

MINUTES
BOARD OF PUBLIC WORKS MEETING
May 15, 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 Chiovero, City Engineer J.P. Walker, Alderman Ament, Alderman Augustine, Alderman Moore

Staff Present: Greg Kessler, Director of Community Development; Nikki Jones, Planning Services Manager; Ron Schildt, Transportation Engineer, Tammy Simonson, Civil Engineer, Eric Nitschke, Division Engineer, Mark Schroeder, Director of Parks & Recreation, Dave Jeske, Park Supervisor

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.

Gary Nelson - 3582 South 147th Street – I would like to address the closure of Wilbur Drive. I speak on behalf of the 18 residents in the Timbers of Deer Creek Condominiums Association. I am not a Board member; the Board members are all at work this morning. I would like to read a letter that I have written to the Board of Public Works and copying the Mayor. I would like to object to the closure of Wilbur Drive at Cottonwood Drive. My wife and I purchased a Condominium on 147th street south of National Avenue three years ago because of the access to Sunny Slope Road and Wilbur Drive. That was long before Wilbur Drive and 147th Street was extended over Deer Creek to Michelle Witmer Drive. There are many driving senior citizens that reside on our street. The Village of Deer Creek being one of them, along with others that do not like entering the crowded National Avenue at 147th Street. The traffic early in the morning from the west along National Avenue, with the curve just west of 147th Street makes it dangerous to enter National Avenue. As a Board, you should have known that opening Wilbur Drive to Michelle Witmer Drive was going to increase the traffic on Wilbur Drive. May I suggest that you extend Michelle Witmer Drive to Howard Avenue, which would relieve traffic off of Wilbur Drive. Another suggestion would be to place stop signs at each intersection from Cottonwood Drive to Sunny Slope Road. This would discourage traffic from speeding and maybe discourage people from outside the neighborhood from using Wilbur Drive as a shortcut. The current barricade is not the answer to solve this dilemma. We ask that you remove the barricade immediately. Please do not cause us to use National Avenue as our only exit out of our subdivision. Thank You.

Robert Flick – 14080 Wilbur Drive – I'm totally satisfied now with the traffic count on Wilbur Drive since the barricade has been put up. We are back to a normal neighborhood. I can't stress enough how much traffic was coming through there from Coffee Road or wherever. I walk a lot on Wilbur Drive up to where the barricade is located. I realize it is an inconvenience for the new condo owners where there are new apartment buildings are going up. We have to stress that Wilbur Drive is not a thoroughfare, it's a residential area. We have to keep that barricade up until something concrete is done and we have to keep it closed permanently if nothing is done to route this traffic. Whenever there is a shortcut created people will find it, and they found Wilbur Drive as a shortcut. We have children along there. It's only a matter of time before someone gets hit. I was not in favor of closing it at one time, but when I saw the traffic increase along Wilbur Drive, I decided that I want it to stay closed.

Rosalyn Grecko - 14510 W Wilbur – I'm in favor of closing and keeping Wilbur Drive closed. The suggested stop signs would be good for policemen to give tickets for, but they would have to sit in the subdivision. That takes allot of manpower away from serious crimes and needs. I know that a comment was made by a police officer that Wilbur Drive was needed to police the commercial area. Right then and there the first thought that came to mind was the high speed chases that ensue when police have to go after someone. Wilbur Drive is not made for high speed chases. That is for Sunny Slope Road and National Avenue. The other day I came home and Wilbur Drive was still open at the time and I slowed down in front of my house before turning into my driveway to kind of assess what was going on in the front from the roadway, when I pulled into my driveway. My neighbor commented on what an impediment I was to the through-traffic behind me, I hadn't thought about it because this is the first spring that it has been this busy because people have discovered us. I think part of the reason people discovered us is people

needed to get around when National Avenue was closed for the Fourth of July parade. As each year goes on it's going to get worse and worse. When things are cut off temporarily people are going to look around and say "hey, let's go this way and see what we can find". Besides the fact that they will be going the other way to get away from the businesses. I have a picture of what someone will do if we have speed bumps. What they did was they drove on the shoulder of the road around the side of the barricade the way it was set up originally. It's not quite set up the same way any more. It's not quite in the right place, it is too close to Cottonwood Drive. It should be closer to the lot lines, then on both sides it's just too steep and too hard for any vehicle to get around. If we had speed bumps on our road, the less sloping areas of the road will have people going around them, because if people can do it they will do it. They get it into their head, I don't want to go around this speed bump so I will go around it. That's the place in that area where children play and they have the right to play there. I know that it could be taken away from us, but the City expects us to maintain it and keep it mowed. In general, the population expects us to keep them up. The people leaving the Condos and the Senior Apartments to the west can leave by going down the rest of Wilbur Drive and Michelle Witmer Drive to the traffic lights. Going east they can use 147th Street. With less people coming through from Sunny Slope Road on Wilbur Drive they too will have less traffic on those roads. And those roads will be just for them and the people in the subdivision won't be using them either and causing extra traffic on them. Wilbur Drive is just not the right size of road for that kind of traffic. It's really just is a road for the neighbors that live there. When I go to other subdivisions for rummage sales, I think, my roads are not like this anymore, it's just not safe. I would like it to stay closed. It is great. Thank You.

Marty Gibbons - 14270 Beechwood – I guess we like the access to the shopping centers. The fundamental issue here is that your predecessors set up a great parallax around New Berlin where you have two concentrations of populations; one on Moorland Road and one on Sunny Slope Road and neither can meet. Now that you have created this access, we have a lot of traffic going down there. It's not fair to the people on Wilbur Drive. I understand that. Some thoughts on the traffic control devices that have been discussed, more stop signs, more tickets, more revenue. Speed bumps, I know they are effective looking at Cold Spring Road, because I'm going up and down Howard Avenue now. The speed limit is 30 miles per hour. If I don't go 25 mph the tire falls off the back of my van. So you get a lot of feedback it keeps the people below the speed limit which is good. I don't know if your traffic studies do time dependencies or not. When I bring my kids up to Eisenhower High School in the morning, I noticed I have to wait on Sunny Slope Road for a long time to take that right turn. The reason is because a lot of people are coming off of Wilbur Drive taking a right also. It might be the High School kids going to Eisenhower. Talk about speed bumps might create a bigger problem because kids might use them to get air. I guess my position, is that it's a good thing, even though it's unfair to the current residents. I think you need to aggressively pursue more alternatives to relief the pressure. If you look at the map there are other roads where you can relief that pressure, maybe from the south side of the Golf Course, or the north side of Eisenhower High School. Thank you

John Pinkowski – 14130 W. Wilbur Drive – It is wonderful since the barricade has gone up. We finally have our neighborhood back. The people that live on 147th Street and other areas have been going around us for years and it's not going to hurt them to continue to do that. I agree if they want to get more access to Moorland Road there is a way to get around Eisenhower. You can cut right through that subdivision. I know the lady that was on the Plan Commission the last time we were here, said "we have all kinds of traffic in our subdivision". Well, maybe she would like more. It can connect to her subdivision. We don't want it. We moved there many years ago in 1975 and we never wanted it and it was never supposed to go. The City tried to condemn that property down there. People didn't go for the amount of money. They went to the Developer and the Developer put that road through. It was never supposed to go thru. No one was even asked in our area about it and that's a fact. We want it closed, it needs to stay closed. The reason the road was put in is you have to have two access roads for the elderly apartments there. You have them now. Leave us alone. We don't want it and we don't need the traffic. There are safety problems all the time. I was helping the neighbor put up a barricade. We even put a red flag on it and somebody ran into it. What else do we have to do? It's a safety hazard. It needs to be closed and stay closed permanently. Thank You.

Steve Vaclav - 14135 W Wilbur Drive – When Wilbur Drive was open with Michelle Witmer Drive, it seems we were exchanging safety for convenience. There have been a lot of close calls. Some people are aware of it and some people know nothing about it. With the increased traffic just before the barricade was put up, I went to my mailbox which is on my side of the road. I turned to my right and there was an SUV coming right at me. I had to jump to get out of the way. She was squinting because of the sun in her eyes and didn't see me. If there are children or anyone walking or joggers running, this is a hazard. I will not trade convenience for injury or death, which could very possibly happen. I have lived on Wilbur Drive for 33 years and it's been a very nice neighborhood. The local

traffic does not speed. Since it's been open it seems people are in a hurry to save their two or three minutes by cutting through. I think that with it open it's not worth an injury or a death. I want Wilbur Drive closed at Cottonwood Drive. It's very unsafe. There are kids in the summer, that walk to their friend's house and they walk on the road. Thank You.

Gloria Pinkowski – 14130 W Wilbur Drive – The thing that we have to keep in mind is the amount of traffic in City Center and all these other buildings that are still not occupied. You have a tremendous amount of traffic coming thru now. Can you imagine what it's going to be like when you fill up all the apartments, condos and businesses that are still to come? That is definitely going to increase the traffic on Wilbur Drive. We have to keep that in mind because City Center is only 10 to 20% done. What is going to happen when the rest of it gets done? It's going to be on our road and it is a lot to deal with now and it's going to be a lot more. I don't find it inconvenient, I have done it for years. I've gone to Sunny Slope Road and gone either North or South, so it's just a matter of habit. We have to keep in mind that there is a lot more building and a lot more traffic yet to come.

Alderman Augustine asked three times for any one else that wanted to speak. There was no one, so he closed the Privilege of the Floor and called the meeting to order.

The meeting was called to order at 8:30 A.M.

OLD BUSINESS

ITEM 01-06 Approval of the minutes from the March 13th, 2006 & March 27th, 2006 (Special) Meeting.

Alderman Ament made a motion to approve the March 13th minutes.

Alderman Moore 2nd the motion

Alderman Ament: I want to make sure that I have this right before I approve this. On the last page, page 7 of these minutes about half way down the page it says Alderman Moore made the original motion. It states "At that point Alderman Augustine made a motion to amend and then JP Walker 2nd it and then we took the vote". That amendment did not need a second, was that a friendly amendment to amend the original motion. I just want to make sure that we have this right. The 2nd by JP Walker, is that a motion to second the amendment or to second the original motion.

JP Walker: I seconded the amended motion.

Alderman Ament: It was amended then. OK, I'm good with it then.

Upon voting the motion passed unanimously.

JP Walker made a motion to approve the minutes from the March 27th (special), 2006 meeting.

Alderman Ament 2nd the motion.

Upon voting the motion passed with Alderman Moore abstaining.

ITEM 05-06 Amend Municipal Code Chapter 230-3.E (1) for Side paths (tabled from February)

JP Walker moved to take it off the table.

Alderman Ament 2nd the motion.

Upon voting the motion passed unanimously.

JP Walker moved to take it off the agenda.

Alderman Ament 2nd the motion.

JP Walker: The reason that I think it should be removed from the agenda is because we are dealing with one subdivision and one subdivision only. All future subdivisions that have sidepaths is covered in the Developers Agreement. There is language in the Developers Agreement that says that the Developer is responsible for the repairs for anything in the right-of-way. Those sidepaths, even though he put them in and we didn't require them are within the right-of-way and therefore covered by the Developer's Agreement.

Alderman Moore: Why would we then not want to make sure that on other developments it's covered?

JP Walker: It is, by way of the Developers Agreement

Upon voting the motion passed unanimously.

ITEM 06-06 Discussion of the Ramifications of Not Receiving Grant Funding for Calhoun Road Reconstruction (tabled from February)

Alderman Augustine: Unless someone has an objection, we will keep this item on the table while waiting for some financial figures

Alderman Moore: What are we waiting for?

JP Walker: The consultant, who is here today, will be presenting all of the cost estimates at the June meeting.

ITEM 07-06 Calhoun Road Reconstruction Design Components-Additional Discussion from Bloom Consultants – Procedural Correction of a Motion of Calhoun Road

JP Walker: We have already dealt with the procedural issue. Darrell Berry, from Bloom Consultants, has a design concept that he wants to bring to the Board to get your thoughts, not necessarily any action today. I believe it is a new concept that the Board needs to hear.

Darrell Berry: Our firm, as you know, has been retained by the City to provide design engineering services for the reconstruction of Calhoun Road. JP if I could just give a little status update about where we are with the project. There are four items:

- 1) Cleveland Avenue & Calhoun Road Intersection
- 2) Revision of the frontage roads
- 3) Cost Estimate which will be brought to the June 19th meeting
- 4) Quick report on the Phase I Hazard Materials Report

Regarding the Cleveland Avenue intersection with Calhoun Road: There was a discussion with Waukesha County about their future plans for reconstruction of Cleveland Avenue, which is also County Trunk Highway D. The County's schedule for that project is to begin design engineering services sometime in 2009 with construction of Cleveland Avenue sometime in 2011-2012. As such, because their project includes the intersection with Calhoun Road they had a concern that about the City's Calhoun Road construction and how it would affect their project and to minimize the need to reconstruct something a couple of years after it was reconstructed the first time. The County took a look at the projected future traffic volumes and came up with a revision to the intersection design that we had prepared. Tammy Simonson and I met with the County last week Thursday and the good news is that the concept design done by the County based on traffic projections for the reconstruction of Cleveland Avenue did not result in very much of a modification of the design that we had. We are looking at 5 to 10 feet of additional width on each side of Cleveland Avenue on the east and west side of Calhoun Road. Part of our charge at Bloom Consultants was to evaluate that and come up with the incremental cost addition would be for that additional intersection pavement with possibly some additional real estate. We will do that and it will be part of our report at the June 19th meeting. I do have a picture of that concept, and Tammy also has one in the Engineering Division. The good news is that it didn't amount to be much difference then what we had shown.

The second item that we wanted to talk about was a revised concept for the frontage roads, that area of the project between Glendale Drive & Rogers Drive. What we have done as part of our design in considering the need for stormwater management and drainage, we have come up with a concept to basically eliminate the intersections of the existing frontage road with Glendale Drive, Lincoln Avenue and Rogers Drive. The previous concept that we

had developed showed a revision to the frontage road at each of those three roads. In order to satisfy stormwater management requirements and drainage requirements, we came up with a concept where the majority of the existing frontage road will be replaced with what we call bio-retention swales, to handle the stormwater and drainage. We have come up with a concept to provide access to the businesses along the east side of Calhoun Road with a series of driveways and some modifications and even some usages of portions of the existing frontage road. This concept was presented to the Engineering Division several weeks ago and it's something that is being considered and evaluated and will be part of the cost estimate that we will be presenting at the June 19th meeting. It does result in some changes in the operations of the business between Glendale Drive and Rogers Drive, but the concept that we have does allow for truck turning movements, access to loading docks and still allows access to Rogers Drive, Lincoln Avenue and Glendale Drive, in some cases direct access to Calhoun Road.

We will be presenting an update on the construction cost estimate for the project at the June 19th meeting. The main cost will be for the reconstruction of the full re-build, four lanes up to Rogers Drive, then 5 lane two-way turn left lane concept from Rogers Drive to just south of Greenfield Avenue. JP and I have talked and in order to get the information to you for your packets we are looking at having the information to the City by June 13th.

JP Walker: When you do your cost estimate are you going to have it broken down, so that if the decision is to pick and choose, we will have the necessary information to do so?

Darrell: We will have it broken out by items and by area of the project, between certain roads, so you will be able to pick and choose.

The fourth and final point is what we call a Phase I Hazard Materials Report. We looked at various properties that are potentially affected by the project that have such things as ground contamination from old gas stations, old railroad operations, leaking underground storage tanks and things that pertain to environmental contamination. We are printing the Appendix today. The bottom line on that is that for the whole length of the project, we will be recommending to the City that three properties be investigated a little bit further for the potential of contaminated soil. Then a decision will be made whether to do some additional testing including drilling some soil borings, doing some analysis to see if those soils are contaminated with petroleum or other products. One of the sights is the CITGO station located in the northwest quadrant of the Cleveland/Calhoun intersection. That sight has some history of prior leaking underground storage tanks. The sight has been cleaned up, but the records indicate that there might be some residual contaminates that might be in the right of way that's anticipated to be purchased for that property. You will see those results in the June 19th report. At this time, if the City goes along with these recommendations, it would be doing some additional investigation and testing. We would prepare a cost estimate for what that additional cost would be should a decision be made. The other two sites are down by the railroad tracks by Champion Brick. There was some history on those parcels years ago when railroad operations were using that for fueling and coal storage.

Alderman Ament: When can we expect to get this here to look at?

Darrell: Alderman Ament, the concept for the changes for the frontage is with the City Engineer now. So that is available for you to look at.

JP Walker: I will make sure I get them out to the Board Members.

Alderman Ament: Are they digital or paper?

Darrell: They are paper copies and it could be run through a copy machine.

NEW BUSINESS

ITEM 08-06-A Communications on Wilbur Drive

JP Walker: We have received a number of written communications from residents on both sides of the issues. We have included them in your packets, and the Mayor just gave you some additional ones that he had received. We don't need to go through each one of them. You can read them when you have time. We heard from residents this morning at Privilege of the Floor, so that is the lead-in to the next item.

ITEM 08-06-B Traffic Volume & Speed on Wilbur Drive

Ron Schildt gave his presentation on Traffic Calming Options on Wilbur Drive that showed different options and what some other cities have done for this type situation.

Alderman Augustine: On the roads west of Cottonwood Drive, what would be your opinions on the cause and effect of that?

Ron Schildt: Where the barricades are right now?

Alderman Augustine: Yes.

Ron Schildt: Obviously the traffic volume would go back down, we are conducting some counts out there and will probably find out that those counts will be more in line with those back in 2001-2002. Obviously you wouldn't have that connection, so basically you would have the same traffic pattern that was happening back then. The Police Department did conduct some traffic counts on Wilbur Drive down by 124th Street and actually those numbers are actually higher than what we have on this section of Wilbur Drive right now. Obviously it's a different area of the City but it's still a local street and over by a school. So having a local street that has around 1,000 cars a day is not unheard of. There are a number of streets all over the City that would have that type of traffic. It's obviously more than what they had before and what they are used to, but it's not out of line for what you would consider a typical local street, typically look at 10-15% possibly of the daily traffic that you would have during the peak hour. If you are looking at the 1,000 vehicle figure you are looking at possibly 100 vehicles going in both directions in an hour which you figure out per minute how many vehicles are going through there, it's obviously not that high of a number. But it's obviously more than what they are used to. Possibly doing something as simple as putting no left turn off of Sunny Slope Road to keep the people from cutting through there during rush hour could be a simple option. Cutting those people out during the two hours in the morning and two in the afternoon, would bring the traffic down to somewhere between what it is now and what was before.

Alderman Augustine: I receive a lot of communiqués from the people in that neighborhood that would still like that access to National Avenue and Wilbur Drive. One idea that might be a possibility especially since you indicated that so much traffic is coming east from the City Center is to make Wilbur Drive west of Cottonwood a one-way street and there by eliminating the westbound traffic and still allowing people access. Alderman Hageman and I were talking about the idea of a gate, that it would still be too much to be able to handle that traffic. In addition to slowing down the traffic, what about putting stop signs at Spruce Road and Wilbur Drive, and Cottonwood Drive and Wilbur Drive. I know that there is the thought that it would just cause people to speed up more between the stop signs. Possibly that would deter traffic. Alderman Hageman was concerned that even though I had the idea of having no left turns onto Wilbur Drive and some of the other streets, people do try to access Glen Park though that means. Do you have any comments on some of those ideas?

Ron Schildt: I showed the half-closures along Sunny Slope Road. You could also very easily do the same thing along Wilbur Drive between Cottonwood Drive and 147th Street where you would close off half of the road where you would have the people in the subdivision to go out of that area. But coming in they would have to find an alternate route from Sunny Slope Road using parallel routes. But coming from City Center, they would have to go out to National Avenue then to Sunny Slope Road and come around the back way. So those concepts, anything like that could work and it would take at least half the traffic out and force the other direction not to be able to come all the way from Sunny Slope Road all the way through. I would be against putting stop signs in because again as I showed for the Sunny Slope Road and Wilbur Drive scenario, there are criteria that have to be met. If you put all-way stops in a location where they aren't really warranted people will start to ignore them, and will roll through them and cause an accident. I would suggest the speed tables be constructed, because they would control the speed.

Alderman Augustine: What about the gate idea?

Ron Schildt: I think the gate is more of a temporary solution, something that you could do. I think using it to open during certain times probably does have its pluses and minuses. A permanent closure, doing a cul-de-sac or closing the street off would be more effective and aesthetic to the neighbors.

Alderman Augustine: In terms of speed tables rather than have them in the Wilbur Drive neighborhood, how about having them located west along the routes that people are taking towards National Avenue, west of Cottonwood Drive outside the immediate neighborhood?

Ron Schildt: So putting them on 147th Street and Wilbur Drive portion?

Alderman Augustine: And as you go east from Michelle Witmer Drive, have a portion of it there to kind of make it a less desirable drive.

Ron Schildt: That could be done, but you have to watch where you have curves because you don't want people going over a speed table at a curve.

Alderman Moore: One of the earlier speakers was concerned about the drivers going around the speed table. I assume that if you put it in an area where there isn't already a curb you would probably put a curb there with it?

Ron Schildt: They can be designed to be put where there is curb and gutter or there isn't curb and gutter. You may have people that will try to go around them, but there are signs right before them alerting the people that the speed tables are located there, they would have to hit the sign if they tried to go around the speed table.

Alderman Moore: Since the traffic going east is heavier than the westbound traffic, what about checking into putting a right turn lane at eastbound National Avenue and Sunny Slope Road.

Ron Schildt: We would have to talk to the County about that. When they reconstructed National Avenue, they had more than one through lane and didn't construct a right turn lane. When we did City Center we wanted to have the right turn lane because we wanted to make it as easy as possible for people to have access to City Center. Since we were paying for it, they didn't care if we wanted to spend the money to do that.

Alderman Moore: I would like to see a cost estimate on getting that done. My final item would be since the objective of the neighborhood residents is safety, the separation of vehicles from pedestrians. Have we considered looking at bike lanes and sidepaths?

Ron Schildt: We haven't looked at it yet, but if the decision is that we want to maintain that access through there for vehicles, pedestrians and bikes similar to what we have in the City Center area, that is certainly something that we will be looking at.

JP Walker: That recommendation was also made by Commissioner Sisson at the Plan Commission. With the existing Wilbur Drive there are ditches on both sides. There is more to it than just putting in sidepaths. There are storm sewers, filling in those ditches, making a terraced area for the sidepaths to be located. Any cost estimate that staff prepares would include those items. You are probably looking at curb and gutter, if not curb and gutter then you would be looking at something similar to what we did in the Gatewood Subdivision with the storm sewer under the ditch and shallowing up the ditches. We would still have to have a terraced area for the sidepaths.

Alderman Moore: That is one way to do it, however, there is another way to do it on the terraced area on the house side of the swale, put in a path there. You would have even more safety there because you would have the swale between the pedestrian and the road.

JP Walker: I agree with that statement, except then we would have to be looking at a right-of-way acquisition and if you have a number of citizens that refuse to sell the amount of land that will be needed then we are up against that issue.

Alderman Ament: You still have the issue of making sure you aren't looking at a problem for the front yard setback, the farther you go up the more of a problem you have there. You still have the on-going problem of maintenance, it would be another inconvenience for these residents because they would have to maintain the sidewalk because the City extended the road to their subdivision.

Mayor Chiovaturo: I could see this issue coming down the road when City Center was put together, at the time I was Alderman for the north side of Wilbur Drive, about half way down. I do have several friends that live on Wilbur Drive and Cottonwood Drive. I asked them when we were talking about putting this through if they saw any issues. They were very positive about us doing it. Some of them even saw it as the possibility of getting over to Moorland Road and National Avenue easier without the light. Alderman Wilkens was on the other side. He received zero comments and zero complaints at the time. He was receiving the same answers and comments that I was getting at the time. In the design of Michelle Witmer Drive and Wilbur Drive those were considered an option. That is why you see the intersection designed the way it is. It is designed to be a little inconvenient to be driving through it. I don't support the closing of Wilbur Drive. I would support something in a one-way option or the temporary barricade will help. We need to get the rest of the infrastructure into City Center. There are three other roads that need to go in there. It would relieve some of the issues. As far as people using it as a shortcut, personally I live on the other side of Sunny Slope Road, right off of Wilbur Drive. I do not find it at all, any kind of shortcut to go through there. When the road is backed up on Sunny Slope Road from National Avenue, I used to get some complaints, especially with the school being on Glen Park Road, that during rush hour traffic, people like to make a right turn onto Glen Park Road and use Glen Park Road to come out on Redwood Drive or Wilbur Drive to avoid the light. They found out that when they got to Sunny Slope Road trying to make a right turn onto Sunny Slope Road you aren't saving any time. You are better off sitting on National Avenue and waiting for the light to change. Some people are noticing that there is more traffic, I agree that there is more traffic. I think there are plenty of alternatives that you have given us that should be considered and looked at.

I have received as you will see in the e-mails and phone calls from very upset parents that their younger drivers are in danger now because they can't get out onto Sunny Slope Road or National Avenue if they have to make a left turn. They aren't that experienced and could get into an accident trying to get out of the subdivision. I have also heard from residents that when it was opened it was fantastic for them to be able to use a light to exit the subdivision. The traffic counts indicate that the neighborhood is using this exit themselves.

As far as Wilbur Drive never going through, going back to all the plans of the subdivision, it was planned to go through. There was a street reservation there that has been there since the subdivision was designed. I have two friends that lived on Cottonwood Drive whose back yard backed up to that area. They were told that the land behind them was un-buildable. Obviously it was buildable because now there are condos all along there. I have received calls from the condo association and town homes along 147th Street. They would prefer to leave it open. It would be cutting off an access for them. They have to go all the way down to Sunny Slope Road and National Avenue and try to make a left turn off of National Avenue onto 147th Street to get to their homes. There are a lot of things here that we need to look at before we make any permanent decision. Look at some of these traffic calming ideas, making Wilbur Drive one way, there is even talk about a cul-de-sac on the Sunny Slope Road side of Wilbur Drive. But then you would be forcing traffic onto the other roads in the subdivision. We really need to get the other roads connected in City Center before we can make a final decision. The condo owners and all the residents that are going into the City Center would prefer to go through a more direct signaled intersection then to go through a subdivision to get out. Once the infrastructure is in, I feel a lot of the traffic will be relieved in the subdivision. One thing I do know is that there is a lot of undesirable commercial traffic coming down Wilbur Drive, whether it be construction workers, supply vehicles, etc. That has to be controlled. We need to put up signs for no commercial traffic and it will only take a couple of times getting tickets that will control it. I understand the residents concerns for their safety and their children's safety. I went to the Police Department and they have no record of any accidents or incidents on Wilbur Drive. I did receive a call from residents on the other side of Sunny Slope Road, where Wilbur Drive goes from Sunny Slope Road to 124th Street. When they connected the two subdivisions the people didn't like it. They were told it would never be connected. Well, it has been and they have learned to live with it. They realized as a City it needed to be opened up to let the traffic flow through the city better. Those people called and said they were against closing Wilbur Drive because they use the road to get to the Library and the Post Office. As a City we need to look at the overall picture of what we would like to see happen here and at the same time we could do something to help these residents with the traffic counts. There are some very angry residents along Wilbur Drive. The police have received complaints and I received several complaints last week from individuals that were driving down the road as people were going to their mailboxes, the residents were raising their fists at them and telling them to slow down. When the drivers looked at their speedometers they were going under 25 miles per hour. So it's obviously a very heated and emotional issue along Wilbur Drive, but at the same time we have to look at all the alternatives and find one that will appease the residents and yet keep the overall plan of what we want to do with the City Center and the traffic flow of the City in the forefront.

Alderman Augustine: I appreciate all the traffic calming devices that you have discussed. I guess my biggest concern as they try to divert traffic and disperse it to other parts of that neighborhood. That it creates a traffic problem for them. I appreciate your efforts on that.

JP Walker: One of the communications that I received really struck home with me. I would be opposed to taking away an option that the residents of the subdivision already have. That option is to be able to go west to City Center. I have received a number of communications both verbally and in writing regarding concerns about not being able to get to City Center, especially when you cannot turn left safely onto National Avenue from Glen Park Road. Closing off Wilbur Drive west of Cottonwood Drive forces traffic to try to make turns that they had to do before that roadway was open. But there is more traffic now on National Avenue and Sunny Slope Road. It's going to create more of a problem. Ron, the traffic count that we obtained, do we have the time of day information?

Ron Schildt: That is recorded, I don't have it with me. It's usually 10-15% of the average.

JP Walker: I would be interested to see what the count is after school closes, and that will be before our next meeting. I have a feeling a lot of this traffic is the kids going to Eisenhower High School. We have talked in the past, is there an alternate route to Eisenhower out of Regal Manors East. There have been no decisions on that issue. To echo what the Mayor said, we need to have all the access points open to the City Center before we can have an accurate accounting of what the traffic is doing. Right now there are two options, National Avenue and Wilbur Drive coming out of and into City Center. City Center was designed to have four routes out of it. We aren't there yet.

Alderman Ament: It's hard to evaluate that. I would be in favor of leaving it closed until we get to that point and making this our last decision, seeing that the other points are not directly within a subdivision. When I look at this as a whole, what would be involved, and I realize the City would probably have to pay for it, in putting in a light on Glen Park Road and National Avenue? Taking out the dollar amount, would the County allow one there, would it be safe?

Ron Schildt: The County would have to weigh in. There is criteria as to the spacing of the traffic signals that they follow. A typical signal is \$100,000 to \$150,000 depending on how much geometric changes have to be made at the intersection.

Alderman Ament: That is something else I would like to have investigate. What I'm hearing here is the biggest problem is getting out onto National Avenue, especially for the people north of Wilbur Drive. They seem to be the ones that want this to remain open. By putting signal lights at Glen Park Road and National Avenue, Wilbur Drive could be closed and they could still get out on National Avenue safely. If the plan is to eventually put a signal at 147th Street that would create a problem. Another option is the half-closures on Wilbur Drive, one at Cottonwood Drive and one at Poplar Road. That wouldn't allow any traffic on Wilbur Drive except from the south. So if someone wanted to cut through that area they would have to go north and then come back down south along Cottonwood Drive and the other way around. Those are the people that seem to be the most bothered by this being closed. The traffic could be diverted. The only inconvenience would be to the people along Wilbur Drive in that section. They would have to go around to get in and out of the subdivision, but they still would have an access.

Alderman Moore: Putting traffic signals on Glen Park Road and National Avenue could be a problem because they would be so close to Sunny Slope Road. It could ease traffic going from Glen Park Road making a left turn onto National Avenue. I think there are other concerns there that would make that not the most advisable thing. I think any traffic going east on National Avenue that plan to turn right on Sunny Slope Road would be inclined to go down Michelle Witmer Drive and Wilbur Drive to try and avoid that extra traffic signal. In relation to half-closure on Wilbur Drive how would you place signage so that people going east are aware that the road doesn't go through before they get to it?

Ron Schildt: The sign would be posted at the intersection stating that there is no outlet.

Alderman Moore: I don't know if I would have voted in favor or against putting in the bridge on the extension of Wilbur Drive that connects City Center to Sunny Slope Road. The problem is we have it now. I think it's important that we look at ways that traffic can still flow in the directions originally desired, with it being as safe as possible. I would hesitate to try and make closures if we can safely allow traffic to move slowly along the original planned route. Cold Spring Road has already shown that we can calm traffic and get people to use other choices by using

speed tables. Even though I live close to it and I have chosen not to go on Cold Spring Road because of the speed tables. I don't believe that we should cut off a way to get to the Library.

Alderman Augustine: I see a lot of various traffic calming devices diverting it off to Beechwood Trail and Redwood Drive. I think we should really deal with the Wilbur Drive issue directly and not cause issues on other roads in the subdivision. I think the simplest solution and most cost effective solution is to make Wilbur Drive west of Cottonwood Drive a one-way street and have the street tables in to make that route, if people are using it as a shortcut to dissuade them from using it.

Mayor Chiovero: We have a temporary solution that is helping out the residents. Give us a chance to look at some of the other options we talked about today. I would make a motion to table until the next meeting.

Alderman Ament 2nd the motion.

Alderman Moore: Should we defer this rather than table it. I hate to leave that temporary barricade up there too long if we can find a better option. I want to make sure that we don't hold off on this too long.

JP Walker: We have presented options this morning. Are there some that you want us to rule out, or some we should look at in further detail such as cost estimates? We need more direction. What more information do you want?

Mayor Chiovero: We are looking at the right turn lane on National Avenue and Sunny Slope Road, and the sidepath option, which sounds cost prohibitive, but we can look into it.

Alderman Moore: There is a possibility that the City owns more of the right-of-way than we thought and we wouldn't have to purchase a lot of property.

Mayor Chiovero: I know it's very hilly in the middle of Wilbur Drive; front yards are sloped and very steep.

Alderman Augustine: I would like to see how much signage would cost and the cost of putting street tables to the west, also the possibility of putting in a gate.

Alderman Ament: I would like to have them look at the half-closures and remind staff to check on the frontage and set backs of the properties if sidepaths are considered. I am going to have a lot of problems with sidepaths anywhere until we have a definite decision as far as maintenance goes with these. We do want to encourage biking and walking in that area which is what the City Center was originally supposed to be all about. I do recall that when in the early to mid 90's and they were talking about the connecting roads, Howard Avenue to Howard Avenue and Howard Avenue to Wilbur Drive that this would become exactly what it has, a cut through. If we think traffic has gone up now on Wilbur Drive wait until Howard Avenue is connected to Michelle Witmer Drive. Then it will be a big time cut through. I'm still miffed why we would want to take traffic off of two major roadways, National Avenue and Moorland Road and run them through a subdivision road. There has got to be an alternative. If this was going to go through then Howard Avenue should have gone straight through. It would have been a straighter route. I think it's a nice idea that those people can get into the City Center, especially if they are walking or biking, but there has got to be a better way. I would not support taking those barriers down until we have researched the other access points and what it is going to mean as far as keeping most of the traffic off of that road.

Mayor Chiovero: In the packet I gave you, there is some correspondence from some of the people that are building in the City Center with their understanding of what roads were going to lead into there and how the traffic was going to flow through City Center and they made their decisions on those plats. So we have to be fair to them also. As far as the sidewalk situation goes, we do have an ordinance in place, if the sidewalk goes in front of your home and crosses your driveway you have to maintain it.

Alderman Augustine: My thought is I would like this to come to a conclusion. I hope to have enough information to vote on this at the June 19th meeting.

Upon voting the motion passed unanimously

ITEM 09-06 Maintenance of Median Islands on Lowell Place

JP Walker: This issue was brought to our attention through Mark Schroeder's Department by the residents in the Kelly Pointe subdivision. It is their opinion that the median on Lowell Place between Janesville Road and the southern extent of the subdivision is beyond the boundaries of the subdivision. Since there is no record between the City and the Developer as to who is supposed to maintain the median islands, they believe the City should maintain the median islands.

Mark Schroeder: I guess our Department got involved as did the Streets Department through a series of e-mails that took place. Apparently there was a resident who contacted several departments, I don't know how many, but I know Tony Kim from the Department of Community Development had some correspondence with this individual. Our Department and the Streets Department got involved because we are the two departments that maintain areas in the City, the public areas. Our Department does not currently maintain any median areas that are part of private developments. So I thought that this would be important that there is some dialogue here, because it does bring up an issue that we hear and I'm sure the Streets Department hears in regards to entrance points in subdivision developments in the community. Dave Jeske has taken some pictures of these particular medians. From our perspective, we feel it's a situation where the Parks Department, and the Streets Department do not want to set a precedence by being involved in maintaining these areas. Because of what it could open up for other areas.

JP Walker: I took a look at the final plat for Kelly Pointe Subdivision and Lowell Place is the entrance and part of the plat to the subdivision, even though the residents there seem to think it isn't. When you take a look at the photos it is clear that these are not grassed median areas. These are vegetated, they have bushes, plantings and a lot of mulch. This is not a typical area that City crews maintain. In my opinion this is clearly something that was intended to be maintained by the homeowners association. It should have been part of the Developer's Agreement, I don't know why it wasn't in there, it pre dates me. But it is something that we do now cover in our agreements. I think it's going to take some kind of decision by the Board here to resolve this issue.

Alderman Ament: I agree with Staff completely. I'm sure when they were trying to develop the subdivision and trying to sell homes in there the median islands were well kept and well manicured. I'm sure it was built that way to attract people. If we do start down this road, it's going to be a big job for the Streets Department to take over. I think that we should stick with what we have and this is a subdivision issue.

Alderman Moore: Weatherstone Subdivision has several of these and they do maintain it, with the Homeowners Association. Should we develop an ordinance so that when there are these entrances that they have to be maintained by the Homeowners Association?

Mark Schroeder: It appears that in all new developments there is a provision in the Developer's Agreement to do that.

JP Walker: A grass median is one thing, what we have here goes way beyond any normal maintenance for the City.

Alderman Moore: How do we solve this problem in the future in Developer's Agreements that do not include that information.

Mayor Chiovatero: It is included in the Developers Agreements.

Alderman Moore: What about existing ones?

Mayor Chiovatero: I know of two medians in my neighborhood, one of them I walk to and cut the grass because no one maintains it and it gets quite unsightly. If you look at these pictures you can tell that this has been well manicured and taken care of.

Mayor Chiovatero made a motion to send a letter to the Homeowners Association that the Board of Public Works feels that this is part of the Kelly Pointe Subdivision and they need to maintain it through them.

Alderman Moore: 2nd the motion.

Alderman Augustine: I like Alderman Moore's suggestion that we have something established for pre-existing circumstances to say that the homeowners are supposed to take care of it.

JP Walker: Based on the motion we are assuming that there is a Homeowners Association. If there isn't then a letter will be going out to every homeowner in the subdivision, which I am willing to do. We are finding out more situations where the Homeowners Association is no longer active. If this motion is approved, we will be prepared to send out a letter to all of the homeowners in Kelly Pointe.

Alderman Moore: I perceive this a way to get a Homeowners Association active.

Upon voting the motion carries.

Alderman Moore: the question remains do we need to create an ordinance for areas that do not have this specifically stated in the developers agreement?

JP Walker: I will check with the City Attorney to get information on this.

ITEM 10-06 Award of Construction Contract for Phase I of the 2006 Roadway Maintenance Program

JP Walker: The requested action is to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, Wm. Beaudoin & Sons, Inc. for Phase I of the 2006 Roadway Maintenance Program. Attached to the Issue Paper is the bid tab; there were two bidders. Payne and Dolan came in at \$1,122,395.00 and Wm Beaudoin & Sons, Inc. came in at \$982,383.75. There are two alternate bids for restoration, giving us a range of the type of work needed for restoration and that would be added to those numbers. That's how we came up with the construction contract not to exceed \$1,001,333.80. Sources of funds are the 2006 Roadway Maintenance account 15110029 59040 for \$900,000.00 and the 2006 LRIP Grant Reimbursement for \$102,689.40 for total funds available of \$1,002,689.40 and I so move.

Alderman Moore 2nd the motion.

Alderman Ament: This will be milling and pulverizing the asphalt. Is this going to raise the height of this road? I'm assuming this is all the roads in Buena Park?

JP Walker: It raises the height by two inches in the center which would require manhole adjustments but it would be tapered down to meet the shoulders. There will be shouldering done to handle the edges of the road.

Alderman Ament: Will that create any problems with the drainage that we just put in there?

JP Walker: No problems.

Alderman Ament: We have seen that in other areas, where the raised area caused a drainage problem.

JP Walker: Hopefully we learned from miscues, and this is not going to happen.

Alderman Ament: As far as the manholes, is there going to be a required adjustment.

JP Walker: That's part of the bid.

Alderman Ament: They will make sure that those are sealed properly?

JP Walker: One of the requirements is that they loosen up the internal seal and add an adjusting ring and then they reapply the internal seal. I do need to point out that there is a real close difference between total funds available and the not to exceed amount. We are aware that there is work to finish up from last year on Egofske Road and Grange Avenue. We will be working with the contractor to adjust the milling and pulverizing combination on at least one of the streets if not more to make sure we have all of the funds available to cover the extra work that has to be done from last year. We will be adjusting the work here.

Alderman Moore: I assume that this is being done because of a low PASER rating?

JP Walker: I believe all these streets are 3's and 4's, this has been in our five year window. The road improvements are going to follow the drainage improvements, so this is one of those flexible coordination issues that we talked about last Thursday night.

Alderman Moore: The reason that the numbers don't match between Bidder number 2 on the bid tabulations and the \$1 million, does that have to do with the alternate bids?

JP Walker: Yes.

Alderman Moore: Which comes up to \$40,000 more.

JP Walker: We are looking at Wm Beaudoin & Sons, is \$982,383.75 plus \$18,950.00 for Alternate Bid 8A.

Alderman Moore: But not item B, is that correct?

JP Walker: Yes, we are going to select 8A

Alderman Moore: Is there going to be a mix with rubber in the asphalt?

JP Walker: I don't think so.

Alderman Moore: My understanding is that a lot of these reconstructions use pulverized rubber in with the asphalt as a filler to use old rubber to recycle it and it quiets the street down.

JP Walker: We will contact the contractor and find out what their bid is based one. The costs last year were around \$28.00 a ton for new pavement. This year they are almost doubled.

Alderman Moore: I can imagine that part of that is because asphalt is oil based and the cost of oil has increased since last year. That is why I wondered about pulverized rubber.

JP Walker: The question I will ask the contractor is, does he have a spec for recycled rubber in pavement?

Mayor Chiovatero: The only thing I'm having a problem with this is, is it necessary to raise the manholes, can we request that the new manholes meet the current manhole heights?

JP Walker: We are trying to create the 3% cross slope on the roads. Some of them have inverted crowns which means it dips towards the center. We are going to mill off the top three inches. That material is going to be removed. They are going to pulverize the bottom two inches and compact that as new base material and then bring in the new asphalt above it. That will cause a two inch higher difference than was there before, along the edges.

Alderman Moore: Is this a CIP budget item.

JP Walker: This is an operating budget item. In my opinion this is CIP work.

Alderman Moore: We could put this in CIP and free up operating budget and free up things that we actually need.

JP Walker: That was the whole gist of the report that Greg and I presented last week

Mayor Chiovatero: That was the request that I put together in last year budgets. The fact that we are building these roads and they are giving us 15 years more or life. We need to look at the type of projects and possibly put this where it belongs. It belongs in CIP. If it was a matter of putting flex seal or slurry seal, I think that falls in road maintenance along with crack filling. At this time it's too late. The budget is in and the budget has been set for 2006. That was my argument the whole time, when I see road maintenance. I spent a lot of time walking on new roads last year because of concerns by the residents as far as the raising of the roads.

Alderman Moore: Was this suggested that it be changed for 2007?

Mayor Chiovatero: Yes.

JP Walker: Yes, in the future it would be considered part of the CIP budget.

Alderman Augustine: We talked about the idea the other night about the work on our good roads that it would extend the life of those roads to 10, 15 possibly 20 years.

JP Walker: The crack sealing that we talked about can extend it anywhere from 2 to 7 years. For this type of work, more then 10 years, 15 years, possible 20 years. It was probably 20 years ago that these roads were worked on and that is why they need this kind of work.

Upon voting the motion passed unanimously.

Alderman Moore made a motion to adjourn.

Alderman Ament 2nd the motion.

The meeting was adjourned at 10:15 A.M.