

Minutes of the

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: January 11, 2016
TIME: 2:30 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
Kenneth R. Yunker Executive Director, SEWRPC
(Secretary)
Tim McElmeel Urban and Regional Planner, Southeast Region
(Representing Brett Wallace) Wisconsin Department of Transportation
Richard H. Mueller Chairman, Town of Fredonia
David Murphy Director of Public Works/Village Engineer, Village of Grafton
Curt Rutkowski Supervisor, Town of Saukville
(Representing Michael Denzien)
Roger Strohm Director of Public Works, Village of Fredonia
(Representing Donald Dohrwardt)

Guests and Staff Present

Michael G. Hahn Deputy Director, SEWRPC
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
Ryan W. Hoel Principal Engineer, SEWRPC
Thomas P. Longtin State Program Engineer, Southeast Region,
Wisconsin Department of Transportation

ROLL CALL AND INTRODUCTIONS

Chairman Edgren called the meeting of the Ozaukee County Jurisdictional Highway Planning Committee to order at 2:30 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 FEBRUARY 25, 2015

Chairman Edgren made a motion to approve the minutes for the meetings of the Ozaukee County Jurisdictional Highway Planning Committee held on February 25, 2015. The motion was seconded by Mr. Murphy and was passed unanimously by the Committee.

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

Chairman Edgren 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.

The following comment was made during Mr. Yunker’s review of the VISION 2050 alternatives and their evaluation:

- 1) Mr. Murphy stated that the Village of Grafton recently adopted its bicycle and pedestrian plan and that Commission staff should obtain a copy from the Village. Mr. Yunker indicated that Commission staff would obtain a copy of the plan.

DISCUSSION ON POTENTIAL ADDITIONAL FUNCTIONAL IMPROVEMENT CHANGES TO THE OZAUKEE COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM TO BE CONSIDERED FOR THE VISION 2050 PRELIMINARY RECOMMENDED REGIONAL LAND USE AND TRANSPORTATION PLAN

Chairman Edgren asked Mr. Yunker to present potential additional functional improvement changes to the Ozaukee County arterial street and highway system to be considered for inclusion in the Preliminary Recommended Plan.

Need for Six Traffic Lanes on STH 167 between STH 57 and IH 43

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach and modestly exceed the design capacity of STH 167 between STH 57 and IH 43, Commission staff recommends that including the widening of this segment of STH 167 from four to six travel lanes in the Preliminary Recommended Plan should be discussed. Responding to an inquiry by Mr. Murphy, Mr. Yunker stated that the forecast year 2050 average weekday traffic volumes prepared for this segment of STH 167 take into account a planned new interchange at Highland Road. Mr. Yunker noted that during the preliminary engineering for the reconstruction of STH 167, he recalled that the Wisconsin Department of Transportation (WisDOT) considered reconstructing this segment of STH 167 with four traffic lanes and two auxiliary lanes. Due to local opposition, WisDOT reconstructed this segment of STH 167 with four traffic lanes and no auxiliary lanes. Mr. Murphy asked if widening this segment of STH 167 would require additional right-of-way. Mr. Yunker replied that Commission staff would provide the right-of-way width for this segment of STH 167 in the meeting minutes. Mr. Yunker noted that the regional transportation plan is advisory, and that whether or not a widening is recommended in the plan, WisDOT would conduct preliminary

engineering upon its next reconstruction. If at that time future traffic volumes are expected to exceed the design capacity of the roadway, WisDOT may recommend that this segment of STH 167 be widened to six traffic lanes.

[Secretary's Note: The right-of-way width along STH 167 between STH 57 and IH 43 generally ranges from 120 to 135 feet. The widening upon its reconstruction of STH 167 between STH 57 and IH 43 was not included as a functional improvement proposed for the Ozaukee County arterial street and highway system under the Preliminary Recommended Plan (as shown in Attachment A to these minutes), based on past opposition to the widening of STH 167 by the City of Mequon.]

Need for Four Traffic Lanes on Cedarburg Road/Main Street between STH 167 and Green Bay Road

Mr. Yunker stated that existing and forecast year 2050 average weekday traffic volumes may be expected to approach and modestly exceed the design capacity of Cedarburg Road/Main Street between STH 167 and Green Bay Road, and Commission staff would recommend that including the widening of this segment of Cedarburg Road/Main Street from two to four traffic lanes in the Preliminary Recommended Plan should be discussed. Mr. Edgren noted that Main Street in the Village of Thiensville is scheduled to be resurfaced between Division Street and Concord Place in 2016. Mr. Murphy stated that, based on the proximity of some buildings to the existing roadway, it may be difficult to widen this segment of Cedarburg Road/Main Street to four traffic lanes.

[Secretary's Note: The widening upon its reconstruction of Cedarburg Road/Main Street between STH 167 and Green Bay Road from two to four traffic lanes was not included as a functional improvement proposed for the Ozaukee County arterial street and highway system under the Preliminary Recommended Plan (as shown in Attachment A to these minutes), based on the proximity of some buildings to the existing roadway and the likely opposition to the restriction of parking along this segment of Cedarburg Road/Main Street to provide two additional traffic lanes.]

Reservation of Right-of-Way on STH 181 between Highland Road and Bridge Street

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 181 between Highland Road and Bridge Street, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way to permit future widening of this segment of STH 181 rather than recommending future widening to four traffic lanes. Committee members concurred with Commission staff's recommendation.

Need for Four Traffic Lanes on CTH W between Highland Road and CTH V

Mr. Yunker stated that forecast year 2050 average weekday traffic volumes on segments of CTH W between Highland Road and CTH V may be expected to in some segments approach, and in some segments exceed, the roadway's design capacity. Mr. Murphy stated that additional traffic associated with potential development along CTH W in the next five to ten years could result in a need for four traffic lanes on all segments of CTH W between Highland Road and CTH V. Mr. Yunker stated that Commission staff will include widening of CTH W to four traffic lanes between Highland Road and CTH V in the Preliminary Recommended Plan.

[Secretary's Note: The functional improvements proposed for the Ozaukee County arterial street and highway system under the Preliminary Recommended Plan is provided as Attachment A to these minutes.]

NEXT MEETING

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

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 4:30 p.m.

Respectfully submitted,

Kenneth R. Yunker
Secretary

Attachment A

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

