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#39108

MINUTES OF THE FIRST MEETING

SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM ADVISORY COMMITTEE

DATE: February 8, 2001  
TIME: 3:30 p.m.  
PLACE: Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, WI 53226

Committee Members Present

William R. Drew ..... Vice Chairman, SEWRPC  
Chairman  
Frank Busalacchi ..... Secretary/Treasurer, Teamsters Local 200  
Andrea Bumpurs..... Executive & Legislative Liaison,  
(representing Jean M. Jacobson) Racine County  
James T. Dwyer ..... Chairperson, Waukesha County Board  
Dan Ertl ..... Director of Community Development,  
(representing Kathryn C. Bloomberg) City of Brookfield  
Theresa Estness ..... Mayor, City of Wauwatosa  
Daniel M. Finley..... Waukesha County Executive  
William K. Fung..... Wisconsin Division Administrator,  
Federal Highway Administration  
U.S. Department of Transportation  
Robert L. Kufrin ..... City Administrator, City of Oak Creek  
(representing Dale J. Richards)  
Kenneth J. Leonard..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
Dennis W. Melvin ..... City Administrator, City of West Bend  
(representing Betty Pearson)  
Gloria L. McCutcheon..... Southeast Regional Director,  
Wisconsin Department of Natural Resources  
Allen L. Morrison..... Chairman, Walworth County Board  
John O. Norquist..... Mayor, City of Milwaukee  
David A. Novak..... Director,  
(representing F. Thomas Ament) Milwaukee County Department of Public Works  
Karen O. Ordians..... Chairman, Milwaukee County Board  
Frederick J. Patrie..... Director,  
(representing Allen K. Kehl) Kenosha County Department of Public Works  
Tim Sheehy..... President, Metropolitan Milwaukee  
Association of Commerce  
Katherine L. Smith ..... Chairperson, Ozaukee County Board  
Thomas H. Buestrin (Ex-Officio)..... Chairman, SEWRPC

Staff Members and Guests Present

Robert E. Beglinger ..... Chief Transportation Engineer, SEWRPC  
Peter Beitzel ..... Vice President, International Trade,  
Transportation, and Business Development,  
Metropolitan Milwaukee Association of Commerce  
Charles W. Causin ..... Senior Planner, HNTB  
Brian G. Dupont ..... Highway Commissioner, Walworth County  
Philip C. Evenson ..... Executive Director, SEWRPC  
Edward J. Friede ..... Systems Planning Manager, District 2,  
Wisconsin Department of Transportation  
Tricia Geraghty ..... Mayor’s Office, City of Milwaukee  
Patrick E. Hawley ..... Senior Traffic Engineer, HNTB  
Gary K. Korb ..... Regional Planning Educator,  
University of Wisconsin-Extension  
Thomas Millonzi ..... Organizer, Teamsters Local 200  
Patrick A. Pittenger ..... Senior Planner, SEWRPC  
Mariano A. Schifalacqua ..... Commissioner, Department of Public Works,  
City of Milwaukee  
Dennis Shook ..... Reporter, Waukesha Freeman  
Thomas J. Wontorek ..... City Administrator, City of Wauwatosa  
Kenneth R. Yunker ..... Assistant Director, SEWRPC

WELCOME AND INTRODUCTIONS

Chairman Drew introduced himself and thanked the Advisory Committee members in attendance for agreeing to serve on the Committee. He asked the members present to introduce themselves, and indicated that roll call would be accomplished with a sign-in sheet circulated by Commission staff.

Chairman Drew asked Mr. Yunker to present additional information to the Committee for this agenda item. Mr. Yunker utilized a PowerPoint presentation to provide information to the Committee on study purpose, the desired regional consensus, and the purpose and membership of the Committee. Copies of the presentation materials and a Committee roster were distributed to all present.

[Secretary’s Note: A copy of the [presentation materials](#) used by Mr. Yunker for agenda items numbers 1 through 4 is included in Attachment A to these minutes.]

STUDY SCOPE OF WORK

Chairman Drew asked Mr. Yunker to summarize the [study scope of work](#), which had previously been distributed to the Committee. Mr. Yunker reviewed the work elements, key stages for study involvement and outreach, and the consensus seeking process of the study.

The following comments were made and questions asked regarding the Scope of Work:

1. Chairman Drew asked how the plan which will result from this study will relate to the adopted Regional Long-Range Transportation Plan. Mr. Yunker stated that the recommendations of this study would build upon, and serve to amend and refine the Regional Transportation System Plan.

Mr. Finley asked how the study would build upon previous planning efforts, including Metro 2020. Mr. Yunker responded that this study would involve a much more in-depth evaluation of the Regional Freeway System than Metro 2020.

2. Mr. Fung asked what the relationship would be between this study and the Wisconsin Department of Transportation (WisDOT) Marquette Interchange preliminary engineering study. Mr. Yunker indicated that the two studies were being closely coordinated. He stated that the Marquette Interchange preliminary engineering needed to be advanced due to the pressing need to reconstruct the interchange beginning in 2004. He added that WisDOT staff would brief the Committee on the Marquette Interchange preliminary engineering study in detail at a future meeting.
3. Mr. Kufirin asked if the study would include the consideration of adding new or eliminating existing freeway-to-surface street interchanges. Mr. Yunker stated that the addition or elimination of interchanges would be considered. Mr. Ertl asked if the study would take into account the current WisDOT feasibility study analyzing the addition of an interchange to IH 94 at Calhoun Road in Waukesha County. Mr. Yunker stated that the Commission is working with WisDOT, Waukesha County, and the City of Brookfield on that study, and that this regional freeway study would be coordinated with the study of the potential Calhoun Road interchange. Chairman Drew indicated that Advisory Committee members at a future meeting will be asked to identify any new interchanges that they believe warrant consideration under this study to the attention of the Committee and Commission staff.

#### PROPOSED SCHEDULE AND CONTENT OF FUTURE ADVISORY COMMITTEE MEETINGS

Chairman Drew asked Mr. Yunker to review the schedule and content of future Advisory Committee meetings, the documentation having previously been distributed to the Advisory Committee. Mr. Yunker presented the schedule of meetings, topics to be discussed by meeting, and a listing of the study report chapters.

Chairman Drew pointed out that a listing of proposed future meeting dates with one in each month for the remainder of the year had been distributed to the Advisory Committee members in attendance. He noted that the October and December meetings were in addition to those included in the schedule documentation and Mr. Yunker's presentation, as he thought it was prudent to schedule meetings in those months so that the dates are available if there is a need for those additional meetings.

[Secretary's Note: A copy of the [potential schedule](#) of Advisory Committee meetings distributed to Advisory Committee members and referenced by Chairman Drew is included in Attachment B to these minutes.]

Mr. Yunker stated that each Advisory Committee member had been asked to designate a Technical Subcommittee member. He explained that the Technical Subcommittee would be asked to complete page-by-page reviews of study report chapters. He indicated that preliminary drafts of Chapters I and II would be mailed-out the next day, February 9, 2001, to Technical Subcommittee members for review at the first Technical Subcommittee meeting on February 22, 2001. The preliminary draft versions of the Chapters would also be mailed to Advisory Committee members, as they are welcome to attend the Technical Subcommittee meeting as well. The chapters reviewed by the Technical Subcommittee will be revised in response to members' comments, with the revised chapters to be distributed to the Technical

Subcommittee and Advisory Committee prior to the next Advisory Committee meeting and to be considered for approval at that meeting.

## OVERVIEW OF THE REGIONAL FREEWAY AND TRANSPORTATION SYSTEM OF SOUTHEASTERN WISCONSIN

Chairman Drew asked Mr. Yunker to lead the Committee through a review of the Regional Freeway and Transportation System. During Mr. Yunker's review of the topic, the following comments were made and questions raised by Committee members:

1. In reference to the statement that 95 percent of all travel in Southeastern Wisconsin is over streets and highways by personal automobile and by truck for freight travel, Mr. Schifalacqua noted that there are likely variations among the counties in the Region and within urban activity centers, such as the Milwaukee central business district. Mr. Yunker stated that Commission staff would provide in the chapter information on the amount of personal travel by automobile and other modes—such as public transit—by county and for the central business districts of Milwaukee, Racine, and Kenosha.

[Secretary's Note: This requested data was added to Chapter II, "Overview of Regional Freeway and Transportation System."]

2. Mayor Norquist noted that the statement had been made that freeways can carry about 2.5 times the traffic than a standard surface arterial street. He stated that while freeways may have a higher traffic carrying capacity, it would not be desirable to replace arterial streets with freeways, citing for example, the grid of streets serving the center of the City of Waukesha. Mayor Norquist also pointed out that a closely spaced grid of surface arterial streets can carry an amount of traffic comparable to a freeway, and cited as an example the north-south arterials in the City of Milwaukee. Mr. Yunker responded that different types of arterial facilities are appropriate to serve different types of trips. For the example cited by Mayor Norquist, it would not be appropriate to replace the grid network of arterial streets in the center of the City of Waukesha with freeways because these facilities are carrying local traffic with relatively short trip lengths, whereas freeways are intended and designed to carry through trips of longer distances at higher speeds than a grid network of arterials.

Mayor Norquist stated there is more public awareness of the need for a grid of arterial streets. Mayor Norquist stated that there is public demand for alternative routes to relieve the loading on arterial streets. He cited Wauwatosa Road, a road that extends into Ozaukee County from Milwaukee County, as an example of public opposition to a proposed highway widening project. Mr. Yunker indicated that the Commission has long recommended a grid spacing of arterial streets to be provided, specifically one-half mile spacing in high density development areas (over 8,000 population per square mile), one mile spacing in medium density areas (from 3,000 to 8,000 population per square mile), and two mile spacing in low density areas (less than 3,000 population per square mile). He stated that, unfortunately, many communities have historically pursued development, but not provided the arterial grid system recommended by the Commission. He added that the Commission staff has long recommended neighborhood land use planning to provide collector and land access street systems within neighborhoods which discourage through traffic on such local neighborhood streets, but provide for reasonably direct travel within the neighborhood by automobile, bicycle, and walking, and as well, for travel to each arterial street on the boundary of the neighborhoods. Mayor Norquist stated he appreciates the Commission's efforts to recommend wise land use and transportation development practices.

He noted that there is a considerable difference between the driving experiences on different roads in the region. He noted that driving in the City of Cedarburg was a pleasant experience, where a person can take an alternative route should the road they are traveling on become congested. He cited Bluemound Road as a facility that provides an unfavorable driving experience. He suggested that there was a need to understand and consider the potential benefits of a grid system of surface arterial streets. In reference to Bluemound Road, Mr. Ertl noted that the City of Brookfield is considering the alternative of retrofitting certain areas of the city with a grid pattern of streets.

3. In reference to the growth of vehicle travel within the Southeastern Wisconsin over the last 40 years, Mr. Sheehy asked if the information used by the Commission for this study would all be from the Commission's most recent regional travel survey which was conducted in 1991. Mr. Yunker responded that only some of the data will be derived from the 1991 survey for this study. The Commission would use other data sources as available for the years 1999 and 2000 and additional sources as they become available. Mr. Yunker stated that the Commission would be conducting with funding provided by the Wisconsin Department of Transportation new regional travel surveys in 2001 or 2002. He noted that the information on the growth of vehicle travel referred to by Mr. Sheehy included data through the year 1999.

Mr. DuPont asked whether the projected trend in vehicle travel in Southeastern Wisconsin expected continued growth at 2.0 percent annually. Mr. Yunker responded that the Commission's travel simulation models were projecting a slower rate of growth—approximately 1.5 percent—over the next 20 years for a number of reasons, including anticipated slower economic growth, and the influence of factors such as the increase in household vehicle ownership and the decline in carpooling which can no longer have a significant effect. He noted that the average vehicle occupancy rate for work trips in the region in 1972 was about 1.2 persons per vehicle, but in 1991 it was only about 1.06 persons per vehicle. Mr. Sheehy asked whether the Commission projections for growth in vehicle travel included all travel or only internal travel. Mr. Yunker responded that Commission forecasts address all vehicle travel in the Region, including internal and external vehicle travel.

Mr. Kuftrin asked how the rate of vehicle traffic growth within southeastern Wisconsin as presented by the Commission compared to the rate of population growth. Mr. Yunker noted that the growth in vehicle travel in Southeastern Wisconsin had outpaced the growth of population in Southeastern Wisconsin for a number of reasons, including increasing female labor force participation, which resulted in new jobs being absorbed largely within the existing population, and declining household size, which resulted in substantial growth in households within a relatively stable population.

[Secretary's Note: Information on this issue was added to Chapter II, "Overview of Regional Freeway and Transportation System."

In reference to the growth in vehicle travel in the Region, Mr. Patrie asked what was the growth of each of the seven counties within the region. Mr. Yunker stated that the information is provided in Chapter II, "Overview of Regional Freeway and Transportation System."

4. In reference to the information presented on the revenues and expenditures related to transportation in the State and in the Region, Mr. Patrie asked if the data were available to display the portion of State transportation revenues and expenditures within the Southeastern Wisconsin Region. Mr. Yunker indicated that additional information had been requested from the

Wisconsin Department of Transportation regarding transportation revenues and expenditures, and that Commission staff would probably not receive that data for a few months, but it would then be provided to the Advisory Committee, and added to Chapter II, "Overview of Regional Freeway and Transportation System."

5. Mr. Kufirin asked whether the Lake Parkway should be defined as a freeway. Mr. Yunker stated that the Lake Parkway from Carferry Drive to Layton Avenue cannot be classified as a freeway for a number of reasons, including particularly the at-grade intersection of the Lake Parkway at Oklahoma Avenue.
6. Mr. DuPont noted that the Whitewater bypass would function as a freeway in the absence of the completion of planned connecting freeway segments.
7. Mr. Dwyer pointed out that representatives of other areas of the state were continuing to count on the inability of this Region to reach consensus on regional transportation system development, thereby making it easier for out state areas to secure federal and state funds for major new highway projects. This group, he said, has been given an opportunity to lead the way for cooperation in the Region, and demonstrate a regional consensus on transportation matters. Mr. Evenson added that the Wisconsin Department of Transportation requested that the Commission conduct this study, and the Commission was looking for this Advisory Committee to provide the necessary leadership on this important issue.

#### OTHER BUSINESS

There was no other business to come before the Advisory Committee.

#### CONFIRMATION OF NEXT MEETING DATE

Chairman Drew noted that the Advisory Committee would attempt to adhere to the proposed schedule of meetings as was distributed earlier in the meeting, including the next meeting on March 22, 2001.

#### ADJOURNMENT

The first meeting of the Advisory Committee was adjourned at 5:15 p.m.

Signed

Philip C. Evenson  
Recording Secretary