

CITY OF DELAFIELD PUBLIC WORKS COMMITTEE MINUTES

1. CALL MEETING TO ORDER

D. Jashinsky called the meeting to order at 6:30 P.M. and introduced Mike Lamont to the Committee. M. Lamont stated he was an attorney and lived on the northeast side of Lake Nagawicka. On behalf of the Committee, D. Jashinsky welcomed him this evening.

2. ROLL CALL

Present

Art Baumann
Pat Hawley
Dan Jashinsky
Mike Lamont
Gerry Mac Dougall
Tom Hafner

Absent

Rick Lieblang
Harold Roberts

Also Present:

Mike Court

3. APPROVE MINUTES OF JANUARY 2, 2008 PUBLIC WORKS COMMITTEE MEETING

A. BAUMANN MOTIONED TO APPROVE THE JANUARY 2, 2008, PUBLIC WORKS COMMITTEE MEETING AS PRESENTED. P. HAWLEY SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.

4. OLD BUSINESS:

A. NAGAWICKA ROAD PEDESTRIAN/BIKE PATH ALTERNATIVES – REVIEW FEEDBACK FROM PUBLIC INFORMATIONAL MEETING AND MAKE A RECOMMENDATION TO THE COMMON COUNCIL

M. Court reviewed the feedback for the Nagawicka Road Pedestrian/Bike Path alternatives gained from the Public Informational Meetings held in January. He noted of the 13 comments received from the meetings’ comment sheets (as summarized in an email from S. Binkowski, Assistant Planner, and distributed prior to this evening’s meeting) seven desired no action or more research, while six others were almost evenly divided between the other concepts shared and one for any path option. Of verbal comments received at the public information meetings, people indicated a preference for least intrusive measures.

T. Hafner explained that two additional options had been heard since the most recent public information meetings held on this matter. The first of these two options included a five foot on-road path entirely located on the east side of Nagawicka Road. A second idea presented included

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Alternative B from Hirschman Lane to the north and to do nothing to the south of Hirschman Lane. Consensus gained from people polled since the most recent informational meeting indicated a preference for the on-road path. From those conversations, a hybrid option was also pondered. This hybrid plan included a five foot on-road path on the east side and in combination with that path, construction of an off-road path from Hirschman Lane to the north on the westerly side to take advantage of the existing Water Leaf paths.

Discussion ensued regarding the benefits to each option presented.

G. Mac Dougall expressed safety concerns for pedestrian and bicyclists with the pathway along the roadside. He questioned the issues associated with an off-street trail. T. Hafner explained that it would include tree removal and easement acquisitions that would need use costly eminent domain proceedings. He also noted the City Common Council was historically averse to engaging in eminent domain proceedings.

Discussion ensued regarding the safest and the most feasible path options.

M. Court explained that from a safety and feasibility standpoint, the separated path is the ideal situation. T. Hafner stated if an ideal situation is unattainable, a choice needed to be made using the options available.

In response to a question by A. Baumann, T. Hafner explained that the current lane widths on Nagawicka Road were 11' wide; with any path on the roadway, this width would be reduced to 10.5'. Other communities had utilized this width and received helpful traffic calming results.

M. Court stated he believed narrowing the lanes would be helpful in reducing speeds and pavement would be added to a shoulder to allow a five foot lane on either side of the roadway.

A. Baumann questioned the use of two four foot lanes. M. Court reviewed the potential impacts as part of the preliminary plans for the roadway. T. Hafner explained that trees would be replaced if removed by the City as part of any project and would be replaced in kind with additional trees added as well. A. Baumann stated it was important for residents to remember the trees in the City's easement area ultimately were the property of the City.

After much discussion, Option B was deemed the most reasonable plan in order to accommodate the safety aspects of walking pedestrians, bicyclists, and motorists along the roadway. In addition, future

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construction projects in the area would allow for additional path access to parks.

Discussion ensued regarding the best way to mitigate the concerns of residents for the trees. B. Leonard (in the audience) expressed concern about the residential perception of this project as a “street widening” rather than a placement of paths along Nagawicka Road. T. Hafner explained the City’s Master Plan directed the City to allow any collector street to be rebuilt with bicycle and pedestrian access. He explained that a pathway concept had been suggested when rebuilding Milwaukee Street, but the Council had not been supportive of it at that time.

B. Leonard also questioned whether \$30,000 had been allocated for a trail path study in the budget. T. Hafner responded that the Council had approved this study in the Capital Improvement Plan (C.I.P.), and unless directed otherwise, he would be assembling a Request for Proposal (RFP) to do so in the near future.

B. Leonard stated, as alderperson for the residents bearing the brunt of the construction for this pathway, that the Nagawicka Road path project should be placed on hold until such time as priorities could be established within the City through its Committee processes to determine where the monies should be allocated in specific projects. In addition, she was concerned she would have to return to her constituents with a result they did not wish to have and be told their tax dollars were going to support such a project.

M. Court then distributed and reviewed the potential funding necessary for each option. He noted with additional changes made to the options, costs would need to be modified as well.

Discussion ensued regarding potential changes and savings that could be had with each option. It was noted Option B presented would include necessary modifications for cost estimates as further suggestions had been made this evening earlier in the meeting. T. Hafner then summarized the suggestion beginning with Option B, including two four foot paths, attached to the road, extending from Oakwood Road to Hirschman Lane. Next as part of this evening’s discussion, A. Baumann suggested continuing with the Option B concept for the westerly side of the road as planned, and on the east side of Nagawicka Road, continue the on road four foot path all the way to the bridge, so there would be paths along the roadway its entire length from Oakwood Road to the bridge crossing near the Bark River.

M. Court stated that although cost estimates for the revised Plan B concept would cost approximately the same as Option A, Options A and C had been ruled out due to discussions held with neighbors at the informational meetings.

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D. Jashinsky stated it was unlikely that easements would be obtained without significant expense to make Option C a possibility. He summarized the various options and related costs. He stated it would be appropriate to rename Option B to Option B1 to include modifications suggested by A. Baumann and summarized by T. Hafner earlier in the meeting. He stated he preferred Option B1 at this time.

P. Hawley stated he thought it important to have people understand the suggested plan proposed after the informational meetings (a five foot path one way from Oakwood to Hirschman and a two way path north of Hirschman) could be researched; however it did not meet the project objectives and it was not a legal minimum width for a pathway.

A. BAUMANN RECOMMENDED ALTERNATIVE PLAN B1, SUCH THAT IT FOLLOWED THE PATH AS SHOWN AND INCLUDED A FOUR FOOT PATH ALONG THE ROADWAY EXTENDING NORTH OF HIRSCHMAN LANE AND ALSO DIRECTING THE ENGINEERING EFFORTS TO MINIMIZE AS MUCH AS POSSIBLE THE IMPACT TO THE TREES AND PROPERTY WITHIN THE RIGHT OF WAY AND MAINTAIN ALL PRIVACY SCREENING AS POSSIBLE AND INVESTIGATE THE POSSIBILITY OF REPLACEMENT OF THE SCREENING LANDSCAPE.

P. HAWLEY SECONDED THE MOTION. T. HAFNER QUESTIONED WHETHER THE MOTION INCLUDED DIRECTION CONTINGENT UPON ENGINEERING PROVIDING CONFIRMATION THERE WAS ADEQUATE RIGHT OF WAY TO ALLOW THE FOUR FOOT PATH TO BE PLACED ALONGSIDE THE ROADWAY. A. BAUMANN RESPONDED AFFIRMATIVELY. P. HAWLEY QUESTIONED WHETHER THE FALLBACK OPTION WOULD BE TO GO WITH OPTION B. A. BAUMANN AMENDED THE MOTION TO INCLUDE THE CONTINGENCY THAT SHOULD ALTERNATIVE B1 NOT BE POSSIBLE DUE TO ENGINEERING ISSUES WITH THE RIGHT OF WAY SIZE, OPTION B SHOULD BE UTILIZED.

P. HAWLEY AGREED. M. COURT QUESTIONED WHETHER THE LANE WIDTH SHOULD BE REDUCED TO TEN FEET IN EITHER DIRECTION IN ORDER TO PROVIDE SPEED REDUCTION AND EXTEND PATH SIZE. A. BAUMANN STATED HE WOULD PREFER TO HAVE ADDITIONAL INFORMATION PRESENTED ON MODIFICATIONS PRIOR TO INCLUSION IN THE MOTION. THERE WAS NO FURTHER DISCUSSION ON THE MOTION. ALL WERE IN FAVOR. MOTION CARRIED.

Without objection from the Committee, D. Jashinsky moved to Item 6C1 on the Agenda for the evening.

B. 2008 PAVING PROGRAM – REVIEW SITE DISTANCE AT INTERSECTION OF CUSHING PARK ROAD & CEDAR VALLEY ROAD

M. Court reviewed a set of plans related to the site distance at the intersection of Cushing Park Road and Cedar Valley Road. He then

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reviewed the changes to the site distance as well as the improved ditch efforts. Additional grading efforts as well as potential slope and corresponding elevations depicted through various cross sections were shared. Final plans and specifications would be shared at a later date.

C. CUSHING PARK ROAD PATH – REVIEW ENGINEERING PLANS

M. Court explained that the final design plans were nearing for the Cushing Park Road path. He stated efforts had been made to work with the Wisconsin Department of Natural Resources (DNR) to tie into the trailhead and noted cost sharing efforts would need to be made in this project in the near future.

With regard to the trail going under the interstate, M. Court explained various safety measures could be placed along the pathway, including signage, striping, columns, etc. Discussion ensued regarding the best practices to be utilized.

M. Court outlined the prospective timeline for consideration of the grant application and its related impacts to the construction schedule for the project.

Additional discussion ensued regarding necessary signage, retaining wall specifications, and profiles reflecting curb and gutter and storm sewer.

With regard to the construction schedule being coordinated with the roadway and the path construction, M. Court explained the schedules would no longer coordinate during the summer months due to the grant consideration process. If the weather became problematic, the project might need to be pushed into spring of 2009. He also noted cost estimates would change as a result.

Discussion ensued regarding potential possibilities for paving the path during the summer months and related implications for doing so. Consideration was given to paving Cushing Park Road north of the bridge regardless of whether the grant was approved during the summer construction season. Discussion also took place regarding the possibilities for paving the “gapped area” between the interstate bridge and the cost sharing area south of the bridge.

M. Court explained the process for proceeding with this project in the upcoming months.

5. NEW BUSINESS

A. REVIEW PROPOSED REVISIONS TO THE CONSTRUCTION SITE EROSION CONTROL & STORMWATER MANAGEMENT CHAPTER OF THE CITY'S MUNICIPAL CODE.

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M. Court explained the City was required, under MS4 DNR permitting guidelines for stormwater discharge, to reduce suspended solids. He noted certain permit specifications required the City to demonstrate compliance with these requirements, and thus, the Committee would need to review the proposed revisions of the Construction Site Erosion Control and Stormwater Management chapter of the City Code.

He explained this draft chapter would need to be reviewed and comments returned to the Committee in order for a recommendation to be made to the Council in March of this year. Items for consideration were depicted in blue, with current text in black.

The Committee agreed to review and bring comments back to the next meeting of the Public Works Committee for additional consideration.

6. DIRECTOR OF PUBLIC WORKS/CITY ENGINEER/TRAFFIC COMMITTEE REPORTS

A. DIRECTOR OF PUBLIC WORKS

1. GEASON/ACUITY DEVELOPMENT (EAST OF STH 83) – SANITARY SEWER SERVICE UPDATE

T. Hafner explained the history of the lift station consideration under Highway 83 as opposed to a gravity connection in that area. As a result, Joe Geason decided to review development issues associated with the sanitary sewer. T. Hafner went on to explain that various representatives of municipalities and agencies had met to discuss the matter. Positive steps had been gained as a result of this meeting and T. Hafner thought the sewer services could be negotiated for this project.

G. Mac Dougall stated he was glad that the results of this meeting were positive.

With regard to other sanitary sewer issues, T. Hafner also noted sanitary sewer special assessment policies had been adopted by the Council in 1996 and would need to be revisited in the near future. He questioned the process to be utilized for review of these policies.

Discussion ensued regarding the best way to proceed in reconsideration of these policies.

G. Mac Dougall thought it was important to plan ahead and be certain that there was a single answer as to how issues would proceed through a process for consideration related to sanitary

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sewer utilities. He stated he thought it was important to remember that the charge of the Council was to be responsible for long range planning for the City. He suggested that a comprehensive plan be undertaken.

T. Hafner stated a water master plan had been completed in early 2000. With regard to sewer, various quadrants and neighborhoods had been mapped as part of various projects undertaken by the City. He estimated approximately two-thirds of the City was currently sewered.

The Committee discussed potential options for payment plans for residential sewer hookups. T. Hafner explained how various sewer projects were prioritized and processed.

The Committee agreed to begin to review the chapter of the municipal code relating to sanitary sewer at the next meeting of the Public Works Committee.

T. Hafner noted the job posting distributed and the salting efforts supported within the City budget for the remaining winter months.

B. CITY ENGINEER

No further report at this time.

C. TRAFFIC COMMITTEE

1. REQUEST FOR CONSIDERATION OF LOWERING THE SPEED LIMIT ON NAGAWICKA ROAD.

T. Hafner explained that the Traffic Committee had reviewed this matter. In 1992 the speed limit had been reduced to the current speed limit, and noted three different speed survey results had been gained from the City's police reports. He noted the accident history associated with the roadway, and stated that its findings were not considered significant. With regard to the speed surveys, information gathered noted maximum speeds correlated with resident reports. Enforcement information was reported as well, noting Oakwood Road was a better use of enforcement resources based on reports made. He noted that Committee members had driven the street as well, noting speed was difficult to maintain at 25 mph. Nagawicka Road is considered a collector street and as such, the City is obligated to maintain efficiency of traffic flow on those streets. Based on the information presented, the Traffic Committee had recommended that 30 miles per hour was a safe speed for that road and thus, no reduction in speed was necessary at this time.

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Based on the information presented, D. Jashinsky stated he agreed with the recommendations from the Traffic Committee. P. Hawley also agreed.

Discussion ensued as to whether the issue for the roadway was speed or police enforcement of current designated speeds.

A resident noted the most recent speed survey had taken place in 2003 prior to the construction of the new schools in the area. As a result of that construction, additional vehicles were on the roadway traveling at higher rates of speed.

T. Hafner noted once on road pedestrian traffic was added to the roadway, it would become another factor of consideration in future speed studies.

E. Mc Aleer stated he thought it important to set the speed limit lower to draw enforcement to the area.

T. Hafner explained it was impractical to lower a speed limit beyond what was needed for safety for enforcement reasons. He also explained issues of resources helped to set priorities for enforcement within any City.

P. HAWLEY MOTIONED TO RECOMMEND THAT THE SPEED LIMIT ON NAGAWICKA ROAD REMAIN AT 30 MILES PER HOUR. G. MAC DOUGALL SECONDED THE MOTION. G. MAC DOUGALL SUGGESTED IT WOULD BE HELPFUL IN THE FUTURE TO RE-DO THE SPEED STUDY WHEN THE SCHOOLS WERE OPEN. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.

Without objection from the Committee, D. Jashinsky moved to Item 4B on the Agenda for this evening.

7. CORRESPONDENCE

None.

8. ADJOURN

A. BAUMANN MOTIONED TO ADJOURN THE FEBRUARY 6, 2008, PUBLIC WORKS COMMITTEE MEETING AT 9:01 P.M. M. LAMONT SECONDED THE MOTION. ALL WERE IN FAVOR. MOTION CARRIED.

Minutes Prepared By:

February 6, 2008

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Accurate Business Communications, Inc.