

Minutes of the

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: April 27, 2016
TIME: 1:30 p.m.
PLACE: Committee Room
Ozaukee County Highway Shop
410 S. Spring Street
Port Washington, Wisconsin

Members Present

Jon Edgren Director of Public Works/Highway Commissioner,
Chairman Ozaukee County
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
(Representing Kenneth R. Yunker)
Kathlyn T. Geracie Chairperson, Ozaukee County Public Works Committee
Tim McElmeel Urban and Regional Planner, Southeast Region
(Representing Brett Wallace) Wisconsin Department of Transportation

Guests and Staff Present

Ryan W. Hoel Principal Engineer, SEWRPC
Thomas P. Longtin State Program Engineer, Southeast Region,
Wisconsin Department of Transportation
Kevin Muhs Principal Transportation Planner, SEWRPC

ROLL CALL AND INTRODUCTIONS

Chairman Edgren called the meeting of the Ozaukee County Jurisdictional Highway Planning Committee to order at 1:30 p.m. Attendance was taken by circulating a sign-in sheet for signature.

REVIEW AND APPROVAL OF MINUTES OF THE OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE MEETING HELD JANUARY 11, 2016

Chairman Edgren made a motion to approve the minutes for the meetings of the Ozaukee County Jurisdictional Highway Planning Committee held on January 11, 2016. The motion was seconded by Mr. McElmeel and was passed unanimously by the Committee.

REVIEW AND DISCUSSION OF THE PRELIMINARY RECOMMENDED PLAN FOR VISION 2050 AND ITS EVALUATION

Chairman Edgren asked Mr. Muhs to review the Preliminary Recommended Plan (“Draft Plan”) for VISION 2050 and its evaluation. Referring to the VISION 2050 Draft Plan Summary Booklet, Mr. Muhs stated that Commission staff developed the Draft Plan following substantial input on the detailed alternative plans provided by the public and by the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning.

Mr. Muhs stated that a major shift is occurring in the Region's development and growth. He noted that historically the Region's and the nation's economic growth has been supported, in part, by an increasing labor pool—retiring generations have been replaced by larger generations. However, the generations following the Baby Boom Generation are only as big as the Baby Boom Generation, and, as a result, it will be more difficult to grow the economy when the Baby Boom Generation retires. Mr. Muhs stated that the Region will require in-migration of workers to grow the regional economy, and that the Region will face competition from other areas of the country in attracting new workers.

Mr. Muhs reviewed key Draft Plan recommendations regarding land use, public transit, bicycle and pedestrian facilities, transportation systems management (TSM), travel demand management (TDM), arterial streets and highways, and freight transportation.

Mr. Muhs noted an estimated \$120 million gap between average annual costs and revenues for the Draft Plan's public transit element, and he described the Fiscally Constrained Transportation Plan (FCTP) for VISION 2050—which includes only projects that can be funded with existing and expected funds. He noted that transit service under the FCTP would be expected to decline rather than significantly improve and expand as proposed under the Draft Plan, with the exception of the East-West Bus Rapid Transit (BRT) project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected sources of funding. Mr. Muhs reviewed potential new revenue sources that could be considered to fund an expansion of transit service in the Region—such as an increase in the local sales tax, an increase in the motor fuel tax, and implementation of a fee based on the number of vehicle miles driven. Nearly every other region of the Country with a similar number of residents as Southeastern Wisconsin has a tax or fee dedicated specifically to fund that region's transit system.

Mr. Muhs noted that the conclusion that there are sufficient funds to construct, operate, and maintain the arterial streets and highways element is based on funding provided from all levels of government in recent years, which has included higher than normal levels of borrowing by the State as revenues from motor fuel taxes have not kept pace with inflation. Should the State determine that it is unable to continue bonding at this higher level and choose not to raise additional taxes to fund transportation, a funding gap would likely be identified for the arterial streets and highways element.

Mr. Muhs noted that the Draft Plan was evaluated using the same 50 criteria previously used to evaluate the VISION 2050 alternatives, as documented in draft Appendix H, "Complete Results of the Preliminary Recommended Plan Evaluation." The evaluation of the Draft Plan identified a number of benefits of the Plan, including reducing residents' out-of-pocket transportation costs, increasing the efficiency of public services, increasing regional competitiveness, and maximizing the capacity of existing roadways.

The following points summarize the discussion during and following the review of the Draft Plan and its evaluation, including comments from Committee members and Commission staff responses to questions asked by Committee members:

1. Ms. Geracie inquired why the Draft Plan does not include a commuter rail route serving Ozaukee County. Mr. Muhs replied that Commission staff included a commuter rail route serving Ozaukee County in one of the earlier VISION 2050 scenarios, but did not include it in the Draft Plan due to significantly lower ridership being forecast along the route compared to the two routes included in the Draft Plan—the route connecting the Cities of Kenosha, Racine, and Milwaukee and the route connecting the Cities of Oconomowoc, Brookfield, and Milwaukee. Mr. Muhs

further stated that the Draft Plan notes that the Region has freight rail corridors that could be utilized for additional commuter rail routes—should an entity be interested in pursuing their development—including a route connecting downtown Milwaukee with the Cities of Cedarburg and Port Washington in Ozaukee County. Mr. Muhs noted that the freight rail corridors that potentially could host commuter rail service are largely intact. However, the former rail corridor connecting the Cities of Cedarburg and Port Washington—currently the Ozaukee Interurban Trail—would need to be reconstructed. Mr. Muhs further noted that the City of Milwaukee has expressed interest in providing commuter rail service to the Century City Business Park in the City of Milwaukee, which could be a stop along the potential commuter rail routes serving communities in Ozaukee and Washington Counties. Ms. Geracie stated that a commuter rail route serving Ozaukee County could include a park-ride lot at the route’s northern terminus. Mr. Hiebert noted that development of any commuter rail service would include conducting preliminary engineering—including examination and selection of potential route alternatives and station locations—and an environmental impact study.

2. Mr. Edgren stated that when IH 43 is reconstructed, a park-ride lot will be constructed at either the interchange with W. Mequon Road (STH 167) or the planned interchange with W. Highland Road. Mr. Hiebert indicated that Commission staff would ask WisDOT staff if a preferred park-ride lot location has been determined.

[Secretary’s Note: Following the meeting, WisDOT staff indicated that reconstruction of IH 43 will include construction of a park-ride lot at the interchange with W. Highland Road. As shown in Attachment A, a park-ride lot at this location is included as one of the park-ride lots recommended in VISION 2050.]

3. Responding to a question from Ms. Geracie, Mr. Hiebert stated that the reconstruction with additional lanes of IH 43 between W. Silver Spring Drive in Milwaukee County and Washington Street (STH 60) in Ozaukee County is scheduled to begin approximately in the year 2025. Ms. Geracie suggested that, since the Draft Plan does not include a commuter rail route serving Ozaukee County, the planned reconstruction of IH 43 should be extended north to the intersection with N. Port Washington Road (STH 32). Mr. Hiebert noted that preliminary engineering and a final environment impact statement (FEIS) have already been completed for this project, with the Federal Highway Administration (FHWA) approving the record of decision (ROD) for the FEIS in late 2014. Mr. Longtin added that extending the project limits north to STH 32 could result in the project being categorized as a Mega project, rather than a Majors Program project, requiring the project to be enumerated in the *Wisconsin Statutes*.
4. Ms. Geracie suggested that VISION 2050’s list of isolated intersections having traffic flow issues should include the intersection of Highland Road and N. Port Washington Road (CTH W) and the intersection of W. Mequon Road (STH 167) and N. Port Washington Road (CTH W).

[Secretary’s Note: The intersection of Highland Road and CTH W and the intersection of STH 167 and CTH W were included in VISION 2050’s list of roadway corridors and intersections identified by counties and local governments as potentially having traffic flow issues. VISION 2050 recommends that these corridors and intersections be considered as part of the next review

and update to the Regional Transportation Operations Plan (RTOP), programmed to be completed in 2017.

5. Responding to a question from Ms. Geracie, Mr. Hoel indicated that the planned extension of Cold Springs Road in the Town of Saukville included in the Draft Plan and the preliminary recommended Ozaukee County jurisdictional highway system plan update would tie into the IH 43 interchange with STH 57.
6. Responding to a question from Ms. Geracie, Chairman Edgren stated that the planned extension of Cedar Creek Road in the Town of Grafton included in the Draft Plan and the preliminary recommended Ozaukee County jurisdictional highway system plan update likely would tie into CTH W north of its intersection with Port Washington Road (CTH V). Mr. Hiebert stated that the specific alignment of the planned extension of Cedar Creek Road would be determined as part of the requisite preliminary engineering and environmental impact study.
7. Responding to a question from Mr. McElmeel, Mr. Muhs indicated that the City of Milwaukee's streetcar project—including the lakefront line—is included in the Fiscally Constrained Transportation Plan (FCTP). Mr. Muhs noted that the City of Milwaukee is considering an expansion of the streetcar network that would serve the new downtown basketball arena.
8. Ms. Geracie expressed support for the Draft Plan, noting that the Draft Plan's recommendations would provide transportation options desired by the Millennial generation.

NEXT MEETING

Mr. Hoel stated that the Committee is not scheduled to meet again as part of the planning processes for VISION 2050 and the Ozaukee County jurisdictional highway system plan, and he thanked Committee members for their contributions to the development of the two plans. Mr. Hoel stated that, as indicated by Commission staff at the previous meeting held on January 11, 2016, the proposed functional improvements to the Ozaukee County arterial street and highway system and the proposed jurisdictional responsibilities for the system will be presented to the public at the next VISION 2050 public workshop held in Ozaukee County on April 27, 2016. Following the public workshop, Commission staff will present any comments received to the Committee for its consideration. Mr. Hoel stated that the next steps for the Ozaukee County jurisdictional highway system plan would be the completion of the remaining sections of Chapter IV, "Application of Jurisdictional Classification Criteria," Chapter V, "Recommended Ozaukee County Jurisdictional Highway System Plan," and Chapter VI, "Summary and Conclusions" which would be mailed to Committee members for their review and approval by a postcard vote.

[Secretary's Note: Following the meeting, Commission staff presented the preliminary recommended Ozaukee County jurisdictional highway system plan update and the VISION 2050 Draft Plan for public comment at a public workshop held in Ozaukee County on April 27, 2016. Two comments were provided at the workshop in support of the recommended IH 43 functional improvements included in the preliminary recommended Ozaukee County jurisdictional highway system plan update and the Draft Plan, and no additional changes to recommended functional improvements in Ozaukee County were made. Attachment B to these minutes shows the functional improvements to the arterial street and highway system in Ozaukee County included in the VISION 2050 final

recommended plan, which was adopted by the Regional Planning Commission at its meeting held on July 28, 2016.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 3:30 p.m.



Respectfully submitted,

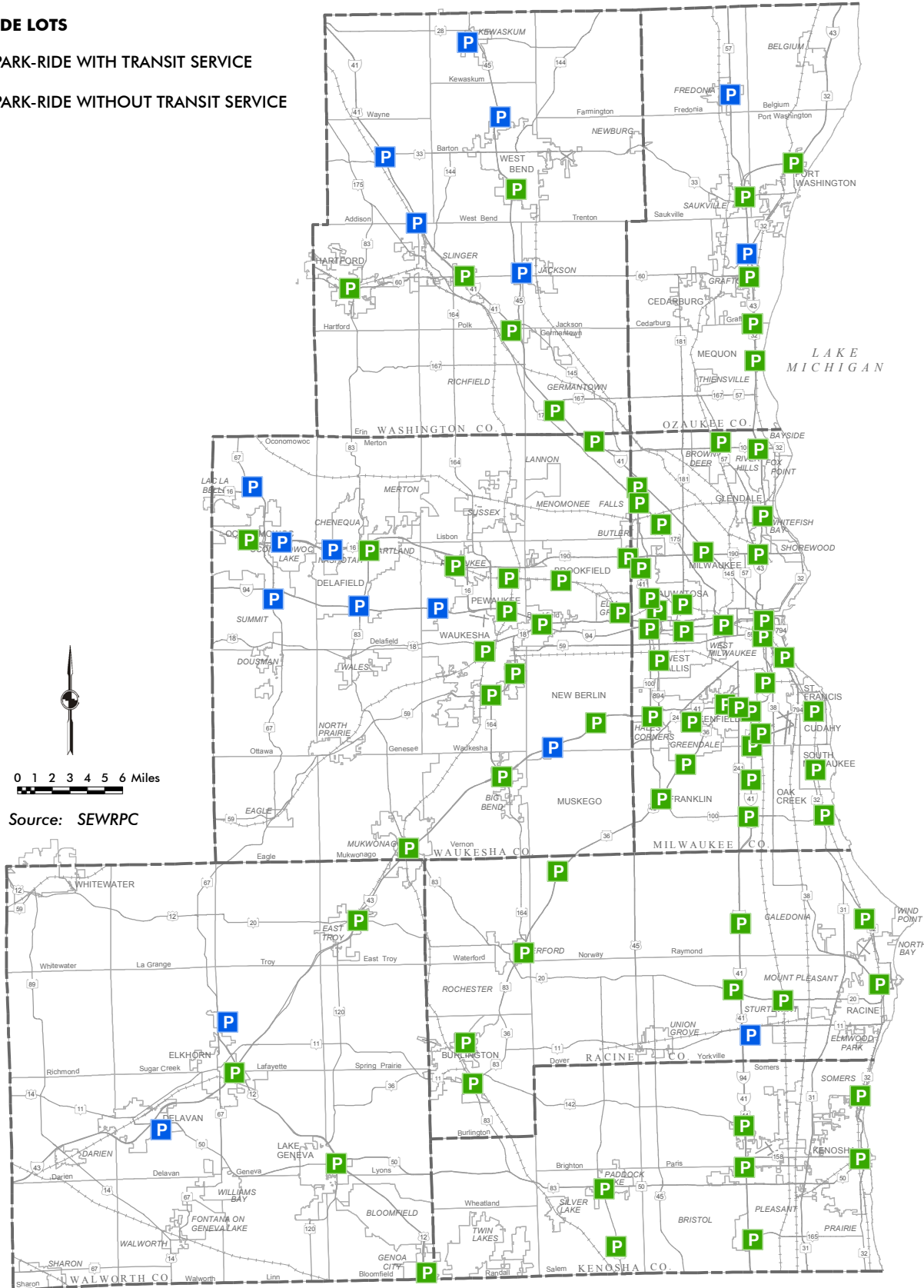
Christopher T. Hiebert
Acting Secretary

KJM/CTH/RWH/ESJ
#232062 v8 (PDF: #239896)
11/21/17

Map 1.14
Park-Ride Lots: VISION 2050

PARK-RIDE LOTS

-  PARK-RIDE WITH TRANSIT SERVICE
-  PARK-RIDE WITHOUT TRANSIT SERVICE



Source: SEWRPC

Map 1.17
Functional Improvements to the Arterial Street and Highway
System in Ozaukee County: VISION 2050

