

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

DATE: February 25, 2015  
TIME: 1:30 p.m.  
PLACE: Committee Room  
Ozaukee County Highway Shop  
410 S. Spring Street  
Port Washington, Wisconsin

Members Present

Robert R. Dreblow ..... Director of Public Works/Highway Commissioner,  
Chairman Ozaukee County  
Kenneth R. Yunker ..... Executive Director, SEWRPC  
Ray deBruijn ..... Public Works Superintendent, Department of Public Works/Utilities  
Village of Saukville  
Michael Denzien ..... Supervisor, Town of Saukville  
Kathlyn Geracie ..... Chairperson, Ozaukee County Public Works Committee  
Darrell Hofland ..... Administrator, Village of Grafton  
Andy LaFond ..... Director of Public Works, Village of Thiensville  
Charles A. Lapicola ..... President, Village of Fredonia  
Thomas P. Longtin ..... State Program Engineer, Southeast Region,  
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation  
James Melichar ..... Chair, Town of Port Washington  
Richard H. Mueller ..... Chairman, Town of Fredonia  
Thomas A. Wiza ..... Director of Engineering and Public Works, City of Cedarburg  
(Representing Kip Kinzel)

Guests and Staff Present

Jon Edgren ..... Assistant Director of Public Works, Ozaukee County  
Ryan W. Hoel ..... Principal Engineer, SEWRPC

**ROLL CALL AND INTRODUCTIONS**

Chairman Dreblow 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 and a quorum was declared present. He then asked the Committee members and staff present to introduce themselves.

**REVIEW AND APPROVAL OF MINUTES OF THE OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE MEETINGS HELD ON OCTOBER 1, 2013, AND JANUARY 21, 2014**

Chairman Dreblow indicated that the Committee is being asked to consider approval of the minutes for its previous meetings held on October 1, 2013, and January 21, 2014. He said one action could be taken for approval of both of the minutes. He asked if the Committee members had any changes, and upon hearing none, called for a motion. Mr. Melichar made a motion to approve the minutes for the meetings of the Ozaukee County Jurisdictional Highway Planning Committee held on October 1, 2013, and January 21, 2014. The motion was seconded by Mr. Lapicola and was passed unanimously by the Committee.

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

Chairman Dreblow asked Mr. Hoel to review additional sections of preliminary draft of Chapter IV, “Application of Jurisdictional Classification Criteria”, of SEWRPC Planning Report No. 17, 2<sup>nd</sup> Edition, “*A Jurisdictional Highway System Plan for Ozaukee County*”. Mr. Hoel stated that, at the previous meeting of the Committee, Commission staff had presented an initial draft preliminary recommended jurisdictional highway system plan. He stated that the initial draft plan was developed by Commission staff through joint consideration of the application of three groups of facilities jurisdictional classifications—trip service criteria, land use criteria, and traffic volume criteria (one of the operations characteristics), and the application of additional criteria relating to the operational characteristics of each facility, including system continuity, facility spacing, traffic mobility, and land access, as described in Chapter III of the report. He stated that during the review of the initial draft of the jurisdictional highway system plan at the previous meeting, members of the Ozaukee County Jurisdictional Highway Planning Committee requested that Commission staff to consider additional functional improvement and jurisdictional changes to the preliminary recommended functional improvement recommendations. He stated that a revised preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan was developed based on the results of the analysis of the requested functional improvement and jurisdictional changes.

The following comments were made by Committee members during and following Mr. Hoel’s review of the additional sections of the preliminary draft of Chapter IV of the report:

1. Chairman Dreblow stated that Ozaukee County agrees with the Commission staff’s recommendation that CTH O between STH 33 and CTH I remain as a planned local non-arterial. Responding to an inquiry, Chairman Dreblow stated that the jurisdictional transfer of CTH O between STH 33 and CTH I would not occur unless there is agreement by the local governments involved and the Wisconsin Department of Transportation (WisDOT). Mr. Yunker noted that an exception to this in the State Statutes is that a city or village may, by resolution, remove the portion of a county trunk highway which is situated entirely within its municipal boundary, without the need for County approval.

2. Mr. Hofland stated that the City of Grafton would prefer that the preliminary recommended year 2035 Ozaukee County jurisdictional highway plan recommend that Cedar Creek Road and its extension between CTH O and CTH W be transferred to County jurisdiction, rather than remain under local jurisdiction. He stated that most of the traffic that would likely travel on Cedar Creek Road and its extension would be commuter travel. He added that the extension of Cedar Creek Road would potentially relieve the backups along CTH O at its intersection with STH 60. Chairman Dreblow stated that as the extension of Cedar Creek Road between CTH O and CTH W would serve development in the Village of Grafton area, it should remain under local jurisdiction. He added that Ozaukee County would not have available funding to construct a new roadway bridge. Chairman Dreblow stated that the County would be open to finding middle ground on this issue. Mr. Yunker noted that based on the application of the three jurisdictional criteria—trip length, land use, and operational criteria—for the design year 2035, Cedar Creek Road and its extension between CTH O and CTH W would meet some criteria for a county trunk facility, and some criteria for a local trunk arterial facility. He stated that the Commission staff recommendation is that the preliminary recommended Ozaukee County jurisdictional highway system plan show both County and local jurisdiction for Cedar Creek Road and its extension between CTH O and CTH W, and that a note be added to the jurisdictional plan indicating that the jurisdictional responsibility for this segment of Cedar Creek Road and its extension, including the responsibility for constructing the bridge needed to cross the Milwaukee River, would be determined through discussions by Ozaukee County and the City and Town of Grafton as development occurs in the Cedar Creek Road corridor. There was agreement in the Commission staff recommendation by the Committee.

Mr. Hofland suggested that CTH O between Cedar Creek Road and STH 60 could be transferred to local jurisdiction, should Cedar Creek Road and its extension be transferred to County jurisdiction. Responding to an inquiry by Mr. Hofland, Mr. Hoel stated that should there be agreement that Cedar Creek Road and its extension be transferred to County jurisdiction between CTH O and CTH W, the segment of CTH W between Cedar Creek Road extension and CTH V would be planned to remain under County jurisdiction.

[Secretary's note: Maps 23 and 24 of draft Chapter IV was revised, as shown in Attachment A to these minutes, to show Cedar Creek Road as both County and local jurisdiction, and a note was added indicating that the jurisdictional responsibility for this segment of Cedar Creek Road and its extension, including the responsibility for constructing the bridge needed to cross the Milwaukee River, would be determined through discussions by Ozaukee County and the City and Town of Grafton as development occurs in the Cedar Creek Road corridor.]

3. Mr. Dreblow stated that, with respect to the planned jurisdictional responsibility of Wausaukee Road between County Line Road and Pioneer Road (CTH C), both Ozaukee County and Washington County should both agree to assume jurisdictional responsibility for this segment of roadway, so that it would be operated as a County trunk highway. Mr. Yunker agreed that both counties would need to be in agreement to assuming jurisdiction for this roadway. He stated that a note would be added to the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan clarifying that the jurisdictional transfer of Wausaukee Road between County Line Road and Pioneer Road (CTH C) to County jurisdiction is dependent upon Ozaukee

County and Washington County agreeing to assume jurisdiction for this segment of roadway. Mr. Hoel stated that a similar note would be added to the plan indicating that the jurisdictional transfer of County Line Road between Wausaukee Road and STH 57 is dependent upon Ozaukee County and Milwaukee County agreeing to assume jurisdiction of this segment of roadway.

[Secretary's note: Two notes were added to Maps 23 and 24 of draft Chapter IV, as shown in Attachment A to these minutes, indicating that the planned jurisdictional transfer of Wausaukee Road between County Line Road and Pioneer Road (CTH C) to County jurisdiction is dependent upon Ozaukee County and Washington County agreeing to assume jurisdiction for this segment of roadway, and that the planned jurisdictional transfer of County Line Road between Wausaukee Road and STH 57 is dependent upon Ozaukee County and Milwaukee County agreeing to assume jurisdiction of this segment of roadway.]

4. Mr. Dreblow suggested that the portion of CTH C within the City of Cedarburg could be recommended in the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan to be transferred to local jurisdiction, noting the City of Cedarburg has assumed jurisdictional responsibilities for the portion of CTH T within the Village. Mr. Wiza stated that the City would support the jurisdictional plan recommending that this portion of CTH C remain under County jurisdiction.

There being no more discussion on the additional sections of the preliminary draft of Chapter IV of the report, Mr. Yunker stated that if the Committee is in agreement with the preliminary recommended year 2035 Ozaukee County jurisdictional highway system presented in the additional section of preliminary draft Chapter IV, with the modest suggested changes made at this meeting, the next step would be to present the preliminary recommended plan to the public for its review. Mr. Hofland made a motion to approve the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan as presented in the additional section of preliminary draft Chapter IV, revised with the suggested changes made by the Committee. The motion was seconded by Ms. Geracie and was approved unanimously.

[Secretary's note: Following the approval of the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan, Commission staff has continued work on VISION 2050, a major reevaluation of the regional land use and transportation plan for Southeastern Wisconsin. When completed in mid-2016, VISION 2050 would extend the design year of the regional transportation plan from the year 2035 to the year 2050. As the functional improvement recommendations of the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan (as shown on Attachment B of these minutes) would be reviewed and potentially revised as part of VISION 2050, it was prudent to coordinate the two planning efforts. At the Committee's next meeting scheduled for January 11, 2016, Commission staff will review with the Committee detailed alternative VISION 2050 land use and transportation plans, and their evaluation. Commission staff will also discuss with the Committee potential additional changes to the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan, for inclusion in the preliminary recommended VISION 2050 regional land use and transportation plan. Both the preliminary recommended Ozaukee County

jurisdictional highway system plan, as approved by this Committee, and the preliminary recommended VISION 2050 regional land use and transportation plan will be presented to the public for its review and comment in March of 2016.]

## **OVERVIEW AND DISCUSSION OF VISION 2050—A MAJOR REEVALUATION OF SOUTHEASTERN WISCONSIN'S REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN**

Chairman Dreblow asked Mr. Yunker to provide an overview of VISION 2050. Mr. Yunker reviewed the process for developing VISION 2050. He noted that between September 2013 and February 2014 the Commission staff conducted initial visioning activities and public outreach aimed at framing how the Region's land and transportation system should be developed. The result of this planning stage was an initial vision for the Region, including the development of Guiding Statements.

Mr. Yunker described how the initial visioning activities led to a sketch-level scenario planning stage, conducted between March 2014 and September 2014, involving the development and evaluation of conceptual scenarios describing possible future changes in the Region's land use and transportation system. Mr. Yunker indicated that the results of VISION 2050's sketch-level scenario planning stage led to the current stage of VISION 2050, the development of more detailed regional land use and transportation alternatives and evaluation criteria. Mr. Yunker indicated that the Commission staff will seek public input on the alternatives from each local unit of government in the Region.

Mr. Yunker said that Commission staff will consider public input on the alternatives in developing a preliminary draft regional land use and transportation, and he noted that that Commission staff anticipate completing the final regional land use and transportation plan in mid-2016.

Mr. Lapicola noted that the Village of Fredonia is providing additional pedestrian accommodations along CTH A/CTH H to improve access for pedestrians to local businesses.

## **DISCUSSION OF ISOLATED INTERSECTIONS AND ROADWAY CORRIDORS HAVING TRAFFIC FLOW ISSUES**

Mr. Yunker stated that to assist in the development of the transportation systems management element of VISION 2050, the Commission staff would ask that Committee members identify any isolated intersections or roadway corridors that have traffic flow issues that could potentially be improved through traffic engineering measures, such as the provision of turn lanes and traffic control devices and traffic signal coordination improvement.

Committee members identified the following intersections that could potentially be improved through traffic engineering measures:

1. The intersection of STH 57 and CTH A/CTH H, based on safety and operation concerns.
2. The intersection of STH 33 and CTH I, based on safety concerns.
3. The intersection of STH 57 and Jay Road, based on safety and operation concerns.

**ADJOURNMENT**

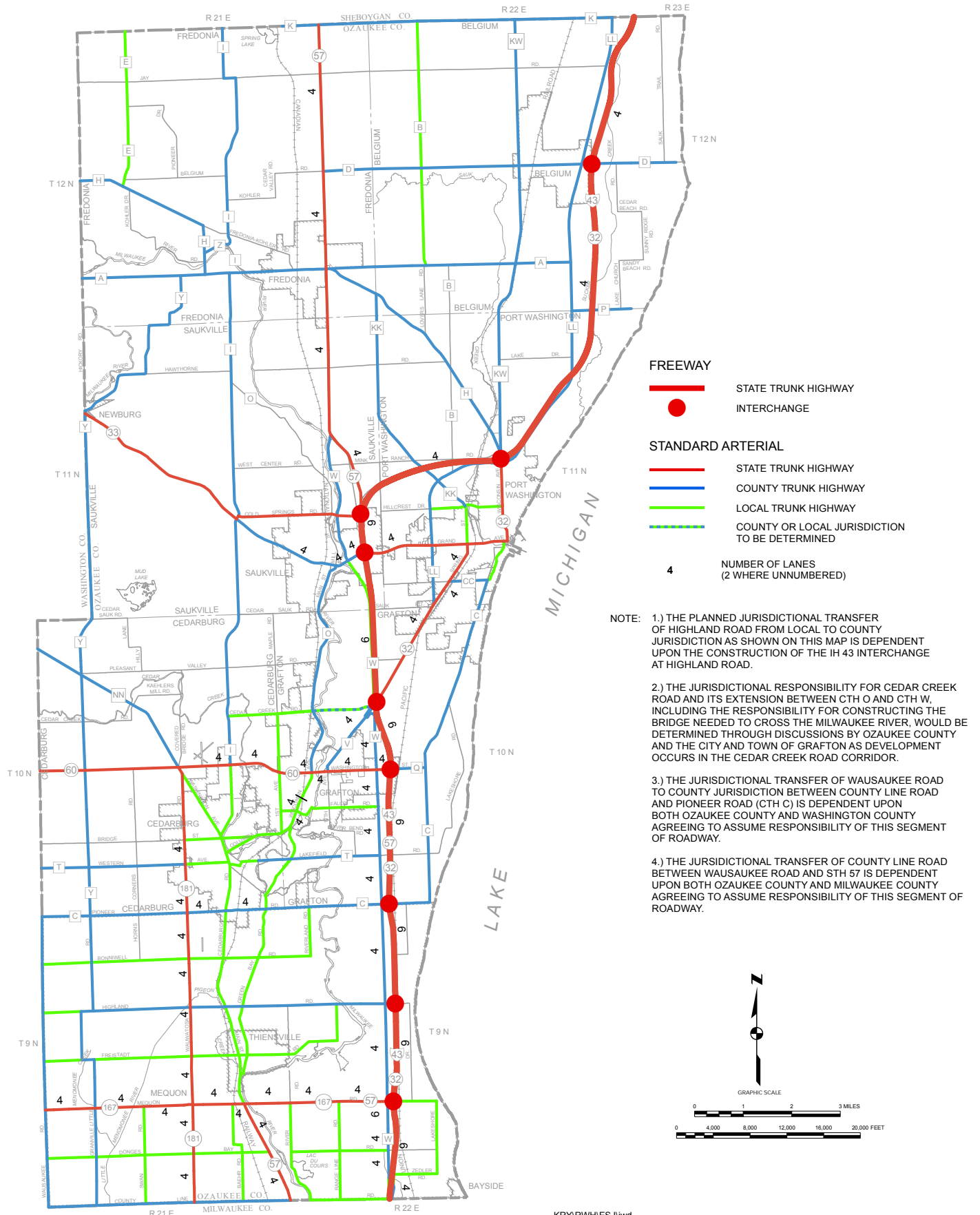
There being no further business to come before the Committee, the meeting was adjourned at 2:33 p.m.

Respectfully submitted,

Kenneth R. Yunker  
Secretary

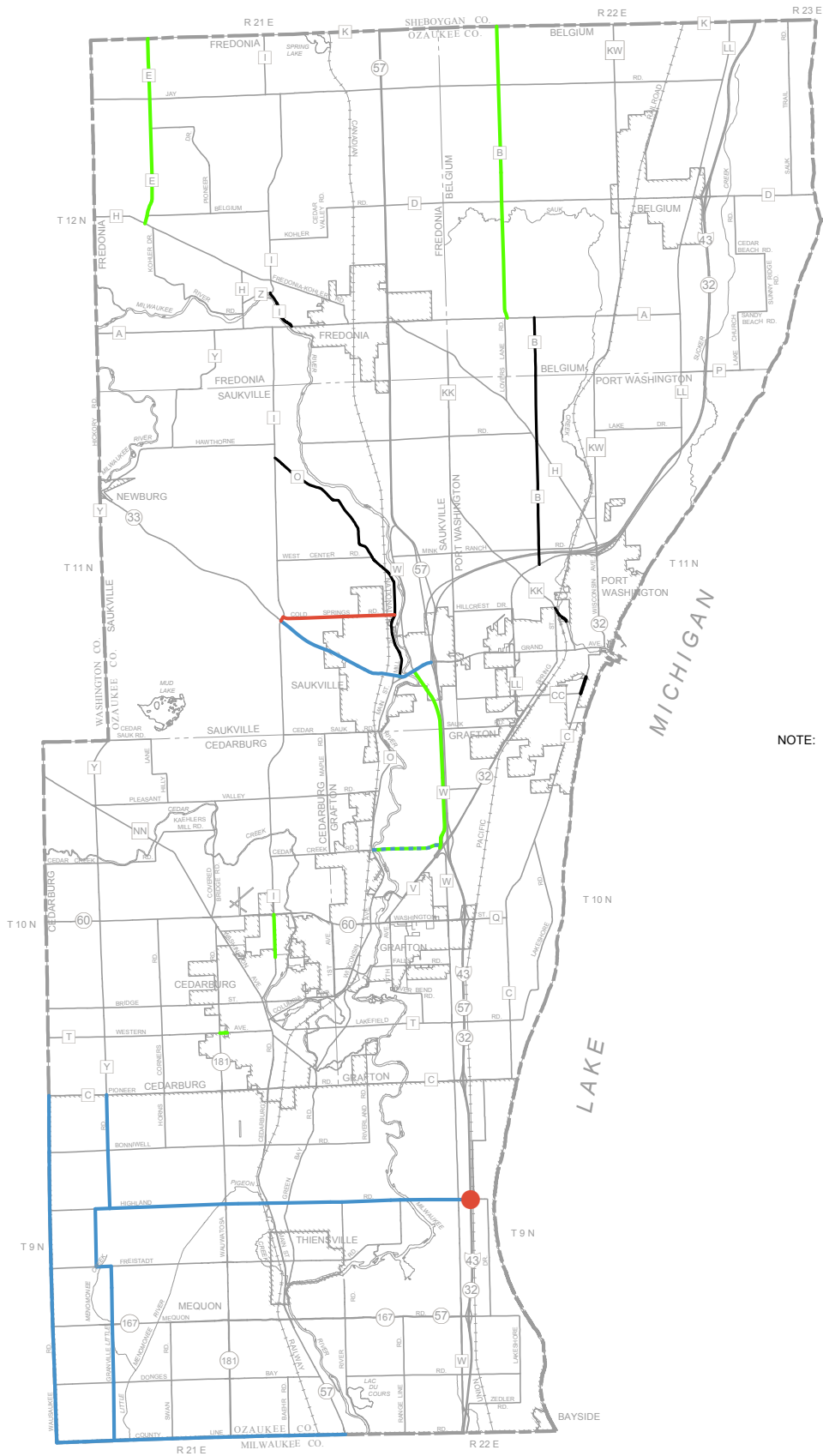
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12/30/2015

**PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



Map 24 (revised)

**CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



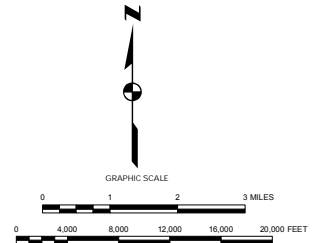
**TRANSFERS TO:**

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM
- - - COUNTY OR LOCAL JURISDICTION TO BE DETERMINED

**NEW FACILITY:**

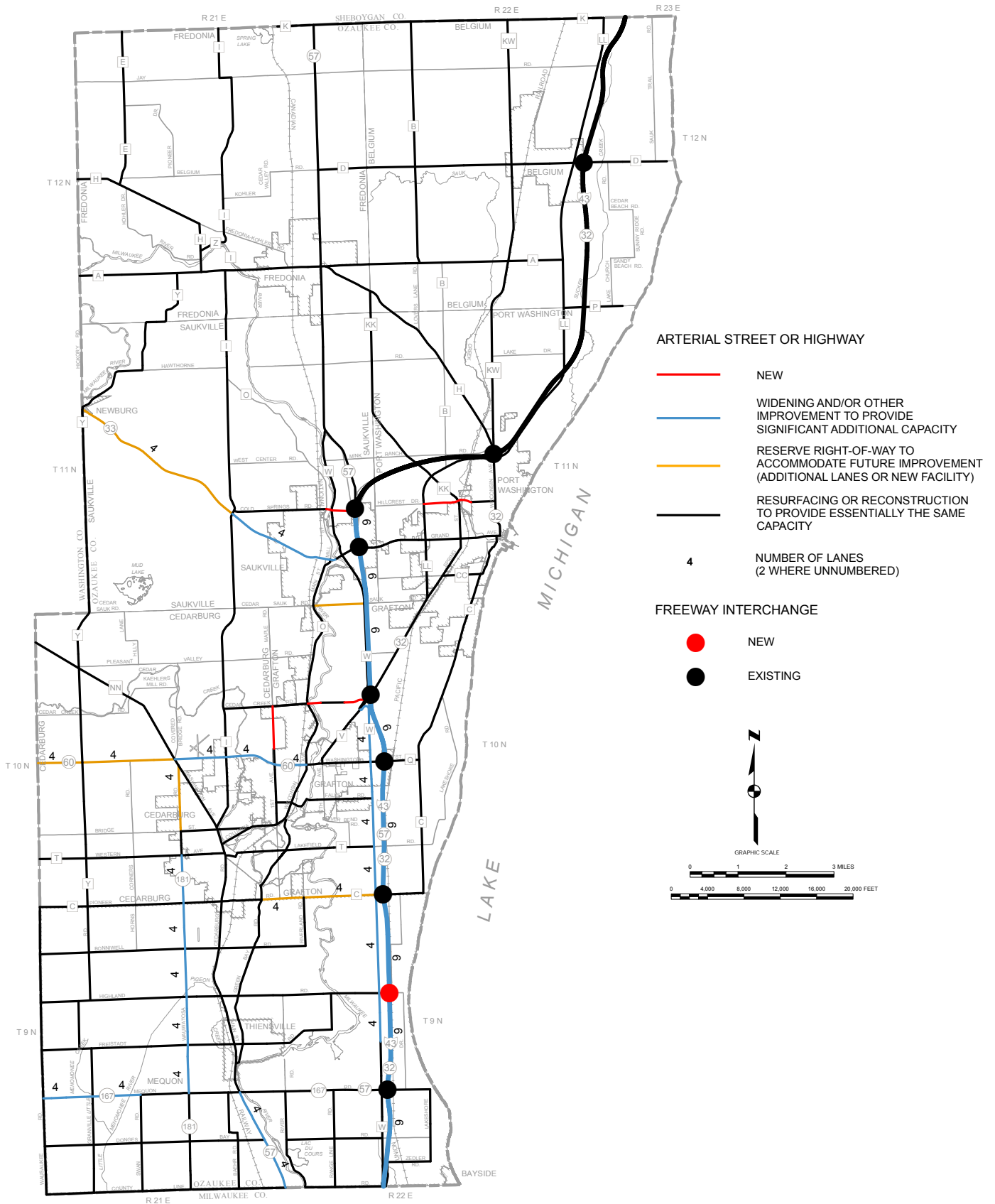
- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- FULL INTERCHANGE

- NOTE:**
- 1.) THE PLANNED JURISDICTIONAL TRANSFER OF HIGHLAND ROAD FROM LOCAL TO COUNTY JURISDICTION AS SHOWN ON THIS MAP IS DEPENDENT UPON THE CONSTRUCTION OF THE IH 43 INTERCHANGE AT HIGHLAND ROAD.
  - 2.) THE JURISDICTIONAL RESPONSIBILITY FOR CEDAR CREEK ROAD AND ITS EXTENSION BETWEEN CTH O AND CTH W, INCLUDING THE RESPONSIBILITY FOR CONSTRUCTING THE BRIDGE NEEDED TO CROSS THE MILWAUKEE RIVER, WOULD BE DETERMINED THROUGH DISCUSSIONS BY OZAUKEE COUNTY AND THE CITY AND TOWN OF GRAFTON AS DEVELOPMENT OCCURS IN THE CEDAR CREEK ROAD CORRIDOR.
  - 3.) THE JURISDICTIONAL TRANSFER OF WAUSAUKEE ROAD TO COUNTY JURISDICTION BETWEEN COUNTY LINE ROAD AND PIONEER ROAD (CTH C) IS DEPENDENT UPON BOTH OZAUKEE COUNTY AND WASHINGTON COUNTY AGREEING TO ASSUME RESPONSIBILITY OF THIS SEGMENT OF ROADWAY.
  - 4.) THE JURISDICTIONAL TRANSFER OF COUNTY LINE ROAD BETWEEN WAUSAUKEE ROAD AND STH 57 IS DEPENDENT UPON BOTH OZAUKEE COUNTY AND MILWAUKEE COUNTY AGREEING TO ASSUME RESPONSIBILITY OF THIS SEGMENT OF ROADWAY.





**PRELIMINARY RECOMMENDED FUNCTIONAL IMPROVEMENTS  
IN THE YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



Source: SEWRPC