

Minutes of the Second Meeting

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Date: July 16, 2009

Time: 2:00 p.m.

Place: Jury Assembly Room (Room 1080)
Walworth County Judicial Center
Walworth County Lakeland Complex
1800 County Trunk Highway NN
Elkhorn, Wisconsin

Members Present

Shane Crawford Deputy County Administrator-Central Services,
Chairman Department of Public Works, Walworth County
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
David P. Duwe Chair, Town of Sugar Creek
Ron Fero Chair, Town of Whitewater
Dean Fischer Director of Public Works, City of Whitewater
(Representing Kevin M. Brunner)
Jerry Grant County Board Supervisor, Walworth County
(Representing Jim Van Dresser)
Patrick Hoffman Highway Supervisor, Town of LaGrange
Dennis Jordan Administrator, City of Lake Geneva
Thomas Longtin State Program Engineer, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation
William R. Mangold Chair, Town of Lyons
Kenneth Monroe Chair, Town of Bloomfield
Randy Parker Highway Department Foreman, Town of Geneva
(Representing Daniel L. Lauderdale)
Ruth Polinski Clerk, Town of Troy
(Representing John Kendall)
Wayne Redenius Chair, Town of Richmond
Bruno Schiffleger Citizen, Town of Lafayette
Bill Shimer Public Works Supervisor, Town of Darien
(Representing Cecil R. Logterman)
Paul Weckel Public Works Assistant, City of Delavan
(Representing Mark E. Wendorf)
Robert Wenzel Village Trustee, Village of Dairen
(Representing Evelyn Etten)
Terry Weter Director of Public Works, City of Elkhorn
(Representing Samuel E. Tapson)
Craig C. Workman Director of Public Works, Village of Fontana on Geneva Lake

Guests and Staff Present

Stephen Adams Public Involvement and Outreach Manager, SEWRPC
Oppong Agyemang Intern, SEWRPC
Barbara H. Arnold Citizen
Robert Arnold Citizen
Katie W. Barrett Citizen
David A. Bretl Administrator, Walworth County
Norman Brummel Citizen
Eileen Dempsey Citizen
Pat Ehlen Citizen
James Ehlen Citizen
Martha B. Flury Citizen
Frank Furdek Program and Planning Analyst, Southeast Region,
Wisconsin Department of Transportation
Ted Grant Citizen
Ryan W. Hoel Principal Engineer, SEWRPC
Fred Klabunde Highway Foreman, Town of Bloomfield
Paul M Lachat Citizen
Marvin Lois, Jr. Street Superintendent, Town of Lafayette
Larry R. Marzahl Citizen
Sherry Mathews Citizen
Wayne Mathews Citizen
William Melendez Citizen
Charles Nass Superintendent of Streets/Forestry, City of Whitewater
John Olson Administrator, Town of Delavan
Dorothy M. Papenfus Citizen
Michael J. Petkoff Public Works Foreman, Town of Delavan
Larry Price Public Works Superintendent, Walworth County
Frank Raidl Citizen
Kjirstin Roberts Transportation Engineer, SEWRPC
Nancy Russell County Board Chair, Walworth County
Barbara J. Schinke Citizen
Rebecca Sigmund Citizen
Donald D Sukala Supervisor, Town of LaGrange
Loren Waite Citizen
Gary Wallem Citizen
Jacob Walton Intern, SEWRPC

ROLL CALL AND INTRODUCTIONS

Chairman Crawford called the meeting of the Walworth County Jurisdictional Highway Planning Committee to order at 2:00 p.m. He noted that attendance was being taken by a sign-in sheet located at the room entry, and a quorum declared present. He then asked the Committee members and staff present to introduce themselves.

Chairman Crawford then stated that following the last meeting, he had received questions regarding the jurisdictional highway system planning effort that he wanted to answer prior to moving on to the next agenda item. He stated that the Committee will be recommending a jurisdictional highway system plan for the County. He noted that each local municipality—city, village, and town—has one vote on the Committee, the County has two votes, and the Wisconsin Department of Transportation (WisDOT) and

the Federal Highway Administration (FHWA) each have one vote. Chairman Crawford stated that following approval of the Walworth County jurisdictional highway system plan by the Committee, the plan would be forwarded to the County Board of Supervisors for their consideration and adoption. He noted that the County Board of Supervisors could adopt the plan as recommended by the Committee, or could adopt the plan with changes. Chairman Crawford stated that following its adoption by the County Board, the plan would be forwarded to the Southeastern Wisconsin Regional Planning Commission for consideration and adoption of the plan as an amendment to the regional transportation plan. Mr. Yunker stated the Commission will then forward the plan to each city, village, and town and to WisDOT and FHWA. Mr. Yunker stated the plan would be advisory to local, State, and Federal governments.

APPROVAL OF THE APRIL 9, 2009, MINUTES

Chairman Crawford asked for a motion to approve the minutes for the previous meeting held on April 9, 2009. The minutes were approved unanimously by the Committee on a motion by Mr. Mangold, seconded by Mr. Schiffleger.

REVIEW OF PRELIMINARY DRAFT OF ADDITIONAL SECTION OF CHAPTER II, "EXISTING AND PLANNED WALWORTH COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM" OF SEWRPC PLANNING REPORT NO. 15 (2nd EDITION), "A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY"

Chairman Crawford asked Mr. Yunker to review with the Committee the additional section of Chapter II, "Existing and Planned Walworth County Arterial Street and Highway System" of the SEWRPC Planning Report No. 15 (2nd Edition), "*A Jurisdictional Highway System Plan for Walworth County*". Mr. Yunker noted that at this meeting the Committee would be considering potential changes to specific recommended functional highway improvements in the County jurisdictional highway system plan, as suggested for consideration by the Walworth County Jurisdictional Highway Planning Committee and Walworth County local governments.

He further noted that the review and reevaluation, and recommendation as to which level and agency of government should have jurisdictional responsibility for each segment of the planned arterial street and highway system will be considered by the Committee at subsequent meetings.

Consider the Improvements and Addition of Traffic Lanes to the Existing Route of USH 12 between the Cities of Elkhorn and Whitewater as an Alternative to the Extension of the USH 12 Freeway

While reviewing the history of the planned extension of the USH 12 freeway, Mr. Yunker noted that the Walworth County Board of Supervisors in 2002 had adopted a resolution requesting that the Wisconsin Department of Transportation advance implementation of the planned freeway extension of USH 12 between the Cities of Elkhorn and Whitewater. Mr. Yunker noted that the roadway referred to as "CTH D" in the second paragraph on page one of the draft text is "CTH ES" instead, and stated that this would be corrected for the final draft of the report. Mr. Yunker suggested that the Committee recommend that one of the two alternatives—extension of the USH 12 freeway and widening the existing route of USH 12 to four traffic lanes—be recommended in the Walworth County jurisdictional highway system plan. The following comments were made during and following Mr. Yunker's review of the draft text on this issue:

1. Mr. Grant asked whether the alternative to widen the existing route of USH 12 to four traffic lanes included only the segment between the City of Elkhorn and STH 20. Mr. Yunker responded that that this alternative also includes the widening of the existing route of USH 12 to four traffic lanes between STH 67 and CTH P. He added that, based on current average weekday traffic volumes, widening of USH 12 would potentially be needed for the segment between the

terminus of the USH 12 freeway and a point north of CTH A in the short term, while the remaining segments between a point north of CTH A and STH 20, and STH 67 and CTH P would be needed in the longer term. Mr. Yunker noted that implementation of any improvement to USH 12 would likely take 10 to 12 years to take the project from preliminary engineering through construction.

2. Mr. Schiffleger asked whether the plan could show both alternatives. Mr. Yunker responded that the Commission staff would recommend that the Committee select one of the two alternatives to be recommended in the plan to provide clear direction to the Wisconsin Department of Transportation and the local governments and residents of Walworth County.
3. Mr. Fero inquired about Wisconsin Department of Transportation not extending the freeway between the City of Whitewater and the City of Fort Atkinson. Mr. Longtin replied that the Wisconsin Department of Transportation would consider during preliminary engineering constructing a freeway west of the City of Whitewater when that segment of the existing route of USH 12 would require reconstruction. He further stated that the extension of the freeway would be implemented if it was determined to be necessary through preliminary engineering.
4. Mr. Duwe and Mr. Fero stated that a number of citizens in the Towns of Sugar Creek and Whitewater have expressed their opposition to the planned USH 12 freeway extension between the Cities of Elkhorn and Whitewater, and are in favor of removing the planned extension from the plan.
5. Mr. Fischer asked when the feasibility studies were completed for the planned extension of the USH 12 freeway that determined the officially mapped route. Mr. Yunker responded that the official mapping of the route between the terminus of the USH 12 freeway and a point about one half mile east of CTH O was completed by the Wisconsin Department of Transportation in 1967, and any feasibility studies would have had to be completed prior to the official mapping.
6. Mr. Hoffman stated that the plan should continue to show the USH 12 freeway extension. He expressed concern that by widening the existing route of USH 12 to four traffic lanes, the existing route of USH 12 would have traffic congestion and safety issues like other four lane highways in the State of Illinois. He noted the problems associated with four lane highways with high levels of traffic volume and traffic signal control, and marginal access. Mr. Duwe responded that the extension of the USH 12 freeway has been planned for over 40 years and nothing has been completed yet. Mr. Fero added that the parcels within the officially mapped right-of-way were allowed to develop.
7. Mr. Schiffleger stated that in order to get the full benefit of a freeway in Walworth County, the freeway would need to be implemented to Madison and to and through the Chicago area. He questioned the specific benefit to Walworth County. Mr. Grant stated that although there are currently no projects or programs to construct the freeway west of the City of Whitewater and south of the Village of Genoa City, the Wisconsin Department of Transportation and the Illinois Department of Transportation could still determine that a freeway is needed at some point in the future. Mr. Hoffman added that the freeway would benefit Walworth County by relieving congestion and delay along the existing route of USH 12, and allowing easier access to existing USH 12 from cross streets.
8. Mr. Fischer asked whether the Wisconsin Department of Transportation could purchase the right-of-way for the planned extension of the USH 12 freeway now. Mr. Yunker responded that it was his understanding that it was the practice of the Wisconsin Department of Transportation that

right-of-way would be purchased following the completion of preliminary engineering and an environmental impact statement, including selection of a preferred alternative for implementation.

9. Mr. Fischer then asked whether the Committee could request that the Wisconsin Department of Transportation conduct preliminary engineering for the USH 12 corridor between the Cities of Whitewater and Elkhorn. Mr. Yunker responded that the Committee could recommend that the Department initiate this study, but it may not be successful. He suggested that the Committee consider the costs and benefits of each alternative to determine which alternative to recommend in the Walworth County jurisdictional highway system plan. Mr. Yunker noted that the USH 12 freeway extension alternative is expected to have higher capital costs, and would require the acquisition of more land, including environmentally significant lands and agricultural lands, but the freeway extension alternative would provide a safer facility and would permit faster travel times.
10. Mr. Monroe asked whether any of the right-of-way along the officially mapped route has been purchased by the Wisconsin Department of Transportation. Mr. Longtin responded that the Department has not purchased any right-of-way for the officially mapped route of the planned extension of USH 12. Mr. Yunker noted that official mapping of a planned freeway route allows the Department to prohibit the construction of any new structures or the alteration of any existing structures within the officially mapped right-of-way without first providing notice to the Wisconsin Department of Transportation. He further noted that the Department may then encourage alterations in such construction proposals to maintain the needed right-of-way, or may purchase the required right-of-way to prevent erection of any improvements thereon. Mr. Yunker added that no damages are allowed for any construction, alterations, or additions made without notice provided to WisDOT.
11. Mr. Fero suggested that the Walworth County jurisdictional highway system plan recommend the alternative to widen the existing route of USH 12 to four traffic lanes because it is the least costly of the two alternatives, and would be less of a burden on taxpayers.
12. Mr. Monroe asked how much right-of-way would be needed for the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. Mr. Yunker responded that it is estimated that 491 acres of right-of-way would be necessary to implement the planned extension of the USH 12 freeway, as compared to 66 acres that would be necessary to implement the reconstruction and widening to four traffic lanes of the existing route of USH 12. Mr. Fero noted that much of the land to be acquired under the planned freeway extension alternative would be prime agricultural land.
13. Mr. Grant stated that potential economic growth in Walworth County should also be considered, and a freeway between the Cities of Elkhorn and Whitewater could potentially attract commercial and industrial development to Walworth County. Mr. Fero noted that such development would require services such as sewer and water which may restrict development to only the Cities of Whitewater and Elkhorn. Mr. Fischer stated that any commercial or industrial development, and the attendant job creation, generated by the freeway would benefit all of Walworth County. Mr. Schiffleger noted that residents surveyed by the Town of Lafayette during their comprehensive planning effort were not in favor of rapid growth in the County.
14. Mr. Jordan asked whether alternative alignments to the officially mapped route for the extension of the USH 12 have been considered. Mr. Yunker responded that an alternative to the officially mapped alignment had been included in the year 2035 regional transportation plan. One alternative alignment was located south of the mapped alignment between the terminus of the

USH 12 freeway and CTH A to minimize impacts to existing residences. Another alternative alignment was located between Kettle Moraine Drive and a point north of Bluff Creek to minimize the impacts to the Kettle Moraine Forest. Mr. Yunker noted that any potential route for the planned extension between the Cities of Elkhorn and Whitewater would require the acquisition of more right-of-way and have greater impacts to environmentally sensitive and agricultural lands than the widening of the existing route of USH 12.

15. Mr. Weter asked whether only two interchanges would be constructed if the freeway extension of USH 12 between the Cities of Elkhorn and Whitewater is implemented, and whether the planned freeway would eliminate access from cross streets. Mr. Yunker responded that access to a freeway is provided only at the interchanges, and that any planned arterials that would cross the freeway would be extended under or over the freeway. He noted that the number of interchanges and other issues would be determined by the Wisconsin Department of Transportation during preliminary engineering.
16. Mr. Weter asked whether widening the existing route of USH 12 to four traffic lanes will affect existing driveways. Mr. Yunker stated that with a divided cross-section, left-turn movements into and out of driveways would be possible only where medians are provided, there is the potential that some driveways may only have access with a U-turn maneuver at the next median opening location. Mr. Yunker noted that these movements would be permitted if some segments of USH 12 would be reconstructed with a two-way left turn lane. These design details would be addressed by the Wisconsin Department of Transportation during preliminary engineering.
17. Mr. Fischer asked whether the Wisconsin Department of Transportation would consider the extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater if the Committee recommended to instead widen the existing route of USH 12. Mr. Longtin responded that if the planned extension of the USH 12 freeway was removed from the plan, the Wisconsin Department of Transportation would consider the extension of the freeway during preliminary engineering only if substantial need for the freeway was determined or if local governments would request that it be considered. Mr. Longtin noted that the Department currently has no project or program for the major improvement to USH 12.
18. Mr. Fischer then asked if the Committee recommended the removal of the planned extension from the plan, and then also recommended include the widening of existing USH 12, whether the official mapping would be changed to reflect that decision. Mr. Yunker responded that a recommendation could be included in the plan that WisDOT remove the official mapping. It could be further recommended that County and local governments request the Wisconsin Department of Transportation to remove the officially mapped route of the planned extension.

[Secretary's Note: Section 84.295, entitled "Freeways and expressways", of the *Wisconsin Statutes*, among other things, grants modified official map powers directly to the Wisconsin Department of Transportation with the specific legislative intent to protect from imminent and future costly economic development corridors of land to be available when needed for future freeway and expressway construction. This legislation provides that the Department may, after public hearing, establish corridors for freeways and expressways by surveying and mapping such corridors and showing the location and approximate widths of the right-of-way required, including that for interchanges, grade separations, frontage roads, and any required alterations or relocation of existing streets and highways. The completed map must be placed on file with the county register of deeds. This action is advertised

and the property owners of record on the filing date area notified of this action by registered mail. This same procedure is used to make changes or supplement the official map. Though there is no specific language in Section 84.295 regarding the demapping of an official map, it is expected that these same procedures would be used by the Wisconsin Department of Transportation to demap the officially mapped route of the USH 12 freeway extension.]

19. Walworth County Board Chair Russell noted that during the Walworth County comprehensive planning effort, there were a number of local governments that expressed their opposition to the planned extension of the USH 12 freeway.
20. Mr. Fischer asked whether the public would have an opportunity to provide comment on the plan. Mr. Yunker responded that following the Committee's approval of the preliminary recommended Walworth County jurisdictional highway system plan, a public informational meeting and hearing on the preliminary plan would be held, giving the public an opportunity to comment on the preliminary plan.
21. Chairman Crawford asked the Committee whether it desired to take action on this issue now or defer action until a subsequent meeting to allow Committee members to confer with their local officials. Mr. Fischer responded that he would prefer that Committee action on this issue be delayed so that he could confer with his City Manager on the issue. Mr. Duwe stated that the Town of Sugar Creek supported removing the proposed freeway extension from the plan, replacing it with the widening to four lanes of existing USH 12, and requesting WisDOT to demap the officially mapped route of the planned extension of USH 12.

Mr. Duwe made a motion for the removal of the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater from the Walworth County jurisdictional highway system plan, and the addition to the plan of the widening of the existing route of USH 12 from two to four traffic lanes with the implementation of the reconstruction and widening of USH 12 to occur in stages as traffic volumes approach or exceed the design capacity of the existing two lane facility, and also that the jurisdictional highway system plan recommend that the County and local governments jointly request that the Wisconsin Department of Transportation initiate the process to demap the officially mapped route of the planned freeway extension. Mr. Schiffleger seconded the motion. There were 8 votes in favor of the motion, 4 in opposition, and 7 abstaining. Chairman Crawford suggested that the Committee revisit this issue at the next Committee meeting.

Consider Alternatives to Providing Four Traffic Lanes on STH 50 through the City of Lake Geneva to Address Existing and Future Congestion

Mr. Yunker noted that over the last 20 years, many measures have been proposed to alleviate congestion on STH 50 in downtown Lake Geneva, and that none have been implemented because of the desire by local officials to accept the traffic congestion and attendant consequences. The following comments were made during and after Mr. Yunker's review of the text on this issue:

1. A statement was read by Walworth County Board Chair Russell regarding the alternatives presented in the draft text to alleviate the congestion on STH 50 through the City of Lake Geneva.

[Secretary's Note: The statement read by Walworth County Board Chair Russell is included in the minutes as Attachment A.]

2. Mr. Jordan stated that recently the City of Lake Geneva's Common Council had initially agreed to fund the local share of a Wisconsin Department of Transportation project to reconstruct and widen STH 50 between Edwards Street and Center Street to four traffic lanes. Mr. Jordan further stated that following the replacement of the Common Council during a subsequent election, the Common Council rescinded its support for the STH 50 improvement project, and as a consequence, the Wisconsin Department of Transportation dropped the project. Mr. Jordan noted that the section of STH 50 experiencing the most congestion is in downtown Lake Geneva and that most vehicles intending to pass through the City typically know other routes to avoid the congestion downtown. He stated that the residents have become accustomed to the congestion and that the City would oppose operating STH 50 through the City as a four lane facility. Mr. Yunker stated that if the Committee would decide that the jurisdictional highway system plan recommend that STH 50 remain as a two lane facility through the City of Lake Geneva, Commission staff could assist the City in developing traffic engineering measures in an attempt to alleviate traffic congestion. Mr. Yunker stated that staff could also evaluate the northern bypass alternative suggested by Ms. Russell. Mr. Parker stated that the Town of Geneva would be opposed to any northern STH 50 bypass alternatives.

There being no further discussion regarding this issue, Mr. Jordan made a motion that the Walworth County jurisdictional highway system plan recommend that STH 50 remain a two traffic lane facility through the City of Lake Geneva, and the Commission staff assist the City in considering traffic engineering measures. This motion was seconded by Mr. Weter, and carried unanimously by the Committee.

[Secretary's Note: The following text is proposed to be inserted on page 13 of the draft text:
"The Walworth County Jurisdictional Highway Planning Committee recommended that the Walworth County jurisdictional highway system plan recommend that STH 50 remain a two traffic lane facility through the City of Lake Geneva. In addition, it was recommended that the Commission staff assist the City of Lake Geneva in developing traffic engineering measures to alleviate traffic congestion."]

Reconsider the Proposed Foundry Road Extension in the Village of Darien

Following Mr. Yunker's review of the draft text on this issue, Mr. Wenzel stated that the Wisconsin Department of Transportation has indicated to the Village that they would not permit access onto USH 14 for the potential extension of Foundry Road.

Following the Committee's discussion on this issue, the Committee unanimously approved the staff recommendation that the extension of Foundry Road between Madison Street and Walworth Street be deleted from the plan, and the plan instead propose Madison Street between Foundry Road and Badger Parkway, and Badger Parkway between Madison Street and Walworth Street as an arterial route connecting Foundry Road to USH 14.

Reconsider the Proposed Alignment of the Planned City of Elkhorn Ring Road on the West Side of the City, and Consider the Need for New Arterial Located South of the City of Elkhorn Beyond the Proposed City of Elkhorn Ring Road Extending from STH 11 East of the City to STH 11 West of the City

There was no discussion or comment following Mr. Yunker's review of the draft text on this issue. The Committee unanimously approved the staff recommendation that the alignment of "inner" ring road be refined consistent with the City of Elkhorn comprehensive plan and that the plan recommend as an arterial the extension of an "outer" ring road between the "inner" ring road and CTH H, and the reservation of right-of-way for the extension of the "outer" ring road between CTH H and STH 11.

Reconsider the Planned Alignment of the Proposed New Arterial between Main Street and Tratt Street in the City of Whitewater

Following Mr. Yunker's review of the draft text regarding this issue, Mr. Grant noted that the potential alignment for the proposed new arterial between Main Street and Tratt Street appeared similar to an alternative northern bypass route that was considered by the Wisconsin Department of Transportation during the preliminary engineering for the Whitewater bypass project.

Following the Committee's discussion on the issue, the Committee unanimously approved the staff recommendation that the Walworth County jurisdictional highway system plan include a new east-west arterial between Main Street and Tratt Street along the Walworth County-Jefferson County line, and the planned extension of Indian Mound Parkway between Main Street and Tratt Street be removed from the plan.

Consider the Need for an Extension of Indian Mound Parkway between Walworth Street and STH 59 in the City of Whitewater

Following Mr. Yunker's review of the draft text regarding this issue, Mr. Fero stated that the Town of Whitewater is not opposed to the planned extension of Indian Mound Parkway, but some property owners within the Town were concerned about the location of the proposed extension, and asked whether the final alignment has been determined. Mr. Fischer responded that the alignment for the Indian Mound Parkway extension has not been finalized, and the alignment shown in the plan is conceptual.

The Committee unanimously approved the staff recommendation that the county jurisdictional highway system plan include an extension of Indian Mound Parkway between Walworth Street and STH 59.

Consider as an Addition to the Planned Arterial System Bowers Road between IH 43 and CTH ES, and CTH N between CTH ES and STH 20

Following Mr. Yunker's review of the draft text on this issue, Mr. Schiffleger stated that the segment of Bowers Road between IH 43 and CTH D should be a county trunk facility based on its connection to a freeway interchange and the amount of truck traffic that utilizes the facility. He added that the Town had recently classified the roadway as a Class B facility to prevent the heavy truck traffic from a local contractor from utilizing this segment of the roadway. Chairman Crawford stated that the roadway would need to be constructed to County standards before the County would assume jurisdiction of the facility, and that any transfer agreement would have to be approved by the Walworth County Board of Supervisors. Mr. Yunker noted that this segment of Bowers Road is currently recommended in the jurisdictional highway system plan as a county trunk arterial. He added that the recommended changes in jurisdictional responsibility under the Walworth County jurisdictional highway system plan are advisory, and that any jurisdictional transfer of a facility would require approval by all affected units of government.

Following the Committee's discussion on the issue, the Committee unanimously approved the staff recommendation that Bowers Road between IH 43 and CTH ES, and CTH N between CTH ES and STH 20 be added to the plan as arterials, and that CTH ES between CTH A and CTH D be removed from the plan as an arterial.

Consider Pickeral Lake Road between STH 20 and CTH J as an Alternative to the Planned Arterial Routes of Townline Road Between STH 20 and CTH J and of CTH N Between STH 20 and CTH J

Following Mr. Yunker's review of the draft text on this issue, Ms. Polinski requested that the Committee take no action on this issue so that she could discuss the recommendations with the elected officials in the Town of Troy. Chairman Crawford suggested that the Committee consider taking action on the issue during this meeting, and if the Town's elected officials objected, the issue could be reconsidered at a subsequent meeting.

Following the Committee's discussion on the issue, the Committee unanimously approved the staff recommendation that the jurisdictional plan identify Pickeral Lake Road between STH 20 and CTH J as an arterial, and that Townline Road and CTH N between STH 20 and CTH J be recommended as nonarterial facilities.

[Secretary's Note: Following the meeting, a Town Supervisor from the Town of Troy indicated to Commission staff the Town's opposition to the recommendation that Pickeral Lake Road between STH 20 and CTH J be added to the Walworth County planned arterial street and highway system, and suggested instead that CTH N between STH 20 and CTH J remain on the planned arterial street and highway system. While CTH N between STH 20 and CTH J, together with CTH N and Bowers Road between STH 20 and CTH D, would not provide a continuous arterial facility between CTH J and CTH D, the Commission staff would recommend to the Walworth County Jurisdictional Highway Planning Committee that CTH N between STH 20 and CTH J remain on the planned arterial street and highway system, and that Pickeral Lake Road between STH 20 and CTH J not be added to the planned arterial street and highway system.

Consider the Removal from the Planned Arterial System of Sharon-Darien Town Line Road between CTH X and CTH O

Following Mr. Yunker's review of the draft text on this issue, Mr. Shimer requested that Commission staff reconsider the staff recommendation to remove the segment of Sharon-Darien Town Line Road between STH 14 and CTH O from the planned arterial street and highway system. He stated that this segment of Sharon-Darien Town Line Road provides access to USH 14 for the southeast Delavan Lake area, and that the Town could provide Commission staff with traffic counts on this segment of Sharon-Darien Town Line Road. Mr. Yunker responded that Commission staff would reconsider the recommendation for this segment of Sharon-Darien Town Line Road.

Following the Committee's discussion on the issue, the Committee unanimously approved the staff recommendation that the segment of Sharon-Darien Town line Road between CTH X and USH 14 be removed from the planned arterial street and highway system.

[Secretary's Note: Commission staff will complete an analysis of Sharon-Darien Town Line Road between USH 14 and CTH O following the collection of traffic counts on this segment of Sharon-Darien Town Line Road. The results of the analysis will be presented to the Committee for consideration at a subsequent meeting.]

Consider the Removal from the Planned Arterial System of South Road and Mill Street between STH 50 and STH 36

There was no discussion or comment following Mr. Yunker's review of the draft text on this issue. The staff recommendation that South Road and Mill Street between STH 50 and STH 36 be removed from the planned arterial street and highway system was unanimously approved by the Committee.

Reconsider the Proposed Removal from the Planned Arterial System of CTH O between USH 12 and STH 11; and Consider the Removal From the Planned Arterial System of Briggs Road between STH 11 and Hazel Ridge Road, Hazel Ridge Road between Briggs Road and Granville Road, Granville Road between Hazel Ridge Road and Sugar Creek Road, Sugar Creek Road between Granville Road and Cobble Road, and Cobble Road between Sugar Creek Road and CTH H

Following Mr. Yunker's review of the draft text on this issue, Mr. Yunker stated that adding CTH O between USH 12 and STH 11 to the planned arterial street and highway system, and removing the

segments of Briggs Road, Hazel Ridge Road, Granville Road, Sugar Creek Road, and Cobbie Road from the planned arterial street and highway system could be supported by Commission staff. Mr. Duwe stated that the Town of Sugar Creek would support CTH O between USH 12 and STH 11 being an arterial facility.

Following the Committee's discussion on this issue, the Committee unanimously recommended that CTH O between USH 12 and STH 11 be added to the Walworth County planned arterial street and highway system, and that Briggs Road between STH 11 and Hazel Ridge Road, Hazel Ridge Road between Briggs Road and Granville Road, Granville Road between Hazel Ridge Road and Sugar Creek Road, Sugar Creek Road between Granville Road and Cobbie Road, and Cobbie Road between Sugar Creek Road and CTH H be removed from the Walworth County planned arterial street and highway system.

[Secretary's Note: The following text is proposed to be inserted on page 16 of the draft text:
"The Walworth County Jurisdictional Highway Planning Committee unanimously recommended that the Walworth County jurisdictional highway system plan recommend CTH O between USH 12 and STH 11 be added to the Walworth County planned arterial street and highway system and that Briggs Road between STH 11 and Hazel Ridge Road, Hazel Ridge Road between Briggs Road and Granville Road, Granville Road between Hazel Ridge Road and Sugar Creek Road, Sugar Creek Road between Granville Road and Cobbie Road, and Cobbie Road between Sugar Creek Road and CTH H be removed from the Walworth County planned arterial street and highway system."]

Reconsider the Proposed Removal from the Planned Arterial System of CTH M between STH 89 and CTH P

Following Mr. Yunker's review of the draft text on this issue, Mr. Redenius stated that the Town of Richmond has no desire to assume jurisdictional responsibility for the segment of CTH M within the Town, and thus would oppose the recommendation that the plan continue to show CTH M between STH 89 and CTH P as a nonarterial facility. Mr. Yunker responded that the Committee is considering at this meeting specific functional improvement issues, and that specific jurisdictional responsibility issues, such as the reconsideration of the planned transfer to local jurisdiction of CTH M between STH 89 and CTH P, would be considered at subsequent Committee meetings.

Following the Committee's discussion on this issue, the recommendation that the plan continue to show CTH M between STH 89 and CTH P as a nonarterial facility in the Towns of Darien and Richmond was unanimously approved by the Committee.

Reconsider the Proposed Realignment of CTH P North of CTH A

Following Mr. Yunker's review of the draft text on the issue, Mr. Redenius stated that the Town of Richmond would recommend the removal of the proposed realignment of CTH P from the plan. Mr. Yunker responded that system continuity is essential in urban areas, but in rural areas like the Town of Richmond, the Commission staff could support the removal of the proposed realignment of CTH P north of CTH A from the plan.

Following the Committee's discussion on this issue, the Committee unanimously approved that the Walworth County jurisdictional highway system plan recommend the planned realignment of CTH P be removed from the plan.

[Secretary's Note: The following text is proposed to replace the last paragraph on page 17 of the draft text:

“The Walworth County Jurisdictional Highway Planning Committee unanimously approved a recommendation that the planned extension of CTH P be removed from the jurisdictional plan.”]

DETERMINATION OF NEXT MEETING DATE

Chairman Crawford suggested that the next meeting of the Committee occur within a month to consider whether the plan should include the long-planned extension of the USH 12 freeway, or include as an alternative the reconstruction and widening of the existing route of USH 12 to four traffic lanes. He further suggested that some time be reserved at the meeting to allow the public an opportunity to comment on the issue.

The next meeting of the planning Committee was scheduled for August 13, 2009, at 2:00 p.m. at the Walworth County Judicial Center.

[Secretary’s Note: Following the meeting, the location for the meeting scheduled for August 13, 2009, at 2:00 p.m. was changed to the Auditorium in the Walworth County Health and Human Services Center.]

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 4:05 p.m. on a motion by Mr. Monroe, seconded by Mr. Mangold, and carried unanimously by the Committee.

[Secretary’s Note: Following the meeting, Mr. Schiffleger requested that the minutes include the roster of the Walworth County Jurisdictional Highway System Planning Committee members, which is provided in these minutes as Attachment B.]

Respectfully submitted,

Kenneth R. Yunker
Secretary

Attachment A

July 16, 2009

Testimony by Nancy Russell, 1720 Fairview Dr., Lake Geneva, WI 53147
at Walworth County Jurisdictional Highway Planning Committee, concerning:

"Consider Alternatives to Providing Four Traffic Lanes on STH 50 through the
City of Lake Geneva to Address Existing and Future Congestion"

My understanding is that this Advisory Committee will discuss and make
recommendations which will be documented. First, I'd like to remind the
Committee that, as a result of Smart Growth Comprehensive Planning, it was
brought to the attention of the City Council and Mayor of Lake Geneva that the
"Jurisdictional Highway System Plan for Walworth County" documented a four
lane STH 50 through the city of Lake Geneva. The City Council voted to request
removal of same and the Mayor forwarded a letter to that effect to the Walworth
County Smart Growth Advisory Committee.

Changes that have or will impact traffic positively on STH 50 in Lake Geneva
include:

STH 120 bypass, especially effecting a reduction in semi-truck traffic

The reconfigured Mill Street intersection with STH 50, along with the
large, planned surface parking lot off Sage Street at Eastview School/
Dunn Field (Dodge Street)

The planned Edwards Blvd. north connection with Sheridan Springs Road

Reasons why widening STH 50 any further will result in a worse situation:

Widening 50 will make left turns off Havenwood Drive, Country Club Drive
and Lakeview Drive nearly impossible in traffic, and there is no
other alternative; there is only one way in and out of these densely
populated residential areas. Additionally, Curtis Street, East Street, West
Street, Elmwood Avenue and Sky Lane would be impacted severely
because, while there are alternative exits, they are extremely
inconvenient and would put more traffic in residential areas. To add
more stop signs or traffic lights on 50 would make traffic flow worse.

A great many people cross STH 50 to Library Park at marked crosswalks
between Cook Street and Elmwood Avenue, where there are currently no
stop signs or traffic signals. Crossing four traffic lanes would be a serious
safety issue. Pedestrians cross because they park vehicles in residential
areas where they don't have to be concerned about parking meters.

Lake Geneva has coped with traffic congestion on summer weekends for at least 30 years, to my knowledge. I don't believe it has gotten any worse, primarily because of actions already taken.

Informational signage on STH 12, along with the Northern Bypass, which I suggest changing to go south on STH 67 off Palmer Road to intersect with STH 50 instead of continuing on Town Hall Road to 50, are viable, in my opinion. This alternative would likely be used by those whose destination is Williams Bay, Fontana or Geneva National which would remove a great deal of flow-through traffic from Lake Geneva. I believe this alternative, along with more informational guide signs on appropriate state highways would be well received today (vs. 1991).

The "potential traffic engineering improvements" shown on Map 12a are the worse solution of all and universally disliked by the elected officials and residents of Lake Geneva, particularly the "extension of Geneva Street" which would entail taking down the historic railroad bridge, building a new bridge and losing most of the city hall parking lot. Additionally, converting Sage Street to southbound one-way and removing access to Mill Street from STH 50 is now even more unlikely because Lake Geneva is presently taking soil borings for a surface parking lot off Sage Street with westbound traffic access off STH 50 via Mill Street. Closure of Linda Lane would divert more traffic onto the Sky Lane entrance/exit onto STH 50. Sky Lane is a two lane, curvy road and is located very close to the Lakeview Drive entrance to STH 50 coming from the opposite direction. In my opinion, closing Linda Lane would cause more of a traffic safety issue than it would solve.

Thank you for your consideration,



Nancy Russell

Attachment B

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Crawford, Shane Chairman	Deputy County Administrator – Central Services, Department of Public Works, Walworth County
Yunker, Kenneth R. Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Abell, Joseph	Chairman, Town of Walworth
Brandemuehl, Tom.....	Superintendent, Department of Public Works, Village of Mukwonago
Brunner, Kevin M.	City Manager, City of Whitewater
Burwell, Dorothy C.	Chairperson, Town of Delavan
Duwe, David P.	Chairman, Town of Sugar Creek
Dykstra, Diana.....	President, Village of Sharon
Etten, Evelyn.....	President, Village of Darien
Fero, Ron.....	Chairman, Town of Whitewater
Goad, Barry S.	President, Village of Genoa City
Hoffman, Pat	Highway Supervisor, Town of LaGrange
Johnson, Dewayne J.	Director, Southeast Region, Wisconsin Department Of Transportation
Jordan, Dennis.....	Administrator, City of Lake Geneva
Kendall, John	Chairman, Town of Troy
Lauderdale, Daniel L.	Chairman, Town of Geneva
Loesch, William R.	President, Village of East Troy
Logterman, Cecil R.	Chairman, Town of Darien
Mangold, William R.	Chairman, Town of Lyons
McComb, Dwight E.	Planning and Program Development Engineer, Federal Highway Administration U. S. Department of Transportation
Mehring, Jerry.....	Superintendent, Department of Public Works, Village Williams Bay
Monroe, Kenneth.....	Chairman, Town of Bloomfield
Redenius, Wayne.....	Chairman, Town of Richmond
Schiffleger, Bruno E.	Citizen, Town of Lafayette
Simons, James C.	Chairman, Town of Spring Prairie
Stoesser, John	Chairman, Town of East Troy
Tapson, Samuel E.	Administrator, City of Elkhorn
Van Dreser, Jim	Chairman, Walworth County Public Works Committee
Vander Veen, Edward	Chairman, Town of Sharon
Watters, Todd V.	President, Village of Walworth
Wendorf, Mark E.	Director, Department of Public Works, City of Delavan
Wolfgang, Jim	Superintendent, Highway Department, Town of Linn
Workman, Thomas.....	Director, Department of Public Works, Village of Fontana-on-Lake Geneva