

Meeting Summary
Janesville Road Reconstruction Advisory Group
4th Meeting

Muskego Public Library, Rooms 4 and 5

April 8, 2008

4:00p to 6:00p

General

The fourth Advisory Group meeting was held on Tuesday, April 8, 2008 from 4:00p to 6:00p at the Muskego Public Library in meeting rooms 4 and 5.

Advisory Group Members Present at the Meeting

Judy DeWinter	Don Reidy	Mary Hanners
Kurt Fifer	Len Pilak	Mary Llanas
Kathy Chiaverotti	Gerald Boisits	Ralph Llanas
Ray Ingold	Andy Drefahl	Craig Fischer

Advisory Group Members Not Present at the Meeting

Andy Mack	Gary Rosploch	Mark Noah
Jim Fuerst	Steve Roncke	Rob Glazier
Michael Young	Tom Ludwig	Chuck Wichgers
Steve Ziegler	Jerry Hulbert	Rick Pitfalski

Technical Resources Present at the Meeting

Waukesha County – Ed Hinrichs, Gary Evans
City of Muskego – Jeff Muenkel, Jeff Rainwater, Brian Peterson, Larry ???
Ayers Associates – Joe Gallamore, Bill Schilling
CH2M HILL - Buddy Desai, Dave Rodebaugh

Meeting Agenda

4:00 Convene the Meeting – Buddy Desai

4:10 Recap of Public Information Meeting – Dave Rodebaugh & Jeff Muenkel

4:30 Review of Typical Sections & Application along Janesville Road – Buddy Desai

5:45 Streetscaping Update – PDI

6:00 Adjourn

Materials Available at the Meeting

Four display boards showing the various typical sections for Janesville Road.

Future Meeting Schedule

- May 6, 2008 Final Advisory Group Meeting

Introductions

The meeting was convened by Buddy Desai, CH2M HILL. Buddy introduced the consulting staff, PDI, County, and City staff. The Advisory Group members introduced themselves.

Recap of Public Information Meeting

Dave Rodebaugh recapped the first public information meeting.

Jeff Muenkel provided an overview of the public's reaction to the city center development material that was available at the meeting.

A discussion about roundabouts followed Jeff's overview.

- Gerald Boisitis wondered how big the roundabouts would have to be for the Janesville Road project. He was told that the roundabout would be a multi-lane roundabout to accommodate the proposed four lanes.
- Don Reidy mentioned the benefits of roundabouts and that he would like to see more information be made available.
- Len Pilak asked about the location of crosswalks in a roundabout and how pedestrians would traverse through roundabouts.
- Mary Hinners suggested that there should be classes on how to maneuver through a roundabout.
- Kathy Chiaverotti provided a personal anecdote about using the Moorland Road roundabout and said that the more you use it the more you become accustomed to it.
- Andy Drefahl mentioned that there are ways to educate the public about roundabouts and that more of an effort should be spent on public outreach.
- Steve Roncke, who is in favor of roundabouts, mentioned that repeated use improves one's perception about roundabouts.
- Craig Fisher also asked about crosswalk locations and pedestrian accommodations.
- Gary Evans mentioned that the crosswalks are typically situated at least one to two car lengths from the roundabout entry line and that there is a median island channeling traffic into the roundabout that provides shelter to pedestrians and it allows them to cross one traffic stream at a time.
- Ray Ingold wondered if there would be a crosswalk signal at the roundabout. Ray was told that a crosswalk signal would be based on warrants and that it is unlikely that a crosswalk signal would be installed for this project if roundabouts were installed.

Review of Typical Sections & Application along Janesville Road

Buddy provided the AG with some Federal Highway Administration (FHWA) documents that compared the safety of To Way Left Turn Lanes (TWLTL) to with raised medians.

Andy Drefahl thanked Buddy for providing the information. He said that an informed perspective is important for a project like the Janesville Road project. He said the documents provided guidance that can be used as decision criteria for selecting between a TWLTL and a raised median. He said that the document points to traffic volumes and adjacent land uses as criteria for making that decision. He mentioned that the AG should decouple the notion that the road project will have any appreciable effects on the economic development of the City of Muskego.

Steve Roncke said that regardless of what the study says, an improved roadway will indeed encourage business improvements and possibly business development. He mentioned that due to the Janesville Road conditions, he drives to Hales Corners to make his purchases instead of venturing out on Janesville Road.

Gerald Boisitis said that the FHWA document didn't provide ratios of commercial land to residential land and that it did not provide any information regarding infill development.

Andy Drefahl responded to say that unknown factors make it difficult to forecast what will happen in the future.

Buddy then led the AG through the typical sections on display. Several comments were made.

- Don Reidy stated that roundabouts would allow a person to get to businesses on either side of Janesville Road.
- Andy Drefahl wanted to know what the design vehicle was for the project. He said that the group should focus on minimization. Gary Evans said that many factors go into deciding roadway widths and other roadway design features.
- Len Pilak wondered if the study team could just do away with the parking lanes to narrow the field of alternatives.
- Ralph Llanas mentioned that the parking lanes could be utilized by delivery trucks, such as UPS or FEDEX.
- Andy Drefahl said that the group needs to use a minimalist perspective and utilize narrower lanes and a narrower right-of-way width.
- Joe Gallamore, Ayres Associates, stated that there will be impacts whether the right-of-way width is 110' or 120'.
- Craig Fischer mentioned that a difference of five feet would matter to the businesses along Janesville Road.
- Mary Hinnens asked whether the County knew its own standard for the right-of-way width. Buddy said that the County does know and that it is 120'.
- Ed Hinrichs (Waukesha County DPW) stated that the County does have a standard, but that the County needs to know what the community wants before they can move forward with the design.
- Steve Roncke wanted to know how many templates will be run for preliminary design. Buddy, checking with Bill Schilling, said that a number of typical sections would be run to see what type of impacts there would be. Joe Gallamore also stated that utility relocations also have to be considered during the design.

Buddy then began to break down the project corridor into sections and queried the AG as to what typical sections should be used in each section.

Racine to Pioneer –

- Andy Drefahl opted for the TWLTL with no parking lanes. He said that he wants to save the trees along his property to provide a visual and a noise buffer and that the sidewalks should be minimized, perhaps to one side of the road. He stressed that the team needs to focus on reusing, recycling and reducing as it considers the design.
- Len Pilak stated his preference for a TWLTL with sidewalks on both sides.
- Craig Fischer asked that the TWLTL be used in this section.

Pioneer to Lannon –

- Craig Fischer said that a TWLTL was needed for this section to provide access to businesses from both directions of travel.
- Ralph Llanas supported that selection.
- Steve Roncke also stated his preference for the TWLTL and wondered if parking were not provided on Janesville Road, would parking be allowed on County right-of-way. Ed Hinrichs said that a revocable permit could be issued to businesses for this purpose.
- Mary Llanas pointed out that in downtown Milwaukee, FEDEX and UPS utilizes travel lanes to make deliveries and that those deliveries are typically during off peak hours. Andy Drefahl also supported the TWLTL for this section.
- Don Reidy did not think that a TWLTL would necessarily be beneficial in this section.
- Jeff Muenkel added that a raised median should not be overlooked and that perhaps adjoining properties could have a joint access to eliminate some of the driveways. He mentioned that cross access to adjoining properties might be a good idea.
- Mary Llanas mentioned that perhaps joint parking that is similar to what was done in downtown Greendale might be a good idea.
- Judy DeWinter wondered if smaller sections of a TWLTL could be used to satisfy businesses on both sides of the road instead of long sections of TWLTL.

After this discussion, Buddy asked, that due to time constraints, if the Advisory Group allow PDI an opportunity to provide an overview of their work and the responses that they got at the PIM. Buddy told the group that the discussion was very productive and that the typical sections would be run for the entire project corridor so that the impacts could be reviewed at the next meeting.

Streetscaping

PDI presented a 15 minute presentation about their efforts to date.

Adjournment

The meeting adjourned at 6:00 pm. The AG was reminded that the next AG meeting would be held May 6, 2008 from 4:00pm to 6:00pm at the Muskego Public Library.