

MINUTES OF THE FIFTH MEETING

SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM ADVISORY COMMITTEE

DATE: June 21, 2001
TIME: 3:30 p.m.
PLACE: Tommy G. Thompson Youth Center
Banquet Room 2
Wisconsin State Fair Park
640 South 84th Street
West Allis, WI 53214

Committee Members Present

William R. Drew Vice Chairman, SEWRPC
Chairman
Peter Beitzel Vice President, International Trade,
(representing Tim Sheehy) Transportation, and Business Development,
Metropolitan Milwaukee Association of Commerce
Gregory Bradley Legislative Aide,
(representing James G. White) Milwaukee County Board of Supervisors
Jeffrey H. Dillon Transportation Design Manager,
(representing John O. Norquist) Department of Public Works, City of Milwaukee
Brian G. DuPont Highway Commissioner, Walworth County
(representing Allen L. Morrison)
James T. Dwyer Chairperson,
Waukesha County Board of Supervisors
Jean M. Jacobson Racine County Executive
John B. Kohl County Highway Committee Chairperson,
(representing Kenneth M. Miller) Washington County
Kenneth J. Leonard Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Gloria L. McCutcheon Southeast Regional Director,
Wisconsin Department of Natural Resources
Thomas L. Millonzi Organizer, Teamsters Local 200
(representing Frank Busalacchi)
David A. Novak Director,
(representing F. Thomas Ament) Milwaukee County Department of Public Works
Karen Ordinans Chairperson,
Milwaukee County Board of Supervisors
Frederick J. Patrie Director,
(representing Allen K. Kehl) Kenosha County Department of Public Works
Betty A. Pearson Executive Director,
West Bend Chamber of Commerce
Donald E. Reinbold Project Development Chief,
(representing Leslie J. Fafard) Marquette Group, District 2,
Wisconsin Department of Transportation

Philip J. SchererExecutive Director,
 Transportation Development Association of Wisconsin
 Katherine L. Smith Chairperson,
 Ozaukee County Board of Supervisors
 Thomas H. Buestrin (Ex-Officio)..... Chairman, SEWRPC

Staff Members and Guests Present

Scott Arganek.....Area Manager, Parsons Transportation Group
 Robert E. Beglinger..... Chief Transportation Engineer, SEWRPC
 Linda CutlerExecutive Director,
 Milwaukee Regional Medical Center
 Philip C. Evenson.....Executive Director, SEWRPC
 Terry Horst Senior Transportation Design Engineer, HNTB
 David M. Jolicoeur Engineer, SEWRPC
 Gary K. Korb..... Regional Planning Educator, UW Extension
 George E. MelcherDirector,
 Kenosha County Planning Department
 Reginald J. Newson.....Program and Planning Analyst, District 2,
 Wisconsin Department of Transportation
 Kenneth M. Pesch Washington County Highway Commissioner
 Dennis A. Shook Reporter, The Waukesha Freeman
 Brian Swenson Vice-President, HNTB
 Kenneth R. Yunker..... Assistant Director, SEWRPC

WELCOME AND ROLL CALL

Chairman Drew welcomed all members present and indicated that roll call would be accomplished with a sign-in sheet being circulated by Commission staff.

CONSIDERATION OF APPROVAL OF MINUTES OF MAY 17, 2001, MEETING

Chairman Drew asked if there were any questions or comments on the [minutes of the Advisory Committee’s fourth meeting held on May 17, 2001](#). There being no questions or comments, a motion to approve the minutes as published was made by Ms. Pearson, seconded by Mr. Patrie, and carried unanimously by the Committee.

CONSIDERATION OF APPROVAL OF FINAL DRAFT OF STUDY REPORT AS APPROVED BY THE TECHNICAL SUBCOMMITTEE

Chairman Drew asked if there were any comments regarding the [initial section of Chapter VI, “Design and Evaluation of Freeway System Reconstruction Alternatives”](#). There being no questions or comments, a motion to approve the initial section of Chapter VI was made by Mr. Novak, seconded by Mr. Scherer, and carried unanimously by the Committee.

PRESENTATION ON THE MARQUETTE INTERCHANGE RECONSTRUCTION

Chairman Drew asked Mr. Reinbold to present the Wisconsin Department of Transportation's findings on the Marquette Interchange reconstruction project to date.

[Secretary's Note: A copy of Mr. Reinbold's presentation is included in Attachment A to these minutes.]

Following Mr. Reinbold's presentation, Chairman Drew asked if there were any questions or comments regarding the Marquette Interchange reconstruction. Advisory Committee members raised the following questions and comments:

1. Ms. Ordians asked whether the operation of the interchange would degrade as a result including an interchange with 13th street. Mr. Reinbold responded that providing a service interchange on IH 94 at 13th Street may be expected to degrade slightly the level of service of the eastbound and westbound approaches of the interchange.

Ms. Ordians then inquired as to what is the worst level of service of the operation of the interchange. Mr. Yunker stated that, during the peak traffic periods, the interchange and the approaches currently operate with extreme congestion at a level of service F, with stop-and-go driving.

2. Mr. Evenson asked if it was fair to characterize that the reconstruction options that provide on-and-off ramps at N. 13th Street and N. Plankinton Avenue would largely provide redundant access and egress to the areas they would serve. Mr. Reinbold stated that the areas to be served by these ramps are accessible within reasonable distances and travel times via other ramps and that the Wisconsin Department of Transportation is examining these options at the request of Marquette University and downtown businesses.

Mr. Evenson then stated that it would appear that the provision of on-and-of ramps at N. 13th and N. Plankinton Avenue would result in the expenditure of funds on largely redundant access and which would likely result in degradation of freeway operations. Mr. Patrie added that this may set a precedent for accommodating access demands throughout the Southeastern Wisconsin Region during freeway system reconstruction.

Mr. Millonzi noted that part of the existing access and safety concerns expressed by motorists are a result of the left-hand exit and entrance ramps which require trucks to operate in the left-hand lanes. Mr. Millonzi added that the freeway system was not designed to accommodate the trucks which operate today. He also said that the chevrons painted on the pavement on IH 94 at the Mitchell Interchange appeared to operate well by calling attention to the need to slow traffic on a freeway-to-freeway ramp. Mr. Reinbold stated that these chevrons are a test site for the Federal Highway Administration.

3. Mr. Scherer inquired as to why the amount of traffic using the Marquette Interchange is twice what was anticipated. Mr. Scherer asked if that was due to the freeway system in Southeastern Wisconsin not being completed. Mr. Reinbold responded that this was due primarily to the lack of completion of the freeway system as originally planned. Mr. Reinbold noted that the current redesign of the Marquette Interchange is constrained; that is, no lanes will be added to the through movements. He said that if this Regional Freeway Reconstruction Study recommends eight lanes on the freeways approaching the Marquette

Interchange, then the Marquette Interchange design team will revise its design and incorporate the additional lanes.

Mr. Yunker noted that deterioration of the Marquette Interchange has forced the Wisconsin Department of Transportation to begin their preliminary engineering and environmental assessment for the interchange. Mr. Yunker added that the Wisconsin Department of Transportation does recognize that they may have to revise their design depending upon the consensus reached from this regional freeway reconstruction study. He agreed with Mr. Reinbold's statement that failure to complete the once-planned freeway system is the primary reason that the Marquette Interchange currently handles about twice the traffic volume on an average weekday as had been forecast in the 1960's. He noted that the regional growth in households and employment projected in the 1960's for a plan horizon year was accurate, being within 5 percent of actual levels for employment and 15 percent of actual levels for households.

4. Mr. DuPont noted that with recent resurfacing projects on the freeway system, the Wisconsin Department of Transportation has added auxiliary lanes, such as the new auxiliary lanes on westbound IH 94 between the 84th Street ramps and the Zoo Interchange. Mr. DuPont inquired if using auxiliary lanes between the 25th Street and 13th Street ramps was being considered in the redesign. Mr. Reinbold stated that auxiliary lanes are also being proposed in the reconstruction of the Marquette Interchange.
5. Ms. Pearson stated that there did not seem to be much excitement about the proposed interchange reconfiguration, and asked if the design presented was the best possible alternative. Mr. Yunker responded that this design provides substantial improvement over the existing interchange, although this Committee must address the need for additional lanes on freeways approaching the interchange, and through the interchange. He noted that the proposed Marquette Interchange reconfiguration addresses existing interchange safety and design problems, for example, left-hand on-and-off-ramps will be relocated to the right-hand side of the freeway and freeway ramp curvature will be improved so the safe speed on freeway ramps will more closely approach that of the freeway. He also noted that this was being accomplished largely within the existing right-of-way.

Mr. Patrie stated that there might be concern about the cost of the project given that there is no capacity expansion proposed.

6. Mr. DuPont asked about the effect that additional capacity would have on the level of service of the interchange and connecting freeways. Mr. Yunker responded by saying that data will be presented over the next few of months examining that issue and that the Committee will need to reach a consensus with respect to recommending whether new traffic lanes should be added to the freeway during reconstruction.
7. Mr. Reinbold noted that during the Wisconsin Department of Transportation's public outreach efforts regarding the Marquette Interchange reconstruction, the Department has heard from some people that rather than adding lanes to the freeway, improvements should be made through expanded public transit including busses, light rail, heavy rail, commuter rail, or some other form of public transit. Mr. Yunker noted that forecasts of traffic volume and congestion on the freeway system prepared as part of the freeway system reconstruction study assume a significant expansion of public transit of approximately 70 percent measured in terms of vehicle-miles of transit service, and the achievement of a more desirable pattern of

regional growth as outlined in the regional land use plan. Mr. Yunker noted that the additional lanes, which will be considered for the freeway system, would therefore address traffic volumes and congestion which may be anticipated even if public transit is significantly expanded and "smart growth" is achieved in this Region.

OTHER BUSINESS

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

CONFIRMATION OF NEXT MEETING DATE

Chairman Drew stated that the next Advisory Committee meeting would be held at 3:30 p.m. on July 26, 2001, at the Tommy G. Thompson Youth Center at State Fair Park.

ADJOURNMENT

The fifth meeting of the Advisory Committee was declared adjourned at 5:00 p.m. by Chairman Drew

Signed

Philip C. Evenson
Recording Secretary

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