

MINUTES OF THE JOINT MEETING

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

**Advisory Committees on Transportation System
Planning and Programming in the Kenosha,
Milwaukee, and Racine Urbanized Areas**

DATE: February 7, 2008
TIME: 1:30 p.m.
PLACE: Zoofari Conference Center
Main Hall
9715 West Blue Mound Road
Milwaukee, Wisconsin

Milwaukee Urbanized Area Members Present

Voting Members

George A. Torres, Chairman.....Director, Department of Transportation and Public Works,
Milwaukee County
Richard A. Bolte Director of Public Works, Waukesha County
Chris Fornal Planning, Development and Intelligent
(Representing Phillip Walzak) Transportation Systems Engineer,
City of Milwaukee
Alhaji Hassan Project Engineer, City of Milwaukee
(Representing Paul Vornholt)
Robert C. Johnson..... Transit Director, Waukesha Metro Transit,
City of Waukesha
William A. Kappel..... Director of Public Works, City of Wauwatosa
Michael G. Lewis..... City Engineer, City of West Allis
Michael Loughran.....Planning and Development Manager, City of Milwaukee
(Representing Michael J. Maierle)
Michael J. Martin Director of Public Works, Village of Hales Corners
Jeffrey S. Polenske..... City Engineer, City of Milwaukee
Clark Wantoch Administration and Transportation Design Manager,
(Representing Jeffrey J. Mantes) City of Milwaukee

Non-Voting Members

Philip C. Evenson, Secretary Executive Director, SEWRPC
Dwight E. McComb Planning and Program Development Engineer,
(Representing Allen Radliff) Federal Highway Administration,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Sheri Schmit..... Planning Manager,
(Representing Dewayne J. Johnson) Systems Group, Southeast Region,
Wisconsin Department of Transportation

Kenosha Urbanized Area Committee Members Present

Frederick J. Patrie, Chairman..... Director, Department of Public Works,
Kenosha County
Philip C. Evenson, Secretary Executive Director, SEWRPC
Ronald L. Bursek Director, Public Works Department,
City of Kenosha
Felma Degefa Civil Engineer, City of Kenosha
(Representing Michael M. Lemens)
Dwight E. McComb Planning and Program Development Engineer
(Representing Allen Radliff) Federal Highway Administration
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Mike Spence..... Village Engineer, Village of Pleasant Prairie
(Representing Michael R. Pollocoff)
Sheri Schmit..... Planning Manager,
(Representing Dewayne J. Johnson) Systems Group, Southeast Region,
Wisconsin Department of Transportation
Rich Schroeder..... Assistant City Planner, City of Kenosha
(Representing Jeffrey B. Labahn)

Racine Urbanized Area Committee Members Present

David Prott, Chairman Director, Department of Public Works,
Racine County
Philip C. Evenson, Secretary Executive Director, SEWRPC
Michael J. Glasheen Transit Planner, City of Racine
Richard M. Jones Commissioner of Public Works, City of Racine
Dwight E. McComb Planning and Program Development Engineer,
(Representing Allen Radliff) Federal Highway Administration,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
William Sasse..... Director of Engineering, Village of Mount Pleasant
(Representing Michael Andreasen)
Sheri Schmit..... Planning Manager,
(Representing Dewayne J. Johnson) Systems Group, Southeast Region,
Wisconsin Department of Transportation

Guests and Staff Present

Scott Ahles Local Program Manager, Southeast Region,
Wisconsin Department of Transportation
Sonia Dubielzig..... Transportation Planner, SEWRPC

Leland P. EslerChief of Staff, County Board,
Waukesha County
Michael Friedlander Transportation Analyst, Bureau of Air Management,
Department of Natural Resources
Ryan W. Hoel..... Senior Engineer, SEWRPC
Jeffrey D. KatzManager of Planning and Engineering Services,
Racine County
Kenneth R. Yunker Deputy Director, SEWRPC

ROLL CALL

The meeting was called to order at 1:30 p.m. by Mr. Patrie, Chairman of the Kenosha Urbanized Area Advisory Committee. He welcomed all present and noted that the meeting was a joint meeting of the Transportation Improvement Programming (TIP) Committees for the Kenosha, Racine, and Milwaukee urbanized areas.

Chairman Patrie indicated that a sign-in sheet was being circulated for the purpose of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the three Committees present.

CONSIDERATION OF PROPOSED AMENDMENTS TO THE 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM

Chairman Patrie asked Mr. Yunker to review the 38 proposed amendments to the 2007-2010 Transportation Improvement Program (TIP). Mr. Yunker stated that prior to the meeting the Committee members were sent a new proposed amendment to the TIP—construction of 39th Avenue from 18th Street to 26th Street in the City of Kenosha. He added that this proposed improvement has long been recommended in the regional transportation plan.

Mr. Yunker stated that three of the proposed amendments—the reconstruction of CTH C between CTH U and West Frontage Road in Kenosha County (Exhibit V); the reconstruction with additional lanes of CTH C between Airline Road and Sunnyslope Drive in Racine County (Exhibit AB); and the newly proposed amendment to the TIP, construction of 39th Avenue from 18th Street to 26th Street in the City of Kenosha—are considered non-exempt from the requirement to conduct an air quality conformity analysis with respect to the State of Wisconsin Air Quality Implementation Plan because the projects consist of either a new arterial facility or the widening of an existing arterial with additional traffic lanes. Mr. Yunker noted that although these three projects are included in the regional transportation plan, and were included in the most recent air quality conformity analysis of the plan and TIP, these three non-exempt projects are new to the TIP, and therefore require a new air-quality conformity analysis be performed and reviewed. Mr. Yunker suggested that, since preliminary engineering activities are exempt from the requirement to conduct an air-quality conformity analysis, the Committees add to the TIP the preliminary engineering element of the three non-exempt projects so that the projects can be forwarded to WisDOT at this time. Mr. Yunker stated that the construction element of these three projects will be sent as proposed amendments to the TIP to the Committees for approval following the completion of an air quality conformity analysis.

Following Mr. Yunker’s review of the proposed amendments to the TIP, Committee members raised the following questions and comments:

1. Mr. Bolte inquired why the proposed amendment regarding Exhibit G, the bridge replacement on Whitnall Park Drive over a branch of the Root River, is shown as being non-exempt from the requirement to conduct an air quality conformity analysis. Mr. Yunker stated it is an exempt project and Exhibit G will be corrected.
2. Mr. Johnson inquired why the proposed amendment regarding the CTH P interchange with IH 94 in Waukesha County as outlined in Exhibit P is shown as being non-exempt from the requirement to conduct an air quality conformity analysis. Mr. Yunker responded that expansion of an interchange from a half to a full interchange requires an air quality conformity analysis and determination. He added that the conversion of CTH P interchange with IH 94 from a half interchange to a full interchange was recommended in the year 2035 regional transportation plan, and the preliminary engineering and right-of-way acquisition elements of the project were programmed in the 2007-2010 TIP. Mr. Yunker stated that the necessary air quality conformity analysis had therefore already been completed for this project.
3. Mr. Polenske stated that the City of Milwaukee had submitted a letter during the public comment period in opposition to the proposed amendment regarding the CTH P interchange with IH 94 in Waukesha County as outlined in Exhibit P, and requested that this proposed amendment be part of a separate motion from the other proposed amendments.
4. Mr. Polenske then noted the proposed amendment regarding the USH 41 interstate conversion, and asked about the proposed use of local funds. Mr. Yunker stated that the purpose of the project is to convert USH 41 to an interstate highway from IH 43 near the City of Green Bay to IH 94 at the Mitchell Interchange via USH 45, IH 894 and IH 43 in Southeastern Wisconsin. He noted that the project includes conducting preliminary engineering, including a Tier 1 environmental impact statement, for the conversion to interstate design standards. Mr. Evenson asked Ms. Schmit to report to Commission staff regarding the local funding of this project so that it can be included in the meeting minutes.

[Secretary's note: Following the meeting, Ms. Schmit stated that the local funds are from local governments outside Southeastern Wisconsin for improvements located outside of Southeastern Wisconsin.]

Chairman Patrie asked if there was a motion to approve the proposed amendments. Mr. Jones motioned to approve all of the proposed amendments except the proposed amendment regarding the CTH P interchange with IH 94 as outlined in Exhibit P, including the changes to Exhibit V, Exhibit AB, and the newly proposed amendment, as outlined by Mr. Yunker. Mr. Bursek seconded the motion and the motion passed unanimously.

Mr. Bolte made a motion to approve the proposed amendment for the CTH P interchange with IH 94 as outlined in Exhibit P. Mr. Johnson seconded the motion and Chairman Patrie asked if there was any discussion on the motion.

Mr. Polenske stated the City of Milwaukee is opposed to the proposed amendment for the CTH P interchange with IH 94 as outlined in Exhibit P for the reasons outlined in the letter submitted during the public comment period for the proposed amendment. Mr. Polenske stated that the original developer for the proposed mall is no longer involved with the development. He added that even though there is a new

developer for the proposed mall, the extent and timing of the planned development is not yet known, and he questioned the need to program at this time the conversion of the CTH P interchange. Mr. Lewis asked whether adding the construction element of this project to the TIP at this time would require that it be implemented. Mr. Yunker responded that the proposed amendment will not require WisDOT to construct the project in 2008 and 2009 as the TIP amendment would propose, but rather will permit WisDOT to initiate the construction in 2008, 2009, or 2010. He added that WisDOT could also defer construction until after the year 2010, or not pursue construction at all. Mr. Yunker further stated that WisDOT has indicated that they will not proceed with construction of the project until the planned development is underway. Mr. Yunker stated that amending the TIP at this time permits WisDOT to proceed with this project upon initiation of the development.

Mr. Polenske asked how the improvements to the CTH P interchange are to be funded. Ms. Schmit responded that the project will be funded through Southeastern Wisconsin Freeway Rehabilitation program funding. Mr. Polenske questioned whether this project should be implemented when the funding for major freeway projects in Southeastern Wisconsin, such as the IH 94 north-south freeway and the Zoo Interchange, has not been secured. Ms. Schmit responded that major projects like the reconstruction of the IH 94 north-south freeway and the Zoo Interchange are funded separately through the Southeastern Wisconsin Freeway Rehabilitation program from freeway rehabilitation projects like the CTH P interchange project. Ms. Schmit added that funds have been encumbered for the right-of-way acquisition element of the project and the preliminary engineering element is near completion.

Mr. Johnson stated that there is a need for the proposed conversion of the CTH P interchange now to make it easier for public transit to serve the Pabst Farms development. Mr. Polenske said that he understood that there was a public hearing to be later that night regarding the planned Pabst Farms retail development. He asked if the proposed development that would be presented at the public hearing would achieve a 50 percent build-out of the Pabst Farms site—the threshold that was considered to make the interchange improvement necessary for safe and efficient traffic operations. Mr. Johnson replied that the improvements to the interchange are needed now to facilitate transit service to the existing Pabst Farms areas, YMCA facilities, and the hospital currently under construction.

Mr. Yunker stated that the regional transportation plan has long recommended that WisDOT convert half interchanges to full interchanges where spacing and other conditions permit; consider where there are adjacent pairs of half interchanges the combination of selected half interchanges into full interchanges; or the improvement of connections between adjacent half interchanges. He noted that these recommendations were intended to improve the understandability of the freeway system, and attendant traffic safety and mobility. Mr. Yunker further stated that the conversion of the CTH P interchange with IH 94 from a half interchange to a full interchange had been recommended in the regional plan since 1994. Mr. Yunker noted that when the preliminary year 2035 regional transportation plan was presented in newsletters and during meetings, the CTH P interchange with IH 94 was clearly shown as proposed for conversion from a half interchange to a full interchange and that Commission staff did not receive one comment regarding this particular recommendation. He added that the CTH P interchange project has been in the TIP since the 2005-2007 TIP completed in 2005 and that the proposed amendment to the TIP would add the construction element of the project to the TIP in the years 2008 and 2009.

Mr. Evenson stated that it has been the practice of the TIP Committees to not insert themselves in the decisions of individual units of government with respect to the timing of that unit of government's proposed projects. He cautioned that if the Committees question the timing of one project, it could open the possibility of questioning the timing on every project.

There being no further discussion on the motion, Chairman Patrie asked for the motion to be put to a vote. The motion to approve the proposed amendment for the CTH P interchange with IH 94 as outlined in Exhibit P passed by the Milwaukee Urbanized Area Committee by a vote of 6 ayes and 5 nays, with Mr. Polenske, Mr. Fornal, Mr. Hassan, Mr. Loughran and Mr. Wantoch voting against the motion.

ADJOURNMENT

There being no further business to come before the Committees, the meeting was adjourned at 2:03 p.m. on a motion from Mr. Bolte, seconded by Mr. Jones, and carried unanimously by the Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

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