

CITY SURVEY - POSSIBLE DOWNTOWN ROAD OPTIONS

The reconstruction of Janesville Road brings opportunity for the City to further the economic development potential of the City’s downtown. Waukesha County has been gracious enough to pre-design a couple of alternatives for the City of Muskego to recommend a road alignment in order to make the downtown a more unique sense of place that fosters new opportunities for economic development. Please take a moment to look over the possible options along with the brief critique that outlines a few pros/cons of each option attached (Note: The options attached to this document are strictly conceptual). The input received will be used by County and the City Council as to what recommendations may be forwarded for a final roadway design.

Name: _____ Address: _____

What alignment/design would you most favor for this area of Janesville Road between Lannon Drive and Parkland Drive?

- _____ Reconstruct the roadway within the existing right-of-way (where the road exists now), similar to Option #1A and #1B attached, under the assumption that the intersections could be regular lighted intersections or roundabouts in the future.
- _____ Reconstruct the roadway as a “bypass” similar to Option #2 attached, under the assumption that the intersections could be regular lighted intersections or roundabouts in the future.

Please discuss why you chose this alternative?

Please discuss why you didn’t choose the other alternative?

What are your thoughts, and reasons for/against, on using roundabouts to slow traffic, improve safety, and provide a unique sense of place in the downtown of Muskego?

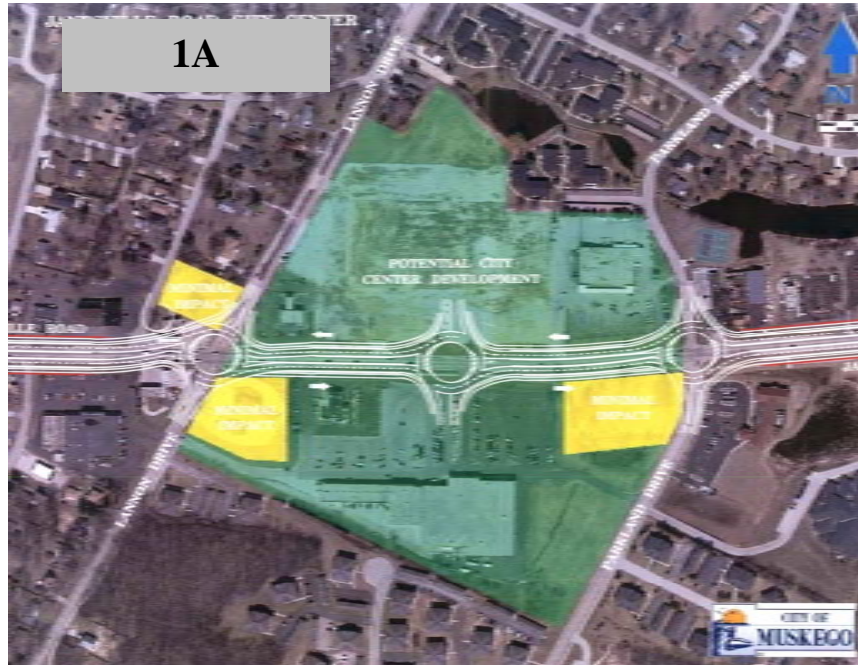
Other Comments and/or suggestions (Use back of page if necessary)

Please detach and put in comments box or send to City Hall by March 25th, 2008 by folding, taping, and stamping this sheet

Possible Mid-Town Transportation Options- Observations relevant to Road Design Options

POSSIBLE OPTION 1A and 1B

Reconstruct the roadway within the existing right-of-way (where the road exists now) under the assumption that the intersections could be regular lighted intersections or roundabouts in the future.



POSSIBLE OPTION 2

Reconstruct the roadway as a "bypass", under the assumption that the intersections could be regular lighted intersections or roundabouts in the future.

	OPTION 1A/1B	OPTION 2
General Configuration	<p>Option 1 retains the present alignment of Janesville Road that bisects the Mid-Town District (Downtown area). Therefore, redevelopment would occur under two scenarios (north side and south side), although efforts to steer uniformity of the two development areas could be made possible through design guidelines.</p>	<p>The bypass option would afford an opportunity to create a traditional downtown-core area that is characterized by forms and elements that generate special appeal for pedestrian users. Transportation issues affiliated with a major road that bisects in acreage into a north and south area would no longer represent major design constraints.</p>
Main Street Appeal	<p>One of the characteristics of a traditional “main street” that supports business uses is “street activity.” Elements that activate a street include pedestrian movement, walkways, building windows (glazing) building entrances that face the street, and parallel on-street parking that provide a physical barrier between pedestrians and vehicular traffic.</p> <p>Regular lighted intersections in this scenario may allow parallel on street parking without hazards, whereas roundabout intersections (on roads that funnel traffic volumes akin to those of Janesville Road) represent a barrier to providing for parallel on-street parking. The impediment is related to safety and functional concerns --- namely that parallel parking will potentially cause traffic congestion that extends into a roundabout intersection. If this occurs, the roundabout no longer becomes efficient for traffic-movement, and an unforeseen hazard may occur.</p> <p>If on-street parallel parking is eliminated, then street activity is limited, as parking must occur in off-street areas. Generally, a storefront is reversed to face inward, and the functioning of a true main street is modified significantly.</p> <p>Examples exist of commercial districts that possess the “look and feel” of a traditional main street (for example, buildings are placed near the right of way to create a street-wall, etc.), but the true functioning of the district follows a suburban model where commercial uses rely on an internal flow of traffic and pedestrian movement.</p>	<p>The “bypass” road configuration would potentially afford an opportunity to create a traditional main street environment along the existing Janesville Road right-of-way. Vehicular traffic would have the option of bypassing a commercial district to the north, or entering it at the point where the bypass diverts from the existing alignment of Janesville Road.</p> <p>It is possible that the newly created main street could be owned as part of a private commercial development, or by the City.</p>

<p>Community Character</p>	<p>Utilizing regular lighted intersections for Option #1 will do little to establish identity along Janesville Road. However, a roundabout feature would establish a strong and memorable identity along the Janesville Road corridor. The internal design of roundabout intersections maintain potential to house sculpture, interesting horticultural design, or other landscape features.</p> <p>Outer roundabout features would serve as gateway elements that “bookend” the Mid-Town District, thereby establishing a strong sense of arrival and departure. The novelty of roundabout features affords significant opportunities for streetscape design.</p>	<p>Establishing community character under the “bypass option” would heavily rely on the form development to follow within the “internal” acreage.</p>
<p>Street Patterns</p>	<p>Retaining the current alignment of Janesville Road would provide for one major point of ingress and egress from the Janesville Road corridor to occur at the middle or intersection. It is likely that vehicular circulation would be organized around off-street parking lots that are lined with buildings.</p>	<p>A bypass would afford opportunities to create a more activated street system – perhaps a grid – within acreage to potentially undergo redevelopment for commercial or mixed-uses. Since the Janesville Road corridor would no longer bisect the Mid-Town Commercial District, numerous internal street configurations could be explored. Users of the commercial district would be provided with various route options upon entering the district.</p>
<p>Pedestrian Movement</p>	<p>Pedestrian movement would likely be greater within the internal environment of the commercial district, as opposed to along the street (Janesville Road). Although sidewalks would be provided along Janesville Road, the majority of pedestrian traffic occurs between off-street parking lots and building entrances that face internal parking areas.</p> <p>Pedestrian movement along the street edge can be encouraged through building design that provides on street entrances (double-entrance buildings), façade design and walls which are made transparent through the presence of windows.</p>	<p>Pedestrian movement would likely be minimal along the bypass route, and be diverted into the Mid-Town District at the point where the bypass diverts from the existing Janesville Road alignment.</p> <p>If an “internal” circulation pattern of the Mid-Town redevelopment provides various routes and options for walking, due to a more complex system of streets, then the environment may hold considerable interest for pedestrians. It would be possible to create “pedestrian” malls (exclusion of vehicles) in various areas that encourage greater pedestrian activity.</p>

<p>Economic Potential</p>	<p>Retaining the current alignment of Janesville Road, while including lighted or roundabout intersections, guarantees that the greatest volume of traffic will be channeled through the Mid-Town District along this route. Stores that line the roadway will benefit from high volumes of traffic. Businesses or uses that are constructed in areas that are removed from the road would benefit from internal parking lots that afford building visibility and convenient access.</p> <p>Under this road design option, redevelopment of commercial property in the Mid-Town District would adopt a suburban model that relies on automobile transport, but could also benefit by encouraging greater pedestrian activity through design elements that would normally occur under this model of development.</p>	<p>Economic development and the mix of uses would be more flexible under this option, but would rely heavily on developer intent and cooperation with the City. There is potential for the City to obtain control of acreage and easements in the Mid-Town District for the purpose of promoting a previously determined development scheme.</p> <p>It is possible to line the south portion of the bypass route with business uses, thereby increasing visibility. But access from the bypass route would likely be limited or made obsolete. The northern face of the bypass segment could support limited business uses, due to the absence of significant acreage. In general, redeveloping acreage would not reap the same benefits attributed to traffic volumes that utilize Janesville Road, nor visibility. Instead, economic functioning and success would rely more heavily on novel design and features made possible through a more comprehensive redevelopment concept of Mid-Town acreage.</p> <p>Inherent with complexity of redeveloping the Mid-Town District bounded by a bypass are greater financial risks than under Option #1. However, the establishment of a central economic core of Muskego that differs from traditional suburban models would be more possible under the “bypass option.”</p>
<p>Anticipated Costs</p>	<p>The costs for easement and construction would not require significant additional costs as Janesville Road is reconstructed.</p>	<p>Costs for the bypass route would be considerably greater than Option #1 due to the need to acquire additional right of way, and extend the lineal distance of the road. It would be possible for the City or private developer to purchase the existing right-of-way, thereby offsetting costs. Condemnation of some sort may have to be used.</p>