

Minutes of the Meeting

**ADVISORY COMMITTEE ON
REGIONAL TRANSPORTATION SYSTEM PLANNING**

DATE: August 31, 2011
TIME: 1:30 pm
PLACE: Tommy G. Thompson Youth Center
640 South 84th Street
West Allis, Wisconsin 53214

Advisory Committee Members Present

John M. Bennett City Engineer/Director of Public Works,
City of Franklin
Scott Brandmeier Director of Public Works and Village of Engineer,
Village of Fox Point
Allison M. Bussler Director of Public Works, Waukesha County
Brian Dranzik Director of Administration, Department of
Transportation and Public Works, Milwaukee County
Michael Einweck Director of Public Works,
(Representing Wallace Thiel) Village of Hartland
Michael Friedlander Planning and Programming Analyst, Bureau of Air Management,
(Representing William B. Baumann) Wisconsin Department of Natural Resources
Lloyd Grant, Jr. Managing Director, Milwaukee County Transit System
Thomas M. Grisa Director of Public Works, City of Brookfield
John Hammen Acting Regional Director, Southeast Region
Wisconsin Department of Natural Resources
Thomas Longtin State Program Engineer, Southeast Region,
(Representing Sheri Schmit) Wisconsin Department Transportation
Jeffrey S. Polenske City Engineer, City of Milwaukee
David Prott Director of Public Works, Racine County
Kevin Risch Assistant City Engineer, Engineering Division,
(Representing Michael M. Lemens) Department of Public Works, City of Kenosha
Jack Takerian Director, Department of Transportation and Public Works,
Milwaukee County

Liaison to Environmental Justice Task Force

Ald. Willie Wade Alderman, City of Milwaukee Aldermanic District 7

Staff Members Present

Kenneth R. Yunker Executive Director, SEWRPC
Stephen P. Adams Public Involvement and Outreach Manager, SEWRPC
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
Ryan W. Hoel Principal Engineer, SEWRPC
Gary K. Korb Regional Planning Educator, UW-Extension/SEWRPC
Xylia N. Rueda Planner, SEWRPC

Guests Present

Wafa Elqaq..... Southeast Freeways Supervisor, Southeast Region,
Wisconsin Department of Transportation

David Karnes Project Engineering, Department of Transportation and Public Works,
Milwaukee County

Jeffrey Katz..... Manager of Planning and Engineering Services,
Department of Public Works, Racine County

William Mohr..... Project Manager, Southeast Region,
Wisconsin Department of Transportation

Nancy Senn Transportation Planning Manager, Department of Transportation and
Public Works, Milwaukee County

Kerry Thomas Interim Executive Director, Transit Now

ROLL CALL

Chairman Dranzik called the meeting of the Advisory Committee on Regional Transportation System Planning to order at 1:30 p.m. He indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committee present.

CONSIDERATION AND APPROVAL OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION REQUEST TO AMEND THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN DOCUMENTED IN SEWRPC PLANNING REPORT NUMBER 49, “A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035” TO INCLUDE THE WIDENING FROM SIX TO EIGHT TRAFFIC LANES OF STH 100 FROM IH 94 TO WATERTOWN PLANK ROAD

At the request of Chairman Dranzik, Mr. Yunker reviewed a memorandum documenting a proposed amendment to the year 2035 regional transportation plan requested by the Wisconsin Department of Transportation (WisDOT) to include the widening from six to eight lanes of STH 100 from IH 94 to Watertown Plan Road. Mr. Yunker noted that the widening of two arterial facilities to provide additional traffic capacity, including the widening of STH 100 between IH 94 and Watertown Plank Road, were included in the preferred alternative selected by WisDOT during the preliminary engineering and environmental impact study conducted for the Zoo Interchange reconstruction project. The preferred alternative, which WisDOT has named the Reduced Impacts Alternative, was designed to reduce impacts and potential construction cost in response to public comments received on previous build alternatives presented in the draft environmental impact statement completed in 2009 for the Zoo Interchange reconstruction project. He added that of the two proposed widenings, the widening of STH 100 from six to eight lanes between IH 94 and W. Watertown Plank Road requires an amendment of the adopted regional transportation plan. Mr. Yunker noted that the adopted year 2035 regional transportation plan recognizes that each plan recommended arterial street and highway project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation, and that the final decision as to whether a plan recommended project will proceed to implementation will be made by the responsible State, county, or municipal government at the conclusion of preliminary engineering. He stated that under the Reduced Impact Alternative, the forecast year 2035 average weekday traffic volume on the subject stretch of STH 100 is expected to range from 41,000 to 55,000 vehicles, exceeding the design capacity for the existing six-lane facility. He noted that Commission staff provided year 2035 average weekday traffic volumes forecasts used to analyze the alternatives considered as part of the preliminary engineering and environmental impact study for the Zoo Interchange reconstruction project. He stated that WisDOT solicited public comment between February 22, 2011, and April 4, 2011, on the SDEIS and Reduced Impacts Alternative,

which included the widening of STH 100 between IH 94 and W. Watertown Plank Road. He noted that WisDOT also held two public hearings at the State Fair Park Tommy Thompson Youth Center on March 22, 2011, and March 23, 2011, where both written and oral testimony could be provided. He stated that coincident with the WisDOT public comment period, the Commission solicited public comment related to the proposed widening of STH 100 between IH 94 and W. Watertown Plank Road as an amendment to the regional transportation plan. He noted that attached to Appendix A of the memorandum is a record of public comment prepared by Commission staff that presents and summarizes the public comments received by both WisDOT and the Commission for the proposed STH 100 amendment.

Mr. Yunker stated that Commission staff recommends that the year 2035 regional transportation plan be amended to include the widening of STH 100 between IH 94 and W. Watertown Plank Road, based on forecasted traffic volumes attendant to the Zoo Interchange Reduced Impacts Alternative indicating the need to provide additional capacity on this section of STH 100, and this widening being part of the preferred alternative for the Zoo Interchange reconstruction study, which is the result of preliminary engineering and environmental study, and is based on the public comment WisDOT received on previous alternatives.

There being no discussion regarding the proposed amendment, Ms. Bussler made a motion to approve the proposed amendment to the year 2035 regional transportation plan to include the widening from six to eight traffic lanes of STH 100 from IH 94 to W. Watertown Plank Road. Mr. Prott seconded the motion and the motion was carried unanimously by the Advisory Committee.

REVIEW OF PRELIMINARY DRAFT OF THE SEWRPC DOCUMENTS, “PUBLIC PARTICIPATION PLAN FOR REGIONAL PLANNING FOR SOUTHEASTERN WISCONSIN,” “PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING CONDUCTED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION,” AND “REGIONAL TRANSPORTATION CONSULTATION PROCESS”

Chairman Dranzik asked Mr. Yunker to review drafts of the public participation plan for regional planning, a brochure summarizing the plan, an appendix to the plan outlining the public participation plan for transportation planning and programming, and the regional transportation consultation plan. Mr. Yunker stated that the document entitled, “Public Participation Plan for Regional Planning for Southeastern Wisconsin” outlines in a user-friendly way the public participation process that the Commission proposes to use in its regional planning efforts. Mr. Yunker stated that the Commission had also produced a summary brochure entitled, “Public Participation in Regional Planning for Southeastern Wisconsin,” to further simplify and condense the contents of the public participation plan. Mr. Yunker stated that the Commission has also updated the document entitled, “Public Participation Plan for Transportation Planning Conducted by the Southeastern Wisconsin Regional Planning Commission,” which will now serve as an appendix to the more general public participation plan, providing more detail with respect to the Commission’s regional transportation planning and programming activities. He noted that as the regional planning agency and Metropolitan Planning Organization of Southeastern Wisconsin, the Commission is required under Federal law to prepare and update from time-to-time a formal public participation plan focusing on transportation activities. He added that this proposed appendix document, which was last updated in 2007, will now include specific measures to be used in the evaluation of the public participation process used for the Commission’s transportation planning and programming, and other regional planning efforts. Mr. Yunker stated the Commission has also prepared a regional transportation consultation process which documents the coordination of the Commission transportation planning and programming efforts with agencies and officials within the southeastern Wisconsin Region who are responsible for other planning activities affected by transportation such as the Wisconsin Departments of Transportation and Natural Resources, transit operators for public and other transit services, Indian tribal governments, and Federal environmental and land management agencies.

There being no discussion, a motion was made by Mr. Grisa to approve the draft public participation documents for public review and comment, seconded by Mr. Bennett, and carried unanimously.

REVIEW AND CONSIDERATION OF PROPOSED REGIONAL TRANSPORTATION PLAN REFINEMENTS: “REGIONAL TRANSPORTATION PLAN: SAFETY ELEMENT”

At the request of Chairman Dranzik, Mr. Hoel reviewed the draft document entitled, “Regional Transportation Plan: Safety Element.” Mr. Hoel stated that the document provides a refinement to the safety element of the regional transportation plan. He noted that the adopted year 2035 regional transportation plan includes an objective of improved travel safety, and measures travel safety based on travel by mode and facility, with transit travel being safer than arterial travel, and freeway travel being safer than surface arterial travel. He added that the draft safety document serves as a refinement to the plan by presenting available existing and historic traffic crash and safety data, and expanding transportation safety objectives, principles, and standards. Mr. Hoel stated that the document also provides recommendations for improved traffic crash and safety data, and identifies those roadway segments with the most severe safety problems.

During and following Mr. Hoel’s review, the following comments and questions were raised:

1. Mr. Polenske noted that the City of Milwaukee maintains a GIS-based database of crash data on the roadways within the City. Mr. Yunker stated that Commission staff would want to review and obtain the crash data in the City’s database.
2. Responding to an inquiry by Mr. Grisa, Mr. Hoel stated that the crash data included in Table A-1 of the safety element document includes crashes occurring during construction, but does not include crashes involving deer.
3. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that the Commission staff would add a table to the safety element document which provides the average crash rates for freeways and standard arterials on the State trunk highway network for each county, along with the region-wide and State-wide average crash rates.

[Secretary’s Note: Attachment A to these minutes contains text and a table proposed to be added to the document entitled, “Regional Transportation Plan: Safety Element,” under the heading, *Southeastern Wisconsin Vehicle Crash Data*, which summarizes the average crash rates for freeways and standard arterials on the State trunk highway network for each county, along with the region-wide and State-wide average crash rates.]

There being no further questions or comments, on a motion by Mr. Grisa, seconded by Mr. Bennett, and carried unanimously, the “Regional Transportation Plan: Safety Element” was approved as an element of the adopted year 2035 regional transportation system plan was approved.

REVIEW AND CONSIDERATION OF PROPOSED “REGIONAL TRANSPORTATION PLAN: SECURITY ELEMENT”

Mr. Yunker stated that Commission staff has also prepared a document, entitled “Regional Transportation Plan: Security Element,” that provides an overview of transportation security efforts underway at different levels of government in Southeastern Wisconsin, focusing on the governmental efforts that directly evaluate, implement, or impact measures to protect transportation facilities, systems, and networks in Southeastern Wisconsin.

There being no discussion, Mr. Brandmeier made a motion to approve “Regional Transportation Plan: Security Element,” as an element of the adopted year 2035 regional transportation plan. The motion was seconded by Mr. Hammen, and was carried unanimously by the Advisory Committee.

REVIEW AND CONSIDERATION OF PRELIMINARY DRAFT CHAPTERS OF SEWRPC MEMORANDUM, “REGIONAL TRANSPORTATION OPERATIONS PLAN”: CHAPTER I, “INTRODUCTION,” CHAPTER II, “TRANSPORTATION SYSTEMS MANAGEMENT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN,” AND CHAPTER III, “ALTERNATIVE AND RECOMMENDED SHORT-RANGE TRANSPORTATION SYSTEMS MANAGEMENT PLAN AND PROGRAM”

Chairman Dranzik asked Mr. Yunker to review the three draft chapters of the regional transportation operations plan (RTOP). Mr. Yunker stated that the RTOP will address the operation and systems management element of the regional transportation system, serving to refine and implement the transportation systems management (TSM) element of the regional transportation plan. He stated that the Commission would like the Advisory Committee on Regional Transportation System Planning to meet one to two more times to guide the development of the RTOP. He stated that Chapter II of the RTOP report reviews the recommendations in the TSM element of the year 2035 regional transportation plan. He stated that, as noted in draft Chapter III of the RTOP report, local and State governments within Southeastern Wisconsin will be requested, as part of the preparation of the RTOP, to identify projects over a short range (five year) period to implement the TSM element of the regional transportation plan. He noted that at a subsequent meeting, the Advisory Committee will be asked to review the listing of projects received and a proposed priority listing of projects for the implementation and funding, including for Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, which will be summarized in a revised and expanded Chapter III of the RTOP report. He added that the Commission intends to update the RTOP every four years.

Following Mr. Yunker’s review, the following comments and questions were raised:

1. Responding to an inquiry by Mr. Wade, Mr. Yunker stated that operational control, traffic control and metering, and incident management implemented by WisDOT along the freeway system in Southeastern Wisconsin, particularly within the Milwaukee urbanized area, is typical of, or ahead of, similar sized urbanized areas in the Midwest and nation.
2. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that the primary purpose of the RTOP is to develop a priority grouping of short-range TSM-type projects for FHWA CMAQ funding, and is not intended to replace the transportation improvement program for Southeastern Wisconsin.

There being no further discussion, preliminary drafts of Chapter I, “Introduction,” Chapter II, “Transportation Systems Management Element of the Year 2035 Regional Transportation Plan,” and the initial section of Chapter III, “Alternative and Recommended Short-Range Transportation Systems Management Plan and Program” of SEWRPC Memorandum, “Regional Transportation Operations Plan,” was approved on a motion by Mr. Prott, seconded by Mr. Einweck, and carried unanimously by the Advisory Committee.

PUBLIC COMMENTS

Chairman Dranzik asked if there were any public comments. There were none.

DETERMINATION OF NEXT MEETING DATE

Mr. Yunker stated that the next meeting of the Advisory Committee on Regional Transportation System Planning would be held following the solicitation of TSM-type candidate projects from local and State governments in Southeastern Wisconsin, and a proposed priority listing of projects for implementation and funding is prepared.

ADJOURNMENT

There being no further business to come before the Advisory Committee on Regional Transportation System Planning, the meeting was adjourned at 2:28 p.m. on a motion from Mr. Bennett, seconded by Mr. Grisa, and carried unanimously by the Advisory Committee.

Respectfully Submitted,

Kenneth R. Yunker
Acting Secretary

Attachment A

REGIONAL TRANSPORTATION PLAN: SAFETY ELEMENT

The following text is proposed to be added to the document entitled, “Regional Transportation Plan: Safety Element,” following the first sentence in the first paragraph on page 12 under the heading, Southeastern Wisconsin Vehicle Traffic Crash Data. The revised text describes a table that summarizes the average crash rate of freeways and standard arterials on the State trunk highway network by county, region, and the State.

Table A-1 provides a summary of the average crash rate of freeways and standard arterials on the State trunk highway network for each County in Southeastern Wisconsin. The table also provides the region-wide and State-wide crash rates for the two types of facilities.

Table A-1

**AVERAGE VEHICULAR CRASH RATE OF STATE TRUNK HIGHWAYS
BY ARTERIAL TYPE BY COUNTY IN SOUTHEASTERN WISCONSIN: 2005-2009**

County	Crash Rate per 100 Million Vehicle Miles	
	Freeways	Standard Arterials
Kenosha.....	45.8	277.5
Milwaukee.....	160.1	438.5
Ozaukee.....	40.4	132.4
Racine.....	40.4	267.4
Walworth.....	44.4	141.3
Washington.....	45.8	222.8
Waukesha.....	46.2	205.0
Region	71.7	264.9
State	64.2	163.1

Source: The Wisconsin Department of Transportation and SEWRPC.

Note: Only crashes that have occurred in years since a roadway segment was last reconfigured are included in the crash rates above.