

MINUTES  
BOARD OF PUBLIC WORKS MEETING  
August 20, 2007  
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 Chiovatero, City Engineer J.P. Walker, Alderman Ament, Alderman Moore & Alderman Augustine.

Staff Present: Tammy Simonson, Civil Engineer, Ron Schildt, Transportation Engineer, Greg Kessler, Director of Community Development, Atty. Mark Blum, City Attorney

Guest: Darrell Berry, Bloom Consultants

PRIVILEGE OF THE FLOOR

Alderman Augustine asked if there was anyone wishing to speak at the Privilege of the floor and the following people spoke:

Ken Matheson – New Berlin Industrial Park Association

I have three questions For Darrell Berry.

- 1) How far north are stormwater improvements going to be made? Does that cover the problem at Tape Machining and Premium Waters?
- 2) How long will the road last if two lanes are done?
- 3) Based on the cost differential between 1A and 3A how would you vote as a taxpayer?

There was no one else wishing to speak to the Board.

**OLD BUSINESS**

ITEM 01-07 Approval of the Minutes from the June 11<sup>th</sup>, 2007 meeting

**Motion by Alderman Ament to approve.  
2<sup>nd</sup> by Mayor Chiovatero.**

**NEW BUSINESS**

ITEM 19-07 Amendment No.3 to the Development Agreement for Hickory Hills Condominiums

**JP Walker – The requested action is to request the Common Council to approve the request to amend the existing Development Agreement for Hickory Hills Condominiums to allow occupancy permits to be issued to individual condominium units instead of having to wait until all condominium units within a building pass their final building inspection, and I so move.**

**Alderman Moore 2<sup>nd</sup> the motion.**

Alderman Moore – I didn't see in the Agreement that the City Attorney would look over the documents or is that just automatic.

JP Walker – It is standard practice that the City Attorney looks over all documents.

Alderman Augustine – Has this been done before?

JP Walker- Yes, this originally went to the COW and it was decided on July 10<sup>th</sup> that they would only allow this for buildings 18 and 19 and if the developer wanted to pursue it further it would have to come back to the Board. The Developer chose to submit this issue to the Board. Hickory Hills is the first condominium development that has come to our attention making this request.

Alderman Moore – Has the City Attorney reviewed these documents?

Attorney Blum – Yes, I have.

Alderman Moore – Are all common areas done yet?

JP Walker – Yes, they are.

Alderman Moore – Since this is a major item for the developer why isn't he in attendance at this meeting?

JP Walker – I can't answer that question, he is aware that this was going to be on the agenda.

Alderman Moore – When you say that has occurred before, your answer dealt with this development but how about other developments?

JP Walker – No, there haven't been any other developments that have made this request.

Alderman Moore – Then this would be setting precedence?

JP Walker – I feel the decision at the July 10<sup>th</sup> COW meeting was precedent setting. We would have to look at it on a case by case basis.

Alderman Moore – I feel the developer should be here.

JP Walker – I don't disagree.

**Alderman Moore made a motion to table this issue.**

**Mayor Chiovaturo 2<sup>nd</sup> the motion.**

Mayor Chiovaturo – I also feel the developer should be here to explain this to us.

**The motion to table was approved with Alderman Ament opposing.**

Item 20-07 Calhoun Road Rehabilitation Design Components vs. Reconstruction Design Components.

**JP Walker – Staff requests the Board of Public Works to review the preliminary design components and associated cost estimates for rehabilitation Calhoun Road (Alternative 1A) and then compare with the preliminary design components and cost estimates associated with the total reconstruction of Calhoun Road (Alternative 3A). Once that comparison is made and thoroughly discussed, Staff requests that the Board take action to recommend to the Common Council which of the design components should be pursued for improving Calhoun Road, so that the Consultant can complete the design for the Project, setting the stage for the Relocation Order to be issued and the Right-of-Way Acquisition phase to begin, and I so move.**

We were instructed by Council to discuss Alternative 1A and Alderman Moore included in that request that we be able to discuss Alternative 3A. When we get through our discussion here, then staff is asking the Board to send back to the Council the design components it wants for improving Calhoun Road.

**Alderman Moore – 2<sup>nd</sup> the motion.**

Alderman Ament – This Issue Paper is not the same as what the Council directed us to do. The Requested Action from Council was to direct the staff and Bloom Consultants to work with the Board of Public Works for the design and cost estimates for the modified Alternative 1A. I don't understand why we are comparing it with 3A again. It also includes sidepaths, which in the requested action was specifically taken out.

JP Walker – The issue with the sidepaths are based on an e-mail that Alderman Ament sent to the New Berlin Industrial Park Association. "In 1A the sidewalks and sidepaths would be removed and would be replaced with extra wide bike lanes". That is what I am referring to. It's the shoulder bike lanes and walk lanes that have been requested in Alternative 1A. The cost estimate that I gave is based on the assumption that there is a cost share on the Cleveland Avenue intersection. If you look at the cost summary and take out the Cleveland Avenue intersection the cost is \$3.9 million. Even if you throw in the \$250,000 cost share it's still in the same range that I gave.

Darrell Berry made his presentation on the design components of Alternative 1A as interpreted from the requested action statement submitted to the Board by Aldermen Ament and Seidl. In addition Mr. Berry presented the cost estimates for Alternative 1A with a comparison to Alternative 3A.

Alderman Augustine – In terms of the design at Calhoun and Cleveland how much influence does the County still have on this? Are they giving us the full allowance or is it something they would do down the road in 2011?

JP Walker – As part of their Cleveland Avenue project they would have to look at the intersection with Calhoun Road. This is a decision that the Board and Council would have to make. Do we include the intersection in our Calhoun Road project or do we wait for the County?

Alderman Augustine – If we don't include it, could they change it or just accept it as we have designed?

Darrell Berry – The County has approved our design for the Cleveland Avenue intersection.

Alderman Ament – On page 5, under Alternative 1A, Item 3, Temporary Roadway, I'm having trouble envisioning how that is going to work. Would we be able to use the service road for part of that? Would we try to detour cars to other roads, how did you account for that?

Darrell Berry – The temporary roadway item is \$56,487. That was an allowance to put in to allow traffic to be maintained through the Cleveland and Lincoln Avenue intersections as they were constructed with staged construction.

Alderman Ament – At this point you don't have any firm ideas as to how that would work.

Darrell Berry – No, we haven't taken the actual construction staging and detailed plans any further.

Alderman Ament – On page 11, it says Turn Bays. Would that be what's shown in purple?

Darrell Berry – Yes.

Alderman Ament – The bypass lanes are in red, correct?

Darrell Berry – Yes.

Alderman Ament – Are there going to be any sidewalks or sidepaths on Cleveland at the Calhoun intersection?

Darrell Berry – No, the County did not comment on the need for any sidewalks at this time. They might later on, but it's not part of the current design.

Alderman Ament – The bypass lanes at Liberty and Glendale are already there, is this just to make them wider?

Darrell Berry – This is to make them wider and to make the pavement stronger to handle the traffic loads.

Alderman Ament – At Lincoln Avenue going west, I'm curious why we have the left turn lane as turning and going straight. Is that the general practice? If people could turn right or go straight there would be less back up there then if they were turning left or going straight.

Darrell Berry – The depiction that we have on Lincoln Avenue, is the customary and common design. The signal design hasn't been completed yet. It will be a determination if we need turning arrows. I suspect that we would.

Alderman Ament – On the cul-de-sac area on the frontage road, the original plan we had looked at going out back onto Calhoun or similar connection going east on Lincoln. Is that not appropriate anymore? Is it okay to go out onto Calhoun Road there?

Darrell Berry – For Alternative 1A because we have a one lane road we kept that existing driveway access to the frontage road open and provided the cul-de-sac. Where as in the previous alternatives where we had the four lane road, we had a bio-retention basin in that area. With alternative 1A we had to eliminate the bio-retention basin.

Alderman Ament – Why do we need that cul-de-sac there if the AA Manufacturing driveway is south of that access point on Calhoun Road?

Darrell Berry – That would be a feature of this design that could be modified to eliminate that cul-de-sac.

Alderman Ament – When you go to the north side of Lincoln on the east side of the road, I'm wondering if it would be cost effective and not have a big traffic impact to leave the existing access point onto Calhoun Road open and not extend the frontage road to Lincoln Avenue?

Darrell Berry – We looked at the truck turning movements that would be necessary to access the frontage road, both from Calhoun Road and Lincoln Avenue. This is the same design that we had from many months ago. You need that big of a radius to allow the trucks to turn into and access the frontage road.

Alderman Ament – If we could first of all save money by not extending that and save money on less land acquisition and also save more of the AA Manufacturing parking lot, could we not just widen that access point on Calhoun Road rather than extending that down to Lincoln and then going east?

Darrell Berry – A feature of this design is to provide access to the frontage road from both Lincoln and Calhoun Road. The radii and geometry is what's necessary to accommodate those truck turning movements. If you left the existing intersection in the northeast quadrant of this intersection as is, it would be unacceptably close to the intersection.

Alderman Ament – I'm not talking about connecting it there. I'm talking about leaving the connection and maybe widening it rather than going to Lincoln. If you are in a truck or car and your going northbound and you want to get onto the service road you would have to turn onto Lincoln and then turn left onto the service road. Where it is now, you can just turn right directly onto the service road.

Darrell Berry – We looked at that as part of the previous alternatives, the full build-out of Lincoln Avenue you have two traffic lanes coming to the north and your just getting into the transition areas as you head north but you still have two full lanes. We were concerned with the safety aspects of traffic making that right hand turn off a through lane into a driveway to access the frontage road. That is why we put the full

intersection of the frontage road with Lincoln Avenue so that those turning movements are done off of the main line.

Alderman Ament – We aren't looking at any ponds at all in that intersection now is that correct?

Darrell Berry – With Alternative 1A, no. With the design it does allow in the future for bio-retention in that northeast quadrant.

Alderman Ament – Did we originally have one in the southeast quadrant as well?

Darrell Berry – Yes, right where the cul-de-sac is shown.

Darrell Berry – By Westward and Rogers, some of the bypass lanes are already there, this is just to widen, lengthen and strengthen.

Alderman Ament – Again, the access road going out onto Rogers rather than coming out onto Calhoun, I have the same question as to whether that is necessary.

Darrell Berry – This alternative does not include the connection of the frontage road with Rogers. We put dashed lines in there as a point of reference for what was shown on some of the previous alternatives. This design has the access from the driveway with Calhoun to the frontage road.

Alderman Ament – When coming out of Westward we would be adding a right turn lane. Do you feel that it is necessary to have that right turn lane?

Darrell Berry – Yes.

Alderman Augustine – On the Lincoln and Calhoun road connection. When I look at the east/west traffic on Lincoln Avenue, I see that there is a left turn lane and a westbound lane that is there. When I think about it as people want to make a left turn and then they will be stacked up there. Couldn't the right lane also allow people to head west as well as the left turn lane allowing people to head west?

Darrell Berry – Looking at the traffic volumes and information we did not determine that there was a need to have two through lanes at Lincoln Avenue to go east and west, one through lane in each direction would be sufficient to handle the traffic.

JP Walker – Where we have the proposed shoulder sidepath bike lanes is there any physical separation between the traffic and the pedestrians or bike riders?

Darrell Berry – No, there isn't.

JP Walker – What type of safety concerns do you as a consultant have?

Darrell Berry – For a widened shoulder it certainly would not be conducive to have pedestrians walking on it. As far as bicyclists that would probably be OK, but walking pedestrians, no way.

JP Walker – I happen to agree with Darrell. Now with this concept in mind, can we provide a separation and if so how wide does that separation have to be?

Darrell Berry – The desirable separation between traffic and pedestrians would be somewhere in the form of a curb and gutter at a minimum.

JP Walker – Or a rumble strip or something to that effect?

Darrell Berry – You would want something more vertical to prevent a vehicle from crossing over.

JP Walker – Where the existing frontage road is on the west side of Calhoun north of Roosevelt, that is proposed to remain as it pretty much currently exists. There are weird angles coming out right now that usually are not acceptable in design practices. Are these considered to be points of conflict and do these create safety issues?

Darrell Berry – We didn't spend a lot of time studying this particular intersection but it certainly would be desirable to have more of a 90° intersection for both of them.

JP Walker – For the entire design concept dealing with vehicles trying to turn left onto Calhoun Road from any side street and the traffic volume, do you believe that traffic will have likelihood to speed with the improved riding surface and if so how are these vehicles going to try to safely maneuver turning left or right onto Calhoun road?

Darrell Berry – With a new roadway I would say there would be a tendency to drive faster than the posted speed limit.

JP Walker – With the existing conditions, it's very difficult for any motorist sitting on a side street that is non-signalized and trying to turn left onto Calhoun Road, especially during the rush hour. If there is an improved driving surface on Calhoun Road and the likelihood that speeds will be slightly higher than they are now, does that or does that not create more of a safety concern for you as a consultant?

Darrell Berry – Yes, it definitely is a safety issue.

JP Walker – When Calhoun Road is completed north of our border to four lanes and our portion of Calhoun Road is completed for Alternative 1A, do you see an increase of traffic on Calhoun Road?

Darrell Berry – We reported at the March informational meeting and the April public hearing that without including an interchange at Interstate 94 up in Brookfield, that based on development and growth scenarios and plans that Brookfield had for widening Calhoun Road, we showed the need that the capacity of Calhoun Road as a two lane road would be exceeded in the future to safely handle that traffic volume.

JP Walker – In your opinion when would extra lanes be required to be installed on Calhoun Road?

Darrell Berry – We are borderline having that need right now. That was reported back in March and April.

JP Walker – Are you saying that the need for 20 lanes is 20 years in the future or much less than that.

Darrell Berry – Again, based on the traffic information that we have looked at previously it would be much less than 20 years.

JP Walker – Can you pick a number?

Darrell Berry – I would have to go back and take a look at the traffic report, but if I recall it was 5 to 7 years out.

Alderman Augustine – How much can synchronizing the traffic signals help with left turns onto Calhoun?

Darrell Berry – Waukesha County would be designing the traffic signals for both Lincoln Avenue and Cleveland Avenue and those traffic signals would be interconnected so they would be timed such as to allow the greatest through traffic on Calhoun Road while still allowing the turning movements on various side roads, based on that if you think of a platoon of vehicles going through when the signals are green and when they are red there would be a gap in the traffic. I don't believe that synchronizing will go all the way to Greenfield Avenue would be done, because Greenfield is just about 1 mile away.

Alderman Moore – Because of spacing between the different stop lights it would be rather difficult to create the type of spacing that would allow the traffic to safely turn onto Calhoun Road is that correct?

Darrell Berry – Because Lincoln Avenue and Cleveland Avenue are relatively close to one another and my understanding is that they would be synchronized and that would allow gaps in traffic. However, for traffic coming southbound from Greenfield Avenue all the way down to Lincoln the synchronizing of those signals would probably not be possible and wouldn't provide large gaps in the traffic.

Alderman Moore – So it would still be a problem?

Darrell Berry – Yes, it could be a problem.

Alderman Moore – Because Alderman Ament has introduced 1A with the questions that I have I would appreciate an answer from you and possibly Alderman Ament in relation to these questions. Just to clarify something from the City Council meeting that referred this back to the Board of Public Works, it was discussed that Alternative 3A would be discussed at this point and Alderman Ament himself said that he expected that to occur. I took the opportunity at that meeting to restate that it would be discussed here. My first question is there are three additional points of conflict with traffic having to narrow back down from two lanes to one lane in each direction. With these additional points from 2 to 1 is that safe and in the best interest of the citizens of New Berlin?

Darrell Berry – Anytime you have roads going from 2 lanes to 4 lanes to 2 lanes there is a safety concern. There are design parameters and design procedures that we follow to allow for sufficient transition lengths between a two lane facility and a four lane divided facility. Yes, there is the concern for traffic going from a multi-lane facility to a one-lane facility.

Alderman Moore – Those pinch points are just north of Cleveland and either side of Lincoln is that correct?

Darrell Berry – There is a transition north of Cleveland, south of Lincoln and north of Lincoln and that is basically it.

Alderman Ament – That is always going to be an issue, there are intersections like that all over the City. Where there is a conflict is at the major intersections and that's why you put in additional lanes and signals in.

Alderman Moore – The number of lanes on the Lincoln intersection, since there is one lane in each direction north and south of Lincoln, why would we expand to two lanes in each direction and then go back down to one lane?

Darrell Berry – Lincoln is proposed to be a wide two-lane section based on traffic and as we get to the intersection of Lincoln Avenue and Calhoun that intersection is widened out to accommodate right turning vehicles and the through and left turn movement of vehicles. Lincoln Avenue is going to be a wider two-lane roadway.

Alderman Moore – I'm talking about on Calhoun, there is a right and left turn lane and two thru lanes. Why not just remain with one thru lane in each direction?

Darrell Berry – Based on our analysis of the traffic and how much of the traffic is going to be continuing north bound or south bound ultimately we need to have the capacity for two lanes thru the intersection.

Alderman Moore – I'm concerned about allowing two lanes to merge back into 1 lane, this causes a safety issue. My next concern is that Alternative 1A does not allow for ease of left turns, how do the residents feel that live on the side roads that exit onto Calhoun about trying to make left turns?

Darrell Berry – In Alternative 1A, to turn left from the side streets onto the road is essentially the way it is now. They are going to have to stop and let traffic clear before crossing over. Other than the bypass lanes and turn lanes we had depicted at various intersections, traffic would still be crossing over one lane south bound and north bound.

Alderman Moore – So you are saying that it is basically staying the same.

Darrell Berry – Essentially, yes.

Alderman Ament – I'm not sure why we would let traffic widen out to two thru lanes and then narrow back down just after the intersection. I would think that we could save on some impervious surface, potentially for storm water and land acquisition, construction costs to have the right turn lane and left turn lane but not two thru lanes going north and south at Lincoln Avenue.

Alderman Moore – My understanding is that because of the design of 3A and the additional lanes there would be with the traffic spread out, there would be greater opportunity for traffic to turn left from the residential streets is that not correct?

Darrell Berry – Yes, with a divided roadway section, traffic coming out of the residential roads would be able to make the right hand turn into the right hand lane of the multi-lane facility which is safer and then also crossing over to make the left turn lane with the median section or with the center TWLTL there is the opportunity to cross more safely.

Alderman Ament – Are you talking about the residential area?

Alderman Moore – Any residential street that is not signaled.

Alderman Moore – Alternative 3A would still allow a greater ease to be able to turn left.

Alderman Ament – When I take everything into consideration, the cost, the land acquisition, disruption to the people on Calhoun Road and the few seconds inconvenience it might be for someone turning onto Calhoun Road, I don't see a major issue there. I have not heard any complaints about people getting in and out of those residential areas.

Alderman Moore – Alternative 1A doesn't allow for storm water improvements except at two intersections. Is that in the best interest of the property owners along Calhoun?

Darrell Berry – Alternative 1A provides storm water management only at those intersections. The remainder of the project was proposed to be a mill and overlay with the widening for the bypass lanes and the turn bays, but in those areas of the project where the road remains essentially a two-lane road there were no storm water management improvements proposed.

Alderman Moore – In response to Mr. Matheson's question in relation to will the owners along there be protected, what is your answer to that?

Darrell Berry – We are looking at the drainage and how to handle storm water management as part of the Lincoln Avenue project design. Our schedule is to have some preliminary plans submitted to the City by the end of this month for the Lincoln Avenue project. What we are considering for that is basically no storm water management along Calhoun Road. We are looking at specifically Lincoln Avenue.

Alderman Moore – So, it's going to be a problem is what you are saying?

Darrell Berry – Yes, it could be a problem.

Alderman Moore – JP, my understanding that because of the amount of impervious surface being added with this plan it would trigger the need for full construction for storm water management is that correct?

JP Walker – I don't have the quantities here, if the amount of impervious surface increases by a ½ acre for the project then we are required to provide storm water management capabilities that meet MMSD Chapter 13 requirements which may include detention, retention, water quality aspects. In 3A we had proposed bio-swales, those basins at the major intersections, that was the water quality aspect. In 1A it is not being proposed.

Alderman Moore – When I asked you how much impervious surface was added to Cold Spring Road, you said that it was much more than ½ acre. Since this is much longer, it would have the bike lanes and have all of those turning lanes; wouldn't you say that it would be more than ½ acre?

JP Walker – Not necessarily, because the existing shoulders are considered to be impervious surface right now. The fact that they will be paved doesn't change it, it is still impervious surface. So I would ask Darrell whether or not they have done an analysis. Does 1A with the way that you have it laid out with your interpretation of the requested action statement from Alderman Ament and Alderman Seidl does that increase the impervious surface over existing conditions by more than ½ acre?

Darrell Berry – Does that include the Cleveland and Lincoln Avenue intersections?

JP Walker – Lets do it both ways, including both intersections?

Darrell Berry – If it's both intersections, then yes. If it doesn't include Cleveland Avenue I will have to look that one up, it would be close.

Alderman Moore – Without the bio-retention swales we have a storm water problem, is that correct?

Darrell Berry – Yes, you have to deal with drainage and storm sewer. It all has to be factored into the design.

Alderman Ament – I don't have any serious concerns about the storm water management because the major concerns we have with storm water there first of all are around the Tape Machining area. We completed some work along that conveyance I think north of the building and we will be doing some work on Lincoln and at the intersection of Lincoln. If we combine with taking one of the lanes out of the intersection that may keep us from having to keep us from having to meet the Chapter 13 requirements for MMSD.

JP Walker – The project is just starting up by 170<sup>th</sup> street working their way back. So the area right by Calhoun Road will be one of the last pieces of the puzzle that will have storm sewer installed.

Alderman Ament – So there will be improvements?

JP Walker – Yes.

Alderman Moore – One of the things that Eric has talked about is there needs to be full development on Calhoun Road for storm water management. Will 1A meet Eric's concerns?

JP Walker – No, it will not. There is a dead low spot up by Roosevelt where drainage cannot go where it needs to go, improvements via storm sewer are required. That is not part of 1A.

Alderman Moore – 1A requires pedestrians to walk beside heavy traffic. Do you feel that is the safest plan?

Darrell Berry – No, as I mentioned earlier we certainly would not want pedestrians to be walking along the edge of a traveled lane on a paved shoulder. The widened paved shoulders were not intended for pedestrians, they are okay for bicyclists but not pedestrians.

Alderman Ament – I go back to the Alternative Transportation Plan which shows it as an alternative route for a shoulder. The same thing is true of several other roads in the City where we aren't putting sidewalks. I don't know what the difference is. If we go particularly to Cold Spring Road why didn't we put sidepaths and sidewalks there? If I remember correctly at the time the Alderman for that District strongly opposed it because the residents that lived along there didn't want it. So it was determined that it was not needed. There are shoulder paths on Sunny Slope Road. It also saved a sizeable amount of money and saved on storm water issues. I see no reason why it can't be utilized that way, especially along the area of the Industrial Park. There is a frontage road there that people can walk on if they don't feel safe enough on Calhoun Road.

Alderman Moore – It is safer to have pedestrians separated from traffic. What would be the cost differential of eliminating the bike lanes and adding a terraced path?

Darrell Berry – We didn't look at the in designing Alternative 1A.

JP Walker – If you look at the second sheet of the cost summaries, there is a cost for alternative transportation facilities for Alternatives 1A and for 3A. Looking at those numbers, I see a \$39,000 difference between 3A which is the separated side path and 1A which is the shoulder walk and bike lane. With a \$39,000 difference it appears to be cheaper to put in the sidepath as in 3A. Am I correct in interpreting those numbers?

Darrell Berry – Yes.

Alderman Moore – Why would you want to spend more money to put bike lanes in then the safer alternative of sidepaths?

Alderman Ament – Like a lot of the numbers and the changes and this is one set of numbers is not believable. How can it cost less? You're not figuring in the disruption to the residents along Calhoun Road, especially north of Rogers and you're not looking at the maintenance as to whose going to maintain them. I assume it will be the citizens because the City can't afford to do it anymore.

Alderman Moore – The fact remains that it is safer and cheaper to install separated sidepaths.

Mayor Chiovero – Everybody compares this with other roads and you can't compare it because it is along side one of the largest Industrial Parks in the State. We have to recognize that. This road is going to have different needs and therefore cannot fairly be compared to other roads in the City.

Alderman Moore – Will trucks be able to make the turn at the frontage road at Glendale and across from Westward?

Darrell Berry – The frontage road at Glendale for Alternative 3A we proposed to have the intersection go a little bit further to the east on Glendale. For 1A we had it essentially have it at its existing location and the truck turning movements would be more difficult then what we had proposed previously for widening out that intersection. For this particular intersection, the reason the road is two lanes is because we are coming off the tapered transition from the Cleveland Avenue intersection, In the north bound direction we basically have two lanes on Calhoun Road at the Glendale Drive intersection.

Alderman Moore – The answer in relation to my question for trucks being able to make that turn?

Darrell Berry – It is definitely more difficult.

Alderman Ament – It's the same as it is now.

Darrell Berry – Yes, it's the same as it is now.

Alderman Moore – My understanding for the reason for it to be further east is for that turning radius is that correct? So that turning radius would be impaired is that correct?

Darrell Berry – Yes.

Alderman Moore – Why are there no extra lanes such as turning or bypass lanes at Roosevelt, Addison and Elmwood?

Darrell Berry – That one may have had to do with the traffic volumes coming off of the side roads, real estate associated with that. A refinement of the 1A design could have turning bays in there.

Alderman Moore – Was that a decision on your part or were you just following the 1A proposal from Alderman Ament.

Darrell Berry – That was a decision on our part and it's our interpretation of what was requested for Alternative 1A.

Alderman Moore – So then it is both?

Darrell Berry – Yes, that's correct.

Alderman Moore – Alderman Ament, I'm wondering why the turn lanes weren't in your proposal from Roosevelt, Elmwood and Addison.

Alderman Ament – I think because first we were discussing for the consultant to determine where he thought those were the most appropriate and I think he did that. I think as far as Roosevelt, Elmwood and Addison, I don't know that they have any particular need to have right turn lanes there or widened. I don't think that they need them there.

Alderman Moore – I would actually think that there would be more traffic in the northern section of Calhoun than there would be in the southern section as the trucks go into the Industrial Park. Is it not just as much a concern for bypass lanes up there?

Darrell Berry – Yes, it is still a concern and again if this Alternative was taken further in analysis this is something that we would take into consideration.

Alderman Moore – Do you need more time on that?

Darrell Berry – We would need to take some time to look at it.

Alderman Moore – What would be your immediate thoughts on the differences between Roosevelt and Westward or Rogers or anything to the south of that?

Darrell Berry – Westward doesn't have any other way to get out.

Ron Schildt – All of the other roads could get out on Greenfield.

Alderman Moore – There was a response to the NBIA that Alderman Ament made and in that response he said that it's more logical and cost effective to solve issues. That 1A is more effective to solve issues that Calhoun Road presents. He stated that the Common Council is intent on resolving the challenging issues of Calhoun Road at costs that residents and business's can afford. 3A is estimated to cost approximately \$10.5 million in 2007 dollars and 1A is estimated to cost \$5.3 million in those same dollars. Staff estimates that additional lanes will have to be added to Calhoun Road within 5 years in order to safely handle the increasing traffic volume. The estimated cost to do that is an estimated \$5.1 million. The financial analysis done by the Accounting Department indicates that the financial impact over the bonding period to the homeowner would be virtually the same, which is a difference of \$27.00 over the 29

year bonding period. The public and the business owners will be required to deal with two construction projects within a relatively short period of time. Is 1A really a logical and cost effective way to solve the issues that relate to Calhoun Road?

Darrell Berry – Focusing on three items, again going back to all the years that we've been working on this project and looking at the traffic we have stated previously that anything shy of a four-lane facility does not provide the required traffic capacity. By providing anything shy of a four-lane facility you are not enhancing safety for the users, owners and stake holders in this facility. With a four-lane facility you are able to provide as part of the reconstruction all the necessary storm water management capabilities. We have had a lot of discussion about the drainage and the need for storm water management. A reconstruction affords those opportunities. The two-lane alternative which is basically mill three inches of the surface that's there and repave it with 3 inches of new asphalt except at the areas of Cleveland and Lincoln, that alternative does not meet the capacity requirements, doesn't enhance the safety and doesn't provide the proper storm water management capabilities.

JP Walker – I asked the Finance Department to give us an analysis looking at the total impact. Total impact of 1A will require two construction projects eventually. The consultants estimate is within 5 – 7 years. Looking at that total impact to not only the property owners but to the taxpayers of the City, the cost of doing two construction projects, obviously you've doubled the impact within relatively short period of time and the impact financially to the average taxpayer will be a difference of \$27.00 over 29 years, that's less than \$1.00 a year difference. I'm at a loss to determine where the cost effectiveness is especially when you factor in the impact of multiple construction projects that will be required in a relatively short period of time.

Alderman Moore- Are you talking about the loss of business to the people along there if we do construction twice?

JP Walker – Historically you can look at roadway construction projects and the impact that they have had on businesses that abut the project zone. There have been instances where there have been lost opportunities.

Alderman Ament – This Board in a 3 -2 vote determined that 3A was the appropriate way to go and I would assume that if we took that vote today it would be the same vote, the same recommendation. I don't know why we are hashing that over again. Our direction was to do 1A not to compare it to 3A.

Alderman Moore – JP, you said there was a significant difference between what 3A in a total reconstruction and what 1A is and why it would be only a 5 – 7 year surface. Could you explain that?

JP Walker – 1A is not just milling, it is also pulverizing so that we can make repairs to the base coarse to enhance drainage under the pavement and then add back 5 inches of new pavement. That's considered to be a rehabilitation type of project, not a total reconstruction. Total reconstruction includes making the necessary storm water improvements along side of the drive lanes to properly convey the storm water. 1A does not do that.

Alderman Moore – How long can a road last with rehabilitation before it just totally has to be reconstructed? Are we at that point?

JP Walker – I believe that Calhoun Road has been at the point for a number of years where it should be reconstructed.

Darrell Berry – I concur with JP.

Alderman Moore – Alderman Ament had said that both I and JP had stated that based upon the master plan there would most likely be little increase in the traffic in the near future. My statement was that there would be a little increase in relation due to traffic on the west side of Calhoun. There could be a more significant increase to the traffic on the east side, but there would still be a restriction south of Cleveland

which could encourage people not to use that road in the future. Because of the New Berlin Master Plan there might be an increase in traffic going down Lincoln because of additional commercial development along there and the main thing that I wanted to state in relation to that was not because of my concern about whether there was going to be more or less traffic but because it now requires it. My last question is to JP, you have to sign off on the plans is that correct?

JP Walker – Yes, as City Engineer I am required to approve construction plans.

Alderman Moore – Would you approve 1A?

JP Walker – If 1A is considered to be a reconstruction project the answer is absolutely not. I can approve the designs for the Cleveland Avenue intersection. I can approve the design for the Lincoln Avenue intersection. I cannot approve the remainder of the design. If it is considered to be a rehabilitation project I can approve it as a rehabilitation project but I cannot approve a sub-standard design. Without the proper stormwater controls, without the proper safety issues it's a sub-standard design that I cannot sign off on. That's my professional ethic dictating that.

Mayor Chiovatero – I feel we had a good discussion on Alternative 1A. Some of the other alternatives have been brought up, but I think because of the problem that Alternative 1A presents, the biggest concern for Alternative 1A we have a road that needs to be rehabbed. Some of the traffic counts, and I think some of those counts might be low because there are a lot of people that avoid that road. I'm not saying by building the road we want to increase the traffic on Calhoun, but I think that's going to be a natural thing even if we do the minimal rehab. I do have concerns about Calhoun Road north of Roosevelt because it is going to two lanes all the way down. I'm not sure where the traffic comes from, if it comes off of Greenfield on that side to the Industrial Park or if it comes off of Moorland. If we don't at least put a TWLTL in Calhoun Road north of Rogers that we are going to be mixing a lot of traffic and anyone trying to pull in or out of their driveway is going to have some issues. We have to remember that the Industrial Park has been part of the City and has been a tax base for over 40 years. We are responsible as a Board and as a Council that the improvements to Calhoun best meet the need of the business community, residents, constituents and everybody. 1A has design issues that make sense, but at the same time it doesn't take care of the overall problem. I am worried about the people that have to come out of Westward, Rogers Drive and the side streets in front of the park. I am concerned about possibly looking at the Lincoln Avenue intersection going from the two lanes thru to the 1 lane because I thought we were given the Alternative 1A to keep the intersections at Cleveland and Lincoln at the full build out for the future. If we go down to one lane, yes it creates less impervious surface but then we will have to rip up a whole intersection again. I'm also worried about storm water management along Calhoun Road. Yes, Alternative 1A looks great, but we only have a few storm water issues taken care of, but it's not taking care of the whole picture. As far as the sidepath issue, sure we could slow it down to 35 mph. That's an easy fix. It is the type of traffic that if the vehicles have this extra six feet of pavement they are going to use it, they are going to use it whether there are bicycles or pedestrians on it. We have to remember safety here, remember our best bang for the dollar and we have to remember why we are doing Calhoun Road and try to realize what's right here. Whether we go with 1A or any other alternative just keep in mind what the long term issue is, and that's to take care of this road and to serve the Industrial Park that has served New Berlin for 40 years.

Alderman Ament – Would the service road need to be resurfaced?

Ron Schildt – Yes it would.

Alderman Ament – Part of the reason that there is less traffic north of Rogers is because most of the people come off of Moorland into the Industrial Park. As far as the bike paths all the other thoroughfares have shoulder paths for bikes. Again those roads have the same issues.

JP Walker – I think there is a misunderstanding on the traffic count. The traffic count is highest just south of Greenfield Avenue. I think a lot of the traffic is regional traffic, not just local traffic. I don't recall what

the count is as far as what is north bound and what is south bound, I know we have them but I don't know what they are. As far as the traffic count goes it's highest at the north end and reduces as it goes south.

We should decide, what to do with the Cleveland Avenue intersection. I did the math from the second sheet that has the total summary of the costs, eliminating the Cleveland Avenue intersection in its entirety from our project reduces the cost of 1A from \$5.3 million down to \$3.5 million which is close to the ceiling that Aldermen Ament and Seidl had put in their requested action statement. Conversely even though we aren't discussing 3A I feel it's important to understand the impact on 3A and that is the cost would reduce from \$10.5 million to \$8.7 million if the Cleveland Avenue intersection was left to the County to do in the 2011 - 2012 time frame. Is there any discussion here at the Board on that element in itself?

Alderman Moore – Is it correct that the County would possibly move up their construction of that intersection if we did the four lane project.

JP Walker – That was stated in a letter from Richard Bolte to the City that if Calhoun Road was going to be four lanes the County would entertain moving up the Cleveland Avenue intersection portion of their project to 2010.

Alderman Moore – If we approved 4 lanes we probably would not start until 2009 is that correct?

JP Walker – With the land acquisition that is required we would need 1 year for that phase. So at the earliest we could possible start construction would be 2009, but more likely it would be in 2010.

Alderman Moore – So if they moved up their project to 2010 that would then coincide with our project and that would be the least disruption to traffic and businesses along Calhoun Road is that correct?

JP Walker – That is correct.

Alderman Ament – When is the schedule for Ryerson, Lincoln and Glendale?

JP Walker – Glendale in 2008, Ryerson is 2009 and Lincoln Avenue is STP grant eligible. We don't know the results of that application yet but if that were also selected as a project that gets STP funding that would be in 2010.

Alderman Moore – Since most of the residents concerns that are opposed to 3A and reasons for going to 1A are financial that we should really discuss the financial impacts over the long term of this. So far the information is that over the long term we aren't saving any money. If somebody thinks we are saving money over the long term we should make sure that we understand why somebody feels that and make sure that it is either correct or incorrect.

JP Walker – That information is not in your packet today, but it certainly can be a topic of conversation at the next meeting if the Board desires. We have asked our Finance Department to look at that. 1A is a first step in the process that will improve driving conditions. 1A comes up short in a number of other areas when compared to other alternatives, which tells me that there has to be another phase coming in the near future. When you factor in traffic impact, traffic volume and traffic capacity issues, that will be sooner then later. That has more then just a financial impact to the public it also has multiple construction impacts on the general public. There could be an impact to businesses but I'm not an expert in that area but there certainly could be.

Alderman Moore – I think we also need to balance everything that we will be learning in regard to the financial aspects against the safety concerns and to me safety is foremost.

Alderman Joseph Poshepny – 3601 South 147<sup>th</sup> – Six weeks ago in the Journal it said that the County will pull out any funding for the Cleveland Avenue intersection if Calhoun does not go to four lanes. Is that still in effect?

JP Walker – In the letter that we received from Richard Bolte from the County he stated that without Calhoun Road being a four-lane roadway that the County will not fund a cost share for the Cleveland Avenue intersection with our project. They would take on the Cleveland Avenue intersection as part of their overall Cleveland Avenue project with a construction date in 2011 - 2012.

Alderman Poshepny – When they got around to it? It would be completed as it was on the original drawing.

JP Walker – Right, the first phase on their project is from Calhoun Road to Moorland Road.

Alderman Poshepny – Okay, then if indeed we went that route, how much would we have to spend to connect their highway with the two-lane highway now? Would our end of the construction have to be altered in any way?

JP Walker – Our end of construction would stop just north of the Cleveland Avenue intersection.

Darrell Berry – Looking at the plans that we had prepared, it would be in the vicinity of the area just south of Glendale.

Alderman Poshepny – If we went into 1A there would be no work from just south of Glendale down to Ryerson until the County went through is that correct?

JP Walker – Yes, that is correct.

Alderman Augustine – Have we accomplished what we were asked to do by the Council?

JP Walker – The last part of the motion is what you are referring to. We've had our discussion so once we've made our comparison with 3A where we thought it was appropriate today and thoroughly discussed 1A, staff requests the Board take action to recommend to the Common Council which of the design components should be pursued for improving Calhoun Road so that Bloom Consultants can complete the design per those directions for the project setting the stage for the relocation order to be issued and the right-of-way acquisition to begin. That was the last part of the motion.

Alderman Augustine – This means that you are asking for a decision? If we say yes, that means the Board made a decision, if you say no, are we tabling it?

JP Walker – The intent here was for us to look at the design components of Alternative 1A, decide what is included in the Calhoun Road project. Whether its 1A or 3A or a combination of the two, or something completely different. We have the design costs estimate for each of the components. That's what we were asked to do and to lay out the consultants interpretation of what was in the requested action statement for Alternative 1A. So now we have the pieces of the puzzle. What we don't have is, are there things we want to move in or move out? I heard certain discussions about some things that could be tweaked. Case in point the Lincoln Avenue intersection, whether or not we need the two drive thru lanes. I understand why they are there but as a point of discussion, decisions have to be made on that. So maybe the appropriate thing would be is to table this, but before we table this we have to have decisions here at the Board as to the components that stay and the components that go.

Alderman Augustine – The original intent from the Council was to look at 1A.

JP Walker – OK, lets talk about 1A. Do we include the Cleveland Avenue intersection or do we leave it out? The Board hasn't made a decision on that, I think the Board should make a decision on that. You have heard some concerns about the sidepath location, there are legitimate safety issues. Is there a way that they could stay on the shoulder, meeting the intent of the Alternative Transportation Plan, but provide a physical separation whether that's gravel or whatever, something that can be plowed? I'm not talking about a sidepath 10 feet away, I'm talking about a sidepath that has some type of separation from the drive lanes and maybe that's only 4 feet away. We talked about should there be or not be additional

turning lanes and bypass lanes in other locations other than what is shown on the alternative. Those are the type of decisions or directions that we have to give to our consultant information with which to go forth.

Alderman Moore – There are other decisions too. It was mentioned that whether there should be a TWLTL the full length. We've discussed 4 lanes. We've discussed the whole cost issue. I guess if we are going to discuss this more, we need more time. I don't know if we are spinning our wheels in that aspect or not. It's probably only fair to go over each and every aspect where there are concerns.

JP Walker – If we were to table this until the next meeting, will the Board members be in a position to provide definite direction on how to complete the improvements to Calhoun Road? I didn't say, any alternative, but for a given improvement to Calhoun Road, will we be in a position to give direction?

Alderman Ament – It depends. Are we going to discuss 1A or 1A verses 3A? I think 1A we can be ready if we go by the directed action and direction from the Council. Cleveland Avenue intersection issue, I don't know why we have to have it in or out. We aren't sure how this is going to be affected by the County's decision and there timetable. But if it's a matter of in or out, I would say out and I'm ready to vote on that right now.

**Alderman Ament - I'll make a motion to make the plan show Alternative 1A without the Cleveland Avenue intersection, and allow the County to do the job on their timetable.**

Alderman Augustine – We already have a motion on the floor, I wonder if we would table that one and then take movement on the one that Alderman Ament just presented.

Mayor Chiovarero – I don't know what the rules are on that.

Alderman Augustine – We can table the motion that's currently there to indeed allow any vote on 1A as directed by Alderman Ament or I'm trying to figure out how to move forward on this.

JP Walker – If you look at the requested action, Alderman Ament's motion answers the second half of the original motion. I don't know if Alderman Ament's motion needs to be a motion, I'm willing to move forth. I have disagreements with some of the components, but the direction from the Council was to discuss 1A, I think we have done that. Alderman Ament is suggesting that we leave off Cleveland Avenue intersection totally from this project. I can live with that. I think his motion is really just an answer to the original motion.

Alderman Moore – Procedurally we need to do something different then what we are on right now. As long as we are discussing the subject, I think it's good to have the County do Cleveland and that I have no problem with. I do have a problem with the fact that if this does become a two-lane project disturbing the traffic along there in two different years. This would mean it would be disturbed in two different years or we would wait 1 or 2 additional years to do anything. I would be in favor of the County doing it, but I think there are greater ramifications.

Mayor Chiovarero – If we go four lanes the County said they would consider moving up their schedule to coincide with ours but there was going to be a cost share from us, which would be about 10% or \$250,000. Also, although they had stated that they didn't make a firm commitment, they said they would look at it and consider it. As far as taking the intersection out totally, I think Alderman Ament has a good point except that it won't coincide with our schedule, so maybe we need to alter our construction schedule. If we take it out and wait for them we run into the prospect of having two construction seasons for Calhoun Road.

Alderman Augustine – I have some problems with the clarification of the combination of what you put in and what Alderman Ament says answers the question. If this motion were sent up to Council would it be clear what this Board expressed as to what plan we are recommending?

JP Walker –It would be that the Board makes a recommendation to pursue Alternative 1A. It would allow us to complete the design of 1A excluding the Cleveland Avenue intersection, to allow the consultant to complete the design, to allow us to prepare the Relocation Order and to begin the right-of-way acquisition phase.

Alderman Ament – The intent was to not include Cleveland Avenue because the County was going to cost share as far as the timing and everything the County could tell us one thing to do and they could move it up or back, it's hard to say what they are going to do. The intent of was to not include that in this part of the discussion.

Alderman Augustine – I guess the motion is to approve 1A without the Cleveland Avenue intersection.

JP Walker – I believe the Board has met the requirements of the requested action. We are sending forth a recommendation to the Council to do 1A excluding the Cleveland Avenue intersection. I think we need to set a time line. Right now in the 2008 CIP request I have left Calhoun Road blank, because I didn't know what is going to come out of this discussion. I don't know if we are considering 2009, 2010. The right-of-way acquisition phase will take one year, so that wipes out 2008, so at the earliest we are looking at 2009 as start of construction.

Mayor Chiovatero – We did talk about some tweaking or questions. Were these questions answered to the Boards satisfaction about issues such as the Lincoln intersection, the TWLTL, the on-road sidepaths, or were we going to give the direction for staff to look at some other changes in 1A?

JP Walker – There are two issues that can be looked at if you want to delay this one month. We can ask the consultant to look at tweaking the Lincoln Avenue intersection to provide only one thru lane in each direction so we have a comparison in costs and then also look at whether or not additional turning lanes and bypass lanes are needed north of the railroad tracks so we have a cost comparison.

Darrell Berry – Looking ahead long-term in the 20 year design horizon that we have mentioned before for the Lincoln Avenue intersection, to construct it effectively with one thru lane when the time comes in the not so distant future to provide for that second lane in each direction you are talking about a pretty significant throw away construction cost to come back in and reconstruct it to provide the capacity. I personally would not, as a consultant, advocate looking at a design for Lincoln Avenue intersection that would only have one thru lane in each direction.

Alderman Ament – The north bound two lane shows one lane a right lane and a thru lane but the southbound having two thru lanes plus a right hand lane. I would think that what we have on the northbound side would be good enough for the southbound side.

Darrell Berry – There is a slight mistake in the drawing going southbound on Calhoun Road to turn to the right on Lincoln Avenue, it's showing a right hand arrow and a thru arrow. The thru arrow should not be there, that is strictly a right hand turn lane.

Alderman Ament – It's still showing two southbound lanes, but on the northbound side it's just showing two lanes where the right lane is thru or right hand.

Darrell Berry – We can look at that.

Alderman Ament – I would like to see that tweaked, I feel that's more lanes then we really need there now or in the future.

Alderman Moore – I would hope that we don't make the same mistakes that we made on National Avenue where there are no right turn lanes. The right turn lane is the same as the straight ahead lanes. If that's what you are proposing here I see that as a problem. When you say that you wouldn't recommend this to be sized down because of future construction, wouldn't be that a similar comment to any intersection along here?

Darrell Berry – I made the comment just in relation to a question that has come to us to take a look at specifically the Lincoln Avenue intersection.

Alderman Moore – My point is, if we don't want to downsize the Lincoln Avenue intersection because of future construction, if there is future construction that would be four lanes that would use this as four lanes wouldn't that be a similar comment to any intersection along here? We wouldn't want to downsize it because of any future construction.

Darrell Berry – Yes, it goes along with what JP said that at some point in the future, we use the 5-7 year horizon, that reconstruction to provide the capacity would have to occur sometime in the future and that would be the reconstruction of the remaining portions of the road that weren't reconstructed initially.

Alderman Moore – Even if every thing that we have talked about were improved in some way, so that each and every one of us liked the improvements, we still would be saddled with a two-lane road that would need to be reconstructed in 5 – 7 years, right?

Darrell Berry – Based on the traffic forecasts, based on traffic counts that were done within the 20 year design horizon of this facility the traffic numbers and projections in our opinion as a consultant clearly show the need for a four lane road.

Alderman Moore – If you did some more tweaking between now and the next meeting that would cost us some more money?

Darrell Berry – Yes.

Alderman Moore – I am more and more convinced that we are spinning our wheels. I know that this will be totally rehashed at the Council level. I think the only thing that should be done in my opinion, for my vote would be to just say no to 1A, yes to 3A and push it ahead.

JP Walker – To move forth with 1A, complete the design for 1A leaving off the Cleveland Avenue intersection. Set the stage for the relocation order and allow the consultant to complete the design so that we can move into the right-of-way acquisition phase.

Mayor Chiovero – So we would be accepting 1A without Cleveland Avenue, is that correct?

JP Walker – Yes.

**Upon voting the motion failed with Alderman Moore, Mayor Chiovero and J. P. Walker voting no.**

**Alderman Moore made a motion to move ahead with Alternative 3A without the Cleveland Avenue intersection.**

**JP Walker – 2<sup>nd</sup> the motion.**

**Upon voting the motion passed with Alderman Augustine and Alderman Ament voting no.**

#### **ITEM 21-07 Wilbur Drive Road Action**

**Alderman Augustine - The requested action is to review the placing of six street tables on Wilbur Drive, Cottonwood and Spruce presuming the cost of the speed tables being \$2,500 each would be a total cost of \$12,500.**

**The rationale is that the immediate neighborhood has a desire to return to two-way traffic on Wilbur Drive west of Cottonwood. Such an action alone would return traffic problems to Wilbur Drive such as speed and volume that inspired the current one-way setup to be implemented. With**

**the resident survey results of Cold Spring Road Speed Table implementation showing favorable reaction in resolving traffic and speed problems there, it will be my proposal to the upcoming City Council to place Speed Tables on Wilbur, Cottonwood and Spruce. One year after installation, review of this intervention to reduce speed and traffic on Wilbur Drive would be made to determine if this street action should be continued, adjusted or aborted, and I so move.**

JP Walker – 2<sup>nd</sup> the motion for purpose of discussion.

Alderman Augustine – In terms of discussion I guess on the street layout, I feel that there should be a speed table between Poplar and Sunny Slope which is to the far right of your maps. That would make the six speed tables that were mentioned in the requested action.

JP Walker – There is nothing in the requested action statement that talks about whether the stop signs will remain as they were installed or do they need to be modified also?

Alderman Augustine – I felt that a couple of the east/west stop signs could be removed and those would be where Spruce and Cottonwood would meet Wilbur. However, I felt an additional stop sign might be need on Redwood and Cottonwood to not have an uncontrolled intersection where Redwood and Cottonwood would meet. The speed tables themselves would be a 25 mile per hour version based on the residential street speed would normally be.

Alderman Moore – Is this based upon the opening of Wilbur?

Alderman Augustine – It would become a two way street as it was before in the hopes that we would be able to provide two-way access in and out of that neighborhood, but eliminate the concerns that come up especially when school is open and on Saturdays.

Alderman Moore – You are willing to add that to the motion? It's under the rationale but on the requested action there is nothing.

Alderman Augustine – Yes that would be fine to add it.

Alderman Moore – Since two of these speed tables are in the 5<sup>th</sup> District, I'm just wondering if the Alderman is aware of these two speed tables in his district.

Alderman Augustine – No, I did not.

Alderman Moore – Alderman Poshepny, two of those speed tables, the one between 147<sup>th</sup> and Cottonwood would be in your district the one south of Wilbur on Spruce would be in your district.

Alderman Poshepny – If indeed we take the one-way street out of there and it becomes a two-way street I can see no problem in the 5<sup>th</sup> District, calming down traffic both volume and speed wise with the speed tables.

Alderman Moore – The main comment that I have heard from people on Cold Spring Road is that there are eight speed tables along Cold Spring and taking a look at where streets are verses where the speed tables are, sometimes there are two speed tables in between streets and many people feel that the eight could have been brought down to five. My recommendation would be to decrease the speed tables just a little bit. I would probably move the two speed tables down to one that are in between Cottonwood and Poplar. I would put a stop sign or speed table at the T, but not both at Spruce and Wilbur and Cottonwood and Wilbur.

Alderman Augustine – From the surveys from Cold Spring Road, one of the distractions of the speed tables was that people were avoiding the road altogether. My concern is that if we don't have a speed table at Spruce and Cottonwood that would increase the traffic on Beechwood, Crimson and Redwood needlessly and the same thing with the stop signs at the T's. I'm trying to control things more because

that is some of the things that the people that aren't on Wilbur are concerned about with the results of putting speed tables in.

JP Walker – Cold Spring Road is a mile long and the required spacing of speed tables was every 500 feet. This spacing is going to be narrower than that on Wilbur and from an Engineering design standpoint they may be too close. We have to take into consideration, the driveway locations and we have to be able to pick locations that are not adjacent to the driveways. It's not just cross streets, we also have to look at the driveways. There are a lot of driveways on Wilbur, we will have to really look at it to see where those locations are. This is general direction to us, now we take it to the next step. We will have to analyze where the real locations can be physically placed. At 147<sup>th</sup> and Wilbur there is a three-way stop. There is no mention in your requested action as to what to do about that. By exclusion am I assuming that it would stay the way it is?

Alderman Augustine – Yes, it would with the stop signs that are currently there. But, I guess aside from that I thought about the earlier action taken in having speed tables on Wilbur Drive on each side of the bridge. Is there some comment from the Board on that in the sense that Wilbur Drive having the speed tables implemented there, in order to make this a 25 mile per hour zone throughout that the speed tables there would be beneficial?

Mayor Chiovaturo – There are still two (2) speed tables that are to be installed on Wilbur. We were waiting until the final lift got on and the determination with when the final lift goes on is not clear. I thought it was going to be within the year, but I think it's going to be longer than that.

Alderman Augustine – There is \$10,000 allotted right now so there would be enough money to cover it. If we are going to make this experiment work and have a 25 mile per hour zone, that would in my opinion diminish the traffic and diminish the issues that the non Wilbur Drive residents have with this.

JP Walker – The engineering concern is that there has to be a final lift placed on Wilbur from 147<sup>th</sup> back to Michelle Wittmer Drive. There is no funding for that.

Greg Kessler – The Development Agreement for the northern half was under the original New Berlin Commercial Center LLC, so the final lift of asphalt in the City Center would be up to the City.

Alderman Augustine – I would like to put them both in to make this experiment complete because I think that would allow for this 25 mile an hour to work.

JP Walker – Ron can you put speed tables on a curve?

Ron Schildt – Technically you wouldn't want to.

JP Walker – There are two driveways, one coming out from the north and one from the south just east of the bridge. We will have to take a look to see if there is physical room to put a speed table in.

Mayor Chiovaturo – A speed table should go in because we are going to be waiting a long time to get that final lift in.

Alderman Augustine – Is there a savings to have them all put in at the same time?

JP Walker – You would have to figure mobilization and demobilization costs each time if they were put in as separate projects.

Alderman Augustine – My action would be to have 6 speed tables because the other two already have money allocated for them.

Mayor Chiovaturo – Are we considering them at Cottonwood and Spruce to deter traffic?

Alderman Augustine – Yes that is a big deterrent.

JP Walker – Another question is how we are going to fund this. There is no more money in the Roadway Maintenance Fund.

Alderman Augustine – I would need to get an account number.

Mayor Chiovatero – We would get a contingency account number and take it out of there. We are talking 8 total but we already have \$10,000.

Ron Schildt – They did use part of that money for the signage and marking at 147<sup>th</sup> and Wilbur.

Alderman Ament – Are we including the two at the bridge?

Alderman Augustine – We are talking eight (8) with funding needed for six (6).

Alderman Ament – We can do one without the lift?

Ron Schildt – We are waiting until the development to be 70% completed before we put the final lift of asphalt. Right now all the trucks and traffic is driving on 3 inches of asphalt, which is only a binder which has a more porous surface and you get more water into that could cause problems in the future.

Alderman Ament – Will construction traffic go through Michelle Wittmer or Howard then?

Ron Schildt – It could be either one depending on where the construction is located. They would have to build there portion of the road first. Or we could tell them which one they would have to use.

Mayor Chiovatero – Right now there is signage for no construction traffic through this neighborhood, right.

Ron Schildt – Yes.

Alderman Augustine – The requested action is to place eight (8) speed tables on Wilbur, Cottonwood and Spruce with the contingency account to be determined. Returning Wilbur Drive back to a two-way road west of Cottonwood and removal of all-way stops at Cottonwood and Spruce.

Alderman Moore – This would be removing the three-way at Wilbur and 147<sup>th</sup> right?

JP Walker – No, that would stay there.

Alderman Moore – That doesn't affect the people on the east/west portion of Wilbur. I would say leave the stop sign on Wilbur and allow 147<sup>th</sup> traffic to move freely.

Alderman Poshepny – I live right there and really all you need is a stop sign at Wilbur so people stop and take a look, especially when they are turning left. That is the danger, as far as thru traffic on Wilbur to 147<sup>th</sup> I don't think there is as much a problem there. I would recommend a stop sign at Wilbur stopping them when going to 147<sup>th</sup>?

Ron Schildt – I would recommend removing the all-way and doing basically what state law requires, the T end of it having stop signs.

Mayor Chiovatero – so the motion would be at the three "T" intersections going to one stop entering the "T".

Alderman Moore- Since there are going to be four (4) speed tables along Wilbur what do you think about at the four way area leaving the stop signs on Poplar but allowing the flow on Wilbur to occur, because you already have the speed tables there.

Alderman Augustine – I would just rather leave them there.

Mayor Chiovaturo – Those stop signs at that intersection have been there forever.

Alderman Augustine – It eliminates the need for an extra speed table, it helps the cross traffic safety wise.

Alderman Ament – What is the function of the two speed tables by the bridge? I don't think they are needed there.

Mayor Chiovaturo – The reason why they are planned to be there is to slow traffic down coming from Michelle Witmer Memorial Drive.

Ron Schildt – The original plan was to put some along Wilbur Drive and then we got into the one-way discussion using the all-way stops and the issue was brought up what about when you get over by the bridge. The all way stops, the one-way portion and the two speed tables were put into the plan.

Mayor Chiovaturo – The issue of the speed tables being wanted there is because there is a driveway there for Deer Creek Apartments and to slow the traffic down so people can get out of the driveway easier.

Alderman Poshepny – Before anything was done on Wilbur Drive there was a lot of speeding.

Alderman Ament – Is that something we cannot do immediately seeing that the lift isn't in.

Alderman Moore – How about a compromise and put a speed table just between the bridge and the start of the curve or the best location?

Alderman Augustine – I think that we should have both of the speed tables there as part of the integrated system because there will be traffic coming down there and so why wait. This is a year's experiment so if we find that we don't need it we can take it out. I think that it is needed.

Alderman Moore – Speaking of driveways, in between 147<sup>th</sup> and Cottonwood is there enough space for a speed table for a speed table?

Alderman Poshepny – It would be kind of tight.

Alderman Moore – There already is a stop sign there for the "T".

Ron Schildt – We will have to see where it fits in between there if there is enough room or not. If the all way stops are gone that gives us a little more room to play with as to where the speed tables can go.

Alderman Moore – Would it be appropriate to move this to City Council and then get a report from you?

Ron Schildt – Yes, I can get this laid out and put in their packets before it goes to Council.

Alderman Augustine – There is a motion on the floor to put eight (8) speed tables on Wilbur Drive, Cottonwood, and Spruce while opening Wilbur to two-way traffic.

**Upon voting the motion passed unanimously.**

**Alderman Moore made a motion to adjourn.**

**JP Walker 2<sup>nd</sup> the motion.**

**Meeting adjourned at 11:15 AM.**

