

In Attendance:

Mayor Steve Bierce, Alderman Jerry Wamser, Michael Kreiter, James Blackwood

Also In Attendance:

Director of Public Works M. Wagner, City Engineer M. Gabbey, Utility Manager J. Mueller, Administrative Assistant H. Jacobs

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 4:00 p.m. and called for everyone to stand for the Pledge of Allegiance.

2. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

There were no public comments.

3. Discussion and Action Regarding the Minutes

3.1 Discussion and possible action to adopt Dec 10 2025 meeting minutes

**Motion was made and seconded (M. Kreiter, J. Blackwood) to approve the December 10, 2025 meeting minutes.** Motion passed unanimously.

4. Storm Water Management Division

4.1 Discussion and possible action to approve the Intergovernmental Agreement regarding Transfer of Phosphorus and Total Suspended Solids Credits from Fox River Water Pollution Control Center to Others as Part of Fox Illinois Total Maximum Daily Load. [Wagner/Wirtz]

Ms. Wagner presented information regarding the Intergovernmental Agreement (IGA). She explained that the Wisconsin Department of Natural Resources (WDNR) is developing a Total Maximum Daily Load (TMDL) limit for the upper Fox River, which will assign pollutant loading limits to each community that must be reduced over time. Two key pollutants included in the TMDL are phosphorus and total suspended solids, both of which are also reduced at the Fox River Pollution Control Center (treatment plant).

Ms. Wagner noted that the City of Pewaukee owns approximately 17.22% of the treatment plant, which is primarily owned and operated by the City of Brookfield, with

ownership shares divided among seven communities. The treatment plant's phosphorus removal level is already set lower than what is anticipated under the TMDL, creating potential credits that communities may receive based on their percentage of ownership and wastewater flows.

The proposed agreement outlines how credits will be allocated among the communities and the potential costs for Pewaukee to realize these credits. The Stormwater Utility would reimburse the Sewer Utility for any additional costs associated with accessing these credits. Ms. Wagner emphasized that this is the most economical method for the City to meet requirements that will be established under the TMDL.

There were no questions or concerns raised by committee members.

**Motion was made and seconded (J. Wamser, M. Kreiter) to recommend the approval of the Intergovernmental Agreement to the Common Council.** Motion passed unanimously.

## 5. Engineering Division

### 5.1 Discussion and possible action to apply for a Joint Quiet Zone for Duplainville Road and Parkside Road with the Village of Pewaukee's Forest Grove Drive, Oakton Avenue, Wisconsin Avenue and Kopmeier Drive. [Wagner/Gabbey]

Mr. Gabbey presented information regarding the proposed joint quiet zone. He explained that the City has been pursuing quiet zones throughout its limits, with crossings at various stages of development. Current crossings under review include Watertown Road, Green Road, and Weyer Road along the Canadian National Railway, as well as Springdale Road (in partnership with the City of Brookfield), Duplainville Road, and Parkside Road along the Canadian Pacific Railway.

Mr. Gabbey reported that the Village of Pewaukee approached the City about submitting a joint quiet zone application encompassing all crossings along the Canadian Pacific Railway through both municipalities: Duplainville Road, Forest Grove Drive, Oakton Avenue, Wisconsin Avenue, Kopmeier Drive, and Parkside Road.

The primary purpose of the joint application would be to expedite the Village's approval process, as its crossings require Alternative Safety Measures that typically involve a lengthy approval timeline. By combining into a joint system, the Village would benefit from quad gate systems already in place at City crossings, thereby lowering the overall risk index and allowing all crossings to be included in a quiet zone without undergoing an extended Federal Railway Administration (FRA) review process.

Mr. Gabbey addressed concerns regarding potential crashes affecting the entire quiet zone. He explained that if a crash occurred at one crossing and raised the risk index, the City could file an amended quiet zone application to remove that specific crossing

while maintaining quiet zone status for the remaining crossings.

City staff indicated that a condition of the partnership would require the Village to implement the safety measures at its crossings that would have been required for individual quiet zone establishment, even if those measures might not technically be required under a joint zone. Ms. Wagner confirmed she had discussed this requirement with the Village Administrator, who understood and agreed.

Committee members discussed the status of other quiet zones in the area. Mr. Gabbey noted that improvements at the Springdale crossing were complete, but is awaiting completion of improvements at additional crossings by the City of Brookfield. There was also discussion regarding whether the quiet zone could eventually extend through Oconomowoc, although some gaps may remain.

**Motion was made and seconded (J. Blackwood, M. Kreiter) to recommend to the Common Council moving forward with the establishment of a joint quiet zone with the Village of Pewaukee, including the crossings at Duplainville Road, Forest Grove Drive, Oakton Avenue, Wisconsin Avenue, Kopmeier Drive, and Parkside Road, contingent upon the Village constructing the Alternative Safety Measures that would have been required for individual establishment.** Motion passed unanimously.

## 5.2 Presentation, Discussion, and Possible Action of the Preliminary Layout for the Pewaukee Road Trail Extension Project. [Gabbey]

Mr. Gabbey provided background on the Pewaukee Road Trail Extension Project. He explained that in 2024 the City received a residential petition requesting extension of the trail along Pewaukee Road from its current termination at Riverwood Drive north to Tower Place. The Public Works Committee previously directed staff to secure funding and retain a consultant, R.H. Batterman, to conduct feasibility studies. The consultants presented two alternatives:

- Alternative 1 (yellow line): Along Highway 164 at an estimated cost of \$1,334,000
- Alternative 3 (blue line): Utilizing private paths through the commercial area at an estimated cost of \$1,131,000

The committee engaged in discussion regarding the merits of each alternative. Mayor Bierce stated that he viewed the alternatives as fundamentally different in purpose. He noted that the yellow path would complete an unfinished segment but would place pedestrians in proximity to high-speed traffic. In contrast, the blue path would provide a more leisurely route that could better serve residents in the Avondale area as well as employees in the commercial district.

Alderman Wamser commented on the potential for future mixed-use development in the area and suggested the blue path would be more relaxing and appealing to residents who may feel uncomfortable near highway traffic.

Mr. Blackwood expressed concern that the business park area may feel isolated on weekends, which could make some users uncomfortable. However, he also noted that the highway route is extremely noisy, which would make conversation difficult for trail users.

The committee also discussed potential connections to ProHealth Care. Mr. Blackwood questioned whether City taxpayers should fund the estimated \$200,000 switchback ramps that would primarily benefit ProHealth.

Following additional discussion regarding lighting, safety, and maintenance considerations, the committee agreed that the blue alternative with a single connection at the rear of ProHealth was preferable. Ms. Wagner noted that easements from private property owners would be required. However, businesses may support the project if the city assumes maintenance responsibilities.

**Motion was made and seconded (J. Wamser, J. Blackwood) to recommend that staff pursue the blue line alternative with the rear connection to ProHealth.**

Motion passed unanimously.

6. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

There were no public comments.

7. Adjournment

**Motion was made and seconded (J. Wamser, J. Blackwood) to adjourn the meeting at 5:09 p.m.** Motion passed unanimously.

Respectfully Submitted

Magdelene Wagner  
Director of Public Works