

**FRANKLIN – OAK CREEK  
JOINT 27TH STREET STEERING COMMITTEE**

**Oak Creek City Hall, Solarium Conference Room  
8640 S. Howell Avenue  
Oak Creek, Wisconsin**

**Thursday, February 25, 2010 – 5:30 p.m.**

**Meeting Minutes**

- I. Call to Order
- II. Roll Call – *Committee members Tom Michalski, Marie Myszkowski and Steve Olson were present. Member Jim Kerr was excused. Also present was Vida Shaffer (Wisconsin Department of Transportation), Ashley Booth, Mark Kaminski and Tom Kindschi (HNTB), Doug Seymour (Oak Creek), David Kanning (Franklin),*
- III. Citizen Comment Period – There were no citizen comments
- IV. Approval of Minutes –
  - a. June 24, 2009 - *Tom Michalski moved to approve the minutes of June 24, 2009. Marie Myszkowski seconded. On roll call, all voted aye.*
  - b. July 30, 2009 - *Tom Michalski moved to approve the minutes of July 30, 2009. Steve Olson seconded. On roll call, all voted aye.*
  - c. August 27, 2009 - *Tom Michalski moved to approve the minutes of August 27, 2009. Marie Myszkowski seconded. On roll call, all voted aye.*
- V. Business
  - a. Discussion of WisDOT decision regarding intersection design and lighting

*Vida Shaffer handed out information on WisDOT's preferred alternative recommendation for signalization of the intersections for the 27<sup>th</sup> Street corridor. Their decision was based on the following factors:*

    - *Construction staging for a multiple roundabout would be a challenge, particularly along the 27th Street corridor, owing to the dense commercial businesses and high Saturday traffic volumes.*
    - *The costs involved with signalizing the needed pedestrian crossings negate the financial benefit earlier attributed to roundabouts.*
    - *There are significant challenges to Oversized/Overweight (OSOW) loads maneuvering through the corridor.*
    - *Trucks longer than 104 feet often get stuck in standard dual lane roundabout designs. Yet design modifications to accommodate OSOW trucks would jeopardize the aesthetic aspects of the originally envisioned "green centers" of the roundabouts.*
    - *Traffic Diversion and Traffic Pattern Variation is a concern. The modeling has shown that roundabouts will fail earlier than signals at only a 10% diversion.*

*The committee acknowledged the recommendation from WisDOT, and the issues (oversize vehicles, pedestrian signalization) which contributed to that recommendation.*

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*The issue of enhanced roadway lighting was also discussed, including a pending MOU between the municipalities and WisDOT for that purpose. The committee indicated that they did not want to spend any more on enhanced lighting (as defined under the MOU) than was absolutely necessary. They wanted any cost savings for the enhanced lighting program put back into the 27<sup>th</sup> Street project to reduce local costs.*

### b. Discussion on access management and possible recommendation to WisDOT

*Vida Shaffer showed the committee a video on access management (see handout 2). It was also noted that the rules have recently changed, and that u-turns at signalized intersections are now permitted. Steve Olson asked who makes decision as to whether u-turns are allowed on 27<sup>th</sup> Street. Vida Shaffer indicated that the intersections will be designed to allow for them. Steve Olson asked whether there was any opportunity for locals to petition the State to prohibit u-turns? Vida Shaffer responded that local governments can adopt rules for their own roads, but should confer with State on highways and connecting roads. It was noted that a business only meeting is being scheduled in next 1-2 months, and that the video will also be shown then.*

*Steve Olson asked that the steering committee be given the opportunity to review revised drawings prior to business and public meetings.*

*Tom Michalski asked if stormwater management would be affected by access management changes. It was decided that the issue of stormwater management, and specifically pond placement should be discussed at the next meeting.*

### c. HNTB recommendation and preliminary cost estimates for streetscape elements reflecting WisDOT recommended intersection design

*Ashley Booth indicated that no modifications have been made to the cost estimates. They were waiting for the final recommendation on the intersection design and recommended cross section. Once they have that information they will revise their cost estimates accordingly. The total remains \$3.716 million per City for the 1st phase. This does not include the \$500,000 'enhanced lighting' per the (Drexel) MOU.*

*There was a discussion on how or whether to include the "enhanced lighting" in the cost estimates (handouts 3 & 4), since each municipality may account for that expense differently. It was suggested that this should not be included on the preliminary cost estimate at this point in time.*

*The Committee discussed WisDOT's local cost share policy as it relates to the project. Vida Shaffer talked about how SEWRPC's model (based on year 2000 data) could be used to see if we are close to the 40% local traffic threshold. If it appears close, WisDOT would likely use other methods to determine if the threshold has been exceeded. In any case, the local cost share would only be applied where the roadway is being expanded from four to six lanes.*

*Ashley Booth explained handouts 3 and 4, dealing with the estimated costs for streetscape improvements for the corridor.*

*Steve Olson identified possible grant funding opportunities for pedestrian issues and will forward the information to HNTB. There is still a need to work with WisDOT on typical section, signals*

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*and lighting (intersection), median stormwater storage and ponds. The committee was advised that median stormwater ponds or rain gardens would not count towards meeting WisDOT requirements. Steve Olson asked whether there is a benefit to using the median storage if they would not preclude the need for additional storage. Vida Shaffer indicated that (from WisDOT's perspective) the only benefit would be for water quality. Doug Seymour concurred, and questioned the return on investment for the rain gardens or median stormwater ponds if they would not reduce the need for "off-road" facilities that would use real estate that would otherwise provide tax base to the municipalities.*

*The Committee is looking to make a presentation to the joint Councils sometime after HNTB uses the updated geometry and preferred cross section to finalize design and costing of elements.*

*Doug Seymour asked whether LED lighting was being considered for the corridor. The committee discussed the pros and cons of using LED lighting for the corridor. Steve Olson suggested that, if this is to be considered a 'green corridor', the use of LED lighting must be considered.*

VI. Future meeting date(s) and location(s)

*The next meeting of the joint Franklin-Oak Creek 27th Street Steering Committee will be March 25<sup>th</sup>, at 8 am at the City of Franklin.*

VII. Adjournment

*Tom Michalski moved to adjourn. Marie Myszkowski seconded. On roll call, all voted aye.*