

THESE ARE THE MINUTES OF A **JOINT COMMON COUNCIL, PLAN COMMISSION AND CALHOUN ROAD SOUTH TASK FORCE** MEETING HELD ON **NOVEMBER 16, 2000**, AT 7:30 P.M., IN THE COUNCIL CHAMBERS OF BROOKFIELD CITY HALL, 2000 N. CALHOUN ROAD, BROOKFIELD, WISCONSIN

MAYOR KATHRYN BLOOMBERG IN THE CHAIR

ALDERMEN PRESENT: Brad Steinke, Daniel Waffenschmidt, Mike Jakus, Steven Ponto, Gary Mahkorn, Scott Berg, Howard Washechek, Jim Heinrich, Tom Schellinger, Kari Clappier

ALDERMEN ABSENT & EXCUSED: Richard Brunner, Don Bauer, Jim Garvens, Karl Schulz

COMMISSIONERS PRESENT: Mayor Kathryn Bloomberg, Richard Brandt, Alderman Brad Steinke, Michael Faber, Alderman Michael Jakus

COMMISSIONERS ABSENT & EXCUSED: Alderman Karl Schulz, Commissioner Bev Wentz

TASK FORCE MEMBERS PRESENT: Mayor Kathryn Bloomberg, J. Nathan Cunniff, James Dwyer, Larry Elliott, Plan Commissioner Michael Faber, John Flanner, Ed Friede, Robert Greco, Jon Hammes, Ald. Jim Heinrich, Ald. Mike Jakus, Dean Marquardt, David Raysich, Gary Evans, Beverly Siligmuller

TASK FORCE MEMBERS ABSENT & EXCUSED: Blane Dexheimer, Anne Kruehl, Gary Evans

ALSO PRESENT: RTKL Associates Inc. Consultant Paris Rutherford, Economic Research Associates Consultant _____, City Clerk Kris Schmidt, Director of Community Development Dan Ertl, City Attorney Sue Schalig, Neighborhood Planner Carrie Johnson, Director of Public Works Tom Grisa, Dan Kurel, Roger Cupps and Andrew Dick of the DOT

The City Clerk called the roll for the Common Council (includes members of the Board of Public Works), Plan Commission and Calhoun Road South Task Force. A quorum was present for each.

1. **Introduction by Mayor Bloomberg.**

The Mayor explained the purpose of the meeting and explained the process. There will be no recommendation on the Interchange until the work of the Task Force is finished. It is expected the at the work of the Task Force will finish in mid May. There will be plenty of opportunities for the public to comment. There will be information placed in the Newsletters as well as special mailings.

2. **Briefing of the purpose of the meeting. – by Tom Grisa, Director of Public Works**

Tom Grisa explained that the information given tonight is for educational purposes. A Technical Advisory Committee composed of staff from the DOT, Town of Brookfield, New Berlin, SEWRPC, and Waukesha County has been meeting for the last two years. The conclusion of the study will be presented this evening. Mr. Grisa pointed out the revision of the review of the Interchange

options that had been placed on the desks. (R1). Mr. Grisa also noted the various items in the packet of information sent to all participants.

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3. **Presentation of the Preliminary Results of the “City of Brookfield I-94 Interchange Feasibility Study” prepared by the Wis. Dept. of Transportation. – Roger Cupps, Wis. Dept. of Transportation**

Roger Cupps introduced Mike Spence and Ryan _____ of TN Associates the consulting firm that would detail the various options. Through a series of overheads, Mike Spence describe the sequence of events that lead up to the information being presented tonight. The TAC was formed in 1998 to study objectives, set the boundaries of the study area, develop alternatives and evaluate the alternatives. The SEWRPC year 2020 average weekday traffic forecasts were used to evaluate the alternatives. Mr. Spence then went through the specifics of each of the alternatives as outlined in the handout (R-1).

A. No New Interchange: Mr. Spence wanted to make it clear, that no matter whether an interchange alternative was chosen or not, Calhoun Road would have to be expanded to at least four lanes. Traffic volumes will continue to increase. This alternative would cost \$34.8 million with \$14.7 million being the local cost share. Mr. Spence pointed out there were maps in the packet where the alternatives could be viewed graphically.

B. Brookfield Road Diamond Interchange: This alternative would cost \$49.0 million with a \$24.2 million local cost share. Alderman Jakus pointed out that 16 properties would be affected rather than the 8 listed. Greenfield Road and Calhoun Road would not need as many improvements with this alternative. Moorland Road would not need as many improvements with the alternative.

C. Calhoun Road Interchange: Greatest impact on two City Parks. Cost would be \$45.3 million with a \$22.4 million cost share. There would be a significant increase in traffic on Calhoun Road.

There was a question on the accuracy of the SEWRPC model. SEWRPC provided two sets of numbers as they relate to the Ruby/WTMJ properties depending on the land use. It is expected that the properties will be commercial. The assumptions were also based on Barker Road being extended. There was a question as to where the traffic is coming from. Some of the traffic is from a reshuffling of the traffic within the region. The Mayor stated there would be an increase in traffic whether any additional land is developed or not simply due to the growth in areas outside of the City.

Alderman Heinrich asked if there had been any recent study relative to how much traffic is traveling through the City. There are no recent traffic generation studies. A traffic generation study done for Greenfield Avenue relative to road work to be done from Calhoun Road to Barker Road indicated about 68% of the trips were generated from within one-half mile of Greenfield Avenue. That study was done in March of 2000.

A trip generation study was done for Bluemound Road in about 1986. Commissioner Faber pointed out that increases in productivity increase office densities.

Alderman Berg asked if the Greenfield Avenue construction may have influenced any of the traffic counts. The answer was little impact as the counts were taken in March of 2000 when minimum construction activity was in progress. The study did show that the volumes were higher than in 1997.

D. Corporate Drive Interchange: Cost would be \$52.1 million with a \$26.6 million local cost share. This alternative would have minimal impact on the neighborhoods.

E. Patrick Boulevard Interchange: Cost would be 51.9 million with a \$34.9 million local cost share. Three properties would be affected, one residential and two commercial. The DOT does not support this alternative as the ramp would only service Ruby/WTMJ properties. Interchanges should have a regional benefit.

It was pointed out that traffic volumes north of Bluemound do not change to any extent under any alternative. The Mayor explained the handout, "Urban Streets Roadway characteristics".

F. Brookfield Road / Calhoun Road Split Diamond Interchange: Total Costs would be \$63.0 million with a \$31.3 million cost share. Nine buildings in the City and Town would have to be relocated. This alternative is the most expensive as there is a need for dual access roads North and South of the Interstate.

Alderman Jakus asked if Calhoun Road would have to go to eight lanes. Mr. Spense stated the traffic generated by Ruby farms and WTMJ properties would increase traffic to 40,000 cars per day that would suggest eight lanes according to the "Urban Streets Roadway Characteristics" chart. Alderman Steinke asked if SEWRPC's suggestions were based on Office and Limited Industry zoning. The answer was yes.

Commissioner Faber questioned if better synchronization of the traffic lights on Bluemound Road would improve traffic flow. The answer was yes, however, more improvement could be accomplished by limiting access. A question was asked as to why the model for Bluemound Road used 8 lanes rather than the 6 lanes in use. Mr. Spense stated they preferred to use the optimum number for the lanes on Bluemound. If traffic deteriorates to a level of service "E" or "F", traffic will use other routes.

Alderman Heinrich stated traffic is currently at a level of service "D", before any interchange, will it stay a level "D". Alderman Heinrich stated it seems as if the traffic is just being reshuffled. Mr. Spense stated level of service will degrade no matter what due to an increase in traffic. The level of service on Bluemound Road drops due to the 6 lanes rather than having 8 lanes. Mayor Bloomberg stated an interchange will move traffic from Bluemound Road to the interstate. The DOT is charged with protecting the capacity of the interstate.

There are a number of questions that need to be answered. How much congestion are people willing to live with. Need to look at the existing volume on Bluemound Road and determine how it

will increase in the future. Are there other alternatives such as alternative roadways for local traffic on Bluemound.

Alderman Jakus asked if the figures from SEWRPC included buildout in New Berlin. Mr. Spence indicated they did anticipate buildout in the western area of New Berlin of either commercial or residential.

Roger Cupps indicated the changes at the existing intersections were relatively minor. The Mayor expressed concern with the functionality of the Moorland Road interchange. Mr. Cupps indicated changes to the ramps would not improve traffic as it is the capacity on the freeway that is the problem. Some suggestions have been made and a study of the entire system is underway.

Alderman Berg questioned the impact on traffic north of Bluemound under the various alternatives. Mr. Spence stated there is no impact of any consequence. Andrew Dicks stated the increase in traffic volume would be from 18,000 to 21,000 cars. Current volume on the interstate is from 115,000 to 120,000 cars daily. The interstate needs to increase from 6 to 8 lanes. It is important to keep through traffic on the interstate and off of city streets. Roger Cupps stated the SEWRPC study would be completed in nine months. Consensus will have to be built in the region which may indicate moving to 8 lanes.

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4. **Briefing of the “Calhoun Road South Neighborhood Plan” and its relationship to the Interchange Study. – Dan Ertl, Dir. of Community Development**

Commissioner Brandt asked if studies would have been done without being asked for. Mr. Cupps indicated this study was done because Waukesha County and the City of Brookfield asked to have it done. Mr. Ertl stated this work is being done concurrent with the Calhoun South Neighborhood Plan. This matter is of top priority for 2000/2001 as identified by the Plan Commission. Mr. Ertl pointed out the boundaries of the study area, of Greenfield Avenue to the South, Bluemound Road to the North, Moorland Road to the East, and Brookfield Road on the West. Mr. Ertl stated a context was needed for making decisions such as the maintenance of stability for the neighborhoods. Traffic concerns as well as developmental issues for the open land must be added to the context for decision making.

Mr. Ertl introduced Paris Rutherford of RTKL who described the team who will be involved in the decision making process. The public will be involved in a Community Visioning Workshop, and be kept informed through newsletters and public hearings.

Mr. Rutherford explained the timeline to accomplish the work of the groups involved. The Consultants have already begun the process. A list of contacts will be assembled.

Pat Drinan, the new Economic Development Coordinator, was introduced.

The Mayor thanked the attendees for their time.

There being no other matters before the groups assembled, the meeting was adjourned by Mayor Bloomberg. (9:00 p.m.)

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Minutes submitted by Kristine A. Schmidt, City Clerk