

MINUTES *AMENDED*
BOARD OF PUBLIC WORKS MEETING
June 19, 2006
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 Augustine, Alderman Moore

Staff Present: Greg Kessler, Director of Community Development; Ron Schildt, Transportation Engineer, Tammy Simonson, Civil Engineer, Eric Nitschke, Division Engineer, Chuck Trevorrow, Streets & Utilities

Guests Present: Darrell Berry, Bloom Consultants

Alderman Augustine opened the Privilege of the Floor and asked if there was anyone that wanted to speak to the Board. The following people responded.

Robert Flick – 14080 Wilbur – I realize that this is probably not a possibility but after giving it some thought I would like to make some proposals to alleviate or slow down the traffic on Wilbur Drive. By opening up Wilbur drive from Witmer exit, after you cross the bridge I would like to propose stop signs at Cottonwood and Wilbur, would like to see a half island put in on Wilbur Drive just east of Spruce Road. Spruce Road goes south only, by putting up a half-island on Wilbur Drive forcing the East traffic to turn south and disperse either on Crimson or the next road. I still don't understand why Spruce Road doesn't go through to Howard, so that in the future when that stop and go light goes up that's where the traffic should be going. Also I would like to see a half-island coming from the east off of Sunnyslope to immediately on Wilbur just after you cross Poplar, force the traffic to turn either north or south on Poplar go around the block whichever way to come back to Wilbur and then proceed West into the City Complex. Mr. Mayor, you admitted in one of the articles that people were calling you and complaining about the short cut that you took away. I feel that that is all this is, is a short cut. I say again I would like to see Wilbur Drive open to the complex but we have to make some changes. I'm willing to stop fighting keeping this closed if we can get these half-islands on Poplar Drive possibly a speed bump after you turn onto Wilbur Drive and then stop signs throughout the subdivision to keep this traffic down to a reasonable rate. I can't the City spending millions of dollars putting sidewalks in, putting a boulevard in like our engineers suggested at one point, widening Wilbur Drive to make it an interstate per say, this is a subdivision that was developed 30 – 305 years. I know you can't stop progress but let's at least try to slow it down.

James Gill – 13000 Crawford Drive - I would like to see the barricade removed on Wilbur Drive and Cottonwood. One of the reasons, yes it is a shortcut, but gas is \$3.00 a gallon, who does not take shortcuts? I moved into New Berlin 35 years ago and that too was blocked off, it was a dead end. But as progress went along they opened up Greenridge West and they took down that and they continued that road through. Many people are using my road as a short cut to Greenridge West. Did it make more traffic, yes? Is it inconvenient for me, yes? Do they speed, yes? But this is progress, we cannot block these roads, these are public roads paid for by taxpayers, and we have every right to use these public roads. We have every right to use these public roads. We cannot put up a sign saying private road this is not a cul-de-sac. All the money New Berlin spent putting in that bridge and continuing that road we have to use it. Our solution now is to leave the road open and do a temporary study.

James Sheer – 3545 Cottonwood – I don't understand how you can close a road without first having plans to take care of whatever has to be taken on. Wilbur drive allows me access to City Center without having to make a left hand turn onto National at Glen Park. Anybody who lives in the subdivision knows what a hassle that could be. The only other solution is to go to Sunnyslope and make your left hand turn at Sunnyslope and National. Another thing is that I believe that speed tables and stop signs would take care of allot of what has to be taken care of.

Vince Marrari – 3825 Spruce Road - I am against opening Wilbur drive, my neighbors on Spruce Road are against opening it up. Personally it has been great since it's been closed. NO traffic no speeders; I was passed up on my own road by someone going 40. We have kids that play there, and people are just speeding though there. It's a private subdivision and I don't understand why people have to speed thru there I don't go through their neighborhood and speed through their subdivision so I don't understand why they have to come thru my neighborhood and speed. Its ridiculous the

number of speeders that goes thru there every day. Whatever you can do to alleviate the speeding would be greatly appreciated.

Gary Nelson – 3582 So 147th – As in previous letters I have sent and by petitions that I have gone around with there are a number of people that are against the closing of Wilbur drive. The suggestion by one of the previous speakers about using the partial closer and diverting it is only going to put the problem and distribute it to the other neighbors. We are against the closure we would like to see it open. Anybody that signed the petition does not have objection to speed tables. According to your studies the average speed is 27 miles a day and the traffic was around 1,100 cars a day while it was open and school was in session, well within the tolerant of a public access road. Progress has taken the City of New Berlin, I'm sure the number of people that live on National Avenue would like to see it like it was 30 years ago as well, when it was highway 15, certainly there was allot less traffic then there is today, progress is here and we all have to suffer with it. We also have the infrastructure of the City Center which is not completed, which will also help when we have more access in and out of the City Center, if we need speed tables then so be it. I do agree we need a stop sign at the corner of Wilbur and 147th street. Because there are allot t of vehicles that use that road.

Dale Shenkenberg – 14305 Redwood - I am in full agreement with opening Wilbur, since they closed it last month, I have figured that with the three adults that live in my home we had to drive past Glen Park School 120 times just in that period of time because of closing Wilbur. My wife works at Aurora Health Center also she has to go out and turn left onto and across National twice every day. That is also dangerous, along with 10 minutes more a day to get to work. I didn't know that it was possible to close a public street now we have all these people that live on Wilbur have to come past my house on Redwood Drive. There are 86 doctors in the Aurora Health Center and there are numerous elderly people that go to Aurora that have to cross National twice to get there. Therefore I would recommend they keep it open.

Robin Kizaric – 14265 W Wilbur – This is about the fifth meeting that I have come to on this. I wouldn't come if it was a minor issue. A lot of people are minimizing this problem, making it sound like there is a little more traffic, few speeders, they don't live on Wilbur Drive, and they don't see what is happening out there every day. The traffic hasn't been cut in half it has been cut in way less than that. There is just a tremendous difference in the atmosphere of that neighborhood. Also if you don't believe that the traffic is bad now and I seriously doubt if it's more then double, I don't know when you took your traffic counts. I do not see the traffic as having doubled when it was opened; it was way more then that. People aren't happy about having to make a left turn onto National Avenue from Glen Park. I have to do the same thing on my way to work. The most I have had to wait at Glen Park is a minute to get onto National Avenue. If you add up all the inconvenience to people it probably adds up to maybe 5 minutes a week of inconvenience to people. The traffic on Wilbur Drive is not something that lasts just a few minutes, it is something that happens all day, every day, and it's constant. We are putting up with this traffic all day. People who are residents of the development West of Cottonwood want easy access to sunny slope; I don't blame them for that. They have the best of both worlds. They have access to the City Center, the stop light on Michelle Witmer and National and also 147th, their impact of leaving it closed would be to take a detour of maybe a half mile to a mile. Once again that's a minute or two of inconvenience to the people. To those of us that live on Wilbur it is not just a minute or two it's all day

Laura Karvalla – 14360 Wilbur Drive – We have so much traffic on Wilbur Drive now. People break the law now they move the barricades because it's easier for them to break the law. I would like to see the police there all the time giving these people tickets. I talked to JP in public safety, he's telling me that maybe we should put sidewalks on everybody's street in our neighborhood and you can pay the cost to make it convenient for everybody to drive thru Wilbur Drive. Our three blocks seem to be quite an issue. Do you think it wasn't convenient for us to take that route, of course it was. I'd be lying if I said it wasn't convenient for us. I'll make the sacrifice and go out Sunnyslope or go past Glen Park School and make my right or left onto National. I see a lot of order people in the subdivision why don't you have your children or grandchildren play on Wilbur for awhile if you want that street open. I have neighbors that my children play with across the street and down a little bit I feel comfortable with them walking over there or riding their bike to the neighbor's house. There are no sidewalks on Wilbur, there are no street lights on Wilbur, people walk on Wilbur Drive at night it's three blocks. We thought it would be more convenient for seniors and wheelchairs that come from the development. I'm home all day and I live on that street, I think I should know what goes on during the day there. This animosity with everybody here thinks it's only three blocks, deal with it. I don't want speed bumps we are still going to have the people driving thru, they already cut through and go around things, and they are going to go on peoples grass to go around the speed bumps. I find that this will not be a problem. You guys really need to consider this, if you think it's safe out there for these three blocks, I don't think are three blocks are going to be detrimental to this City Center. It's convenient for us to walk there, and half the neighborhood to walk there. I'm just appalled for everybody to think it's so funny. I can't wait to see what

happens with this, I really strongly think you people should keep this closed. I'm sorry but if these people are scared to drive on National then maybe they shouldn't drive.

Peggy Davis – 14325 Wilbur Drive – We built our home 33 years ago on Wilbur Drive, my kids grew up on that street, anybody that lived on that street would let them go at 8:00 in the morning and not see them till lunch or supper time and we would feel safe. Now we have a big turnover on our street, it's nice to see that again, we want our kids to be safe, they aren't. I can't even go out of my driveway without cars going either way. We had a police officer sit in our driveway several times, he was stopping people left and right, he couldn't give enough tickets for speeding or going thru stop signs. It's absolutely ridiculous, and I do think safety comes first. It brought it to mind when this kid got killed speeding this weekend in Greenfield. Do you want that on your heads that some kid is going to get killed? You are taking your life in your hands, we moved out of the City to the suburbs to have some quite, we don't need the traffic going thru our neighborhood to get to our City Center. What is it made up of, let's see, a library, hundred of apartment complexes, a medical building, a condominium, I'm not going to count those on National, I'm not going to consider those because you can get in on National. Because you people screwed up we are supposed to say OK, open the road, for whom are you doing this? We are citizens, we pay taxes you have to listen to us, we live on Wilbur Drive, and we live on that street.

Robert Flick – 14080 Wilbur Drive – Going back to the permanent closing versus partial closing. I would like to see the City take the barricades now move them to just East of Poplar, make it a half island for now, take the other two barricades put them up at Poplar, make it a half island so they can't come thru. Let's try this; I realize there's a lot of opposition to keeping Wilbur closed. I would like to see the City move those barricades temporarily, while the City works this out. Get it open, but disperse the traffic a little bit for now. If it doesn't work out then let's look at something else. But we have to keep that traffic count and speed down on Wilbur. People think that just because they drive 25, it's not happening, for every three that drive 25 there are 3 or 4 that are driving 35 or 40, that's what we are worried about. Another question, not regarding Wilbur Drive. The Mayor in the New Berlin citizen, made the statement that possibly the city would borrow the money to the developer to get Howard drive from the City Center over to Poplar Drive, is that true?

Mayor Chiovaturo: You are probably talking about the extension of Michelle Witmer Drive.

Robert Flick: The extension of Howard

Mayor Chiovaturo: Michelle Witmer to Howard, yes.

Robert Flick: I understand it's going to cost a lot of money, I don't believe you as the Mayor or any other elected official for the City of New Berlin has the right to even consider borrowing money to a developer to continue the roads thru the City development, then have the developer go broke and we get stuck with the money. We have to pay that off. I don't understand what the thinking is for the City of New Berlin to be a banking institute to borrow money to somebody. I don't think that's what the City is for.

Steve Toppel – 14305 W Hemlock – I am sympathetic to the residents on Wilbur Drive, however, I am in favor of keeping that street open. Safety is a very easy argument to push, everybody is concerned about safety. There seems to be very little concern about what was raised earlier, about directing traffic past a school zone, which all of our children do attend. I live on Hemlock Drive which is a dead end street and I experience numerous times people speeding down the street thinking it's a thoroughfare, but ultimately the safety of my son is my responsibility, it's my responsibility to keep them playing out of the streets, that's not what the streets were intended for. I agree that something to control traffic, either speed bumps or stop signs, but keeping in mind that we should be starting with the minimal cost items first to see what effect they are going to have before we start closing down streets permanently or putting up dividers, there is a cost factor and everybody is concerned about taxes as well. Again I reiterate my position on keeping Wilbur Drive open.

John Pinkowski – 14130 Wilbur - Our Mayor has lied to us over and over and that can be proven if you people look on the website. That road was never to go through, it was always supposed to be Howard and then because the fellow that owns the golf course that you let go in, now his son has a home right on Spruce. You already had the trees knocked down to put that tree down. Like I said one friend washing the others back. You need to let us talk after you give us your BS. We are tired of that, and you people that think it's not bad on Wilbur, it is bad. You people that live in the condos' or the elderly area have two exits, we have one. You should have nothing to say about you driving on our word, we don't use your roads. This is the eighth meeting we have gone through on this baloney, and these people are speeding through, blowing thru stop signs, along with the City workers, the fire and police. Everybody thinks it's a joke to go through there, it was your mistake to let that go through. You wanted to buy that strip of land behind the people on

Spruce, well; you gave the people a real fair deal. \$600.00, wow what a deal. Why don't you get that land back from the developer and put a road there, like you were supposed to do in the first place, like it was always intended to be, and if you people don't believe us go on your computer and look it up. All this stuff they are telling you is bull. You have been lying to us over and over and I'm fed up with it and I'm fed up with you people driving past and not paying attention to the speed limits. People go through and have no clue as to what you are doing. You people don't listen to the people who live on that road and have lived there for over 30 years. We bought in that area because it was a quiet area, you other people have come in later in life and now you want to take over our area. Use your own roads; we don't use your roads. You know this is baloney and you know it's true, you lied to us, that road was never supposed to go through.

Cathy Regal – 13300 Wilbur – About 28 years ago we moved in the area and my road didn't go through. So I feel sorry for you people that are on the dead end and have lived there for many years and it's nice and quiet. We often walk up that way, because it didn't have a lot of traffic. But as I said when we moved in the road by Sandalwood didn't go through and we were told there was going to be a park there. We have a driveway that has a hill going down to Wilbur and I like you was very upset. I went to the neighbors and we petitioned so that road didn't go through. Well, it did go through and we got used to it. Our children played with kids across the street, they learned to watch for traffic and I'm talking about kids 10 and down, and I don't believe that there has ever been an accident on Wilbur Drive involving children and there have been a lot of children, we have traffic, we have police sitting there once in awhile and if you say they blow through stop signs, well do we eliminate stop signs all over because people aren't going to stop at stop signs that doesn't really make sense. Believe me; it's not going to be as bad as you really think it is. I've been where you are, I've experienced the same things you have. I don't think you should insult the people up there, because if you have ever walked in a public person shoes, it's not easy. I would very much think about the road humps because your cars are going to have to use these more than ours.

Maynard Martin – 14100 Wilbur – I'm here today to let everyone know that we are adamant about keeping Wilbur Drive closed. When the street was opened it wasn't our street anymore, it was a shortcut. Since when is a subdivision a shortcut? This has been noted in the paper. We need Wilbur Drive as a shortcut, since when is a subdivision known as a shortcut. I purchased a house here in 1980; I did not expect my home to become New Berlin's shortcut. When the City center is completely developed it is expected to have 16,000 cars per day. Even if ¼ of those come through our subdivision, that's a 2,000% increase on our drive. We had 200 cars per day. If we get 4,000 cars per day, what is that, 20 times what we are used to. The street is not designed as a shortcut. The next thing we will be hearing is we are going to be needing curbs, sidewalks. These houses weren't built here. This is a subdivision, you move out to these subdivisions to be in a rural atmosphere, this is not what this street was made for, there were some mistakes with the City planning and I'm sure that we can comprehend that there is a problem with the City Center as far as the way it was developed, but don't take it out on us. We didn't ask for it, we don't want it and we aren't going to accept it. If it reopens, I will be the first person to start litigation.

Margaret Guenther – 3645 Poplar Road – Which is on the corner of Poplar and Wilbur. I consider myself a Wilbur Drive person. I'm in the minority I know but I am opposed to the closing of Wilbur Drive. There is no safe way out of our subdivision. Getting out to Sunnyslope or National if you are going to make a left turn it is not safe. I am not thinking of inconvenience I am thinking of safety, I would be in favor of having the traffic controlled in any way that is reasonable or safe, but I want Wilbur Drive to stay open.

Sara Howard – 14355 Wilbur – I've lived on Wilbur Drive since 1988 and I too am very upset about Wilbur Drive being opened. What concerns me is that I'm hearing that access is the priority in this conversation and not safety. A couple of people have tossed around the issue of safety, in any decision involving human lives, community residents with issues like this where was the statistical data that needed to be presented to us that this would be an OK and safe decision? I haven't heard of any, I haven't had anybody come to my house and say, "we plan on having his kind of access to your street, it will involve this number of cars potentially, but we are following a plan that we have statistical data from other experiences like this that will tell you this is a safe thing for you to agree with." You cannot make decisions involving human lives without statistical research to back it up. You wouldn't want a doctor making a decision about his care for you, just because his decision would be easier. You have to think about the data, you have to tell us that this is OK. I think in listening to all these conversations, I have said for years I don't understand why New Berlin waits to put stop signs in. The day that Wilbur Drive opened up I was just astounded, why didn't anyone put a stop sign there. Why wouldn't you? Why is there not a four way stop light at Beloit Road and Sunny slope so the people that want to get out of the Wilbur Drive subdivision can get out. Where are these stop signs, tell me how much they cost. Tell me how much that costs in comparison to all of this time and all of the inconvenience. I would like someone to mail me statistical research that tells me it's safe to have over 1,000 cars pass my house and I don't have to worry about increased mortality rate on

those three blocks. For all of you that have lived in subdivisions and had your roads opened, I empathize with you. I know that progress is here, and I really think that there are some other things that you could do.

Rosalyn Greco – 14510 Wilbur – I want Wilbur to be closed permanently. National and Sunnyslope can be regulated to make it easier for us to exit our subdivision safely and without a long wait. Traffic signs can be put in at 147th to help regulate the traffic on National and for all the increased traffic from the high density buildings on 147th and from the City Center. The coming and going of many cars causes it to be unsafe for all of us in our subdivision. The place where we live and walk and ride bikes and rollerblade are where we do these things. The people that call and complain are more worried about saving a few minutes driving time, they do not care that they are destroying a way of life that New Berlin promotes as a way of life for the city, a way of life that the city offers its citizens. I don't think the safety of your neighborhood should be disturbed for my convenience. When National Avenue was being redone, I said the businesses there should have the road the way they want it, they chose the narrower cheaper version, now it is my turn to make a choice and I choose closing Wilbur at Cottonwood. Last year when we requested stop signs our Alderman said it wasn't worth it because people just blow through them. Now he's the Mayor and says a stop sign is adequate. We deserve to have Wilbur closed at Cottonwood more than all the other roads that have been closed or not connected at all in New Berlin, because our subdivision has received the most disruption. I have found many connecting roads closed or not connected between old or new subdivisions. We are not asking for anything new, these roads do not have gates they have narrow walkways, they are all East of Moorland. Emergency vehicles can come from the West for 147th street and from the east for our subdivision. Whatever you do to Wilbur you are going to have to do to Cottonwood because I see the cars driven at high speeds there also. Redwood will be next. If the business are concerned about closing Wilbur I think their product and the price of their product will determine how many customers they have, not whether they have to turn on Wilbur instead of National to get there. I have a question for whoever can answer this. If the City had the money for a gate would they close Wilbur at Cottonwood?

Mayor Chiovatero: That is a question that had been discussed up here, but we never came to a conclusion on that.

Rosalyn Greco – You never came to a decision as to whether you would close it if you had the money?

Mayor Chiovatero: That's where the temporary barricades idea came up.

Rosalyn Greco – Thank you for the answer. All over New Berlin old and new subdivisions have roads that have been put through and closed later. There are many roads that run up to each other and stopped. There are different ways that this has been done. They have vegetation that has grown up in between them, they have just a foot path, some are 25 feet long and some are 100 feet long and look like a bike path. That's what I want for my road. I don't want to stop people from walking, riding a bicycle through, driving a motorized wheelchair through, pushing a wheelchair through with their arms or by somebody assisting them. I don't want to stop people from rollerblading through; I do want to stop the motorized traffic that is causing it to be dangerous, for the walkers, runners, bikers, wheelchairs. Part of the reason we use the road is because we don't have sidewalks. The reason we don't have sidewalks is that it is a type of atmosphere that New Berlin keeps promoting. A City with a country atmosphere. That is the jest of the promotion. No one seems to get that this is where we live, the people here from Wilbur that want to close it at Cottonwood, want to do it for all the people in our subdivision. The street in front of my house is not some place on the way to some where for me, it's actually where I live, it's where seniors live, you've seen them up here, it's where middle age people live, it's where children live, when people say children have moved away and a couple more have moved away we haven't numbered all the children that live on all those streets. I know that Wilbur is on their way somewhere, but Wilbur drive is my somewhere. They are there for a minute or two driving down the road, but multiply that by the thousands of cars that go down the road. I am there 24 hours a day that is my somewhere. We have to watch out for traffic in an unnatural way. When I pull out of my driveway when Wilbur was open at Cottonwood I have to whip my head back and forth so many times because cars just appear out of nowhere. Since it's been closed I whip my head back and forth and think wow, wait a minute there is nobody there, and I can pull out safely. It doesn't matter how mad everyone else is, they don't live there. My safety is what matters on this street, not there's. Their safety matters on their street. I live there, not the rest of New Berlin. Did anyone in New Berlin jump up and say put this traffic on our street we want to suffer and have our safety compromised so that others can save a few minutes. Its hours for me.

Barb Koehler – 14300 Wilbur - Obviously this is a very impassioned subject. Those of us that live on Wilbur are very concerned it is a safety issue. Those individuals that don't live on Wilbur are not experiencing not only the inconvenience but the safety issues that we are. They can't possibly understand what we are going thru, they don't live there. Having said that, closing the road obviously for us on Wilbur is a wonderful thing and we really are enjoying the peace and quiet. It is a return to the quiet and safety that was on our street all along. It's amazing to me, I had no idea how noisy cars and

tires constant the noise that comes from them. Ultimately I'm concerned that the road will be opened again, I feel that in the end that is going to be decided that that is what's best for the City. If that's in the end what you intend to do then I am imploring upon you a way to make our road safe and to reduce the traffic. The road to Witmer Drive over to Moorland is not yet open; we've doubled our traffic already. The amount of traffic will be horrific. It just stands to reason that people coming down Moorland would take that bypass. People coming in from National already do. Therefore, if you are going to put in islands that does sound like a way to slow down traffic it's not a bad idea, I'm not in favor of speed bumps, but I'm not in favor of 1,000 cars a day flying past my house. If speed bumps are necessary, perhaps that is an option, but again what I would like to stress is that the people that are not on Wilbur do not understand, that if those safety issues go in for our road alone, the traffic will divert past their homes. You have no idea what we go through. I really as a concerned citizen as a fellow subdivision dweller I'm telling you that you should be asking for it too. Because if it leaves our road it's coming to you and we should be working together as a subdivision and a community. So my concern is safety, closing the road is a wonderful option. I'm in favor of it. But if you aren't going to do that then please, find ways to slow the traffic down and find ways to reduce it. It's in our power, just throwing up our hands and saying but this is progress, that's not good enough. We all know progress is there, but we need a way to stay safe. Another thing I would like to bring up is within the City Center there is at least 5 multi-dwelling buildings being built. I thought this was supposed to be shops and boutiques and places where people could walk, ride bikes and roller blade. It seems to me it's always become an additional extension of dwelling and that's fine, but then again you have that much more traffic. When you make your decision please find a way to make it safe and reduce volume.

Marshall Lambie - 3601 South 147th Street – I have grown up in several subdivisions, we put sidewalks in our subdivisions and I had to pay for it on taxes. I have three children, two daughters and a son. My one daughter is a police officer in St. Paul and the other one is a teacher in the inner city of Chicago, wonder which one is in more danger but I have to live with that. The fact remains that my children were my responsibility, I took care of them. Although I was in different subdivisions, and paid to have sidewalks put in I still was responsible for the safety of my children. The fact remains that we have to keep Wilbur open and it's silly to do anything else when it's the parent's responsibility to take care of their children.

Steve Toppel – 14305 Hemlock – When I purchased my house I don't believe that I purchased it with eminent domain over the streets and I don't understand why that's an argument today. I hear the residents of Wilbur Drive stating that it's their street, their ability to dictate who drives on it and who doesn't. As a resident of this subdivision, although I don't live on Wilbur Drive I do feel it is my privilege to drive on that street if I choose to. If we are going to talk about placing gates however, to keep Wilbur Drive closed I would therefore request one at the end of Hemlock Drive because I would love to keep my cul-de-sac private. I don't understand how 30 residents in a political arena where a simple majority rules are trying to dictate when the majority doesn't want it. When I heard someone state the residents on Wilbur Drive are doing this for everyone in the subdivision, they do not speak for me.

Robin Kizaric – 14265 Wilbur – I'm a parent. I have a 5 year old and 8 year old. I live on Wilbur Drive with all the traffic, before all the traffic came in I spent a lot of time with my kids. I spent a great deal of time with my kids, I am responsible for my kids and I'm a good parent. I'm responsible for their safety and I teach them about bike riding safety, turning their head, looking both ways. I taught them how to walk on the street, what to do and what to look for, I do all those things with my kids, but they have no defense from some maniac going 40 miles an hour up Wilbur Drive. If I want to be concerned about my kids, I don't let them play in the road, but they have to cross the street to get to a friends house, they have to ride their bikes out to get to peoples houses. I can't lock the kids in the yard all summer and be afraid for them to walk out. I just resent this when people are saying that we aren't doing a good enough job raising our kids, we do that. But there is no defense when you have this high volume of traffic and you have people going 40 miles an hour. People are saying things like the average speed is 27 miles an hour and at the 85 percentile everyone is less than 33 miles an hour. If you have a huge traffic volume and you have 10% of the people going extremely fast that winds up being a lot of cars every day.

Karen Flick – 14080 W Wilbur Drive – I would like to see the road stay closed, but I don't see that happening. I think there are a lot of people in opposition to this. One thing I would request if it gets reopened something is done to control the volume. Because I feel with the construction of Moorland Road that would increase our traffic also. People coming thru there for that short cut to Sunny slope for people who are headed south. I know in another week Beloit and Sunny slope are going to be going through a reconstruction and that's still the probably the better of the two taking sunny Slope south instead of Moorland because that's probably go on for quite a long time. I would ask please just don't pull out those barricades and do nothing more, please put stop signs or speed bumps or whatever you decide.

John Pinkowski – 14130 Wilbur Drive – People over here just don't seem to believe when we say 16, 000 cars per day. Look at the web site of New Berlin the estimates are 16,000 per day. It says 16,000 but you people won't tell that to them, because you don't want them to know. You want this road to go through as bad as anything you have ever wanted. I wonder if there are any kickbacks from people that are putting in businesses. How come the one son that lives on the end of Spruce he got that road closed, where the city wouldn't put it through. Now who's patting whose back? If you don't tell us the truth we aren't going to believe you and none of you are going to be re-elected if you tell us lies. Straighten up and do right, not for your own benefit for the people of New Berlin.

Marty Gibbons – 14270 Beechwood –I'm in favor of re-opening Wilbur, I'll say that right from the start. I was looking at the numbers last time they were presented. I'm not really sure what the incremental volume is on here, is it a double or a triple what is the number since it's been re-opened. I don't think we have a common base of understanding here, at least within this group. Civic Center with one way in is just an appendix; it really has to be worked on. I can understand the need. To the staff we have some presentations, on the back of this package, no stop signs it doesn't meet the criteria. I believe those criteria's are created to help traffic flow. If we get a series of stop signs in that area, it is to impede traffic flow and make it an ugly experience for those that want to cut through. I don't think that the no stop sign option is an option. Some suggestions from last time, I was wondering if there is a time dependency from these numbers. We need to aggressively pursue another method from Regal getting to sunny slope. As long as there is only one-way thru there, there is going to be thousands of cars a day. And then as you open Howard it's going to be millions of cars a day. You really have to come up with an alternative or else just keep it closed forever. I guess this is politics jeopardy, I would resolve that you open it, use stop signs, speed bumps, lots of police to impede the traffic flow. Aggressively report every week what are we going to do to get another venue between the Moorland Road group and the Sunny Slope group and oh by the way we have to close it down again if you are going to close it down between Dittmer and Howard. Because it's not fair to the people on Wilbur to take that much traffic. I think for the good of the City we have to open it back up but we also have to do something else to get people from the Moorland Road side to the Sunny slope side.

Maynard Martin – 14100 Wilbur – I know what statistics are so far and no one seems to comprehend what we are getting here. The City Center, does someone have a percentage of what is opened up right now? What it amounts to is 20 to 30% of it finished right now. We are only at the very beginnings of this and we have already seen the amazing amounts of increase in traffic. This is what we are concerned about; it's been horrendous since the City Center came through to our subdivision but what about what's going to happen as soon as it actually becomes fully functional, that's what's going to be the frosting on the cake. We are just at the infancy, what's going to happen when we are fully developed. I'm in a subdivision; I'm not in a thoroughfare. The public needs to know what the expected volume is going to be on Wilbur Drive, to make this decision and to even be able to comment on it. I'll be honest with you, I've seen some facts but I haven't seen enough facts and I'm quite sure that once all the facts come out you will see that this is not the feasible way to do it. The Plan Commission made a very large mistake, Howard Avenue was a straight East/West road. It was supposed to go through by the Post Office to give access to the New Berlin Citizens. A huge mistake was made but don't correct it by directing the traffic down Wilbur Drive that could have gone down Howard which was an undeveloped road except for about 4 or 5 homes. I believe that they thought Howard was going to go through some day. Since we had a Howard off of Moorland and a Howard the other side of Sunny Slope, it would have seemed to me that was going to happen. Now Wilbur Drive winds in and around and past Crawford and back and forth in the other subdivision and believe me I lived in New Berlin when Wilbur Drive on the other side of Sunny Slope did dead end and it took back up. I understand those people's problems when it opened back up. But again, there isn't people using that part of Wilbur in that subdivision as a shortcut. Those people are in a subdivision, the people in that subdivision are using it. No one comes from Sunny slope to go to Wilbur to go down to 124th. Unfortunately Wilbur Drive going west from sunny Slope is going to get all the short cut. We weren't built to be a short cut, we are a residential neighborhood. It's not built for this type of volume. The City Engineers should be able to reconfirm this. This is not a street that was developed or engineered or thought about to even handle this volume of traffic that is the real decision you're going to make. Are you going to modify Wilbur drive to accommodate the traffic, do we have to accept it because the people want a shortcut? I like short cuts too; I don't go through short cuts unless it's my only alternative. I just wish people could get it. Look at your statistics look at what the volume ultimately is going to be, we are still at the infancy, please understand that. I'm at 14100 Wilbur, I'm one block off of Sunny Slope, when the stop sign for Sunny slope would back up to my home, that's the volume you need to understand. On a Friday at 5:00 we had people backed up Wilbur Drive to get on to Sunny Slope, what's going to happen when this gets fully utilized? Please understand that in all likely hood we are looking at a fiasco down the road. I would not like to go into litigation with the city but if I need to I will. Engineering studies will show that Wilbur Drive was not made for this type of traffic. We will get the professionals to study this, don't make it come to that but I will if I have to.

Joe Collura – 3601 South 147th – I guess our complex is the reason for a lot of the commotion here, because that's when 147th street was pushed all the way through. I can sympathize with these people, because when I was a kid I was raised in the city of Milwaukee, in an emerging part of town and we had our privacy part of town, but now it's just absolute city. I was raised in the city with most of the rest of us, we were raised in West Allis, Milwaukee, Shorewood, and we never played in the street. We walked over to the playground to play. I have lived in Deer Creek for awhile, I use Wilbur maybe 4 or 5 times a week, I really don't see that many children along there. When I asked questions about accidents, I got the answer that there were no accidents there. I saw the police there handing out tickets, saw the car counters. When I asked the police officer how he was doing on tickets, he said that surprisingly the majority of the ones that he was giving tickets to were people that lived in the subdivision. This is a public New Berlin road, you moved out to New Berlin 30 or 40 years ago. You have to remember that New Berlin is a city and it's an emerging community. It's going to grow and things change and things change for the good. I've also been listening to this claim that 16,000 cars are going to go down Wilbur. I see every square foot of City Center from my apartment, I can see 16,000 cars if this were all shopping, people would come from all over, but you aren't getting that, you are getting a big condominium being built, there are 16 units in there, there are going to be 3 more of these from what I can tell from the contract. Where are these 16,000 cars going to come from, this is a residential area now, not commercial, you are not going to have 16,000 cars driving through there. The 16,000 were done if it was going to be all commercial development. You haven't room for that much more commercial. You aren't going to have the visitors; you're going to have people coming in and out that live there. So you can take that 16,000 and redo it, I use this lot and it really isn't that much of a problem. If you want to keep it down to 25 miles an hour there are ways to do that. I went up and Cold Spring Road the other day just to find out what the speed tables are like, they aren't bad. You can't keep things back 30 or 40 years ago like they were when you moved out here. Please keep your kids out of the street when you are playing.

The meeting was called to order at 9:15 AM

OLD BUSINESS

ITEM 01-06 Approval of the minutes from the May 15, 2006 (Special) Meeting.

Alderman Moore made a motion to approve the May 15th minutes.

Alderman Ament 2nd the motion

Upon voting the motion passed unanimously.

ITEM 08-06-A Communications on Wilbur Drive

Mayor Chiovero: I gave you some more comments that I received this morning.

ITEM 08-06-B Traffic Volume and Speed on Wilbur

Alderman Augustine: It was tabled at last months meeting would any one like to move to take it off the table?

JP Walker moved to take it off the table

Alderman Moore: 2nd the motion

Upon voting the motion passed unanimously.

JP Walker: The proper sequence here is staff has prepared a report on the various options that the board has asked us to look at and Alderman Hageman had added some alternatives that staff has had an opportunity to look at. Ron are you ready to discuss that?

Greg Kessler: What I am going to do is set the stage here a little bit and on some of the history of City Center and where we are with the current planning process, I think that is going to be very important and critical to this discussion. Time and time again I hear comments that City Center isn't developing as planned as I would differ from that City Center is being developed as planned. If you were to look at the original City Center plan and you look at the allocations of land use, yes,

there was tremendously more commercial and office, but as many of you remember we lost land related to the Butler's Garter snake and wetland issues. In the past we had hired PDI (Planning and Design Institute) which was the original City Center design institute and prepared the plan to redesign City Center. Ron will go through the original traffic counts we have a projected traffic study under the 1999 land use plan and then we have updates for 2003 when we updated the land use. So under the original City Center Plan it does talk about a combined estimated trip generation of all of City Center, the newly established part and some existing parts of 16, 260 trips per day. That was what the original plan called for and that's probably what's being referenced on the web site because this plan is on the website. But that has been dramatically reduced because of the loss of land and the way that the market has changed and so forth in working with the developers and how we have retooled City Center. I wanted to make that clarification because I wanted to make sure that the board understands that even though City Center has undergone some changes it is for the most part the same development as planned. It is a mixed use development, and those uses are strategically put in specific locations related to access, amenities and so forth.

Ron Schildt: Back in 1999 when the original study was done and soon after that in 2001 there is the first traffic impact study that was completed for project. As part of the development there they looked at actually two things the actual City Center core itself the core area which we are talking about by the library. They also looked at external things around the City Center area that would also be developing. The parcel where the old Legacy was and they looked at the Golf Course because that wasn't in yet, there were other things around the area that were contributing to the traffic on both Sunny slope, Moorland and probably internally also. The original one that was done in 2001 was done with what was done in the original study plus it was modified a little by that point because by that time we had 9,900 basically vehicles that they were saying was going to be generated by the core area of City Center. That was a combination of specialty retail, two story condos, general office and restaurant and library site. Then externally from here we had the golf course, more two story condos will be going in, some single family residential, a day care center, some assisted living and also some more housing senior housing and those were all the areas that were externally to the core of City Center. Those added up to an additional 12, 800 vehicles so we are probably up to 12, or 13,000 vehicles in the area around City Center. In 2003 when the areas were redone after the wetlands and the snake habitat and what was actually going to go in there the specialty retail for the Core Area dropped by 50,000 square feet. The general office dropped by 125,000 square feet.

Greg Kessler: In the original City Center plan there are several buildings that are considered two story office buildings. That is right now where the library went and Mark Wimmers Lofts are. There has been some fluctuation right where the snake habitat is. Under the original City Center development plan called for 600 residential units over 322,000 square feet of residential units. What we actually allocated for and planned for was half that. Once again this plan has changed and the numbers have been reduced.

Ron Schildt: some of the other changes in the core area are sit down restaurants are a little bit less. The library is the same. From that standpoint the traffic for the internal core area went down from 9900 to 5800. The external area count went up a little bit because there is some other development going up around there. In the updated one there is about 11,000 which is down a little bit in the 2003 plan but down significantly down from the 1999 plan. Also in the TIA they had different distribution as to where people would be coming from to get to this development. 5 to 10% would be using the Wilbur Drive after all the connections points would be there. So if you look at those numbers you can figure actually 5 to 10% of that traffic, usually on the lower end. Usually the peak hours would be about 15%. During the peak hour the TIA figured that there would probably be a car every two minutes.

Alderman Augustine: We will now go thru the Wilbur Drive cost estimates.

Item 08-06 Wilbur Drive
Cost Estimates for Options discussed at the May 15th, 2006 BPW Meeting

Option 1: Do Nothing **\$0**

Alderman Augustine: Are they any questions? I see none.

Option 2: Speed Tables
a. 4 Speed Tables on Wilbur Dr. **\$13,728**

- b. Speed Tables on Wilbur, Beechwood, Crimson, Redwood, Spruce, Cottonwood, and 147th. (23 Total)
\$77,662
- c. Two Speed Tables either side of Wilbur Dr. Bridge **\$7,228**

Alderman Augustine: Are there any questions?

Alderman Moore: I would assume that if we wanted three it would be about \$10,500?

Tammy Simonson: That's correct

Option 3: Half Closures

- a. Half Closures on both Ends of Wilbur **\$20,475**
- b. Half Closures on Redwood, Beechwood, Wilbur and Crimson at Sunny Slope Rd. **\$40,950**

Alderman Augustine: Are there any questions? Told what the costs were.

Option 4: One Way, Speed Tables, and Gate

- a. One Way signs, 4 Speed Tables on Wilbur Dr. and Gate just west of Cottonwood Dr. **\$18,226**

Alderman Augustine: Are there any questions? Told what the costs were. I see none.

Option 5: Right Turn Lane on National at Sunny Slope Rd.

- a. Easement, Asphalt, Curb & Gutter, Traffic Signal relocation, restoration, utility adjustments etc.
\$130,525

Alderman Augustine: Are there any questions?

Alderman Moore: Is there any possibility of not having to buy easement, by using the easement that is there plus decreasing the size of the lanes just a little bit all the way across.

Tammy Simonson: The easement that was required to do the right turn lane on Sunny slope road was at the corner and in order to make that right turn lane you also have to have the proper turning movement for large vehicles so that easement has to be there. There is enough right-of-way width but not around the corners.

Alderman Moore: In order to get that amount, can the rest of the lanes be decreased so that we don't have to buy easement?

Tammy Simonson: You will still need an easement.

Option 6: Sidepaths along North side of Wilbur Dr.

- a. Storm sewer with field inlets, survey, sidepaths, restoration, and driveway approaches, etc.
\$413,572

Alderman Augustine: Are there any questions?

Alderman Moore: There is another piece of paper in here earlier that says the cost is \$374,000. Which is the later estimate?

JP Walker: The \$413, 572 is the later estimate, that original e-mail did not include the contingencies.

Alderman Moore: In relation to legalities if sidepaths were to be put in and if that would be the safety feature that would help the residents along there, is there any history of or is it possible to ask for the easement rather than to purchase it? In other words in order to increase safety have the residents donate the easement.

JP Walker: First of all, the paragraph ahead of the cost estimate on option 6 the individual sheet for option 6 talks about that there is no room between the existing ditch and the houses on the north side or even the south side most of the houses are set at the minimum setback right now from the right-of-way line. Trying to purchase or even acquire easements to put the sidepaths on home side of the ditch, will not work because of the setback requirement. Therefore, this option looks at filling in the ditch, replacing it with a storm sewer and putting the sidepath over the top of the storm sewer with inlets in between each of the driveways to collect drainage that would come off of the properties towards the road. This is for just one side of the road. Common sense tells you that if you do both sides of the road the cost will double.

Alderman Moore: That would be the north side?

JP Walker: The north side and the reason for that is the area west of Cottonwood going out to 147th street because of wetlands you cannot put a sidepath on the south side without going thru wetlands, so common sense tells you that it should be on the northern side of the right-of-way between the right-of-way line and the edge of the road. There is about a 6' terrace between the pavement of the road and the actual pavement of the sidepath.

Option 7: Stop Signs

- a. Place stop signs at three –legged intersections of Cottonwood & Wilbur and at Spruce & Wilbur. **\$1,170**

Alderman Augustine: Are there any questions? I see none.

Option 8: Neighborhood Traffic Circles

- a. Three traffic circles in the intersections of Cottonwood, Spruce, and Poplar. **\$28,080**

Alderman Augustine: Are there any questions? I see none.

Option 9: Full Street Closure

- a. Close Wilbur Dr. at Cottonwood by removing asphalt pavement and landscaping including a 10’ wide pedestrian path. **\$36,049**

Alderman Augustine: Are there any questions? That all being said unless there is some other suggestion I guess I’ll open it up to the floor of the commission as to any suggestions as to possibly three options we might send forward to Council.

JP Walker: There have been many, many meetings on this issue. There are valid points being raised on both sides. I will give you staffs perspective on this issue looking at the broad scope. Staff is against taking away options that are available to residents both in the subdivision and outside the subdivision. Setting precedence and closing a road that is intended to be one of five access points into and out of City Center is not an option in my opinion and staffs opinion. There are ways to control speed and there are ways to control volume. Our most recent experience on Cold Spring road is that we put in speed tables; there are eight of them in a one-mile stretch. It has reduced volume and speed. That is a valid option. That is exactly what the residents of the subdivision as a priority, reduce the speed and volume. There are ways of doing it. Options that have been presented such as the half-circles will reduce speed and volume. Half-closures will make it inconvenient for those that want to speed thru Wilbur Drive and any of the other streets. Doing something on Wilbur Drive and only Wilbur Drive to med is a worrisome option because it will divert the problem to the parallel streets. We have to look at the subdivision as a whole because speeding is occurring on all the streets. Enforcing the speed limit is an option that has consequences that are based on budget and the amount of police presence that can be in that location at any given time. Limited discussions that I have had with the Police Department indicate that yes there can be a police presence. But as soon as the police leave the speed goes back up. We have looked at 9 options from a cost perspective; I don’t believe that cost should be the controlling factor in this issue, because it is a speed and volume issue.

Greg Kessler: JP and I have discussed this at great length and I agree with everything he just said. As I mentioned to the Common Council some time ago the entire system in City Center isn’t even built yet. I think we really need to hold off and make those connections and then allow Ron and Tammy to do their engineering analysis and study the issue more in depth. Obviously if we look at the TIA’s that we have the predicted traffic isn’t as high as the original plan called for. I f you look at the original plan we need to look at ways to integrate pedestrian vehicle traffic. That is an overriding premise in that plan time and time again. If we continually look at closing off roads what we are doing in the transportation of hierarchy of street systems, is we are taking all of our traffic local and collector streets all onto the arterials, and that is one of the number one premises in the original plan to try and relieve some of the traffic congestion at Moorland and National. If you look at the financial feasibility for City Center, overwhelming when they did the survey of business that are active in New Berlin and the region the survey asked for better access to City Center. That was the number one issue for those

wanting to locate in City Center and make significant investments. Those are the type of things that we need to be thinking about. I agree that we should look at cost but how we are going to integrate pedestrians and vehicles together, and how you do that is through sidewalks and traffic calming. Time and time again research all across the country shows that mixed use environments you have to provide safe havens for people to get around, ride bikes and walk. You do that with cross walks, pedestrian safe havens in the medians and sidewalks.

Alderman Augustine: alderman Hageman and I discussed that we preferred as a solution we hope will be considered by the Council. We know that there are safety issues on Wilbur and we also know there are safety issues with people trying to get out on National and making a left turn. Our proposal and suggestion has been that we look at a couple of combinations here in that we look at first of all making West of cottonwood on Wilbur a one way street west bound only. That would reduce the traffic by about 60% coming down Wilbur. Secondly is to have a stop sign at the 147th and Wilbur as well as cottonwood and Spruce intersections to slow down traffic. Finally, to make the short cut a deterrent to take that as a shortcut is to have a couple of speed tables on each side of the Witmer bridge, to slow down not only traffic coming around that curve towards 147th street but also to make a deterrent for people to take advantage as to what they perceive to be a short cut. Adding up of the costs would be around \$9,198.00. It would be cost effective, it would be a good way to reduce traffic and speeds and I think and not at the same time divert traffic onto Redwood and Beechwood and Spruce and diffuse the problem rather than face the problem head on.

Alderman Ament: Can you repeat the one-way idea?

Alderman Augustine: AS you go west on Wilbur there would be a one-way encountered just west of Cottonwood between Cottonwood and 147th that would be just one way and for west bound only. It would allow access to National Avenue, a left turn on National and Coffee which is what the people in the immediate community need in terms of safety issues. And yet from the traffic counts it sounds like east bound there is around 60%. This would reduce some of the traffic for Wilbur residents, but still it would allow access for people to get to the City Center and allow that safe left turn that people are looking for.

Alderman Ament: I think it would be half as inconvenient for people who want to go back and forth. I understand that they wouldn't have to make left turns to go around, but they would have to make left turns coming back. It would certainly be helpful. How would you accomplish the one way?

Alderman Augustine: Enforcement would certainly be a start.

Alderman Ament: The traffic impact analysis is for traffic generated by the City Center is there any mention in any of the traffic that cut thru.

Ron Schildt: it is in there it just talks about the amount of traffic that is going to use the Wilbur one which doesn't really in terms of cut through part of it, but it's the people that are using that route to get to the City Center area.

Alderman Ament: Another consideration is the Woodridge Church. The way I see that drawing is that the church entrance on Sunnyslope once they get to Phase 3 will be directly across from Crimson. I would assume that you would see a large amount of traffic from their services going to the City Center area and using that as well as a cut thru. Was that part of this consideration?

Ron Schildt: That was under a separate one. Even the Woodridge church one looked at people going North and south on Sunnyslope or East and West on Howard didn't take into account people going straight across Sunnyslope and driving thru the subdivision.

Alderman Ament: I understand the term mixed use for the City Center, but I don't think anybody in this subdivision expected to see their neighborhood turned into a mixed use. To not have used Howard and to have used a subdivision road is what's creating the problem. I know that if it was up to me I would just close it and finding an alternative way of getting traffic in and out of there, but that's not likely going to happen. When I look at the cost comparison definitely restricting traffic from going east on Wilbur, the traffic moving out of the City Center at 147th street, if we were going to restrict that going east bound, that would force traffic up onto Redwood, the people on Redwood don't seem to have a problem with the traffic and the Wilbur do, that would route that traffic at least going east bound onto redwood. Essentially you are creating a one way there.

Alderman Moore: I'm going to start with my number 2 choice which is enforcement. I think no matter where you live we have to make sure that the traffic is going the speed limit. Just saying let's do something else just because we don't want to make sure everybody is following the laws is closing our eyes to what is the right thing to do and that is following the laws. We also need to make sure that the people that are not following the laws learn that they learn how to follow the law.

My third choice is speed tables; they defiantly work on Coil spring. Traffic on Cold Spring has vastly reduced the traffic it's done what the speed tables were designed to do. Somebody had mentioned that they will just go around the speed tables, the only two people that I have ever seen go around the speed tables are one truck that was doing it and I tried it once, it's actually quite uncomfortable because it means the car is going to go up on one side, it's more comfortable to put both wheels on the speed table. But it does keep the traffic at 30 miles an hour. There are a lot of people and this would be a benefit to the Wilbur people there are a lot of people in my subdivision that say they don't use Cold Spring anymore, they go up to Howard and go thru the subdivision. The traffic circles are also good they are used throughout the world for this very purpose. You could actually take out the stop signs and put in the traffic circles. I wouldn't be in favor of to many speed humps, I think three would be enough, one between each of the blocks.

My first choice, I think it's important to note that we have received a lot of letters and e-mails in the past few weeks and most of them were talking about how they like to walk and are walking on the road because they don't have any sidewalks. I would like to acknowledge to those people that have written those letters. It's also important to the main thing we should be thinking about here is safety. I was remarkable some of the items that people said, is the kids are playing in the road, and we should keep it closed because the kids are playing in the road. Somebody else said people walk at night along Wilbur Drive, somebody else said she likes walking, somebody said because of their history they never played in the street they used the sidewalks to get to the playground. The problem to New Berlin to the greatest extent is that we don't have sidewalks; we think that streets are to be used by pedestrians. Streets are for cars. What we are doing is creating a dangerous situation by the way we have streets in New Berlin. There are cities throughout the world that have learned how to take care of that problem, they put in sidepaths. We use the word sidepaths because it's a good idea to allow pedestrians and bicycles to use it. Let's not be very concerned with the cost, let's be concerned with the safety, let's do what is right and start putting in sidepaths, so that the people that want to walk and the people that want to ride are separated from the traffic. It may cost a little bit but we need to start thinking about that and I've heard people say oh but it's going to cost too much. Sidewalks, sidepaths are capital improvements, they can be in the CIP budget not part of the budget and so we can afford to do it because it is the right and safe thing to do. That is my #1 choice.

JP Walker: Just a clarification, you used the term sidepaths, are you talking both sides, are you talking just Wilbur or all the streets in the subdivision?

Alderman Moore: Certainly on the North side, I would prefer it on both sides because I think the whole city should have sidepaths, but if the people on the south side would like sidepaths too then we should give it to them.

Mayor Chiovarero: I have to clarify some misinformation that is out there. Safety is a top priority to us. We consistently are doing things to keep the safety of our residents at a top priority. As far as the Wilbur Drive goes I had several concerns over it several years ago before we opened it and it was thought that it was going to be open. I talked to people in there; I was concerned it was maybe even going to turn into an arterial street eventually. I sat with the staff many times and many hours, talked to them about different things, I talked to the residents along Wilbur most of them thought at that time it was a good thing. They were saying that is good because it will be a way to get to the Post Office, it's a way to get to K-Mart, which was there at the time, a way to get to Pick N Save without having to make left turns to get there. Staff looked at these traffic analysis, which honestly the numbers have gone down, and they have convinced me that it is the right thing to do to open up Wilbur, but it was also under the assumption that we would have three or four other ways out of City Center. One, Michelle Witmer, we would have another road going into the other shopping center between the two which was going to be called Wall Street, another road that's supposed to come out equal with Acredale which is next to Culvers. With all these roads open, obviously the preferred way to get in and out of Sunnyslope which would be to use these roads off of the main thoroughfares, with that they convinced me that opening Wilbur was not going to be a huge problem, they admitted that there would be more traffic to Wilbur drive. Something that has disappointed me over the last month though is... I go down Wilbur Drive every morning, early morning on my bike. I see these barricades being moved all the time, this morning I had to get off my bike and maneuver my bike around the barricades because they had been moved again. I received a call from the streets department that there has been some damage done to the street, because a resident took it upon himself to glue the barricades down onto the pavement. They had to pry them up and it caused it damage to the pavement that is a criminal offense. After that happened, there were twelve inch barn spikes being driven through the barricades into the road, again more damage to the road. It's very discouraging. Enforcement is a big deal here. We have to control the traffic down Wilbur. Safety of the residents is our utmost concern. Right after the street was opened I went down there to see what happened, when I went through there in the morning they had been moved, I called streets and they came and moved them back they moved them back. As I was driving down Wilbur between Poplar and Spruce, there were 4 little boys sitting in the middle of the street. When I told them they shouldn't be playing in the street, and they said they could that there parents told them they could play in the street now that Wilbur was closed and it's our playground. If someone wasn't paying attention they could have been hurt. When my kids were younger and they wanted to go to a neighbors house my wife walked them down or she drove them there, or rode her bike to get them there, we didn't let the kids walk alone, and I live on a cul-de-sac.

I used to represent this area and it has been brought up a couple of times, that now that I'm the Mayor I want this to go through. As an Alderman I had to make a lot of tough decisions. First I would look at the district and see how it would affect the district, and then I had to look at the City as a whole and see how it affected the city, yes, I had to go against some of the residents sometimes, but I made a decision because I felt, in my head, heart and gut that it was the right decision to make. To this day I look back and know that on most of those decisions, I made the right one. As the Mayor I care about the whole city, I do care about each and every resident. I do understand the plight of the Wilbur people. But I have to look at the city as a whole and the access to the City Center, a tax base, what it's going to do for an entire city. These e-mails and letters that Alderman Moore talked about doesn't include all the phone calls that I have received from people. Closing roads is the wrong

thing to do, as a City we are supposed to keep the city moving, transportation alive make it accessible to all residents and to people around. By closing roads off we are setting a precedent that is quite scary to me. Just like Small Road, it's not closed yet, but it will be. As soon as that came out, I received calls about closing Howard off to the new subdivision and many other roads.

Howard Avenue did not go through, it's not because of some conspiracy, it's not because somebody had money and greased somebody's pocket, engineering wise that road cannot go through because of the soil conditions and the wetland issue. That was determined a long time ago, it is economically not feasible because of the cost in getting rid of all the contaminated soils in the area, in order to get the road base to put it through. The City would have preferred that but because of cost it just couldn't happen. As far as me referring to it as a short cut in the paper, I was just using the jargon that everybody is using, I don't refer to it as a short cut, I refer to it as an in and out of the City Center and way for people to access the City Center. Though it may look like a shortcut and maybe it's a little more convenient that way, but the road was designed not to be a shortcut. The T intersection at 147th was made that way so people would have to slow down and stop and turn right or left. The same thing happens over on Michelle Witmer, this is designed that way to make it less convenient, if it was going to be convenient it would have gone straight thru we would have realigned 147th and made it a curve, but that wasn't the idea, the idea was to make it try to keep the traffic controlled. As far as stop signs, they are traffic control they aren't speed control. Maybe putting stop signs at Sunnyslope and Wilbur needs to be looked at. If it takes speed tables and stop signs to control traffic I will stay on the Police Chief and make sure that this gets enforced, after awhile people will learn that the cops are there all the time and they will learn their lesson if they get stopped. I have to support not closing the road, I will support whatever we have to do to control the traffic and control the speed. I agree with engineering and Alderman Moore that if we do something to Wilbur Drive we are going to have to do something in the whole subdivision. If we make Wilbur one-way all the way down they are going to use Redwood and then onto Cottonwood, or Beechwood and Spruce. Once the entire infrastructure is in and City Center is all done we can revisit Wilbur and take a look at it. The staff hours are in the hundreds at looking at different alternatives and ways to do this.

Mayor Chiovarero made a motion to leave Wilbur Drive open with enforcement and the possibility of speed tables.

There was no 2nd to the motion, so the motion died.

Alderman Moore: I just wanted to clarify and agree with the Mayor with relation to why there is congestion. The reason there is congestion on the main thoroughfares is because we have no options. You go to a city like Milwaukee and you don't have that time of congestion because they have options, because it's built in a grid, people within subdivisions have all sorts of ways to get out and if a stop sign or stop light is congested they can make a turn and take other options. The reason that Sunnyslope and National is so congested is because we don't have options, because everyone wants to live on a cul-de-sac. It was wrong to do what we did with small road, and it's wrong to close Wilbur. It's also wrong to partially close off traffic, because it pushes the traffic somewhere else. Closing off Wilbur is really a pain for people that live in Glen Park trying to make a left turn onto National.

Alderman Ament: Out of all of these options that all of you looked at, what is the best one from your expert opinion.

Ron Schildt: The things we shouldn't do to start out with. I would never advocate using stop signs, it states right in the MUTCD, the Manual for Uniform Traffic Control Devices, that stop signs should not be used as a speed control device, and that's what people are trying to do, it can make the problem worse because people will speed between the signs. From the engineering point of view, keeping the road open is the best idea with

some alterations in the area. Yes, the volume has tripled since before this section was opened, that's typical for a road that is a collector street. This is less than what we have on Cold Spring. A two lane roadway is meant to handle 12,000 to 16,000 cars a day, so to say that we don't have the capacity...the place we don't have the capacity is to get out onto Sunnyslope. We need to look at controlling the speed. For a typical street to show that the 85 percentile is 5 to 7 miles per hour over what the posted speed limit is, is quite good. You usually don't see speeds that close to the posted speed limit. For taking care of the people that are over that percentile, from the engineering point the speed tables would be the best option, and they do have the effect of diverting the traffic.

Alderman Ament: My preference would be to keep Wilbur close, there is a very good chance that there won't be. In light of the possibility of it being opened, our job here is to recommend to Council one or more options.

Greg Kessler: The plan commission voted to keep the road open. I believe the minutes ended up that traffic calming options were going to come back to the plan commission.

Alderman Augustine: If there is some significant change to what the road was intended for then it would have to go back to Plan Commission.

Alderman Ament: We need to calm the traffic that Ron would like to see us use. I'm not a big fan of speed tables. I got stuck on some things with these half-closures, I don't think we need them on every street, the main reason control is try to calm the traffic on Wilbur, the other roads would have several turns which would slow the traffic down naturally. If they came down Redwood and have to make two turns, they are going to slow down/ I do like the idea of the half-closure's one going east bound on Wilbur and running the traffic north to Redwood or to 147th. When we did the traffic study, did it indicate how much traffic was headed in what direction?

Ron Schildt: There is a little bit more going east bound than west bound, on each of the streets.

Alderman Augustine: There are five items on the table now and we might want to whittle them down to three. The five are to do nothing with enforcement, half three speed tables along that route with traffic circles instead of stop signs, one-way West of Cottonwood and 147th and some stop signs and speed tables on Witmer Drive, sidepaths, half-closures on Wilbur Drive.

Mayor Chiovarero: We need to make a recommendation to council.

Mayor Chiovarero made a motion to leave Wilbur Drive open with enforcement and the possibility of the installation of speed tables and stop signs.

There was no 2nd to the motion, the motion died for lack of a second.

Alderman Moore made the motion to keep Wilbur Drive open and to enhance safety by recommending these solutions in order of preference: 1) Sidepaths, 2) Enforcement, 3) Speed Tables, and 4) Traffic circles or a combination thereof.

JP Walker 2nd the motion.

Upon voting the motion passed with Alderman Ament and Alderman Augustine opposing.

JP Walker: We are going to need to reschedule the Calhoun Road Issue.

It was decided that Calhoun Road will be rescheduled to Tuesday, June 27th at a special Board of Public Works meeting.

NEW BUSINESS

ITEM 11-06 Developers Agreement for Woodridge Community Church

Alderman Augustine: Requested action is to recommend to the Common Council approval of the Development Agreement subject to final review as to form by the City Attorney.

Motion by Alderman Moore to recommend to council approval of the Development Agreement subject to final review as to form by the City Attorney.

2nd by JP Walker

JP Walker: Woodridge Community Church is proposed to be developed in three phases; the first phase will include the construction of the church that will include office space, a sanctuary with temporary seating for 400 people and a fellowship hall along with the required parking. Phase two will then include a portion of the building considered to be the educational office building. Phase three will include a construction of a sanctuary with permanent seating for 800 people and that will include changes to Sunny Slope road with by-pass lanes, turning lanes, etc. Going back to Phase 1 that includes improvements on Howard Avenue, turning lanes, accel/decal lanes and passing lanes. All of the public infrastructure which this development agreement covers will be installed as part of phase one.

Alderman Ament: When we did the developers agreement for Honeyager/Farrel and Kasian I believe there was a requirement in there for a fee for a traffic schedule.

JP Walker: It is indeed required to be in there, it will be added as a special condition and it will be the exact wording as the two developments that you just referred to. For the representatives of the Church that are here you are required to participate in the potential cost sharing of possible signal lights at Howard and Sunnyslope. There is a sensitive date on it and I believe it is 2010, if nothing happens your letter of credit is returned to you, I think that amount is \$30,000 but it is strictly a letter of credit. If that signal doesn't go in by 2010 it is null and void and that letter of credit is returned to you.

Alderman Ament: Does the new state law restrict that to three years?

Greg Kessler: I don't know the answer to that. It's not by definition an impact fee but by virtue of requiring the LOC you are saying that there having an impact on the traffic and thereby needing the light. It may not meet the definition but I need further clarification of that law because it's new and fresh.

Alderman Ament: Made a friendly amendment to use the standard language that was in the Honeyager/Field and Kasco PUD development agreement.

JP Walker 2nd the motion.

Alderman Moore: First of all the diagram that is included in our packet, isn't that old. The northeast section shows parking, I didn't think that was in the latest plans.

Greg Kessler: That's ultimate build-out, I've always know that parking lot to be there, that's in the future phase.

Alderman Moore: I thought that had been taken out of the plans.

Alderman Moore: So it is none of the phases, so that means this is an old diagram, correct? Or was that incorrectly included in the new one.

Greg Kessler: this is the plan that we have on file, it doesn't have any bearing on the development agreement or the public infrastructure.

Alderman Moore: the other three items, there was one that had been brought up at a meeting not long ago. Two items that the neighbors would prefer and one the neighbor would prefer. The change that first being the bypass lane on the south side of Howard, that the church felt was necessary. I have had at least one resident on the south side of the street that is upset about it and feels its unnecessary, just wanted to make sure that there is no way to alleviate that.

Greg Kessler: We have approved site plans that were approved by Plan Commission, we have approved construction plans that the board may want would have to go back to Plan Commission for the entire cycle again.

They have the conditional use permit which is time sensitive.

Ron Schildt: Even with the phasing, we thought that both entrances were going to be built at the same time, now it comes out that they only want to have the Howard entrance, which means you really want to have the bypass lane because that's really the only way to get it. Before we were looking at people coming from the North or even from the South on Sunnyslope would use that entrance. At that time a bypass lane on the eastbound lanes of Howard wouldn't have been necessary, but now that there is only one entrance we need the bypass lane.

Alderman Moore: Neighbor on the north side was concerned normal flow was not going to occur the way that it has occurred from the center of the land towards the north, so there is the possibility of that wetland drying up and being drier during certain times of the year. I know staff has said that there will be additional flow from Sunnyslope towards there which would help alleviate that; unfortunately natural flow will not occur. The last item being that there is a ditch constructed by the last owner that goes east west in the center of the property on the eastern half and which is increasing flow to the neighbors along Sunnyview, and that is problematic. The neighbor to the north as well as the people on sunny view feel that if the ditch could be eliminated and returned to natural flow, that there would be a sheet flow and less of a possibility of flooding towards the Sunnyview people. I just wanted to put on record that hopefully something in that area will be able to be accomplished either manually or natural change in the land over time.

JP Walker: When you look at the diagram the area that you are talking about with the ditch, the central portion is east of the building and east of the parking lot. There are two issues that come to light here, the wetland issue and snake territory line. Both are issues that the DNR will prohibit any activities in that area if you are going to try to restructure the ditch or touch the bottom of the ditch at all.

Alderman Moore: What is sad about it is that this was a man made ditch in the first place that changed the flow and changed the whole wetland area. It's too bad that the ditch was put there in the first place.

JP Walker: I think that there is another issue here that may mitigate some of that concern and that is the controlled outflow from the pond. Right now all of the surface water that will be flowing from the park area and the buildings, that under the preconstruction issues would be flowing naturally towards the ditch, now will be flowing to that pond and released at a control rate. I believe in the overall scheme of things, there will be actually less water flowing during storm events than is naturally occurring now. That should alleviate the concerns of the people down the stream.

Upon voting the motion passed unanimously.

ITEM 12-06 Award of Construction Contract for Restoration along Egofske Road and Grange Avenue

JP Walker: The requested action is to recommend to the Common Council the awarding of a Construction Contract to Central Services Company, Inc. at 3240 Wehr Road, New Berlin for completion of restoration work along Egofske Road and Grange Avenue in an amount not to exceed to \$42,375.30, and that would come from this year's Roadway maintenance account 15110029 59040, and I so move.

Alderman Moore 2nd the motion.

JP Walker: Last year as you recall as part of the 2005 roadway maintenance program we resurfaced Egofske Road, Wehr Road, Grange, the other streets Martha and Overlook. Resulting from that was some slope issues along the sides of the road. The streets department was able to take care of the problems along Wehr road. Because of commitments and backlog work load the decision was made to outsource the work this year in order to get the work done in a timely fashion on Egofske and a few locations on Grange Avenue where it is needed. I attempted to contact landscaping companies in the area, and came up against the old age time of year issue. No one could guarantee to me that they could get to this before September, except Central Services. They guaranteed me that they could do Egofske by the middle of July, but they can't start Grange until the middle of August. I tried to get bids and only got one, but it is a local firm.

Alderman Augustine: Is this such urgency that it has to be done right now, it can't wait.

JP Walker: The people that live on Egofske were told that it would be given a high priority last year, that as soon as the weather conditions allowed and we could get a contractor to get the work done as soon as the contractor is approved by the Common Council.

Alderman Ament: Not only is the contractor local but they should be aware of the problems on Wehr road because that is where they are. After this \$42,375.30 and what we are doing in Buena Park do we have anything left in roadway maintenance?

JP Walker: We have money left over to take care of Small Road.

Alderman Ament: But nothing for crack filling.

JP Walker: Maybe only a couple of thousand, we also have roadway marking that has to come out of that fund.

JP Walker: I researched this company and they have a very good reputation

Alderman Augustine; The costs are comparable?

JP Walker: There is a drain tile that has to be put in along Egofske. Some of the residents say they have never seen water. We have to provide way for water that could possibly be trapped there. We have embedding in stone under top soil that will receive drainage.

Alderman Moore: Where does the water go?

JP Walker: Along Martin road where it naturally flows

Alderman Moore: what is happening now with the water?

JP Walker: There is nothing happening because there is no water there now. There is a drainage easement just to the west, east of Martha where it comes out onto Egofske, if you can picture that area. Between the first and next resident there is a drain easement that takes the water out to Martin road.

Alderman Moore: How long is the distance?

JP Walker: The length is 900'.

Alderman Moore: Will this decrease the amount of water that will soak into the sub soil?

JP Walker: No this will allow more water to flow into the subsoil

Moore: Why is that?

JP Walker: Because on top of the stone there is going to be top soil, but at the down slope there is going to be a 5 to 1 slope coming from the road, there will still be the same amount of sheet drain that occurs, it will still have the capability of soaking in even though it flows horizontally, it will still be able to soak in.

Alderman Moore: Doesn't the drain tile increase to where it's not going to drain in at that point?

JP Walker: Yes, water coming off the road, I agree with you but the water that is falling on the grass area will be OK. There are pockets where it could get trapped. Whatever the natural impact is that has been occurring will continue to occur. There will be filter fabric on top of the soil then the stones and then the drain tile, we are not going to be digging down two to three feet below the grade, and it will go through the driveway culverts so it will be sitting on the existing surface.

Upon voting the motion passed unanimously.

JP Walker moved that the rest of the items on the agenda be deferred to the June 27th meeting.

Alderman Moore: 2nd the motion

Upon voting the motion passed unanimously.

JP Walker made the motion to adjourn the meeting

Alderman Moore 2nd the motion

Upon voting the motion passes unanimously.

Meeting adjourned at 11:20 AM