

Minutes of the

WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: February 5, 2015  
TIME: 3:00 p.m.  
PLACE: Auditorium  
Health and Human Services Center  
Walworth County Lakeland Complex  
W4051 County Trunk Highway NN  
Elkhorn, WI

Members Present

Kevin M. Brunner .....Director of DPW/Central Services, Walworth County  
Chairman  
Kenneth R. Yunker ..... Executive Director, SEWRPC  
Secretary  
Bill Antti ..... President, Village of Genoa City  
Richard Brandl .....Chairman, Town of Sharon  
Barbara A. Fischer ..... Town Clerk, Town of Lafayette  
(Representing Daniel Cooper)  
Lowell Hagen..... Chairperson, Town of Whitewater  
Don Henningfeld.....Chairman, Town of Spring Prairie  
Dennis Jordan.....Administrator, City of Lake Geneva  
John Kendall ..... Chairman, Town of Troy  
Cecil Logterman..... Chairperson, Town of Darien  
Tom Longtin ..... State Program Engineer, Southeast Region  
(Representing Brett Wallace) Wisconsin Department of Transportation  
William Mangold ..... Chairman, Town of Lyons  
Dennis Martin ..... Administrator, Village of Fontana  
Ken Monroe ..... President, Village of Bloomfield  
John Olson ..... Administrator, Town of Delavan  
(Representing Ryan Simons)  
Nancy Russell .....Chair, Walworth County Board of Supervisors,  
Walworth County  
Daniel Schoonover.....Chairman, Town of Bloomfield  
Mark E. Wendorf .....Public Works Director, City of Delavan

Guests and Staff Present

David A. Bretl ..... Administrator, Walworth County  
Michael G. Hahn ..... Deputy Director, SEWRPC  
Dave Held ..... President, Town of Lyons Planning Commission  
Ryan W. Hoel..... Principal Engineer, SEWRPC  
Ethan S. Johnson ..... Senior Engineer, SEWRPC  
Daniel S. Winkler..... Director of Public Works and Utilities, City of Lake Geneva

## **ROLL CALL AND INTRODUCTIONS**

Chairman Brunner called the meeting of the Walworth County Jurisdictional Highway Planning Committee to order at 3:00 p.m. Attendance was taken by circulating a sign-in sheet for signature. Chairman Brunner then asked the Committee members, guests, and staff present to introduce themselves.

## **REVIEW AND APPROVAL OF MINUTES OF THE WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE MEETING HELD ON MAY 3, 2012**

Chairman Brunner indicated that the Committee is being asked to consider approval of the minutes for its previous meeting held on May 3, 2012. He asked if the Committee members had any changes, and upon hearing none, called for a motion to approve the meeting minutes. On a motion by Mr. Brandl, seconded by Ms. Russell, the meeting minutes were approved unanimously.

## **REVIEW AND DISCUSSION OF THE WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AND YEAR 2035 REGIONAL TRANSPORTATION PLAN**

Chairman Brunner asked Mr. Yunker to present the SEWRPC staff memorandum entitled “Background on the Walworth County Jurisdictional Highway System Plan and 2035 Regional Transportation Plan”. Mr. Yunker noted that the Commission staff is currently preparing a major review and update of the regional land use and transportation plans for Southeastern Wisconsin. This effort, called VISION 2050, is expected to be completed in mid-2016. He noted that upon its completion, VISION 2050 will replace the current year 2035 plans, extending the design year of the plans to 2050. He added that the development of VISION 2050 is being guided by the Commission’s Advisory Committees on Regional Transportation System Planning and Regional Land Use Planning, which includes representatives from each of the seven counties within the Region and State and Federal transportation and natural resources agencies. He stated that the purpose of this meeting is to get input on the VISION 2050 planning effort by members of this Committee, which includes representation from all of the cities, villages, and towns in Walworth County and the County itself.

[Secretary’s Note: The SEWRPC staff memorandum entitled, “Background on the Walworth County Jurisdictional Highway System Plan and 2035 Regional Transportation Plan”, is included with these minutes as Attachment A.]

Mr. Yunker then reviewed with the Committee the current functional recommendations—widened arterials and new roadways—and the jurisdictional recommendations—State, county, and local—in the year 2035 Walworth County jurisdictional highway system plan. Mr. Yunker noted that the Commission worked with this Committee to update the functional and jurisdictional recommendations contained in the jurisdictional highway system plan that was completed in 2010. Mr. Yunker stated that the Commission staff would like to hear from Committee members their comments and suggestions regarding the recommended arterial street and highway functional improvements—widening of existing arterial roadways and construction of new arterial roadways—in the current Walworth County jurisdictional highway system plan and year 2035 regional transportation plan, as well as their suggestions for arterial street and highway functional improvements which should be considered by Commission staff during the development of VISION 2050. He added that Commission staff would also like to hear from Committee members their comments and suggestions regarding the jurisdictional responsibility recommendations of the year 2035 Walworth County jurisdictional highway system plan. He noted that, if the Committee

desires to do so, proposed jurisdictional changes could be considered by the Committee following the completion of VISION 2050.

Mr. Yunker then reviewed with the Committee the recommendations of the current year 2035 regional transportation plan with respect to transit, bicycle and pedestrian facilities, transportation system management (TSM), travel demand management (TDM), and arterial streets and highways. He stated that Commission staff would as well like to hear from Committee members their comments on the five elements of the year 2035 regional transportation plan.

The following comments and questions were raised during and following Mr. Yunker's review:

1. Committee members identified the following functional changes for evaluation as part of VISION 2050:
  - a. Mr. Logterman requested the consideration of adding Lawson School Road between STH 11 and CTH X to the planned Walworth County arterial street and highway system, noting that Lawson School Road/CTH K between STH 11 and USH 14 is used as a truck route and that this segment of Lawson School Road is intended to be upgraded to a Class A highway.
  - b. Mr. Antti asked about the planned jurisdictional transfer of CTH B between CTH U and the Walworth-Kenosha county line to local jurisdiction, given the proposed reservation of right-of-way to accommodate a potential new USH 12 interchange at CTH B. Mr. Yunker responded that the Commission staff was asked to consider adding a new USH 12 interchange at CTH B during the development of the year 2035 regional transportation plan. He added that it was determined at that time adding an USH 12 interchange at CTH B would not be needed by the year 2035, but it was recommended that right-of-way be reserved for a future interchange that may be needed beyond the year 2035. Mr. Yunker noted that should a USH 12 interchange be constructed at CTH B, it would be appropriate that the segment of CTH B between CTH U and the Walworth-Kenosha County line remain under county jurisdiction. Mr. Yunker stated that Commission staff would consider the need for an USH 12 interchange at CTH B as part of VISION 2050.
2. Ms. Russell noted that the installation of signals and the construction of a roundabout are alternatives being considered by WisDOT at the intersection of USH 12 and CTH H in the Village of Genoa City, and asked how the installation of traffic control at this location would affect the recommendation of converting the USH 12 interchange at CTH H from a half to a full interchange upon extension of USH 12 to the south. Mr. Yunker responded that intersection treatments, such as traffic signals and roundabouts, at the USH 12 ramp terminals would be needed upon the conversion of the USH 12 interchange at CTH H from a half to a full interchange and the extension of USH 12 to the south. Mr. Longtin indicated he would report back to the Committee with an update on WisDOT's project for the intersection of USH 12 and CTH H.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that the existing half interchange between USH 12 and CTH H is programmed to be improved in 2020, and that WisDOT would consider intersection improvement options, including construction of a roundabout. Mr. Longtin

indicated that WisDOT's recommended intersection improvement would take into account plans for extending and/or improving USH 12 in McHenry County in Illinois.]

3. Mr. Henningfeld stated that WisDOT, as part of the future reconstruction of STH 11, has proposed installing a roundabout at the intersection of STH 11 and STH 120. He said that the Town of Spring Prairie opposes the construction of the roundabout, as the intersection—which currently is controlled by a four-way stop—does not have excessive crashes and is used by large trucks on a regular basis. Mr. Longtin indicated that he would report back to the Committee on WisDOT's plans for reconstructing STH 11.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that a project to reconstruct STH 11, including the intersection of STH 11 and STH 120, has been identified but is not currently programmed. Mr. Longtin indicated that WisDOT would examine potential intersection improvements, including a roundabout, and he stated that the Town of Spring Prairie would be able to comment on the potential intersection improvements.]

4. Mr. Kendall inquired whether WisDOT has any planned projects for STH 20 between STH 67 and the Walworth-Racine county line. Mr. Longtin stated that he would report back to the Committee regarding any projects on STH 20 in Walworth County.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that the portion of STH 20 between STH 67 and the Village of East Troy is programmed to be resurfaced in 2021 and the portion of STH 20 between the Village of East Troy and the Walworth-Racine county line is programmed to be resurfaced in 2022.]

5. Chairman Brunner inquired about the status of the environmental impact study (EIS) of the planned new USH 12 facility between Whitewater and Elkhorn. Mr. Longtin replied that WisDOT will likely begin the study later this year.
6. Mr. Yunker suggested that WisDOT staff give a presentation summarizing all of WisDOT's ongoing projects and studies in Walworth County at the next Committee meeting.
7. Mr. Held inquired if the Commission staff is aware of any plans to improve USH 12 in Illinois. He stated that the planned functional improvements of USH 12 in Wisconsin may be less effective if USH 12 in Illinois is not improved as well. Mr. Yunker stated that the Commission staff will contact the appropriate parties in Illinois regarding any plans for improving USH 12 in McHenry County. Chairman Brunner suggested inviting a representative from McHenry County to attend a future Committee meeting.

[Secretary's Note: Following the meeting, McHenry County Division of Transportation staff informed the Commission staff that the Village of Richmond, in partnership with McHenry County and the Illinois Department of Transportation (IDOT), is currently conducting a preliminary engineering and environment impact study for a USH 12 bypass of the Village of Richmond. The purpose of the study is to examine alternative bypass routes of USH 12 that have the

potential of alleviating congestion on USH 12 through the Village of Richmond. A public meeting for the project was held in April 2013. At the meeting, the alternative bypass routes considered and their evaluation were presented and the public was asked to provide comment on alternative bypass routes that would be analyzed in further detail. Additional information about the study can be found at <http://www.richmondbypass.com>. McHenry County staff also indicated that the bypass of the Village of Richmond is currently included in the County's long-range transportation plan, but the right-of-way acquisition and construction for the project is not currently programmed in their five-year transportation improvement program.]

8. Committee members identified the following potential changes to the jurisdictional recommendations in the Walworth County jurisdictional highway system plan:
  - a. Mr. Brandl requested that the planned jurisdictional transfer of CTH B between the Rock-Walworth County line and CTH C to the local (non-arterial) system be reconsidered.
  - b. Mr. Mangold inquired about the reasoning behind the planned jurisdictional transfer of STH 36 between STH 120 and STH 11 to Walworth County. Mr. Yunker responded that the Commission staff worked with this Committee in 2009 and 2010 to review and update the jurisdictional recommendations of the Walworth County jurisdictional highway system plan. Mr. Yunker further responded that the recommendation that STH 36 between STH 120 and STH 11 be transferred from state to county jurisdiction was based on this roadway having characteristics of a county trunk highway with respect to the length of trips served, the land uses served, and operational characteristics of the roadway, such as traffic volume and roadway spacing. Mr. Held expressed concern that the STH 36 would not be maintained at the same level should it be transferred to county jurisdiction. Chairman Brunner stated that Walworth County already maintains both STH 11 and STH 36 under contract with the State. He noted that the planned jurisdictional transfers of STH 36 and STH 11 to Walworth County would result in the county assuming responsibility for reconstructing the highways in the future.
  - c. Ms. Fischer requested that the planned jurisdictional transfer of CTH ES between CTH A and CTH D to the local (non-arterial) system be reconsidered. Ms. Fischer requested as well that the planned jurisdictional transfer of CTH A between the Village of East Troy and USH 12 to local jurisdiction be reconsidered. She expressed concern about the Town's ability to maintain these segments of CTH A and CTH ES, noting that these roadways were constructed to county highway standards and that motorists may expect the roads to continue to function as county highways even after the roads are transferred to local jurisdiction.

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

Chairman Brunner asked Mr. Yunker to lead a discussion of isolated intersections and roadway corridors in Walworth County 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.

The following points summarize the discussion of isolated intersections and roadway corridors having traffic flow issues, including comments from meeting attendees and Commission staff responses to questions asked by meeting attendees:

1. Chairman Brunner indicated that the intersections of USH 12 and CTH ES and of USH 12 and CTH A have traffic flow issues.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that USH 12/STH 67 is scheduled to be resurfaced between STH 20 and N. Wisconsin Street (STH 67) in 2019, and that the intersections of USH 12 and CTH ES and of USH 12 and CTH A could be improved at that time.]

2. Chairman Brunner noted that a roundabout was proposed for the intersection of STH 89 and CTH A, but that the Town of Richmond opposed its construction.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that WisDOT currently has no project programmed that would include improving traffic flow at the intersection of STH 89 and CTH A.]

3. Mr. Wendorf stated that permissive left-turn traffic signals are needed on STH 50 at IH 43.

[Secretary's Note: Following the meeting, Mr. Longtin indicated to Commission staff that WisDOT currently has a project programmed for the reconditioning of STH 50 between E. Wisconsin Street and S. Wright Street, and that the scope of this project has been expanded to include an evaluation, and potential upgrade, to the traffic signals at the IH 43 interchange at STH 50. The construction for this project is currently programmed for 2017.]

4. Mr. Antti indicated that traffic flow through the intersection of South Road and USH 12 may become an issue when a trucking firm begins operating in the Village of Genoa City later this year. The trucking firm is estimated to generate about 90 daily truck trips turning left from South Road onto USH 12.

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

Chairman Brunner 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 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.

Ms. Russell recommended that Committee members attend future VISION 2050 public meetings. Mr. Yunker noted that future meetings of the Walworth County Jurisdictional Highway Planning Committee would also provide an opportunity for every municipality in Walworth County to provide input and help guide the development of VISION 2050.

#### **NEXT MEETING**

Mr. Yunker stated that the next meeting date will be determined following the development and evaluation of VISION 2050 alternative regional land use and transportation plans.

#### **ADJOURNMENT**

There being no further business to come before the Committee, on a motion by Mr. Held, seconded by Mr. Brandl, and carried unanimously, the meeting was adjourned at 4:30 p.m.

Respectfully submitted,

Kenneth R. Yunker  
Secretary





# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## Southeastern Wisconsin Regional Planning Commission

### Staff Memorandum

#### BACKGROUND ON THE WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AND YEAR 2035 REGIONAL TRANSPORTATION PLAN

The Commission staff has long worked with the seven counties in Southeastern Wisconsin and the Wisconsin Department of Transportation (WisDOT) to prepare county jurisdictional highway system plans. These plans serve to further refine the arterial street and highway element of the long-range regional transportation system plan. The regional plan's highway element contains *functional improvement recommendations* concerning the general location, type, capacity, and service levels of arterial streets and highways. Specifically, the functional improvement recommendations involve the identification of existing arterials planned to be reconstructed to provide additional traffic lanes and of the conceptual location of planned new arterial facilities. Once those functional recommendations have been identified, a jurisdictional highway plan is prepared with *jurisdictional responsibility recommendations* as to which level of government—state, county, or local—should logically be responsible for each of the various facilities comprising the arterial street and highway system.

The Walworth County jurisdictional highway system plan serves as a further refinement of the Walworth County arterial street and highway element of the long-range regional transportation plan, as it proposes adjustment of the recommended jurisdictional system to changes in land use and development patterns, and assures the maintenance of an integrated network of state and county trunk highways as urban development continues within Walworth County.

In October 2010, the Commission under the guidance of the Walworth County Jurisdictional Highway Planning Committee completed the work necessary to review, update, and extend to the year 2035 the Walworth County jurisdictional highway system plan.<sup>1</sup> Specifically, the review and update of the jurisdictional plan included a review and reevaluation, as well as recommendations, as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various arterial facilities included in the plan to the year 2035. As part of this effort, a review was also made, as requested by Committee members and Walworth County local governments, of specific functional improvements recommended in the year 2035 regional transportation plan<sup>2</sup>, adopted by the Commission in 2006. In May 2012, the Walworth County

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<sup>1</sup> The development of the review and update to the year 2035 Walworth County jurisdictional highway system plan is documented in SEWRPC Planning Report No. 15 (2<sup>nd</sup> Edition), "A Jurisdictional Highway System Plan for Walworth County: 2035".

<sup>2</sup> The development and recommendations of the year 2035 regional transportation plan are documented in SEWRPC Planning Report No. 49, "A Regional Transportation System Plan for Southeastern Wisconsin: 2035".

Jurisdictional Highway Planning Committee approved an amendment to the Walworth County jurisdictional plan to include the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67, as requested by the Wisconsin Department of Transportation and the Town of Delavan based on conclusions of the preliminary engineering and environmental impact analysis for the reconstruction of STH 50 between IH 43 and STH 67.

The current year 2035 Walworth County jurisdictional highway system plan is reflected in the year 2035 regional transportation plan. Subsequent to its adoption in 2006, the regional plan has been reviewed and updated in the years 2010 and 2014. The functional and jurisdictional recommendations of the year 2035 regional transportation plan will be reviewed and updated as part of VISION 2050—the year 2050 regional land use and transportation system plan—with input from the Walworth County Jurisdictional Highway Planning Committee.

#### **Current Functional Improvement Recommendations for Walworth County**

The current functional improvements recommended within Walworth County under the year 2035 regional transportation plan are displayed in Map 1. The adopted year 2035 regional transportation plan totals 489 arterial street and highway route-miles in Walworth County. Approximately 94 percent, or 457 of these route-miles, are recommended as system preservation projects. Facilities recommended for system preservation should require no significant expansion of traffic carrying capacity (i.e. no provision of additional through traffic lanes). Approximately 10 route-miles, or 2 percent, are recommended as system improvement projects. Facilities recommended for system improvement would need to be reconstructed and widened to provide additional traffic lanes. Approximately 22 route-miles, or about 4 percent, are recommended system expansion projects, or new arterial facilities. Facilities shown in orange on Map 1 represent those facilities where it is recommended that right-of-way be reserved to accommodate a potential future improvement to provide additional traffic carrying capacity. Based upon Commission staff analyses, these are facilities where future traffic volumes may be expected to approach, but not exceed, their design capacity by the year 2035.

#### **Current Jurisdictional Responsibility Recommendations for Walworth County**

Map 2 displays the current year 2035 Walworth County jurisdictional highway system plan approved by the Walworth County Jurisdictional Planning Committee in 2010, and as amended by the Committee in 2012. Of the 489 miles of year 2035 planned arterial street and highways in Walworth County, 211 miles, or about 43 percent, are planned to be under State jurisdiction, 190 miles, or about 39 percent, are planned to be under County jurisdiction, and 88 miles, or about 18 percent, are planned to be under local jurisdiction. Map 3 displays the changes in planned jurisdictional responsibility attendant to the year 2035 jurisdictional responsibility recommendations.

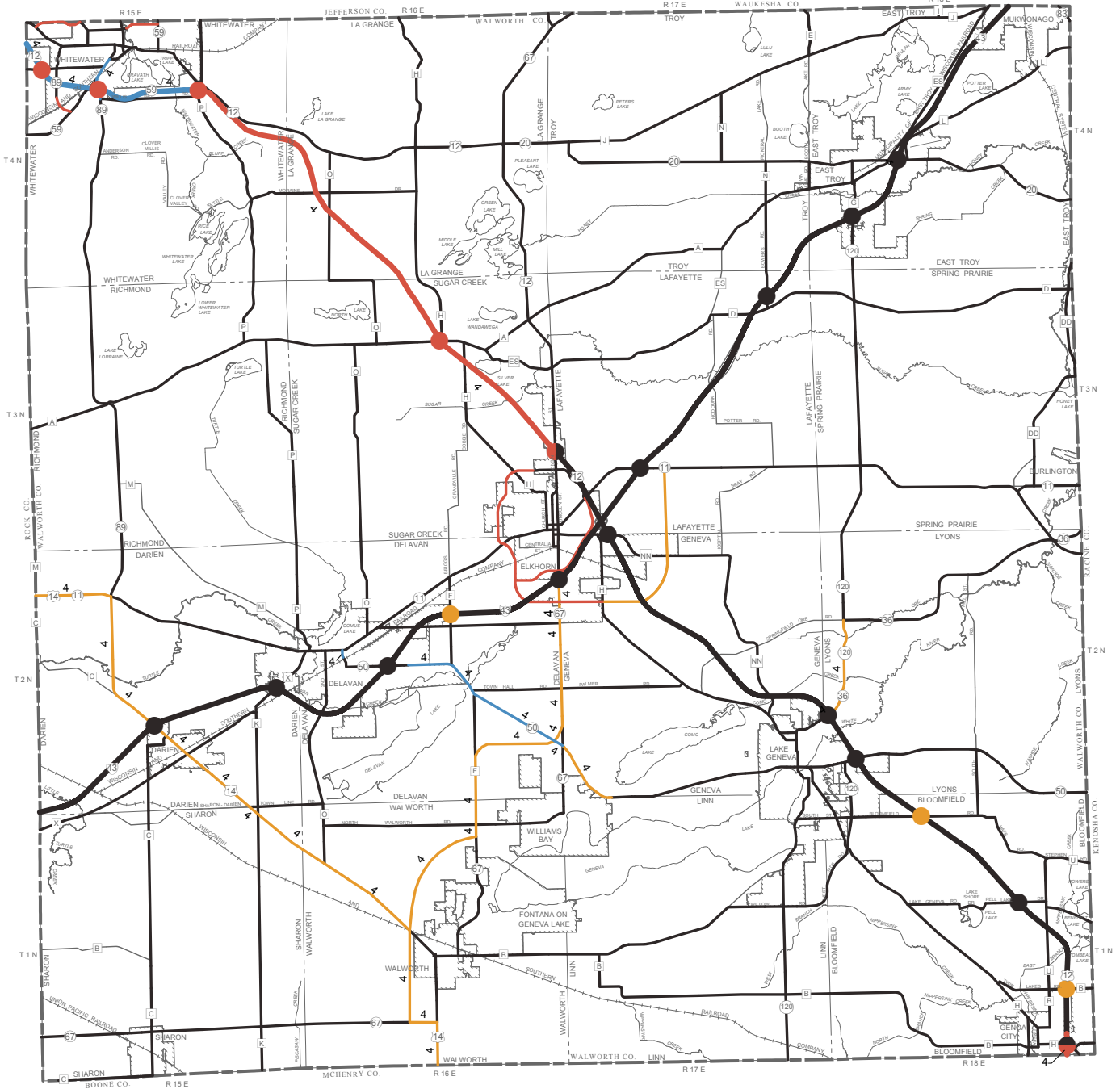
#### **Year 2035 Regional Transportation Plan Recommendations**

The current year 2035 functional improvement and jurisdictional responsibility recommendations for the Walworth County arterial street and highway system were developed as part of the preparation of the year 2035 regional transportation plan. The year 2035 regional transportation plan includes five plan elements: public transit, bicycle and pedestrian, travel demand management (TDM), transportation systems management (TSM), and arterial streets and highways. The regional transportation plan was designed to serve the planned development pattern of the year 2035 regional land use plan. The process for developing the year 2035 regional transportation plan began with consideration and development of the TDM, TSM, bicycle and pedestrian, and public transit elements of the plan. The process concluded with consideration of arterial street and highway improvement and expansion projects to address the residual highway traffic volumes and attendant traffic congestion expected in the design year of the plan.

The year 2035 regional transportation plan was reviewed and updated in 2010 and 2014. As part of these updates, the Commission reviewed the plan implementation of all the elements of the plan, the plan forecasts, system performance, and plan costs and available revenues. Potential amendments to the plan were also considered as part of the plan updates. The five plan elements, as updated in 2014, are summarized below.

Map 1

**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WALWORTH COUNTY: 2035 VISION REGIONAL TRANSPORTATION PLAN**



**ARTERIAL STREET OR HIGHWAY**

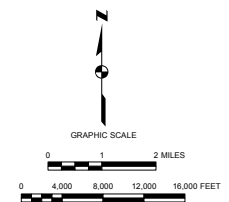
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

**FREEWAY INTERCHANGE**

- NEW
- ◐ NEW HALF
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

**THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:**

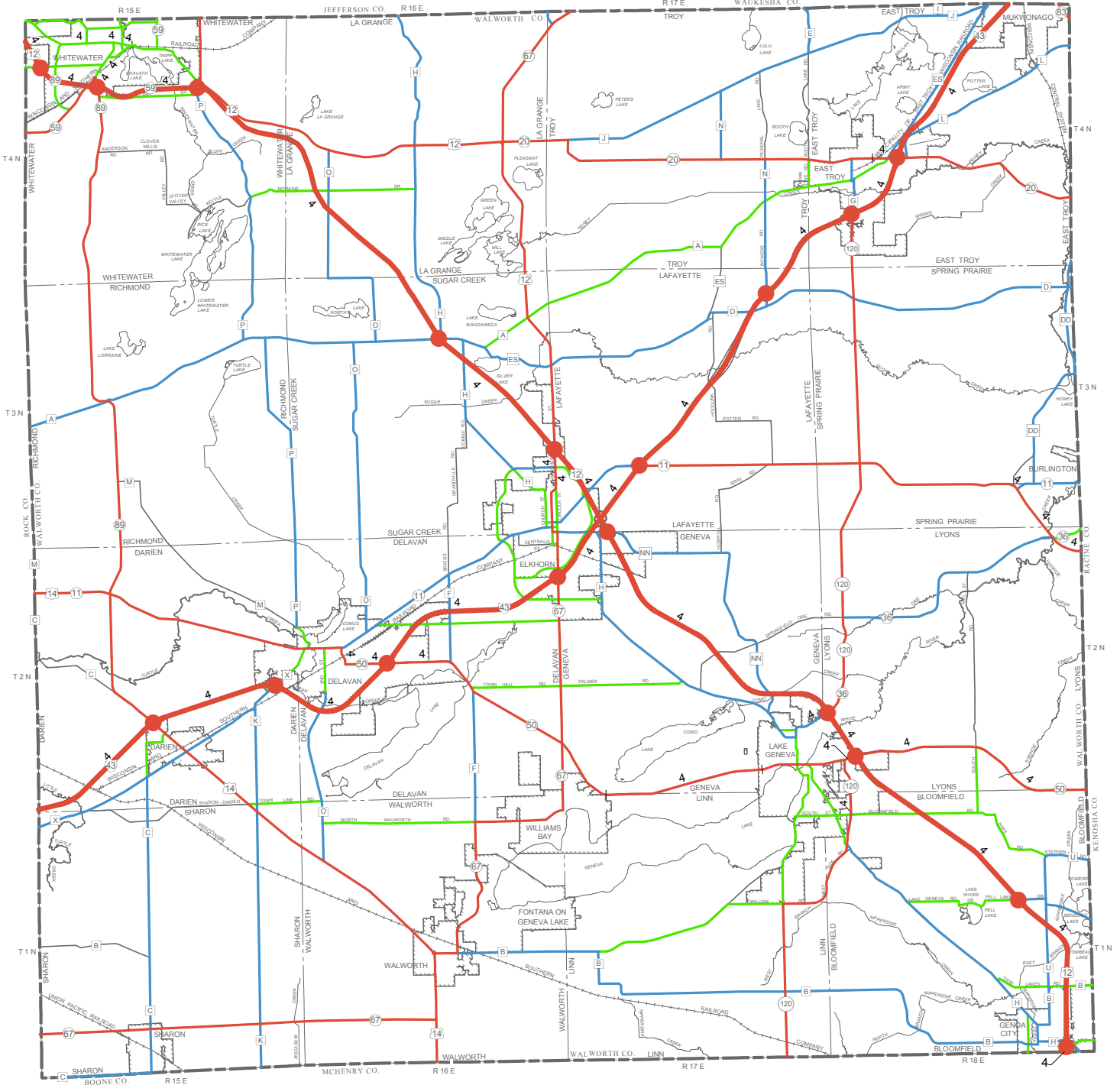
1. Each proposed arterial street and highway improvement, expansion, or preservation project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
2. The 114 miles of freeway widening proposed in the plan, and in particular the 18 miles of widening in the City of Milwaukee (I-94 between the Zoo and Marquette interchanges and I-43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.



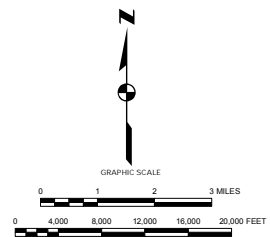
Attachment A

Map 2

CURRENT YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- FREEWAY**
- STATE TRUNK HIGHWAY
  - INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY
  - 4** NUMBER OF LANES  
(2 WHERE UNNUMBERED)

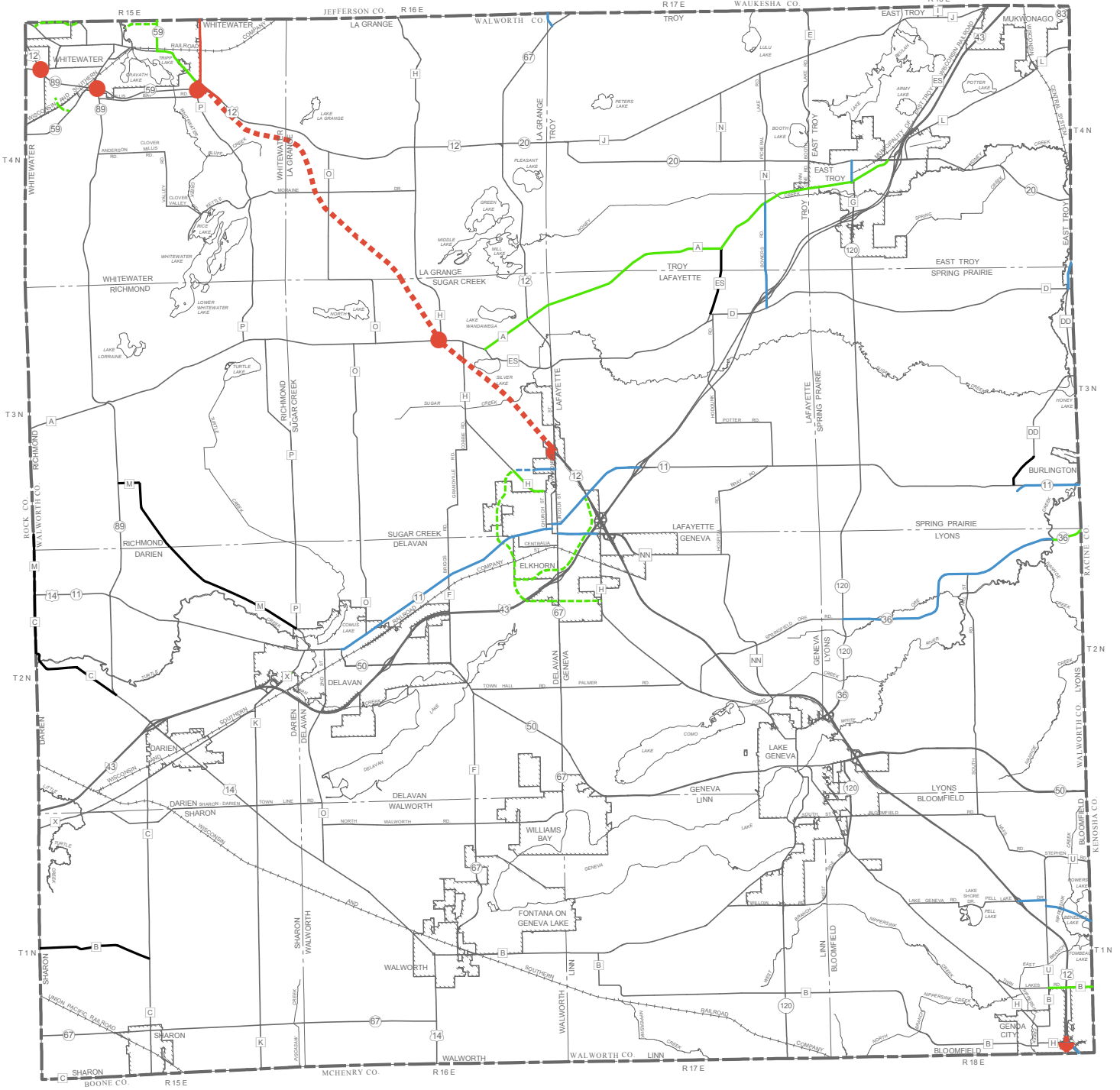


Source: SEWRPC

I:\Tran\WORK\RTSP2050\JHSP\Walworth\Map 2 - Walw Co Final Rec Juris Plan.mxd

Attachment A  
Map 3

CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE CURRENT  
YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

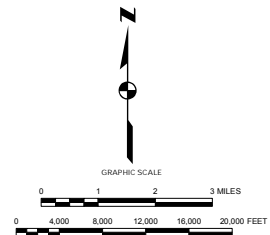


TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

NEW FACILITY:

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



Source: SEWRPC

I:\Tran\WORK\RTSP2050\JHSP\Walworth\Map 3 - Watw Co Final Rec. Juris Changes.mxd

### ***Public Transit***

Public transit is considered a vital element of the regional transportation plan, providing an alternative mode of travel in heavily travelled corridors within and between the Region's urban areas and in the Region's densely developed urban communities and activity centers. The plan recommends a near doubling of transit services by the year 2035, with implementation dependent upon the State's continued commitment to funding transit facilities and services, and upon attaining dedicated local funding for public transit. A regional transit authority, if created, could also greatly aid in implementation. The public transit element of the regional transportation plan is graphically summarized on Map 4 and includes the following aspects:

- ***Rapid Transit:*** recommended rapid transit services would principally consist of buses operating over freeways that connect the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. Under the plan, rapid transit services would operate in both directions during all periods of the day and evening, thereby providing both traditional and reverse commuting services. The frequency of service provided would be every 10 to 30 minutes in weekday peak travel periods, and every 30 to 60 minutes in weekday off-peak periods and on weekends. Commuter rail rapid transit services are recommended to be provided between Milwaukee, Racine, and Kenosha, connecting to the Chicago area through the existing Chicago-Kenosha Metra commuter rail service, providing traditional and reverse commuting services in this travel corridor. The plan also identifies conceptual commuter rail alignments in heavily travelled corridors of the Region that should be further studied for potential implementation.
- ***Express Transit:*** recommended express transit services would consist of a grid of limited-stop, higher-speed bus routes located largely within Milwaukee County that would connect major employment centers, shopping centers, and other major activity centers. These express transit services would operate in both directions during all periods of the day and evening to serve both traditional and reverse commuters. The frequency of service would be about every 10 minutes during weekday peak travel periods, and about every 20 to 30 minutes during weekday off-peak periods and on weekends. The plan also proposes that the eventual upgrading of these routes to fixed guideways—including the construction of bus guideways and/or light rail/streetcar lines—be considered on a corridor-by-corridor basis.
- ***Local Transit:*** significant improvements and expansion in local bus transit services over arterial and connector streets throughout the Kenosha, Milwaukee, and Racine urbanized areas are also recommended in the plan. These recommendations include expansion of service areas and hours, and significant improvements in the frequency of local service, particularly on major routes.
- ***Paratransit:*** consistent with the Federal Americans with Disabilities Act of 1990, the plan recommends that complementary paratransit services be provided to serve people with disabilities who are unable to access and use fixed-route transit services.
- ***Intercity Rail:*** the plan includes improvements to the existing Hiawatha Amtrak train service between Milwaukee and Chicago and the extension of similar service to Minneapolis-St. Paul, with trains reaching maximum speeds of 110 miles per hour.

### ***Bicycle and Pedestrian***

The regional transportation plan proposes the safe accommodation of bicycle and pedestrian travel on streets and highways, while encouraging such travel as an alternative to personal vehicle travel. The plan recommends that, as each segment of the surface arterial street system in the Region is resurfaced, reconstructed, or newly constructed, bicycle accommodations be considered and—if feasible—implemented through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. This element of the regional transportation plan also recommends that a 548-mile system of off-street bicycle paths be provided to serve the urbanized areas and larger cities and villages throughout the Region. About 250 miles of this planned off-street system exist today (see Map 5). The pedestrian facilities recommendation consists of a set of policies and a series of recommendations and guidelines proposed to be followed in implementing such policies.

Map 4

**PUBLIC TRANSIT  
ELEMENT OF THE REGIONAL  
TRANSPORTATION SYSTEM  
VISION PLAN: YEAR 2035**

**RAPID/EXPRESS BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NONFREEWAY PORTION
- EXPRESS BUS ROUTE

**FIXED GUIDEWAY ROUTE**

- HIGH SPEED RAIL
- + + + COMMUTER RAIL
- - - STREETCAR

**TRANSIT STATIONS**

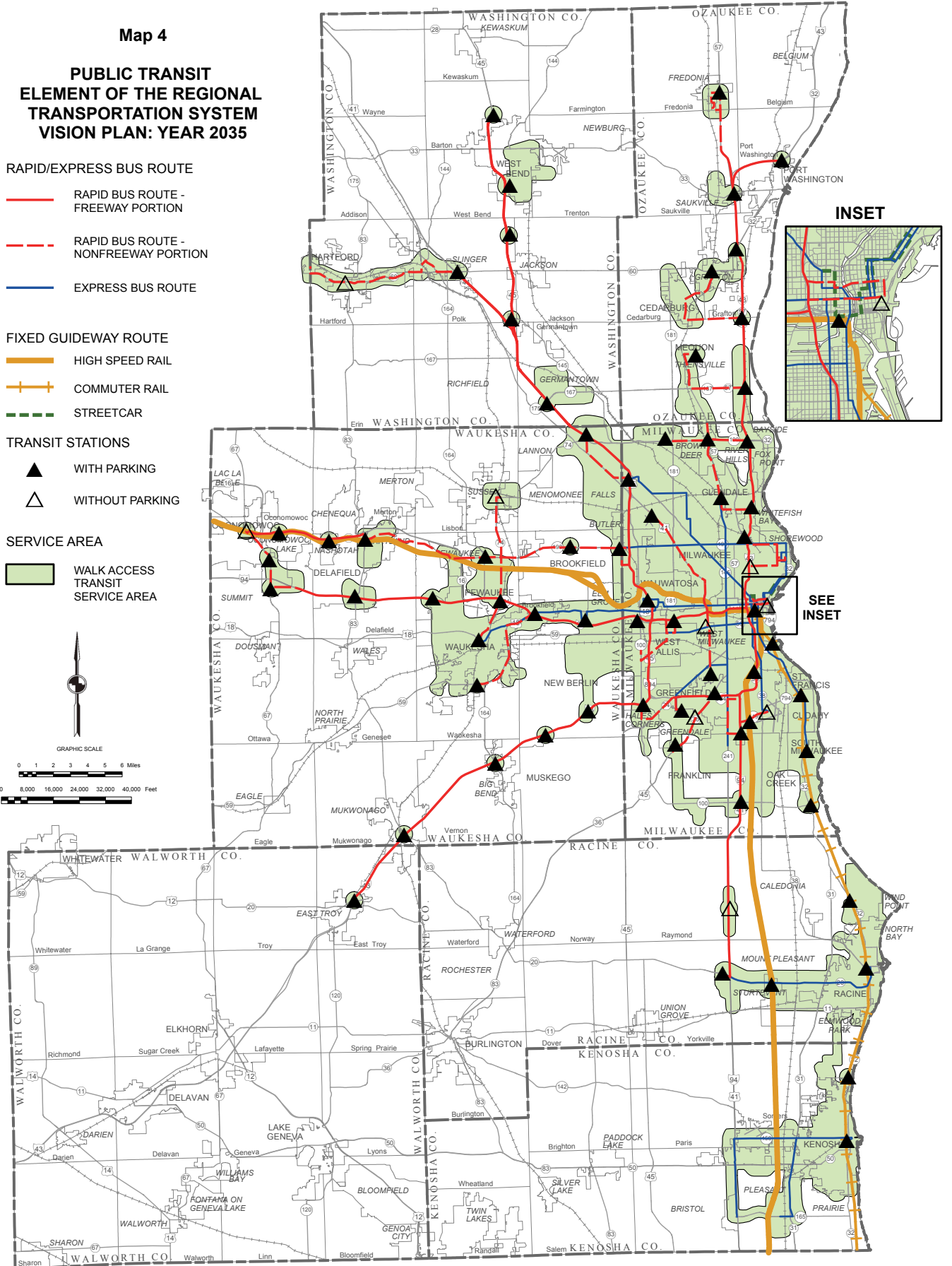
- ▲ WITH PARKING
- △ WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS  
TRANSIT  
SERVICE AREA



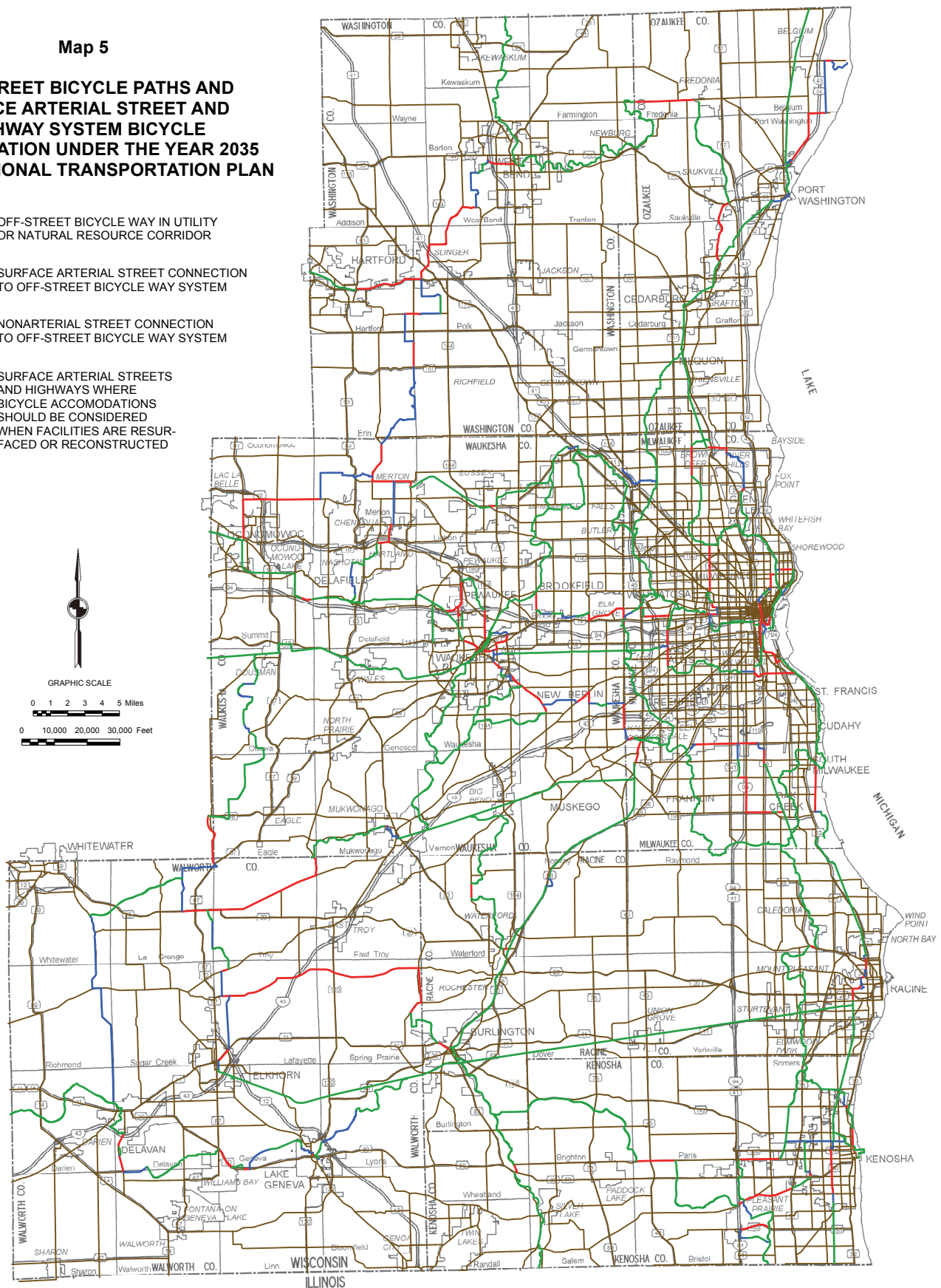
GRAPHIC SCALE



Map 5

**OFF-STREET BICYCLE PATHS AND  
SURFACE ARTERIAL STREET AND  
HIGHWAY SYSTEM BICYCLE  
ACCOMODATION UNDER THE YEAR 2035  
VISION REGIONAL TRANSPORTATION PLAN**

- OFF-STREET BICYCLE WAY IN UTILITY OR NATURAL RESOURCE CORRIDOR
- SURFACE ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM
- SURFACE ARTERIAL STREETS AND HIGHWAYS WHERE BICYCLE ACCOMODATIONS SHOULD BE CONSIDERED WHEN FACILITIES ARE RESURFACED OR RECONSTRUCTED





### ***Transportation Systems Management***

The regional transportation plan includes a series of measures aimed at managing and operating existing transportation facilities to their maximum carrying capacity and travel efficiency. The TSM plan element includes the following aspects:

- ***Freeway Traffic Management***: freeways carry about one-third of all daily travel in the Region, and thus warrant a significant management effort to ensure their optimum utilization. Recommended freeway traffic management measures include operational control, advisory information, and systems management. The plan also recommends a traffic operations center supporting these measures, which is operated by WisDOT.
  - ***Operational Control***: the plan specifies a number of measures to improve freeway operations by monitoring operating conditions and controlling freeway traffic. These measures include embedded traffic detectors, freeway on-ramp meters, and a set of ramp meter control strategies.
  - ***Advisory Information***: providing updated information to motorists helps achieve the efficient use of the freeway system. The plan includes the provision of permanent variable message signs; the maintenance of a website identifying current travel times and delays and views of traffic congestion maps; and the extensive provision of traffic information to the media and through automated messages available to the dial-in public.
  - ***Incident Management***: incident management measures set forth in the plan are aimed at the timely detection, confirmation, and removal of freeway incidents. Such measures include closed-circuit television cameras providing live video images to system management and law enforcement personnel, a relatively dense system of reference markers allowing motorists to specify incident locations, the provision of off-line crash investigation sites, the provision of automated ramp closure devices, and the provision of freeway service patrols to rapidly remove disabled vehicles and aid disabled motorists.
  
- ***Surface Arterial Street and Highway Traffic Management***: a number of recommendations are included in the regional transportation plan to improve the operation of the regional surface arterial street and highway network. These recommendations attempt to maximize the efficient use of that network and, where possible, avoid significant capital expenditures. The recommendations include coordinated traffic signal systems to provide for the efficient progression of traffic; intersection improvements, including adding right- and/or left-turn lanes and intersection traffic control improvements; implementation of curb-lane parking restrictions to provide additional peak period traffic carrying capacity; improved management of access to arterial streets from adjacent parcels; and enhanced advisory information for motorists along key routes.
  
- ***Major Activity Center Parking Management and Guidance***: the plan recommends that traffic operation conditions at major activity centers, such as the Milwaukee central business district, be improved by reducing the traffic circulation of motorists seeking parking spaces. Recommended measures relate to providing motorists with real-time information about available parking through strategically located message signs and Internet updates.

### ***Travel Demand Management***

The plan identifies measures that could be taken to reduce personal and vehicular travel or to shift such travel to alternative times and routes, thereby allowing for more efficient use of the existing capacity of the transportation system. In addition to the public transit and pedestrian and bicycle plan element recommendations noted above, the TDM plan element includes the following aspects:

- Preferential treatment of high-occupancy vehicles
- Provision of park-ride lots
- Transit pricing measures
- Provision of transit information (including real-time information) and marketing
- Personal vehicle pricing actions

- Travel demand management promotion
- Detailed site-specific neighborhood and major activity center land use plans

### ***Arterial Streets and Highways***

The arterial street and highway element of the year 2035 regional transportation plan as amended, and adjusted to account for plan implementation through 2014, totals 3,662 route-miles. The plan recommends that approximately 89 percent, or 3,274 of these route-miles, be resurfaced and reconstructed with no additional capacity. Approximately 310 route-miles, or 9 percent of the total system, are recommended for widening upon reconstruction to provide additional through traffic lanes, including 114 miles of freeways. The remaining 78 route-miles, or about 2 percent of the total arterial street mileage, are proposed new arterial facilities. Thus, the plan recommends over the next 20 years a capacity expansion of 11 percent of the total arterial system, and—viewed in terms of added lane-miles of arterials—about a 9 percent expansion over the next 20 years.

The 114 miles of freeway widening proposed in the plan, and in particular the 18 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), would undergo preliminary engineering and environmental impact statement preparation by WisDOT. During preliminary engineering, alternatives would be considered, including rebuild-as-is, various options of rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of the preliminary engineering process would a determination be made as to how a freeway segment would be reconstructed.

As mentioned previously in this memorandum, the regional transportation plan also includes jurisdictional responsibility recommendations for each segment of the regional arterial street and highway network. Such recommendations are developed on a county-by-county basis and are intended to provide for the efficient development and management of the arterial street and highway system. This would help to ensure that public resources are effectively invested in the provision of highway transportation, and that the costs associated with plan implementation are equitably borne among the levels and agencies of government concerned.

### **Available Funding for the Year 2035 Regional Transportation Plan**

As part of the 2014 review and update of the year 2035 regional transportation plan, the estimated 2035 plan costs were compared to revenues expected to be available over the remaining 20 years of the plan. In 2014, the existing, and outlook for future, available revenue is far more constrained than it was in 2005 during development of the year 2035 regional transportation plan and in 2010 during its first update. As a result, it was no longer possible to conclude with the 2014 plan update that the plan was reasonably consistent with existing and reasonably expected revenues and the current limitations of those revenues. As such, it was necessary to consider the year 2035 plan as a “vision” plan, outlining the desirable transportation plan to address the current and future needs of the Region. It was further necessary to identify a “fiscally-constrained” year 2035 regional transportation plan which includes those elements of the 2035 plan which can be achieved within the restrictions of the amounts and limitations of existing and reasonably expected revenues.

The gap in funding between the vision plan and fiscally-constrained plan affects implementation of both highway and transit projects identified in the vision plan. The implications of the funding gap for the highway element differs from the transit element as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on the highway element is a deferral or delay in capital projects being implemented, specifically a reduction in the amount of freeway that can be reconstructed and the amount of surface arterials that can be reconstructed with additional traffic lanes or newly constructed by the year 2035. The principal effect on the transit element is a lack of the transit improvement and expansion identified under the vision plan, and as well reductions in current transit service and an increase in transit fares above inflation.

Under the fiscally constrained plan, 90 miles of freeway reconstruction recommended under the vision plan, including 87 miles of freeway widening, would be expected to be implemented by the year 2035 based on the cost of these improvements compared to existing and reasonably expected revenues. All of the surface arterial capacity

expansion recommended in the vision plan is included in the fiscally-constrained plan, with the exception of the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County. These reductions would result in approximately 90 percent, or 3,301 of the total 3,656 route-miles, of the planned arterial street and highway system being recommended to be resurfaced and reconstructed to their same capacity under the fiscally-constrained year 2035 plan. Approximately, 283 route-miles, or 8 percent of the total year 2035 arterial street and highway system are recommended for widening as part of their reconstruction to provide additional through traffic lanes. The remaining 72 route-miles, or about 2 percent of the total arterial system mileage, are proposed new arterial facilities. The proposed arterial street and highway capacity improvements—both freeway and surface arterial—under the recommended fiscally-constrained regional transportation plan are shown on Map 6.

The principal effect on the transit element is a lack of the transit improvement and expansion identified under the 2035 plan, with the exception of the implementation of the City of Milwaukee and City of Kenosha streetcar projects, along with about an 11 percent reduction from current transit service levels and an estimated average annual increase in transit fares above the rate of inflation. The 11 percent reduction in transit service levels from existing service levels would be expected to be achieved through reductions in service frequency. Map 7 shows the transit system in the fiscally-constrained year 2035 regional transportation plan, which essentially reflects the existing routes and service areas for the Region's public transit systems.

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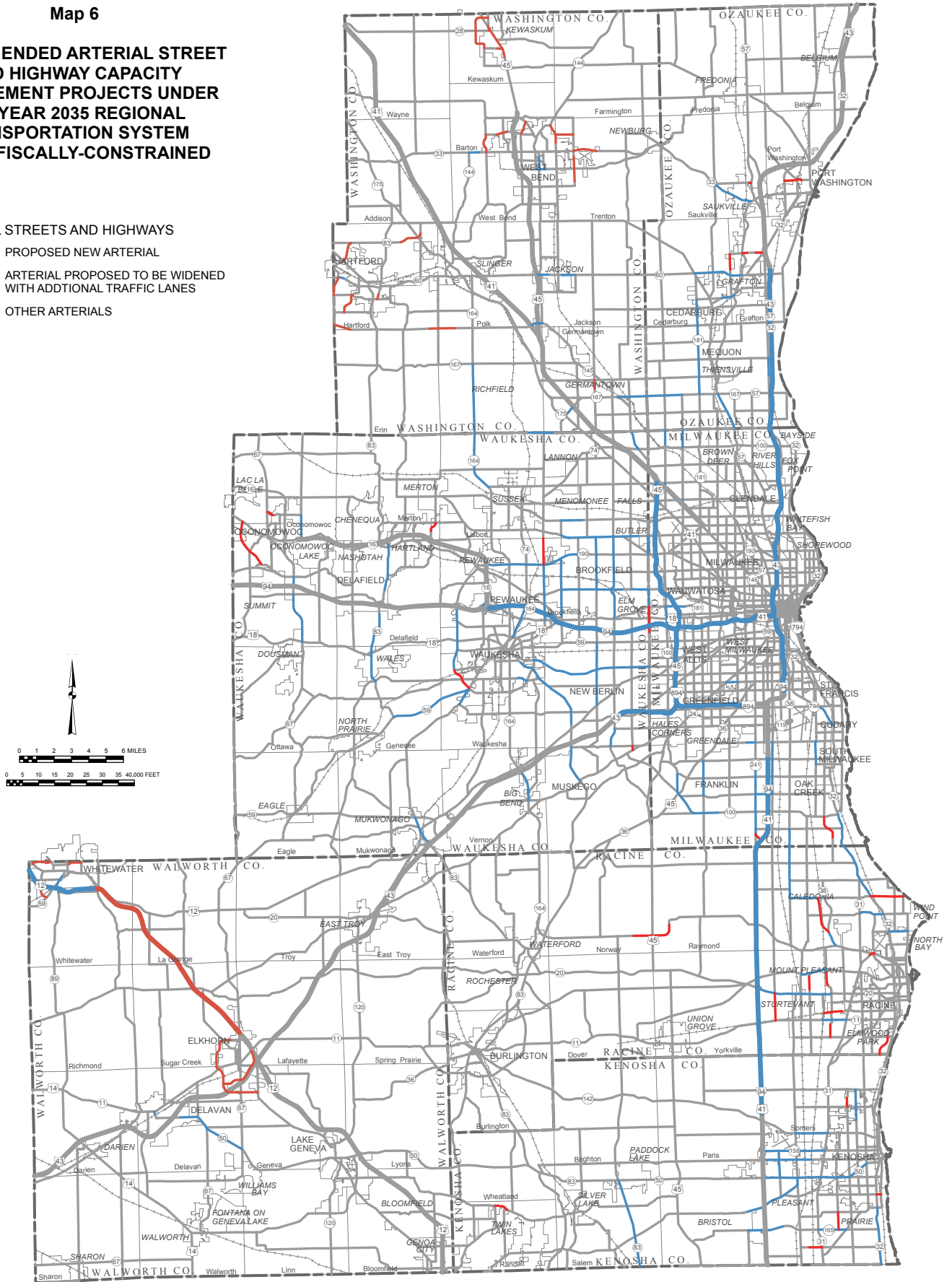
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Map 6

**RECOMMENDED ARTERIAL STREET AND HIGHWAY CAPACITY IMPROVEMENT PROJECTS UNDER THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN: FISCALLY-CONSTRAINED**

**ARTERIAL STREETS AND HIGHWAYS**







- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS

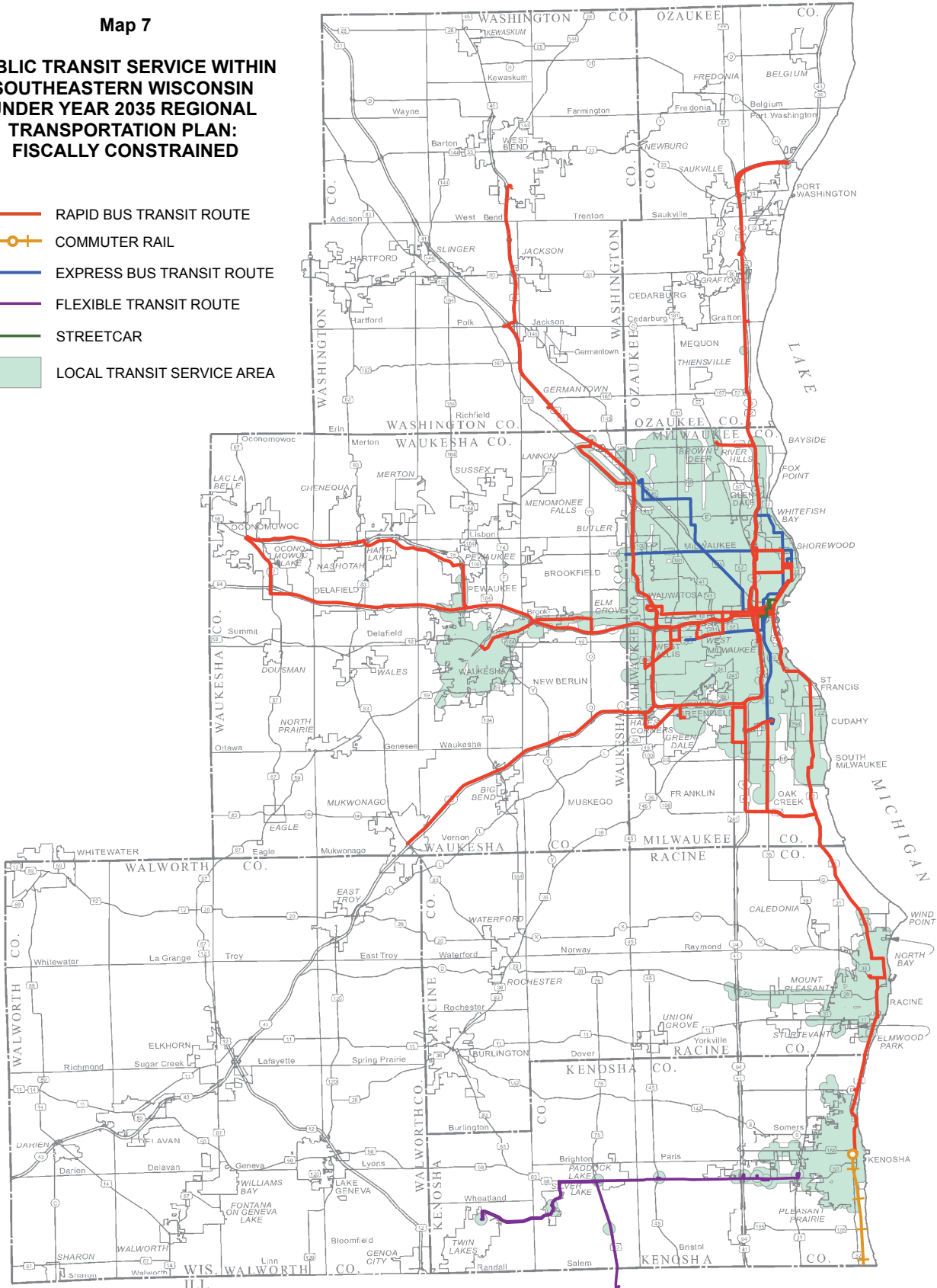


Source: SEWRPC

Map 7

**PUBLIC TRANSIT SERVICE WITHIN  
SOUTHEASTERN WISCONSIN  
UNDER YEAR 2035 REGIONAL  
TRANSPORTATION PLAN:  
FISCALLY CONSTRAINED**

-  RAPID BUS TRANSIT ROUTE
-  COMMUTER RAIL
-  EXPRESS BUS TRANSIT ROUTE
-  FLEXIBLE TRANSIT ROUTE
-  STREETCAR
-  LOCAL TRANSIT SERVICE AREA



Source: SEWRPC