined

Monthly Public Construction Meetings

Held During Course of Project

Location & Time to Be Determined

Contact Information

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Phil Bain: I am required to ask the communities feelings on bicycle and pedestrian accommodations through the interchange. Does the City of New Berlin have any interest in providing a multi-use path separated from the roadway through the interchange? The lane widths are such that on the outside edge of each lane, it won't be marked as such but it will be wide enough to accommodate bicycles. The multi-use path would be supplemental to that as well, it would be a 10' wide path separated from the roadway that bicyclists or

pedestrians, or whatever could use. The catch with that is WisDOT will pick up 100% of the installation costs for the installation of the sidepaths but the City would have to sign a maintenance agreement to maintain it, snow plow, grass cutting along it. At a bare minimum we will be providing the grading for it. But if New Berlin did not enter into the agreement we would just plant grass over the area. The path itself is not shown on the plans, I could get the path on the east side of the interchange from basically just south of the south roundabout to the north roundabout and we are looking at right now what the limits are where we could put the path on the west side. It would be a little tighter because of some property lines on the northwest quadrant and the southwest quadrant. I don't need a decision today. If the City rejects this please send me a letter for the project files. One thing I did fail to mention there is no right-of-way acquisition for this project, there is no temporary or permanent easement purchasing necessary for this project.

Alderman Moore: When do you need a response on the pathways?

Phil Bain: If you could have it to me by the beginning of November that would be fine. I could bring this up again at the Council meeting for the additional members that are there.

Alderman Moore: Do you want us to ask questions now before anybody else speaks? I just have one question. How are you going to distinguish between local and non-local traffic?

Phil Bain: There are signs that are posted which will state "road closed-local traffic only". Unfortunately it is sometimes it is on the honor system. What I found what works quite well is if we can get a squad car down there at the start of the job and if they issue a lot of tickets, that usually keeps people out of there. The other thing I have done in the past is remove the local traffic only wording from the sign that further reinforces it too. The issue of keeping through traffic out of there is one that I have run into on every single construction job I have ever managed. We do the best we can with signs and we work with the local traffic police department to further reinforce it. I think with all the activity that is going to be going on in that interchange, I think a lot of people are just going to stay out of it.

Alderman Moore: So you anticipate police actually stopping cars and asking if they live along there.

Phil Bain: There won't be an outlet once you enter the interchange, the only way you would really know for certain if it's a through car, if a police office is parked on the north end and notice the car enter the construction site from college drive all the way up, we will have traffic control which will make this movement difficult and then took a left hand turn onto the west bound on ramp it would be a fairly safe assumption that they were through traffic.

Alderman Moore: You have arranged with the police department for this?

Phil Bain: That will be something I will have to talk with them about as we get closer to construction, or this year sometime.

Alderman Seidl: Just one question on the Waukesha County Public Informational meeting. It's from 4 – 7, are there any plans for any sort of formal presentation?

Guest: Differing from the DOT we do an open house format throughout and people can come any time from 4 – 7 and ask questions. We will have sufficient staff to answer questions that will come up.

Alderman Ament: It was said the County will start there project in 2009, is that for sure now.

Ed: Yes we are at about 90% with our plans. JP and Greg both have plans, and we are looking at final plans in November or December and construction as early as early as April or possibly March depending on the weather conditions.

Alderman Ament: Do we rebroadcast the Board of Public Works meetings?

Mayor Chiovatero: At this time we don't, no.

Alderman Ament: Are you going to be making the same presentation at Council?

Phil Bain: Yes and the formal presentation next week during the Public Informational meeting will be almost identical except we will have some power points. What I'm going to do during next week's meeting, I really want to focus on all the work on the I-43 project corridor, identifying all the history of the project, identifying the project needs, identifying how we are addressing the project needs. I'm also going to have the designers we hired for the roundabout give a presentation on roundabouts themselves and then we are going to once that's done, we are going to get into the construction staging, the various stages, the traffic control, work that is going to be going on during each stage and the coordination that has been done already to date with emergency services and then we will review the additional public outreach meetings.

Alderman Ament: Even when you have public informational meetings I still think the majority of the people tune in when they have the Council meetings rather than come here.

Ed: We have been coordinating with the DOT on their staging. Right now we are looking at, for 43 traffic everyone would get off on Moorland, if they are going north they would get off at Moorland Road to National Avenue and over to Racine. South bound would be Moorland to College and down back to Racine. We are still considering east bound traffic to let them know that the ramps will be closed at Racine Avenue so they can get off on 164 if they wanted to. We figured a lot of local traffic will find their own detour routes.

JP Walker: As part of the Public Informational meetings I assume that there will be information about the detour routes presented?

Ed: Yes.

Alderman Moore: Because you don't sign local roads, you aren't going to include Lawnsdale in your detour plans.

Ed: We will include Lawnsdale from Racine Avenue east to ES. But the portion that goes from National Avenue to Beloit Road.

Alderman Ament: Beloit road would not be an alternate route?

Ed: Not a signed route, correct. Lawnsdale Road between National Avenue and Racine would be the designated route. From National Avenue and Lawnsdale east to Moorland would be the signed route.

Alderman Moore: You want to bring the traffic all the way up to the middle of New Berlin at Moorland and National but you could direct them down Beloit to National to Lawnsdale.

Ed: But we figured how those angles are for trucking would be difficult, depending on how many cars use this detour at the time that two sharp curves would be difficult to maneuver.

Mayor Chiovatero: In this weeks issue of TIME magazine it has a great one page explanation on roundabouts and it's very interesting. It talks about them in Europe and our country. It talks about fuel saving, the time savings, money savings for trucks and cars and also talks about the carbon footprint and how it reduces that drastically and also talks about the cost savings of signals and the maintenance.

Ed: We will have a Public Informational meeting here in the Council chambers on September 25th and invites just went out recently to all other persons, similar to the ones that Phil sent them to. There will also be press releases before that. We are cutting the hill down 20-25 feet. We will keep the local traffic open to Highland Drive which is basically where we stop the cut down for the hill. As far as through traffic, once people go in there and find out there is no way out of the subdivision they won't use it again. We are going to be constructing part of the bridge basically from a little north of Highland all the way to the project limits of

Pinewood Drive in stage 1, which includes the bridge and connector road and we are hoping and putting into contract to have that bridge completed and opened by approximately the end of August, so that way traffic can move through there and use the connector road especially for emergency purposes. Stage 2 would be to reconstruct the southbound portion and the local traffic would use the newly constructed southbound lanes at that time. We are hoping to open National as quickly as possible to the connector road to the north.

ITEM 15-08 – Calhoun Road Design Alternative 2008-A (Tabled from June 16th meeting)

Motion by JP Walker to remove from table.

Mayor Chiovatero 2nd the motion.

JP Walker – The decision was made by the Board that we needed to expand the survey to the businesses along Calhoun Road and also continue to try to obtain the surveys from the residents that had not responded. In your packet today is the results of that effort. We have received 63.4% from the residents now, and we have received 59.4% from the businesses. Staff has made multiple attempts at trying to get the surveys returned from the residents. We have been out there five different times, at night, on weekends and we were there once during the day and found that there weren't many people home during the day. I can report that we have had two residents indicate to us that they refuse to make comments and it's noted on the spread sheet that you have. There was one resident that put a question mark on four lanes yes or no and did not check off either one, so I list that as a no comment. Overall what we have right now when you look at the bottom of the page of the spreadsheet where it says combined total and assessed percentages that is the combination of both the residential portion and the business portion. We have had for the four lane question yes or no we have had 56.8% respond yes, and 43.2% respond no. As far as the question on sidepaths on your side of the road, 46.7% say yes, 53.3% say no and now the question on sidepaths on the other side of the road. It's 60% yes and 40% no. What you need to take into consideration is the addresses. Even number addresses are on the east side of the road, the odd numbers are on the west side of the road so you have to jog back and forth to really understand what the yes's and no's mean. The right hand column is in regard to the tax impact. The combined response is 62.2% say yes that the tax impact is acceptable and 37.8% say no. All the surveys that are in the packet, some have attached comments and some comments are right on the survey form itself. I think a 60% response is really good. I think the public on Calhoun Road who will be directly affected by this project should it be decided that we go forth with the project have responded and the results are before you.

Alderman Moore: In the past we have been told essentially the people along Calhoun are not in favor of this and this is a rather surprising response from them, that not only do more than half of the people want the four lane project, but even more than that they feel the cost is acceptable and that approximately half are in favor of the sidepaths. I appreciate all the work that you and staff have put into this and appreciate the responses from the people. What I would like to do is go through some of the responses. Before we go through them is there any comment from the Board on the general survey results? Just want to go through the ones that have specific concerns.

Alderman Ament: I do appreciate the effort that went into the survey; however I don't know how many times we have to survey them. If you look at the surveys that were targeted to the businesses on Calhoun Road, the questions are extremely vague in my opinion and they don't mention anything but the four lanes, doesn't mention any options. One of the curious things is that in the end the one that was delivered to the businesses was delivered by an organization that has been the one primarily promoting the four lanes and these guys are going out individually and delivering these surveys on City letterhead as if they are representing the City. They are delivering these with their angle, their opinion and their propaganda on it. I think this is questionable but it will be interesting to see how this plays out.

JP Walker: I received a call from Ken Matheson offering to assist us in getting the surveys out. The intent was to get the surveys out to the businesses out as was directed by the Board and to allow an opportunity to fax in the information, and that's why it's on letterhead. To the residents it was hand delivered by staff, I indicated

that staff has been out their five times. WE have spent close to probably 10 hours of staff time trying to get survey responses so we are looking for an opportunity to be efficient in the use of time and to get the results so that is why the decision was made to take up the offer of assistance and that was the only initiative behind it.

Alderman Moore: 2131 Calhoun Road talks about the trees and I believe JP and I had a conversation about the trees that would have to be taken down. They can be replaced if we decide to do that, is that correct?

JP Walker: Yes, in zoning code 275-54, there is a table (table 1) that the Plan Commission uses that the City requires developers to replace trees. IN my opinion the City should be requiring the City to do the same thing. The question is that we have trees in the existing right-of-way. Technically those are public trees they aren't on private property. An interesting question that Alderman Moore asked me was, "if you take a tree down and you indicate that there is a replacement schedule, can the trees be replaced on private property?" That would be part of any negotiation with the property owner, if they are interested in having a replacement tree moved out of the public right-of-way, cause there are conflicts on the east side. There is also a water main on the side where you can't plant the trees. There are opportunities to have discussions with the residents to have the trees put on their property.

Alderman Moore: What are the City requirements on a clear way when we do construction? Have you found the answer to that yet?

Tammy Simonson: I'm not sure that the City has any requirements, I would have to refer back to the state requirement on that and that is usually two feet behind the back of curb. So if you were to locate any fire hydrants or anything behind the back of the curb it would have to be two feet off.

Alderman Moore: Could trees be left that were as close as two feet from the curb.

Tammy Simonson: You do need to consider construction tapering back and finishing. You don't want to damage the root system around the trees during construction and that is kind of part of that plan. But you could locate new trees in that location. You would want to plant trees that have vertical root systems, so they don't damage the curb afterwards.

Alderman Moore: So when a decision is made as to whether a tree comes out or not you first say it has to go if it's within two feet of the curb and secondly you take a look at whether the tree is going to be damaged by the construction itself?

JP Walker: One way for the public to understand what we look at when we look at trees is if you consider the diameter of the canopy of the tree that will be the diameter of the root system. We would have to look at that. The tree could be located five feet outside of the curb area, but the roots extend under the road, we don't want to occur because that just leads to road damage earlier than normal wear and tear. We also have to take that into consideration when we are looking at existing trees.

Alderman Moore: So basically then you are saying that a tree would have to be cut down if it's branches went over the road at time of construction.

JP Walker: We would have to evaluate it. It would have to be a tree by tree basis.

Alderman Moore: 1961 Calhoun states that it is very dangerous to walk along there. 2135 also talks about sidepaths being requested and the concern about trees. Super Products says "needs to have access from both directions on Calhoun that is a left road is required off of Calhoun southbound. Do they have that access, in the plan?"

JP Walker: When looking at the plan they are right where the transition area is at the start of our project. That was shown as a median area when these plans were prepared. Because of the concerns about access by the

businesses and some of the residents we have to look at that, and I believe the median areas will become the striped TWLTL to allow the access that is required by these businesses, it's not our intent to close off access.

Alderman Moore: Will he have access from both directions?

JP Walker: There is a driveway at the northwest corner of that property. If he has access off of Cleveland Avenue that is part of the County project. So yes he will have access from both directions.

Alderman Moore: 2691 Calhoun - Finish Systems – it says “Calhoun Road plans 2008-A has a median which blocks trucks from turning into Parkland Plaza when traveling north on Calhoun. I assume that he's objecting to that.

JP Walker: It's the same issue, we have not required the consultant to change the plans, but I can make a general statement. Where the plans show a median area, consider that to be a TWLTL area, it's the same issue about access.

Alderman Moore: You are saying that all of the medians are going to be TWLTL's now?

JP Walker: I am saying that the majority of the medians will be TWLTL's where the question is, is at the Lincoln Intersection, whether or not a partial median is needed or if it can be done by striping.

Alderman Moore: JP has indicated that most of these if not all, that the concerns of these people in relation to access will be handled at a later time with possible getting rid of some of the medians and moving to a TWLTL in those areas, is that correct?

JP Walker: That is correct. We have gotten the written and verbal comments from previous meetings from various business owners that have questions and needs about access and they will all be addressed. The short answer is: where a median needs to be removed, it will be removed. Where a median needs to stay, it has to stay and we will provide that information when we update the design.

Alderman Moore: If we move this to Council will changes be made put on the plan between now and then or will it be after Council acts.

JP Walker: Changes will be made subsequent to Council action. If this doesn't go forth at Council there is no need to have the consultant spend money on making changes to the design if it's not acceptable to the Council.

Alderman Moore: The Council would need to know whether or not there is going to be medians or TWLTL's in certain areas.

JP Walker: Council will be given that information when I'm asked the question. I don't want to spend tax payer money if we don't have to. If the Council approves then we will be making the changes and there will be another Public Informational meeting scheduled.

Alderman Moore: So you are suggesting that we move ahead with this without concern about specific TWLTL and median areas?

JP Walker: That is our responsibility as staff and the consultant to answer those questions and provide that information not only to the elected officials and the affected businesses and residential property owners.

Alderman Moore: In response to not only am I seeing here with the property owners that want to move ahead with this but also with the acceptance the surprising number of people that in acceptance of sidepaths, I would like to make a motion.

Alderman Moore: I would like to move an amendment to this project to include sidepaths along both sides of Calhoun, except for those areas that are taken care of by the frontage roads, and include a tree replacement schedule as indicated by the City for those areas where we take out trees and a tree replacement schedule is acceptable by the property owners.

JP Walker 2nd the motion.

Alderman Ament: Point of order – I don't believe that the City Engineer should be voting. We have a signed ordinance that says under A – ordinance 2388 that says membership the Board of Public Works shall consist of five members including the Mayor, 3 members of the Council appointed annually by the Council President and a citizen member appointed for a three year term by the Mayor subject to confirmation by the Common Council. The Board of Public works membership does not include the City Engineer and thus he is not a voting member. I did confirm that with the City Attorney yesterday and he is an advisor but not a voting member.

Alderman Moore: Due to the fact that the City Attorney did not contact me and due to the fact it says that there has to be an appointment followed by an approval by the City Council and that has not been done, the make up of the Board remains as it is.

Alderman Ament: No it does not. We have a signed ordinance that says who's the membership. Because somebody has not been appointed yet, does not mean that you or anyone else can just assign whoever they want. It's very clear. Maybe you should have called him like I did. I did call him and he confirmed that the membership is what it is. It's not what we want it to be. You can make the call the other way, you are the chair but I would challenge the vote on that and I'm sure that we would be looking at it again in the future.

Alderman Moore: It is the ruling of the chair that there is no change to the Board of Public Works at this time.

Mayor Chiovero: The appointment will be at the next Council meeting.

Alderman Seidl: I'm not going to support this.

Alderman Seidl: I would make a motion to table until the following Board of Public Works meeting until our new member is present.

Alderman Ament 2nd the motion

Upon voting the motion passed with 3 in favor, 1 opposed and 1 not voting.

NEW BUSINESS

ITEM 19-08 – I-43 & Racine Avenue discussion moved to discussion before Old Business was discussed.

ITEM 20-08 – Discussion on referral from the Council regarding changing the time and date for the Board of Public Works meeting.

Alderman Ament: We are having this meeting generally on Monday mornings. I think it would be important that we have these meetings on different days and in the evenings say at 6:00PM. I kind of left this open hoping that either at this meeting or at the next meeting, make a change to have these meetings on either a Wednesday or a Thursday. I made a suggestion based on going through the calendars, a couple past ones and September and October and if those don't work out, we can look at trying to work something out. Right now my suggestion is the third Wednesday of the month at 6:00PM.

Alderman Ament: I would like to move to change the regular Board of Public works meetings from the first Monday morning of the month at 8:00AM to the third Wednesday evening of the month at 6:00PM.

Alderman Seidl 2nd the motion.

Mayor Chiovero: I have been on the Board of Public Works almost 10 years and it has always been in the morning. It has never seemed to be an issue before. Most of the action at the Board of Public Works goes to Council which is in the evening anyway. The Board of Public Works does involve a lot of outside consultants and contractors that normally work during the day and in the morning has worked out the best for them, and also to accommodate them and the staff that is here during the day. Looking at the calendar the third Wednesday of the month, my calendar hasn't been open for two months on that day and nor will it be open in the future because our Comprehensive Plan meetings are on Wednesdays and between Monday and Thursday I have meetings, either here at City Hall or elsewhere in the City. That's a problem for me, moving these meetings to evenings. Also, the person that is going to be appointed cannot make evening meetings; if that's the case I will have to go out looking for another appointment. It was based on the fact that it was a morning meeting that they can make it. They will have to decline if it is moved to the evenings.

JP Walker: As advisor to the Board, I cannot make Wednesday evening meetings, as I have a permanent Wednesday night commitment. I could possibly make Thursday nights, but not Wednesdays.

Alderman Moore: I believe also that any staff that's here would get paid for that extra time is that not true?

JP Walker: No, it's comp time. We are allowed 80 hours of comp time.

Alderman Ament: I will make a motion that we table this decision until the Citizen member is appointed.

Alderman Seidl 2nd the motion.

Upon voting the motion passed unanimously.

Motion by Alderman Seidl to adjourn.

Mayor Chiovero 2nd the motion.

Upon voting the motion passed unanimously.

Meeting adjourned at 9:45 AM.