

MINUTES
BOARD OF PUBLIC WORKS MEETING
March 1, 2004
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.

The meeting was called to order at 8:00 A.M.

Members Present: City Engineer J.P. Walker, Alderman Chiovatero, Alderman Harenda, Alderman Ament and Mayor Wysocki

Staff Present: Ron Schildt, Division Engineer, Eric Nitschke, Division Engineer

Guests Present: Al Gilbertson, WisDOT, Mark Johnson, Transportation Engineer, WisDOT, Munzer Haidar, Ayres Associates.

OLD BUSINESS

ITEM 01-04 APPROVAL OF MINUTES

Motion by JP Walker to approve the January 5, 2004 minutes. Seconded by Alderman Ament. Upon voting, motion passes unanimously.

NEW BUSINESS

ITEM 05-04 Selection and approval of one of the three design alternatives for the reconstruction of the I-43 & Moorland Road interchange by WisDOT

JP Walker introduced the representatives from the WisDOT.

Al Gilbertson: The I-43 & Moorland Road interchange, has experienced a lot of growth over the last ten years, has been improved through spot improvements, first by signalizing the northbound on ramps and recently the south bound on ramps. Have worked well in the past. The project we are looking at today is going to be a maintenance type project, the bridges are deteriorating, and they will need to be replaced at Beloit Road and Moorland Road. In addition we have some clearance problems, because we are widening the deck at Beloit Road it would create some clearance problems and we are concerned some girders might get hit so we need to address that by lowering Beloit Road. Moorland Road has clearance problems now and by widening the decks it just becomes worse. We need to actually raise I-43 because lowering Moorland wasn't practical because of drainage issues. When we raise the interstate the cost increases significantly, from \$2.5 million to about \$10 million. But it has to be done. Because of the cost of the project we decided to look at the long-term operation instead of spot improvements.

Mark Johnson from the WisDOT presented three alternatives for the reconstruction of the I-43 & Moorland Road interchange.

- Alternative #1 – Diamond Interchange
- Alternative #2 – Loop Ramp with Signals
- Alternative #3 – Loop Ramp with Roundabouts

JP Walker: Staff has looked at these alternatives and there are some questions that have to be gone through, we are not opposed to roundabouts. Questioned if WisDOT has looked at a combination of roundabouts, such as one roundabout on the north and maybe a signalized intersection down by the Marcus?

Mark Johnson: That has been talked about. A signal would work fine, so that would be an alternative that could be considered.

JP Walker: The representative of the Marcus property was concerned about the traffic coming out of Marcus and going straight west up that exit ramp.

Mark Johnson: That is a design issue that needs to be worked through.

Munzer Haidar: Looked at the design of the roundabout and the design of the signal. It is more challenging to put a signal there and make it work. The north bound off ramp coming and meeting at the Marcus Theater allowing the through movement to continue south, is somewhat challenging. Because you want to prevent vehicles from the Marcus making left turns to go the wrong way. We have a good design and it works. It is difficult to prevent vehicles from Marcus in a normal intersection not to go on that ramp. We can make it difficult but, we can't 100% prevent it. The roundabout has the possibility of making it more difficult, if not impossible to make a wrong way entry. The reason being when you come in a roundabout you are making a right turn so the angle of the intersection is very sharp, and people would be going up on the curb if they were to make a left turn.

JP Walker: Do you have traffic count information coming from the South at the Marcus Theater exit?

Munzer Haidar: We will send traffic count information to you. We took at least a 10-hour count; we took it up to 10:00PM. AM and PM peaks on Moorland do not coincide with the peak times at the Marcus Theater.

Mayor Wysocki: Questioned how well can you design safety with the idea of large trucks going through a roundabout. Not only for the trucks but also for other vehicles. Are there any concerns designing this in this area considering the fact that you have these types of vehicles going through a roundabout?

Mark Johnson: Stated that they have no concerns, with this type of roundabout. They keep the trucks in their own lane by putting a 6' patched chevron area for the trucks to us. He then drew a diagram to show how the trucks would go through the roundabout.

Alderman Ament: The public information handout shows annual daily traffic. If the traffic problem is expected to increase by 2026, do you have any type of breakdown for the three alternatives as far as how far in the future those were taken? Example: if we go to the roundabout, will that handle the traffic in 2026; if not about when?

Al Gilbertson: Stated that they have broken it down into 10-year construction and then 2026. The signalized intersection is projected to work out through 2016. It was in 2026 that it fell apart under that option. The roundabout with the loop ramp worked until 2026 and beyond.

Alderman Ament: Stated that his biggest concern with this idea was the familiarity.

Munzer Haidar: Stated that they have looked at the interchange thoroughly, looked at almost every option and what would work the best. It's never going to function for the long, long haul. The reason being is south bound Moorland Road is the heaviest movement in the whole interchange and today it backs up. Combine that with the future increase of the traffic, which is expected, that's going to get worse. We even looked at three left turn lanes, but found them to be more dangerous, especially if trucks were in two of the lanes. Merging with Moorland from the two ramps will be easier and better.

Mark Johnson: People are initially apprehensive about a roundabout when they are first built. A sketch was done to show the ease of using a roundabout.

Alderman Ament: Stated that in a memo from Ron Schildt, Division Engineer, under the roundabout option, the main disadvantage of roundabouts are the typical drivers in the US are unfamiliar with them and until they are comfortable there could be an increase in delay and crashes. If this was in a different location I would feel more comfortable with that. Where my concern extends beyond that is that we are at a freeway ramp where we are going to get familiar with it, but someone from out of State would be coming into something they are unfamiliar and the crashes wouldn't decrease as much.

Mark Johnson: It's common to have a lot of apprehension. Reality is that the increase in crashes is not substantiated anywhere. It's based on fear of the unknown.

Al Gilbertson: When we looked at the conventional diamond interchange we initially looked at roundabouts for a conventional diamond and the north bound ramp intersection still functioned better than a signalized intersection.

Mayor Wysocki: If the design doesn't work, who fixes it? WisDOT?

Mark Johnson: It will work, it always does.

Al Gilbertson: Stated that because it is a very heavily traveled intersection; signing & pavement markings will be used, because they are very important to the workings of the roundabout.

Alderman Chiovatero: Stated the he thought being all right turns will be a big sell to the public. Very concerned that trucks will get through this. Concerned that the Beloit, Moorland road intersection could add some confusion to the roundabout. Could you look at the possibility of the actual intersection going into the roundabout causing more confusion? On the Southbound Marcus Intersection, with your loop alternative are you going to put a signal there?

Al Gilbertson: Two options, one is a roundabout, the other is a signal. The numbers are approaching the point that a signal is needed when you approach that intersection, so it will be one or the other.

Alderman Chiovatero: Said that he is working with the County to get the synchronized signalization down along Moorland Road. With Moorland traffic getting heavier and heavier the signalization is getting crazy. Anything we can do to keep traffic flowing and the elimination of the two traffic signals and the possibility of any signals down by the Marcus entrance, I would be willing to take a chance on this idea.

Mark Johnson: Main idea is to get the information to the public, let them know that it is a good idea and that it works.

JP Walker: Aesthetics are a big part of the interchange. Adding roundabouts is a major benefit to those that are concerned with aesthetics. This is the Westridge area and there is a certain image that we want to maintain. Adding roundabouts will go a long way in creating more creative aesthetics. Another concern is the stormwater management. The ramp loop is in a wetland area and there is a creek that goes through there.

Al Gilbertson: That is something we haven't talked about. When we go with the roundabouts with the loop ramps or signalized intersection the costs go up. This option does require an additional 12 acres of land. We need to do additional investigation on the wetlands.

Alderman Harenda: Do you have any information on accident rates at roundabouts? What kind of speeds are we looking at through the roundabout?

Mark Johnson: A study was commissioned by the insurance institute for highway safety. The insurance institute is in favor of the idea of roundabouts. The geometrics of the roundabouts are what dictates the speed, an advanced sign prior to the roundabout will say either "yield ahead" or "roundabout" ahead with the speed placard that will say either 15 or 20 mph. The reality is the geometrics that create the slowing for the approach curvature, dictate the speed.

Alderman Chiovatero: Thanked WisDOT for their presentation.

Al Gilbertson: We are looking for a selected alternative by June of this year. Construction is scheduled for January 2006.

JP Walker: Do we have time to make the decision at our next board meeting?

Al Gilbertson: That will be fine

Mayor Wysocki: Suggested that if possible WisDOT could come in to the Common Council with the same presentation that was made to us.

Alderman Ament: I would be comfortable making a recommendation now. That would give Eric enough time to get us the information on the stormwater. If we wait until the next Council meeting in April there will be two, possibly three new Council members and the learning process will have to start all over again.

Mayor Wysocki: The key to all of this is the WDNR regulations. We all understand that the stormwater is going to be an issue with the wetlands and channels.

Eric Nitschke: The stormwater and roadway projects are really difficult and in this situation the roadway alternative that is chosen is really going to dictate the stormwater management requirements. Stormwater can be worked around whatever alternative, as long as they are aware there are issues.

Alderman Chiovero: I also feel comfortable with making a recommendation at this meeting so the Council can bring it forth in March. If there are some things that need to be addressed at our BPW meeting on April 5th, we will have them resolved for the Council.

Mayor Wysocki: I would recommend that we do it at the March 23rd meeting so if the Council brings up issues that they want the Board to reexamine we could take a look at that on our April 5th meeting, so by the April 13th meeting we can have final answers.

Alderman Harenda: Would like to receive any feedback from the informational meetings that were held, prior to our meeting on the 23rd.

Munzer Haidar: We can address all these things and have them to you.

Alderman Chiovero: Is the 23rd OK for you?

Munzer Haidar: Yes

JP Walker: Just to clarify; any comments that you have, we need to have by March 16th so we can get them into the packets and to the officials.

Alderman Chiovero: Made a motion to recommend to Council to review the Moorland Road interchange loop ramp alternative with roundabouts. JP Walker: 2nd the motion. Upon voting, the motion passes unanimously.

Mayor Wysocki: The time schedule that we are talking about is we will put it on the March 23rd COW agenda for possible Council action.

Alderman Chiovero: Yes, possible Council action with a presentation by WisDOT.

ITEM 06-06 Extension of the existing "NO PARKING" zone of South 124th Street

JP Walker: Made a motion to have City Clerk draft and forward to Council a resolution prohibiting parking on South 124th Street from 150 feet south of Meadow Lane to Prospect Drive.

Alderman Chiovero: 2nd the motion.

Ron Schildt: In 1992, parking along 124th Street was removed from Meadow Lane to 150-feet south of Meadow Lane. From approximately 185-feet south of Meadow Lane to Prospect Drive, parking is not restricted. However, this is where the curb & gutter starts, and the adjacent parking lot make it unlikely a vehicle could park here without blocking traffic. That leaves only 35 feet left where a vehicle can legally park without blocking traffic. An area resident has requested that this one parking area be removed. When a vehicle does park there, they tend to park on the grass, which is causing a maintenance issue. Therefore, they are requesting that this area be included in the "No Parking" zone. In addition, since a vehicle cannot park south of this location to Prospect Drive without blocking traffic, Engineering and Streets Division would like to continue the restriction all the way to Prospect Drive.

Alderman Chiovero: Currently most of this area is businesses with parking.

Ron Schildt: The majority of the area on Prospect has an adjacent parking lot.

Alderman Chiovero: Are there parking restrictions on the east side of the road now?

Ron Schildt: I think so.

Alderman Chiovero: Made a motion to extend the existing no parking zone on south 124th. JP Walker: 2nd the motion. Upon voting, the motion passed unanimously.

Item 07-04 Design Issues for Cold Spring Road

JP Walker: Staff requests that the Board of Public Works provide direction on design issues related to the redesign of Cold Spring Road that are being questioned by the residents in the vicinity of Cold Spring Road. The issues include:

- Centering the road on the east-west quarter line that passes through the center of Section 24;
- Bike lanes, as included in the approved Alternative Transportation Plan, vs. no bike lanes;
- Impact of bike lanes on parking along Cold Spring Road;
- Bypass and turning lanes at Weatherstone Boulevard;
- Traffic calming techniques: stop signs vs. speed humps or speed tables; and
- 5-ft wide clear zone behind the curb vs. a lesser dimension.

These design issues were presented to the residents at the January 24, 2004 Public Information Meeting. The residents asked that a City Board and/or Committee above Staff level weigh in on the issues.

Alderman Chiovero: There have been a lot of changes made along this road.

Ron Schildt: Showed with a presentation where the centerline is currently and where they want to move it. It impacts North side residents more so than South side residents. The new curb line on the south side is about where the edge of the roadway is right now, on the north side there is probably about 12' that actually moves because we are widening the roadway to provide the extra width for the bike lanes and vehicles delivering the mail. The right-of-way jogs in an out all over the place and that is why we want to have it centered on the roadway, so that there is minimal impact to right-of-way on both sides. To leave the centerline where it currently is, we would have to purchase more right-of-way on the south side. If we leave it on the existing centerline, more trees would have to be removed then if we were to move the centerline.

JP Walker: Staff did an analysis looking at the physical distance from the section line to the faces of the houses on both sides of the road. We looked at what would be the resulting distance from the house to the back of the curb. Discounting corner lots, the shortest distance from the back of the proposed curb to the house is 59.5' with the changes we are suggesting. Some of the driveways are shortened.

Alderman Chiovero: A matter of about 7' or 8'. The curb line will not go past the current ditch, right?

JP Walker: True in about 90 - 95% of the homes.

Alderman Chiovero: What is probably the most amount of driveway that will be taken away from a resident?

JP Walker: Excluding East and West end they will lose about ½ a car length.

Alderman Chiovero: Therefore, they wouldn't be losing any driveway parking?

Ron Schildt: Ron showed on the presentation the area that has the 70' foot distance.

Alderman Chiovero: Do we go back to the centerline at 124th?

Ron Schildt: Its quite close.

Alderman Chiovero: Requested the address of the residents that will be affected.

Mayor Wysocki: There will be no ditches. If you look at the property, when you come to the portion where the drainage ditches and the shoulder goes, it's all incorporated in this road. No grass will have to be cut in drainage ditches.

Alderman Chiovero: It's hard to get that visualized by the owners. Down at the East end by 124th Street, there are some fire hydrants that look like they are sitting in the middle of someone's front lawn. The curbs won't go up to the fire hydrants in those areas, will they?

Ron Schildt: Those were put some distance off the right-of-way line, off the property line. They are set further back from the roadway. They won't be changing distance if they aren't in the way of the roadway.

Alderman Chiovero: That's what a lot of residents are thinking that is going to be the curb line.

JP Walker: That is the area where we have the widest existing right-of-way. Typically we set the hydrants just a few feet off the right-of-way line.

Alderman Chiovero: The biggest concern that I received from this was last year when the surveys were brought out, the surveyors put the stakes in the right-of-way line and people took that as the curb line for the roadway.

JP Walker: Many of the residents will not be impacted. The citizens, will have it thoroughly explained to them, where the roadway is going to be located, and they will have ample opportunity to ask questions.

Mayor Wysocki: I think we should have a formal motion from the Board in support of the issues as they are identified here. I would move to recommend that the centering of the road on the East, West line that passes through Section 24 is the appropriate design.

JP Walker: 2nd the motion.

Mayor Wysocki: This project had a lot of public input and designs were changed to accommodate the major issues of most of the residents along this affected roadway. This is the appropriate way to approach the design and impact the fewest amount of people.

Alderman Chiovero: There has been a lot of information and feedback through the public informational meetings. All the people that I have talked to said that Ron and JP have been wonderful to work with. If we do not move the centerline of the road, would there be more right-of-way acquisition or less?

Ron Schildt: Our standards roadway have a 60' or 66' wide right-of-way. A lot of the parcels along here either have too small or too big of a right way. We are going to make sure that we have at least a 66' wide right-of-way through the entire corridor. If we left the road centerline where it is, it may not have too much of an impact as to whether we would purchase additional land. It would have more impact on the easements we would need for construction, because we would need more room on the south side to work with.

Alderman Chiovero: By doing it this way we are having less impact to the trees?

JP Walker: According to our current analysis, that is correct.

Alderman Chiovero: The people want to avoid the Howard Avenue look, by moving the center line of the road we are causing less impact on the trees.

Upon voting, the motion passed unanimously.

Alderman Chiovero: The next item is the bike lanes.

JP Walker: The design includes bike lanes on both sides of the pavement inside the curb line. The width of the bike lane is 4'. Moving the width of the actual pavement from 30' wide (2 – 11' drive lanes and 2 – 4' wide bike lanes). From back of curb to back of curb would be 35'. This greatly increases the safety concerns for bicyclists as

well as pedestrians. Bike lanes have an added benefit where vehicles have to pull off the road, delivery trucks, etc. There is more of an area for the moving vehicles to get around them. It does not allow parking along the road. There is no overnight parking allowed on our streets. Installing curbs and gutters decreases the ability to park.

Mayor Wysocki: It's important to realize that there are elements that impact projects beyond the specific project itself. It's not just a road, it's a transportation corridor. Recognizes that a lot of planning has been put into our community for alternative ways for our vehicles using these transportation corridors. We have an obligation to people that do use bicycles as transportation to incorporate the bike lanes.

Alderman Chiovero: Would it be possible to have a bike lane on just one side of the road?

Ron Schildt: We would need 10' minimum width bike lane on one side if we were to do that.

Alderman Chiovero: Then you would need a two-way bike lane on one side?

Ron Schildt: Correct

Alderman Chiovero: Putting a 4' lane on one side wouldn't be viable?

Ron Schildt: We do not recommend that, especially when they are flowing against the traffic. You would need a median separating the traffic from the bike lane and that would have to be a 4' to 6' wide median.

Alderman Ament: What is the additional cost of putting these bike lanes in verses not having them at all?

Ron Schildt: A quick analysis would be about \$50,000 for the mile stretch.

Alderman Ament: What would be involved for maintenance for these?

Ron Schildt: The maintenance would be by the City. When they plow the streets they would just go a little wider and plow this area also. The one question that does come up is "do we actually mark it as a bike lane"? If we did actually have it as a bike lane there would be pavement markings specifying this.

Alderman Ament: Can't support this. Doesn't want to spend the extra money.

Mayor Wysocki: We have to keep in mind this is a one time cost. I feel that the lanes should be marked.

JP Walker: If we mark this as a bike lane does it preclude the pedestrians?

Ron Schildt: No, it does not.

JP Walker: This will become a major East-West biking corridor. Feedback from the people in the City that live along Cold Spring Road indicates that if they felt safer, they would walk in the bike lane of Cold Spring Road.

Alderman Harenda: We are spending two million dollars on this project, these bike lanes with the road> Is this the same as the one on National Avenue?

Ron Schildt: Those are off the road. Compare this to Sunny Slope Road, where we put extra pavement down so there was extra area for people to walk on.

Alderman Harenda: I have no problem with this.

Alderman Chiovero: The additional cost for marking would be a lot less then on a regular street, because they wouldn't be refreshed as often because they won't wear as quickly. Yes there will be an additional cost initially.

Ron Schildt: Waukesha County normally does the marking on our streets now and they use paint, which wears faster. This would be done with epoxy and it doesn't wear as fast. The cost I gave earlier includes the epoxy paint, not just the asphalt.

Alderman Chiovero: Shared concerns about students walking home after school activities, the parking for families when they have get together and for yard sales. By not marking it would that give people some temporary time to park on these lanes? I would be in favor of no identification markings.

Alderman Ament: How wide would these bike lanes be?

Ron Schildt: 4' on each side. The way we have it planned right now is there would be an 11' traffic lane and then a 4" wide white stripe and then 4' of asphalt pavement and then 2' of the curb.

Alderman Ament: 4' on each side won't help the parking situation, because the cars would not fit and they would still be creating a potential safety situation.

Alderman Chiovero: The fact that we call it a bike lane is helping. It will be safer for people going to their mailboxes. They won't have to wait for the traffic to slow down so they can get to it.

JP Walker: I need to stress concern about safety. I don't want to give a false sense of safety. We should at least mark it with a line.

Alderman Chiovero: Agreed with wanting a line there.

Ron Schildt: The line will be there either way. It's just a matter of using the symbols to mark it.

Mayor Wysocki: Made a motion to direct the staff to include the bike lanes in their design of the Cold Spring Road project.

Alderman Ament: 2nd the motion. Upon voting the motion passes unanimously.

Mayor Wysocki: Made a motion to direct Staff to include markings of the bike lanes.

Alderman Ament: 2nd the motion.

Ron Schildt: Marking would be the bike symbol with an arrow.

Alderman Chiovero: I find it difficult to support the symbols, because it may cause some safety issues.

Mayor Wysocki: Asked if it is necessary to ticket the people that may be parked along there?

Ron Schildt: We will check into it further. Even if we did not mark it and someone parked there they would be hanging out into the vehicle lane. If that was an area where there was a no passing zone they shouldn't be parked there and they could receive a ticket.

Alderman Chiovero: There is no "no passing" zones on Cold Spring now and there won't be, correct?

Ron Schildt: We are taking care of it so there will be a better range of sight, but there will still be some areas where there are no passing zones.

Upon voting the motion passed with JP Walker and Alderman Chiovero opposing.

Alderman Chiovero: The next item is bypass and turning lanes at Weatherstone Blvd.

Ron Schildt: When we had originally started looking at the design for this, we looked at the City as being no different than any other developer that would be coming in with a subdivision project. Typically, when there is a subdivision with 10 or more lots, the City would require a bypass and turning lanes to get into the side road. We looked at all the other intersections, and agreed we do not need to have them at every location. Weatherstone and the one at Sunny Slope and 124th St. do have areas where people are going to be turning. Because of its unique geometry and the amount of traffic at Weatherstone, we should keep the turn lanes and bypass lane for safety reasons. There are 500 vehicles coming and going in a day.

Alderman Chiovero: How long is the bypass lane on the south side of the street?

Ron Schildt: The extra width for the bike lane was drawn in, plus the extra width for the bypass lane. This happens on both sides. The bypass lane is 11-12' wide as well as the regular traffic lane.

Alderman Chiovero: Are you saying pavement wise, from the center of the intersection from curb line to curb line, is how wide?

Ron Schildt: It is about 50-52' wide.

Alderman Chiovero: One of the biggest problems we have along Cold Spring Rd. is speed. We brought the possibility of stop signs at this intersection as well as stop signs on Wilshire to the Safety Commission. The Safety Commission turned it down because stop signs are not supposed to be used for speed control. Because of the bypass lanes, it would seem to me that we would be encouraging speeding. One of the concerns with the people in the area is the massive amount of asphalt. Also, the fact that there will not be stop signs, there are limited methods to slow traffic down. With a car having to turn, people may not speed. On Sunny Slope Road, people are using the bypass lanes when cars are slowing down to turn onto Howard Ave. to maintain their speed. The resident living at 12945 Cold Spring Road felt that his driveway would be very close to the curb line if we keep the turning lane.

Ron Schildt: The distance would be 44-1/2' from the south edge of the house to the back of the curb. From the edge of the driveway it is about 25'.

Alderman Chiovero: Another concern the residents have is with the vast amount of asphalt. Because there are two one-way streets; the traffic would be cut in half of what a regular side street would be. One is strictly inbound and one is strictly outbound. This was questioned in regard to the need of the turning lanes.

Ron Schildt: There are 500 vehicles on each side, with 500 vehicles coming in and going out each day. That would be 10 times the amount we would normally make a developer put in turn lanes.

Alderman Harena: He understands the City's side, but he also has a question as to why would this intersection be any different?

JP Walker: Stated that one of the struggles the Staff has had is all traffic counts indicate that all the intersections should have a turning lanes. We can accommodate by taking out the turning lanes from the other intersections. This is a whole different type of intersection where they will be traffic turning to make turns into this subdivision from the West. When I hear the count 500 vehicles a day, this tells me that these turning lanes are required. Adding the turning lanes creates more of an area for the traffic to do their transitioning away from that area.

Alderman Chiovero: Questioned if it would be possible to narrow the turning lanes?

Ron Schildt: We do have the bike lane that continues through here. We could stop the bike lane and pick up 4' on each side. We would just have to mark it for the bike people so they know they have to merge into the accel or decel lane as they are going through it.

Alderman Harena: The speed limit is 35 miles an hour along here, correct?

Ron Schildt: It used to be 35 it is now 30.

Alderman Chiovero: Made a motion to eliminate bypass lane on the south side of the street.

Alderman Harena: 2nd the motion.

Alderman Harena: Asked if the traffic was so great that we need bypass lanes? Could we eliminate these.

Ron Schildt: Yes, they could but it's a matter of safety.

Alderman Chiovero: Talked to Alderman Wilkens he has no opinion either way.

JP Walker: When the vacant field to the south develops accel and decel lanes will be required to be installed.

Upon voting the motion passes with JP Walker opposing.

Alderman Chiovero: Made a motion to eliminate turning lanes without the elimination of the boulevard indentation. That should be there.

Alderman Harena: 2nd the motion.

Ron Schildt: Stated that from a traffic flow point, the bypass lane is more important than the turning lanes. If someone is turning right they won't have to wait for someone as they are turning into the subdivision. If someone is turning left may be sitting there in traffic, so there the bypass lane would be more important. For somebody that's waiting to turn out of the other side of the boulevard they will be able to see that other vehicle get into the turn lane. We have a standard detail that we have for the bypass and decel lane.

JP Walker: You indicated before that there is a possibility that at the start of the accel and decel lanes we could use the 4' area of the bike lane and that could be part of the turning lane?

Ron Schildt: We would be saving about 4' on each side.

Alderman Chiovero: Made a friendly amendment to taper down the bike path at this particular area and use that as part of the turning radius. Keep the taper but eliminate the storage area.

JP Walker: That would require that the bike lane would stop at the start of the tapers, and it would be clearly marked for the bikers so they are aware of this. I can support that.

Alderman Chiovero: I will withdraw my previous motion and make a new motion to clear it up. Made a motion to eliminate storage on the turning lane on the east side of the intersection and also to end bike lanes on the west side of the intersection in order to reduce the amount of pavement needed in these turning tapers. Alderman Harena: 2nd the motion. Upon voting the motion passes with Mayor Wysocki opposing.

Alderman Chiovero: The next item is traffic calming techniques: stop signs vs. speed humps or speed tables. This needs to be addressed in several areas of the city

JP Walker: We heard very clearly the concern about speeding and how to slow traffic down on Cold Spring Road. Citizens asked for stop signs. The stop signs are not meant for slowing the traffic just stopping it. There are other types of issues that are starting to be used, see the attached information.

Ron Schildt: Stated that the ITE (Institute Transportation Engineers) doesn't want to use stop signs as speed control – other features work better, such as raised intersection. The intersection is actually higher than the surrounding pavement. Speed humps at a number of locations is another option. On Cold Spring Road we would probably have to put in about 8 to 12 speed hump locations to actually have them be beneficial to slow traffic down.

Alderman Chiovero: Stated that Alderman Ament had to leave at 11:00.

JP Walker: In my research on speed tables and speed humps the one thing that jumped out at me is how do we alert the driving public of the upcoming speed hump or table? One option is to mark the approach with stamped pavement. Is the curb and gutter adjacent to the speed hump or table also raised? If not, how would we be able to effectively remove snow along the edges of the speed hump or table?

Alderman Chiovero: Where would these speed controls be located?

Ron Schildt: Depending on what type of control there would be, if it was a raised intersection obviously it would be at the intersection. If it was the speed table with a cross walk in between, it would be at locations where pedestrians would need to cross the street. Speed humps are usually about 20' long and are spaced every 500' or 1000'. There would probably be 8 to 12 speed humps throughout the length of Cold Spring Road. Installing the

speed humps in now would increase the construction costs from \$2,000 to \$2,500 per location. Later on, adding speed humps would be about \$7,000 at each location.

Alderman Chiovero: The cost of doing it at the time of construction would probably be minimal because all the materials would be there.

Mayor Wysocki: Stated that he feels some of the disadvantages would be the noise would be continual as traffic occurs. His 2nd major issue is speeding. Part of the police program for this year is a controlled speeding. He appreciated the research that the Staff has done.

Alderman Chiovero: Noise will be minimized by the speed, talked to some of the people at the last safety committee meeting we had about the stop signs.

JP Walker: How much traffic is on Cold Spring Road during nighttime hours. Yes, there will be noise created but the fact is the majority of the noise will be in the morning and afternoon rush hour.

Alderman Chiovero: The traffic is usually minimal later at night.

Due to the late time, we need to defer the remaining discussion items to the next meeting.

Mayor Wysocki: We will need to have the meeting before March 23rd.

Mayor Wysocki: Made a motion to adjourn the meeting.

Alderman Harenda: 2nd the motion

Meeting was adjourned at 11:40 a.m.