

Minutes of the

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: January 6, 2016
TIME: 9:30 a.m.
PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, WI

Members Present

Brian Dranzik..... Director of Transportation, Milwaukee County
Chairman
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
Melinda Dejewski City Engineer/Director of Public Works, City of St. Francis
Jeff Katz City Engineer, City of Greenfield
Mary Jo Lange Director of Public Works/City Engineer, City of Cudahy
Michael J. Martin Director of Public Works, Village of Hales Corners
Tim McElmeel Urban and Regional Planner, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation
Fernando Moreno..... Zoning and Planning Specialist, Village of Brown Deer
Jeffrey Polenske City Engineer, City of Milwaukee
(Representing Ghassan A. Korban)
Todd Stuebe Director of Community Development, City of Glendale
(Representing Dave Eastman)
Chris Swartz..... Village Manager, Village of Shorewood
William T. Wehrley City Engineer, City of Wauwatosa

Guests and Staff Present

Michael G. Hahn..... Deputy Director, SEWRPC
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
Ethan S. Johnson..... Senior Engineer, SEWRPC
Tom Longtin State Program Engineer, Southeast Region,
Wisconsin Department of Transportation

ROLL CALL AND INTRODUCTIONS

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

REVIEW AND APPROVAL OF MINUTES OF THE MEETING HELD FEBRUARY 3, 2015

Ms. Lange made a motion to approve the minutes for the February 3, 2015 Committee meeting. The motion was seconded by Mr. Martin and was approved unanimously by the Committee

PRESENTATION AND DISCUSSION ON VISION 2050 DETAILED ALTERNATIVE LAND USE AND TRANSPORTATION PLANS AND THEIR EVALUATION

Chairman Dranzik asked Mr. Yunker to present the VISION 2050 detailed alternative land use and transportation plans and their evaluation. Referring to the VISION 2050 alternatives handout, Mr. Yunker stated that the Commission staff developed and evaluated three detailed year 2050 land use and transportation plans. He stated that the Trend is a projection to the year 2050 of land use and transportation trends of the last 15 years, including lower density development and declines in public transit service. He stated that Alternatives I and II were developed based on public input from the initial visioning stage of VISION 2050 and include higher density land use development patterns and expanded public transit service. The three alternatives were evaluated and compared using a set of objectives and 50 criteria organized under four themes—healthy communities, mobility, cost and financial stability, and equitable access. He noted that public feedback on the alternatives and their evaluation, including comments from this Committee, will help determine which aspects of the alternatives will be included in the VISION 2050 Preliminary Recommended Plan. Committee members had no comments or questions during or following Mr. Yunker's presentation.

DISCUSSION ON FUNCTIONAL IMPROVEMENTS TO THE MILWAUKEE COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM TO BE CONSIDERED FOR THE VISION 2050 PRELIMINARY RECOMMENDED REGIONAL LAND USE AND TRANSPORTATION PLAN

Chairman Dranzik asked Mr. Yunker to present the Commission staff's analysis of Milwaukee County arterial street and highway functional improvement issues raised by the Milwaukee County Jurisdictional Highway Planning Committee at its previous meeting held on February 3, 2015.

[Secretary's Note: A document summarizing the Commission staff's initial response to functional improvement issues raised by the Milwaukee County Highway Jurisdictional Committee is included with these minutes as Attachment A.]

Need for Four Traffic Lanes on W. Rawson Avenue (CTH BB) between S. Lovers Lane Road (USH 45/STH 100) and W. Loomis Road (STH 36)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH BB between USH 45/STH 100 and STH 36 in the City of Franklin, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH BB to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members concurred with Commission staff's recommendation.

Need for Four Traffic Lanes on S. 76th Street (CTH U) between W. Puetz Road and the Milwaukee County Line

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of S. 76th Street (CTH U) between W. Puetz Road and the Milwaukee County line in the City of Franklin, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of CTH U to provide essentially the same capacity. Committee members concurred with Commission staff's recommendation.

Planned Extension of 124th Street between W. Watertown Plank Road and Greenfield Avenue (STH 59)

Mr. Yunker stated that the planned extension of 124th Street between Watertown Plank Road and Greenfield Avenue (STH 59) would provide desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area, would provide arterial system continuity on 124th Street between Silver Spring Drive (CTH VV) and Grange Avenue, and would relieve traffic on parallel north-south roadways, including Mayfair Road/108th Street (STH 100), Elm Grove Road, and Sunnyslope Road. He noted several aspects of the planned extension of 124th Street that would make it difficult to implement: the crossing of the Canadian Pacific Railway (CP) rail line; the difference in grade between the west side of 124th Street in the Village of Elm Grove and the east side of 124th Street in the City of Wauwatosa; the crossings of Underwood Creek and the North Branch of Underwood Creek; and impacts to primary environmental corridor. Mr. Yunker indicated that the extension of 124th Street between Greenfield Avenue and Watertown Plank Road has been included in the county jurisdictional highway system plan and regional transportation plan for the last 40 years. He stated that Commission staff would recommend that the planned extension of 124th Street be retained in the Preliminary Recommended Plan if the extension is supported by the affected local governments—the City of Brookfield, the Village of Elm Grove, the City of Wauwatosa, and the City of West Allis.

Mr. Wehrley stated that it was the position of the City of Wauwatosa that the extension of 124th Street not be included in the Preliminary Recommended Plan, noting that construction of the extension would result in significant negative impacts—including property acquisition—to City of Wauwatosa residents and would provide only minimal relief to traffic on adjacent roadways, like STH 100. Mr. Yunker noted that the City of West Allis has recently attempted to implement the extension of 124th Street between Greenfield Avenue and Bluemound Road, but was unsuccessful in obtaining Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area funds. Mr. Yunker added that the 124th Street extension was discussed by members of the Waukesha County Jurisdictional Highway Planning Committee at their meeting held on December 14, 2015. At this meeting, the representative from the City of Brookfield indicated that, while the City of Brookfield Common Council currently does not support the planned extension of 124th Street, he suggested that it be included in the Preliminary Plan. The City of Brookfield representative stated that the regional plan, being a long-range plan, should include the extension, as the current lack of support could change over time. Mr. Yunker noted that the representative of the Village of Elm Grove indicated support for the planned extension of 124th Street between Greenfield Avenue and Bluemound Road.

[Secretary's Note: Based on the input from the four affected municipalities—the City of Brookfield, the Village of Elm Grove, the City of Wauwatosa, and the City of West Allis—received at the Waukesha County Jurisdictional Highway Planning Committee

meeting held on December 14, 2015, and at the Milwaukee County Jurisdictional Highway Planning Committee meeting held on January 6, 2016, along with past comments received from these municipalities, to the Advisory Committee on Regional Transportation System Planning at its January 27, 2016, meeting determined that only the extension of 124th Street between Greenfield Avenue and Bluemound Road would be included as proposed new construction in the Preliminary Recommended Plan and the reservation of right-of-way for a possible 124th Street extension between Bluemound Road and Watertown Plank Road would also be included in the plan (see Attachment B).]

Planned Extension of 15th Avenue between STH 100 and the Milwaukee County Line

Mr. Yunker stated that the planned extension of 15th Avenue between STH 100 and the Milwaukee County line in the City of Oak Creek would provide a desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area and would provide arterial system continuity for the S. Barland Avenue/15th Avenue/10th Avenue/Foley Road corridor between E. Grange Avenue in Milwaukee County and Seven Mile Road in Racine County. He noted that potential impacts to the primary environmental corridor and isolated natural resource areas would make it very difficult to construct the planned extension of 15th Avenue. Mr. Yunker stated that, due to the substantial difficulties attendant to the implementation of the planned extension of 15th Avenue, Commission staff recommends that the Preliminary Recommended Plan not include the extension of 15th Avenue. Committee members concurred with Commission staff's recommendation.

In addition to the Commission staff's analysis of Milwaukee County arterial street and highway functional improvement issues raised by the Committee, included in Attachment A, the Commission staff proposed additional functional improvement changes for the Committee to consider:

Reservation of Right-of-Way along S. 13th Street (CTH V) between W. Rawson Avenue (CTH BB) and W. Puetz Road

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of S. 13th Street (CTH V) between W. Rawson Avenue (CTH BB) and W. Puetz Road in the City of Oak Creek, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH V to accommodate possible future improvement of the facility beyond the design year of the plan rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Reservation of Right-of-Way along N. 107th Street (CTH F) between W. Brown Deer Road (STH 100) and the Milwaukee County Line

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of N. 107th Street (CTH F) between W. Brown Deer Road (STH 100) and the Milwaukee County line in the City of Milwaukee, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH F to accommodate possible future improvement of the facility beyond the design year of the plan rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Reservation of Right-of-Way along N. 107th Street between W. Fond du Lac Avenue and W. Good Hope Road (CTH PP)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of N. 107th Street between W. Fond du Lac Avenue and W. Good Hope Road (CTH PP) in the City of Milwaukee, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of N. 107th Street to accommodate possible future improvement of the facility beyond the design year of the plan rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Reservation of Right-of-Way along W. Mill Road (CTH S) between W. Fond du Lac Avenue and N. 91st Street

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of W. Mill Road (CTH S) between W. Fond du Lac Avenue and N. 91st Street in the City of Milwaukee, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH S to accommodate possible future improvement of the facility beyond the design year of the plan rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Resurfacing or Reconstruction of S. 27th Street (STH 241) to Provide Essentially the Same Capacity between W. Puetz Road and the Extension of W. Elm Road

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of S. 27th Street (STH 241) between W. Puetz Road and the extension of W. Elm Road in the City of Franklin and the City of Oak Creek, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of STH 241 to maintain the existing four traffic lanes, rather than recommending future widening to six traffic lanes. Mr. McElmeel indicated that, based on the result of studies completed by the Wisconsin Department of Transportation (WisDOT) for the STH 241 corridor, he suggested that the Preliminary Recommended Plan include the reservation of right-of-way along this roadway segment to accommodate possible future widening of the facility beyond the design year of the plan. Mr. Yunker stated that Commission staff would propose the reservation of right-of-way along this segment of STH 241 be included in the Preliminary Recommended Plan.

Resurfacing or Reconstruction of N. Swan Road to Provide Essentially the Same Capacity between W. Brown Deer Road (STH 100) and the Milwaukee County Line

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of N. Swan Road between W. Brown Deer Road (STH 100) and the Milwaukee County line in the City of Milwaukee, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstructing this segment of N. Swan Road to provide essentially the same capacity rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Resurfacing or Reconstruction of W. Morgan Avenue to Provide Essentially the Same Capacity between W. Forest Home Avenue (STH 24) and S. 43rd Street

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of W. Morgan Avenue between W. Forest Home Avenue (STH 24) and S.

43rd Street in the City of Greenfield and the City of Milwaukee, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of W. Morgan Avenue to provide essentially the same capacity rather than recommending future widening to four traffic lanes. Mr. Katz agreed with Commission staff's recommendation, noting that this segment of W. Morgan Avenue is proposed to be reconstructed with two traffic lanes.

Resurfacing or Reconstruction of S. Whitnall Avenue/E. Ladish Avenue to Provide Essentially the Same Capacity between Layton Avenue (CTH Y) and Packard Avenue

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of S. Whitnall Avenue/E. Ladish Avenue between E. Layton Avenue (CTH Y) and S. Packard Avenue in the City of Cudahy, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of S. Whitnall Avenue/E. Ladish Avenue to provide essentially the same capacity rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Resurfacing or Reconstruction of W. College Avenue (CTH ZZ) to Provide Essentially the Same Capacity between W. Loomis Road (STH 36) and S. 35th Street

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of W. College Avenue (CTH ZZ) between W. Loomis Road (STH 36) and S. 35th Street in the Village of Greendale, the City of Greenfield, and the City of Franklin, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of CTH ZZ to provide essentially the same capacity rather than recommending reservation of right-of-way to permit possible future improvement of the facility beyond the design year of the plan. Committee members concurred with Commission staff's recommendation.

Resurfacing or Reconstruction of S. 13th Avenue (CTH V) to Provide Essentially the Same Capacity between W. Puetz Road and W. Ryan Road (STH 100)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of S. 13th Street (CTH V) between W. Puetz Road and W. Ryan Road (STH 100) in the City of Oak Creek, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of CTH V to provide essentially the same capacity rather than recommending reservation of right-of-way to permit possible future improvement of the facility beyond the design year of the plan. Committee members concurred with Commission staff's recommendation.

[Secretary's Note: Attachment B to these minutes shows the functional improvements to the arterial street and highway system in Milwaukee County under the year 2050 Preliminary Recommended Plan as developed by the Milwaukee County Jurisdictional Highway Planning Committee and the Advisory Committee on Regional Transportation System Planning. As part of the Preliminary Recommended Plan, the Commission staff was requested by the Advisory Committee on Regional Transportation System Planning to evaluate the effect of not widening IH 43 between Howard Avenue and Silver Spring Drive. The results of the evaluation will be reviewed by the Milwaukee County Jurisdictional Highway Planning Committee at its next meeting.]

DETERMINATION OF NEXT MEETING DATE

Mr. Yunker stated that the next meeting of this Committee will be scheduled after the Preliminary Recommended Plan has been completed.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Ms. Lange, seconded by Ms. Dejewski, and carried unanimously, the meeting was adjourned at 10:30 am.

Respectfully submitted,

Kenneth R. Yunker
Secretary

KRY/RWH/ESJ/JWD
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4/21/2016

**ANALYSIS OF MILWAUKEE COUNTY ARTERIAL STREET AND HIGHWAY
FUNCTIONAL IMPROVEMENT ISSUES RAISED BY THE MILWAUKEE COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Members of the Milwaukee County Jurisdictional Highway Planning Committee identified at their February 3, 2015 meeting, functional improvement—widening and new facilities—issues for the Milwaukee County arterial street and highway system to be considered as part of VISION 2050—a major update to the regional land use and transportation plans. The Commission staff's initial response to these functional improvement issues is as follows:

- ***Consider the Need for Four Traffic Lanes on Rawson Avenue (CTH BB) between STH 100 and Loomis Road (STH 36)***
 - Existing AWDT design capacity: 14,000
 - Existing AWDT volume:
 - Between STH 100 and 92nd Street: 7,400
 - Between 92nd Street and Loomis Road (STH 36): 10,400
 - Forecast year 2050 AWDT volume:
 - Between STH 100 and 92nd Street: 8,000
 - Between 92nd Street and Loomis Road (STH 36): 11,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of Rawson Avenue (CTH BB) by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along CTH BB between STH 100 and Loomis Road (STH 36) to accommodate possible future improvement of the facility beyond the design year of the plan.

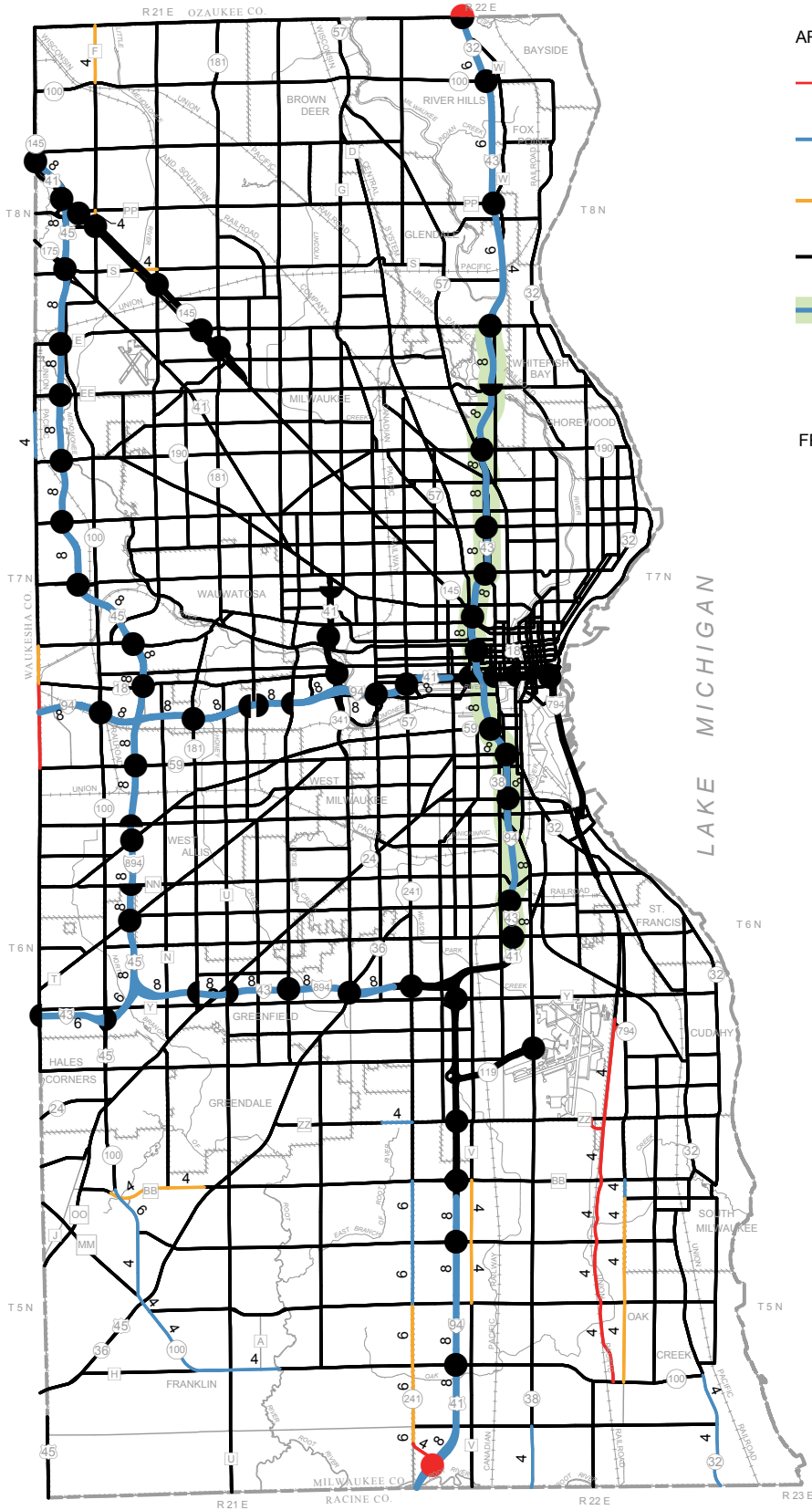
- ***Consider the Need for Four Traffic Lanes on 76th Street (CTH U) between Puetz Road and the Milwaukee County Line***
 - Existing AWDT design capacity: 14,000
 - Existing AWDT volume:
 - Between Puetz Road and Ryan Road (STH 100): 6,000
 - Between Ryan Road (STH 100) and the Milwaukee County line: 3,600 to 5,400
 - Forecast year 2050 AWDT volume:
 - Between Puetz Road and Ryan Road (STH 100): 8,000
 - Between Ryan Road (STH 100) and the Milwaukee County line: 6,000 to 8,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of CTH U by the design year 2050, it is recommended that the preliminary recommended year 2050 regional transportation plan recommend the maintaining the existing two traffic lanes on 76th Street (CTH U) between Puetz Road and the Milwaukee County line.

- ***Reconsider the planned extension of 124th Street between Greenfield Avenue (STH 59) and Watertown Plank Road***
 - Forecast year 2050 AWDT: 6,000 to 10,000
 - The planned extension of 124th Street between Greenfield Avenue (STH 59) and Watertown Plank Road would (1) provide a desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area; (2) provide arterial system continuity on 124th Street between Silver Spring Drive (CTH VV) and Grange Avenue; and (3) relieve traffic on parallel north-south roadways, including STH 100 (Mayfair Road/108th Street), Elm Grove Road, and Sunny Slope Road.
 - Difficulties in implementing the planned extension include (1) the crossing of the Canadian Pacific Railway (CP) rail line with a bridge; (2) the difference in grade between the west side of 124th Street in the Village of Elm Grove and the east side of 124th Street in the City of Wauwatosa; (3) crossings of the Underwood Creek and the North Branch of the Underwood Creek; and (4) impacts to primary environmental corridor.
 - Commission staff recommendation: The extension of 124th Street between Greenfield Avenue (STH 59) and Watertown Plank Road has been included in the regional transportation plan for the last 40 years. The Commission staff would recommend that the planned extension of 124th Street be retained in the preliminary recommended year 2050 regional transportation plan, if the extension has support from affected local governments—City of Wauwatosa, City of West Allis, City of Brookfield, and Village of Elm Grove.

- ***Reconsider the Planned Extension of 15th Avenue between STH 100 and the Milwaukee County Line***
 - The planned extension of 15th Avenue would (1) provide a desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area and (2) provide arterial system continuity for the Barland Avenue/15th Avenue/10th Avenue/Foley Road corridor between Grange Avenue in Milwaukee County and Seven Mile Road in Racine County.
 - Difficulties in implementing the planned extension include impacts to primary environmental corridor and isolated natural resource areas.
 - Commission staff recommendation: Due to the difficulty in implementing the planned 15th Avenue extension, it is recommended that the 15th Avenue extension not be included in the preliminary recommended year 2050 regional transportation plan.

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FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN MILWAUKEE COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - SYSTEM WAS EVALUATED WITHOUT WIDENING OF THIS SEGMENT OF IH 43 (SEE NOTE 1 BELOW)
- 4 NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. The Commission staff was asked by the Advisory Committees on Regional Transportation System Planning to evaluate the effect of not widening of IH 43 between Howard Avenue and Silver Spring Drive.
2. The Cities of Milwaukee and Wauwatosa expressed opposition to the widening of IH 94 between 70th Street and 16th Street, which is considered a committed project, as the Wisconsin Department of Transportation has nearly completed preliminary engineering for the reconstruction of this segment of IH 94, and their preferred alternative includes its widening.

