

Motion by JP to request the Common Council to approve the awarding of the contract to Payne & Dolan, Inc. in the amount of \$309,972.35, with a total project cost of \$356,500.00 including inspection services and

contingencies. The Source of Funds is the 2005 Roadway Maintenance Account 1511002959040 and the 2005 L.R.I.P. Grant that will be reimbursed from the Phase I project. Alderman Moore 2nd the motion.

Alderman Ament: Are these scheduled already? What order are these going to be done in?

JP Walker: We have a schedule for the two phases. First phase is imminent as soon as the contract is signed. The same contractor has both phases, so I suspect one phase will just roll into the next one. Work should be done around the middle of October. Residents are notified a week in advance about the upcoming work on their roads.

Alderman Moore: Is it normal to only have the winning bid before us?

Ron Schildt: The first phase only had one bidder and that was Payne & Dolan. Phase II had three bidders. They were Black Diamond, Stark Asphalt, and Payne & Dolan.

Mayor Chiovatero: Normally we have a worksheet with all the listings on it.

Ron Schildt: We had about a dozen companies that asked for the plans. They call periodically to see who is bidding on the job and then they call for the bid results.

Mayor Chiovatero: Could you include the bidders list at the next meeting, and a list of the streets that are going to be done.

JP Walker: We can add the bid tab to the Council packet.

Upon voting, the motion passed unanimously.

ITEM 32-05 Constructing of Cul-De-Sac(s) on Small Road (referred from 7/11/05) Plan Commission

JP Walker: Requested action is a request by the Plan Commission for the Board of Public Works to review and comment on the feasibility and impact to the general area of constructing cul-de-sac(s) or other traffic calming devices on Small Road, east of Moorland Road and south of Beloit Road.

JP Walker: I believe there was a series of petitions on Small Road that were given to Alderman Harenda requesting that there be some special considerations taken on Small Road, based specifically on cul-de-sacs, because of the concern of the amount of traffic on the road, speed of through traffic and various safety concerns with the residents that enjoy walking or biking on Small Road. Alderman Harenda brought the requested action to the Plan Commission requesting them to consider the petition. The Plan Commission then asked us to review and look at potential impacts of various options and be prepared to report back to them.

Alderman Harenda: I have had several meetings with the residents and they are concerned about the amount of traffic along Small Road between Beloit Road and Moorland Road. The requested action that was brought to the Committee of the Whole, then to the Plan Commission and then to the Board was to look at a cul-de-sac just to the east of the upcoming Pizza Parlor and Family Entertainment Center. The residents are looking to reduce the traffic on this road. This road is considered a simple subdivision road, not an arterial road. Due to the development of Westridge, Valley View Park, Entertainment and other businesses that have been developed in the area, there has been an increase in the amount of traffic that uses Small Road as a shortcut between Moorland and Beloit Road. I look at this as a unique situation. I don't want to set a precedent for other roads in New Berlin. Because of some of the development issues that have gone on in the area, specifically Marcus Theatres and the restaurants, this is not what was sold or discussed with the residents when the TIF and Industrial Parks were set up years ago. They are looking at ways to reduce traffic. The three alternatives that they came up with were:

- a) Cul-De-Sac by the Pizza Buffet on the South End of Small Road
- b) Putting a Cul-De-Sac by the park area
- c) Put in the speed tables like they are putting in on Cold Spring Road.

I'm looking for other ideas from the Plan Commission and the Board of Public Works. The ultimate goal here is to reduce traffic and make it safer for residents along that stretch of road. As we all know, other portions of Moorland Road will develop and will add to the traffic, along with the upcoming construction along Moorland and I-43 and Beloit Road. These will all increase the amount of traffic. Looking at the future as to how this is going to impact, is there a potential project that might develop? Our concerns with the C1 & C2 areas will probably never develop, but

there are portions of R-4 properties that could be sold and subdivided and an additional home be added as well as some of the properties that are zoned O-2. We need to look to the future as to how this will impact Small Road and determine if there are some alternatives or suggestions as to what can be done on this road.

The residents have petitioned me and petitioned the City to look at a cul-de-sac in one area. If we can come up with other options that would be great. I'm looking to the Board of Public Works as far as cost go as well as the Engineering Staff to see if there are any alternatives. I'm not looking to rush this through and white wash it for the residents. I think if we look at it and thoroughly review it, I don't have a problem taking back ideas and concerns to my constituents and residents so we can discuss those further. We have in front of us are a number of thoughts that Ron put together. Some of the numbers might be off, but with some changes here, we can work that out.

The other concerns that I have are some of the cons. The pro side is shorter then the con side, but I do have a problem with some of the cons. I don't believe the Fire Department concerns are a good enough reason to bring a water main to Small Road. We have subdivisions on the western part of the City that don't have water mains. For emergency situations for Fire and Police, we have situations where we can put gates or other pass-thrus that are available for emergency vehicles only. That's where we are at right now.

The Plan Commission is looking at it as a long-term thing as well as the impacts that it might have before the Board of Public Works. Similar to a couple of years ago we studied impacts or costs as well as other things that we can work through, because the situation hasn't gotten any better according to the speed studies that we have done out there. There is an issue with the park that the Park and Recreation Department is looking into. There will be other development in this area. This area is more or less considered an island, and they don't have municipal water or sewer so they are kind of situated by themselves. They have been very vocal in the past on things around them and kind of left out in the cold. And things that were told to them years ago are not what has come to be in this area. These are my thoughts, comments, and concerns on this issue and I am looking forward to your thoughts that I can take back to your residents and go from there.

Alderman Ament: Looks to me that we are looking at four (4) possible options. We are looking at speed tables, cul-de-sacs either in the area of the Pizza Buffet or Valley View Park, another suggestion of one of the residents is to turn Small Road into a one-way street. What we need to do here is discuss those four options unless someone has a fifth, sixth or seventh suggestion. Maybe we can put those in some order of preference from the Board's standpoint, not necessarily Planning or Council and let them make those decisions. Maybe we can put these in order along with costs and go from there. Put these in order and see if JP and his department can come up with some rough figures for us.

Alderman Augustine: I was going to bring up the idea of a one-way east-bound street, because the park is on the east Side combined with speed tables might be of interest.

Alderman Moore: I think there are a couple other options that we need to look at and compare them with the other ones. The first option is to do nothing, the second option is signage.

JP Walker: There is some information that came in the packet that came from the Plan Commission that has a lot in there. On page 10, there is discussion on collectors and local streets. Collectors provide a connection between arterials and local street and serve both local and through traffic in residential neighborhoods, commercial areas and industrial parks. It goes on to list a dozen or so roadways that are considered to be collector streets. Then under local streets down in the 2nd paragraph it talks about some of the streets that evolve into collectors present travel alternatives to schools, work and shopping to the point that alternatives must not be ignored in the design of local streets. Comparing Small Road to the roadways that are listed under collectors, I see no difference between Small Road and Wehr road. Wehr road is designated as a collector. It is almost the same configuration as Small Road, but it's on the west side of the City. I think what is happening here and what the local residents are objecting to is that there is a transition evolving that has taken place in the last few years and may continue in the future of Small Road evolving from a local street to a collector. I believe that is what the residents are objecting to. From a safety standpoint and the amount of traffic that is being handled, I believe there are alternatives that we have already listed. There is probably some tweaking to take place on those alternatives. The alternatives that I think have merit is to try to respond to the safety concerns. The local groups have indicated that they are very much into walking and or biking on Small Road. It has been a way of the past and it will continue. Trying to combine pedestrian and bike traffic along with increased vehicular traffic is a safety issue. Consideration should be given to separating the two.

Creating a trail, off-road preferably would require removing trees. We all aware of concerns with citizens about removing trees. That is something that has to be considered. When the Pizza Buffet and Family Entertainment Center is constructed they are required to put in sidepaths from their eastern property limit to Moorland Road and along Moorland Road. Does it make sense then to perhaps consider putting in a sidepath or off-road trail that connects to that, so that you can connect Moorland Road to that newly constructed sidepath. That takes me back to something the 2003 Council had indicated that they would not approve any more sidepaths until a sidepath maintenance program has been established and approved. We don't have that program yet. But I think that also has to be factored into any discussion on the options that we are talking about.

Alderman Moore: I appreciate that recommendation it is a good one. I think that from what I have seen in many areas, sidepaths do not have to be destructive of trees. They can wind their way around the trees. That way they would be separated from the streets by the tree line, if there were one. I think that is a good option for safety purposes and I would recommend that portion in reference to the maintenance fee be brought up to the alternative transportation committee, and get them to work on that.

Alderman Ament: I will have trouble with sidepaths because I don't know if that is the answer to all the problems here. The traffic is the main problem, where they walk isn't quite as much a problem as to the amount of traffic and type of traffic that is being primarily being generated out of the park, based on what the Police report showed. I still think that we are looking at what the residents want and that is to prevent that road from becoming what it is going to become, if something here isn't addressed with the road itself.

The sidepaths and stuff are kind of a separate issue here. Because I don't think that is going to resolve this whole problem as far as this being an alternative route to connect Beloit and Moorland. I think it is a legitimate concern that they have. It becomes very easy for us to be considerate of what the developers are doing and what the City wants to do for it's tax base, but we kind of forget what effect it's going to have on the residents who are already here. I think actually that these people have done us a favor because they are looking at it ahead of time. They are saying OK, there are going to be two major developments on Beloit Road that are going to create a lot of residential traffic. There is going to be more development around the Westridge area that is going to continue to develop and this is going to be a natural cut through for the people. If they are having a problem now, it is going to get worse. I think that sidepaths are kind of a separate issue in as much as we still need to address the fact of do we want to cul-de-sac this, spend the money now, keep it a residential area, or are we going to let the traffic continue and eventually become a thoroughfare or arterial. That's what they are looking to us to address. When I look at this, I don't see this as a major concern with cul-de-sacing. I do have some concerns as to how it would be done and the costs. I also have in the back of my mind that the speed tables might be a benefit, but the problem is as the traffic increases somewhere down the line someone will say lets take those out of there. I really would like to see how they work out on Cold Spring Road because that's already carrying a lot of traffic and if it works there it might work here. That would eliminate having to shut this road down. I don't want to put this off too long for the residents sake, even though it's not going to get done this year anyhow. I don't know if there would be enough time to put it in the budget for next year.

To this point of the meeting, I have heard seven options: speed tables; cul-de-sac one of two ways; one way; do nothing; signage (but haven't heard how that would help traffic); and the sidepaths. Those two things could somehow be connected to the other things, but I still think the first five are the main things that we should be looking at. Again, I'm not convinced that we should plow ahead too fast until we see what Cold Spring Road is going to do. I don't see any major reason why this can't be cul-de-saced in the scheme of things. Maybe Plan Commission will have a different idea on this and maybe the sidepaths are something that can be looked at separately. We already have plans for a sidepath to go down Moorland Road. There is some connection there. I don't know how many sidepaths we want to build and maintain.

Alderman Augustine: Because this is such a new idea, and I'm not trying to focus in on it, but the east bound plan, was there any kind of sense that the people would be interested in that?

Alderman Harenda: I think we briefly discussed that. I don't recollect that we got really too much involved in it. Ron put together information on the cul-de-sacs, but the one-way option is something we can take a further look at. I don't have a problem going back and discussing it with them and getting their feedback.

I would like to touch a bit on the signage that Alderman Moore referred to. We have done that. We reduced the speed limit last year, and also installed the "Keep Kids Alive" signs. As far as a speed zone, the Police Department

was out there significantly last year and they were writing a lot of tickets. Without enforcement people are going to speed. It's just human nature. Speed tables might work, but we would want to see how Cold Spring works and that might be an option in the future. The sidepath would be an issue because there are a lot of mature trees along there that the people wouldn't want to lose. Maybe we can combine a couple of the options. In the future JP had discussed that the street could end up becoming a collector street and the residents don't want to see that happen. They were told when the industrial park went in the traffic would be there during the day, the nights they would be gone and on the weekend there wouldn't be any traffic. Because of the entertainment centers that are going up in that area, there is traffic around the clock basically and people do like walking up and down the road. Because there is a park there people like to get to the park and connecting the park somehow down the road is not a problem it's just a matter of maintaining the road for that purpose.

Alderman Augustine: I keep envisioning if you took the full road and widen and divide it up into one east bound lane for traffic, and still have sidepaths that you could walk on and that would remedy not only the narrow road issue and to allow for development of the area and not just the park.

Mayor Chiovatero: I have been going through these several different solutions or suggested solutions over the last couple weeks. The concern that I have with cul-de-sacs is 1) We have the emergency vehicle situation and we have some cul-de-sacs in other areas where we have a small pass thru for emergency vehicles only and it is used by residents to go thru all the time. I'm afraid this would turn into the same thing. 2) Cul-de-sacs it may help at the point where the cul-de-sac is, but it actually doubles the traffic at the beginning of the street, because now where you had people coming in and you also have people leaving, because it's the only way in and out. I feel that it would double the traffic at the entrance to the road.

When do we take it from being a local street to becoming a collector, what is the criteria needed for that? Nobody likes to see this turn into a collector street, but maybe it has turned in to that already, just by virtue of its location. That doesn't change anything, we still want to try to do something, but it might help us take another look at it.

The idea that came to me from that one resident about the one way, the reason I like that is because the pavement is already there and just like Alderman Augustine mentioned, you could be having a road wide enough for two lanes, one for the vehicles and the other one could be the sidepath. How you would distinguish the two, with markings or whatever. I will leave up to Ron and JP to think out. I do like that better. It equalizes the traffic from one end to the other. You won't have double traffic at the entrance to the road because of the cul-de-sac. You don't have people sneaking through the end of the cul-de-sac to get to Moorland Road. No matter what we decide it's going to be a little bit more of an inconvenience to the residents along Small Road and I hope that they understand that whether it be a cul-de-sac or one way, it's going to create a little bit of a hardship for some of the people there to travel on the road. The speed tables will control the speed. The amount of traffic is a concern. They will take off some of the traffic, especially if it's being used by trucks or commercial vehicles. This is a tough decision because it is a very unique situation, but I don't think it's all that unique when you take a list of all the other roads. JP says it compares to Wehr Road. I think it is more like Observatory Road. It's more a shortcut between two major areas. In this area people are probably using it because they want to avoid the lights at Moorland and Beloit. I don't drive on Small Road except to drop off my kids. I can see where people can use it to avoid the lights. We have to minimize people using this road as a cut thru.

As far as Pizza Buffet goes, I know Plan Commission worked hard to minimize any traffic that the development would cause on Small Road.

I definitely agree with Alderman Moore with the sidepaths going behind the trees, but the issue is there, the same as we had with Cold Spring Road. What side do we put the sidepaths on? Some residents will have it right on their front lawn and then they will want to know why it wasn't put on the other side of the street. I know that of two particular properties that if we put sidepath in, it would totally expose the front of their houses to the street. Right now they do have the advantage of being blocked from the sightline of the street because of the trees that are there.

The other issue I'm concerned about is the cost. Maybe Alderman Harenda could talk to the residents about the cost. Our maintenance budget is very tight and to keep adding to this is going to get costly. Maybe there could be some type of assessment. We need to figure out what the assessment would be. It would take the pressure off some of the other people that think they want cul-de-sacs on their street. I don't know what the assessment would be to the houses. But it might be minimal to the homeowners on the road.

JP Walker: We are all aware that there are pending improvements waiting to occur along Moorland Road. Roundabouts will minimize congestion at two of the lights. There will be more discussion about the lights on Moorland Road and Beloit Road. The State had given the Staff an indication that these improvements would help with the congestion on Moorland Road. That apparently is one of the reasons that the shortcut is taken, to avoid the Moorland Road congestion. The second issue is that Small Road was part of our Roadway Maintenance Program a couple of years ago. Ron could you remind me what year Small Road was re-surfaced.

Ron: It was in 2002.

JP Walker: When we make improvements to roads, we add a five-year (5) moratorium to make any changes on that road. We have to consider here if decisions are made for improvements on Small Road, we have to look at that five-year moratorium before we do anything. I believe that will give us enough time to see how the speed tables work on Cold Spring Road. Those speed tables will be completed this year. Will that give us time to see how the improvements will help on Moorland Road which are scheduled to start in 2006 - 2007 and how well the roundabouts alleviate the congestion? I believe that is also a possibility. These all have to be factored into all the discussion we are having on various options.

Alderman Moore: I would be just as concerned with one-way precedence as I would be with cul-de-sac precedence. If this becomes a one-way street, people are going to say "if that road is one-way, why can't our road be one-way?" Speed tables, I think they are more then likely a fairly good option and I don't mind waiting to see how they work on Cold Spring Road. I think the timeframe is the issue here. Do we want to wait or not? I would be in favor of a speed table combination with sidepaths as the solution. I think that is the best way to do it. It would slow down traffic, still allow traffic to go across there, still allow residents to come in both ways and it will keep the bicycle and pedestrian traffic off the road. You were talking about the facts that a couple of the residents would be opened up. Could the sidepaths not be on the backside of the trees at those locations? Thus not opening up those residences. I think the history of sidepaths is the issue, that initially people don't want them on their property. Once they have it on their property they are happy they are there because they find it to be very beneficial. They use it to go to their neighbors, they enjoy using it for exercise and it's great for the kids. It's good for peace of mind, and the kids would be using the sidepaths instead of going out into the streets.

We often forget that there are benefits to the kind of grid system that a large city like Milwaukee has. When you have several streets crossing, if one street gets blocked off due to maintenance or heavy traffic other traffic then has alternate routes to get around that. In New Berlin we have very few alternative routes. This is one of them. Each time we close down an alternative route that means the traffic is more congested on the main streets. So taking away an alternative route, if you only have one people are going to take it. I also feel as New Berlin gets bigger and bigger, this is going to happen in different sections of the City and maybe the answer is to really watch what we do with this road.

Alderman Ament: A couple things I wanted to mention are if we look at the two possible cul-de-sacs for example. I see some pros and cons and I think the residents have to be real cognizant of the possible negatives it will have on them. If we restrict everybody else, they are restricted as well. The problem I saw with the cul-de-sac at the Pizza Buffet, it seems like most of their traffic problems are generated with the disc golf at the park and I don't know if that will help them. I don't know if that's their problem. The traffic and speed, primarily the speed, they could easily come out of the cul-de-sac, turn around and take a nice long run to get their speed up. I don't know if that would help. With the one-way, I see a problem because we would have to start the one-way east of the Pizza Buffet, otherwise those people are either going to go in or out and they won't be able to go the other way. I don't see an issue with doubling the traffic if it's a one way, because it might double the local traffic because they are going in one way and coming out the same way. But if you eliminate all the other traffic that would pass through, especially once all the other developments take place, I think in total you would see a decline in the amount of traffic on that road. I don't think we are going to resolve anything here today. I think we are brainstorming here today. I would like to see them either directly or through their alderman have more input on this as he explains to them what options are legitimate or a combination of options, and the costs involved. As far as the costs of some kind of assessments, I wouldn't support that for a second. Then we would have to look at every street and every project, not just punish these people because they want to save their subdivision. The other problem is they are not creating this problem. It's what's going on around the City that is causing this problem. In a major way the City has not been totally honest with them as to how that area is going to develop or at least what they expected is not what happened. I don't think it would be fair to throw this back at them. I understand it would have an effect on us. We

keep hearing how all this development is going to cause a decrease in our tax base and I still haven't seen my taxes go down. Maybe this is a case where the big extra tax base that we are getting from all this development can pay for this rather than the residents who are negatively affected by it. Having to pay for repairing something they didn't really want in the first place, and weren't told they were going to get. I've looked at the signage thing and I'm going to take that off my list of options because if we make it one way or something else there is obviously going to be some signage changes. I will leave it on there, but to me doing nothing is not an option, so I'm down to four and that leaves, speed tables, cul-de-sac at the Pizza Buffet or at the park, one-way and then the sidepaths being a combination with one of the other ones. I will put that as a side issue because any one of these you could throw the sidepaths into. If it's a good idea for one it might be a good idea for the others and if it's a bad idea for one it might be a bad idea for the others. Some of that is going to come into cost and some of that is going to come in to maintenance, which is going to boil down to cost. I don't feel that is an option in itself but as a combination with one or all of the other ones. I'm not opposed to waiting to see how the speed tables work on Cold Spring Road. Maybe we can table this until the next meeting and we can have Alderman Harenda get together with some of the neighbors and get an idea as to their thoughts on our discussion. Maybe they can enjoy themselves by watching the tape.

Alderman Augustine: I would like to have a discussion on the two cul-de-sac options. One by the park which some people say would be a good alternative, except that people might use the parking lot to get around it, and the cul-de-sac that would be a little further west might deter some of the traffic but will cause doubling of the traffic that will be heading toward the park. Is there a preference by the Board in reference to what cul-de-sac they would prefer?

JP Walker: I don't have a preference. I am negative to the cul-de-sacs. One of the concerns was the use of the park and all the activity going on there creating additional traffic. Putting in a cul-de-sac by the park is not going to change that. Traffic coming from the west going to the park are going to use the southern cul-de-sac and the traffic coming from the north that use the park are going to use the north cul-de-sac, and then they are going to turn around and retrace their steps. I don't see that as having any change, possibly increasing the traffic. That will be occurring on Small Road if those cul-de-sacs were installed at the entrance to the park. The other one with the cul-de-sac down by the Pizza Buffet, I don't see any use in that. The western cul-de-sac would serve as a place for traffic to turn around, I understand that, but that do away with the right-in requirement for the Pizza Buffet driveway. That would still be two-way traffic there so that would have to be a left hand in and right out. Putting the cul-de-sac back to back with that one, I think will become more of a negative to the residents on Small Road that want to go to the Pizza Buffet or the bank, because they would be going out to Beloit Road and then make the loop causing more traffic on Beloit Road and Moorland Road, and then more traffic on Moorland & Beloit as they go back to their homes.

Alderman Moore: I agree with JP, as a matter of fact I see the cul-de-sacs as increasing the traffic on Beloit and Moorland in order to get around it. For those people who want to get to the park or the residents to come around to Beloit and Moorland, I don't see this as a positive at all.

Alderman Ament: Just looking at this again, if the decision was to put a double cul-de-sac somewhere on this road near the Pizza Buffet, are we then better off putting one cul-de-sac in for Small Road and then selling the Small Road section from the Pizza Buffet to Moorland or giving it to the Pizza Buffet. They could turn that into a driveway, and we wouldn't have to worry about maintenance there. They could make it wide enough to turn into their area to accommodate emergency vehicles. Maybe that would give them some extra space for parking and we wouldn't have to deal with that section of the road. It is just something that has crossed my mind as I was listening to you discuss some of the other options.

Alderman Moore: It looks to me that the one-way road would be the most cost-effective and if the Cold Spring Road speed tables work out combine them with that. Widen the east bound lane and then you could still have the other lane for pedestrian and bicycle traffic without having to go to inside paths, thus providing the citizens with what they are looking for, the slower speed and access to the park. These are things that Alderman Harenda will bring back, so I guess it's my understanding that that kind of alternative possibly or the one way as well as the cul-de-sacs or doing nothing I suppose, are those the basic things that we will be investigating the costs on?

Alderman Harenda: I don't have a problem going back to the residents with these suggestions. I do have serious concerns as this becoming a collector because this is something they want to avoid. If we are going to do special assessments for one we should be doing it for everyone in the City to make it fair. I don't have a problem waiting to see how Cold Spring Road completion works. I do have a concern waiting for the Moorland Road construction. I

would like to have something wrapped up before that because that could have a serious impact on Small Road. As your aware we have the Hickory Hills, and the Krahn developments going in on the north end of Small Road. If the Pizza Buffet does have the right turn only which would work with the residents and developers to defer traffic away from Small road, the people are still going to come down Small Road to avoid the stoplights. Just so you are aware by looking at the maps Ron gave us, it shows the frontage road in front of the theatres will eventually be connected to the Pizza Buffet, which is going to cause even more traffic exiting onto Small Road. Hopefully, that right turn will stay in there and that will help with the traffic going onto Moorland instead of going north on Small Road towards the park. I know that the Police Department has worked significantly in that area and Park and Rec is working on trying to resolve the problems in the park. There are several options for the park being considered as well, such as eliminating it completely, or reducing it to nine holes. There are a lot of things that will impact it here as well as setting a precedent for the future. Whatever we do here will be considered as you did it for one you have to do it for all, so I want to make sure we don't tie ourselves up on this. I believe that there is a unique situation here and we owe it to the citizens in the area to do something and take a look at all the options.

Alderman Ament: As I was looking through the pictures, it is very helpful to see all the different options. Some of these are nice because they show the advantages and disadvantages. One of the things that I thought would be nice is if it is not cul-de-saced is the speed humps, washboard type of things. There are some disadvantages here that I didn't think would be that serious, but thinking about the residents having to go up and down the road all the time and have to constantly having to hear the noise of going through there. If the decision is to turn this into a one-way, I would think that down near the Pizza Buffet it would still have to be two ways and at that point somewhere East of there we would have to restrict traffic. If that's the case, I would like to see the design do more to force traffic to go a certain way rather than a lot of signage. When you look at some of these they look very nice because there are only 1 or 2 options that you have as a driver. In some of them they look like what they are, a hunk of concrete with a couple of signs stuck in them. If we were to do double cul-de-sacs, I certainly wouldn't want them to look like the service roads do on Calhoun Road. Ron, on the back page where it shows the center island with humps, is there any advantage to that style for Small Road?

Ron Schildt: This is a very good web site. We used it when we were looking at Cold Spring Road too. Most of these are usually looked at two different ways, either as a volume control device or a speed control device. Anything like a closure like a cul-de-sac is obviously going to have volume control, but it also may have a little bit of speed control because those people that are speeding may also be the ones who are cutting through, and vice versa the speed control will also have a reduction on volume because it takes longer to go a certain way if you have to drive slower. You may choose to not go that way. That's basically what the first page. It is a combined measure, so it is looking at combining some of the certain things that are on the following pages, the half-closures, full closures, traffic circles and a number of other things that I thought would be relevant. The speed tables in the picture you are talking about is to control the speed. The center island is narrowing down the traffic lane and causing the drivers to slow down. So a combination of two different things, narrowing the roadway gives you the visual appeal of a smaller road, plus you also have the speed humps that you know are coming up. Something like this for Small Road may work in certain areas up near the park where it is a little bit wider. There is a curb and gutter section on the inside of the curve, so the pavement is wider there then we would typically have. This probably wouldn't be needed anyplace else on Small Road because the pavement is only 24' wide, so that means there are just two lanes. If you would have something that is wider like an avenue where you want to narrow the pavement something like that would work.

Alderman Ament: Would it be beneficial then, if we are thinking at all about sidepaths of narrowing the roads and the driving surface and putting the sidepath type of thing right on the pavement on one side or the other?

Ron Schildt: It would be very similar to where we have wider shoulders like on Sunny Slope Road. We could do something similar to that, but may require a lot of reditching and work like that

Alderman Ament: What if we narrow the lane to slow down the traffic?

Ron Schildt: They are already only 11' or 12' wide and that's as small as you can go. The second page has a picture of the half closures. We didn't talk about it too much because the residents were looking at the cul-de-sac, which is what they wanted. This would be basically what they were talking about for the one-way option, except that this one still provides two-way option after the half-closure. This would keep the traffic from coming down Small Road as a shortcut. You would install a half-closure near Beloit Road and that would prevent any traffic from entering from Beloit Road, but then just south of the intersection you could have two-way traffic. If you have people

that want to go from one persons house to the other on Small Road you could still go back and forth. Then it would basically remain the same two-way road. The same thing would happen if you were to make it a one-way situation. You would look at a half-closure, whichever end you are going to put it on. You would then re-stripe the rest of the road as a one-way. Either way the half-closure would be probably be there either way.

Alderman Ament: Ron, could you get that web site out to the Plan Commission and the Council, so maybe in their leisure they could look at some of that information. There is probably more description. I'm looking at the half-closures, and this would work if the decision was to go to one-way. If you look at the top two pictures and those are the epitome of ugly, where it looks like it is accomplishing the same thing, there is only one sign that says do not enter and then it looks very relaxing and residential.

Ron Schildt: We did look at this area to see if we have enough room to put a cul-de-sac. We would try as a temporary solution, whatever we would decide on with some signage and barricades to see how the residents feel about it. It's one thing for the citizens to say, "yes, I want to get rid of traffic on my road" but when it comes to actually doing it, they might change their minds when it comes to going to work for example and they realize they can't go a certain way and they have to make an extra loop to get where they are going. No matter what happens here, we would try it first, especially a cul-de-sac or half-closure, we would put up some temporary measures,

Alderman Augustine: If it was a one-way and using three quarters of the road for traffic and using the other quarter of the road for the pedestrian and bike traffic are there any safety concerns there with people crossing the lines? We would have to have something to keep people from doing this. If striping does the trick then we would be good to go without to much extra petitioning along the road. If we could get some ideas on that maybe at the next meeting.

Alderman Moore: As much as we like to respond to peoples concerns, petitions and so on, we do have a responsibility to respond to people beyond the local area. There are people that may have a reason to use Small Road to get from an area to another. What will changes have to be because they can't use it? And about the precedence, I would be happy to put a cul-de-sac just beyond my home too. We have got to watch out to responding too heavily to local residents concerns without looking at the broader picture.

Alderman Moore made a motion to table until the September 12th.

Alderman Ament 2nd the motion.

Upon voting the motion to table passed unanimously.

Motion to adjourn was made by Alderman Ament

Alderman Moore 2nd the motion.

The meeting was adjourned at 9:15 A.M.