

CITY OF DELAFIELD PUBLIC WORKS COMMITTEE MEETING MINUTES

1. CALL MEETING TO ORDER

D. Jashinsky called the meeting to order at 6:30 p.m.

2. ROLL CALL

Present

Dan Jashinsky  
Art Baumann  
Pat Hawley  
Rick Lieblang  
Gerry MacDougall  
Harold Roberts

Absent

Mike Lamont

Also present:

Tom Hafner, Director of Public Works  
Mike Court, City Engineer

3. APPROVE MINUTES OF JANUARY 6, 2009 PUBLIC WORKS COMMITTEE MEETING

**P. HAWLEY MOVED TO APPROVE THE JANUARY 6, 2010, PUBLIC WORKS COMMITTEE MEETING MINUTES AS AMENDED ON PAGE 2, ITEM 5A, PARAGRAPH 5, CHANGE "WEBER COURT" TO "BROKEN BOW COURT". A. BAUMANN SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. FIVE WERE IN FAVOR. D. JASHINSKY ABSTAINED. MOTION CARRIED.**

4. OLD BUSINESS:

- a. GOLF ROAD FEASIBILITY STUDY UPDATE – REVIEW REVISED PROJECT SCHEDULE - REVIEW PUBLIC INVOLVEMENT COMMENTS, PROJECT DATA AND INITIAL CONCEPT ALTERNATES AND RECOMMEND ALTERNATES TO PROCEED WITH FEASIBILITY STUDY.

D. Jashinsky introduced representatives from GRaEF, noting Shana Mogenson would be leading the discussions during this agenda item.

S. Mogenson introduced Nick Skiffington and Mary Beth Pettit, also of GRaEF to the Committee.

S. Mogenson explained the schedule for the Golf Road Feasibility Study project had been distributed to the Committee prior the meeting. She noted there had been public involvement in the project thus far that would continue throughout the next few months as various alternatives for the project were contemplated. Various concerns were heard regarding safety and accessibility along the roadway from property owners, business owners, and residents during the public involvement sessions for the project.

D. Jashinsky stated the public comments received were known issues about the access to the Sports Authority site. While there were many operational issues for

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the project, he thought it important for all to keep in mind that the project purpose was to replace the pavement on Golf Road as it was approximately 16 years old and would only continue to incur maintenance costs as a minimum expense for the City. G. MacDougall agreed, noting he understood the concerns of the business owners in the area related to construction impacts from the project and those issues should be addressed; however, to do nothing was not an option in the matter.

T. Hafner stated City Staff had received comments from area residents regarding access to the Sports Authority and Qdoba entrance driveways as well as the left-turn lanes into Walgreen's (as motorists head east bound on Golf Road).

S. Mogenson explained the crash history for the roadway, noting there had been 22 crashes reported between 2005 and 2008.

P. Hawley stated there were many variations of statistics that could be used to analyze the roadway; however, it seemed the turning movements onto Golf Road from the Starbuck's driveway were difficult for many motorists driving in that area. In review of the original study of the roadway, he thought the roadway should operate better than it did currently.

S. Mogenson shared the results of the traffic count portion of the study completed in October, 2009. Counts were taken during the weekday evening peak hours of 4:45-5:45 p.m. and Saturdays during the midday peak hours of 12:15-1:15 p.m. Results indicated the greatest volume of traffic was experienced during the Saturday midday hours as anticipated.

Statistical data regarding the annual growth rate of traffic including new development opportunities was had at this time. Modeling software opportunities related to designs proposed were also discussed.

S. Mogenson explained there were three alternatives being presented at this time to the Committee for comment. Exhibits presented and distributed to all Committee members included a Low Build (resurfacing), Medium Build and High Build design with consistent numbered access points noted on each design. In addition, potential design and access management elements, pedestrian and bicycle accommodations, and traffic control elements were also shared as potential alternatives to the designs if desired.

The Low Build design included a basic resurfacing, maintenance of the existing two lane with a two-way left-turn lane (TWLTL) on the easterly section and restrictions to the driveway into Sports Authority as a right-in/right-out movement only, as well as replacement of various trees along Golf Road to improve sight distances, and a possible sidewalk on the south side of the road.

The Medium Build incorporated a four-lane roadway with a raised median and transitions to a two-lane roadway with raised median sections along the corridor and at the driveway entrance into the Panera/Qdoba site. A roundabout was also included in this Build design near the entrance to Sentry and Famous Footwear. The driveway into the Sports Authority site would again be a right-

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in/right-out movement only and access from Walgreen's to the driveway to the cellular tower would be eliminated, and entrance to the that driveway would be restricted to a right-in/right-out movement as motorists headed westbound on Golf Road. Truck routing would be an issue with this Build design and additional research was needed regarding a potential "backage" roadway to connect the driveway into Starbuck's and the driveway into Sports Authority. Trees would again be replaced as needed along Golf Road to enhance sight distances, and potential bicycle accommodations/sidewalk on the south side of the road were also a possibility.

The High Build alternate had adjustments to the vertical and horizontal curves, included use of a four-lane roadway with raised medians and transitions to a two-lane undivided section at the driveway entrance near Famous Footwear, restriction of the driveway into the Sports Authority site would again be a right-in/right-out movement only and access from Walgreen's to the driveway to the cellular tower would also be eliminated, and entrance to that driveway would again be restricted to a right-in/right-out movement as motorists headed westbound on Golf Road. Truck routing on the Walgreen's site would continue to be an issue with this Build design and additional research was needed regarding a potential "backage" roadway to connect the driveway into Starbuck's and the driveway into Sports Authority as discussed in the Medium Build design. This High Build alternate also included an improved connection between the Starbuck's and Sports Authority driveway entrances as well as use of a roundabout to assist in alignment and traffic flow near the Holiday Inn entrance drive and would align with a new driveway into Kohl's to be located further east of the current Kohl's entrance drive. Potential bicycle accommodations/sidewalk on the south side of the road only were also a possibility with this High Build design.

G. MacDougall noted difficulties for motorists attempting to navigate the roadway currently with various changes in driving lanes known as "tapers" where two lanes of traffic shifted to become one lane of traffic. In addition, he proposed consideration of a traffic signal at the entrance drive near Applebee's to assist in traffic flow.

P. Hawley reminded all present that the roadway plan required reconstruction as a first priority and all alternatives needed to ensure reconstruction and safe access for drivers should be supported in the plan.

A. Baumann requested consideration of sign alteration for the driveway entrance into the Sports Authority be made through all three design alternatives to allow better visibility for motorists exiting the site.

Various clarification and changes to the alternatives proposed were shared and discussed with GRaEF representatives at this time. It was noted that cost and impacts to surrounding businesses and property owners would require additional consideration.

In response to a question by T. Hafner, Hans Weissgerber, property owner, stated he thought the main problem was that the access points were hampered by through-traffic. He thought to create gaps and slow traffic in certain areas was

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critical. In addition, the traffic signal on Highway 83 could be restricted to a "right-turn on green only" in order to slow traffic entering Golf Road. One concern for all businesses with any of the alternatives presented was how to facilitate access to all businesses and move traffic along that corridor safely. He thought cross traffic alternatives were needed at the entrance to Sports Authority. With the "backage" road option, he thought this might feel good as an option, but did not really provide a solution to the current problematic situation. Easing the flow of traffic entering the Golf Road shopping corridor would be most helpful.

Discussion ensued regarding possible placement of a traffic signal along the roadway to mitigate traffic issues and slow traffic movement. M. Pettit stated the timing of the traffic signal on Highway 83 would be adjusted this summer.

A. Baumann suggested the addition of three lanes from Walgreen's to the northbound entrance to Highway 83 be depicted on all alternatives presented to avoid cuing issues for traffic turning from Golf Road onto northbound Highway 83.

Greg Kost, representing TOLD Development, stated he wanted to be certain that in whatever alternative was chosen, safety was addressed in addition to continuing to make the Golf Road area a desirable place to shop during construction and in the future.

D. Jashinsky stated the project would include staging plans that would be made available once an alternate construction design was determined and formalized by the City.

Discussion ensued regarding the need for pedestrian access along Golf Road and where any crosswalks should be locate if desired. D. Jashinsky expressed concern for placement of a sidewalk along the roadway as there was a great deal of activity for motorists in that area currently. P. Hawley agreed, noting he was not comfortable with a multi-use path as it would ~~further~~ conflict (with) the traffic flow in that area. A. Baumann agreed, noting he thought there should be a crosswalk location at the entrance driveways to Sentry and Famous Footwear; however, there should be no path on the north side of the roadway on any of the design alternatives.

R. Dupler explained some funding options could be eliminated if there were no pedestrian walkways associated with the project. A. Baumann stated additional cost savings could be realized depending on the analysis of use of 11-foot wide lanes along Golf Road as one potential design element option. The Committee agreed further discussions would be needed once the funding options were considered for the roadways and various pedestrian alternatives were implemented into the designs.

Discussion ensued regarding a potential location for a lane taper to assist in traffic flow and management throughout the corridor.

H. Weissgerber suggested consideration be given to moving the ponds near the roadway so that a roundabout or traffic light could be placed to allow enhanced

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function for the Golf Road. T. Hafner stated research would be necessary to determine whether this option was a possibility.

G. Kost stated he would appreciate being involved in the public opportunities to provide input on the project.

D. Jashinsky recessed the meeting at 8:39 p.m. and reconvened at 8:45 p.m.

Without objection from the Committee, D. Jashinsky moved to Item 5a on the agenda for the meeting.

b. **2010 STREET IMPROVEMENT PROGRAM – FINAL PLAN APPROVAL**

M. Court briefly reviewed the 2010 Street Improvement Program, noting bids would be let in the next few weeks.

**G. MACDOUGALL MOVED TO ACCEPT THE 2010 STREET IMPROVEMENT PROGRAM AS PRESENTED. P. HAWLEY SECONDED THE MOTION. THERE WAS NO FURTHER DISCUSSION. ALL WERE IN FAVOR. MOTION CARRIED.**

D. Jashinsky moved to Item 6.

5. **NEW BUSINESS:**

a. **DEMONSTRATION OF THE CITY OF DELAFIELD GEOGRAPHICAL INFORMATION SYSTEM (GIS)**

R. Dupler demonstrated the City of Delafield Geographical Information System (GIS) and related options for use with the Public Works Committee consideration of issues. Portions of the GIS system were anticipated to be available for public use through the City's website in future months.

The Committee thanked R. Dupler for his time spent on this item.

D. Jashinsky moved to Item 4b at this time.

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

A. **DIRECTOR OF PUBLIC WORKS**

There was nothing further to report on at this time.

B. **CITY ENGINEER**

There was nothing to report on at this time.

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C. TRAFFIC COMMITTEE

G. MacDougall noted area residents had requested consideration be given to reducing the speed on Mill Road. T. Hafner thanked G. MacDougall for this information and suggested concerned residents put their concerns in written form and direct the concerns to City Hall Staff as initiation of the process for consideration by the Traffic Committee if needed.

A. Baumann noted a potential conflict for the April Public Works Committee meeting. Committee members should consult personal calendars for other options for that meeting, and a new meeting date will be discussed at the March meeting of the Committee.

7. CORRESPONDENCE

None.

8. ADJOURN

**A. BAUMANN MOVED TO ADJOURN THE PUBLIC WORKS COMMITTEE MEETING OF FEBRUARY 3, 2010 AT 9:23 PM. P. HAWLEY SECONDED THE MOTION. ALL WERE IN FAVOR. MOTION CARRIED.**

Minutes prepared by:

Accurate Business Communications, Inc.