

**FRANKLIN – OAK CREEK
JOINT 27TH STREET STEERING COMMITTEE
Meeting Minutes
May 28, 2009**

I. Call to Order and Roll Call

Meeting called to order at 4:30 p.m. by Chairman Olson in the Common Council Chambers of the Oak Creek City Hall.

Members present were Chairman Olson, member Michalski. Member Myszkowski arrived later. Also present from Franklin was Assistant City Attorney Brian Sajdak, Franklin Assistant City Engineer Ron Romeis, Franklin CDA member Ed Holpfer. Present from Oak Creek were City Administrator Pat DeGrave and Director of Community Development Doug Seymour. Present from HNTB were Mark Kaminski, Ashley Booth and Tom Kindschi. Franklin resident Ted Grintjes was also present

II. Citizen Comment Period

The floor was opened to citizen comments and closed upon no citizens expressing the desire to be heard.

III. Approval of Minutes

Motion made (Michalski) and Seconded (Olson) to approve the minutes of the May 7, 2009 meeting. Motion carried Ayes (2) Noes (0)

IV. Business

A1. Discussion relating to WisDOT alternatives analysis including an update from the May 14, 2009 27th Street Coordination Meeting (Value Engineering Results, Shoulder Alternative, Roundabouts vs. Traffic Signals, and Stormwater Review).

Mark Kaminski talked about Wisconsin Department of Transportation (WDOT) proposed change to typical cross-section (see handout). The 30-foot median is proposed to be reduced to 22 feet with an additional 10-foot shoulder/bike path. The 12 foot lanes would be narrowed to 11 feet. This is the cross-section the Value Engineering (V/E) study recommended (VE2 – all intersections roundabouts north of Drexel). WDOT sees this as a safety improvement for right in/right outs, especially north of Rawson. The committee questioned the proposed cross-section, noting that there would be more pavement, more stormwater needs and less chance for stormwater solutions in median. This cross-section has not been presented to the public yet.

Ron Romeis noted that the value of the fourth lane is diminished in areas where they are taking away or limiting access. Doug Seymour proposed changing the section from Rawson north, recognizing the different character of the corridor in this area. Steve Olson cautioned that having the change at Rawson would create the impression that the area north of Rawson was not really part of the corridor.

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It was noted that WDOT would like reaction from the steering committee. Tom Michalski stated his preference for going back to the steering committee's original preferred cross-section. Marie Myszkowski concurred that the original cross-section was preferable.

Motion made (Michalski) and Seconded (Myszkowski) to advise the Wisconsin Department of Transportation that the option recommended by the Value Engineering study is not the preferred option of the steering committee, and that the steering committee stands by its original recommendation for the cross-section. Motion carried Ayes (3), Noes (0)

Mark Kaminski showed examples of and led the steering committee in a discussion of sign support structures for roundabouts versus traffic signals. He noted that the WDOT Value Engineering study preferred alternative recommended all roundabouts north of Drexel Avenue. He also noted that WDOT may allow a mix of roundabouts at major intersections and traditional intersections at smaller intersections, which was a change from their earlier stance. The next coordination meeting is scheduled for June 11th. WDOT would like some feedback from the committee.

WDOT has submitted a revised stormwater management plan incorporating feedback from cities. It was noted that the change to the typical cross-section will result in changes to the stormwater management analysis.

- A2. Recommendation to Oak Creek and Franklin Common Councils to adopt a Resolution in support of the installation of roundabouts in the 27th Street Corridor (Resolution to follow).

It was noted that WDOT felt there was little support for roundabouts in the communities. Steve Olson reiterated that at least 3 Franklin Common Council members were strongly in support of roundabouts (the others were ambivalent). Tom Michalski wasn't sure he supported roundabouts, especially given WDOT's signage requirements, under present circumstances. Marie Myszkowski stated that she sees the advantages of roundabouts, but stresses the importance of public perception. The eventual public perception of roundabouts will eventually change in favor of them. Steve Olson stated that to not put in roundabouts would be wrong, and would not help our marketing efforts. In 2014, when we construct, roundabouts will be better perceived by the public. Ron Romeis added that we need to quantify benefits and values of roundabouts to Councils. HNTB was requested to put together a cost-benefit matrix to present to the Councils for their discussion regarding roundabouts.

Chairman Olson recognized Ted Grintjes from the audience. He (Ted Grintjes) didn't think that a resolution was absolutely necessary, but that the individual alderpersons should contact the WDOT to express their preference. Tom Michalski advised that the Councils take no action on resolution until we get the cost/benefit data. Steve Olson noted that we would not have a resolution in time for the WDOT coordination meeting. This will come back as an agenda item at the next meeting

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B. Update from May 18, 2009 Utility Coordination Meeting.

At the May 18th Utility Coordination Meeting the respective utilities were given a presentation on corridor, followed by questions and answers. The Utilities are concerned about collocating in utility duct. It was indicated that underground would be acceptable, but that space requirements (and separations) may be an issue. The 10 foot utility easement may expand to 15 feet. HNTB will work with Meade & Hunt to coordinate. Steve Olson reminded the committee that the utilities need to consider alternative, out of the box solutions to meet utility needs.

C. Update on 27th Street Streetscape Elements.

Tom Kindschi talked about the different traffic signals and street lights that were mentioned earlier as part of the Item A1 discussion.

D. Discussion relating to costs and possible cost-share mechanisms.

Updated preliminary cost estimates were handed out. Ashley Booth noted that costs were conservative (high estimates). The figures did not include burying utilities or the 20% local share of the road reconstruction.

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

Next meeting date for the Joint 27th Street Steering Committee will be 4:00 on Wednesday, June 10, 2009, Franklin City Hall, 4:00 p.m.

VI. Adjournment

Motion made (Michalski) and seconded (Olson) to adjourn the May 28, 2009 Franklin-Oak Creek Joint 27th Street Steering Committee meeting. Motion carried: Ayes (3), Noes (0).
TM/SO 5:50