

## MEETING SUMMARY

---

### North Avenue Reconstruction Project Context Sensitive Solutions Advisory Group Meeting #4

ATTENDEES:	Sign-in sheet attached
LOCATION:	Brookfield Library, Sonia Bielmeier Community Room
PREPARED BY:	Buddy Desai/CH2M
COPIES:	Advisory Group Members File
MEETING DATE:	December 9, 2015

The fourth Advisory Group meeting for the North Avenue Reconstruction Project was held on Wednesday, December 9, 2015 from 4:00 pm to 6:00 pm at the Brookfield Library. Buddy Desai of CH2M facilitated the meeting. Approximately 16 members of the Advisory Group were present at the meeting.

#### Materials Available at the Meeting

The Advisory Group was provided the following:

- Agenda
- Speed Study Results
- Gap Analysis Results
- Traffic Volumes Map
- Typical Sections

In addition, roll plots of the 4-lane divided and 5-lane with two-way-left-turn-lane alternatives were taped to the walls for group review and discussion.

#### Introductions

Buddy Desai of CH2M facilitated the meeting and introduced Ed Hinrichs of the Waukesha County Public Works Department (County), Bruce Barnes from the County, and members of the consulting team. He then asked Advisory Group members to introduce themselves and their interest in the project. As there were a few members of the public in attendance, they were invited to introduce themselves as well.

#### Review of CSS Meetings #1 – #3

Buddy continued the meeting by giving a PowerPoint presentation that included a summary of the first three CSS Advisory Group meetings. The entire presentation will be emailed to the Advisory Group with these notes and will be posted to the project's website.

The first CSS Advisory Group meeting discussed a summary of issues affecting North Avenue today and the vision for North Avenue as we look to the future. The second CSS Advisory Group meeting involved an individual and group weighting exercise aimed at determining which issues carried more importance

than others. The third CSS meeting dealt with the crash analysis, elements of the project’s Purpose and Need, and the draft roadway typical sections.

### Drainage/Stormwater Process

Buddy discussed that the North Avenue Reconstruction Project lies within the service area of the Milwaukee Metropolitan Sewerage District (MMSD) and is subject to the regulations, in part known as “Chapter 13.” Chapter 13 rules require the use of a uniform set of regulations to manage the increase in runoff due to the addition of impervious (paved) surfaces. Chapter 13 dictates that appropriate water run-off treatments must be implemented such that the quantity of run-off from the 2-year and 100-year floods are not increased. The County will send the stormwater management plans to MMSD for review and approval.

- Question – Where does the Department of Natural Resources (DNR) and the National Flood Insurance Program (NFIP) play into this process? The NFIP maps have not been updated for many years.
  - Response – DNR is an active player in the process. The study team will investigate how the NFIP maps are related to the stormwater run-off management plan.
- Question - Is there a way to weave in swales, etc. with easements—Will we need more right of way to cover drainage areas?
  - Response – Yes, these will all be considered. The drainage features should be contained within the right of way required for the project. It is not anticipated that additional right of way will be required for drainage easements.

### Speed Survey

The results of the speed study were presented to the Advisory Group. The speed studies were taken near Glen Cove Lane, W. Rockway Lane, Mt. Zion Cemetery, and Hollyhock Lane. The speed studies were conducted at 2pm at each location. A summary of the speed study data is provided below. The main takeaway was that there is speeding on North Avenue with the average speed being 5-7 miles above the posted speed of 35 mph.

Location	Date	Time of Day	Weather/ Pavement Condition	Posted Speed	Average Speed	85 <sup>th</sup> Percentile Speed	Speed Range
Glen Cove Lane	October 1, 2015	2:00 pm	60, Overcast, Dry	35 mph	38.9 mph	41.4 mph	33 mph – 45 mph
W. Rockway Lane	October 7, 2015	2:00 pm	65, Partly Cloudy, Dry	35 mph	37.4 mph	40.0 mph	32 mph – 45 mph
Mt. Zion	September 30, 2015	2:00 pm	60, Partly Cloudy, Dry	35 mph	39.8 mph	42.4 mph	33 mph – 48 mph
Hollyhock Lane	September 29, 2015	2:00 pm	60, Overcast, Dry (Rain in the am)	35 mph	38.7 mph	42.0 mph	32 mph – 46 mph

Buddy noted that a couple of Advisory Group members asked for speed studies to be performed during rush hour. He stated that during rush hour, there may still be speeding, but given the amount of traffic, the average running speeds for the full traffic stream would be less.

A number of Advisory Group members discussed the speeding on North Avenue and possible causes of the speeding. It was noted that lane drops are a significant contributing factor (speeding up to pass someone before the lane drops).

The Advisory Group asked the study team to determine which traffic calming elements could be added to the future North Avenue. It was pointed out that North Avenue is on the National Highway System

(NHS). Design standards and features differ based on roadway classification, and as such some calming elements may not be allowable along North Avenue.

- Question – Why isn't the railroad involved in this Advisory Group process?
  - Response – Two members from the railroad were asked to serve on the Advisory Group, neither responded to repeated requests to serve. The railroad will be required to engage as the design progresses.

### Gap Analysis

The gap analysis was then discussed with the Advisory Group. The gap analysis determined the availability, or non-availability, of gaps in traffic on North Avenue for motorists to turn onto the roadway. The gap analysis was conducted during the morning and evening peak hours. The results are presented below. The percentages represent the % of time when right turn wait times and left turn wait times exceeded nationally-recognized acceptable guidelines (6.5 seconds for a right-turn, and 7.5 seconds for a left-turn).

Location	SB Right Turn (am)	SB Right Turn (pm)	NB Left Turn (am)	NB Left Turn (pm)	NB Right Turn (am)	NB Right Turn (pm)
West Hillside/ N166th	28%	48%	69%	89%	41%	52%
Glen Cove/ Wirth Park	20%	50%	64%	85%	47%	60%
Kevenauer/ Rockway	26%	60%	71%	85%	50%	57%
Mt. Zion/ Mt. Kisco	38%	74%	84%	97%	61%	74%
Hollyhock/ Arrowhead	34%	64%	83%	95%	61%	84%

The gap analysis validates the Advisory Group and other stakeholders concerns about not being able to turn onto North Avenue during peak periods.

The group discussed that having a median opening, as would be the case with a typical four-lane divided roadway, would allow room for vehicles cross two lanes of traffic and then stop in the median while waiting for a gap in the other direction of traffic.

- Question – Why isn't the SB Left Turn for am and pm listed?
  - Response – Those numbers would be the same as NB Left Turn values since both lanes of traffic affect the ability to make a left turn.

One Advisory Group member noted that sight lines and speeding concerns need to be addressed at Lily.

### Traffic Counts

The traffic counts for existing and future years were presented to the CSS Advisory Group. The following questions and discussion took place:

- Question – Who did the traffic forecasts?

- Response – WisDOT determined the forecasted volumes. They were approved by the Southeast Wisconsin Regional Planning Commission.
- Question – The land in this area is already fully developed so how can traffic increase?
  - Response – Traffic growth is influenced by more than just the area within the corridor. As North Avenue serves a regional role as well as a local role, traffic and development from locations well outside the project corridor can influence traffic growth and directional travel patterns. Further, improvements to other roadways (widening, extension, etc.) would likely influence travel patterns and increase/decrease traffic on existing roadways based on operator preferences.
- Question – Are these traffic projections based on 2-lane or 4-lane expansion of North Avenue?
  - Response – The projections are based on the existing 2-lane configuration.
- Comment – If you complete this and the other proposed projects in the area, the character of the community will be completely changed.

### Initial Alternatives

Buddy first discussed the 3-Lane Two-Way Left Turn Lane (TWLTL) with the Advisory Group. He reiterated that North Avenue is an NHS route and therefore must operate at a Level of Service (LOS) of D or better. As all current two-lane sections that could be re-constructed as a 3-Lane roadway with TWLTL would operate at LOS E in 2039, the 3-lane TWLTL has been eliminated from further consideration.

He then presented the two remaining roadway typical sections – the 4-lane Divided Section and the 5-Lane TWLTL. He noted that each had been revised since the last Advisory Group meeting. The total Right of Way (R/W) required for both alternatives is proposed to be 130’.

Questions and comments during the presentation included:

- Question – We need to do more to accommodate bicyclists. More serious bikers and bike commuters want to use the road, not the sidewalks. It is important to consider multimodal uses because that is what creates this community. Therefore, can the 12’ inside lanes be reduced to provide more room for bikes in the shared 14’ outside lanes? This will give bicyclists a total of 5’ of pavement to ride on.
  - Response – Yes this can be considered.
- Question – What does the 8’ terrace serve and why is it so wide?
  - Response – The terrace provides safety for pedestrians on the sidewalks (clear zone for cars that may leave the roadway), room for snow storage, and can serve as a location for utilities.
- Question – Pedestrians can’t cross the 5-Lane TWLTL, there is no safe stopping point for them. Medians are more accommodating to pedestrians. Are crosswalks going to be put in along the corridor?
  - Response – Crosswalks will be provided at all signalized intersections. Mid-block crosswalks will be investigated. It was also noted by a number of Advisory Group members that mid-block crosswalks don’t necessarily stop cars.

- Question – What traffic calming measures are possible along the corridor? Can you report measures which could be done legally but are not appropriate for North Avenue and those which are acceptable for North Avenue?
  - Response – Yes, the study team will research this information and share it with the group.

### Roll Plots of Alternatives

Brad Heimlich of CH2M then walked the Advisory Group members through roll plots showing the 4-Lane Divided and 5-Lane TWLTL alternatives. It was noted that these are preliminary and much more detailed engineering will follow. It was also noted that certain elements, such as median opening locations, will be determined and discussed at future meetings.

Issues discussed during the walkthrough included:

- Question – How much R/W will need to be purchased?
  - Response – This will be determined and shared with the Advisory Group as the design progresses. The existing R/W width varies along North Avenue, including some areas where 130' is already provided.
- Question – Which intersections will get signals?
  - Response – This will be analyzed and shared with the Advisory Group as the design progresses. It is anticipated at this time that the only signalized intersections will be 124<sup>th</sup> Street, Lilly, Pilgrim, and Calhoun Road.
- Question – What is the minimum median width?
  - Response – For this corridor, typically the median could be no less than 24'. Reducing the median width less than 16' limits its ability to store vehicles waiting to make left turns. The roll plot depicted a 30' median width.
- Question – Where can roundabouts be added?
  - Response – Roundabouts are safer and good at moving traffic, but require a lot of R/W. Locations where roundabouts can be constructed will be investigated by the study team. A roundabout will be investigated at the Pilgrim Road intersection. It was determined that a roundabout at Lilly would require excessive real estate and was eliminated as an option by Waukesha County.
- Question – Is one alternative type typically safer than the other?
  - Response – As the 4-Lane Divided alternative limits the number of conflict points, it would expect to operate safer than the 5-Lane TWLTL. The 5-Lane TWLTL would provide better access as a driver could turn left or right from almost every location (u-turns to some driveways would likely be an outcome of the implementation of the 4-Lane Divided alternative.

### Adjournment

The meeting was adjourned at 6 p.m.

## COUNTY HIGHWAY M (NORTH AVENUE) RECONSTRUCTION STUDY

CSS Advisory Group Meeting #4

Brookfield Library  
 December 9, 2015

### Sign-In Sheet

	Please Print First and Last Name	Organization (if any)
1.	JEFF MCCARTHY	
2.	DAVID RIERSON	
3.	PAUL McILUSAW	
4.	Layne Radomski	
5.	Kathy Kramer	WSDOT
6.		
7.		
8.		
9.		
10.		

	Please Print First and Last Name	Organization (if any)
1.	Ed Hurwitz	WAD CO
2.	Bruce Barnes	Waukesha Co
3.	Brad Hamlich	CH2M
4.	Andre Ost	Gracif
5.	Randy Johnston	Elmhurst schools
6.	CARLA MARONE	
7.	JERRY KASHMERCK	UUCW
8.	Scott Haen	Johnson Bank
9.	MIKE JEMBY	
10.	Brian Mason	Resident / Advisory Group

	Please Print First and Last Name	Organization (if any)
1.	Scott Haen	Johnson Bank
2.	MIKE DEARNEY	
3.	MR FOLEY	
4.	John Neff	
5.	Haykin	
6.	Joseph Berke	
7.		
8.		
9.		
10.		