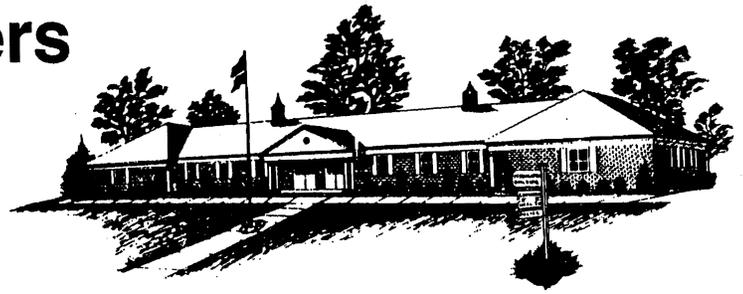


# Village of Hales Corners

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August 13, 2009

Vida Shaffer  
Project Manager  
Wisconsin Department of Transportation  
141 NW Barstow Streets  
PO Box 798  
Waukesha, WI 53187

Re: STH 100 Corridor – June 9 Design Alternative Presentation

Dear Ms. Shaffer,

The Village Board of Trustees and Community Development Authority (CDA) met to review the most recent design alternative for the STH 100 corridor that was presented at the June 9 meeting with Village businesses and residents. The Village Board and CDA continue to have concerns about some of the proposed changes to the STH 100 corridor.

These concerns can be classified into six areas: "triangle" concerns; median breaks/connectivity/business access; pedestrian accommodations; and policy concerns.

## Triangle Concerns

The Village Center/Triangle area has been a focus of the Village's redevelopment efforts over the last several years. The final STH 100 corridor design has significant potential to detract from the Village's investment.

1. The Bosch, as one of the last few remaining elements of the Village's history, must be kept at its current location. This building's renovation in 1994 was a catalyst to redevelopment efforts by the Village over the last 15 years. It is considered essential in achieving a critical mass for a revitalized and sustainable business district. The Village was anticipating a more innovative solution to the triangle that would respect the historic "corners" of Hales Corners and our redevelopment efforts. Instead, prompted by a few interested property sellers, a widening plan that destroys that history and effort is now proposed. The Village feels that WisDOT has an obligation to preserve the Bosch and adjoining properties as much as possible, given the level of proposed disruption and building removal, and difficulty of

redeveloping the resulting remnant parcels. The loss of tax base, impacts under state levy limits and other economic ramifications are real concerns for a community that is only three square miles and is entirely built out. It is understood that there apparently has been some consideration of Bosch relocation further north. It is felt that any relocation other than the “corner” is unacceptable for the greater good of this community and the Bosch as a redevelopment asset.

2. WisDOT should provide a traffic signal on Forest Home Avenue at the Village Market drive, due to the increased left turn movement activity expected there by prohibiting left turns onto STH 100.
3. The intersection of Forest Home Avenue and Janesville Road may continue as a braid or a round-about. More detail is required on the impact of drive and median break closures for businesses on Forest Home Avenue, such as Emmanuel United Church of Christ.

#### Median Breaks, Connectivity & Business Access

The June 9 Corridor Plan update provided additional median openings on STH 100. This was a concern raised by the Village and businesses at the November PIM. However, these median breaks allow for left-turn movements into a business, but no left turn out of those same businesses.

The Village has worked to minimize the amount of local traffic that must utilize STH 100 to access local businesses. These efforts have included cross access easements and frontage roads wherever possible as part of the development review process. The connectivity of developments along STH 100 has helped to improve business access and circulation throughout the Village.

STH 100 is the primary commercial corridor in the Village and the largest source of non-residential tax base. It is important to the Village that business access be maintained to ensure that the STH 100 corridor remain a viable commercial center.

1. The Village requests WisDOT to reevaluate the median break at Abbott Avenue. The Village would prefer a traffic signal at Abbott Avenue with full turn movements to allow for truck traffic to travel north or south out of the developments that are adjacent to the intersection of STH 100 and Abbott Avenue.
2. An access drive linking the Citgo gas station (5200 S. 108<sup>th</sup> Street) to Aurora Building (5250 S. 108<sup>th</sup> Street) shall be constructed to provide connectivity between all the adjacent STH 100 properties to signalized intersections at Edgerton Avenue and Abbott Avenue.

3. The Village requests the Grange Avenue “left-turn only” median breaks be restored for east-bound to north-bound turns at the Tri City drive-thru, and the west-bound to south-bound turns at Auto Zone. Closing off both of these median cuts on Grange Avenue forces local traffic onto STH 100 in order to access the adjoining business.
4. Left turn arrows from Grange Avenue and Edgerton Avenue onto STH 100 should be included in the WisDOT project.
5. WisDOT should provide a traffic signal at Parnell Avenue as part of the project.
6. The proposed plans include significant changes to the Triangle area. WisDOT must carefully review the final design proposal to ensure that patrons to Holz Motors, Jetz, McDonald’s, Ann’s Pizza, Whitnall Park and other businesses have reasonable access.
7. The final design will have significant impacts on local businesses, including changes to long established circulation patterns and access points. The final design plan for STH 100 shall incorporate appropriate wayfinding to identify access points for local businesses.

#### Pedestrian Accommodations

The Village has focused on improving pedestrian accommodations along the STH 100 corridor to ensure a thriving commercial center, intermodal travel and access to adjacent neighborhoods. These efforts have included not only requirements placed on private development as part of the site plan review process, but also as part of the Village’s streetscape project. The Village is concerned that the progress from these efforts will be minimized if pedestrian accommodations are not better integrated into the final design.

1. The Village prefers a 6-lane alternative through the entire corridor, including the Triangle area, in order to preserve the remaining historic properties in the Village and to minimize the loss of tax base. It is critical that pedestrian crossings be an integral component to the final design, including, but not limited to “piano stripes” or differential surface treatment for crosswalks; refuge islands; and suitable signal timing.
2. The Edgerton Avenue sidewalk extensions (from Mobil gas station at 5101 S. 108<sup>th</sup> Street west to approximately 110<sup>th</sup> Street) should be included in the WisDOT project, subject to local participation. This will allow pedestrians, specifically school children, to walk from STH 100 to Whitnall Middle High School and Whitnall Middle School without walking on the roadway.
3. The Village highly recommends that WisDOT substitute a shared-use path along the ATC right-of-way for on-street bike lanes on the segment from Forest Home Avenue to Edgerton Avenue.

The Village appreciates your attention to these concerns.

Best Regards,



Robert G. Ruesch  
Village President



Robert Dudek  
Chair, Community  
Development Authority

cc: State Senator Mary Lazich  
State Representative Mark Gundrum