

Minutes of the Second Meeting of the
OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: January 21, 2014
TIME: 9:30 a.m.
PLACE: Committee Room
Ozaukee County Highway Shop
410 S. Spring Street
Port Washington, Wisconsin

Members Present

Robert R. DreblowHighway Commissioner, Ozaukee County
Chairman
Ryan W. Hoel..... Principal Engineer, SEWRPC
(Representing Kenneth R. Yunker)
Richard C. Howells.....President, Village of Belgium
Barbara J. JobsChairman, Town of Saukville
Charles A. Lopicola President, Village of Fredonia
Thomas P. Longtin..... State Program Engineer, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation
Kristen Lundeen..... City Engineer/Director of Public Works, City of Mequon
Adam Monticelli Director of Public Works, Town of Cedarburg
(Representing David M. Valentine)
Richard H. MuellerChairman, Town of Fredonia
David M. Murphy Director of Public Works, Village of Grafton
Randy Tetzlaff Director, Department of Planning and Development,
(Representing Robert J. Vanden Noven) City of Port Washington
Thomas A. WizaDirector of Engineering and Public Works, City of Cedarburg
(Representing Kip Kinzel)

Guests and Staff Present

Ethan S. Johnson..... Senior Engineer, SEWRPC
Aaron Michelson..... Urban and Regional Planner, Southeast Region,
Wisconsin Department of Transportation

ROLL CALL AND INTRODUCTIONS

Chairman Dreblow called the meeting of the Ozaukee County Jurisdictional Highway Planning Committee to order at 9:30 a.m. Attendance was taken by circulating a sign-in sheet for signature and a quorum was declared present. He then asked the Committee members and staff present to introduce themselves.

DISCUSSION OF MINUTES OF THE OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE MEETING HELD ON OCTOBER 1, 2013

Mr. Hoel indicated that Commission staff still working on addressing issues raised at the Committee meeting held on October 1, 2013. He stated that these issues will be addressed in attachments to the minutes. He stated that the Committee will be able to review and discuss the minutes at the next meeting.

Mr. Hoel updated the Committee on Commission staff's review of several functional issues raised at the meeting held on October 1, 2013:

1. With respect to the issue of whether CTH I between CTH Z and CTH A should be removed from the planned arterial system, Mr. Hoel indicated that Commission staff placed a traffic counter on CTH I between CTH Z and CTH A from October 1, 2013 through October 4, 2013. The average daily count over this period was about 550 vehicles per day, slightly less than the 660 average weekday traffic volume as measured by the Wisconsin Department of Transportation (WisDOT) in 2010. This level of traffic does not warrant classification as an arterial. Staff would recommend that the plan continue to show CTH I between CTH Z and CTH A as a non-arterial facility in the Town of Fredonia.
2. With respect to the issue of whether South Wisconsin Street between Chestnut Street and CTH CC should be included as a planned arterial rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC, Mr. Hoel noted that South Wisconsin Street provides a more direct route between STH 32 in the downtown area and CTH C and CTH CC south of downtown. In addition, the extended section of South Wisconsin Street provides limited access to abutting property and would serve primarily through traffic, as opposed to Chestnut Street and Division Street, which are partially located within a residential area. Accordingly, staff would recommend that the county jurisdictional highway system plan recommend that South Wisconsin Street between Chestnut Street and CTH C serve as a planned arterial facility rather than Chestnut Street between South Wisconsin Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC.
3. With respect to the issue of whether Cedar Creek Road between 1st Avenue and CTH I should be added to the planned arterial system, Mr. Hoel stated that the addition of this segment of Cedar Creek Road would provide desirable one-mile spacing consistent with planned medium-density development in the northern Grafton/Cedarburg area. Accordingly, staff would recommend that the county jurisdictional highway system plan recommend Cedar Creek Road between 1st Avenue and CTH I be added to the planned arterial street and highway system.

DISCUSSION OF REVISED DRAFT OF CHAPTER III, "JURISDICTIONAL CLASSIFICATION CRITERIA", OF SEWRPC PLANNING REPORT NO. 17, 2ND EDITION, "A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY"

Chairman Dreblow asked Mr. Hoel to briefly review the revised draft of Chapter III, "Jurisdictional Classification Criteria", of SEWRPC Planning Report No. 17, 2nd Edition, "A *Jurisdictional Highway System Plan for Ozaukee County*". Mr. Hoel reviewed the three jurisdictional classifications—State,

County, and local—and the three basic criteria used as a basis for assigning jurisdictional responsibility for the various facilities comprising the arterial street and highway system.

Mr. Hoel discussed the first criteria—trip service criteria—and described the curves developed by Commission staff that represent the relationship between the arterial street segment average trip lengths and cumulative arterial system mileage. He noted that break points for state, county, and local arterials were identified on the curve and used to select trip length ranges representative of each jurisdictional classification type.

Mr. Hoel reviewed the second criteria—land use service criteria—and described how the three jurisdictional classifications are considered to “connect and serve” land uses including transportation centers, outdoor recreation centers, economic activity centers, and governmental and institutional centers.

Mr. Hoel reviewed the third criteria—operational characteristics—and described how Commission staff used system continuity, roadway spacing, traffic volume, traffic mobility, and land access data to help determine recommended roadway jurisdiction. Mr. Hoel reminded the Committee that traffic volume by itself does not lead to a recommended jurisdictional assignment. He described an example in which a local road serving a shopping center might carry a high traffic volume.

Mr. Hoel provided an overview of Wisconsin State Statutes governing jurisdictional transfers of streets and highways between the State, county, and municipal levels of government. He noted that, with one exception, a government entity cannot unilaterally transfer an existing road, street, or highway to another government entity’s jurisdiction. In addition, a jurisdictional transfer typically requires the approval of WisDOT. The exception occurs when a city or village may, by resolution, remove from the county trunk highway system that portion of a county trunk highway which is situated wholly within the city or village municipal boundaries.

There being no discussion, Chairman Dreblow asked for a motion to approve the preliminary draft Chapter. Mr. Wiza made a motion to approve preliminary draft Chapter III of the Ozaukee County jurisdictional highway system plan. The motion was seconded by Mr. Murphy and passed unanimously by the Committee.

REVIEW OF PRELIMINARY DRAFT OF CHAPTER IV, “APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA”, OF SEWRPC PLANNING REPORT NO. 17, 2ND EDITION, “A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY”

Chairman Dreblow asked Mr. Hoel to review the preliminary draft of Chapter IV, “Application of Jurisdictional Classification Criteria”, of SEWRPC Planning Report No. 17, 2nd Edition, “*A Jurisdictional Highway System Plan for Ozaukee County*”. Mr. Hoel provided the Committee with revised Maps 16 and 18 as these maps in the draft chapter did not show all of the arterials along the Ozaukee County border (Attachment A to these minutes includes revised Maps 16 and 18). The following comments were made during and following Mr. Hoel’s review of the preliminary draft of Chapter IV:

1. Mr. Hoel provided an overview of Map 16, which describes the results of assigning jurisdictional classifications to the arterial system based on the trip service criteria. He noted that rural areas tend to have longer trip lengths. Mr. Dreblow inquired why Wauwatosa Road is shown as a local road. Mr. Hoel replied that Map 16 shows the classification based on just one criterion, in this case average trip length. He noted that the final recommended classification will be based on

multiple criteria. Mr. Dreblow noted that Map 16 shows Cedar Creek Road, including its proposed extension, as a County road. He added that extension of Cedar Creek Road will require a new bridge over the Milwaukee River.

2. Mr. Dreblow noted that implementing the jurisdictional highway system plan's recommendations will require coordination between municipalities.
3. Mr. Hoel provided an overview of Map 17, which shows the results of assigning jurisdictional classifications to the arterial system based on land use. He indicated that this map is more subjective in terms of identifying land uses served by the arterial system. Mr. Hoel noted that it appears that the southern part of Ozaukee County has land uses that are more regionally significant. Mr. Dreblow noted that the map shows a new interchange at IH 43 and Highland Road. He asked if the map distinguishes between a partial and a full interchange. Mr. Hoel replied that the map did not distinguish between a partial and a full interchange. Mr. Dreblow stated that the map did not appear to show park-ride lots.

[Secretary's Note: Following the meeting, Commission staff reviewed Map 17 with respect to existing and planned park-ride lots in Ozaukee County. Because all of the planned park-ride lots in Ozaukee County are currently or planned to be served by the Ozaukee County Express Bus System, they are shown on Map 17 as rapid transit stations of county significance, rather than as park-ride lots of local significance.]

4. Mr. Hoel provided an overview of Map 18, which shows the results of assigning jurisdictional classifications to the arterial system based on average weekday vehicle volume.

Mr. Hoel indicated that the Committee can approve Chapter IV, subject to revision when additional materials are provided to the Committee. On a motion by Mr. Murphy, seconded by Mr. Tetzlaff, Chapter IV was approved unanimously.

PRELIMINARY COMMITTEE DISCUSSION OF COMMISSION STAFF'S INITIAL RECOMMENDED JURISDICTIONAL CLASSIFICATION OF THE OZAUKEE COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM

Mr. Hoel stated that Commission staff has completed an initial draft recommended jurisdictional classification of the Ozaukee County arterial street and highway system. He distributed drafts of Map 19 (Preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan), Map 20 (Changes in jurisdictional responsibility under the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan), and Table 9 (Comparison of Ozaukee County street and highway mileage under the existing year 2013 conditions and under the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan). Mr. Hoel suggested that the Committee at this meeting begin discussing recommended jurisdictional classifications, followed by additional discussion and consideration of approval of the recommended plan at the next meeting. The following comments were made during and following Mr. Hoel's review of the initial recommended jurisdictional classification of the Ozaukee County arterial street and highway system:

1. Mr. Hoel noted that Commission staff proposes that CTH E and CTH B be transferred to the local trunk non-arterial highway system.

2. Mr. Hoel indicated that Commission staff proposes that Cold Springs Road and its extension to IH 43 be transferred to the state trunk highway system.
3. Mr. Hoel stated that Commission staff proposes that STH 33 between CTH I and Mill Street (CTH O) be transferred to the local arterial trunk highway system. Mr. Dreblow questioned whether the Town of Saukville and Village of Saukville would accept jurisdiction of STH 33 between CTH I and Mill Street (CTH O), and suggested that STH 33 between CTH I and IH 43 be shown as a transfer to the county trunk highway system.
4. Mr. Hoel noted that Commission staff proposes that South Wisconsin Street between Sunset Road (CTH CC) and Chestnut Street be added to the local trunk highway system and that South Wisconsin Street between Chestnut Street and Grand Avenue (STH 32) remain part of the local trunk highway system. He indicated that Division Street (CTH C) between Sunset Road (CTH CC) and Chestnut Street and Chestnut Street between Division Street and South Wisconsin Street would be classified as local non-arterials.
5. Mr. Hoel indicated that Commission staff proposes that CTH W between Port Washington Road (CTH V) and Green Bay Avenue (STH 33) be transferred to the local trunk highway system.
6. Mr. Hoel stated that Commission staff proposes that Portland Road/Lakefield Road (CTH T) between the City of Cedarburg municipal boundary and CTH W be transferred to the county trunk highway system. A Committee member noted that it may make sense operationally to have county jurisdiction of Western Road (CTH T) end at Wauwatosa Road (STH 181), where there is a roundabout, instead of ending at the City of Cedarburg municipal boundary just east of Wauwatosa Road. Mr. Dreblow indicated that ending county jurisdiction of Western Road (CTH T) at Wauwatosa Road (STH 181) would require approval of the Town of Cedarburg.
7. Mr. Dreblow inquired about the proposed transfer of STH 33 between Mill Street (CTH O) and CTH W to the county trunk highway system. Mr. Hoel replied that the proposed segment of county trunk highway would provide connectivity between Mill Street (CTH O) and CTH W.
8. Ms. Jobs stated that the Town of Saukville may not want jurisdiction of CTH O, and she noted that the road currently provides access to a county park (Tendick Nature Park). Mr. Dreblow replied that the jurisdictional criteria suggest CTH O should be transferred to the local nonarterial system. Mr. Hoel indicated that Commission staff will re-examine the proposed jurisdictional transfer of CTH O. Ms. Jobs noted that the Town of Saukville and the Village of Saukville would have to agree to a jurisdictional transfer of CTH O. Mr. Dreblow agreed, and he added that Commission staff are attempting to balance out the mileage of the arterial system between State, County, and local jurisdictions. Ms. Jobs noted that the Town of Saukville and the Village of Saukville would no longer have jurisdiction of Cold Springs Road under the proposed plan.
9. In response to a question about WisDOT's opinion of the proposed interchange between Cold Springs Road and IH 43, Mr. Longtin stated that WisDOT would closely examine alternatives. He mentioned one alternative might be to improve the IH 43/STH 57 interchange to include Cold Springs Road while removing the existing IH 43/STH 33 interchange. He noted that the current IH 43/STH 57 interchange already is complicated. Mr. Hoel noted WisDOT would examine many alternatives as part of a future preliminary engineering and environmental impact study.

10. Mr. Murphy questioned the plan's recommendation to provide four traffic lanes along Columbia Road/Wisconsin Avenue/12th Avenue between Washington Street (STH 60) and Bridge Road. He indicated that a study conducted by the Village of Grafton shows no need for four travel lanes along the portion of this roadway within the Village. Mr. Hoel replied that Commission staff will reexamine this segment of roadway.
11. Ms. Lundeen asked if the plan's jurisdictional recommendation for Highland Road would change if the interchange with IH 43 is not constructed. Mr. Hoel indicated that the jurisdictional recommendation for Highland Road possibly could change if the interchange is not constructed.
12. Ms. Lundeen asked if the planned six lanes along Port Washington Road shown on Map 19 are correct. Mr. Hoel replied that Commission staff will reexamine this segment of Port Washington Road.

[Secretary's Note: Following the meeting, Commission staff reviewed the planned six lanes along Port Washington Road shown on Map 19. The six lanes shown for Port Washington Road reflect the existing number of lanes on that roadway between a point north of Winding Hollow Lane and Mequon Road (STH 167).]

13. Mr. Hoel asked if any Committee members have any questions regarding the transfer of Cedar Creek Road and its extension to the county trunk highway system. Mr. Dreblow replied that the characteristics of Cedar Creek Road best match the local trunk highway system. He recommended maintaining Cedar Creek Road and its extension as part of the local trunk highway system.
14. Mr. Dreblow suggested that Main Street/Cedarburg Road between CTH C and Mequon Road (STH 167) should remain under local jurisdiction.
15. Mr. Dreblow suggested that a note be added to the map stating that the recommended jurisdiction of Highland Road will depend on whether the interchange with IH 43 is constructed.
16. In response to a question about whether the plan will recommend a single jurisdiction, rather than a split jurisdiction, of border roads such as Wasaukee Road and County Line Road, Mr. Hoel indicated that Commission staff will clarify which roads currently have split jurisdictions.
17. Mr. Wiza asked if approval of the jurisdictional highway system plan means that recommended jurisdictional transfers are approved. Mr. Dreblow replied that any proposed transfers must go through the process of getting formal jurisdictional transfer agreements by the municipalities and WisDOT. He noted that the jurisdictional highway system plan would represent the goal of Ozaukee County and its communities.

Following the discussion, Mr. Hoel stated that Commission staff will issue a revised Chapter IV to the Committee prior to the next Committee meeting.

NEXT MEETING

Mr. Hoel suggested that the next meeting be scheduled after staff addresses the issues raised by the Committee.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 10:30 a.m.

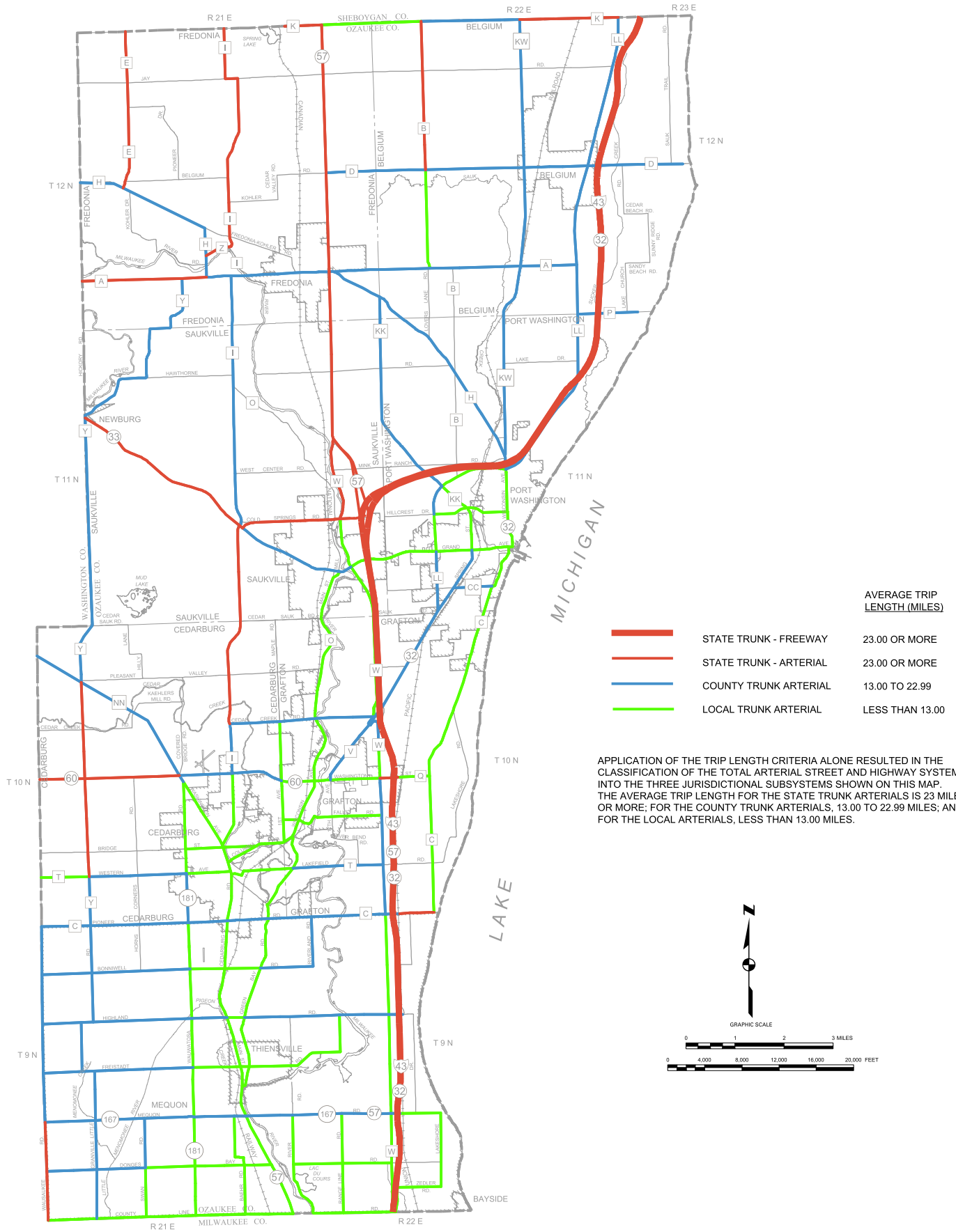
Respectfully submitted,

Ryan W. Hoel
Deputy Secretary

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00216563.DOC
02/11/2015

**Attachment A
Map 16 (revised)**

**JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM
IN OZAUKEE COUNTY BASED ON AVERAGE TRIP LENGTH: 2035**



**JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM
IN OZAUKEE COUNTY BASED ON AVERAGE WEEKDAY VEHICLE VOLUME: 2035**

