

A PERFECT ENVIRONMENT

Residential ♦ Recreational ♦ Responsible

Chair
Larry Krause
Supervisors
Pete Van Horn
Christopher Smith
Edward Kranick
Ron Troy
Clerk/Treasurer
Mary Elsner

TOWN OF DELAFIELD BOARD OF SUPERVISORS MEETING TUESDAY, SEPTEMBER 25, 2018 – 7:00 P.M. DELAFIELD TOWN HALL – W302 N1254 MAPLE AVENUE, DELAFIELD, WI

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Citizen Comments – During the Public Comment period of the agenda, the Town Board welcomes comment from any member of the public, other than an elected Town Board member, on any matter not on the agenda. Please be advised that pursuant to State law, the Board cannot engage in a discussion with you but may ask questions. The Board may decide to place the issue on a future agenda for discussion and possible action. Each person wishing to address the Board will have up to five (5) minutes to speak. Speakers are asked to submit to the Town Clerk, a card providing their name, address, and topic for discussion.

The Board will also take comment from the public on agenda items as called by the Chair, but not during the Public Comment. Please note that once the Board begins its discussion of an agenda item, no further comment will be allowed from the public on that issue.

4. Approval of September 11, 2018, Town Board Minutes
5. Action on vouchers submitted for payment:
 - A. Report on budget sub-accounts and action to amend 2018 budget
 - B. 1) Accounts payable; 2) Payroll
6. Communications (*for discussion and possible action*)
 - A. Randy Schaefer (9/12/18), Re: Imperial Drive Speed Issue
7. Unfinished Business
 - A. Discussion and possible action on deer management agreement
8. New Business
 - A. Discussion and possible action on traffic issues within the Town of Delafield
 1. Imperial Drive
 2. HWY C
 3. Golf Hills
 4. HWY KE

Town of Delafield Board of Supervisors Meeting Agenda

September 25, 2018

Page 2

- B. Fire Station #2
- C. New Hire – Hwy. Dept.

9. Announcements and Planning items

- A. Budget Workshop – Wednesday, September 26 – 6:00 p.m.
- B. Next Park and Recreation Commission Meeting – Thursday, September 27
- C. Next Plan Commission Meeting – October 2
- D. Budget Workshop – Wednesday, October 3 – 6:00 p.m.
- E. Next Town Board Meeting – October 9

10. Adjournment



Mary T. Elsner, CMC, WCMC
Town Clerk/Treasurer

Notification of this meeting has been posted in accordance with the Open Meeting Laws of the State of Wisconsin. The Town Board may take action on any item on the agenda. It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the Town Board of Supervisors. Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Mary Elsner, Town Clerk, at W302 N1254 Maple Avenue, Delafield, WI 53018-7000. This agenda is for informational purposes only. Posted – 9/20/2018

TOWN OF DELAFIELD BOARD OF SUPERVISORS MEETING

September 11, 2018

Members Present: L. Krause, P. Van Horn, E. Kranick, R. Troy, C. Smith

Others Present: K. Fitzgerald, *Plan Commission Chair*, C. Dundon, *Plan Commissioner*, G. Reich, *Plan Commissioner*, T. Frank, *Plan Commissioner*, T. Barbeau, *Town Engineer*, E. Larson, *Town Attorney*, K. Smith, *Waukesha Freeman*, 7 citizens

Public Hearing: Prior to the start of the scheduled Town Board meeting there was a public hearing in front of the Town Board and a quorum of the Plan Commission to consider the amendment of several sections of Chapter 17, Zoning, and Chapter 18, Land Division and Development Control of the municipal code for the Town of Delafield. The purpose of the amendments is in response to the State's adoption of 2017 Wisconsin Act 67 related to requiring a political subdivision to issue a conditional use permit under certain circumstances which resulted in requiring substantial evidence, rather than personal preferences or speculation directly pertaining to the requirements and conditions an applicant must meet. The resulting modifications affect various code sections in Chapter 17 and Chapter 18 of the municipal code. The regularly scheduled Town Board meeting will begin immediately following the conclusion of the public hearing. Chairman Krause called the Public Hearing to order at 7:00 p.m. and read the Public Hearing Notice.

Attorney Larson provided a brief overview of the reason for the subject changes to the Town Code. The State recently adopted a series of laws concerning municipal regulation of land use.

Engineer Barbeau reviewed the proposed amendments in response to changes in the State law related to Conditional Use Permits.

David Broadfoot, N5W33778 Lapham, stated that when he moved into the Town in the early 80's, the zoning requirement was for 3-acre parcels. He questioned why the State made changes. He is seeing tighter and tighter restrictions and is of the opinion that the Town is turning into the City of Brookfield.

First order of business: Call to Order

Chairman Krause called the meeting to order at 7:30 p.m.

Second order of business: Pledge of Allegiance

Third order of business: Citizen Comments

Randy Schaefer, W291N4193 Prairie Wind Cr., voiced concerns re: speeding in the area of Prairie Wind Cr. and Imperial Dr. It is very dangerous and someone is going to get hurt. He is requesting installation of stop signs and/or any additional help to rectify the issue.

Fourth order of business: Approval of August 28, 2018, Town Board Minutes

MOTION MADE BY MR. KRANICK, SECONDED BY MR. TROY TO APPROVE THE MINUTES AS PRESENTED BY THE CLERK. MOTION CARRIED.

Fifth order of business: Action on vouchers submitted for payment:

A. Report on budget sub-accounts and action to amend 2018 budget

B. 1) Accounts payable; 2) Payroll

Accounts Payable

MOVED TO APPROVE PAYMENT OF CHECKS #60693 – #60723 IN THE AMOUNT OF \$287,377.77

Payroll

MOVED TO APPROVE PAYMENT IN THE AMOUNT OF \$24,973.35

MR. TROY/MR. KRANICK

MOTION CARRIED.

Sixth order of business: Communications (for discussion and possible action)

Chairman Krause directed attention to a recent communication submitted by Deputy Dunker re: skate park hours.

MOTION MADE BY MR. KRANICK, SECONDED BY MR. TROY TO REFER THE MATTER TO THE PARK AND RECREATION COMMISSION. MOTION CARRIED.

MOTION MADE BY MR. KRANICK, SECONDED BY MR. SMITH TO TAKE ITEM 8B OUT OF ORDER. MOTION CARRIED.

Eighth order of business: New Business

B. Consideration and possible action on Operator's License for the period of 7/1/18 to 6/30/20:

1. *Nicholas Dudzek – Ristorante Lago*

MOTION MADE BY MR. KRANICK, SECONDED BY MR. TROY TO APPROVE AN OPERATOR'S LICENSE FOR THE PERIOD OF 7/1/18 TO 6/30/20 FOR NICHOLAS DUDZEK – RISTORANTE LAGO. MOTION CARRIED.

MOTION MADE BY MR. KRANICK, SECONDED BY MR. SMITH TO TAKE ITEM 8A OUT OF ORDER. MOTION CARRIED.

Eighth order of business: New Business

A. Discussion and possible action on proposed amendments to several Sections of Chapter 17, Zoning, and Chapter 18, Land Division and Development Control of the Municipal Code for the Town of Delafield

The Town Board recommended the following changes to the proposed Ordinance of Section 17.05 of the Town Code:

3. C., *Public Hearing, The 1st sentence to be revised to read: Within a reasonable time after an application and all required information has been filed, a public hearing shall be held by the Town Board jointly with the Plan Commission pursuant to this chapter.*

5. C. *Conditional Uses Permitted, 2. f., What are the specifics of the traffic study indicated?*

5. D. *Conversion, 2. g., What are the specifics of noise?*

5. D. *Conversion, 2. j., Is this a standard or not?*

5. G. *Hobby Kennels, 2. g., Should there be a standard for smell?*

5. N. *Riding Academies or Commercial Stables, 2. Include – "manure management plan submitted subject to Waukesha County approval"*

Miscellaneous topics brought up for Plan Commission consideration: Bulk storage at greenhouses; update size of in-law units; add language that they have to meet any storm water standards set by Waukesha County.

MOTION MADE BY MR. KRANICK, SECONDED BY MR. TROY TO SEND THESE RECOMMENDED CHANGES AND OUTSTANDING ISSUES TO THE PLAN COMMISSION FOR REVIEW AND RECOMMENDATION. MOTION CARRIED.

Seventh order of business: Unfinished Business

A. Discussion and possible action on deer management agreement

MOTION MADE BY MR. SMITH, SECONDED BY MR. TROY TO DIRECT THE TOWN CHAIRMAN TO SIGN THE DEER MANAGEMENT AGREEMENT AND HAVE 50 DEER NUISANCE LICENSES AVAILABLE. MOTION CARRIED.

Ninth Order of Business: Announcements and Planning Items

- A. Budget Workshop – Monday, September 17 – 6:00 p.m.
- B. Next Town Board Meeting – September 25
- C. Budget Workshop – Wednesday, September 26 – 6:00 p.m.
- D. Next Plan Commission Meeting – October 2
- E. Budget Workshop – Wednesday, October 3 – 6:00 p.m. (if needed)

Tenth Order of business: Adjournment

MOTION MADE BY MR. KRANICK, SECONDED BY MR. TROY TO ADJOURN AT 8:32 P.M. MOTION CARRIED.

Respectfully submitted,

Mary T. Elsner, CMC, WCMC
Town Clerk/Treasurer

Minutes approved on:

Mary Elsner

AGENDA ITEM

From: Larry Krause <lkrause2@wi.rr.com>
Sent: Thursday, September 13, 2018 9:46 AM
To: Mary Elsner
Cc: Paul Kozlowski; Ron Troy
Subject: Re: Grant Funds

SEP 25 2018

ITEM # 5A PAGE 1 of 1

Mary,

Please add this item to our next agenda.

Thank you.
Larry

On 9/13/2018 9:15 AM, Paul Kozlowski wrote:

Supervisor Troy,

Our fire department received a grant from the Friends of Nashotah in the amount of \$1,500.00 for the purchase of a sonar unit for our dive boat. Can you add this item to an upcoming meeting?

I propose the following 2018 budget amendments to allow the purchase in 2018:

10-43443 Note the \$1,500 revenue in "Other Fire Department Grant Revenue"
10-52230-810 Add funds to "Fire Department Operations Capital" totaling \$1,500

FYI – The check I received will be given to Mary sometime throughout the day today.

Paul Kozlowski
Fire Chief
Town of Delafield Fire Department
W302 N1208 Maple Avenue
Delafield, WI 53018
262-646-6666 Station #1
262-646-6661 Direct Line
262-968-9899 Mobile
pkozlowski@townofdelafield.org

The contents of this e-mail are intended for the named addressee only. It contains information that may be confidential.

Unless you are the named addressee or an authorized designee, you may not copy or use it, or disclose it to anyone else. If you received it in error please notify us immediately and then destroy it.

Mary Elsner

SEP 25 2018

From: Randy Schaefer <rpschaefer@gmail.com>
Sent: Wednesday, September 12, 2018 7:12 PM
Cc: Larry.krause@townofdelafield.org; chris.smith@townofdelafield.org;
Edward.kranick@townofdelafield.org; Ron.troy@townofdelafield.org;
mary.elsner@townofdelafield.org
Subject: Imperial Drive Speed Issue

ITEM # 6 PAGE 1 of 1

Town Board:

Last evening I attended the Delafield Town Hall board meeting, following the public hearing. If you will remember I spoke of my concern at the public comment section with regard to the speed of traffic on Imperial Drive between Hwy. KE and west to Winston Way.

As I had stated last evening one effort might be to make each intersection a 4 way stop, which would be my preference. Another thought was to increase radar patrol as I am certain that would generate a LOT of revenue however, that is only a short term solution.

I am very interested in following the next course of action so I am reaching out to all of you to ask what that next step might be?

Please advise as I am concerned that someone will be hurt one day or even worse.

Look forward to hearing from you.

Kindest regards,

Randy Schaefer

W291 N4193 Prairie Wind Circle South

Pewaukee, WI 53072

(414) 491-3641



890 Elm Grove Road • Suite 110 • Elm Grove, Wisconsin 53122-2588 • (262) 797-9097 • Fax (262) 797-9098

September 28, 2005

Prairie Wind Farms
Attn: Ken Schlager
P.O. Box 373
Pewaukee, WI 53072

RE: Traffic Analysis for Vehicle Traffic Calming
Imperial Drive from CTH KE to Winston Way
Town of Delafield, Wisconsin

Dear Mr. Schlager:

The enclosed information summarizes our study of the subject roadway and recommends specific actions for traffic calming on Imperial Drive.

Background

Imperial Drive from the east City limits of Hartland to CTH KE (South Shore Drive) is a rural section of roadway with a posted speed limit of 25 MPH. It is approximately 2,820 feet from the west to east ends of the section in the Town of Delafield. This section of roadway has become an increasingly traveled route due to its most direct access to Highway 16. Residents with homes in this area are uncomfortable with the perception of high vehicle speeds on Imperial Drive and are concerned about the safety for pedestrians, bike riders and drivers. All-way stops control the 5 intersections along this roadway. There is an off-street bike/pedestrian path along the south side of the street in the western half of the roadway. Several openings in the fence identify locations of planned pedestrian crossings.

Data Gathering

A summary of traffic crashes has been compiled from WisDOT DMV records from September 2002 thru September 2005. The frequency, severity, type and roadway conditions are defined plus any noted driver impairment. Three (3) crash summaries occurring on Imperial Drive were noted in the WisDOT summary. Also included is the area resident furnished news article information of non-reported and reported crashes.

Southeastern Wisconsin Regional Planning Commission (SEWRPC) staff conducted a speed study and traffic count in July 2004. The locations were studied and the results are summarized

below. Our goal is to attain an 85th percentile speed that is close to 27 mph along the entire length of the study area, as is the case in the segment between Winston Way and West Prairie Wind Circle.

Location Between	Speed Data				Traffic Volume			
	Low	High	85th Percentile	10 MPH Pace	AM Peak	PM Peak	Saturday Peak	24 Hour
CTH KE & Highland Court	10-14 MPH	45-49 MPH	31 MPH	22-31 MPH	7-8 AM 156 vph	5-6 PM 190 vph	12-1 PM 134 vph	2,026 vpd
Highland Court & Farm Valley Court	10-14 MPH	45-49 MPH	32 MPH	24-33 MPH	7-8 AM 139 vph	5-6PM 175 vph	12-1 PM 117 vph	1,919 vpd
Winston Way & Western Prairie Wind Circle	10-14 MPH	39 MPH	27 MPH	20-29 MPH	7-8 AM 114 vph	5-6 PM 142 vph	12-1 PM 104 vph	1,604 vpd

Approach

Capturing the attention of a driver is an important function of traffic calming techniques. This will be accomplished by emphasizing the pedestrian crossings with marking, signing and street lighting; recognition by the drivers will increase the safety for pedestrians. The no passing zone will encourage drivers to stay in their respective lanes, travel slower and thus follow the curvature of the road. The planting of mature trees at strategic locations along Imperial Drive will narrow the view of a wide-open roadway and draw the driver's focus to the roadway directly in front of him/her, rather than allow the focus to be that of the roadway off in the distance.

Potential Traffic Calming Actions

1. Paint traffic lane centerline with No Passing Zone established
 Paint edge line at 10.0 ft lane width
 Paint edge line at 10.5 ft lane width
 Paint edge line at 11.0 ft lane width
2. Add advance & at crossing pedestrian crosswalk signing
 Special crosswalk pavement marking

Plowable centerline markers
Minimum roundabout
Option of bump-out at pedestrian crossings
Off-center centerline & edge line to create 3-foot walk path on roadway and 10 ft. lanes
Flasher on speed limit sign
Center rumble median
Special crosswalk marking at potentially 3 crossings, with ladder marking, sign & streetlight

3. Street Lighting at intersections and pedestrian crossings
4. Remove ALL-WAY STOPS and install SIDE STREET STOP only
5. Mature tree plantings – proposed evergreen planting locations:
 - 228 ft. east of Prairie Wind Circle (W) centerline, south side of Imperial, midway between fence and flow line of ditch
 - 13 ft. east of Prairie Wind Circle (E) centerline, south side of Imperial, midway between fence and flow line of ditch
 - 300 ft. east of Farm Valley Court centerline on the north side of Imperial
6. Speed hump at mid-block pedestrian crossings

Cost of Improvements

Trees recommended are evergreen type with lower cost in fall at 15% discount. The cost per tree for three trees from Trees on the Move is as follows:

- 10' \$812 each
- 11' \$899 each
- 12' \$1,132 each

The pavement marking of a no passing zone yellow centerline, white edge lines and pedestrian crossings are estimated to cost approximately \$6,000 in epoxy paint. The estimate includes zone location by TES staff.

Signing for cross walks and removal of STOP signs less than \$1,000.

The installation of street lighting with cut-off light fixture on ornamental pole at 5 intersections and 4 pedestrian crossings are expected to cost \$20,000. The WE Energies monthly service fee for the 9 new street lights would be approximately \$140.00.

The installation of 4 speed humps on Imperial Drive is estimated to cost approximately \$11,000.

Recommended Actions

We recommend the implementation of the following traffic calming actions

1. Epoxy Paint Pavement Marking as the highest priority based upon most impact for the investment with No Passing Zones established on an off-center centerline & edge line to create 3-foot paved shoulder on north side of the roadway and 10 ft. lanes. Remove All-Way Stops and maintain Side Street STOP signs.
2. Special crosswalk marking at potentially 4 crossings, with ladder marking and signs.
3. Mature tree plantings – locations noted above
4. Street lights at intersections and pedestrian midblock crossings
5. Speed Hump at 2 to 4 mid-block pedestrian crossings. This is to be considered only after implementation and trial of above four recommendations

The budget action for items is repeated for summary purposes.

1. \$7,000
2. Included in 1
3. \$3,400
4. \$20,000 capital budget expense and \$420 annually.
5. \$6,000 to \$11,000

We look forward to moving ahead with you on the implementation of traffic calming measures.

Traffic Engineering Services, Inc.

Wayne R. Higgins
Wayne R. Higgins PE, PTOE
President

cc: Town of Delafield-Mary Elsner
James Siepmann, Siepmann Realty



PROPOSED CONDITION
TRAFFIC CONTROL

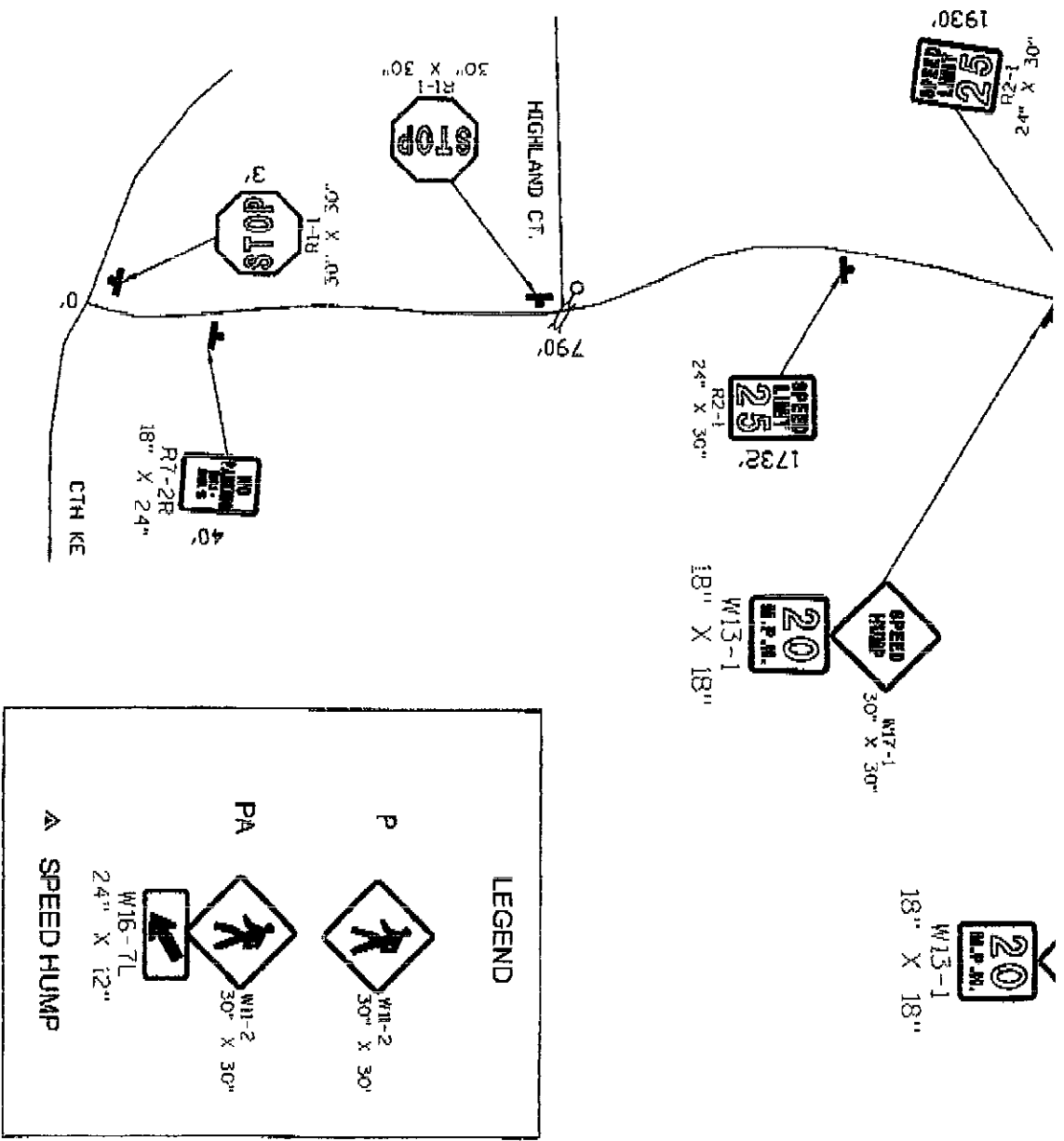
PRAIRIE WIND FARMS
IMPERIAL DRIVE

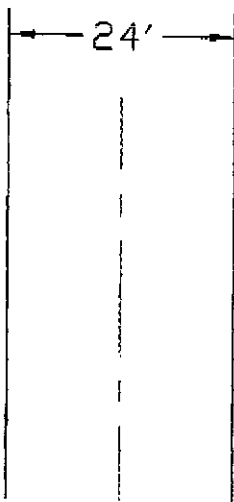


TRAFFIC ENGINEERING
SERVICES, INC.

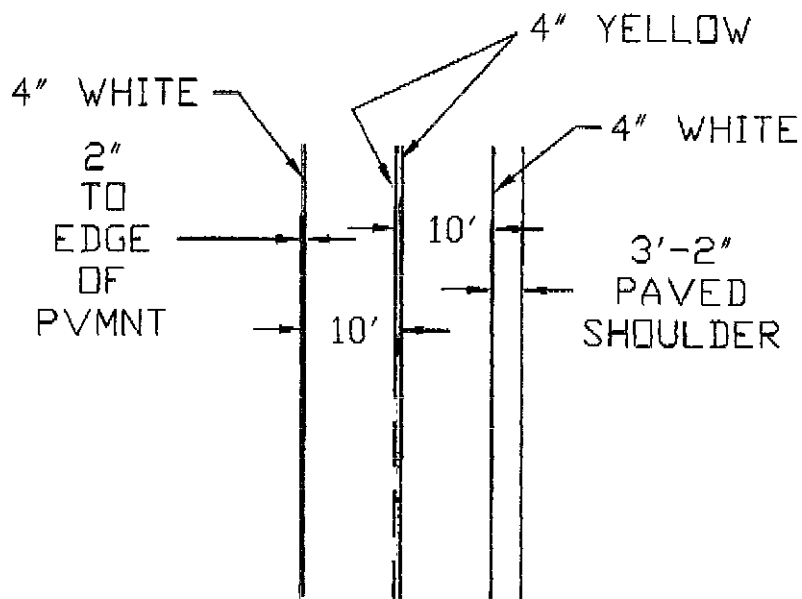
JN# 05e57

Sep 28, 2005, 2:13pm





EXISTING



CENTER LINE WITH MARKED
NO PASSING ZONES
10-FOOT LANES
PLACED OFF CENTER
OF ROADWAY

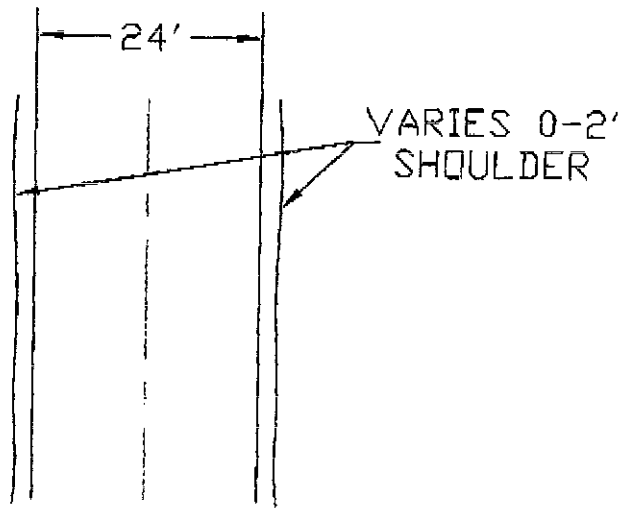
Sep 27, 2005, 3:33pm

TYPICAL PLAN
PAVEMENT MARKING
ALTERNATE 1

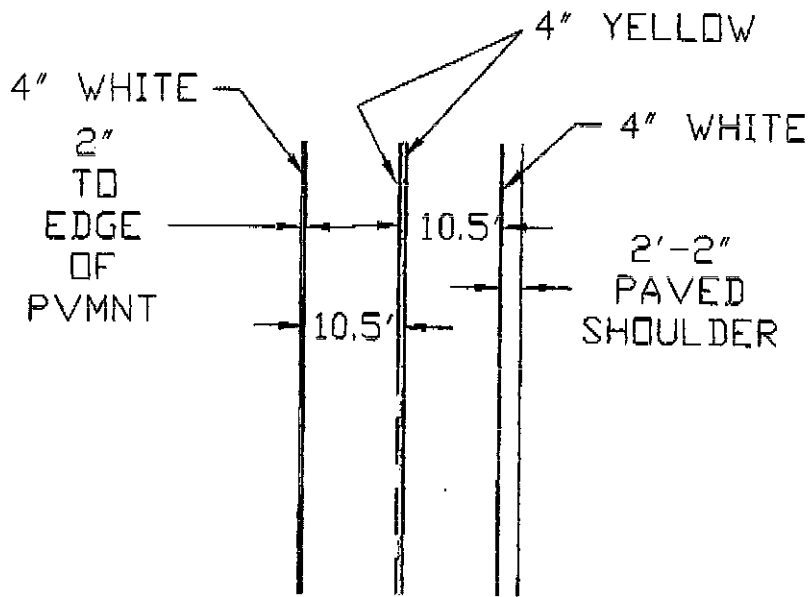
PRAIRIE WIND FARMS
IMPERIAL DRIVE



JNH 05e57
TRAFFIC
ENGINEERING
SERVICES, INC.



EXISTING



CENTER LINE WITH MARKED
NO PASSING ZONES
10.5 - FOOT LANES
PLACED OFF CENTER
OF ROADWAY

Sep 27, 2005, 3:34pm

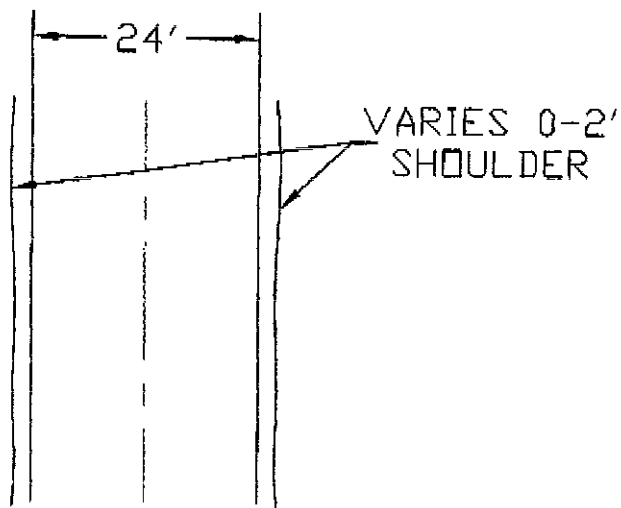
TYPICAL PLAN
PAVEMENT MARKING
ALTERNATE 2

PRAIRIE WIND FARMS
IMPERIAL DRIVE

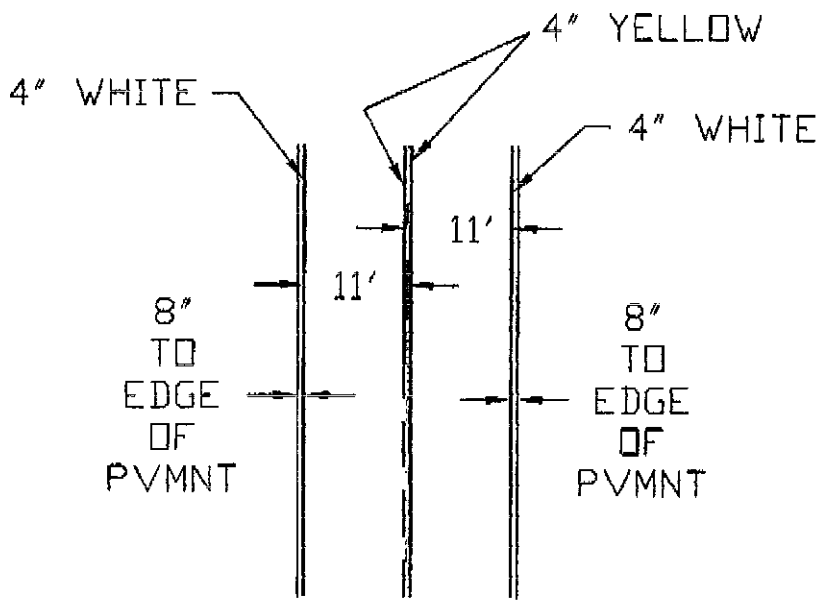


TRAFFIC
ENGINEERING
SERVICES, INC.

JN# 05e57



EXISTING



CENTER LINE WITH MARKED
NO PASSING ZONES
11 - FOOT LANES
WITH EDGE LINE
PLACED ON CENTER
OF ROADWAY

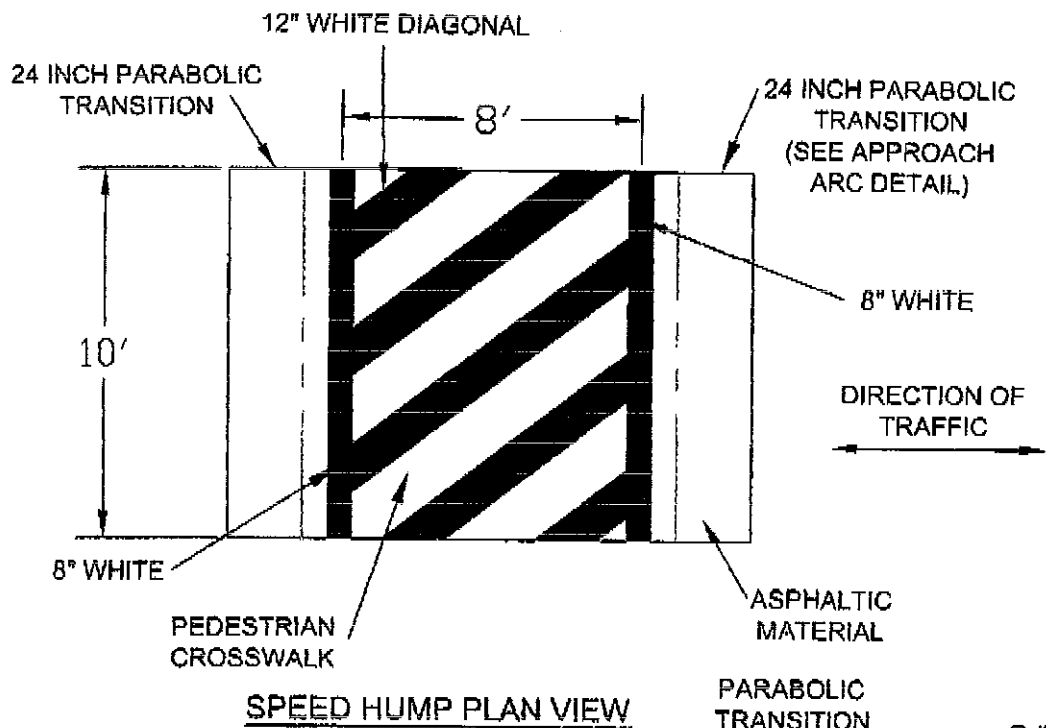
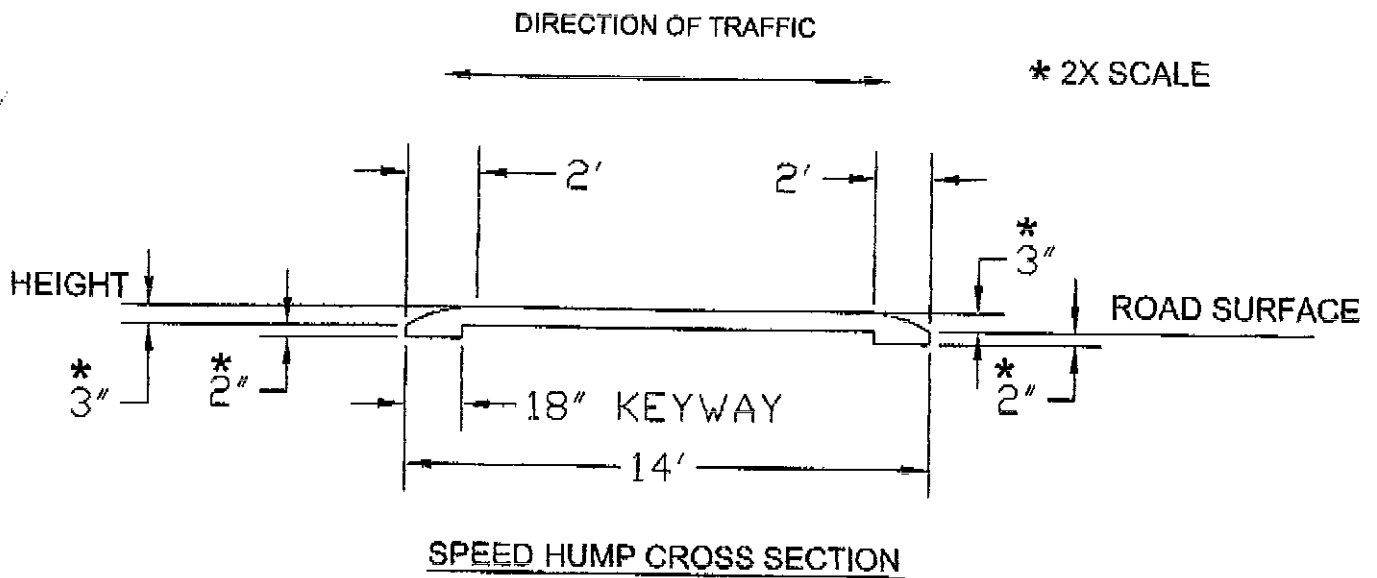
Sep 27, 2005, 3:34pm

TYPICAL PLAN
PAVEMENT MARKING
ALTERNATE 3

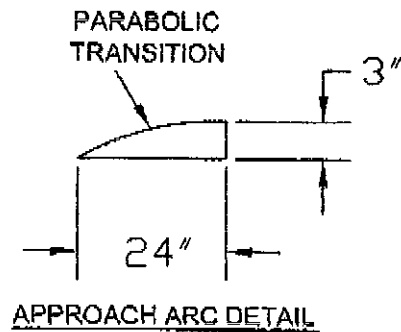
PRAIRIE WIND FARMS
IMPERIAL DRIVE



TRAFFIC
ENGINEERING
SERVICES, INC. JNH 05e57



SCALE 1"=5'



Sep 27, 2005, 3:30pm

PROPOSED SPEED
HUMP DETAIL

PRAIRIE WIND FARMS
IMPERIAL DRIVE



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ENGINEERING
SERVICES, INC.

JNH 05e57

09/14/06
14:13

Waukesha County Sheriff's Department
Law Supplemental Narrative:

RECEIVED
SEP 15 2006

Incident Number: W06-09316 Name: GREGESICH JE
Sequence Number: 1 Date: 09:02:26 09/13/06
Narrative
(See below)

TOWN OF DELAFIELD
AGENDA ITEM

=====

SEP 26 2006

ITEM# PAGE
7B 2 of 25

Narrative:
DEPUTY DAVID J. CARPENTER, #8177; DISTRICT #9104; TOWN OF DELAFIELD

This supplemental report is in respect to further observations of the survey area by this officer in conjunction with a traffic engineering study that was completed.

<<-->>

On Tuesday, 09-12-06, at approximately 8:30 a.m., this officer reported back to the Prairie Winds Subdivision along Imperial Drive to examine and study changes made in the roadway. This was at the request of Mr. Balzer who had indicated that he had received multiple phone calls indicating that residents of the area believed that the changes made based on the engineering report had actually made the traffic situation more dangerous.

This officer observed that from CTH KE all the way west to Winston Way, Imperial Drive now has center lines painted indicating ten foot traffic lanes for both eastbound and westbound traffic. Additionally, a white fog line was painted three feet off of the north shoulder of Imperial Drive to create a walk pathway for pedestrians on Imperial Drive.

There were multiple crosswalks now painted along Imperial Drive, some of which were at intersections, and some of which were in an area that I will refer to as "mid-block". The stop signs on Imperial Drive at Farm Valley Court and the two accesses to Prairie Wind Circle had all been removed, thus making Imperial Drive a thoroughfare. Stop signs were still in place on Farm Valley Court and the two accesses of Prairie Wind Circle.

Based on my observations of the subdivision as they appeared now, this officer did not feel that any of the changes created any "unusual hazards" to the children who would be walking in that area to school, and believe that the facts from my initial report still stand as accurate, and will not be changing any recommendations regarding bussing.

Later in the day, this officer did have the opportunity to speak to Ms. Campbell, as I was returning her telephone call. Ms. Campbell was genuinely concerned with the fact that there were no stop signs on Imperial Drive, and felt that because of that traffic was actually driving faster on Imperial Drive than it had been before when there were stop signs. Additionally, Ms. Campbell had concerns regarding the placement of crosswalks in the "mid-block" area. Ms. Campbell indicated that for children to access those crosswalks, they would have to walk in areas that would have no sidewalks, and would not be plowed clear of snow and ice during the winter.

Now having the information that those "mid-block" crossing areas would not be maintained during the winter, this officer believes that these crosswalks would be of no value or use to children during the winter months when the ground is covered with ice and snow.

In studying the engineering report completed by Higgins, this officer did observe that as part of their recommendation, the placement of advance and crosswalk pedestrian signs would be part of what Mr. Higgins felt would be needed to create "traffic calming".

This officer did observe that there were no signs placed either in advance of or at the respective crosswalks, even though on yesterday's date the crosswalks were quite visible. This may not be the case on a day when it is snowing. This officer would recommend that, based on the recommendations of the study, at the very minimum signs be placed at the respective crosswalks warning traffic that state law required vehicles to stop and yield to pedestrians in the crosswalk.

This officer would also recommend that crosswalks be placed at all intersections in the subdivision beginning at Farm Valley Court. This would include Farm Valley Court and both accesses of Prairie Wind Circle. Due to the fact that the crosswalks in the "mid-block" areas are for the most part unusable in winter months, the placement of crosswalk signs at those locations would not be necessary, and, in fact, I see no need for crosswalks in any "mid-block" areas.

This officer is strongly recommending that these above changes be made for further safety of the children walking along Imperial Drive. This officer concedes that Imperial Drive carries more traffic than any other residential street that this officer in his career can remember surveying. I believe that these changes, although not mandated, can do nothing but make the walk along Imperial Drive safer for the children.

Regarding Ms. Campbell's concerns about speeders, this officer did indicate to Ms. Campbell that the Sheriff's Department would make a concerted effort to be in the area on a frequent basis during times of children going to school and returning home from school to monitor traffic speed and compliance with crosswalk restrictions.

jeg

AGENDA ITEM

SEP 26 2006

ITEM#

PAGE

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3 of 25

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •

TELEPHONE (262) 547-6721

FAX (262) 547-1103

Serving the Counties of:

KENOSHA
MILWAUKEE
OZAUKEE
RACINE
WALWORTH
WASHINGTON
WAUKESHA



December 15, 2006

RECEIVED
DEC 18 2006

TOWN OF DELAFIELD

Ms. Mary T. Elsner, Clerk
Town of Delafield
N14 W30782 Golf Road
Delafield, Wisconsin 53018-2117

Dear Ms. Elsner:

At the specific request of the Town, the Commission staff has completed the collection and analysis of traffic volume and speed data for the segment of Imperial Drive between CTH KE and Winston Way to permit comparison to traffic volume and speed data collected in the summer of 2004. Since the summer of 2004, the Town has removed stop signs and placed crosswalks, pavement edge markings, and centerline markings on this segment of Imperial Drive.

The 24 hour machine traffic counts and vehicular speed data were collected in July 2004 and November 2006 at three locations on the study segment of the Imperial Drive. The first location was approximately midway between Winston Way in the Village of Hartland and the western leg of Prairie Wind Circle North in the Town of Delafield. The second location was approximately midway between Farm Valley Court and Highland Court. The third location was approximately midway between Highland Court and CTH KE. As noted in our November 6, 2006, letter to you, the Commission's equipment to count traffic and measure speeds will not function during, and can be damaged by, freezing temperatures. As such, the Commission was not able to attain a full week of traffic counts and speeds on Imperial Drive, but was able to attain average weekday counts between the afternoon of Monday, November 6, 2006, and the morning of Friday, November 10, 2006.

The average weekday traffic volumes and vehicular speed data observed in November 2006 and July 2004 are set forth in Table 1 attached to this letter. The vehicular speed data reported in Table 1 include the average vehicular speed; 85th percentile speed, or the speed at which 85 percent of the vehicles travel at or below; the 10 mile per hour pace, or the 10 mile per hour range of speeds at which the highest percentage of vehicles travel; and the fastest observed speed.

1. Traffic Volumes

The average weekday traffic volumes collected in November 2006 and July 2004 were very similar. The traffic volumes observed in November 2006 were nominally higher which may be attributed to summer traffic volumes generally being somewhat less than fall traffic volumes.

2. Vehicular Speeds

From the vehicle speed data collected in 2004 and 2006, four measures of traffic speed were reviewed: average vehicular speed, 85th percentile speed, 10 mile per hour pace vehicle speed, and highest speed recorded.

In 2004, the average speed on an average weekday ranged from 24.3 miles per hour to 29.0 miles per hour on the study segment of Imperial Drive. In 2006, the average speed on an average weekday was very similar, ranging from 24.5 miles per hour to 29.6 miles per hour on an average weekday. The 85th percentile speed is the speed at which 85 percent of the total vehicle traffic is observed to be traveling at or below, and is considered to be the speed at which motorists perceive that they are able to safely operate their vehicle on a particular roadway segment. In 2004, the 85th percentile speed on an average weekday on Imperial Drive ranged from 27.0 to 31.9 miles per hour. In 2006, the 85th percentile speed on an average weekday on Imperial Drive ranged from 28.9 to 34.3 miles per hour.

The 10 mile per hour pace of vehicle speed is the 10 mile per hour range of speeds in which the highest percentage of motorists were observed to travel. In 2004, the 10 mile per hour pace ranged from 20-29 miles per hour on the western end of the study segment to 23-32 miles per hour on the eastern end of the study segment. About 80 to 85 percent of all vehicles were observed traveling within the 10 mile per hour pace. In 2006, the 10 mile per hour pace ranged from 20-29 miles per hour on the eastern end of the study segment to 25-34 miles per hour in the middle of the study segment. Again, about 80 to 85 percent of all vehicles were observed traveling within the 10 mile per hour pace.

In addition, the highest speed observed at the three locations ranged from 42 to 49 miles per hour in 2006 compared to 35 to 48 miles per hour in 2004.

Thus, traffic speeds would appear, based on the data collected, to have remained about the same in 2006 compared to 2004 on Imperial Drive, with speeds being marginally higher in 2006 compared to 2004 on the western end of Imperial Drive and marginally lower on the eastern end of Imperial Drive.

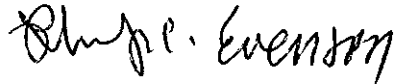
The effective speed limit of a street is about five to seven miles per hour above the posted speed limit, as law enforcement and courts are reluctant to undertake enforcement actions when speeds are less than five to seven miles over the speed limit. On the study segment, about 72 to 98 percent of all motorists were observed to travel at or below 32 miles per hour in 2006, depending upon location, and from 85 to 99 percent of all motorists were observed to travel at or below 34 miles per hour. It is likely those vehicles traveling at speeds over 32 miles per hour, and particularly those traveling at the fastest speeds—particularly 40 to 49 miles per hour—that result in the greatest resident concern for excessive vehicular speeds and pedestrian safety.

Physical speed reduction and control measures may be expected to have limited impact on the overall speeds on Imperial Drive, based on comparison to other streets where such measures have been installed, such as Baythorn Way in the City of Brookfield – a 25 mile per hour speed limit collector street where a series of speed control humps has been installed. The potential reductions in speed that may be expected on Imperial Drive with such measures may include reductions in average speed of about three to five miles per hour and in 85th percentile speed of about two to four miles per hour. However, the speeds which would be reduced on Imperial Drive with speed control humps would be the speeds of likely greatest concern which exceed 35 to 40 miles per hour.

Ms. Mary T. Elsner
December 15, 2006
Page 3

Should you have any questions or comments regarding the attached data and analysis, or should the Town desire that the Commission staff present and discuss these results at a meeting, please do not hesitate to call.

Sincerely,



Philip C. Evenson
Executive Director

PCE/KRY/DMJ/mlh
#123754 V1

Enclosures [Docs #97796 v2]

cc w/enclosure:

Mr. Paul L. Kanter, Chairman, Town of Delafield
Mr. Wallace C. Thiel, Administrator, Village of Hartland

Table 1

**AVERAGE WEEKDAY TRAFFIC VOLUMES AND VEHICULAR SPEED DATA
OBSERVED BY LOCATION ON IMPERIAL DRIVE BETWEEN WINSTON WAY
AND CTH KE IN THE TOWN OF DELAFIELD: 2004 AND 2006**

	Location on Imperial Drive					
	Between Winston Way and Western Prairie Wind Circle North		Between Farm Valley Court and Highland Court		Between Highland Court and CTH KE	
Date of Data Collection	07/04	11/06	07/04	11/06	07/04	11/06
Traffic Volumes						
Average Weekday	1,610	1,760	1,920	1,970	2,030	2,120
Vehicular Speeds (Miles per Hour)						
Average Speed						
Average Weekday	24.3	27.0	29.0	29.6	27.4	24.5
85 th Percentile Speed ^a						
Average Weekday	27.0	31.4	31.9	34.3	30.9	28.9
10 Mile per Hour Pace ^b						
Average Weekday	20-29	23-32	23-32	25-34	23-32	20-29
Fastest Speed Observed						
Average Weekday	35	44	48	49	41	42

^a Eighty five percent of the vehicles were observed traveling at or below this speed; the remaining 15 percent of the vehicles were observed traveling at speeds above this speed.

^b The 10 mile per hour pace is the 10 mile per hour range of speeds at which the greatest percentage of vehicles were observed to be traveling.

DMJ/dmj
12/08/06
#97796 v2; Delafield TS Data



Waukesha County Sheriff's Department

Detail Report for Incident W07-27136

Incident No.: W07-27136

Nature: TRAFFIC ENF REQ

Location: Delafield Town Law
#02

Partition: "WSDOFF"

Address: IMPERIAL DR & PRAIRIE WIND
CIR N
PEWAUKEE WI 53072

Offense Codes: School Survey

Received By: NELSON SJ

How Received: Officer Report

Agency: WSD

Responding Officers: DORN RGW

Responsible Officer: DORN RGW

Disposition: Report Typed 06/12/07

When Reported: 09:34:27 06/01/07

Occurred Between: 10:00:00 05/31/07 and 10:00:00 06/08/07

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

INVOLVMENT LIST:

Type:	Record #:	Description:	Date:	Relationship:
CA	070600181	09:34:27 06/01/07 TRAFFIC ENF REQ	06/01/07	Initiating Call

CIRCUMSTANCES:

LT13 Highway, Road, Alley

NARRATIVE:

Deputy Robert G. Dorn, #7217, 9102 T/Delafield

This report is in reference to a traffic survey completed on Imperial Drive between Winston Way to the east and to the extreme east Prairie Wind Circle North/South, in the Town of Delafield. This survey was initiated on 5/31/07 with the gathering and the reviewing of information from past surveys done in this area. Traffic counts were initiated on Friday June 1, 2007 and ended on June 8, 2007.

The purpose of this survey is to assist in determining bussing for middle school age children (11-14 YOA) for Lakeside Middle School. The time periods that these children would be on Imperial Drive is from approximately 0745 to 0845 hours in the morning and 1545 to 1630 in the afternoon. Lake Side Middle School starts at 0845 and ends at 1545 hours.

BACKGROUND INFORMATION

This will be the third traffic survey done in this area since 2003. The first survey was completed by Deputy Freyer from July 30 to August 22, 2003 per IR #03-05047. The second survey was completed by Deputy Carpenter from February 23 to March 8, 2006 per IR #06-09316. This Deputy also reviewed two "Matter Of's" reference this same survey area, one authored by Deputy Enders, dated 5/15/07 reference special enforcement done by him from January through May of 2007. A second "Matter Of" was also reviewed by Deputy Niles on his special enforcement done in this same area.

I also reviewed a Traffic analysis for vehicle traffic calming done by Traffic Engineering Services, Inc. dated 9/28/05. This was reviewed to obtain perspective of this area from an outside agency. This document was obtained from the Town of Delafield, along with minutes from Town of Delafield Board meetings dated 10/19/05, 11/09/04, and 10/12/04. I also reviewed a "Prairie Wind Farm Homeowner Association" document dated 01/27/07 reference the Association's requests on what they feel should be done in this survey area.

The area of this traffic survey is approximately 2/10 of a mile in length. The speed limit on Imperial Drive is a 25 mph speed zone. There are two intersections excluding Winston Way that are included in this survey. Those two intersections are the west and east ends of Prairie Wind Circle North and South. There is one marked cross walk that is positioned near the middle of this survey area. There is a paved (asphalt) bike path/sidewalk on the south side of Imperial Drive. The width of this paved path is 5' 7", which was measured just west of the west Prairie Wind Circle South. This path is on average 20' south of Imperial Drive and is separated by a grassy ditch area and then a wooden fence between the path and roadway. Imperial Drive is asphalt and had a total width of 21 feet. The eastbound lane was 10' 9" and was measured just west of west Prairie Wind Circle. There is no shoulder on the south side of Imperial Drive, but the north side has a shoulder that is paved and is 2' 9" in width.

Part of this survey area is a "No Passing Zone", but part of it is passing for both eastbound and westbound traffic at separate times. There are both pavement markings and signs to indicate the no passing zones. There is a marked crosswalk with both advance signs and crosswalk signs as well as pavement markings for the cross walk. This crosswalk is between the Prairie Wind Circle east end and west end roads.

I counted 21 houses on Prairie Wind Circle South, 25 on Prairie Wind Circle North, and 5 houses on Imperial Dr. that would be involved in this survey.

Therefore a total of 51 houses would be affected by this survey. The exact number of children for next school year is believed to be 12 students per the bus company.

This survey area is within the 2 mile radius of the Middle School, requiring the students in the subdivision and survey area to walk to school according to the school policy.

I did a check of registered sex offenders, via internet, from the Department Of Corrections, registered sex offenders web sight. There were nine offenders listed for the 53029 zip code. Only one offender resides in the immediate area. This party does live at 838 Crescent Lane in the Village of Hartland. His residence is off the normal path which these children would most likely travel on. This offender was convicted in Sheboygan County, and his offense was a Chapter 948.06 offense.

I checked the Sheriff's Department records section for any reportable traffic accidents from January 2006 to June 1, 2007. There were three crash reports in this area. The first crash was on 4/15/06 1506 hours, on CTH KE at Imperial Drive, the second crash was on 5/11/06 at 1316 hours on Imperial Drive at Highland Court, and the last crash was on 1/15/07 at 1557 hour on Imperial Drive at Farm Valley Court. This last crash was a single vehicle crash, where the driver went off road left in the curve. This crash indicated snow/ice as highway factors.

ITEMS NOTED AS "UNUSUAL HAZARDS."

I reviewed a letter from Superintendent Glenn Schilling, requesting the survey and indicating that the potential "unusual hazard" is that middle school students who live in the Prairie Wind Circle subdivision have to cross Imperial Drive to get to the walking path to walk to Lakeside Middle School. I met with Superintendent Schilling prior to conducting the traffic count in this survey.

I also made contact with Ms. Lynn Snyder, who resides at W291 N4207 Prairie Wind Circle North. Mrs. Snyder approached me during my first visit to this survey area while conducting my first traffic count. I met with her after my first traffic count to assist myself in better understanding the concerns of the community, and understand any "unusual hazards" she felt needed to be addressed. Ms. Snyder indicated she was concerned with the area between the west end and east end of Prairie Wind South/North. Ms. Snyder also felt that the five residences along Imperial Drive were potential "unusual hazards", as these children had to walk along Imperial Drive. I advised her that this last item was not addressed in the letter by the School Superintendent as part of the survey area, but nonetheless, I would look into it during my survey of the area.

TRAFFIC DATA BASED ON THE TRAFFIC COUNT & SPEED SURVEY.

On Friday, June 1, 2007 from 0720 to 0830 hours, I did a traffic count and a survey of the speed of vehicles traveling on Imperial Drive from west Prairie Wind Circle North/South to the east end of Prairie Wind Circle North/South. This survey was done in an unmarked squad (#301), using a portable radar unit. I positioned the squad at the stop sign facing south. My main focus on this date was eastbound vehicles on Imperial Drive traveling within this survey area. My goal was to clock the speed of 50-80% of the vehicles traveling on Imperial Drive with the target area of the present crosswalk area to get an average of the speed of vehicle traveling in this area. I was able to clock the speed of 70% of the vehicles traveling on Imperial Drive during this time

period. The total number of vehicles passing through on Imperial Drive was 159 vehicles. I counted 122 eastbound vehicles and 37 westbound vehicles during this time period. Nearly all these vehicles were automobiles. The average vehicles per minute would be 2.2 for this survey period. The average speed was 29 mph, and the most frequent speed was 27 and 30 mph clocked via radar. No vehicle traveling westbound was clocked for speed during this survey. I observed no children on the streets during this time period, except for those waiting for the school bus.

On Friday, June 1, 2007 from 1600 to 1630 hours, this Deputy did a traffic count and a survey on the speed of vehicles traveling on Imperial Drive from east of Winston Way to just east of the present cross walk on Imperial Drive.

This survey was done in an unmarked squad (#301) using a laser radar unit. I positioned my squad facing north on west Prairie Wind Circle South at the stop sign. My main focus on this survey was both east and westbound traffic traveling on Imperial Drive between these two points. My goal was to clock the speed of 50-80% of the vehicles traveling this roadway, with the target area of just east of Winston Way for eastbound traffic and the present crosswalk for westbound traffic. I was able to clock 78% of the vehicles traveling on the roadway during this time period. I counted 106 vehicles traveling both east and westbound on Imperial Dr. I observed 57 vehicles traveling eastbound and 49 vehicles traveling westbound on Imperial Drive. Nearly all these vehicles were automobiles. The average vehicles per minute was 3.5 for this survey period. The average speed was 26 mph, and the most frequent speed was 25 or less mph. I observed 3 children and 4 adults in the area during this survey period. The children appeared to be of grade school age. Most of the pedestrians in the area were on the bike path.

On Wednesday June 6, 2007, from 0730 to 0830 hours this Deputy did a traffic count and survey on the speed of vehicles traveling on Imperial Drive from east of Winston Way to just east end of Prairie Wind Circle North/South. This survey was done in an unmarked squad (#301) using a portable radar unit. I positioned the squad at the stop sign facing south. My main focus on this date was both east and westbound traffic on Imperial Drive traveling within this survey area. My goal was to clock the speed of 50-80% of the vehicles traveling on Imperial Drive with the target speed area of the present crosswalk for eastbound traffic and the houses on Imperial Drive for westbound traffic. I was able to clock the speed of 98% of the vehicles traveling on Imperial Drive during this time period. The total number of vehicles passing through on Imperial Drive would be 138 vehicles. I counted 105 vehicles traveling eastbound and 33 vehicles traveling westbound during this time period. Nearly all of these vehicles were automobiles. The average vehicles per minute would be 2.3 vehicles per minute. The average speed of vehicles traveling in this area was 29 mph, and the most frequent speed was 27 mph clocked via radar. I observed only 4 persons walking or on their bikes in the area during this time period, except for those waiting for the school bus.

On Wednesday June 6, 2007, from 1550 to 1630 hours I did a traffic count and survey on the speed of vehicles traveling on Imperial Drive from east of east Prairie Wind Circle North/South to the area of the present crosswalk on Imperial Drive. This survey was done in an unmarked squad (#301) using a portable radar unit. I positioned my squad on Prairie Wind Circle North east end. My main focus on this date was both eastbound and westbound traffic in this area. My goal was to clock the speed of 50-80% of the vehicles traveling on Imperial Drive, with the target speed area of the present crosswalk for eastbound traffic and the houses on Imperial Drive for westbound traffic. I was able to clock the speed of 96% of the vehicles traveling on Imperial Drive during this time period. The total number of vehicles passing through this area on Imperial Drive was 197 vehicles. I counted 80 vehicles traveling eastbound and 117 vehicles traveling westbound during this time period. Nearly

all these vehicles were automobiles. The average vehicles per minute was 4.7 for this survey period. The average speed was 28 mph, and the most frequent speed was 28 mph for eastbound and 25 mph westbound clocked via radar. I observed 7 children and adults in the area at the time of this survey.

On Friday June 8, 2007 from 0715 to 0830, I did my final traffic count and survey on the speed of vehicles traveling on Imperial Drive from the east of east Prairie Wind Circle North/South to the area of the present crosswalk on Imperial Dr. This survey was done in an unmarked squad (#301) using a portable radar unit. I positioned my squad on Prairie Wind Circle North east end. My main focus on this date was both eastbound and westbound traffic in this area. My goal was to clock the speed of 50-80% of the vehicles traveling on Imperial Drive, with the target speed area of the present crosswalk for eastbound traffic and the houses on Imperial Drive for westbound traffic. I was able to clock the speed of 95% of the vehicles traveling on Imperial Drive during this time period. The total number of vehicles passing through this area on Imperial Drive was 183 vehicles. I counted 143 vehicles going eastbound, and 40 going westbound on Imperial Drive during this time period. Nearly all of these vehicles were automobiles. The average vehicles per minute was 2.4 for this survey period. The average speed was 28 mph, and the most frequent speed was 28 mph for eastbound traffic and 26 & 28 mph for westbound traffic. I observed only 1 adult in the area at the time of this survey.

POTENTIAL "UNUSUAL HAZARDS" IN THIS SURVEY AREA

After reviewing the "unusual hazards" form provided to me for this survey I will address each one of them and provide information that pertains to each area.

- Width of the shoulder of the road

There is a 2' 9" paved shoulder on the north side of Imperial Dr. There is no paved shoulder on the south side of Imperial Drive. The speed limit in this area is 25 mph and during the survey times, which is when children would be walking to or from school, I counted 2.8 vehicles per minute on an overall average.

- Traffic count

The first traffic count was done on Friday June 1, 2007 from 0720-0830 hours. The total number of vehicles traveling on Imperial Drive was 159. Of the 159 vehicles, 122 were traveling eastbound.

The second traffic count was done on Friday June 1, 2007 from 1600-1630 hours. The total number of vehicles traveling on Imperial Drive was 106 vehicles. Of those 106 vehicles, 57 of those were eastbound.

The third traffic count was done on Wednesday June 6, 2007 from 0730-0830 hours. The total number of vehicles traveling on Imperial Dr. was 138. The fourth traffic count was done on Wednesday June 6, 2007 from 1550 to 1630 hours. The total number of vehicles traveling on Imperial Drive was 189. Of those vehicles, 80 were traveling eastbound.

- Lack of crossing guards

I noticed no crossing guards at any of the intersections in this traffic survey area. Based on the above traffic count and my personal observations, traffic in this area would not be considered to be heavy. Groups of vehicles would go through this survey area leaving large gaps in time where no vehicles were traveling through the area leaving ample time for children to cross the roadway

safely.

- Lack of law enforcement

After review of several documents and personal knowledge of direction by supervisors from the Sheriff's Department for special enforcement in this particular area, I believe Deputies provide adequate enforcement of traffic laws in this area.

- Ages of children

The children who are presently being required to walk to school are of Middle School age (11-14 years of age). I believe this age group is responsible enough to cross the roadway, and would use good judgment in when it is safe to cross.

- Railroad crossing

None in this area of the survey, or while en route to the school.

- Lack of sidewalks

As stated, there is a walking path/sidewalk on the south side of Imperial Drive from Winston Way through the survey area to east of Farm Valley Court. The north side of Imperial Drive has the 2' 9" paved shoulder all the way through the survey area. Students who reside on Imperial Drive would not have access to the immediate sidewalk unless they walked east to the crosswalk at Farm Valley Court and then crossed Imperial Drive to get to the sidewalk. The point from the farthest house east on Imperial Drive to Prairie Wind Circle North was measured and was 700'.

- Nature of traffic

Nearly all of the vehicles traveling on Imperial Drive were automobiles. No residence construction was observed during this time period. This is a fully developed residential area. From the traffic counts, the flow of traffic was light, and the averages speeds were between 26-29 mph. clocked by myself.

- Inadequate pedestrian safeguards near school areas

I noticed that crossing guards are near the elementary school on Imperial Drive. According to the School Superintendent, the students this survey would affect, cut through the Elementary school to get to the Middle school via a path, so this should not be an issue for this particular survey.

- Temporary hazards

There was no road construction going on in the area at the time of this survey in the survey area or the route the children would be taking.

- Child molesters

A check of the Department of Corrections web sight on the "sex offender registry" indicated there were 9 registrants with under 15 names listed for the 53029 zip code area. Only 1 offender lives in the area that the children would have to pass by. That offender lives south of Imperial Drive, west of Winston Way. The offender's conviction was from Sheboygan County for 948.06 violation. No other contact with law enforcement was found on this sexual offender. Contact was made to the Wisconsin sexual offender office and no concerns by that office were expressed to this Deputy, therefore that person is not considered to be a concern at this point.

CONCLUSION

After reviewing the above documents, and conducting the traffic count, as well as obtaining the speed of the majority of vehicles passing through this area, I believe that if the following corrections are made, this should reduce the potential for the hazards being described by the homeowner in this subdivision. I would state that I don't believe any of the surveyed area rises to the level of a "unusual hazard" as defined by the Department of Public Instruction. I recognize that all traffic situations can be hazardous for children, but this particular area, and the age of the children crossing the road, in my opinion, does not rise to that level.

1. The "No Passing" zone should be removed in this area. After reviewing Wisconsin Statutes 346.10(2), I believe this may be in contradiction of this statute, allowing passing at an intersection, which is presently allowed now. This passing zone is at the east end of Imperial Drive in this survey area.
2. The present crosswalk be removed in the center of this survey area (on Imperial Drive). Crosswalks be added at both intersections of Prairie Wind North/South, both east and west ends, at their intersections - at the west end, placing the crosswalk west of the intersection, and at the east end, east of the intersection. No placement of advance warning signs of crosswalks ahead. I believe signs should be placed under the crosswalk stating that stopping for pedestrians is required by law. It is common practice to place crosswalks at intersections, not in the middle of roadways without intersections. Almost all people I observed crossing Imperial Drive did so at these two intersections. Added pavement needed to connect the crosswalk and walking path put in if needed.
3. It is the duty of the subdivision association to maintain the walk path, so if it is not being maintained properly, a subdivision meeting should take place on how to handle that problem.

I believe that the traffic speeds do not indicate a major problem in this area, as reviewed by the traffic counts and speed done by myself. However, I believe that a strong police presence on occasion would assist in keeping the speeds down to the 25 mph speed limit. With a firm enforcement of traffic laws in this area (issuance of citations when warranted), I believe this would correct any future problem, as most of the vehicle traffic is most likely from the Village of Hartland area. I do not believe children in Prairie Wind Circle South need to be bused, as they never have to cross Imperial Drive to get to school. I also believe that middle school age children who live on Prairie Wind Circle North should be capable of making good decisions on when to cross the street, and with adding crosswalks, that should assist them greatly.

After talking with officials at the bus company, I believe there are only 12 children who would be affected by this survey for 2007-2008 school year. As far as children living on Imperial Drive itself, I counted 5 houses. Contact was made with a resident on Imperial Drive and it's my understanding that only 2 houses on Imperial Drive have middle school age children. With the paved shoulder on the north side of Imperial Drive and the cross walk at Farm Valley Court, these children have the option to use the cross walk at this point on Imperial Drive. I also noticed a break in the wooden fence that appears to be used by bikes to gain access to the bike/walk path. I see nothing that would rise to the level of "unusual hazards" in this particular survey area requiring that the children for the middle school be bused.

sjn

~~Town of Delafield. This discussion consisted of an access easement agreement between LPSD and the Town in regard to the property along the shore and end of the undeveloped Rocky Point Avenue. An LPSD pump station is located on this site. He asked if the Town would be willing to deed the property to the District prior to the effective date of the agreement. Attorney Ward stated that this would have no affect on the existing border agreement. Attorney Riffle stated that a title commitment should be obtained followed by the request for a quit claim deed.~~

~~**MOTION MADE BY MR. VAN HORN, SECONDED BY MR. ACKLEY TO DIRECT ATTORNEY WARD TO PROCEED, ACQUIRING ANY NECESSARY DOCUMENTS AT THE EXPENSE OF LAKE PEWAUKEE SANITARY DISTRICT. MOTION CARRIED.**~~

B. Reports from Kristen Hecht and Deputy David Carpenter, Re: Imperial Drive

Kristen Hecht, N41W28716 Imperial Dr., stated that there was a significant lack of communication to their neighborhood regarding the subject issue. The traffic study that was conducted did not address the safety of children in the area. After the stop signs were removed, high traffic speeds occurred. She requested that the existing stop signs remain in place permanently and a pedestrian crosswalk be installed at Highland Court and Imperial Drive.

Ken Schlager provided a history of the subject issue and stated that suggested revisions are welcome from all concerned. He suggested that the traffic engineer do measurements to evaluate the status of the project. He stated that the two subdivisions should meet and come back to the Town Board with recommendations.

MOTION MADE BY MR. VAN HORN TO ASSURE THE NEIGHBORS OF THE IMMEDIATE SUBDIVISION TO THE WEST OF HIGHWAY KE THAT, AS LONG AS THE EXISTING TOWN BOARD MEMBERS REMAIN, THE STOP SIGNS WILL REMAIN AT IMPERIAL DRIVE AND HIGHLAND COURT AND THE CROSS WALK ISSUE WILL BE REVIEWED FOR FUTURE CONSIDERATION. MOTION FAILED FOR LACK OF SECOND.

MOTION MADE BY MR. KRAUSE, SECONDED BY MR. ACKLEY TO KEEP THE STOP SIGNS AT IMPERIAL DRIVE AND HIGHLAND COURT DEPENDING ON CURRENT AND FUTURE NEEDS AND ADD A CROSS WALK AT IMPERIAL DRIVE AND HIGHLAND COURT. MOTION CARRIED.

~~C. Consideration of Plan Commission's recommendation to approve the request for Conditional Use amendment, site plan and plan of operation for a 12,500 square foot addition to the Province House located on the Schoenstatt Sisters of Mary grounds.~~

~~**MOTION MADE BY MS. DUNDON, SECONDED BY MR. KRAUSE TO APPROVE THE CONDITIONAL USE AMEDEMMENT FOR A 12,500 SQUARE FOOT ADDITION TO THE PROVINCE HOUSE. MOTION CARRIED.**~~

D. Discussion regarding Town Hall contamination issue

~~*Mr. Barbeau summarized stating that an environmental engineering firm was hired in January to collect groundwater samples, as requested by the DNR, in order to close the site. The Town received a rejection letter from the DNR in April stating that the results of the analytical data submitted were not favorable to reconsider the case for closure. Mr. Barbeau was then directed by the Town Board to contact the Department of Commerce to check whether or not the Town could get reimbursed for monies spent. The DOC is currently anticipating the claim to be reviewed within the next 90-120 days. As the Town has received conflicting information from both the DNR and the DOC on requirements for closure and reimbursement, Mr. Barbeau requested direction on whether or not additional testing should be conducted. Funding is still available, as \$20,000 was budgeted for the project.*~~

TOWN OF DELAFIELD BOARD OF SUPERVISORS MEETING
October 19, 2005

Members present: C. Dundon, P. Van Horn, R. Ackley, L. Krause (left at 6:15 p.m.)

Members absent: P. Kanter (entered at 6:10 p.m.)

Also present: T. Barbeau, *Town Engineer*, J. Tising, *Code Enforcement Officer*

First order of business: Call to Order

Acting Chairperson Dundon called the Board of Supervisors meeting to order at 5:45 PM. The Town Clerk read the Notice of Closed Meeting.

MOTION MADE BY MR. KRAUSE, SECONDED BY MS. DUNDON TO GO INTO CLOSED SESSION. MR. ACKLEY-NO, MS. DUNDON-YES, MR. VAN HORN-NO, MR. KRAUSE-NO. MOTION FAILED.

Ken Ward and Peter Muth, Ruckert & Mielke, presented informational materials on proposed engineering services and provided a detailed review. They confirmed a rate of \$90.00/hr. when providing office hours to the Town.

Tim Barbeau, RA Smith & Associates, presented his company philosophy and mission and outlined engineering services that would be provided to the Town. He stated the importance of carrying out 6 total value points: institutional knowledge, commitment to the Town of Delafield, fiscal responsibility, seamless services, trusted relationships and continuity of services. Leslie Ashauer reviewed her involvement in 2005 Town engineering projects.

MOTION MADE BY MS. DUNDON, SECONDED BY MR. ACKLEY TO TAKE ITEM 3 OUT OF ORDER. MOTION CARRIED.

Third order of business: Report from Traffic Engineering Services, Inc., regarding traffic recommendations for Imperial Drive

Mr. Higgins provided a review of the traffic analysis for vehicle traffic calming – Imperial Drive from CTH KE to Winston Way. He stated that the key item is to grasp the mind of the driver with elements in their view to cause them to react to feel that they should slow down. He reviewed the recommended actions along with the budget action for these items.

MOTION MADE BY MR. ACKLEY, SECONDED BY MS. DUNDON TO EXPEND THE HIGHWAY BUDGET UP TO \$7,000 FOR SAFETY IMPROVEMENTS ON IMPERIAL DRIVE AS RECOMMENDED BY MR. HIGGINS, TRAFFIC ENGINEERING SERVICES, REFERENCED AS #1 AND #2 IN THE STUDY PRESENTED. MOTION CARRIED.

Second order of business: Discussion and potential decision on engineering services

The request was made to table this item until the next Town Board meeting on 10/25 to allow Mr. Krause to participate in the decision making process.

MOTION MADE BY MR. ACKLEY, SECONDED BY MS. DUNDON TO TABLE UNTIL 10/25.

Fourth order of business: Discussion and potential decision on compensation for Town employees/budget workshop

MOTION MADE BY MS. DUNDON, SECONDED BY MR. PERRY TO REMOVE ITEM FROM TABLE. MOTION CARRIED.

Ms. Dundon stated that she requested an extension of the contract with Elmbrook Humane Society to research the HAWS service agreement proposal. She communicated with officials of other communities and within the town regarding this issue and stated that HAWS still needs to settle some administrative issues. She would not feel comfortable pulling away from Elmbrook at this time and recommended to renew the contract with Elmbrook Humane Society.

Ms. Engel spoke in favor of Elmbrook stating that the Town has a very good rapport with them and that the residents are very satisfied with their service.

MOTION MADE BY MS. DUNDON, SECONDED BY MR. PERRY TO RENEW THE CONTRACT WITH ELMBROOK HUMANE SOCIETY FOR 2005, MR. VAN HORN-NO, MOTION CARRIED.

B. Traffic enforcement on Imperial Drive

Chairman Kanter stated that he contacted the Village of Hartland Administrator and Chief of Police regarding the subject area and issue, as it also borders Hartland. Mr. Thiel presented the matter to the Village Board and they were in favor of providing a level of traffic control. The Hartland Chief of Police will contact the Waukesha Sheriff's Department and coordinate additional means of service to the residents on and surrounding Imperial Drive.

Seventh order of business: New Business

B. Consideration of Plan Commission's recommendation for approval of Conditional Use for Golden Anchor

Mr. Barbeau summarized the proposed request followed by the updated recommended revisions of the Plan Commission to the Order Granting Conditional Use.

MOTION MADE BY MR. ACKLEY, SECONDED BY MR. PERRY TO ACCEPT THE PLAN COMMISSION'S RECOMMENDATION FOR APPROVAL. MOTION CARRIED.

C. Consideration of Plan Commission's recommendation for approval of CSM for William & Lorayne Schmidt, W325 N1167 Lapham Peak Road

Tim summarized the proposed request for approval.

MOTION MADE BY MR. PERRY, SECONDED BY MR. DUNDON TO APPROVE. MOTION CARRIED.

D. Consideration of alcohol license ordinance re: revocation for non-payment of fees

MOTION MADE BY MS. DUNDON, SECONDED BY MR. PERRY TO APPROVE. MOTION CARRIED.

E. Consideration of Operator's Licenses for the period of July 1, 2004 to June 30, 2006
- Paul Rosenkranz for St. Anthony's Church

MOTION MADE BY MR. ACKLEY, SECONDED BY MR. PERRY TO APPROVE. MOTION CARRIED.

E. Reconsideration of proposed budget for 2005

Members present: P. Kanter, J. Perry, C. Dundon, R. Ackley

Members absent: P. Van Horn

Also present: J. Tising, *Building Inspector*, D. Roberts, *Highway Superintendent*, M. Walden, *Snyder Insurance Agency*, 2 citizens

First order of business: Call to Order

Chairman Kanter called the meeting to order at 7:00 PM.

Second order of business: Pledge of Allegiance

Third order of business: Minutes of December 28, 2004

The minutes will be filed as prepared by the Town Clerk.

Fourth order of business: Action on vouchers submitted for payment:

A. Report on budget sub-accounts and action to amend 2004 budget

B. 1) Accounts payable; 2) Payroll

1) Accounts Payable

MOVED TO APPROVE PAYMENT OF CHECKS #40392 - 40490 IN THE AMOUNT OF \$9,678,923.60

2) Payroll

MOVED TO APPROVE PAYMENT OF CHECKS #15525 - 15583 IN THE AMOUNT OF \$30,372.74.

MS. DUNDON/MR. PERRY MOTION CARRIED.

Fifth order of business: Communications (*for discussion and possible action*)

A. None

Sixth order of business: Unfinished Business

A. Imperial Drive Report – Deputy Niles

Deputy Niles reviewed his report stating that his research resulted in the numbers coming in very close to those of the survey conducted by SEWRPC. He stated that he patrols the subject area at various times during his shift; however, the majority of the time spent is during peak traffic hours in the afternoon. In his opinion, it is difficult to justify covering this area for as many hours as he does, as the average speed of all the vehicles recorded is 26.6 mph.

The Town Board stated that they will await results of the SEWRPC study.

Seventh order of business: New Business

A. Consideration of Plan Commission's recommendation for approval of Conditional Use for Century Tel (Brandybrook School Property)

Century Tel has requested changes to the conditional use. Mr. Barbeau suggested that this matter be referred back to the Town Plan Commission for further review.

MOTION MADE BY MS. DUNDON, SECONDED BY MR. PERRY TO REFER THIS MATTER BACK TO THE PLAN COMMISSION FOR FURTHER REVIEW. MOTION CARRIED.

B. Mike Walden, Snyder Insurance, Re: Consideration of renewal of property and liability insurance for Town of Delafield