

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN 1979



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Special acknowledgement is due Mr. Kenneth R. Yunker, SEWRPC Principal Planning Engineer, and Mr. James A. Marsho, P.E., SEWRPC Senior Planning Engineer, for their efforts in the preparation of this report.

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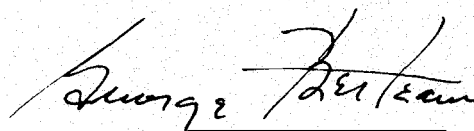
KENOSHA
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SUBJECT: Certification of Adopted Transportation Systems Management Plan
for the Kenosha, Milwaukee, and Racine Urbanized Areas

TO: The Legislative Bodies of Selected Local Units of Government Within the Southeastern Wisconsin Region: Namely; the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha; the Cities of Brookfield, Cedarburg, Cudahy, Franklin, Glendale, Greenfield, Kenosha, Mequon, Milwaukee, Muskego, New Berlin, Oak Creek, Racine, St. Francis, South Milwaukee, Waukesha, Wauwatosa, and West Allis; the Villages of Bayside, Big Bend, Brown Deer, Butler, Elm Grove, Elmwood Park, Fox Point, Germantown, Grafton, Greendale, Hales Corners, Lannon, Menomonee Falls, North Bay, River Hills, Shorewood, Sturtevant, Sussex, Thiensville, West Milwaukee, Whitefish Bay, and Wind Point; and the Towns of Brookfield, Cedarburg, Germantown, Grafton, Lisbon, Mt. Pleasant, Pewaukee, Pleasant Prairie, Somers, Vernon, and Waukesha.

This is to certify that at a regular meeting of the Southeastern Wisconsin Regional Planning Commission held at the Milwaukee County Courthouse, Milwaukee, Wisconsin, on the 7th day of December 1978, the Commission did by unanimous vote of all Commissioners present, being 16 ayes and 0 nays, and by appropriate resolution, a copy of which is made a part hereof and incorporated by reference to the same force and effect as if it had been specifically set forth herein in detail, adopt a transportation systems management plan for the Kenosha, Milwaukee, and Racine urbanized areas of southeastern Wisconsin, said urbanized areas consisting of all or parts of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties. The said transportation systems management plan, being a part of the master plan for the physical development of the Region, is comprised of all the findings, analyses, forecasts, maps, charts, figures, diagrams, and supporting data, plans, and plan implementation recommendations contained in SEWRPC Community Assistance Planning Report No. 26, entitled A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979, attached hereto and made a part hereof. Such action taken by the Commission is hereby recorded on, and is a part of, said plan; and the plan is hereby transmitted to the constituent local units of government for consideration, adoption, and implementation.

IN WITNESS WHEREOF, I have hereunto set by hand and seal and caused the Seal of the Southeastern Wisconsin Regional Planning Commission to be hereto affixed. Dated at the City of Waukesha, Wisconsin, this 8th day of December 1978.



George C. Berteau, Chairman
Southeastern Wisconsin Regional
Planning Commission

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RESOLUTION NO. 78-15

**RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
AMENDING A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA,
MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN
THE PLAN BEING A PART OF THE MASTER PLAN FOR THE PHYSICAL DEVELOPMENT
OF THE REGION COMPRISED OF THE COUNTIES OF KENOSHA, MILWAUKEE, OZAUKEE,
RACINE, WALWORTH, WASHINGTON, AND WAUKESHA IN THE STATE OF WISCONSIN**

WHEREAS, petitions, in the form of resolutions, were duly adopted by the governing bodies of the governmental units located within the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha in the State of Wisconsin, petitioning the Honorable Gaylord A. Nelson, as the Governor of the State of Wisconsin, to create a regional planning commission, embracing the said counties, pursuant to the provisions of Section 66.945(2) of the Wisconsin Statutes; and

WHEREAS, pursuant to the said petitions, the Southeastern Wisconsin Regional Planning Commission was duly created by the written Executive Order of the Honorable Gaylord A. Nelson, in his official capacity as the Governor of the State of Wisconsin, attested to by the Secretary of State of the State of Wisconsin, which said Executive Order was duly signed and issued on the 8th day of August 1960, pursuant to the provisions of Section 66.945(2) of the Wisconsin Statutes; and

WHEREAS, a copy of the said Executive Order was forwarded by the office of the said Governor to each of the local governmental units included within the area and boundaries defined in the said Executive Order; and

WHEREAS, following the creation of the said Commission, public hearings were held in said local governmental units, following which the membership composition of the said Regional Planning Commission was duly appointed under, and pursuant to, the provisions of Section 66.945(3) and (4) of the Wisconsin Statutes; and

WHEREAS, following the appointment of the said membership, the said Regional Planning Commission met and organized and elected a Chairman and Executive Committee and appointed an Executive Director and appointed advisory committees and adopted by-laws and established its own rules of procedure and scheduled quarterly meetings of the Commission to be held each year and hired such experts and consultants as it deemed necessary for the prosecution of its responsibilities and engaged a general counsel; and it thereafter kept a record of its resolutions, transactions, findings, and determinations, which have been and are a public record under, and pursuant to, the provisions of Section 66.945(5), (6), and (7) of the Wisconsin Statutes; and

WHEREAS, following the organization of the said Regional Planning Commission and under, and pursuant to, the provisions of Section 66.945(8) of the Wisconsin Statutes, it proceeded to conduct all types of research studies, collect and analyze data, prepare maps, charts, and tables, and conduct all necessary studies for the accomplishment of its other duties and has prepared numerous reports presenting the findings and recommendations of its research and studies concerning the physical, social, and economic development of the Region and has distributed these reports and provided advisory services on planning problems to the local governmental units within the Region and to other public and private agencies in matters relative to its functions and objectives and made annual reports of its activities to the State Legislature of Wisconsin and the legislative bodies of the local governmental units within the Region, all leading to the ultimate adoption of a master plan for the Region when all studies, data, maps, charts, and tables have been completed; and

WHEREAS, it entered into contracts with local units of government within the Region under, and pursuant to, the provisions of Sections 66.30 and 66.945(12) of the Wisconsin Statutes, offering advice on land use, thoroughfares, community facilities, and public improvements; and

WHEREAS, for the purpose of accomplishing the objectives of the Regional Planning Commission, it accepted from local, state, and federal government agencies aids and grants, which items have been furnished on a basis not incompatible with the provisions of Section 66.945 of the Wisconsin Statutes under conditions that are in accordance with the accomplishment of its objectives; and

WHEREAS, pursuant to Section 66.945(10) of the Wisconsin Statutes, a transportation systems management plan for the Kenosha, Milwaukee, and Racine urbanized areas in southeastern Wisconsin was duly adopted at a meeting of the Southeastern Wisconsin Regional Planning Commission held on the 19th day of December 1977, as part of the master plan for the physical development of the Region, such plan being comprised of the inventory findings, alternative plans, plan recommendations, implementation recommendations, and descriptive and explanatory material contained in SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978, published in December 1977; and

WHEREAS, the transportation systems management plan contains recommendations relating to implementing improvements in the existing transportation system aimed at improving the efficiency of operations of that system including "stub end" freeway treatments; improved transit service; traffic signing, pavement parking, and signalization; park-and-ride lots with express transit service and park-and-pool lots; spot street and highway improvements; UBUS/UPARK; downtown shuttle services; bus stop shelters; carpool and vanpool promotion; pedestrian and bicycle provisions; exclusive bus lanes; and commuter-impacted permit parking; and recommendations for planning for other possible actions including freeway traffic management system planning, transit service planning, arterial street improvement planning, bus stop location study, downtown parking rate structure study, taxi fare and regulation study, work time rescheduling study, energy emergency contingency planning, weekend and special event traffic and transit planning, and community assistance traffic engineering and transit planning; and

WHEREAS, it is desirable to periodically revise the transportation systems management plan to document progress made in the various transportation systems management implementation and planning activities recommended in the plan, and to reflect that progress in recommendations for continuing actions; and

WHEREAS, the Commission has completed a revision of the transportation systems management plan including a progress and status report on transportation systems management actions and recommendations for continuing activities, and has set forth its findings and recommendations in SEWRPC Community Assistance Planning Report No. 26, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979, dated December 1978; and

WHEREAS, the Intergovernmental Coordinating and Advisory Committee for Transportation Systems Planning and Programming (ICAC) for the Kenosha Urbanized Area on November 28, 1978, unanimously endorsed the 1979 transportation systems management plan set forth in SEWRPC Community Assistance Planning Report No. 26, and recommended that the Regional Planning Commission adopt said planning report as an amendment to the adopted regional transportation systems management plan; and the ICAC for the Milwaukee Urbanized Area acted similarly on a unanimous vote on November 29, 1978; and the ICAC for the Racine Urbanized Area acted similarly on a unanimous vote on November 28, 1978; and

WHEREAS, a true, correct, and exact copy of Commission Resolution No. 77-15 adopting the transportation systems management plan, together with a complete and exact copy of the said printed transportation systems management plan consisting of the aforementioned SEWRPC Community Assistance Planning Report No. 21, was certified to each of the local legislative bodies of the local governmental units within the Region entitled thereto and to other public bodies and agencies affected including the Wisconsin Department of Transportation; and

WHEREAS, Section 66.945(9) of the Wisconsin Statutes authorizes and empowers the Regional Planning Commission, as the work of making the whole master plan progresses, to amend, extend, or add to the master plan or carry any part or subject matter thereof into greater detail;

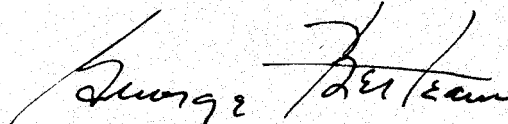
NOW, THEREFORE, BE IT RESOLVED:

FIRST: That the transportation systems management plan for the Kenosha, Milwaukee, and Racine urbanized areas, being a part of the master plan for the physical development of the Region, and comprised of SEWRPC Community Assistance Planning Report No. 21, which plan was adopted by the Commission as a part of the master plan on the 19th day of December 1977, be and the same hereby is amended, extended, and refined to include the 1979 transportation systems management plan as set forth in SEWRPC Community Assistance Planning Report No. 26.

SECOND: That the said SEWRPC Community Assistance Planning Report No. 26, together with all maps, plats, charts, programs, and descriptive and explanatory matter therein contained, is hereby made a matter of public record; and the originals and true copies thereof shall be kept at all times at the offices of the Southeastern Wisconsin Regional Planning Commission presently located in the Old Courthouse Building in the City of Waukesha, County of Waukesha, and State of Wisconsin, or at any subsequent office that the said Commission may occupy, for examination and study by whomsoever may desire to examine the same.

THIRD: That a true, correct, and exact copy of this resolution, together with a complete and exact copy of SEWRPC Community Assistance Planning Report No. 26, shall be forthwith distributed to each of the local legislative bodies of the local governmental units within the Region entitled thereto and to such other bodies, agencies, or individuals as the law may require or as the Commission, its Executive Committee, or its Executive Director, in their discretion, shall determine and direct.

The foregoing Resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the South-eastern Wisconsin Regional Planning Commission held on the 7th day of December 1978, the vote being: Ayes 16, Nays 0.


George C. Bortreau, Chairman

ATTEST:



Kurt W. Bauer, Deputy Secretary

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**COMMUNITY ASSISTANCE PLANNING REPORT
NUMBER 26**

**A TRANSPORTATION SYSTEMS MANAGEMENT PLAN
FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS
IN SOUTHEASTERN WISCONSIN: 1979**

Prepared by the
Southeastern Wisconsin Regional Planning Commission
P.O. Box 769
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916 N. East Avenue
Waukesha, Wisconsin 53187

The preparation of this report was financed in part through a joint planning grant from the Wisconsin Department of Transportation and the U.S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations.

December 1978

Inside Region \$2.50
Outside Region \$5.00

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December 7, 1978

TO: The Local Units of Government in the Kenosha, Milwaukee, and Racine Urbanized Areas

Last year at this time the Commission prepared and provided to you a formal transportation systems management plan aimed at finding ways to more effectively use existing transportation facilities to accommodate travel demand. That plan was contained in SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978.

As a short-term transportation planning effort, and as contrasted with the more familiar long-range transportation facility development plan, this plan needs to be kept up to date annually. Accordingly, the Commission has completed and is pleased to transmit herewith a revised version of the transportation systems management plan. The document transmitted herewith summarizes the status of all of the 1978 recommendations set forth in the transportation systems management plan, which largely relate to traffic engineering and transit activities and to detailed planning and design studies focusing on the operation of the regional transportation system in heavily urbanized areas.

Your attention is particularly directed to the summary of the report printed on green paper and found immediately after the Table of Contents. We believe that you will find from a review of this summary that significant progress has been made by the various transportation system management agencies in all three urbanized areas toward implementation of the various projects and studies included in the 1978 transportation systems management plan. You will also note that this new plan carries forward many of the multiyear projects and studies that were included in last year's plan while adding new transportation systems management projects that have been derived from the ongoing planning process.

This new transportation systems management plan was recommended for approval by the Intergovernmental Coordinating and Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area at its meeting on November 29, 1978, and by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha and Racine Urbanized Areas at their joint meeting held on November 28, 1978. The plan was formally adopted by the Regional Planning Commission at its quarterly meeting held this date.

As is true of all of the Commission's work, the 1979 transportation systems management plan is advisory to the local, state, and federal units and agencies of government concerned. In its continuing role of acting as a center for coordination of transportation planning and plan implementation activities within the Region, the Commission stands ready to work with the various units and agencies of government in implementing the recommendations contained herein.

Respectfully submitted,



Kurt W. Bauer
Executive Director

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MANAGEMENT SUMMARY

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS OF SOUTHEASTERN WISCONSIN: 1979

A transportation systems management plan (TSM) examines the current operations and management of the existing transportation systems, including highway and public mass transit, in a region and proposes ways to enhance the efficiency of those existing systems. On December 19, 1977, the Southeastern Wisconsin Regional Planning Commission, acting on the recommendation of the Intergovernmental Coordinating and Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine urbanized areas, adopted the Region's first formal TSM plan. That first regional TSM plan built upon the planning for the efficient operation and management of the Region's transportation systems which has been conducted by local transportation operating and implementing agencies in southeastern Wisconsin for many years, expanding that effort in functional scope and across jurisdictional and modal lines. The 1978 TSM plan recommended the implementation of 201 projects and the conduct of 11 studies under 24 priority categories of TSM actions in the Kenosha, Milwaukee, and Racine urbanized areas and in the rural areas of the Region. The total cost of completing these projects and studies over the five-year TSM plan period of 1978 to 1982 was estimated to be nearly \$201 million. Stages of 169 of the 201 projects, and of all 11 studies, having a total estimated cost of approximately \$59 million, were recommended to be implemented in the 21 month period corresponding to the annual element of the 1978-1982 transportation improvement program (TIP). This 1979 TSM plan has two objectives: 1) to provide a status report on the progress made during 1978 in the implementation of those projects and studies recommended for action during the TIP annual element; and 2) to present an updated plan of TSM actions for the years 1979 through 1983.

Status of 1978 TSM Plan Recommendations

As documented in Chapter II of this report, significant progress has been made in implementing the TSM projects, and in undertaking

the TSM planning studies recommended in the 1978 plan. Over 50 percent of the 169 TSM projects recommended for full or partial implementation during 1978 have been completed as programmed in the 1978 TSM plan or are underway at this time. Of the remaining—approximately half of the 169—projects recommended for full or partial implementation in 1978, over 90 percent were deferred for implementation in 1979, and only seven projects are no longer being considered for implementation. All eight park-and-ride and park-and-pool lot projects and both transit shelter projects, including installation of 80 shelters in Milwaukee County and 14 in the City of Kenosha, recommended for full or partial implementation during 1978 have been completed as programmed or are now underway, and over 60 percent of the 18 improved transit service-oriented projects recommended for full or partial implementation under the 1978 TSM plan have been completed as programmed or are underway. Substantial progress was also made in 1978 in implementing improved UBUS and UPARK service and in expanding the commuter-impacted permit parking TSM action. One bus route was added to the UBUS system in 1978, bringing the total UBUS system to 10 routes, and UBUS service marketing efforts were increased. Five areas within the City of Milwaukee were designated as commuter-impacted permit parking areas in 1978, bringing the total of such areas in the City to 11, and the charge for such permits was dropped.

Significant progress was also made in initiating studies recommended under the 1978 TSM plan. The Milwaukee County Transit System launched four major studies in 1978: the transit system service study, the management information system study, the bus stop location study, and the update of the system's short-range plan and program. The City of Milwaukee mounted its taxi fare and regulation study. A prospectus was completed by the SEWRPC for a study of the recommended work time rescheduling TSM action, and work was begun by SEWRPC and

WisDOT on the preparation of prospectuses for the arterial studies and the freeway traffic management system planning study.

1979 TSM Plan Recommendations

The 1979 TSM plan, as detailed in Chapter III of this report, recommends the implementation of 242 projects and 15 studies at an estimated total cost of \$305,680,100 over the five-year period of 1979-1983. The 1979 plan represents an increase of approximately \$104 million over the total cost of the 1978 plan over the comparable five-year time periods. The increase in the 1979 plan costs occurs largely in the Milwaukee urbanized area, where additional stub end freeway treatment projects with costs of nearly \$19 million are included in the 1979 plan, as well as additional improved transit service actions—motor bus acquisition, maintenance/operation facility construction, and system operation assistance—with costs of nearly \$85 million. It is estimated that \$61,874,600 of the total plan cost will be expended on 190 of the 242 recommended projects and on all 15 proposed studies during the time period corresponding to the annual element of the 1979-1983 TIP for the Region, which is in general 21 months for all Federal Highway Administration-funded projects and 12 months for all other projects and all studies.

Again in the 1979 TSM plan, the individual TSM projects are grouped in 24 categories of TSM actions, which are presented in approximate priority order. Exhibit A (which is repeated as Table 29 in Chapter III) depicts in summary form the detailed 1979 TSM plan recommendations, including implementing agency responsibilities, sources of funding and implementation schedule.

It is difficult to determine precisely what portion of each of the 24 categories of projects, or of each particular project, contributes to the more efficient operation of the highway system in the Region as compared to what portion contributes to more efficient operation of the Region's transit systems. This difficulty reflects the fact that the only mode of intra-regional public mass transit in the Region is the motor coach which, of course, operates over the public street and highway system. A rough estimate of the portion of the 1979 TSM plan-recommended expenditures aimed primarily at highways is \$42.5 million, or approximately 14 percent of the total, up from

11 percent and \$23.2 million in the 1978 TSM plan. The estimated amount targeted to public mass transit in the 1979 TSM plan is approximately \$263.2 million, or about 86 percent, compared to 89 percent and \$177.7 million in the 1978 TSM plan. Some of this apparent imbalance is due to the manner in which information is gathered for the TSM plan and the concurrent TIP. The entire operating deficits of the four public mass transit operators in the Region are included in the TSM plan, instead of just that portion of the operating deficits directly attributable to efforts to improve transit service and increase internal transit management efficiency, simply because a breakdown of such efforts was not available. However, even considering this, the 1979 TSM plan has a heavy emphasis on mass transit.

While the costs of the 1979 TSM plan recommendations are large, it must be remembered that much of the TSM plan is a catalog of actions which currently are being, and for many years have continually been, implemented in the Region. There are, however, a number of new initiatives which have grown partially or totally out of the TSM planning process, some of the most important of which are the recommendation for a detailed planning study of a freeway traffic management system for the Milwaukee area, the recommendation for examining alternatives to improve the efficiency of the "stub end" freeways in Milwaukee County, and the recommendation for a series of other planning studies including major arterial street and highway studies, a study of the downtown parking rate structure, a taxi fare and regulation study, a study of work time rescheduling, and the preparation of a traffic and transit plan to deal with disturbances to the operation of the regional transportation systems during weekends and special events.

In conclusion, the 1979 TSM plan recommendations, which include a wide variety of operations, management, construction, design, and planning activities, will require the continued close cooperation and involvement of all large and many small transportation operating and implementing agencies in southeastern Wisconsin. Much has been accomplished in TSM implementation and planning in the Region in 1978, and the 1979 TSM plan update represents another ambitious agenda of transportation systems management actions for 1979 and beyond.

Exhibit A
SUMMARY OF 1979 TSM RECOMMENDATIONS

TSM Action (listed in approximate order of priority)	Total Projects and Studies in Region in TSM	Lead Agency	Source of Federal Funds if Required	Estimated Total Project Costs/1979 Annual Element Costs in TIP if Different from Total (in \$1000)	Recommended Implementation
Freeway Control System	7 Projects	Wisconsin Department of Transportation (WisDOT)/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP)	\$ 1,822.0/698.0	Continued implementation
	1 Study	WisDOT/SEWRPC	FAI/FAP	500.0	Prospectus by 2/28/79; study to follow
Stud End Freeway Treatments	4 Projects	WisDOT/ Milwaukee County/ City of Milwaukee	FAI/FAP	19,205.0/618.0	Continued implementation and design studies
Improved Transit Service	32 Projects	Various	Urban Mass Transportation Administration (UMTA), Section 3, Section 5	255,102.2/45,475.4	Continued implementation
Traffic Signing, Pavement Marking, and Signalization	100 Projects	Various	Various—Identified in TIP	9,722.0/4,285.5	Continued implementation
Park-and-Ride Lots with Express Transit Service and Park- and-Pool Lots	13 Projects	WisDOT/ Milwaukee County/ Ozaukee County	FAI/FAP	5,014.0/1,439.0	Continued implementation
Transit Route Evaluation	6 Studies	Milwaukee County/ SEWRPC	UMTA, Section 8	362.0	Updated Milwaukee Transit System Planning Program (TSPP) by 3/31/79; Kenosha TSPP by 3/31/80; major Milwaukee County Transit Service Study Report by 12/31/79
Spot Street and Highway Improvements	66 Projects	Various	Various—Identified in TIP	10,196.6/6,647.6	Continued implementation
UBUS/UPARK	Included under Action No. 3 Above	Milwaukee County/ University of Wisconsin- Milwaukee (UWM)	Included under Action No. 3 Above	Included under Action No. 3 Above	Continued implementation
Arterial Studies	1 Study	WisDOT/SEWRPC	UMTA, Section 8/ FHWA PL	20.0	Prospectus completion by 2/28/79; proceed with study as recommended in prospectus
Downtown Shuttle Services	Included under Action No. 3 Above	Milwaukee County	Included under Action No. 3 Above	Included under Action No. 3 Above	Continued implementation
Transit Shelters	3 Projects	City of Kenosha/ Milwaukee County/ Village of Shorewood	UMTA, Section 3, Section 5	1,837.0/300.0	Continued implementation
Carpool and Vanpool Promotion	2 Projects	WisDOT/ Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	265.0/215.0	Continued implementation
Pedestrian and Bicycle Provisions	10 Projects	Various	Various—Identified in TIP	497.0/409.0	Continued implementation
Miscellaneous Low- Capital Actions	2 Projects	City of Milwaukee	Various—Identified in TIP	218.0/50.5	Continued implementation
Major Transit Generator Study Now included under Action No. 6 above				
Bus Stop Location Study	2 Projects	Milwaukee County/ City of Milwaukee	FHWA, SOS; UMTA, Section 3	550.0	Completion of planning for new Milwaukee County bus stop signs by 12/31/79
	1 Study	City of Milwaukee	Section 8 Local Funds	21.0 15.0	Completion by 12/31/79
Downtown Parking Rate Structure Study	1 Study	City of Milwaukee	UMTA, Section 8	12.0	Completion by 6/30/79
Taxi Fare and Regulation Study	Included under Actions No. 6 and No. 9 Above	Milwaukee County	Included under Actions No. 6 and No. 9 Above	Included under Actions No. 6 and No. 9 Above	Implementation as part of downtown trans- portation center and arterials study
Exclusive Bus Lanes	1 Project	City of Milwaukee	Local Funds	10.0	Continued implementation
Commuter-Impacted Permit Parking	2 Studies	City of Milwaukee/ SEWRPC	UMTA, Section 8	109.6	Continued implementation
Community Assistance, Traffic Engineering, and Transit Planning	1 Study	SEWRPC	UMTA, Section 8/ Federal Highway Administration Urban Planning/ Environmental Protection Agency (FHWA PL/EPA), Section 175	180.0/115.3	Completion by 6/30/80
Work Time Rescheduling Study Prospectus preparation deferred until 1980				
Energy Emergency Contingency Plan	1 Study	SEWRPC	UMTA, Section 8 FHWA PL	21.7	Completion of prospectus by 8/31/79; study to follow
Weekend and Special Event Traffic Planning					
Total	242 Projects 15 Studies			\$305,680.1/ \$ 61,874.6	

Source: SEWRPC.

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Chapter I

INTRODUCTION

BACKGROUND

On December 19, 1977, the Southeastern Wisconsin Regional Planning Commission (SEWRPC), acting on the recommendation of the Intergovernmental Coordinating and Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine urbanized areas, adopted the first transportation systems management (TSM) plan for the Region. The adoption of this plan added an important new element to the overall transportation system plan for the Region, which now consists of both a short-range TSM element and a long-range transportation system development element. The development of the new TSM plan element was accomplished through the cooperative efforts of the Southeastern Wisconsin Regional Planning Commission, the Wisconsin Department of Transportation, the various concerned local units of government throughout the Region, and the operators of publicly owned mass transportation systems. The goal of these planning efforts was to develop, as part of a continuing planning process, a short-range plan, which:

1. provides for the more immediate transportation needs of the Region by making more efficient use of existing transportation resources;
2. identifies needed traffic engineering, public transportation, regulatory, pricing, management, operational, and other relatively low-capital improvements to the existing transportation system, not including new transportation facilities or major changes in existing facilities; and
3. is consistent with the area's comprehensive long-range land use and transportation system plans and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives.

The results of the initial TSM planning effort were set forth in SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978.

The approval of first the 1978 TSM plan element, and then the 1978-1982 Transportation Improvement Program (TIP) by the three Intergovernmental Coordinating and Advisory Committees; their adoption by the Regional Planning Commission; and the formal transmittal of the plan and program to the concerned local, state, and federal units and agencies of government represented a commitment by the participating units and agencies of government to the TSM planning process, and therefore to:

1. carrying out, to the extent possible, the TSM projects programmed for implementation in the 1978-1982 TIP for the Region;
2. undertaking, to the extent possible, the TSM-related studies recommended in the 1978 TSM plan element as part of a continuing TSM planning process;
3. monitoring the progress of the TSM plan implementation and reporting the results of completed TSM planning studies and project implementation; and
4. regularly updating the TSM plan to maintain a three- to five-year planning horizon.

In line with these commitments, this document provides a progress report on the TSM-related activities pursued in the Region during 1978 and presents an updated TSM plan element for the period 1979 through 1983.

TSM PLANNING PROCESS

The procedures used to prepare this progress report on the 1978 TSM activities in the Region

and the 1979 TSM plan element update were similar to those followed in developing the initial 1978 TSM plan element. The Regional Planning Commission and Wisconsin Department of Transportation staffs contacted each of the various local units and agencies of government identified in the 1978 TSM plan element as having plan implementation responsibilities. In meetings with representatives of these local units and agencies of government, the current status (through 1978) of every TSM-type project or study recommended for implementation under each of the 24 categories of TSM actions identified in the 1978 TSM plan element was reviewed. Specific information requested concerning each project or study recommended in the adopted 1978 TSM plan and each project subsequently included in the adopted TIP and its 1978 annual element included: progress made toward implementing or completing the project or study, those project or study activities anticipated to continue into the future (1979 through 1983), the estimated cost of future project or study activities, the anticipated source of funds, and the project or study completion schedule.

In addition, each concerned transportation agency and local unit of government in the Region was contacted and asked to provide certain specific information concerning any new transportation-related projects or studies of a TSM nature it proposed to implement in either the 1979 annual element of the TIP or in the subsequent four years (through 1983) of an updated TIP for the Region, or, in the case of studies, through their respective planning work programs. Specific information requested concerning each newly proposed project or study included: an identification of the responsible implementing agency for the proposed project or study; a description of the proposed project or study; the location of the proposed project or study; the estimated cost of the proposed project or study; the anticipated source of funding; and the planning document source from which the project or study is derived (e.g., current adopted local transit development programs, TOPICS plans, the regional transportation handicapped transportation plan, and other regional or local planning studies).

Proposed projects or studies which clearly represent actions to improve the "existing" regional transportation system and which are

of a traffic engineering, public transportation, regulatory, pricing, management, operational, or other relatively low-capital improvement nature—not including new transportation facilities or major changes in existing facilities—are categorized by the Regional Planning Commission staff as transportation systems management actions and become the basis for updating the current TSM plan element. A review of these newly proposed TSM-type projects and studies is then made by the staff of the Regional Planning Commission to determine whether each is consistent with the area's comprehensive long-range land use and transportation system plans, and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives. Those projects and studies determined to be in conformance or not in conflict with the adopted long-range land use and transportation system plans or the other above-mentioned goals and objectives adopted for the area are incorporated into the 1979 updated TSM plan element for the Region. Projects and studies included in the updated TSM plan element for the Region are programmed for implementation and prioritized in the TSM plan element based on anticipated available funding, which is determined by the responsible implementing agency or unit of government for the project or study. The draft TSM plan element is then presented for approval to three separate Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming—one each for the Kenosha, Milwaukee, and Racine urbanized areas. Following modification and approval by these Committees, the plan is presented to the Regional Planning Commission for adoption. Following the adoption of the updated TSM plan element, the five-year program of prioritized TSM projects and studies contained in the TSM element, along with the five-year program of prioritized projects representing new transportation facilities or major changes in existing facilities derived from the adopted long-range transportation system development plan element, are consolidated into a single comprehensive programming document. Ultimately, following review and approval by the three Intergovernmental Coordinating and Advisory Committees and adoption by the Regional Planning Commission, this document represents the adopted current five-year transportation improvement program for the Region.

The initial 1978 TSM plan represented an ambitious, integrated, short-range transportation improvement effort, focusing on the systematic identification of TSM problems and deficiencies, and on a rational evaluation methodology for assessing alternative solutions to the identified problems. The 1979 TSM plan represents a review of TSM work completed and in progress during calendar year 1978 in the Region in accordance with the 1978 plan, and is not a major plan reevaluation effort. It is the Commission's current intention to publish a similar review document in 1979 for the 1980 TSM plan update, and to conduct a major plan reevaluation effort in 1980 for the 1981 TSM plan update.

The integrated short-range transportation planning process described in the 1978 TSM plan is being implemented in the following way. As the Commission staff participates with the other transportation planning and plan implementing agencies in the Region on various TSM planning and design studies, it is consciously attempting to apply the short-range transportation planning process, establishing firm

linkages between various related planning programs, and urging, where applicable, the use of common procedures, methodologies, and data collection and analysis techniques. This process is expected to grow and strengthen through this effort during 1979 and 1980. The 1981 TSM plan update to be prepared in late 1980 will document progress toward fully implementing the envisioned short-range transportation planning process, and will fully reevaluate and possibly reformulate that process in light of the experience gained to that date.

SCHEME OF PRESENTATION

This report consists of three chapters and a management summary. Following this introductory chapter, Chapter II discusses the status of each of the projects and studies contained in the adopted 1978 TSM plan. Chapter III presents the 1979 TSM plan. The management summary, printed on green paper at the front of the document, presents an overview of the entire report.

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Chapter II

IMPLEMENTATION STATUS OF 1978 TSM ACTIONS

INTRODUCTION

The 1978 TSM plan adopted by the Intergovernmental Coordinating and Advisory Committees for the Kenosha, Milwaukee, and Racine urbanized areas (see Appendix A) and the Regional Planning Commission recommended the implementation of 201¹ projects and the conduct

¹ *Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978*, reported that 212 projects included in the 1978-1982 Transportation Improvement Program of Southeastern Wisconsin were to be proposed as part of the 1978 transportation systems management plan. During the past year, it has been determined that 11 of the 212 projects should be dropped from the plan. Three projects, two relating to railroad at-grade crossing signal installation in the City of Oak Creek and one involving pavement marking in the City of West Allis, were found to be duplicates of, or contained within, other projects in the plan. Two projects concerning reconditioning and upgrading of the lighting and signing of the entire Milwaukee County freeway system were dropped so that more specific projects which programmed lighting and/or signing modifications for specific segments of the freeway system could be recommended in the plan. Three projects for lighting reconditioning and three projects for signing upgrading on specific segments of the Milwaukee County freeway system are included in the 1979 transportation systems management plan. And, six projects recommended as part of the 1978 transportation systems management plan, all of which relate to the operation of street intersection lighting, were deleted from the 1979 plan because it was believed these projects were not truly transportation system management activities.

of 11 studies under 24 separate categories of TSM actions. The total cost of completing these projects and studies over the five-year (1978-1982) TSM plan period was estimated to be nearly \$201 million. Based on the local priorities established for beginning these projects and studies, 169 projects, involving an estimated total cost of about \$58 million, had stages that were programmed for implementation in the 1978 annual element of the 1978-1982 transportation improvement program (TIP) for the Region. The remaining 32 projects were programmed for implementation over the remaining four years of the 1978-1982 TIP. In addition, all 11 planning and design studies recommended in the 1978 TSM for 1978 implementation were included in the Regional Planning Commission's 1978 Overall Work Program (OWP) and/or other agency planning work programs. This Chapter discusses the status of the projects and studies recommended under each of the 24 categories of TSM actions in the adopted 1978 TSM plan for the Region.

ACTION 1—FREEWAY TRAFFIC MANAGEMENT SYSTEM

This action was proposed as a method of managing the traffic on the Milwaukee-area freeway system in part by providing information to drivers concerning current traffic conditions and by detecting and managing incidents—including accidents, stalled vehicles, people and animals on the road, and other occurrences—during peak hours of travel, and in part by constraining access to the freeway system. The objective of the proposed freeway traffic management system is to reduce freeway traffic congestion, improve traffic flow, and facilitate the movement of transit and other high-occupancy vehicles. The adopted 1978 TSM plan for the Region recommended that the current program of installing freeway ramp meters in Milwaukee County be continued, and that by December 31, 1978, a prospectus be prepared for a planning study to determine the cost and effectiveness of implementing an areawide freeway traffic management system.

The Milwaukee County ramp metering program began in 1969. The program presently consists of replacing existing local ramp metering controllers originally manufactured "in-house" by the Wisconsin Department of Transportation with new local controllers and of upgrading the system to provide central freeway control and surveillance capability. To date, 20 ramp metering signals are in operation on a local control basis (see Map 1). Preferential treatment for mass transit vehicles has been incorporated on a limited basis at two locations. Data obtained immediately before and after the installation of several groups of signals indicate that operating speeds on the freeway system increased 14 to 20 percent while traffic volume increased nearly 3 percent.

In 1978 work began on one of the two ramp metering installation projects proposed in the 1978 TSM plan and programmed for implementation in the 1978 annual element of the adopted TIP. A contract in the amount of \$149,845 was let by the Wisconsin Department of Transportation to install one new ramp meter and replace 11 of the existing local ramp controllers on IH 94 (East-West Freeway). The new ramp meter controllers utilize micro-processor-based control equipment that has the capability of data accumulation to support a central system management and surveillance

facility. Work on the North-South Freeway ramp metering project proposed in the 1978 TSM plan and programmed for implementation in the annual element of the adopted TIP was deferred until 1979. Table 1 summarizes the current status of the freeway traffic management projects in the Region that were programmed for implementation in the 1978 annual element of the adopted TIP.

During 1978, progress was also made toward initiating a study that ultimately could result in a comprehensive freeway traffic management system throughout the Milwaukee urbanized area. The prospectus for such a study is currently being prepared. To assist in the preparation of the study prospectus, a steering committee was created composed of local, state, and federal public officials. Thus far, the committee has reviewed and unanimously approved the first three chapters of the prospectus. The prospectus is expected to be completed by December 31, 1978 and, if a study is warranted, it will begin in 1979.

ACTION 2—"STUB END" FREEWAY TREATMENTS

The 1978 TSM plan recommended that planning and design studies be conducted for each of the existing "stub end" freeways in Milwaukee

Table 1

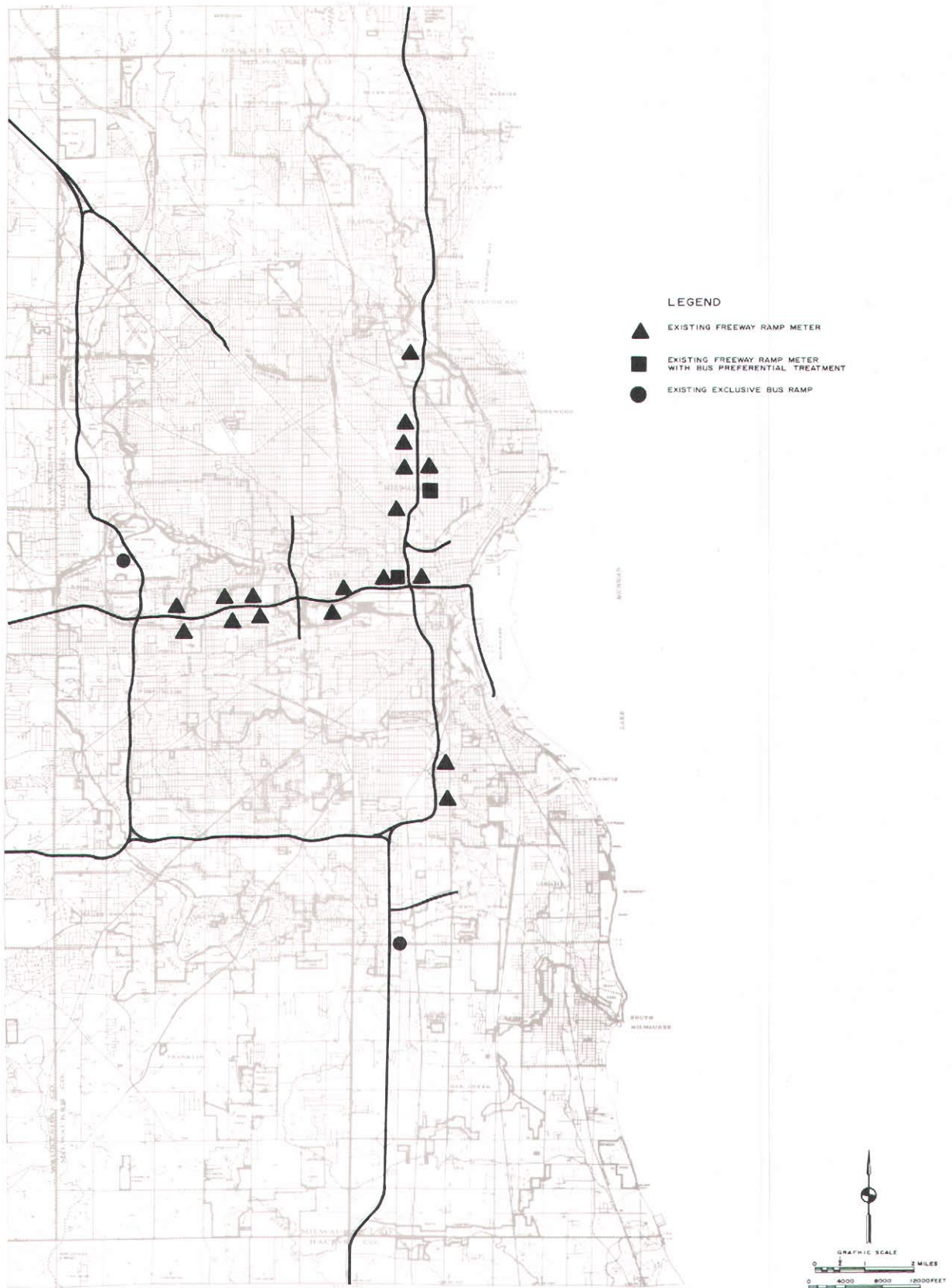
IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION SYSTEMS MANAGEMENT PLAN: FREEWAY CONTROL SYSTEM PROJECTS

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT ON E-W FREEWAY (IH 94) FROM WEST CO LINE TO MARQUETTE INTERCHG IN WEST ALLIS/MILWAUKEE (7.3 MI)	COMPLETED	STATE OF WISCONSIN
	PREPARATION OF A PROSPECTUS FOR A PLANNING STUDY FOR A FREEWAY TRAFFIC MANAGEMENT SYSTEM FOR MILWAUKEE URBAN AREA	COMPLETED	STATE OF WISCONSIN AND SEWRPC
	INSTALLATION OF A FREEWAY TRAFFIC MANAGEMENT SYSTEM ON THE N-S FREEWAY FROM GRANGE AV TO THE MARQUETTE INTERCHANGE (6.20 MI.)	DEFERRED	STATE OF WISCONSIN
	CONDUCT OF A PLANNING STUDY FOR A FREEWAY TRAFFIC CONTROL SYSTEM FOR THE MILWAUKEE URBAN AREA	DEFERRED	STATE OF WISCONSIN

Source: SEWRPC.

Map 1

EXISTING MILWAUKEE COUNTY FREEWAY TRAFFIC MANAGEMENT SYSTEM: FREEWAY RAMP METERS



Source: Wisconsin Department of Transportation.

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County, consistent with the recommendations of the new year 2000 regional transportation plan. The scope of such studies was envisioned to range from the detailed physical design of freeway ramp and surface street modifications to subregional multimodal transportation planning studies of alternative improved transportation facilities and services in the "stub end" areas of uncompleted freeways in Milwaukee County. It was recommended that the planning and/or design studies for the "stub end" freeways be initiated as soon as possible, but in no case later than July 1, 1978, with the completion date for each study dependent upon the nature and complexity of the individual studies; that the Wisconsin Department of Transportation and Milwaukee County Expressway and Transportation Commission share responsibility for the design studies; that the Regional Planning Commission assume responsibility for the planning studies; that each individual study have a detailed work plan and cost estimate prepared as the first step; and that funding be drawn insofar as possible from existing Federal Aid Interstate and Federal Aid Primary project accounts with the appropriate state and local match.

Map 2 shows the location of the six freeway "stub ends" in Milwaukee County. Although each of the six "stub end" freeways had some work accomplished in 1978, the amount and type of the work varied greatly for each individual situation. The following is a brief report on the status of each of the freeway "stub end" studies as of the end of 1978.

Stadium Freeway-South

The design year 2000 regional transportation system plan, as part of the "lower tier" of the plan, recommends that the Stadium Freeway-South be extended south from the current terminus at W. National Avenue to a terminus in the vicinity of W. Lincoln Avenue; that is, that work proceed immediately toward the construction of this facility. In close cooperation with the Wisconsin Department of Transportation, the Milwaukee County Expressway and Transportation Commission has assumed responsibility for the preparation of detailed design plans for this facility, including an appropriate "stub end" treatment at W. Lincoln Avenue. No specific "stub end" designs will have been advanced for public review by the end of 1979.

Lake Freeway-South

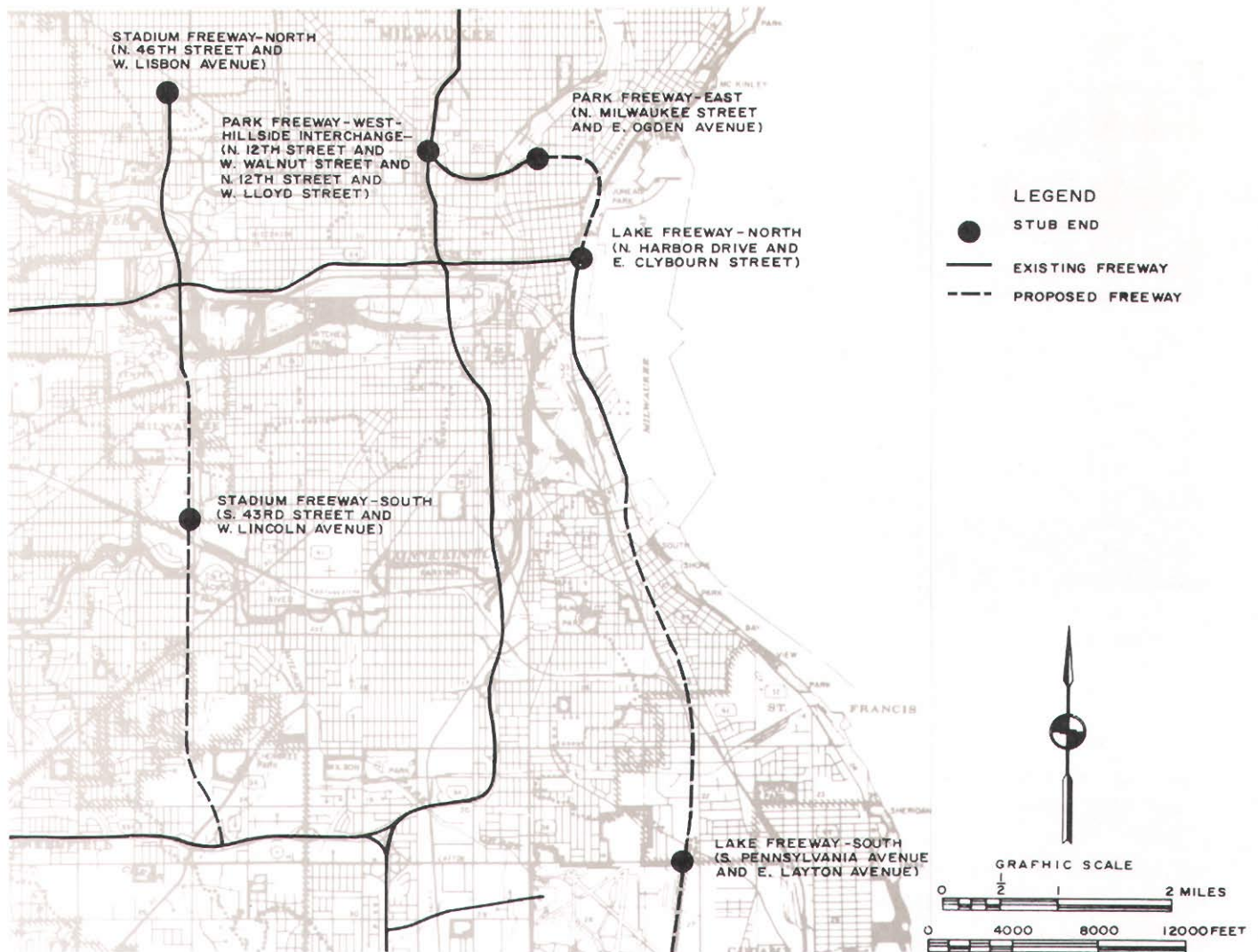
The design year 2000 regional transportation system plan, as part of the "lower tier" of the plan, recommends that the Lake Freeway-South be extended south from its current terminus at E. Car ferry Drive to a terminus in the vicinity of E. Layton Avenue. In transmitting his comments on the adopted regional transportation system plan to the Regional Planning Commission, Wisconsin Secretary of Transportation Dale Cattanaach indicated that the Department did not have the financial resources available to construct the facility as recommended in the plan during the immediate future. He therefore recommended that the Regional Planning Commission consider placing the facility in the "upper tier" of the plan, which would defer the decision on the construction of the facility at least 10 years, until after the next major plan reevaluation, but would also hold open any and all publicly owned right-of-way for the freeway. In the same letter, Secretary Cattanaach indicated that the Department would be receptive to funding a study of the feasibility of constructing, in effect, a "stub end" treatment using a surface arterial in the corridor of the planned Lake Freeway-South, if such a study was formally requested by the City of Milwaukee, Milwaukee County, and the Regional Planning Commission. To date, the City, the County, and the Regional Planning Commission have not presented the Wisconsin Department of Transportation (WisDOT) with such a resolution.

Lake Freeway-North

During the spring and summer of 1978, the Wisconsin Department of Transportation took the lead in developing alternative treatments for the freeway "stub end" at the north end of the Daniel Webster Hoan Memorial Bridge on Milwaukee's lakefront. Because of the vital importance and significance of the lakefront area, the Department decided to work closely with the City of Milwaukee and Milwaukee County in the development of a number of "stub end" alternatives. In October 1978 the Milwaukee County Board of Supervisors, from among five alternative designs prepared, selected the alternative "stub end" treatment illustrated on Map 3 as its preferred alternative for the area. As indicated on this map, this alternative provides for "bringing down" the remaining uncompleted ramps of the Lake Interchange, as well as the construction of a new Lincoln

Map 2

FREEWAY "STUB END" LOCATIONS IN MILWAUKEE COUNTY



Source: SEWRPC.

Memorial Drive-Mason Street bridge. The City of Milwaukee has not acted on the proposal as of the preparation of this report.

Park Freeway-East

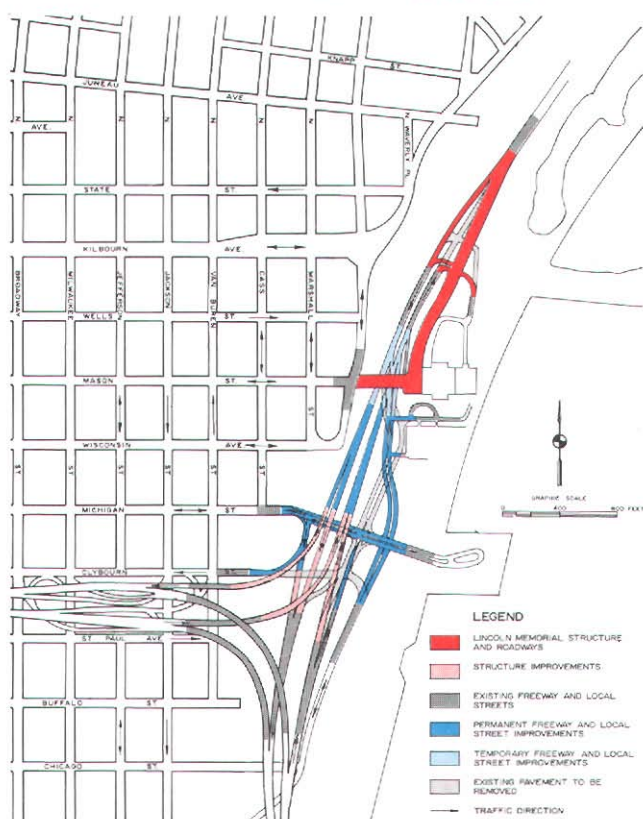
The Wisconsin Department of Transportation has recently prepared five alternative plans for a "stub end" treatment of the Park Freeway-East in the vicinity of N. Broadway and N. Van Buren Streets, and has submitted these plans to the City Engineer of the City of Milwaukee for transmittal to the Milwaukee Common Council. It is anticipated that decisions on these plans will be made by both the City and Milwaukee County early in 1979.

Park Freeway-West

As part of its action on December 28, 1977, to delete the previously planned Park Freeway-West and Stadium Freeway-North "Gap Closure" from the adopted regional transportation system plan, the Regional Planning Commission resolved to undertake a study to be "conducted in cooperation with the Wisconsin Department of Transportation, Ozaukee County, Milwaukee County, the City of Milwaukee, and concerned citizens, of the best way to meet the existing and probable future transportation needs of the area proposed to be served by these two freeways in the absence of those freeways." Early in 1978, a Northwest Side

Map 3

**PREFERRED TREATMENT FOR
LAKE FREEWAY-NORTH "STUB END"**



Source: Milwaukee County Department of Public Works, Transportation Division.

Prospectus Steering Committee was created to work with the Commission staff to develop a prospectus for such a study, which has been named the Milwaukee Northwest Side/Ozaukee County transportation improvement study, or, more simply, the Northwest Side study. The prospectus, which has been completed and approved by the Committee, and will be published late in 1978, establishes the need for the study, specifies the desirable scope and content of the study, and recommends a time schedule and budget for the study. It is anticipated that the study itself will be formally undertaken early in 1979.

During the preparation of the Northwest Side study prospectus, the Prospectus Steering Committee was approached by concerned public officials and citizens who indicated a need to quickly resolve the issue of how the Hillside Interchange "stub end," which had been planned to connect to the Park Freeway-West, should

be completed to effect a proper connection to the surface street system. The Steering Committee resolved that the "stub end" planning for the Hillside Interchange should be "fast-tracked," meaning that the Wisconsin Department of Transportation should proceed immediately with the preparation of alternative plans for the Hillside Interchange "stub end" in advance of the work of the Northwest Side study proper. The Committee further recommended that once the alternative plans were ready for presentation, they be brought before the Northwest Side Study Advisory Committee for review by that body and recommendation of a preferred "stub end" treatment. The preferred alternative would then be included in the Northwest Side study. These plans are currently under preparation by WisDOT, and should be ready for presentation to the study advisory committee early in 1979. The Prospectus Steering Committee also recommended that, if it is found necessary to substantially widen W. Fond du Lac Avenue between N. 20th Street and W. Burleigh Street, WisDOT determine which side should be used for the widening. The results of this analysis are to be communicated in particular to the City of Milwaukee Commissioner of the Department of City Development, who requested the determination, and in general to the study advisory committee.

Stadium Freeway-North

The Northwest Side Study Prospectus Steering Committee resolved, with the agreement of WisDOT, the City of Milwaukee, and Milwaukee County, that preparation of preliminary plans for the "stub end" treatment of the Stadium Freeway-North in the vicinity of N. 47th Street and W. Lisbon Avenue should be conducted as an integral part of the Northwest Side study. Thus, this work will be conducted concurrently with the Northwest Side study, which, as indicated in the discussion concerning the status of the Park Freeway-West "stub end" study under Action 5 above, will be initiated early in 1979.

Concluding Remarks—Stub Ends

In summary, it can be noted that work has proceeded and is centering on all six of the "stub ends" addressed by the regional transportation plan and the 1978 TSM. Table 2 reviews the current status of the "stub end" freeway projects in the Region that were programmed for implementation in the 1978 annual element of the adopted TIP.

Table 2

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: "STUB END" FREEWAY TREATMENTS PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF AN INTERIM RAMP TO N FOND DU LAC AVE FROM THE HILLSIDE INTERCHANGE OF THE PARK FREEWAY IN THE CITY OF MILWAUKEE	UNDERWAY	STATE OF WISCONSIN
	CONSTRUCTION OF AN INTERIM RAMP CONNECTION AT THE EASTERN STUB END OF PARK FREEWAY (EAST) AT JACKSON ST IN MILWAUKEE (0.20 MI)	DEFERRED	MILWAUKEE COUNTY

Source: SEWRPC.

ACTION 3—IMPROVED TRANSIT SERVICE

The 1978 TSM plan recommended the continued implementation and improvement of publicly owned mass transportation services in the Kenosha, Milwaukee, and Racine urbanized areas of the Region. In line with this recommendation, 19 different transit-related projects of either a service preservation, improvement, or expansion nature were proposed for implementation in the adopted 1978 TSM plan. Of the 19 projects recommended for implementation, 18 projects were programmed for implementation in the 1978 annual element of the adopted TIP. The remaining project was programmed for implementation during the 1979 through 1982 time period. Of the 18 projects programmed for implementation in the 1978 annual element of the TIP, 10 projects have been completed, 2 projects are underway, 4 projects have been postponed, and 2 projects were dropped from further consideration. Table 3 summarizes the current status of the improved transit service projects in the Region that were programmed for implementation in the 1978 annual element of the adopted TIP.

The transit-related projects that have been implemented essentially as programmed in the 1978 annual element of the adopted TIP have resulted in significant transit service improvements both to the general public and to the elderly and handicapped people living in the

more urbanized areas of the Region. The following is a brief description of the major local transit projects implemented during 1978.

City of Kenosha

During 1978 the City of Kenosha applied for and received a Section 5 operating assistance grant of \$341,764 from the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). These funds were used to finance 50 percent of the local transit system operating deficit in 1978. With the aid of these federal funds, the Kenosha Transit Commission was able to preserve and maintain bus service in the City of Kenosha with the following user fare characteristics: \$0.25 per ride, free transfers, no charge to children under six years of age, and a reduced fare of \$0.10 per ride to elderly and handicapped people during weekday nonpeak hours of transit operation and all day on weekends. These federal funds also made it possible to improve local transit service through minor route changes to four bus routes (Route 1, 2, 3, and 4), and to expand the Kenosha Transit System through the addition of a new sixth bus route linking six major shopping areas in the City. Map 4 depicts the Kenosha Transit System service improvements and expansions which occurred in 1978.

By preserving, improving, and expanding the Kenosha Transit System during 1978, total bus ridership in the City of Kenosha and its environs

Table 3

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: IMPROVED TRANSIT SERVICE PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	PURCHASE OF TWO VANS FOR PROVIDING SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE	COMPLETED	STATE OF WISCONSIN
	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	COMPLETED	C/KENOSHA
	RETROFIT 12 EXISTING BUSES OF THE CITY OF KENOSHA TRANSIT SYSTEM WITH WHEELCHAIR LIFTS	UNDERWAY	C/KENOSHA
MILWAUKEE URBANIZED AREA	PURCHASE OF ONE BUS AND 3 VANS TO PROVIDE SPECIALIZED TRANSP. SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WASHINGTON COUNTY	COMPLETED	STATE OF WISCONSIN
	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PURCHASE OF 150 45/50 PASSENGER WHEELCHAIR-LIFT EQUIPPED BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PURCHASE OF 30 30-PASSENGER WHEELCHAIR LIFT-EQUIPPED BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PURCHASE OF ROUTE SUPERVISORS' AUTOMOBILES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	DEFERRED	MILWAUKEE COUNTY
	PROVISION OF A HANDICAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	COMPLETED	MILWAUKEE COUNTY
	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	COMPLETED	WAUKESHA COUNTY

Table 3 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	PURCHASE OF VEHICLES FOR PRIVATE NON-PROFIT AGENCIES TO PROVIDE SPECIALIZED TRANSP. SERVICES FOR E&H PEOPLE IN MILWAUKEE COUNTY	UNDERWAY	STATE OF WISCONSIN
	PURCHASE OF 3 BUSES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDI-CAPPED PEOPLE IN THE VILLAGE OF GRAFTON	DEFERRED	STATE OF WISCONSIN
	PURCHASE OF 5 BUSES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDI-CAPPED PEOPLE IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	OPERATING SUBSIDY FOR THE OZAUKEE COUNTY TRANSIT SERVICE (WHIZ OF OZ)	PROJECT DROPPED	OZAUKEE COUNTY
	PURCHASE OF A BUS FOR THE COUNTY SAMARITAN HOME TO PROVIDE TRANSPORTATION TO ELDERLY AND HANDICAPPED PEOPLE IN WASHINGTON CO	PROJECT DROPPED	WASHINGTON COUNTY
RACINE URBANIZED AREA	OPERATING SUBSIDY FOR THE CITY OF RACINE TRANSIT SYSTEM	COMPLETED	C/RACINE
	PURCHASE OF ONE VAN TO PROVIDE SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDI-CAPPED PEOPLE	DEFERRED	STATE OF WISCONSIN

Source: SEWRPC.

is expected to increase by about 8 percent over 1977 ridership figures—from 1,064,400 rides in 1977 to an estimated 1,149,550 rides during 1978.

In addition to the federal operating assistance funds received in 1978, the City of Kenosha also applied for and received approval of an application for an UMTA Section 5 capital improvement grant of \$166,936. These funds were used to: 1) purchase and install 14 bus shelters; 2) purchase general office equipment; and 3) retrofit 12 buses in the existing bus fleet with wheelchair lifts.

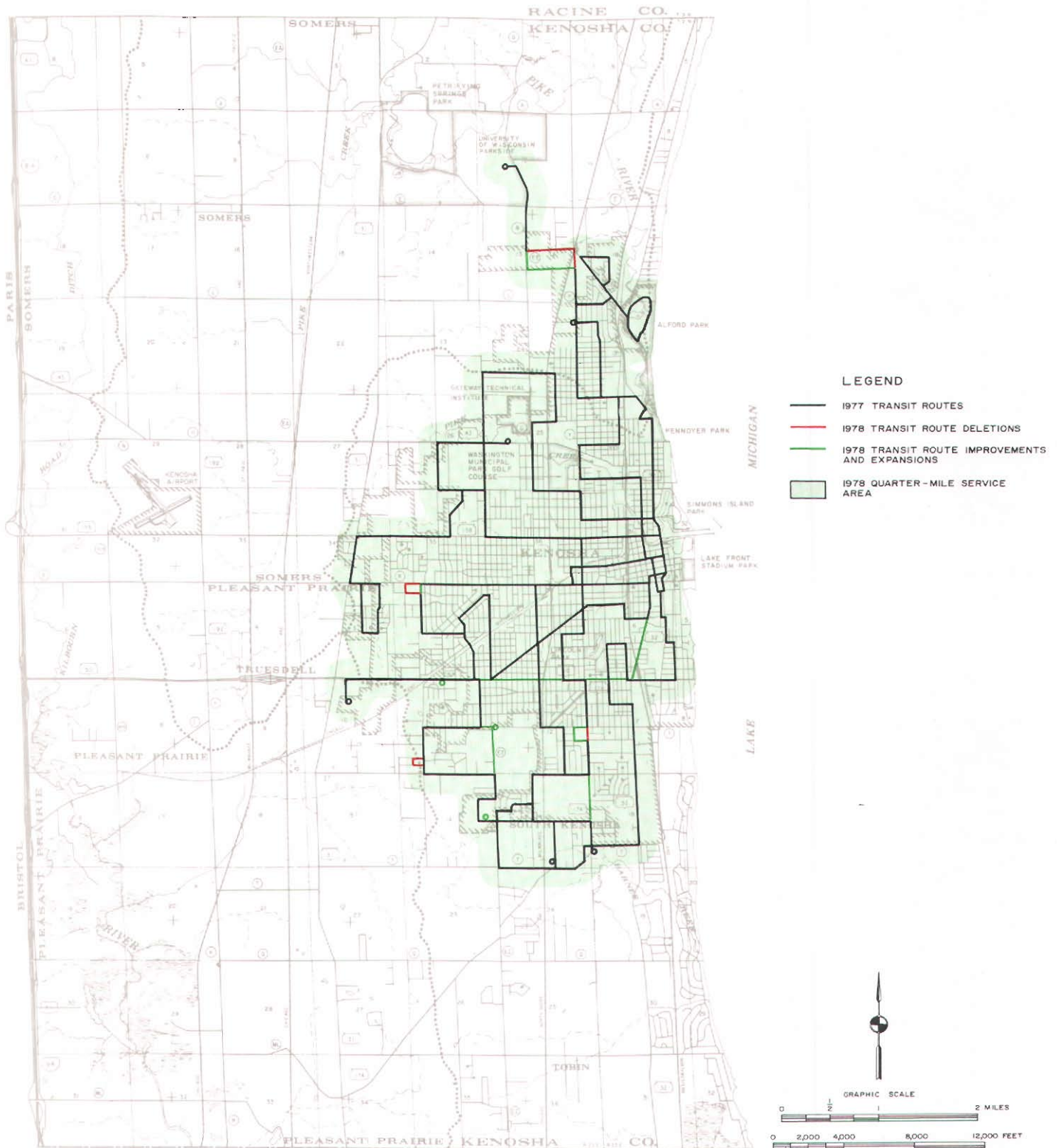
Concerning the issue of "special efforts" for handicapped people (for an expanded description of the UMTA "special efforts" requirement, refer to A Transportation Improvement Pro-

gram for the Kenosha, Milwaukee, and Racine Urbanized Areas of Southeastern Wisconsin: 1979-1983, prepared by the Regional Planning Commission), the regional transportation plan for transportation handicapped people (TH plan) recommends that, because the Kenosha bus fleet is relatively new, 11 buses of the current 24-bus fleet be retrofitted with wheelchair lifts and necessary appurtenances, with completion of the retrofitting anticipated by mid-1979, thus making half the fleet lift-equipped. Thus, the "special efforts" strategy for the City of Kenosha transit system recommended in the regional TH plan is to retrofit half the buses in the Kenosha fleet with wheelchair lifts.

The Kenosha Transit Commission 1978 grant application for funds under Section 5 of the Urban Mass Transportation Act of 1964, as

Map 4

CITY OF KENOSHA TRANSIT SYSTEM SERVICE IMPROVEMENTS AND EXPANSIONS: 1978



Source: SEWRPC.

amended, included a request for UMTA financial assistance in retrofitting 12 buses with wheelchair lifts, tie-downs, stanchions, and elderly and handicapped priority seating signs. Work on the project is underway, and the retrofit project is expected to be completed late in 1978.

Milwaukee County

During 1978 Milwaukee County applied for and received a Section 5 operating assistance grant of \$8,376,952 from the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). These funds were used to finance 50 percent of the local transit system operating deficit in 1978. With the aid of these federal funds, the Milwaukee County Transit Board was able to preserve and maintain bus service in Milwaukee County with the following user fare characteristics: adults \$0.50 per ride, children 6 to 11 years of age \$0.25 per ride, no charge to children under 6 years of age, free one-hour transfers, and a reduced fare of \$0.25 per ride to elderly and handicapped people during weekday nonpeak hours of transit operation and all day on weekends. These federal funds also made it possible to improve local transit service through minor route changes to seven bus routes (Route 7, 12, 23, 42, 58, 63, and 88) and through a reduction in headways between buses on six routes (Routes 12, 23, 58, 63, 71, and 76). Finally, these federal operating assistance funds made it possible to expand the service provided by the Milwaukee County Transit System through the addition of a new freeway flyer route from a park-ride lot located at W. Watertown Plank Road and USH 45 to the University of Wisconsin-Milwaukee and through a six-block extension of the downtown central business district Shuttle Bus route to provide service to the Marquette University campus. Maps 5 and 6 depict the Milwaukee County Transit System service improvements and expansions which occurred in 1978.

By preserving, improving, and expanding the Milwaukee County Transit System during 1978, scheduled vehicle miles of service increased by nearly 4 percent over those of 1977, while route miles increased by 4.6 percent. Total estimated bus ridership in Milwaukee County, however, is expected to decline by 4.1 percent—from 54,682,530 rides in 1977 to 52,419,775 rides in 1978. It should be noted, though, that

a 39-day transit strike that occurred in May and June 1978 is the primary reason for the transit system ridership decline in 1978. Prior to the strike, the annual rate of bus ridership increase in 1978 was approximately 12 percent, and was 6 percent thereafter.

In 1978 Milwaukee County also received approval of two applications for UMTA Section 3 capital improvement grants. Except for the purchase of five new supervisory cars for the transit system, the first grant of \$219,032 is being used primarily to begin implementation of the capital improvement recommendations of a Milwaukee County Transit System facilities requirements study which was completed in July 1978. This study recommended the construction of a new heavy maintenance/administration facility and the construction and/or remodeling of five bus operator garages. The first phase of implementing these study recommendations is underway. This phase involves the preparation of a detailed master plan for the improvement of the S. Kinnickinnic Avenue (KK) Operating Garage facilities; preparation of final design and construction plans for a new KK bus operators' building; and the razing of the existing KK bus operators' building. Completion of the initial phase of this project is anticipated in 1979. A brief description of the projects recommended for implementation in the Milwaukee County Transit System facilities requirements study, including their proposed completion schedules and federal funding requirements, is presented below.

Kinnickinnic Operating Garage Project: Construction of an operations building, maintenance building, and storage building and additions, the razing of surplus structures, and the acquisition of adjacent property for site expansion.

Proposed Project Completion Schedule:

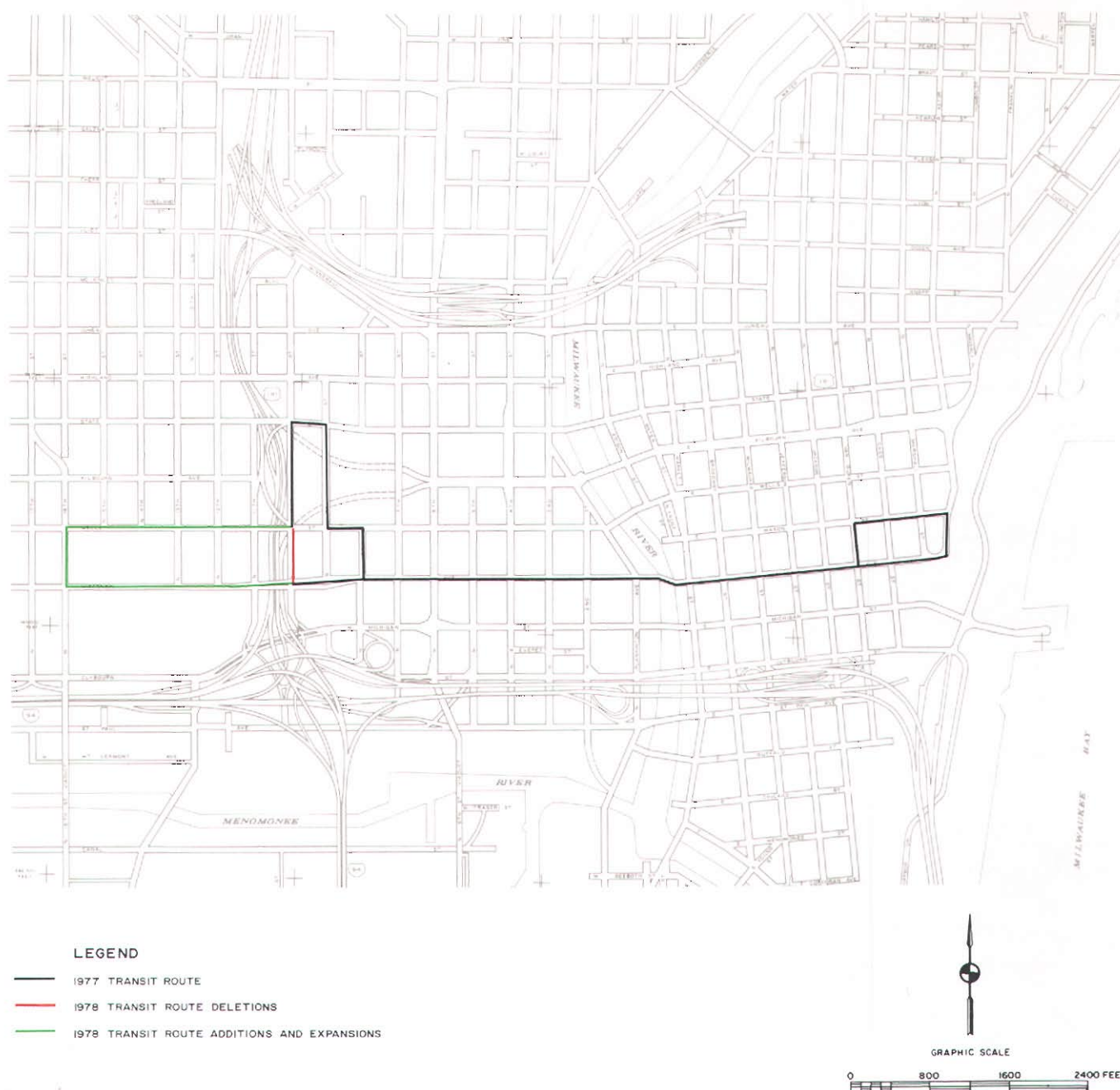
1979	-construct operators' building -raze storage building -construct maintenance building
1980-1983	-raze transportation building -raze old maintenance building -construct storage building and additions -acquire and clear additional lands

MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE IMPROVEMENTS: 1978



Map 6

MILWAUKEE COUNTY TRANSIT SYSTEM DOWNTOWN SHUTTLE BUS SERVICE EXPANSIONS: 1978



Source: Milwaukee County Department of Public Works, Transportation Division and SEWRPC.

Proposed Federal Funding Schedule:

1979 -\$3,086,400 UMTA Section 3
1980-1983 -\$3,393,600 UMTA Section 3

Fond du Lac Operating Garage Project: Construction of an operations building and maintenance building, and the razing of two surplus structures.

Proposed Project Completion Schedule:

- 1979 -develop master plan
- prepare construction plans
- construct operations building
- 1980-1983 -construct maintenance building
- raze surplus structures

Proposed Federal Funding Schedule:

- 1979 -\$600,000 UMTA Section 3
- 1980-1983 -\$480,000 UMTA Section 3

Watertown Plank Road (Milwaukee County Institution Grounds) Operating Garage and Heavy Maintenance/Administration Facility Project:
Construction of heavy maintenance administration facility and a new operating garage.

Proposed Project Completion Schedule:

- 1979 -develop master plan
- prepare construction plans
- 1980-1983 -construction administration building
- construct heavy maintenance building
- construct operating garage

Proposed Federal Funding Schedule:

- 1979 -\$1,272,000 UMTA Section 3
- 1980-1983 -\$12,960,000 UMTA Section 3

Fiebrantz Operating Garage and General Mitchell Field Operating Garage Projects:
Postponed until at least 1984.

The second 1978 UMTA-approved Section 3 capital improvements grant was for \$19,205,550. These funds are being used to purchase 150 45 to 53-passenger wheelchair lift-equipped buses, 30 15 to 30-passenger wheelchair lift-equipped buses, general office and garage equipment, and seven supervisory cars, and to fabricate and install 80 bus shelters.

Concerning the issue of "special efforts" for handicapped people, the regional TH plan recommends that a total of 280 new buses (250 47-passenger and 30 15 to 30 passenger) equipped with wheelchair lifts and required appurtenances be purchased by Milwaukee County as part of its fleet renewal program for its 550-bus fleet to enable the Transit System to offer totally accessible service on

all routes during the base period. The first 100 large buses were recommended to be ordered for 1978 delivery, while the remaining 180 were recommended to be ordered for delivery late in 1978 or 1979. The TH plan also recommends that the County implement a user-side subsidy program for those handicapped people who live too far from or are unable to use the accessible fixed-route transit service. Thus, the "special efforts" strategy of the Milwaukee County Transit System recommended in the regional TH plan is to purchase only wheelchair liftequipped buses until half the fleet is so equipped.

The Transit System recently received delivery of, and is currently operating, 100 wheelchair lift-equipped Flexible 47-passenger conventional design buses. The Transit System has received grant approval for UMTA Section 3 assistance in, and is currently preparing specifications for, the purchase of 150 47-passenger wheelchair lift-equipped advanced design buses and 30 15 to 30 passenger wheelchair lift-equipped buses, with delivery of all 180 buses anticipated in 1979. The County has also instituted a user-side subsidy program providing for taxi-cab and wheelchair car carrier rides at a \$1.00 flat fare for all wheelchair-bound people in the County, and is currently considering expanding the program to include other transportation handicapped people as well.

City of Racine

During 1978 the City of Racine applied for and received a Section 5 operating assistance grant of \$495,475 from the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). These funds were used to finance 50 percent of the local transit system operating deficit in 1978. With the aid of these federal funds, the City of Racine Transit and Parking Commission was able to preserve and maintain bus service to the City of Racine and its environs with the following user fare characteristics: \$0.25 per ride, free transfers, no charge to children under five years of age, and a reduced fare of \$0.10 per ride to elderly and handicapped people during weekday nonpeak hours of transit operation and all day on weekends. In addition, these federal funds made it possible to improve local transit service through minor route changes to three bus routes (Routes 2, 3, and 4). No expansions of transit service provided by the City of Racine occurred

in 1978. Map 7 depicts the Racine Transit System service improvements which occurred in 1978. By preserving and improving the Racine Transit System during 1978, total bus ridership in the City of Racine and its environs is expected to increase by about 3 percent over 1977 ridership figures—from 1,491,800 rides in 1977 to 1,536,600 rides during 1978.

Concerning the issue of “special efforts” for handicapped people, the TH plan recommends that, because the Racine bus fleet is relatively new, 15 buses of the current 25-bus fleet be retrofitted with wheelchair lifts and necessary appurtenances, with completion of the retrofitting anticipated by September 1979, thus making more than half the fleet lift-equipped. Thus, the “special efforts” strategy for the City of Racine transit system recommended in the regional TH plan is to retrofit half the buses in its fleet with wheelchair lifts.

The City of Racine Parking and Transit Commission has recently requested that the TH plan be amended to postpone initiation of the retrofit project for two years, and, in the interim, to recommend a substitute “special efforts” strategy of providing demand-responsive transportation service to transportation handicapped people in Racine through the Lincoln Lutheran Specialized Transportation Program. The Lincoln Lutheran service, which has been operating since March 1976, would guarantee any wheelchair-bound or semi-ambulatory person the availability of door-to-door transportation service for up to 10 round-trip rides per week, if requested. Fares would be charged comparable to or less than those charged on the public bus system for trips of similar length within the area served by the public bus system.

Waukesha County

During 1978 Waukesha County applied for and received a Section 5 operating assistance grant of \$68,050 from the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). These funds were used to finance 50 percent of the local transit system operating deficit in 1978. With the aid of these federal funds, the Waukesha County Highway and Transportation Commission was able to preserve and maintain commuter bus service from various central points of origin in Waukesha County to the Milwaukee central business district at the standard transit system

user fare of \$0.75 minimum to \$1.15 maximum depending on the trip origin and ultimate trip destination, and to continue to offer a half-fare program for elderly and handicapped people during weekday nonpeak hours of transit operation and all day on weekends. Map 8 depicts the 1978 Waukesha County Commuter bus system. Total bus ridership on the system is expected to decrease by about 1 percent over 1977 ridership figures—from 182,325 rides in 1977 to an estimated 180,500 rides during 1978.

Concerning the issue of “special efforts” for handicapped people, the TH plan recommends that if the Waukesha County subsidized commuter bus service, provided by Wisconsin Coach Lines, is to be continued, it should ultimately be provided with accessible equipment on at least half its runs. This could be accomplished by retrofitting, accessible bus purchase, or contract accessible bus service. However, because of practical difficulties attendant to implementing any of these alternatives in the immediate future, the plan recommends that, unless and until accessible buses are put into service on half the runs, and if Waukesha County wishes to continue to utilize UMTA Section 5 funds to help finance the service, the County in the interim provide an accessible door-to-door demand responsive transportation service for all semiambulatory and wheelchair-bound people within the urbanized area portions of the County and downtown Milwaukee.

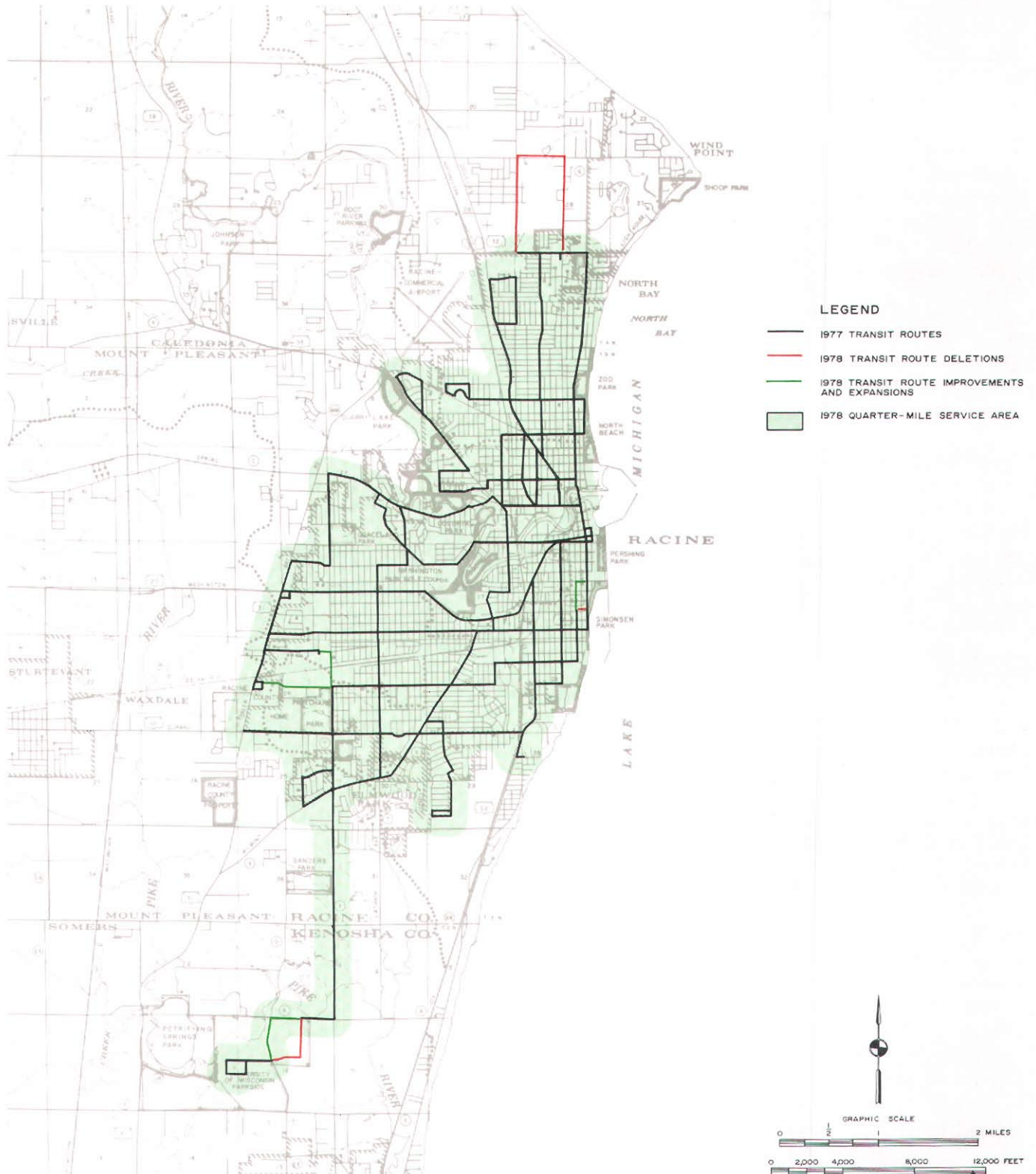
The fares on this interim service should be comparable to the fares charged for trips of similar length on the subsidized Wisconsin Coach Lines service, and the interim service should, to the degree possible, be coordinated with the demand responsive service for handicapped people in the nonurbanized area portions of the County as recommended in the TH plan. Thus, the interim “special efforts” strategy recommended by the regional transportation handicapped plan for Waukesha County is the provision of door-to-door demand-responsive transportation service for semiambulatory and wheelchair-bound people.

ACTION 4—TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION

The 1978 TSM plan recommended that 81 projects having to do with either traffic signing, pavement marking, or signalization be under-

Map 7

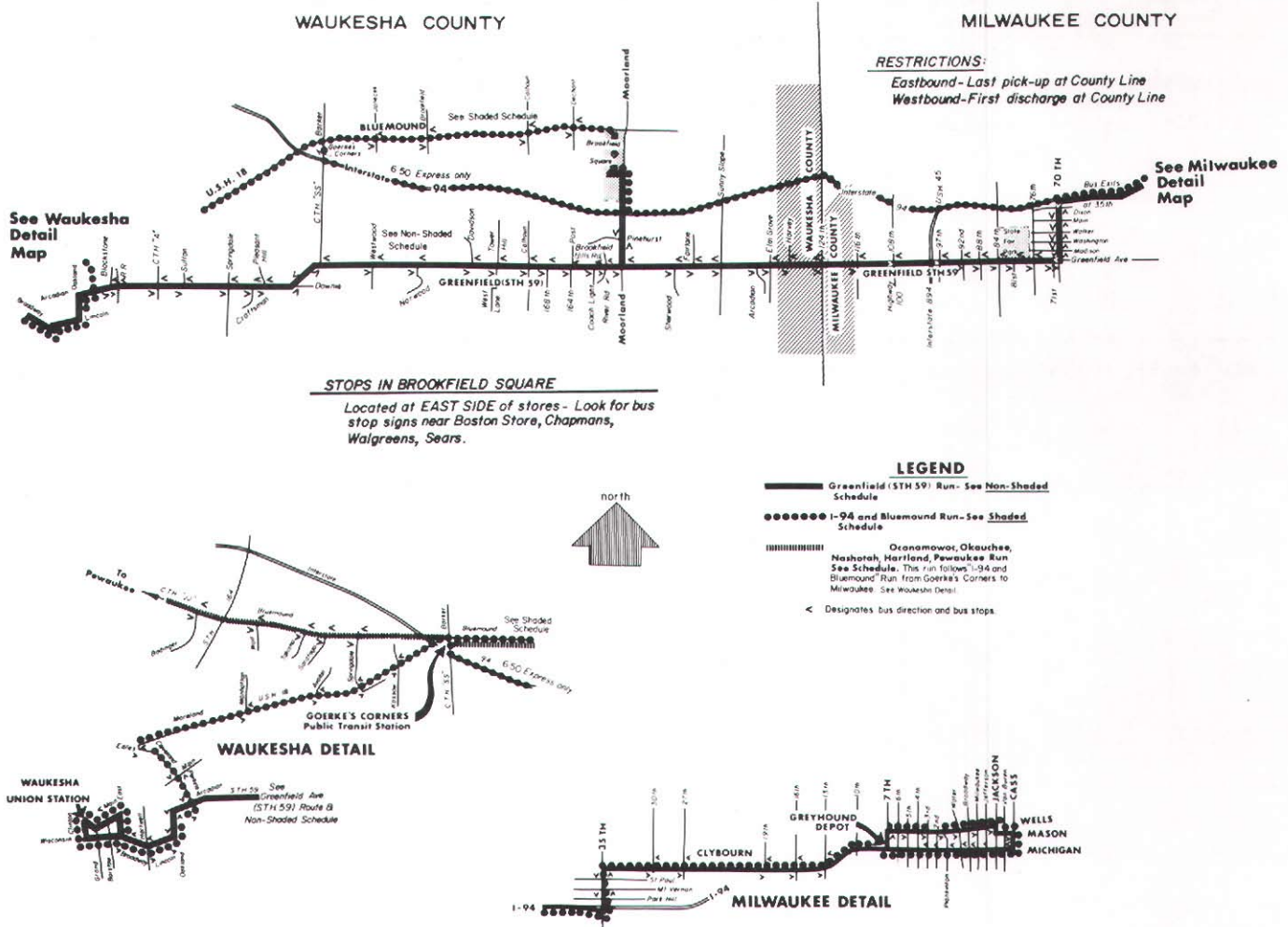
CITY OF RACINE TRANSIT SYSTEM SERVICE IMPROVEMENTS AND EXPANSIONS: 1978



Source: City of Racine and SEWRPC.

Map 8

WAUKESHA COUNTY COMMUTER BUS SYSTEM: 1978



Source: Waukesha County Highway Department.

taken at various locations throughout the Region. Of the 81 projects recommended for implementation in the 1978 TSM plan, 74 projects were programmed for implementation in the 1978 annual element of the adopted TIP. The remaining seven projects were programmed in the TIP for implementation over the four-year period 1979-1982. Of the 74 projects programmed for implementation in the 1978 annual element of the TIP, 19 projects have been completed. 16 projects are underway, 37 projects have been postponed, and 2 projects were dropped from further consideration. Table 4 summarizes the current status of the traffic signing pavement marking and signalization projects in the Region that were programmed for implementation in the 1978 annual element of the adopted TIP.

ACTION 5—PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOTS

The 1978 TSM plan recommended the continued development of park-ride and/or park-and-pool lots throughout the Region to encourage transit use and ride-sharing. In line with this recommendation, 13 park-ride and/or park-and-pool lot construction projects were proposed for implementation in the adopted 1978 TSM plan. Of the 13 projects recommended for implementation in the 1978 TSM plan, eight projects were programmed for implementation in the 1978 annual element of the adopted TIP. The remaining five projects were programmed in the TIP for implementation over the four-year period 1979-1982. Of the eight projects

Table 4

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION SYSTEMS
MANAGEMENT PLAN: TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	TRAFFIC SIGNAL INSTALLATION ON STH 32 (SHERIDAN RD) AT 85TH ST AND 91ST ST IN THE CITY OF KENOSHA	UNDERWAY	C/KENOSHA
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH EE AT THE C&NW RR CROSSING IN THE CITY OF KENOSHA	DEFERRED	STATE OF WISCONSIN
MILWAUKEE URBANIZED AREA	RECONDITIONING OF TRAFFIC SIGNS ALONG USH 41 IN WASHINGTON COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON SUNNYSLOPE RD AT THE C&NW RR CROSSING IN THE CITY OF NEW BERLIN	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT BROOKFIELD RD IN THE CITY OF BROOKFIELD	COMPLETED	STATE OF WISCONSIN
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE VILLAGE OF BROWN DEER	COMPLETED	V/BROWN DEER
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF FRANKLIN	COMPLETED	C/FRANKLIN
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	COMPLETED	C/WEST ALLIS
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE VILLAGE OF WEST MILWAUKEE	COMPLETED	V/WEST MILWAUKEE
	PAVEMENT MARKING AT 3 LOCATIONS ON N LAKE DR IN THE VILLAGE OF WHITEFISH BAY	COMPLETED	V/WHITEFISH BAY
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH T AND CTH TJ IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONDITIONING TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	COMPLETED	C/MUSKEGO

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE C&NW RR/CMST&P RR CROSSINGS AT N 107TH ST AND W BROWN DEER RD IN MILWAUKEE	UNDERWAY	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AND SIGNS AT VARIOUS LOCATIONS ON THE FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W BLUEMOUND RD AND N 121ST ST IN THE CITY OF WAUWATOSA	UNDERWAY	C/WAUWATOSA

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	UNDERWAY	C/BROOKFIELD
	RECONOITIONING TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF NEW BERLIN	UNDERWAY	C/NEW BERLIN
	RECONSTRUCTION FOR SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNS ALONG IH 43 FROM MILWAUKEE TO GRAFTON	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 167 AT THE MILWAUKEE ROAD CROSSING IN THE CITY OF MEQUON	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT ELM GROVE RD IN THE VILLAGE OF ELM GROVE	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS ON STH 190 AT CALHOUN RD IN THE CITY OF BROOKFIELD	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 36 AT THE USH 45 AND CTH 00 INTERSECTION IN THE CITY OF MUSKEGO	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 FROM THE WEST TO EAST COUNTY LINE IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT 124TH ST IN THE VILLAGE OF ELM GROVE	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON MOORLAND RD AT THE C&NW RR CROSSING IN THE CITY OF NEW BERLIN	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 74 AT THE SOO LINE RR CROSSING IN THE VILLAGE OF SUSSEX	DEFERRED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	DEFERRED	C/MILWAUKEE
	INSTALLATION OF RAILROAD GATE CROSSINGS AND SIGNALS AT THE C&NW RR CROSSING ON SILVER SPRING DR IN THE CITY OF MILWAUKEE	DEFERRED	C/MILWAUKEE
	INSTALLATION OF CROSSING GATES AND SIGNALS ON E PUETZ RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF CROSSING GATES AND SIGNALS ON W OAKWOOD RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF CROSSING GATES AND SIGNALS ON FITZSIMMONS RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF CROSSING GATES AND SIGNALS ON OAKWOOD RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF CROSSING GATES AND SIGNALS ON ELM RD AT THE CROSSING WITH THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF CROSSING GATES AND SIGNALS ON FOREST HILL AVE AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG S 76TH ST FROM W NATIONAL AVE TO W GREENFIELD AVE IN WEST ALLIS	DEFERRED	C/WEST ALLIS
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG W GREENFIELD AVE FROM S 77TH ST TO S 68TH ST IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH A AT CTH F IN WAUKESHA COUNTY	DEFERRED	WAUKESHA COUNTY
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	DEFERRED	WAUKESHA COUNTY

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF NORTH AVE AND CALHOUN RD IN THE CITY OF BROOKFIELD	DEFERRED	C/BROOKFIELD
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS INTERSECTIONS ALONG MOORLAND RD IN THE CITY OF NEW BERLIN	PROJECT DROPPED	C/NEW BERLIN
	INSTALLATION OF A CENTRALIZED TRAFFIC SIGNAL CONTROL SYSTEM FOR MAJOR INTERSECTIONS IN THE CITY OF WAUKESHA	PROJECT DROPPED	C/WAUKESHA
RACINE URBANIZED AREA	INSTALLATION OF TRAFFIC SIGNALS ON STH 32 AT THE 6 MILE RD INTERSECTION IN RACINE COUNTY	COMPLETED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	COMPLETED	C/RACINE
	INSTALLATION OF A CENTRALIZED TRAFFIC SIGNAL CONTROL SYSTEM FOR THE CITY OF RACINE	UNDERWAY	C/RACINE
	RECONSTRUCTION OF THE INTERSECTION AND UPGRADING OF THE TRAFFIC SIGNALS AT STH 38 AND RAPIDS DR IN THE CITY OF RACINE	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE 4 MILE RD AT THE C&NW RR CROSSING(WEST MAINLINE) IN RACINE COUNTY	DEFERRED	STATE OF WISCONSIN
RURAL AREAS OF THE REGION	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE SOO LINE RAILROAD CROSSING IN KENOSHA COUNTY	COMPLETED	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING FOR RAILROAD CROSSING SIGNAL INSTALLATIONS AT VARIOUS LOCATIONS IN THE RURAL PORTIONS OF THE REGION	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE C&NW RR CROSSING IN THE VILLAGE OF SHARON	COMPLETED	STATE OF WISCONSIN
	RECONSTRUCTION OF CROSSING AND INSTALLATION OF NEW SIGNALS ON SCENIC DR AT THE SOO LINE AND MILWAUKEE ROAD CROSSING TOWN OF POLK	COMPLETED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 144 AT THE C&NW RR CROSSING IN THE CITY OF WEST BEND	COMPLETED	STATE OF WISCONSIN
	COUNTYWIDE PAVEMENT MARKING ON LOCAL ROADS AT VARIOUS LOCATIONS IN OZAUKEE COUNTY	COMPLETED	OZAUKEE COUNTY
	PAVEMENT MARKING ON LOCAL ROADS AT VARIOUS LOCATIONS IN WALWORTH COUNTY	COMPLETED	WALWORTH COUNTY
	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 AT VARIOUS LOCATIONS IN RACINE AND KENOSHA COUNTIES	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE SOO LINE RAILROAD CROSSING IN KENOSHA COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE MILWAUKEE ROAD CROSSING IN RACINE COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 50 AT THE INTERSECTION WITH WRIGHT ST IN THE CITY OF DELAVAN	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNS ON USH 12 FROM THE ILLINOIS STATE LINE TO THE CITY OF ELKHORN IN WALWORTH COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON USH 12 AT THE MILWAUKEE ROAD RAILROAD CROSSING IN THE CITY OF WHITEWATER	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH Q AT THE SOO LINE RAILROAD CROSSING IN THE TOWN OF RICHFIELD	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 83 AT THE MILWAUKEE ROAD RR CROSSING IN THE CITY OF HARTFORD	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 28 AT THE C&NW RR CROSSING IN THE VILLAGE OF KEWASKUM	DEFERRED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	RECONSTRUCTION OF THE CROSSING, APPROACHES, AND SIGNALS ON REDDELIEN RD AT THE MILW ROAD CROSSING IN OCONOMOWOC TOWN	DEFERRED	STATE OF WISCONSIN
	COUNTYWIDE SIGNING INVENTORY IN KENOSHA COUNTY	DEFERRED	KENOSHA COUNTY

Source: SEWRPC.

programmed for implementation in the 1978 annual element of the TIP, one project has been completed, and the remaining seven projects are underway. A brief description of the status of each of the park-ride and/or park-and-pool projects programmed for implementation in the 1978 annual element of the TIP for the Region is presented below.

- IH 43/STH 32 (Ozaukee County)—Development of this park-pool project is underway. The site has been acquired, the lot surfaced with crushed aggregate, and is in service. Paving of the lot is anticipated in 1979.
- IH 94/Holt Avenue, IH 94/State Fair Park, IH 894/South 76th Street, STH 15 (Rock Freeway)/Hales Corners, IH 894/West National Avenue, USH 45/West Good Hope Road—Development of each of these park-ride projects is underway. Location engineering reports for each of these projects have been completed. These reports are in various stages of review by the Wisconsin Department of Transportation and the concerned local agencies and units of government. Preparation of construction plans for these projects is anticipated in 1979, with construction contract letting scheduled for 1980.
- STH 15 (Rock Freeway)/STH 83—The construction contract was let for this park-pool project in March 1978, and construction is essentially complete. The lot is now in service.

Table 5 summarizes the current status of the park-ride and park-and-pool lot construction projects in the Region that were programmed for implementation in the 1978 annual element of the adopted TIP. Map 9 identifies the location of these projects.

ACTION 6—TRANSIT ROUTE EVALUATION

This action represents a continuing program of studies to be undertaken by the Cities of Racine and Kenosha and the Counties of Milwaukee and Waukesha—the four local transit operators in the Region—to assess the merits of 1) maintaining and/or expanding their current systems of transit routes; and 2) providing new types of transit services. The 1978 TSM plan recommended that each public transit operator in the Region carry on such a program of continuing transit route evaluation studies. The plan further recommended that, in conjunction with these ongoing transit route evaluation studies, each of the four transit operators maintain and periodically update five-year transit system plans and programs (TSPP's), which set forth proposed five-year transit system operating programs and capital improvement programs for preserving, improving, and expanding its transit operations and services.

While all of the four local transit operators in the Region regularly monitor and evaluate their transit system operations and ridership, two of the four operators are in the early stages of beginning the formal process of updating their existing transit development programs. The City of Kenosha has informally asked the

Table 5

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE
1978-1982 TRANSPORTATION SYSTEMS MANAGEMENT PLAN: PARK-AND-RIDE LOTS
WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOT PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF A PARK-AND-POOL LOT ON IH 43 AT THE STH 32 INTERCHANGE IN OZAUKEE COUNTY	UNDERWAY	OZAUKEE COUNTY
	CONSTRUCTION OF A PARK/RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE HOLT-MORGAN INTERCHANGE IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (EAST-WEST FREEWAY) AT STATE FAIR PARK (84TH ST INTERCHANGE) IN THE CITY OF WEST ALLIS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT THE 76TH ST INTERCHANGE IN THE CITY OF GREENFIELD	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON STH 15 (ROCK FREEWAY) NEAR THE STH 100 INTERCHANGE IN THE VILLAGE OF HALES CORNERS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (ZOO FREEWAY) AT THE NATIONAL AVE INTERCHANGE IN THE CITY OF WEST ALLIS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE GOOD HOPE RD INTERCHANGE IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
RURAL AREAS OF THE REGION	CONSTRUCTION OF A PARK-AND-POOL LOT ON STH 15 AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN

Source: SEWRPC.

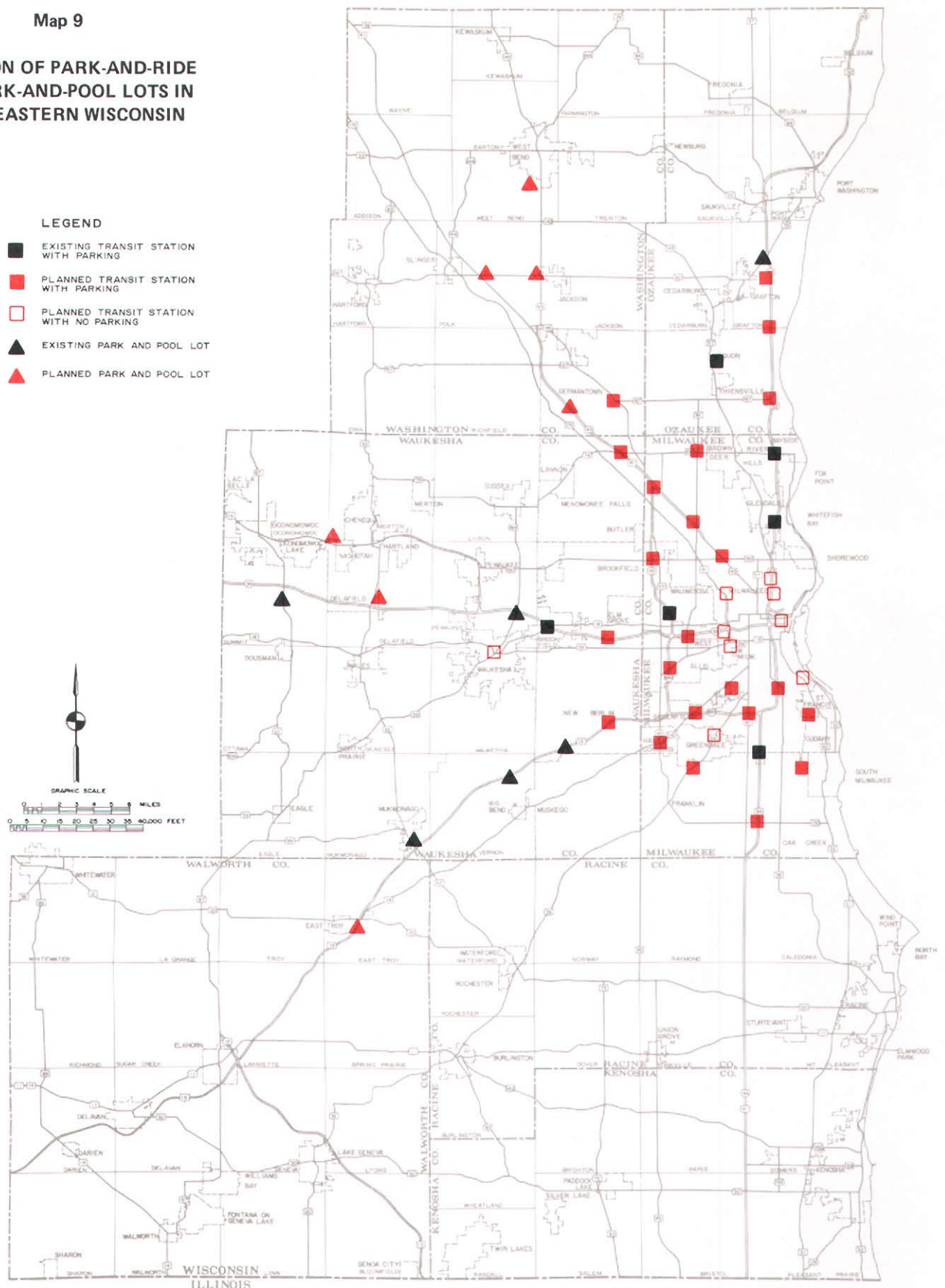
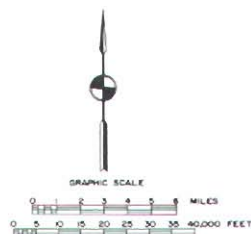
Regional Planning Commission staff to ascertain: 1) if Commission staff could assist in the technical work of updating the existing Kenosha Transit Development program into a TSPP; 2) if federal and state funds would be available to assist the City in financing the cost of the updating process; and 3) when would be the best time to begin the TSPP update process. It is anticipated that the City of Kenosha, with the assistance of the Commission, will begin the process of updating its TSPP in the fall of 1979.

Milwaukee County has begun the process of updating the Milwaukee-area transit development program into a TSPP. Several special studies to determine future transit system service and equipment and facility modifications and improvements, along with the associated capital and operating costs, have been completed. These include: 1) a Milwaukee transit facilities requirements study; 2) a downtown transportation center study; 3) a transportation plan for the transportation handicapped; 4) a UWM/East Side-North Shore-area transit

Map 9

**LOCATION OF PARK-AND-RIDE
AND PARK-AND-POOL LOTS IN
SOUTHEASTERN WISCONSIN**

- LEGEND**
- EXISTING TRANSIT STATION WITH PARKING
 - PLANNED TRANSIT STATION WITH PARKING
 - PLANNED TRANSIT STATION WITH NO PARKING
 - ▲ EXISTING PARK AND POOL LOT
 - ▲ PLANNED PARK AND POOL LOT



Source: Wisconsin Department of Transportation; Milwaukee County Department of Public Works; Transportation Division; and SEWRPC.

improvement study; and 5) a bus stop information sign demonstration program. Three additional studies are in progress. These are: 1) a transit system service study; 2) a management information system study; and 3) a bus stop location study. The findings and recommendations contained in the published reports for each of these studies will provide the program of transit-related projects and supporting documentation for inclusion in the updated Milwaukee area transit system plan and program. A first draft of an updated Milwaukee area transit system plan and program is expected to be completed in the spring of 1979.

ACTION 7—SPOT STREET AND HIGHWAY IMPROVEMENTS

The 1978 TSM plan recommended that 65 projects of a spot street or highway improvement nature be undertaken at various locations throughout the Region. Of the 65 projects recommended for implementation in the 1978 TSM plan, 47 projects were programmed for implementation in the 1978 annual element of the adopted TIP. The remaining 18 projects were programmed in the TIP for implementation over the four-year period 1979-1982. Of the 47 projects programmed for implementation in the 1978 annual element of the TIP, 16 projects have been completed, 4 projects are underway, 25 projects have been postponed, and 2 projects were dropped from further consideration. Table 6 summarizes the current status of all projects of a spot street or highway improvement nature programmed for implementation in the 1978 annual element of the TIP for the Milwaukee and Racine urbanized areas and the rural area of the Region.

ACTION 8—UBUS/UPARK

This action represents a program of improving local public transit service to the University of Wisconsin-Milwaukee (UWM) campus and promoting transit use as an alternative to commuting to the campus by automobile. The UWM campus is located in Milwaukee County on the east side of the City of Milwaukee, approximately three miles north of the Milwaukee central business district (CBD). The total enrollment of approximately 25,000 students plus an additional 4,000 faculty and staff makes UWM one of the largest generators of trips in Southeastern Wisconsin. The campus

is extremely compact. Only 1,900 parking spaces can be provided on campus for the 10,000 automobiles which are driven to the campus each day.

The UWM Parking and Transit Office is charged with the responsibility of reducing the number of vehicles brought to the campus each day and of decreasing the traffic and parking congestion in surrounding residential neighborhoods. To this end, the University has adopted a policy of promoting public transit as an alternative to commuting to the campus where driving a privately owned automobile is not an absolute necessity. Major efforts in this regard are the UBUS and UPARK transit programs, begun by the University in September 1973. Working closely with the now publicly owned Milwaukee County Transit System (MCTS), the University was able to set up exclusive, cross-county, express "UBUS" routes direct to the campus. These special bus routes are distinguished by no-transfer/direct-to-UWM bus service, reduced fares, full and partial express direct-to-UWM bus service from areas not formerly served, and park-and-ride facilities.

While the UBUS program emphasizes local bus service, the UPARK system emphasizes park-and-ride service. The University leases plots of land two to three miles from the campus and provides frequent shuttle bus service between the new parking lots and the campus. Parking is free. Shuttle bus fares are \$0.05 per ride. The Milwaukee County Transit System contributed to the program by extending several nonstop Freeway Flyer bus routes to the University from County-owned park-and-ride lots on the outskirts of the County.

From their beginnings, the UBUS and UPARK programs proved successful in reducing the parking and traffic pressure in the University area. This initial success led to incremental program expansion over the last several years as illustrated in Table 7. The 1978 TSM plan recommended that the highly successful UBUS/UPARK program at UWM be continued, improved, and expanded.

In 1978 significant steps were taken to improve the UBUS/UPARK services to UWM. In September 1978, with the start of a new school year, an additional bus route was declared eligible for the reduced UBUS fare. This MCTS Route 15

Table 6

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: SPOT STREET AND HIGHWAY IMPROVEMENTS PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF LEFT-TURN ONLY LANES AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	CONSTR OF NEW AND MODIFICATION OF EXISTING LEFT TURN LANES AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF GUARDRAIL AND IMPACT ATTENUATORS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	CITYWIDE RECONSTRUCTION OF CITY STREETS AT VARIOUS LOCATIONS IN THE CITY OF CEDARBURG	COMPLETED	C/CEDARBURG
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF BROWN DEER RD AND DEERWOOD DR IN THE VILLAGE OF BROWN DEER	COMPLETED	V/BROWN DEER
	RECONSTRUCTION OF THE PEDESTRIAN BRIDGE FROM BARNETT AVE TO BRIDGE LANE IN THE VILLAGE OF FOX POINT (0.05 MI)	COMPLETED	V/FOX POINT
	RECONSTRUCTION WITH ADDITIONAL LANES OF W LISBON AVE FROM N 40TH ST TO N SHERMAN BLVD IN THE CITY OF MILWAUKEE (0.30 MI)	COMPLETED	C/MILWAUKEE
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E & W CAPITOL DR FROM N 107TH ST TO THE MILWAUKEE RIVER IN MILWAUKEE (7.30 MI)	COMPLETED	C/MILWAUKEE
	INSTALLATION OF BARRIER GUARDRAIL AT 2 LOCATIONS ON RANGE LINE RD NORTH OF BRADLEY RD IN THE VILLAGE OF RIVER HILLS	COMPLETED	V/RIVER HILLS
	ELIMINATION OF ROADSIDE OBSTACLES AT THREE LOCATIONS ALONG STH 32 (N LAKE DR) IN THE VILLAGE OF WHITEFISH BAY	COMPLETED	V/WHITEFISH BAY

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION TO PROVIDE TURNING LANES AT THE INTERSECTION OF CTH F AND CTH FT IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONSTRUCTION AT VARIOUS LOCATIONS FOR SPOT IMPROVEMENTS ON COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	COMPLETED	C/MUSKEGO
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RANGE LINE RD FROM COUNTY LINE RD TO DONGES BAY RD IN THE CITY/MEQUON (1.00 MI)	UNDERWAY	C/MEQUON
	RECONSTRUCTION OF THE INTERSECTION OF WEST GRANGE AVE AT NEW BERLIN RD IN THE VILLAGE OF HALES CORNERS	UNDERWAY	V/HALES CORNERS
	RESURFACING & CHANNEL- IZATION OF N 76TH ST FROM W CENTER ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (1.70 MI)	UNDERWAY	C/MILWAUKEE
	RECONSTRUCTION TO OBTAIN SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	UNDERWAY	C/BROOKFIELD
	RECONSTRUCTION OF ACCESS ROADS TO USH 18 FROM SPRINGDALE RD AND BARKER RD IN THE TOWN OF BROOKFIELD AND CITY OF WAUKESHA(1.1 M)	DEFERRED	STATE OF WISCONSIN
	FENCING INSTALLATION TO ACHIEVE SPOT IMPROVE- MENTS AT VARIOUS LOCATIONS ON IH 94 FROM THE WEST TO EAST COUNTY LINES IN WAUKESHA CO	DEFERRED	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE CTH W INTERSECTION IN OZAUKEE COUNTY	DEFERRED	OZAUKEE COUNTY

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION OF THE INTERSECTION OF DEAN RD AND LAKE DR IN THE VILLAGE OF FOX POINT	DEFERRED	V/FOX POINT
	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF OAK CREEK	DEFERRED	C/OAK CREEK
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF CHICAGO AVE AND HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	DEFERRED	C/SOUTH MILWAUKEE
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AT W WALKER ST IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	INSTALLATION OF STREET LIGHTING ALONG W OKLAHOMA AVE FROM S 108TH ST TO S 93RD ST IN THE CITY OF WEST ALLIS (0.90 MI)	DEFERRED	C/WEST ALLIS
	RECONSTRUCTION WITH ADDITIONAL LANES OF MEQUON RD AT ITS INTERSECTION WITH WESTERN AV IN THE VILLAGE OF GERMANTOWN	DEFERRED	V/GERMANTOWN
	RECONSTRUCTION FOR SAFETY IMPROVEMENTS TO THE INTERSECTION OF CTH ES AND CTH Y IN WAUKESHA COUNTY	DEFERRED	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION AND APPROACHES OF THE INTERSECTION OF STH 59 AT CTH A IN WAUKESHA CO	DEFERRED	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE LILLY RD INTERSECTION WITH BURLEIGH RD IN THE CITY OF BROOKFIELD	DEFERRED	C/BROOKFIELD
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD AT THE HAMPTON AVE INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	V/MENOMONEE FALLS

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	CONSTRUCTION OF 166TH ST NORTH FROM RYERSON RD IN THE OF NEW BERLIN (0.25 MI)	DEFERRED	C/NEW BERLIN
	CONSTRUCTION OF SWARTZ RD SOUTH FROM BEEHEIM RD IN THE CITY OF NEW BERLIN (0.50 MI)	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CALHOUN RD FROM NATIONAL AVE TO BELOIT RD IN THE CITY OF NEW BERLIN (0.90 MI)	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ALONG BERES RD IN THE CITY OF NEW BERLIN (0.10 MI)	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W NATIONAL AVE AT THE COFFEE RD INTERSECTION IN THE CITY OF NEW BERLIN	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COUNTY LINE RD FROM 60TH ST TO 68TH ST IN THE CITY OF MEQUON (0.50 MI)	PROJECT DROPPED	C/MEQUON
RACINE URBANIZED AREA	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST BLVD INTERSECTION WITH KINZIE ST AND OSBORNE ST IN THE CITY OF RACINE	DEFERRED	C/RACINE
RURAL AREAS OF THE REGION	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH O (MAIN ST) FROM CEDAR SAUK RD TO MAIN ST IN THE VILLAGE OF SAUKVILLE (0.75 MI)	COMPLETED	OZAUKEE COUNTY
	RESURFACING OF CTH KR FROM USH 45 TO IH 94 IN RACINE COUNTY (5.00 MI)	COMPLETED	RACINE COUNTY
	RECONSTRUCTION ON COUNTY TRUNK HIGHWAYS AT VARIOUS HAZARDOUS LOCATIONS IN RACINE COUNTY	COMPLETED	RACINE COUNTY

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH JF FROM CTH C TO 119TH ST IN KENOSHA COUNTY (0.50 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH AH FROM STH 83 TO USH 45 IN KENOSHA COUNTY (3.00 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH HM FROM THE ILLINOIS STATE LINE TO CTH Z IN KENOSHA COUNTY (1.20 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH CJ FROM USH 45 TO CTH MB IN KENOSHA COUNTY (2.00 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH C FROM CTH Z TO CTH KD IN KENOSHA COUNTY (1.50 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM CTH D TO IH 94 IN KENOSHA COUNTY (3.20 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH V FROM 224TH ST TO USH 45 IN KENOSHA COUNTY (2.50 MI)	PROJECT DROPPED	KENOSHA COUNTY

Source: SEWRPC.

Oakland-Delaware route had been serving the campus directly, but the University hoped that reducing the fare as part of the UBUS program would encourage more student commuters to take advantage of public transit.

The MCTS contributed to the 1978 UWM-area transit improvement effort by providing weekday evening bus service to the campus on Route 5 Oklahoma Avenue serving the southern area of Milwaukee County, and on Route 62 Capitol Drive serving the County's major north-central traffic corridor. Summer service to the campus on the MCTS Route 22 Center Street at the special, reduced UBUS fare was also added. MCTS also extended Freeway Flyer direct-to-UWM service from the new park-and-ride lot on Watertown Plank Road on the western edge of Milwaukee County.

In addition to working with MCTS to expand the UBUS/UPARK route system in 1978, the University undertook an even more aggressive effort to market the UBUS/UPARK transit programs and new 1978 additions. Special UBUS timetables geared to University commuters and developed for all UBUS/UPARK routes were mailed to the entire University population. Advertising in the campus newspaper and other campus periodicals was also increased.

While the UBUS/UPARK program operates solely in Milwaukee County, students, faculty, and staff commuting from areas outside the County are encouraged to park-and-ride to the campus. The University also promotes, via a mailer to University residents of Waukesha County, the Wisconsin Coach Lines commuter

Table 7

**UNIVERSITY OF WISCONSIN-MILWAUKEE UBUS SYSTEM
IMPROVEMENT AND EXPANSION: 1973 THROUGH 1978**

Year	UBUS/PARK Route Operating	Park and Ride	Partial Express	Full Express	Evening Service	Summer Service	Direct to UWM Service	UWM Commuters only	Bus Route Open to Public	New Route Configuration	Modification of Current Route	Skip-Stop Express	Per Ride Fare	Total Annual Combined UBUS/UPARK Ridership
1973-74	UBUS Rte 21 North Avenue		X				X	X		X			Free	240,830
1974-75	UBUS Rte 5 Oklahoma Avenue Rte 6 Silver Spring Drive Rte 21 North Avenue Rte 60 Burleigh Street Rte 62 Capitol Drive UPARK and Ride Rte 44-U Niss Furniture	X X X X X X	X X X X X X		X X X X X X		X X X X X X	X X X X X X		X X X X X X			Semester 1 25c 25c 25c 25c — — Semester 2 35c 35c 35c 35c 35c 35c	629,442
1975-76	UBUS Rte 5 Oklahoma Avenue Rte 6 Silver Spring Drive Rte 21 North Avenue Rte 60 Burleigh Street Rte 62 Capitol Drive UPARK and Ride Rte 8 Capitol/Humboldt Rte 40-U College Avenue Rte 44-U West Allis Treasure Island	X X X X X X X X X X X	X X X X X X X X X X X				X X X X X X X X X X X	X X X X X X X X X X X		X X X X X X X X X X X			Semester 1 Free — 35c Semester 2 15c 50c No-Zone; 55c Zone 45c	903,765
1976-77	UBUS Rte 5 Oklahoma Avenue Rte 6 Silver Spring Drive Rte 21 North Avenue Rte 60 Burleigh Street Rte 62 Capitol Drive UPARK and Ride Rte 4 Summerfest Rte 8 Capitol/Humboldt Rte 40-U College Avenue Rte 44-U West Allis Treasure Island	X X X X X X X X X X X X	X X X X X X X X X X X X				X X X X X X X X X X X	X X X X X X X X X X X		X X X X X X X X X X X			35c 35c 35c 35c 35c 15c 15c 50c 45c	756,628
1977-78	UBUS Rte 5 Rte 6 Rte 21 Rte 22 Center Street Rte 60 Rte 62 UPARK and Ride Rte 4 Rte 8 Rte 40-U Rte 44-U	X X X X X X X X X X X X	X X X X X X X X X X X X		X X X X X X X X X X X		X X X X X X X X X X X	X X X X X X X X X X X		X X X X X X X X X X X			35c 35c 35c 35c 35c 35c 5c 5c 50c 45c 45c	845,792
1978-79	UBUS Rte 5 Rte 6 Rte 15 Oakland-Delaware Rte 21 Rte 22 Rte 60 Rte 62 UPARK and Ride Rte 4 Rte 8 Rte 40-U Rte 41-U Rte 44-U	X X X X X X X X X X X X X	X X X X X X X X X X X X X		X X X X X X X X X X X X		X X X X X X X X X X X	X X X X X X X X X X X		X X X X X X X X X X X			35c 35c 35c 35c 35c 35c 5c 5c 45c 45c 45c	—

Source: University of Wisconsin-Milwaukee.

bus service direct to downtown Milwaukee with MCTS connections to UWM.

ACTION 9—ARTERIAL STUDIES

The 1978 TSM plan recommended that a prospectus be prepared for a planning study of major intercommunity arterials in the Region currently experiencing traffic congestion and related problems as well as of those arterials where potential for traffic operational problems exists. The objective of such a study will be to design and evaluate alternative methods of making more efficient use of the major arterial street and highway system serving the Milwaukee urbanized area and to recommend actions to improve traffic movement.

In July 1978 funding was approved for the preparation of the arterial studies prospectus as recommended, and work on developing the prospectus began shortly thereafter. The Milwaukee District Office of the Wisconsin Department of Transportation assumed the lead in preparing this prospectus with the assistance of a steering committee comprised of local, county, regional, state, and federal officials. Completion of this prospectus is anticipated early in 1979. This prospectus will likely recommend that a pilot arterial study be undertaken starting in 1979, with emphasis on a major arterial or arterials carrying heavy commuter traffic both to and from the Milwaukee central business district and also crosstown.

ACTION 10—DOWNTOWN SHUTTLE SERVICES

In 1978 the TSM plan recommended that the Milwaukee County Transit System's (MCTS) downtown central business district shuttle bus service be continued, improved, and expanded as deemed appropriate, based on actual operating experience. This service was originally started on July 21, 1975, as a one-year state-funded demonstration project. At the end of what was determined to be a successful demonstration of the public's acceptance of this service, it was made a permanent part of the MCTS. Shuttle bus service is now provided by specially marked buses.² The

² New, smaller, 15 to 30-passenger wheelchair lift-equipped buses are in the process of being ordered and should be in revenue service in 1979.

service operates between 9:30 a.m. and 4:30 p.m. Monday through Friday at seven-minute headways. The cash fare is \$0.10 per ride; however, regular bus passes and transfers are also honored as fare.

With the aid of federal operating assistance funds to offset 50 percent of the operating deficits, this service was not only continued in 1978 but expanded. The expansion of shuttle bus service was achieved through a six-block route extension to provide service to the Marquette University campus (see Map 6). By preserving and expanding this shuttle bus service during 1978, total rides on this service are expected to increase by approximately 14 percent over 1977 ridership figures—from 802,708 rides in 1977 to an estimated 916,760 rides during 1978.

ACTION 11—TRANSIT SHELTERS

The 1978 TSM plan recommended the implementation of three transit shelter and bench projects. Two of these projects were subsequently programmed for implementation in the 1978 annual element of the adopted TIP. The remaining project was programmed for implementation as a 1979-1982 TIP annual element addition.

Presented below and in Table 8 is a summary of the progress made toward implementing the two transit shelter and bench projects included in the 1978 annual element of the adopted TIP for the Region.

City of Kenosha

In 1978 the City of Kenosha applied for and received a Section 5 capital improvement grant in the amount of \$166,936 from the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). A major project funded under this grant to the City of Kenosha was the purchase and installation of 14 transit passenger shelters. These shelters will be placed at bus stop locations which experience regular heavy use by the general bus-riding public and elderly and/or handicapped people. The following is a list of the 14 locations where transit passenger shelters are now in the process of being installed in the City of Kenosha (see Map 10).

1. Saxony Manor (seniors) 22nd Avenue and 19th Street

Table 8

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982
TRANSPORTATION SYSTEMS MANAGEMENT PLAN: TRANSIT SHELTERS PROJECT**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	CONSTRUCTION OF 14 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF 80 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY	COMPLETED	MILWAUKEE COUNTY

Source: SEWRPC.

2. Villa Nova (seniors) 18th Street and 24th Avenue
3. Sheridan Road and 79th Street (elderly and handicapped)
4. Senior Citizens Center, 67th Street and 28th Avenue
5. 52nd Street and 37th Avenue
6. 22nd Avenue and 63rd Street
7. 39th Avenue and 80th Street
8. 22nd Avenue and 91st Street
9. Gateway Technical Institute, 30th Avenue and 35th Street
10. Kenosha Memorial Hospital
11. 22nd Avenue and 85th Street
12. Roosevelt Road and 39th Avenue
13. 57th Avenue and 75th Street
14. Baker Park, 65th Street and Sheridan Road

Milwaukee County

In 1978 the Milwaukee County Transit Board completed the purchase and installation of 80 bus passenger shelters at various locations throughout Milwaukee County. Eighty percent of the cost of the project was funded under a 1977 U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA) Section 3 capital improvement grant of \$18,274,516 approved in April 1977. These shelters have been located at major bus stop passenger loading and transfer points. Special consideration in placing these bus passenger shelters was given to bus stop locations frequented by elderly, handicapped, and/or minority groups of people.

During 1978 Milwaukee County applied for and received approval of an application from the UMTA for a Section 3 capital improvement grant of \$19,205,550. One project funded under this grant is the purchase and installation of another 80 bus passenger shelters. In locating these shelters, priority will again be given to bus stop locations frequented by elderly, handicapped, and/or minority groups. Maps 11 and 12 identify the existing and proposed future locations of bus passenger shelters in Milwaukee County. A contract for the manufacture of these 80 shelters will likely be awarded in the first quarter of 1979.

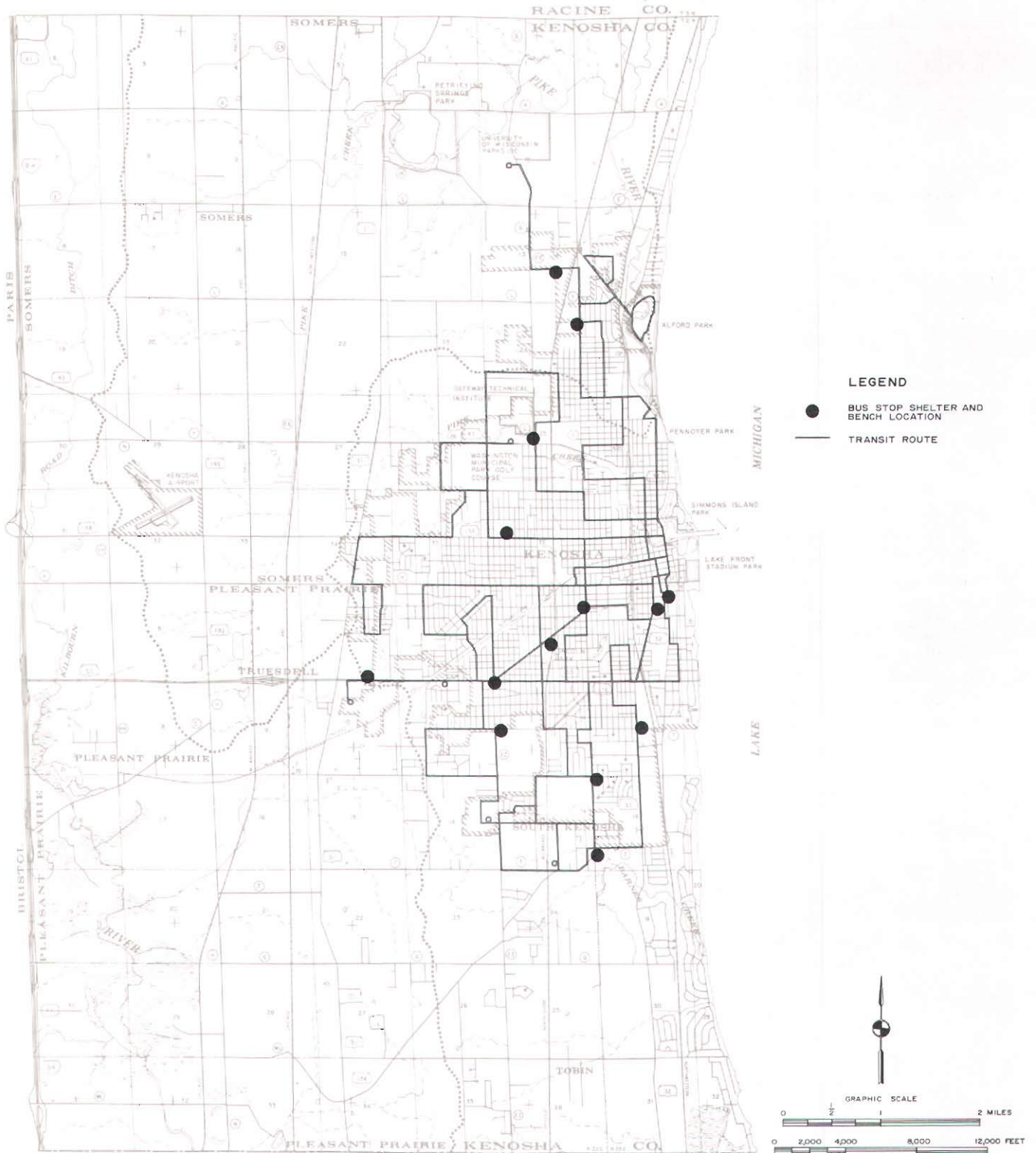
ACTION 12—CARPOOL AND VANPOOL PROMOTION

The 1978 TSM plan recommended that two projects costing an estimated \$265,000 be undertaken in 1978 to promote carpools and vanpools in the Region in an effort to decrease traffic congestion, air pollution, and fuel consumption. Presented below and in Table 9 is a summary of the progress made toward implementing the two carpool-vanpool projects included in the 1978 annual element of the adopted TIP.

One project, the metropolitan Milwaukee area carpooling program, began in 1975 as a demonstration project to specifically address the energy crisis under the provision of the Federal Emergency Highway Energy Conservation Act. A multimedia carpooling promotional campaign,

Map 10

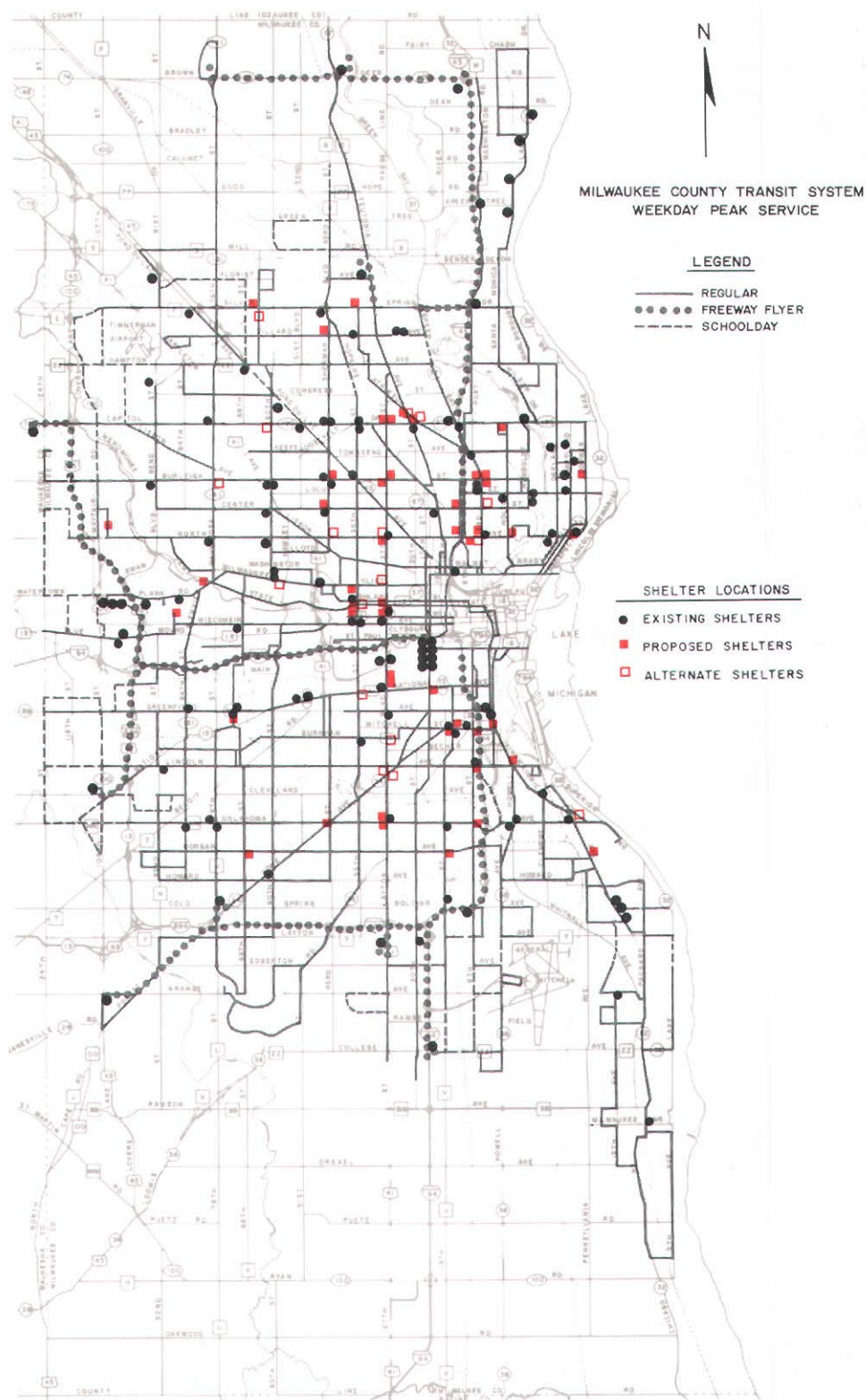
CITY OF KENOSHA TRANSIT SYSTEM BUS STOP SHELTER AND BENCH LOCATIONS



Source: Kenosha Transit Commission.

Map 11

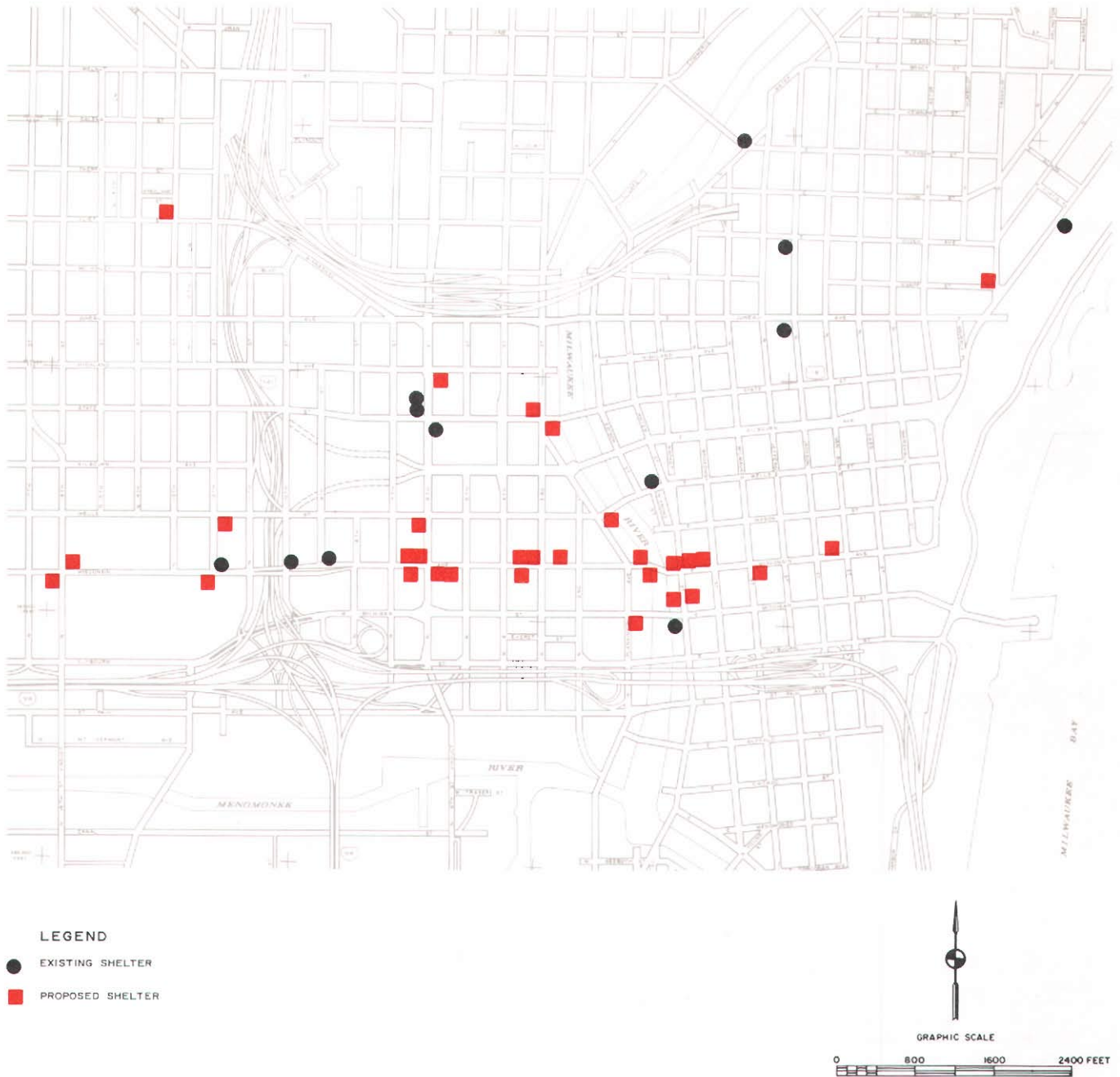
MILWAUKEE COUNTY TRANSIT SYSTEM: EXISTING AND PROPOSED BUS STOP SHELTER AND BENCH LOCATIONS



Source: Milwaukee County Department of Public Works, Transportation Division, and SEWRPC.

Map 12

MILWAUKEE COUNTY TRANSIT SYSTEM EXISTING AND PROPOSED BUS STOP SHELTER AND BENCH LOCATIONS IN THE CITY OF MILWAUKEE DOWNTOWN CENTRAL BUSINESS DISTRICT



Source: SEWRPC.

conducted in the four Counties of Ozaukee, Milwaukee, Washington, and Waukesha, was implemented to stimulate interest in carpooling among major employers in the area, representatives of community service and employer organizations, labor unions, governmental

agencies, and members of the news media. Free matching services were provided to interested carpool applicants. A survey conducted by the University of Wisconsin-Milwaukee and the SEWRPC one year after the program began indicated that carpooling

Table 9

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: CARPOOL AND VANPOOL PROMOTIONS PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONTINUED OPERATION OF THE MILWAUKEE AREA CARPOOL MATCHING AND PROMOTION PROGRAM	COMPLETED	MILWAUKEE COUNTY
	CONDUCT OF A COUNTYWIDE VANPOOL SUPPORT AND PROMOTION PROGRAM IN MILWAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN

Source: SEWRPC.

within the four-county study area did provide substantial motor fuel as well as cost savings as a result of reduced work trip-related vehicular travel. Of the 505,000 employed persons living in the study area, more than 18 percent, or about 92,000, were found to carpool on a regular basis in almost 39,000 carpools. These carpools resulted in over a 9 percent reduction in work trip vehicle miles of travel per average weekday within the four-county area and a savings of 38,000 gallons of motor fuel per weekday. During the 11 months following the initiation of the program, more than 35,000 persons, or 38 percent of the total carpoolers, began to carpool, thus indicating that during its first year of operation the carpooling program was successful. The survey findings also disclosed a significant latent demand for carpooling, an indication that further efforts in carpool promotion should continue to be successful.

The survey also indicated, however, that the process of diverting auto drivers to carpool participants is an arduous task requiring perseverance in a consistent long-range program; that the promotion of carpooling may to a certain extent conflict with the promotion of increased mass transit use within the four-county area; and that, even with successful program implementation, heavy reliance on the auto driver mode of travel can be expected to continue within the study area. For complete documentation of the carpool demonstration project, see SEWRPC Technical Report No. 20, Carpooling in the Metropolitan Milwaukee Area, March 1977.

Pursuant to recommendations contained in the above-mentioned report that carpooling promotions be continued, the Milwaukee County Board of Supervisors authorized its Department of Public Works to reactivate the program for a three-year period, subject to availability of federal aid in partial support of the program. Such application was prepared in February 1978 and approved in September 1978, contingent on Congress making urban system funds available for 1979, 1980, and 1981. The total proposed budget for the three-year period is \$225,000.

The second project, the Wisconsin Department of Transportation vanpool program, was authorized under Section 143 of the Federal Aid Highway Act of 1976. Under this Act, Congress authorized states to expend some of their Federal Aid Primary funds to support vanpool activities. In September 1976, the Wisconsin Highway Commission allocated \$200,000 of its Federal Aid Primary apportionment to fund vanpool projects within the State.

The objective of the federally supported state program is to "conserve fuel, decrease traffic congestion during rush hours, improve air quality and enhance the use of existing highways and parking facilities."

Under the program the State has agreed to pay up to 90 percent of:

1. "No interest" loans for acquisition of vans with a capacity of no less than 8 and no more than 15 (such loans to be repaid within four years),

2. Promotion expenses for ride-sharing for one year,
3. Rider matching expenses for one year,
4. Reasonable related administrative expenses for one year, and
5. Actual financial losses that may be incurred if the vanpool project is aborted within a project's first year of operation.

Applicants may not use federal vanpool funds to pay for the operating expenses of vans. Operating expenses as well as the cost of vehicle depreciation, insurance, licensing, and registration must be paid out of passenger fares.

For this program, an eligible applicant must be an employer of 15 or more persons or a public agency in the State of Wisconsin. The applicant must demonstrate financial responsibility, indicate probable success for the project, and indicate a commitment to the project after the termination of the demonstration program.

During 1978 an inquiry was received from the Milwaukee Area Technical College (MATC) concerning a potential vanpool project. However, MATC did not submit the project to the Wisconsin Department of Transportation for funding, nor has it apparently pursued the project within its own organization.

In addition to the carpool and vanpool projects previously discussed, the University of Wisconsin-Extension—Office of Statewide Transportation Programs and the University of Wisconsin-Milwaukee, Center for Urban Transportation Studies undertook a project in May 1978, with \$42,000 in funding from the Wisconsin Office of State Planning and Energy, to investigate innovative approaches to energy conservation at major trip generators. The project, which is scheduled to be completed in April 1979, is concerned with the development of energy savings through the use of alternative means of transportation. These include: 1) development of informational aids for promoting usage of existing public transit service; 2) modification of existing public transit service to better serve a major trip generator; 3) development of new user-oriented transit service to major trip generators;

4) promotion of carpooling; and 5) establishment of a vanpool and/or buspool program.

The project has three phases: 1) development of background information and resource materials; 2) development of a pilot program; and 3) final program design. The second phase is the largest part of the program and involves setting up pilot programs at a minimum of five major trip generators in Wisconsin. These pilot programs involve analyzing the transportation needs of each major trip generator, making recommendations, and implementing selected energy conservation strategies. The pilot programs will be closely monitored so that successful strategies can be identified and unsuccessful ones discontinued or modified. To date, much of the first phase has been completed. In November 1978, the vanpool program was publicized through a Shared Ride Seminar sponsored by the University of Wisconsin-Extension in Milwaukee and the Milwaukee Area Technical College (see Figure 1). A number of major employers in southeastern Wisconsin have since been contacted to develop shared ride programs for their employees.

ACTION 13—PEDESTRIAN AND BICYCLE PROVISIONS

The 1978 TSM plan recommended that seven pedestrian and bicycle projects be undertaken at various locations in the Milwaukee urbanized area, all of which were programmed for implementation in the 1978 annual element of the adopted transportation improvement program (TIP). Of the seven projects programmed for implementation in the 1978 annual element of the TIP, none were completed, three projects are underway, three projects have been postponed, and one project has been dropped from further consideration. Table 10 provides a listing and the status of the pedestrian and bicycle projects programmed for implementation in the 1978 annual element of the TIP for the Milwaukee urbanized area.

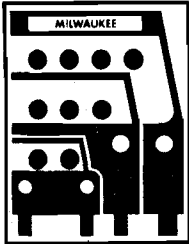
ACTION 14—MISCELLANEOUS LOW-CAPITAL ACTIONS

The 1978 TSM plan recommended that four low-capital projects, generally categorized as miscellaneous actions to improve the efficiency of the existing street and highway system, be

Figure 1

SHARED RIDE SEMINAR PROGRAM ANNOUNCEMENT, AGENDA, AND SCHEDULE

DO YOU REALLY KNOW?



Transit, vanpool and carpool programs promote subtle benefits for employers as well as employees?—productive real estate, expanded labor market, better attendance, favorable company image in the community, — and many more!

Riders gain comfortable, convenient, low cost transportation, and special parking privileges under many active programs?

How to initiate and improve your own shared ride program?

What other companies do and benefit through shared ride programs?

SHARED RIDES - - A COMPLETE PICTURE

A Seminar for Employers, Administrators and Employees

SPONSORED BY: University of Wisconsin-Extension, Division of Urban Outreach
Office of Statewide Transportation Programs

IN COOPERATION WITH: Metropolitan Milwaukee Association of Commerce and
Milwaukee Area Technical College

CONSERVATION OF FUEL
—RIDING TOGETHER

Victoria Potter, Director; Office of
State Planning and Energy, Madison, WI

SHARING THE RIDE—THE
KNOXVILLE EXPERIENCE

Dr. Frederick Wegmann; Department of Civil
Engrg, University of Tennessee, Knoxville, TN

WHAT THE MILWAUKEE COUNTY
TRANSIT SYSTEM HAS TO OFFER

Ken Warren, Executive Assistant; Milwaukee
Transport Serv, Inc., Milwaukee, WI

WHAT CARPOOLING MEANS TO
HARNISCHFEGGER

Richard Schulze, Director; Public Relations,
Harnischfeger Corp., Brookfield, WI

VANPOOLING WITH MOTOROLA

Robert Ryan, Manager; Participation
Management Program, Motorola, Schamburg, IL

A VANPOOLING FINANCING
ALTERNATIVE

Marvin Thompson; PANTEX,
Amarillo, TX

NATIONAL ASSOCIATION OF
VANPOOL OPERATORS

Paula Vondrachek, Representative;
LRP Vehicles, Lake Geneva, WI

SHARED RIDING—WHAT'S AVAILABLE
(Panel of Experts)

Edward Beimborn, Professor; Department of
Civil Engineering, UWM, Milwaukee, WI

Sharon Berkers, Shared Ride Coordinator;
State Dept. of Administration, Madison, WI

William Heimlich; Dept. of Transportation,
Waukesha, WI

Neil Weinsner; Dept. of Transportation,
Milwaukee, WI

NO FEE Register in advance
Phone (414) 963-4422
UWEX-Transportation

DATE: WEDNESDAY, NOV. 8TH
9:00 a.m. to 3:30 p.m.

LOCATION: MATC
TECHNICAL BUILDING AUDITORIUM
1101 North 6th Street
(6th St. at Highland Ave.)
Milwaukee, Wisconsin

PARKING: Mac Arthur Square - No. 7th Street-between Wells St. & State St.
CLOSEST #80 (6th Street)—at Highland Ave., #71 (State-Highland)—at 6th St.
TRANSIT — #10 (Wells-Wisconsin) at 6th Street - walk 3 blocks North
ROUTES | #57 (Walnut-Libson) at Highland Ave. - walk 2-3 blocks West

NO FEE - PLEASE REGISTER IN ADVANCE: PHONE 963-4422 UWEX-TRANSPORTATION
Source: University of Wisconsin-Milwaukee.

UNIVERSITY OF WISCONSIN-EXTENSION, DIVISION OF URBAN OUTREACH
OFFICE OF STATEWIDE TRANSPORTATION PROGRAMS

IN COOPERATION WITH: Metropolitan Milwaukee Association of Commerce
Milwaukee Area Technical College

SEMINAR - SHARED RIDES -- A COMPLETE PICTURE

Wednesday - November 8, 1978

MATC-TECHNICAL BUILDING AUDITORIUM

1101 North Sixth Street, Milwaukee

Program Agenda and Schedule

- 9:15 a.m. CONSERVATION OF FUEL - RIDING TOGETHER
Victoria Potter
Director, Office of State Planning and Energy
Madison, Wisconsin
- 9:45 SHARING THE RIDE - KNOXVILLE EXPERIENCE
Dr. Frederick Wegmann
Department of Civil Engineering
University of Tennessee
Knoxville, Tennessee
- 10:45 WHAT THE MILWAUKEE COUNTY TRANSIT SYSTEM HAS TO OFFER
Ken Warren
Executive Assistant, Milwaukee Transport Services, Inc.
Milwaukee, Wisconsin
- 11:15 LUNCH HOUR - (On Your Own)
- 12:30 p.m. WHAT CARPOOLING MEANS TO HARNISCHFEGGER
Richard Schulze
Director of Public Relations, Harnischfeger Corporation
Brookfield, Wisconsin
- 1:15 VANPOOLING WITH MOTOROLA
Robert Ryan
Manager, Participation Management Program
Schamburg, Illinois
- 2:00 A VANPOOL FINANCING ALTERNATIVE
Marvin Thompson
PANTEX
Amarillo, Texas
- 2:45 NATIONAL ASSOCIATION OF VANPOOL OPERATORS
Paula Vondrachek
Representative, LRP Vehicles
Lake Geneva, Wisconsin
- 3:00 SHARED RIDING - WHAT'S AVAILABLE (Panel)
Edward Beimborn, Professor
Civil Engineering, UW-Milwaukee
Sharon Berkers, Shared Ride Coordinator
State Department of Administration, Madison
William Heimlich, Planning Supervisor
Wisconsin Dept. of Transportation, Waukesha
Neil Wienser, Urban Planning Supervisor
Wisconsin Dept. of Transportation, Milwaukee

Table 10

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: PEDESTRIAN AND BICYCLE PROVISIONS PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 36 AT SCOUT LAKE IN THE VILLAGE OF GREENDALE	UNDERWAY	V/GREENDALE
	CONSTRUCTION OF A BICYCLE PATH ALONG PILGRIM RD SOUTHERLY FROM MEQUON RD IN THE VILLAGE OF GERMANTOWN (2.00 MI)	UNDERWAY	V/GERMANTOWN
	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	UNDERWAY	C/BROOKFIELD
	CONSTRUCTION OF THE BEAVER CREEK BIKEWAY FROM DEERWOOD DR TO THE WPCO R-O-W IN THE VILLAGE OF BROWN DEER (0.30 MI)	DEFERRED	V/BROWN DEER
	CONSTRUCTION OF BIKE PATH ALONG JEAN NICOLET RD FROM NICOLET HIGH SCHOOL TO GREEN TREE RD IN THE CITY OF GLENDALE (0.40 MI)	DEFERRED	C/GLENDALE
	CONSTRUCTION OF BIKE- WAY ALONG 116TH ST FROM W GRANGE AVE TO EDGERTON AVE IN THE VILLAGE OF HALES CORNERS(0.30 MI)	DEFERRED	V/HALES CORNERS
	RECONSTRUCTION OF N PORT WASHINGTON RD FROM INDIAN CREEK RD TO THE NORTH VILLAGE LIMITS IN THE VILLAGE OF FOX POINT (0.60 MI)	PROJECT DROPPED	V/FOX POINT

Source: SEWRPC.

undertaken in the Kenosha and Milwaukee urbanized areas, all of which were programmed for implementation in the 1978 annual element of the adopted TIP. Of the four projects programmed for implementation in the 1978 annual element of the TIP, two have been completed and two are underway. Table 11 provides a listing and the status of the miscellaneous low-capital projects programmed for implementation in the 1978 annual element of the TIP for the Region.

ACTION 15—MAJOR TRANSIT GENERATOR STUDY

The 1978 TSM plan recommended that a prospectus be developed for a planning study to identify the major transit generators in Milwaukee County. The TSM plan further recommended that, following completion of an approved prospectus, a study of major transit generators in Milwaukee be undertaken. The study would have identified major current and

Table 11

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION
SYSTEMS MANAGEMENT PLAN: MISCELLANEOUS LOW-CAPITAL ACTIONS PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	PROVISION OF PARKING RESTRICTIONS ON STH 32 (SHERIDAN ROAD) FROM 50TH ST TO 60TH ST IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
MILWAUKEE URBANIZED AREA	CITYWIDE PROVISION OF ARTERIAL STREET ACCESS ZONING AT VARIOUS LOCATIONS IN THE CITY OF MEQUON	COMPLETED	C/MEQUON
	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	VEHICLE COUNTING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE

Source: SEWRPC.

potential transit generators such as industrial parks, other large employers, universities, and others. A variety of potential transit, para-transit, and pooling options would have been considered for application to each generator, depending on the unique characteristics of the individual situation. Among the options which would have been considered are route deviation, scheduled transit, express transit, vanpooling with preferential parking, and subscription taxi or transit. It was anticipated that this would have led to a number of demonstration projects throughout the area.

The proposed study of major transit generators in Milwaukee County has since been merged into a more comprehensive and continuing "transit system service study," which is currently being conducted by the Milwaukee County Transit System. It is anticipated that a draft preliminary report on the initial findings and recommendations of the transit system service study will be completed in the spring of 1979. It is further anticipated that the study findings and recommendations will be incorporated into an updated Milwaukee area transit system plan and program planning document, which is also currently in the process of being

prepared; a draft report is expected to be completed in the spring of 1979. In addition, the entire question of transit service to major generators is being addressed under the University of Wisconsin study of innovative approaches to energy conservation at major trip generators, as discussed under Action No. 12.

ACTION 16—BUS STOP LOCATION STUDY

The 1978 TSM plan recommended that two activities related to local bus stops in the City of Milwaukee be carried out under this action. The first activity involves the continuation of the City of Milwaukee's bus stop paving program. The second activity involves a study by Milwaukee County which would: 1) inventory all existing bus stop locations on the Milwaukee County Transit System; 2) investigate existing bus stop loading zones to ensure that they each contribute to the safe operation of wheelchair lift-equipped buses; and 3) provide the necessary detailed planning for the implementation of new bus stop signs developed under the bus stop sign demonstration project completed in June 1978.

Based on the bus stop location study recommendations contained in the 1978 TSM plan, the City of Milwaukee bus stop paving program project was subsequently programmed for continued implementation in the 1978 annual element of the adopted TIP. However, no work was accomplished on this project during 1978. The project is still included in the updated 1979 TSM plan for the Region, and is recommended for implementation in the 1979 annual element of the updated TIP. Table 12 indicates the status of the City of Milwaukee bus stop paving project programmed for implementation in the 1978 annual element of the adopted TIP for the Region.

During 1978, progress has also been made on the bus stop location study recommended in the adopted 1978 TSM plan for the Region. A draft contract between Milwaukee County and the Regional Planning Commission providing for "pass-through" of UMTA Section 9 Technical Studies funds for this study was prepared and executed. A project work plan was completed and approved and the study was begun. Initial work on the actual study itself began on July 10, 1978. To date, bus stop locations on all bus routes of the Milwaukee County Transit System have been inventoried.

The evaluation of bus stop location deficiencies was an important part of the inventory process. Where deficiencies were found, they are being corrected. New sign planning has not yet begun. Work on this phase of the study will commence late in 1978 and extend into 1979.

ACTION 17—DOWNTOWN PARKING RATE STRUCTURE STUDY

The objective of this TSM action is to investigate measures to encourage short-term parking in the downtown Milwaukee central business district while simultaneously discouraging long-term parking by commuters. Under this proposed action, a study would be made of parking supply and demand relationships as they relate to parking rates. Special consideration would also be given to the effects of downtown parking rate changes on transit ridership.

The adopted 1978 transportation systems management plan for the Region recommended that the proposed downtown parking rate study be undertaken by the City of Milwaukee Department of Public Works entirely with local funds as soon as practicable. The first of what is anticipated to be a series of reports on downtown parking rates was to have been completed by December 31, 1978. This proposed study, however, was deferred and is expected to be undertaken in 1979.

ACTION 18—TAXI FARE AND REGULATION STUDY

The 1978 TSM plan recommended that a taxi fare and regulation study be initiated in the City of Milwaukee and completed by December 31, 1978. The study was also intended to be a model for similar future studies in other areas of the Region.

Table 12

IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1978-1982 TRANSPORTATION SYSTEMS MANAGEMENT PLAN: BUS STOP LOCATION STUDY PROJECTS

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	INSTALLATION OF BUS STOP PAVING AT 400 LOCATIONS IN THE CITY OF MILWAUKEE	DEFERRED	C/MILWAUKEE

Source: SEWRPC.

The purpose of this study is to investigate, analyze, and evaluate the present taxi fare and regulation structure in the City of Milwaukee and the potential for innovative fare/regulation policies, such as "shared ride" and "zone fare" programs.

On April 11, 1978, the Milwaukee Common Council created a committee to study the regulation and operation of taxicab transportation in the City of Milwaukee. This special committee has since approved a proposed work plan and overall study design. The study is currently in progress. As part of the study, a taxicab user survey has been conducted and currently is being analyzed.

ACTION 19—EXCLUSIVE BUS LANES

The 1978 TSM plan recommended that design studies be pursued for the exclusive transit lanes on arterial streets recommended in the design year 2000 regional transportation system plan and shown in Table 13. The 1978 TSM plan further recommended that these

studies be mounted for exclusive lanes on arterial streets outside of the Milwaukee central business district as part of the proposed arterials studies discussed under TSM Action No. 9. It was recognized that E. and W. Wells Street exclusive bus lanes in Downtown Milwaukee were proposed in the recently adopted downtown transportation center plan of the Milwaukee County Transit System, and that their implementation should be pursued as an integral part of implementation of that plan.

ACTION 20—COMMUTER-IMPACTED PERMIT PARKING

As in many major United States cities, severe parking problems have developed over the years in residential areas abutting major traffic generators in the City of Milwaukee. Commuter vehicles circulating within these residential areas in an effort to find a parking space increase residential street traffic volumes and create a higher accident potential. As a deterrent to long-term commuter parking in these areas, hourly parking restrictions

Table 13

EXCLUSIVE TRANSIT LANES ON STANDARD ARTERIAL STREETS IN THE MILWAUKEE URBANIZED AREAS AS RECOMMENDED UNDER THE YEAR 2000 REGIONAL TRANSPORTATION SYSTEM PLAN

Arterial Street			Exclusive Transit Lane				Remarks
Name	Limits		Type	Direction	Duration	Number of Buses in Peak Hour	
	From	To					
N. 27th Street	W. St. Paul Avenue	W. Capitol Drive	Curb Lane	Southbound	6:00 a.m.-6:00 p.m.	19	Requires removal of curb parking. Requires removal of curb parking.
			Curb Lane	Northbound	6:00 a.m.-6:00 p.m.	26	
N. Farwell Avenue	E. Ogden Avenue	E. North Avenue	Curb Lane	Southbound	6:00 a.m.-9:00 a.m.	37	Requires removal of curb parking.
				Southbound	3:00 p.m.-6:00 p.m.	44	
N. Prospect Avenue	E. Kilbourn Avenue	E. North Avenue	Curb Lane	Northbound	6:00 a.m.-9:00 a.m.	38	Requires removal of curb parking.
				Northbound	3:00 p.m.-6:00 p.m.	44	
Kenwood Boulevard	N. Downer Avenue	N. Oakland Avenue	Curb Lane	Westbound	6:00 a.m.-6:00 p.m.	119	Requires removal of curb parking.
E. and W. Wells Street	N. Prospect Avenue	N. 10th Street	Contra-flow Curb Lane	Westbound	All day	68	Requires removal of curb parking, median construction, and replacement of Wells Street Bridge over Milwaukee River.
W. Wisconsin Avenue	N. 10th Street	N. 35th Street	Curb Lane	Eastbound	6:00 a.m.-9:00 a.m.	75	Requires removal of curb parking.
				Westbound	3:00 p.m.-6:00 p.m.	98	

Source: SEWRPC.

This commuter-impacted resident parking permit program in the City of Milwaukee was initiated on October 2, 1975, with the passage of an ordinance which added Section 101-27.7 to the City Traffic Code. This ordinance set forth the following requirements for establishing commuter-impacted parking areas:

2. A petition or request for a study of a potentially commuter-impacted area by the residents of the area and the City of Milwaukee Bureau of Traffic Engineering and Electrical Services.
3. A study and report as to whether an area meets the criteria and qualifies for designation as commuter-impacted by the City of Milwaukee Bureau of Traffic Engineering and Electrical Services.
4. A public hearing held by the City of Milwaukee Bureau of Traffic Engineering and Electrical Services to determine if the area should be declared impacted and establishing the area's boundaries.
5. Common Council designation of the impacted area, with authorization to change parking signs on the affected streets and to issue permits.

ACTION 21—COMMUNITY ASSISTANCE TRAFFIC ENGINEERING AND TRANSIT PLANNING

Map 13

A. O.
SMITH
CORP.

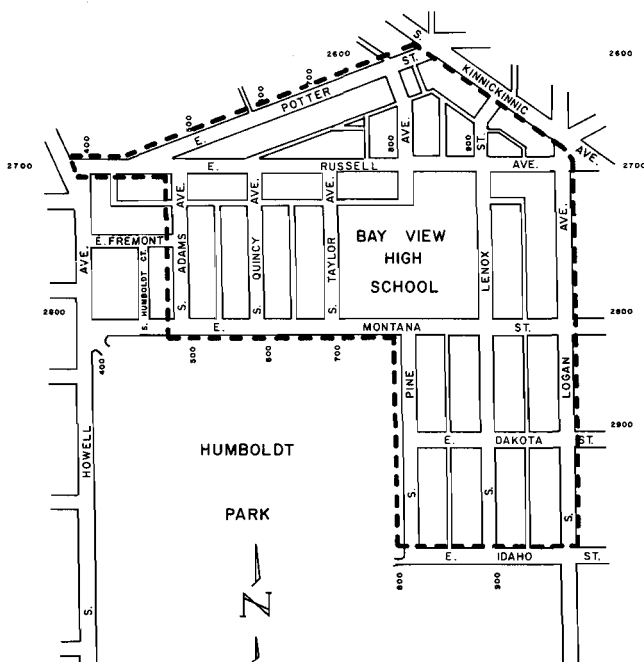
B.T.E. & E.S. B-77-900-P

--- IMPACTED AREA

50

Map 14

BAY VIEW HIGH SCHOOL COMMUTER PARKING-IMPACTED AREA

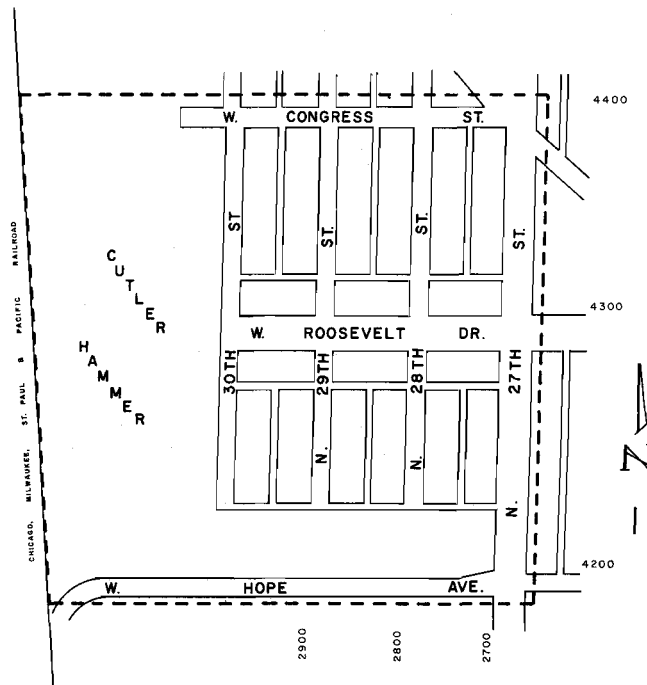


B.T.E. & E.S. B-78-902-P
 - - - - IMPACTED AREA

Source: City of Milwaukee Bureau of Traffic Engineering and Electrical Services.

Map 15

CUTLER HAMMER COMMUTER PARKING-IMPACTED AREA



B.T.E. & E.S. B-78-900-P
 - - - - IMPACTED AREA

Source: City of Milwaukee Bureau of Traffic Engineering and Electrical Services.

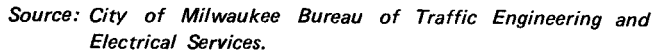
City of Oconomowoc, Wisconsin Traffic Management Study

The City of Oconomowoc, Wisconsin (1978 estimated population—10,783), located in western Waukesha County approximately four miles north of IH 94 on STH 67 (see Map 24) is currently experiencing what many residents perceive to be high levels of traffic congestion. This traffic congestion is evidenced by the long traffic delays at major arterial intersections in the City, especially during weekday morning and evening peak traffic periods and on Friday and Sunday evenings. While these intersection delays occur throughout the City, they are most prevalent at intersections located along STH 67

and STH 16 within the city limits. STH 67 (E. Summit-N. Main Street) is the principal north-south arterial street through the City and STH 16 (Wisconsin Avenue) is the principal east-west arterial through the City. These two routes intersect in the central business district. Factors which city representatives believe contribute to the traffic congestion problems, particularly along STH 67 and STH 16, include:

1. An at-grade crossing of the Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road) on STH 67 two blocks south of the intersection of STH 67 and STH 16 in the central business district.

HARLEY-DAVIDSON PLANT COMMUTER PARKING-IMPACTED AREA



2. The location of numerous major trip attractors, including a hospital, a junior and a senior high school, strip commercial development, industrial and manufacturing firms, and the downtown central business district either adjacent to or in the immediate vicinity of STH 16 and STH 67 within the Oconomowoc city limits.
3. A lack of alternative north-south and east-west routes through the City primarily due to the location of the Milwaukee Road right-of-way and both Lac La Belle and Fowler Lake, which extend along much of the north side of STH 16

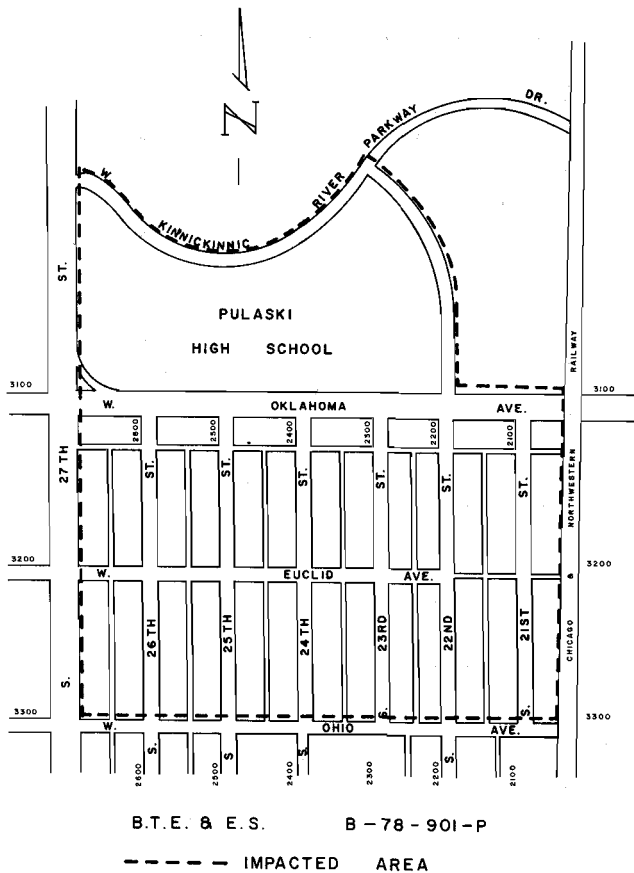
HARNISCHFEGER PLANT COMMUTER PARKING-IMPACTED AREA



- within the city limits and which are crossed by only one major north-south arterial route—STH 67 (see Map 24).
4. A perceived significant volume of recreational traffic, especially through recreational traffic on Friday and Sunday evenings.
 5. Population growth and new development in the Oconomowoc area.
 6. The reconstruction and upgrading of STH 16 immediately east of the City, which is currently in progress.
 7. Existing onstreet parking.
 8. A lack of turning movement capacity at intersections.

Map 18

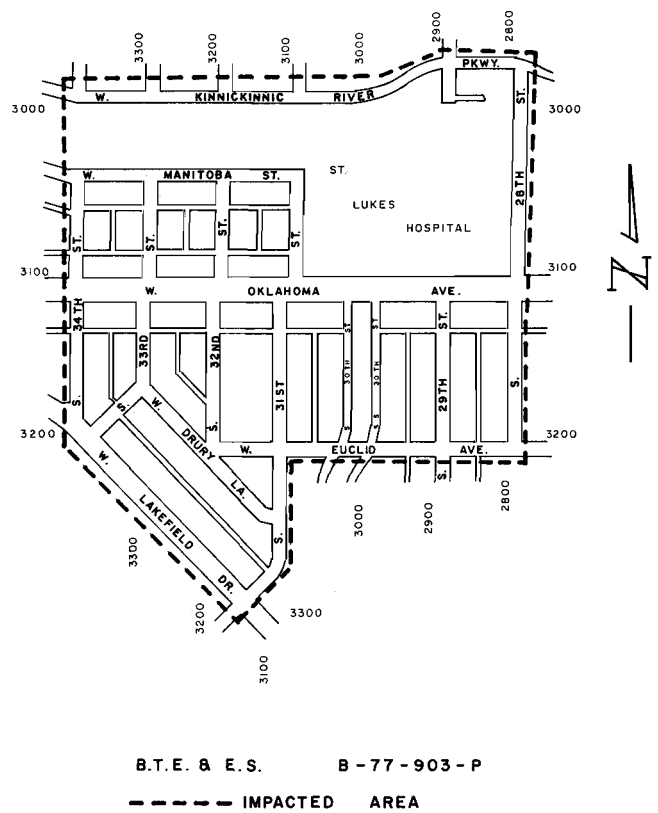
PULASKI HIGH SCHOOL COMMUTER PARKING-IMPACTED AREA



Source: City of Milwaukee Bureau of Traffic Engineering and Electrical Services.

Map 19

ST. LUKE'S HOSPITAL AREA COMMUTER PARKING-IMPACTED AREA



Source: City of Milwaukee Bureau of Traffic Engineering and Electrical Services.

At the request of the Mayor and other representatives of the City of Oconomowoc, the Regional Planning Commission has agreed to undertake a study to determine what traffic management actions, projects, and policy initiatives could be implemented by the City to reduce the perceived existing high levels of traffic congestion. As a result of this decision, the Commission staff prepared a proposal for

a traffic management study for the City of Oconomowoc containing a preliminary work plan and study completion schedule (see Table 14). This proposal has been reviewed and approved by representatives of the City. Work on the preparation of a detailed study design is expected to begin in November 1978, with completion of the study expected by December 1979.

ST. JOSEPH'S HOSPITAL AREA COMMUTER PARKING-IMPACTED AREA

UNIVERSITY OF WISCONSIN-MILWAUKEE
COMMUTER PARKING-IMPACTED AREA

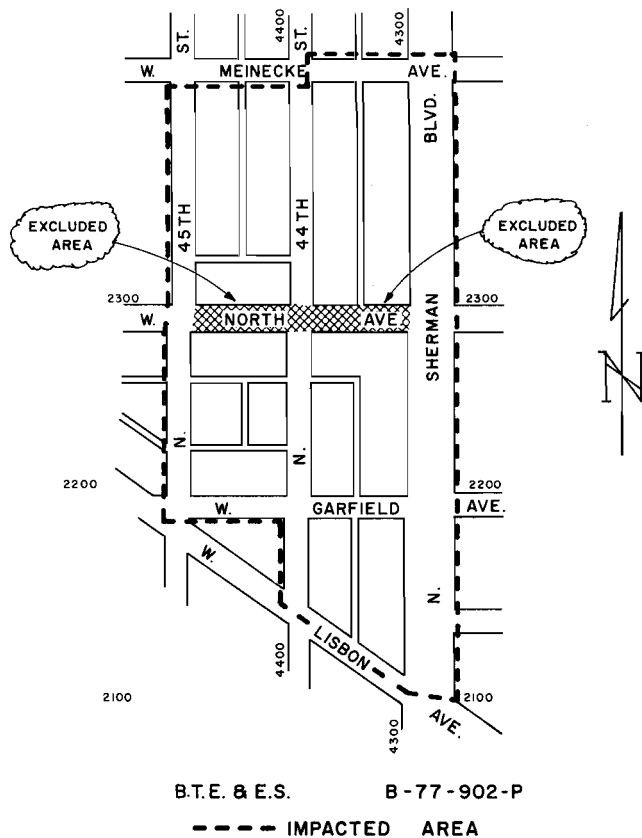
**WASHINGTON HIGH SCHOOL COMMUTER
PARKING-IMPACTED AREA**



During 1978 the Regional Planning Commission staff has been engaged in a number of activities in cooperation with local units and agencies of government to provide assistance to local transit operators and other units of government in implementing the recommendations contained in the adopted transportation plan for transportation handicapped people in Southeastern Wisconsin. These activities have included:

Map 23

**44TH AND NORTH BUSINESS AREA
COMMUTER PARKING-IMPACTED AREA**



Source: City of Milwaukee Bureau of Traffic Engineering and Electrical Services.

1. The continuing participation as a liaison member in the Milwaukee County Task Force On Transportation for The Elderly and Handicapped, and the provision of Technical staff assistance to that task force;
2. The provision of technical staff assistance to the City of Racine Transit and Parking Commission in that Commission's efforts to amend the transportation handicapped transportation plan "special efforts" recommendations for the City of Racine; and

3. The provision of technical staff assistance to the Waukesha County Program on Aging in the program's efforts to establish a user-side subsidy program for elderly and/or handicapped people in communities in the County served by taxi.

Rehabilitation of the Municipality of East Troy Wisconsin Railroad (METWRR)

In June 1977 the Southeastern Wisconsin Regional Planning Commission, at the request of officials of the Village of East Troy, undertook a project justification study for the rehabilitation of the Municipality of East Troy Wisconsin Railroad (METWRR). The objective of this study was to provide the information base necessary to support any future application by the Village of East Troy for federal/state funding to financially assist the Village in its efforts to rehabilitate its railroad and railroad right-of-way. The findings and recommendations of that study, which was completed in September 1977, are published in SEWRPC Community Assistance Planning Report No. 20, A Rail Transportation Service Plan for the East Troy Area.

On July 21, 1978, the Commission received a further request from officials of the Village of East Troy to provide staff assistance to help prepare the necessary technical documentation required for the Village to apply for federal and state grants available through the Federal Economic Development Administration (EDA), the Office of State Planning and Energy (OSPE), and the Wisconsin Department of Transportation (WisDOT) to partially support the rehabilitation of the METWRR.

As a result of this request, the Commission staff has been engaged in the following community assistance activities in 1978 for the Village of East Troy:

1. Assisting the Village in providing the necessary preliminary information concerning the METWRR rehabilitation project required by the EDA as part of its pre-application process.
2. Assisting the Village in providing the necessary project justification documentation concerning the METWRR rehabilitation project required by the OSPE prior to its support of EDA grants.

Map 24

THE CITY OF OCONOMOWOC, WISCONSIN PERCEIVED CONGESTION PROBLEM LOCATIONS



Source: City of Oconomowoc and SEWRPC.

3. Preparing a brief technical memorandum describing the current condition of the METWRR and outlining the total costs of various levels of the rehabilitation effort for discussion purposes at an interagency meeting held on August 28, 1978, to consider the Village of East Troy's requests for grants of federal and state funds.
4. Preparing a set of contract documents for the rehabilitation of the METWRR,

including a description of proposed work activities, construction specifications, and bid procedures for contractors.

La Casa de Esperanza Transportation Service Needs Assessment

Technical staff assistance and data processing services were provided to La Casa de Esperanza, a social service agency for Spanish-speaking people in Waukesha County as part of a general services needs survey of Spanish

Table 14

PROPOSED TIME SCHEDULE FOR COMPLETING THE CITY OF OCONOMOWOC TRAFFIC MANAGEMENT STUDY

Work Elements	1978		1979											
	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
1. Prepare Study Design														
2. Problem Identification														
3. Formulate Design Objectives														
4. Data Collection and Analysis														
5. Plan Design														
6. Plan Recommendation														
7. Plan Implementation														
8. Report Preparation														
9. Public Meetings/ Hearings as Required														

Source: SEWRPC.

minorities in Waukesha County. The purpose of this survey was to determine what service needs, including transportation services, in the Spanish community were not being addressed.

Technical Assistance to Milwaukee County Assessment of Minority Group Transit Service
Travel simulation programs developed and maintained by Commission staff were used to assist Milwaukee County in assessing the effectiveness of bus service provided to minority groups by the Milwaukee County Transit System.

City of Milwaukee TSM Planning Program

In addition the above-mentioned five activities, the Commission's community assistance traffic engineering and transit planning program recognizes that additional funds are needed by the City of Milwaukee to finance an expansion of and systematic approach to ongoing TSM activities, and to undertake design and plan-

ning studies of TSM activities. Thus, a sum not to exceed \$60,000 in federal funds (\$30,000 UMTA Section 9, \$30,000 Federal Highway Administration Urban Planning [FHWA PL] funds) was programmed in the Commission's 1978 Overall Work Program (OWP) for "pass-through" to the City of Milwaukee in partial support of a \$75,000 TSM planning program for the City. As identified in the 1978 TSM, under this program the City of Milwaukee serves as a liaison and coordinates TSM projects among various city agencies, the Regional Planning Commission, and other governmental agencies, including such activities as meeting attendance compilation, report preparation, and project review and implementation. Personnel from the City also assist the Regional Planning Commission in preparation of the annual TSM plan for the Milwaukee area.

Specific duties performed under various TSM projects include:

1. Review of other agency reports concerning proposed projects.
2. Determination of areawide impacts and effects of various TSM projects.
3. Preparation of study reports and proposals for existing and proposed TSM projects.
4. Traffic analysis and flow determination.
5. Geometric design and plan preparation for various TSM-type street projects.
6. Promotion of TSM activities to business and community groups, including an outreach program where necessary.

General areas of TSM activity include:

1. Establishment of a computer-assisted traffic signal timing strategy.
2. Participation in other TSM planning and design studies, including the freeway traffic management system study, "stub-end" freeway treatment studies, transit route evaluation, arterial studies, bus stop location study, work time rescheduling study, the Milwaukee Northwest Side/Ozaukee County transportation improvement study, and the energy emergency contingency plan preparation.
3. Preparation of a downtown public parking rate structure study.
4. Preparation of a taxi fare and regulation study (not funded under this program).

Although problems in obtaining approval of interagency agreements delayed the start of this project until late in 1978, two specific planning efforts were mounted under this project in 1978 which will extend into 1979:

1. Currently, the City is collecting information on traffic flows and intersection geometry at 43 signalized intersections on the City's near West Side in an area roughly bounded by N. 13th Street, the East-West and Stadium Freeways, and W. Vliet Street. This data will be used as input to an off-line computerized

traffic signal timing program called TRANSYT, recently developed in England and furnished by the FHWA. The program will be installed and run at the Regional Planning Commission's computer installation. Its objective is to determine an improved set of preset traffic signal timings for the signals in the study area based on traffic conditions and intersection geometry at the time of inventory. If successful, the program will then be tried by the City in a larger area on the City's near south side, and will be made available to other units of government in the Region by the Regional Planning Commission. In addition, the City will continue to monitor developments in the area of on-line real-time computerized traffic signal control for potential application in the downtown central business district, although previous requests to the Common Council for funding of a major feasibility study for such an application have been rejected.

2. The City, in cooperation with the Regional Planning Commission, is developing a citywide arterial street and highway system deficiency rating. The rating will be based on four factors:
 1. Location of areas of congestion on streets and at intersections based on accident statistics;
 2. Identification of dangerous intersections based on accident statistics;
 3. Inventory of parking restrictions and parking conditions; and
 4. Identification of situations which give rise to bus transit operational problems. After these four factors are used to develop a description of deficiencies, alternative solutions will be generated and evaluated for each of the problems described.

ACTION 22—WORK TIME RESCHEDULING STUDY

The objective of this study is to investigate the desirability and feasibility of work time

rescheduling to reduce peak-hour travel demand and, if found feasible and desirable, to select a rescheduling plan and identify the necessary actions leading to its implementation. The 1978 TSM plan recommended that by September 30, 1978, a prospectus be prepared to explore the potential of work time rescheduling—flexible work hours, staggered work hours, and the four-day work week—for reducing peak-hour travel demand, as well as to identify and estimate all other relevant and significant impacts of implementing work time rescheduling.

The preparation of a prospectus for a possible major new planning program, like a work time rescheduling study, is the first step that the Regional Planning Commission takes when considering undertaking a new planning program. The purpose of the prospectus is to explore the need for the proposed study and, if such a need is determined to exist, to describe the scope and content of the work to be undertaken; determine the most effective method for organizing and accomplishing the required work; develop a time sequence and schedule for the work; and develop an initial budget, which includes an allocation of study costs among the various levels and units of government concerned. The prospectus therefore provides a formal and coordinated structure for the study, essentially a general study design which outlines the proposed planning program in a logical and consistent manner.

The preparation of the prospectus involves the assistance of a prospectus steering committee composed of knowledgeable and interested public officials and citizens. Thus, the prospectus represents a consensus with respect to the need to conduct a planning program and the scope and content of that planning program. A Work Time Rescheduling Prospectus Steering Committee was created on July 17, 1978. Members of the Committee include a representative of industry, a representative of organized labor, and public officials from local, state, and federal agencies concerned with transportation system development, improvement, and utilization in the Milwaukee area. On September 26, 1978, the Prospectus Steering Committee unanimously approved the Milwaukee area work time rescheduling study prospectus and recommended that a work time rescheduling study be conducted in the Milwaukee area. The Steering Committee determined

that four factors contributed to the need for a work time rescheduling study in the Milwaukee urbanized area at this time: 1) the existing problems of peak-period transportation congestion within the Milwaukee urbanized area; 2) the potential of work time rescheduling to reduce peak-period transportation system congestion in the Milwaukee area through the spreading of travel demand over the peak hours of travel during the day; 3) the potential of work time rescheduling to improve air quality and reduce motor fuel consumption; and 4) the possibility that implementation of an untested work time rescheduling might disrupt the existing complex travel pattern in the Milwaukee urbanized area and actually interfere with the work and other trip purpose staggering already occurring. The primary emphasis of the proposed study as recommended in the prospectus is the design of alternative work time rescheduling programs, and the evaluation of these programs with respect to transportation costs and benefits, impacts on regional air quality, and the feasibility of implementing work time rescheduling.

It is estimated that the proposed study will require 18 months to complete and cost \$180,000 (see Table 15). The study has been included as part of the Commission's Overall Work Program for 1979 and, if funded, will be initiated in January 1979. The proposed study

Table 15

**BUDGET FOR PROPOSED WORK
TIME RESCHEDULING STUDY**

Funding Source (dollars)	1979	1980
UMTA	\$13,840	\$ 7,760
FHWA	13,840	7,760
WisDOT	3,460	1,940
SEWRPC	3,460	1,940
EPA	80,700	45,300
Total	\$115,300	\$64,700

Source: SEWRPC.

has been provided with an option of termination during its first year if it is determined from the initial analyses proposed to be conducted under the study that both the potential for additional work time rescheduling and the potential transportation benefits of any work time rescheduling in the Milwaukee area are low.

ACTION 23—ENERGY EMERGENCY CONTINGENCY PLAN

The 1978 TSM plan recommended that the Regional Planning Commission prepare a prospectus for a planning study to analyze and evaluate alternative potential responses of the Region to an energy emergency. If the prospectus shows the study to be warranted, the study should be mounted upon completion of the prospectus. Because of the heavy workload in the area of TSM planning and the relatively low priority of the action, the prospectus preparation and undertaking of the subsequent planning study have been deferred until 1980.

ACTION 24—WEEKEND AND SPECIAL EVENT TRAFFIC PLANNING

Scheduled special events such as sports events, rock concerts, Summerfest, and predictable peak directional traffic flows created by weekend recreational travel cause disturbances in the operations of the regional transportation

system. Although some preparations are made for such occurrences, concentrated special-purpose transit, traffic, and intermodal planning could be undertaken to alleviate, at least to some extent, the negative traffic and transit impacts created by weekend and special event traffic peaks. The 1978 TSM plan recommended that in 1979 or earlier, if resources became available, a prospectus be prepared for a planning study to analyze and evaluate potential traffic management and transit initiatives to cope with the special traffic demands on weekends and during special events.

SUMMARY

This chapter has provided a progress report on the status of TSM projects programmed for implementation in the 1978 annual element of the 1978-1982 TIP for the Region, and on the continuing TSM planning studies recommended to be undertaken in the 1978 TSM plan for the Region. Table 16 collectively summarizes the status of these various projects and studies by TSM category of action for the Kenosha, Milwaukee, and Racine urbanized areas and the rural area of the Region, as discussed in this chapter. Significant progress has been made in implementing projects and planning studies recommended under most of the 24 categories of TSM actions presented in the 1978 TSM plan. The work completed to date provides a solid base of support on which to build TSM implementation and planning in southeastern Wisconsin in 1979 and the years to follow.

Table 16

STATUS OF PROJECTS AND STUDIES RECOMMENDED IN 1978 TSM PLAN FOR IMPLEMENTATION DURING 1978

TSM Action Category	Project/Study Status	Project/Study Location				
		Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Area	Total
1. Freeway Traffic Management System	Completed	—	2	—	—	2
	Underway	—	—	—	—	—
	Deferred	—	2	—	—	2
	Dropped	—	—	—	—	—
	Total	—	4	—	—	4
2. "Stub End" Freeway Treatments	Completed	—	—	—	—	—
	Underway	—	1	—	—	1
	Deferred	—	1	—	—	1
	Dropped	—	—	—	—	—
	Total	—	2	—	—	2

Table 16 (continued)

TSM Action Category	Project/Study Status	Project/Study Location				
		Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Area	Total
3. Improved Transit Service	Completed	2	7	1	—	10
	Underway	1	1	—	—	2
	Deferred	—	3	1	—	4
	Dropped	—	2	—	—	2
	Total	3	13	2	—	18
4. Traffic Signing, Pavement Marking, and Signalization	Completed	—	10	2	7	19
	Underway	1	14	1	—	16
	Deferred	1	23	2	11	37
	Dropped	—	2	—	—	2
	Total	2	49	5	18	74
5. Park-Ride Lots With Express Transit Service and Park-and-Pool Lots	Completed	—	—	—	1	1
	Underway	—	7	—	—	7
	Deferred	—	—	—	—	—
	Dropped	—	—	—	—	—
	Total	—	7	—	1	8
6. Transit Route Evaluation	Underway	—	—	—	—	—
7. Spot Street and Highway Improvements	Completed	—	13	—	3	16
	Underway	—	4	—	—	4
	Deferred	—	18	1	6	25
	Dropped	—	1	—	1	2
	Total	—	36	1	10	47
8. UBUS/UPARK	Continuing	—	—	—	—	—
	Implementation	—	—	—	—	—
9. Arterial Studies	Underway	—	—	—	—	—
10. Downtown Shuttle Services	Continuing	—	—	—	—	—
	Implementation	—	—	—	—	—
11. Transit Shelters	Completed	1	1	—	—	2
	Underway	—	—	—	—	—
	Deferred	—	—	—	—	—
	Dropped	—	—	—	—	—
	Total	1	1	—	—	2

Table 16 (continued)

TSM Action Category	Project/Study Status	Project/Study Location				
		Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Area	Total
12. Carpool and Vanpool Promotion	Completed	—	1	—	—	1
	Underway	—	—	—	—	—
	Deferred	—	1	—	—	1
	Dropped	—	—	—	—	—
	Total	—	2	—	—	2
13. Pedestrian and Bicycle Provisions	Completed	—	—	—	—	—
	Underway	—	3	—	—	3
	Deferred	—	3	—	—	3
	Dropped	—	1	—	—	1
	Total	—	7	—	—	7
14. Miscellaneous Low-Capital Actions	Completed	1	1	—	—	2
	Underway	—	2	—	—	2
	Deferred	—	—	—	—	—
	Dropped	—	—	—	—	—
	Total	1	3	—	—	4
15. Major Transit Generator Study	Part of Milwaukee County Transit System Service Study (Action No. 6)					
16. Bus Stop Location Study	Underway	—	—	—	—	—
17. Downtown Parking Rate Structure Study	Underway	—	—	—	—	—
18. Taxi Fare and Regulation Study	Underway	—	—	—	—	—
19. Exclusive Bus Lanes	Underway	—	—	—	—	—
20. Commuter Impacted Permit Parking	Continuing Implementation	—	—	—	—	—
21. Community Assistance Traffic Engineering and Transit Planning	Underway	—	—	—	—	—
22. Work Time Rescheduling Study	Underway	—	—	—	—	—
23. Energy Emergency Contingency Plan	Deferred	—	—	—	—	—
24. Weekend and Special Event Traffic Planning	Deferred	—	—	—	—	—

Source: SEWRPC.

Chapter III

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN: 1979

INTRODUCTION

Presented herein is the 1979 transportation systems management plan for southeastern Wisconsin. This proposed plan is similar to the one recommended for the Region in 1978. The various projects and studies which make up the plan have again been grouped under 24 categories of TSM action—the same categories used in the 1978 plan. Each of these categories, however, has been updated to reflect a five-year period which now extends from 1979 through 1983. The projects and studies included in the 1979 TSM plan are the result of continuing and cooperative TSM planning efforts over the past year among the technical staffs of the Southeastern Wisconsin Regional Planning Commission, the Wisconsin Department of Transportation, various agencies of local units of government throughout the Region, and the operators of publicly owned mass transportation systems in the Region. The plan includes:

1. New projects and studies, proposed for the first time, to be implemented during the 1979 through 1983 plan period;
2. Continuing projects and studies programmed for implementation in the 1978 annual element of the adopted TIP for the Region started in 1978, but not completed;
3. Deferred projects and studies programmed for implementation in the 1978 annual element of the adopted TIP for the Region but not undertaken for a variety of reasons; and
4. Projects and studies included in the 1978 TSM plan and programmed for implementation during the period 1979 through 1982 in the adopted 1978 through 1982 TIP for the Region.

Each project or study included in this updated 1979 TSM planning document has been reviewed by the Regional Planning Commission staff and determined to be either in conformance

or not in conflict with the adopted regional land use and transportation system development plans for southeastern Wisconsin, and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives. The plan itself represents a continuing local commitment toward improving the people-moving efficiency of the "existing" regional transportation system.

The description of the plan, which follows, includes a brief summary of the types of projects and studies which have been grouped under each of the 24 categories of actions in the 1979 TSM plan; the goals and objectives of these projects and studies; and the anticipated level of proposed project and study activity expected to occur between 1979 and 1983. As appropriate, tables are also provided for each action category which list and describe each project and study to be implemented in the Kenosha, Milwaukee, and Racine urbanized areas and the rural areas of the Region, the proposed project or study's estimated cost, the anticipated source of project or study funds, and the proposed year of implementation.

ACTION 1—FREEWAY TRAFFIC MANAGEMENT SYSTEM

The 1979 TSM plan recommends the continued installation of ramp metering controls, as warranted, at various locations on the Milwaukee area freeway system where peak hour congestion is most severe, and upgrading the system to provide central freeway control and surveillance capability. As a result of this recommendation, seven freeway ramp metering projects are proposed for implementation by the Wisconsin Department of Transportation during the updated five-year 1979 through 1983 TSM plan period. The total cost of these seven projects has been estimated at \$1.8 million. Table 17 provides a description of each proposed project and its estimated total cost.

The 1979 TSM plan for the Region also recommends programming an estimated \$500,000 (\$400,000 federal funds and \$100,000 state

Table 17

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1978-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: FREEWAY CONTROL SYSTEM PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	INSTALLATION OF A FREEWAY TRAFFIC MANAGEMENT SYSTEM ON THE N-S FREEWAY FROM GRANGE AV TO THE MARQUETTE INTERCHANGE (6.20 MI.)	STATE OF WISCONSIN	LOCAL STATE .0 FED .0 (FAI) TOTAL .0	LOCAL STATE 21.4 FED 192.6 (FAI) TOTAL 214.0
	2	CONDUCT OF A PLANNING STUDY FOR A FREEWAY TRAFFIC CONTROL SYSTEM FOR THE MILWAUKEE URBAN AREA	STATE OF WISCONSIN and SEWRPC	LOCAL STATE 100.0 FED 400.0 (FAI & FAP) TOTAL 500.0	LOCAL STATE 100.0 FED 400.0 (FAI & FAP) TOTAL 500.0
	3	RECONDITIONING AND UPGRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 94 (E-W FREEWAY) W. CO. LINE TO MARQ. INTCHG IN MILW CO	STATE OF WISCONSIN	LOCAL STATE 37.4 FED 336.6 (FAI) TOTAL 374.0	LOCAL STATE 40.9 FED 368.1 (FAI) TOTAL 409.0
	4	RECONDITIONING AND UPGRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 43 MARQ. INTCHG TO N CO. LINE IN MILWAUKEE CO (11.20 MI)	STATE OF WISCONSIN	LOCAL STATE 27.4 FED 246.6 (FAI) TOTAL 274.0	LOCAL STATE 38.0 FED 342.0 (FAI) TOTAL 380.0
	5	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 894 (ZOO & AIRPORT FRWY) FROM ZOO INTCHG TO MIT. INTCHG IN MILWAUKEE CO (9.5 MI)	STATE OF WISCONSIN	LOCAL STATE .0 FED .0 (FAI) TOTAL .0	LOCAL STATE 39.1 FED 351.9 (FAI) TOTAL 391.0
	6	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 794 FROM MARQUETTE INTCHG TO E LINCOLN AVE IN CITY/ MILWAUKEE (3.70 MI)	STATE OF WISCONSIN	LOCAL STATE .0 FED .0 (FAI) TOTAL .0	LOCAL STATE 12.8 FED 115.2 (FAI) TOTAL 128.0
	7	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON USH 45 (ZOO FREEWAY) FROM THE ZOO INTCHG TO W CO. LINE IN MILWAUKEE CO (9.50 MI)	STATE OF WISCONSIN	LOCAL STATE .0 FED .0 (FAP) TOTAL .0	LOCAL STATE 75.0 FED 175.0 (FAP) TOTAL 250.0
	8	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON USH 41 ON-RAMPS AT THE PILGRIM RD INTERCHANGE IN MENOMONEE FALLS	STATE OF WISCONSIN	LOCAL STATE 50.0 FED .0 TOTAL 50.0	LOCAL STATE 50.0 FED .0 TOTAL 50.0
REGION TOTAL 8 ACTIONS				LOCAL STATE 214.8 FED 983.2 TOTAL 1198.0	LOCAL STATE 377.0 FED 1944.8 TOTAL 2322.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

funds) in the 1979 annual element of the updated TIP for the Region to enable the Wisconsin Department of Transportation to fund a study of the practicability of installing and operating a comprehensive freeway traffic management system throughout the Milwaukee urbanized area (see Table 17). It is recommended that the prospectus for this study, which is currently being prepared by Regional Planning Commission staff, be completed by February 28, 1979. It is recommended that the study proper be undertaken as outlined in the prospectus as soon as possible after the prospectus is completed.

ACTION 2—"STUB END" FREEWAY TREATMENTS

The 1979 TSM plan recommends the continuation of the various "stub end" freeway planning and design studies currently in progress. These studies are being conducted under the cooperative and coordinated direction of Milwaukee County, the Wisconsin Department of Transportation, and the Regional Planning Commission in a concerted effort to better utilize the uncompleted ends of the Stadium, Lake, and Park Freeways. Decisions on the final configurations of at least three of the "stub

ends"—the Stadium Freeway-South, the Lake Freeway-North, and the Park Freeway-East—may be forthcoming during 1979. Determination of final configurations for the other three "stub ends"—the Lake Freeway-South, the Park Freeway-West, and the Stadium Freeway-North—will have to wait for the completion of subarea planning studies, or, in the case of the Lake Freeway-South, a determination that such a study is warranted and desired by the local units of government involved.

The 1979 TSM plan further recommends that four "stub end" freeway projects be implemented—two by the Wisconsin Department of Transportation, one by Milwaukee County, and one by the City of Milwaukee—during the updated five-year 1979 through 1983 TSM plan period. The total cost of these four projects has been estimated at \$19.2 million. Table 18 provides a description of each proposed project and its estimated total cost.

ACTION 3—IMPROVED TRANSIT SERVICE

The 1979 TSM plan recommends the continued provision, improvement, and expansion of local general public bus services by the Cities of Kenosha and Racine and the Counties of Milwaukee and Waukesha, as well as the continued provision, improvement, and expansion of specialized transportation services that exist throughout the Region for elderly and handicapped people. All of these publicly supported transportation services are considered to be important parts of the Regional transportation system because they have the potential to offer an efficient and economical means of transportation to the general public as well as to elderly and/or handicapped people and able-bodied people of all ages who are on low incomes, unable to drive, or who reside in autoless households. As a result of these recommendations, 32 transit service improve-

Table 18

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION IMPROVEMENT PROGRAM: "STUB END" FREEWAY TREATMENT PROJECTS

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF A CONNECTION FROM THE EXISTING NORTH-SOUTH FREEWAY, HILLSIDE INTERCHANGE WEST TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	STATE OF WISCONSIN	LOCAL STATE FED (FAI) 0.0 10.0 90.0 TOTAL 100.0	LOCAL STATE FED (FAI) 0.0 560.0 5040.0 TOTAL 5600.0
	2	CONSTRUCTION OF THE LAKE INTERCHANGE ON THE LAKE FREEWAY IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI & FAP) 0.0 27.5 247.5 TOTAL 275.0	LOCAL STATE FED (FAI & FAP) 0.0 1327.5 11947.5 TOTAL 13275.0
	3	CONSTRUCTION OF AN INTERIM RAMP CONNECTION AT THE EASTERN STUB END OF PARK FREEWAY (EAST) AT JACKSON ST IN MILWAUKEE (0.20 MI)	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) 25.0 44.0 161.0 TOTAL 230.0	LOCAL STATE FED (FAP) 25.0 44.0 161.0 TOTAL 230.0
	4	CONSTRUCTION OF THE N ASTOR ST-N HUMBOLDT BLVD CONNECTION FROM E OGDEN AVE TO E LYON ST IN THE CITY OF MILWAUKEE (0.12 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU) 4.0 0.0 9.0 TOTAL 13.0	LOCAL STATE FED (FAU) 30.0 0.0 70.0 TOTAL 100.0
REGION TOTAL 4 ACTIONS				LOCAL STATE FED 29.0 81.5 507.5 TOTAL 618.0	LOCAL STATE FED 55.0 1931.5 17218.5 TOTAL 19205.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

ment projects are proposed for implementation by various local agencies and units of government throughout the Region. The total cost of these 32 projects has been estimated at \$255.1 million. Table 19 provides a description of each project and its estimated total cost.

ACTION 4—TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION

The 1979 TSM plan recommends the continued implementation of traffic signing, pavement marking, and signalization projects as neces-

Table 19

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION IMPROVEMENT PROGRAM: IMPROVED TRANSIT SERVICE PROJECTS

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
KENOSHA URBANIZED AREA	1	PURCHASE OF TWO VANS FOR PROVIDING SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE	STATE OF WISCONSIN	LOCAL .0 STATE 12.0 FED 48.0 (UMTA 1682) TOTAL 60.0	LOCAL .0 STATE 12.0 FED 48.0 (UMTA 1682) TOTAL 60.0
	2	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 140.7 STATE 281.3 FED 422.0 (UMTA5) TOTAL 844.0	LOCAL 858.8 STATE 1717.6 FED 2576.4 (UMTA5) TOTAL 5152.8
	3	PURCHASE 5 NEW BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 85.0 STATE .0 FED 340.0 (UMTA5) TOTAL 425.0	LOCAL 85.0 STATE .0 FED 340.0 (UMTA5) TOTAL 425.0
MILWAUKEE URBANIZED AREA	4	PURCHASE OF 3 BUSES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN THE VILLAGE OF GRAFTON	STATE OF WISCONSIN	LOCAL .0 STATE 12.0 FED 48.0 (UMTA 1682) TOTAL 60.0	LOCAL .0 STATE 12.0 FED 48.0 (UMTA 1682) TOTAL 60.0
	5	PURCHASE OF ONE BUS AND 3 VANS TO PROVIDE SPECIALIZED TRANSP. SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WASHINGTON COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 4.0 FED 16.0 (UMTA 1682) TOTAL 20.0	LOCAL .0 STATE 4.0 FED 16.0 (UMTA 1682) TOTAL 20.0
	6	PURCHASE OF 5 BUSES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 20.0 FED 80.0 (UMTA 1682) TOTAL 100.0	LOCAL .0 STATE 20.0 FED 80.0 (UMTA 1682) TOTAL 100.0
	7	PURCHASE OF VEHICLES FOR PRIVATE NON-PROFIT AGENCIES TO PROVIDE SPECIALIZED TRANSP. SERVICES FOR E&H PEOPLE IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 55.0 FED 133.1 (UMTA 1682) TOTAL 188.1	LOCAL .0 STATE 275.0 FED 665.5 (UMTA 1682) TOTAL 940.5
	8	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 4977.0 STATE 6006.0 FED 10982.0 (UMTA5) TOTAL 21965.0	LOCAL 23400.0 STATE 46780.0 FED 83450.0 (UMTA5) TOTAL 153630.0
	9	PURCHASE OF 45/50 PASSENGER WHEELCHAIR-LIFT EQUIPPED BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 2952.0 STATE .0 FED 11808.0 (UMTA3) TOTAL 14760.0	LOCAL 13000.0 STATE .0 FED 52000.0 (UMTA3) TOTAL 65000.0
	10	PURCHASE OF ROUTE SUPERVISORS' AUTOMOBILES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 7.9 STATE .0 FED 31.7 (UMTA3) TOTAL 39.6	LOCAL 44.7 STATE .0 FED 178.6 (UMTA3) TOTAL 223.3
	11	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 617.3 STATE .0 FED 2469.1 (UMTA3) TOTAL 3086.4	LOCAL 1296.0 STATE .0 FED 5184.0 (UMTA3) TOTAL 6480.0
	12	PROVISION OF A HANDICAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL 109.3 STATE 216.6 FED .0 TOTAL 325.9	LOCAL 109.3 STATE 216.6 FED .0 TOTAL 325.9

Table 19 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	13	IMPLEMENTATION OF MANAGEMENT INFORMATION SYSTEM STUDY RECOMMENDATIONS BY THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 12.0 STATE .0 FED 48.0 (UMTA3) TOTAL 60.0	LOCAL 12.0 STATE .0 FED 48.0 (UMTA3) TOTAL 60.0	LOCAL 12.0 STATE .0 FED 48.0 (UMTA3) TOTAL 60.0	LOCAL 12.0 STATE .0 FED 48.0 (UMTA3) TOTAL 60.0
	14	CONSTRUCTN OF BUS MAINTENANCE/STORAGE FACILITY AT PROSPER MILWAUKEE COUNTY TRANSIT SYSTEM CENTRAL MAINT/OPERATING FACIL AT CNTY INSTITNS	MILWAUKEE COUNTY	LOCAL 254.4 STATE .0 FED 1017.6 (UMTA3) TOTAL 1272.0	LOCAL 2846.4 STATE .0 FED 11385.6 (UMTA3) TOTAL 14232.0	LOCAL 2846.4 STATE .0 FED 11385.6 (UMTA3) TOTAL 14232.0	LOCAL 2846.4 STATE .0 FED 11385.6 (UMTA3) TOTAL 14232.0
	15	CONSTRUCTION OF A MAINTENANCE/STORAGE FACILITY AT THE FOND DU LAC AVE OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 120.0 STATE .0 FED 480.0 (UMTA3) TOTAL 600.0	LOCAL 216.0 STATE .0 FED 864.0 (UMTA3) TOTAL 1080.0	LOCAL 216.0 STATE .0 FED 864.0 (UMTA3) TOTAL 1080.0	LOCAL 216.0 STATE .0 FED 864.0 (UMTA3) TOTAL 1080.0
	16	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	WAUKESHA COUNTY	LOCAL 25.0 STATE 50.0 FED 75.0 (UMTA5) TOTAL 150.0	LOCAL 25.0 STATE 50.0 FED 75.0 (UMTA5) TOTAL 150.0	LOCAL 25.0 STATE 50.0 FED 75.0 (UMTA5) TOTAL 150.0	LOCAL 25.0 STATE 50.0 FED 75.0 (UMTA5) TOTAL 150.0
	17	PROVISION OF A HANDICAPPED USER SIDE SUBSIDY AND IMPLEMENTATION OF DEMAND RESPONSIVE ELDERLY TRANSPORTATION FOR WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL .0 STATE 20.0 FED .0 TOTAL 20.0	LOCAL .0 STATE 130.0 FED .0 TOTAL 130.0	LOCAL .0 STATE 130.0 FED .0 TOTAL 130.0	LOCAL .0 STATE 130.0 FED .0 TOTAL 130.0
	18	PROVISION OF PARALLEL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO THE WISCONSIN COACH LINES TRANSIT SERVICE	WAUKESHA COUNTY	LOCAL .0 STATE 18.5 FED .0 TOTAL 18.5	LOCAL .0 STATE 112.0 FED .0 TOTAL 112.0	LOCAL .0 STATE 112.0 FED .0 TOTAL 112.0	LOCAL .0 STATE 112.0 FED .0 TOTAL 112.0
RACINE URBANIZED AREA	19	PURCHASE OF ONE VAN TO PROVIDE SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE	STATE OF WISCONSIN	LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0	LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0	LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0	LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0
	20	OPERATING SUBSIDY FOR THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 181.0 STATE 360.0 FED 540.0 (UMTA5) TOTAL 1081.0	LOCAL 973.0 STATE 1947.0 FED 2920.0 (UMTA5) TOTAL 5840.0	LOCAL 973.0 STATE 1947.0 FED 2920.0 (UMTA5) TOTAL 5840.0	LOCAL 973.0 STATE 1947.0 FED 2920.0 (UMTA5) TOTAL 5840.0
	21	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELMH PEOPLE IN THE CITY OF RACINE THROUGH LINCOLN LUTHERAN SPEC. TRANSP.	C/RACINE	LOCAL 105.0 STATE 54.0 FED 30.0 (UMTA5) TOTAL 189.0	LOCAL 203.0 STATE 100.0 FED 46.0 (UMTA5) TOTAL 349.0	LOCAL 203.0 STATE 100.0 FED 46.0 (UMTA5) TOTAL 349.0	LOCAL 203.0 STATE 100.0 FED 46.0 (UMTA5) TOTAL 349.0
	22	RETROFIT 25 EXISTING BUSES OF THE CITY OF RACINE TRANSIT SYSTEM WITH WHEELCHAIR LIFTS	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 94.0 STATE .0 FED 376.0 (UMTA5) TOTAL 470.0	LOCAL 94.0 STATE .0 FED 376.0 (UMTA5) TOTAL 470.0	LOCAL 94.0 STATE .0 FED 376.0 (UMTA5) TOTAL 470.0
	23	CONSTRUCTION OF MODIFICATIONS TO THE KENTUCKY ST OPERATING GARAGE OF THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 6.6 STATE .0 FED 26.4 (UMTA5) TOTAL 33.0	LOCAL 13.3 STATE .0 FED 53.3 (UMTA5) TOTAL 66.6	LOCAL 13.3 STATE .0 FED 53.3 (UMTA5) TOTAL 66.6	LOCAL 13.3 STATE .0 FED 53.3 (UMTA5) TOTAL 66.6
	24	PURCHASE AND INSTALLATION OF NEW REAR SEATS FOR 25 EXISTING BUSES OF THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 1.2 STATE .0 FED 5.0 (UMTA5) TOTAL 6.2	LOCAL 1.2 STATE .0 FED 5.0 (UMTA5) TOTAL 6.2	LOCAL 1.2 STATE .0 FED 5.0 (UMTA5) TOTAL 6.2
	25	CONSTRUCTION OF 100 CONCRETE WAITING PADS AT BUS STOPS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 2.2 STATE .0 FED 8.8 (UMTA5) TOTAL 11.0	LOCAL 2.2 STATE .0 FED 8.8 (UMTA5) TOTAL 11.0	LOCAL 2.2 STATE .0 FED 8.8 (UMTA5) TOTAL 11.0
RURAL AREAS OF THE REGION	26	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL 2.5 STATE 25.2 FED .0 TOTAL 27.7	LOCAL 2.5 STATE 25.2 FED .0 TOTAL 27.7	LOCAL 2.5 STATE 25.2 FED .0 TOTAL 27.7	LOCAL 2.5 STATE 25.2 FED .0 TOTAL 27.7
	27	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL 1.0 STATE 10.2 FED .0 TOTAL 11.2	LOCAL 1.0 STATE 10.2 FED .0 TOTAL 11.2	LOCAL 1.0 STATE 10.2 FED .0 TOTAL 11.2	LOCAL 1.0 STATE 10.2 FED .0 TOTAL 11.2

Table 19 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION (CONTINUED)	28	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL 3.6 STATE 36.4 FED .0		LOCAL 3.6 STATE 36.4 FED .0	
				TOTAL 40.0		TOTAL 40.0	
	29	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL 1.5 STATE 14.9 FED .0		LOCAL 1.5 STATE 14.9 FED .0	
				TOTAL 16.4		TOTAL 16.4	
	30	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WASHINGTON COUNTY	STATE OF WISCONSIN	LOCAL 1.4 STATE 14.2 FED .0		LOCAL 1.4 STATE 14.2 FED .0	
				TOTAL 15.6		TOTAL 15.6	
	31	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL 4.3 STATE 42.7 FED .0		LOCAL 4.3 STATE 42.7 FED .0	
				TOTAL 47.0		TOTAL 47.0	
	32	PURCHASE OF ONE VAN FOR THE PROVISION OF SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0		LOCAL .0 STATE 2.0 FED 8.0 (UMTA 1682) TOTAL 10.0	
				TOTAL 10.0		TOTAL 10.0	
REGION TOTAL 32 ACTIONS				LOCAL 9532.5 STATE 7257.0 FED 28685.9 TOTAL 45475.4		LOCAL 43037.2 STATE 51523.8 FED 160541.2 TOTAL 255102.2	

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

sary to improve the efficiency of the existing street and highway system. As a result, a total of 100 new or continuing projects of this type having a total estimated cost of \$9.7 million are recommended for implementation during the period 1979 through 1983. Table 20 provides a description of the traffic signing, pavement marking, and signalization projects proposed for implementation in the updated 1979 TSM plan for the Kenosha, Milwaukee, and Racine urbanized areas and the rural area of the Region.

ACTION 5—PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOTS

The 1979 TSM plan recommends the continued implementation of park-ride and/or park-and-pool lot construction projects as necessary to improve the efficiency of the local publicly owned transit systems in the Region. As a result, 13 new or continuing projects of this type having a total estimated cost of \$5,014,000 are recommended for implementation during

the period 1979 through 1983. Table 21 provides a description of the park-ride and/or park-and-pool lot construction projects proposed for implementation in the updated 1979 TSM plan for the Milwaukee urbanized area and the rural area of the Region.

ACTION 6—TRANSIT ROUTE EVALUATION

The 1979 TSM plan generally recommends that the ongoing program of transit service planning by the four public transit operators in the Region, including ongoing studies of routes and schedules and periodic recommendations of such changes in routes and schedules as may be found desirable, be continued. It is further recommended that—drawing on these ongoing studies, studies of operating fleet and plant, and continuing internal management planning—each transit operator maintain and periodically update a five-year transit system plan and program (TSPP) of proposed operations and service modifications and improvements, facility and equipment replacement and improvements, and expansion.

Table 20

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
KENOSHA URBANIZED AREA	1	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH EE AT THE C&NW RR CROSSING IN THE CITY OF KENOSHA	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	4.0 0.0 36.0	LOCAL STATE FED (RHGC)	4.0 0.0 36.0
				TOTAL	40.0	TOTAL	40.0
	2	RECONDITIONING OF TRAFFIC SIGNALS ON STH 50 AT THE STH 31 INTERSECTION IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	0.0 0.0 20.0	LOCAL STATE FED	0.0 0.0 20.0
				TOTAL	20.0	TOTAL	20.0
	3	TRAFFIC SIGNAL INSTALLATION ON STH 32 (SHERIDAN RD) AT 91ST ST IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL STATE FED	10.0 0.0 0.0	LOCAL STATE FED	10.0 0.0 0.0
				TOTAL	10.0	TOTAL	10.0
	4	CITYWIDE RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL STATE FED	10.0 0.0 0.0	LOCAL STATE FED	30.0 0.0 0.0
				TOTAL	10.0	TOTAL	30.0
	5	CITYWIDE PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL STATE FED	10.0 0.0 0.0	LOCAL STATE FED	30.0 0.0 0.0
				TOTAL	10.0	TOTAL	30.0
MILWAUKEE URBANIZED AREA	6	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE C&NW RR/CMST&P RR CROSSINGS AT N 107TH ST AND W BROWN DEER RD IN MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	5.0 0.0 49.5	LOCAL STATE FED (RHGC)	5.0 0.0 49.5
				TOTAL	55.0	TOTAL	55.0
	7	RECONSTRUCTION FOR SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 22.0 198.0	LOCAL STATE FED (SAFE)	0.0 55.0 495.0
				TOTAL	220.0	TOTAL	550.0
	8	RECONDITIONING OF TRAFFIC SIGNS ALONG IH 43 FROM MILWAUKEE TO GRAFTON	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 0.0 0.0	LOCAL STATE FED (SAFE)	0.0 2.5 22.5
				TOTAL	0.0	TOTAL	25.0
	9	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 167 AT THE MILWAUKEE ROAD CROSSING IN THE CITY OF MEQUON	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	0.0 0.0 0.0	LOCAL STATE FED (RHGC)	5.0 0.0 45.0
				TOTAL	0.0	TOTAL	50.0
	10	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT ELM GROVE RD IN THE VILLAGE OF ELM GROVE	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 0.0 0.0	LOCAL STATE FED (SAFE)	0.0 2.0 18.0
				TOTAL	0.0	TOTAL	20.0
	11	RECONDITIONING OF TRAFFIC SIGNALS ON STH 190 AT CALHOUN RD IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 0.0 0.0	LOCAL STATE FED (SAFE)	0.0 1.0 9.0
				TOTAL	0.0	TOTAL	10.0
	12	INSTALLATION OF TRAFFIC SIGNALS ON STH 36 AT THE USH 45 AND CTH 00 INTERSECTION IN THE CITY OF MUSKEGO	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 0.0 0.0	LOCAL STATE FED (SAFE)	0.0 4.0 36.0
				TOTAL	0.0	TOTAL	40.0
	13	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 FROM THE WEST TO EAST COUNTY LINE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 2.8 25.2	LOCAL STATE FED (SAFE)	0.0 2.8 25.2
				TOTAL	28.0	TOTAL	28.0
	14	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT 124TH ST IN THE VILLAGE OF ELM GROVE	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	0.0 0.0 0.0	LOCAL STATE FED (SAFE)	0.0 3.0 27.0
				TOTAL	0.0	TOTAL	30.0

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	15	INSTALLATION OF CROSSING GATES AND SIGNALS ON MOORLAND RD AT THE C&NW RR CROSSING IN THE CITY OF NEW BERLIN	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0
	16	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 74 AT THE SOO LINE RR CROSSING IN THE VILLAGE OF SUSSEX	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	5.5 .0 49.5 55.0	LOCAL STATE FED (RHGC) TOTAL	5.5 .0 49.5 55.0
	17	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 (E-W AND N-S FREEWAY) FROM THE WEST CO LINE TO MADISON ST IN WEST ALLIS MILWAUKEE (8.65 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (FAI) TOTAL	.0 .0 46.0 414.0 460.0
	18	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 (N-S FREEWAY) FROM MADISON ST TO THE SO. CO. LINE IN MILWAUKEE & OAK CREEK (13.0 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (FAI) TOTAL	.0 .0 46.0 414.0 460.0
	19	RECONDITIONING OF TRAFFIC SIGNS ON IH 894 (ZOO & AIRPORT FREEWAY) FROM ZOO INTERCHG TO MITCHELL INTERCHANGE IN MILWAUKEE CO (9.35 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (FAI) TOTAL	.0 .0 46.0 414.0 460.0
	20	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH DE AT THE C&NW RR CROSSING IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	.1 .0 .3 .4	LOCAL STATE FED (RHGC) TOTAL	4.1 .0 36.3 40.4
	21	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT THE CALHOUN RD INTERSECTION IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL STATE FED TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED TOTAL	.0 .0 20.0 20.0
	22	CONSTRUCTION OF BICYCLE PATHS ALONG DUNGEES BAY RD FROM RANGE LINE RD TO LE PETITE DR IN THE CITY OF MEQUON (0.50 MI)	C/MEQUON	LOCAL STATE FED TOTAL	7.0 .0 .0 7.0	LOCAL STATE FED TOTAL	7.0 .0 .0 7.0
	23	INSTALLATION OF TRAFFIC SIGNALS, SIGNING, AND PAVEMENT MARKING ON W MILL RD FROM N 56TH ST TO N 64TH ST IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAU) TOTAL	8.1 .0 18.9 27.0	LOCAL STATE FED (FAU) TOTAL	8.1 .0 18.9 27.0
	24	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF CUDAHY	C/CUDAHY	LOCAL STATE FED (PM) TOTAL	.0 .0 30.0 30.0	LOCAL STATE FED (PM) TOTAL	.0 .0 30.0 30.0
	25	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF FRANKLIN	C/FRANKLIN	LOCAL STATE FED (PM) TOTAL	.0 .0 15.0 15.0	LOCAL STATE FED (PM) TOTAL	.0 .0 15.0 15.0
	26	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0
	27	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0
	28	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (SOS) TOTAL	21.0 .0 49.0 70.0	LOCAL STATE FED (SOS) TOTAL	21.0 .0 49.0 70.0
	29	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (PM) TOTAL	.0 .0 110.0 110.0	LOCAL STATE FED (PM) TOTAL	.0 .0 160.0 160.0

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	30	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	81.0 .0 .0	LOCAL STATE FED	253.5 .0 .0
				TOTAL	81.0	TOTAL	253.5
	31	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	237.1 .0 .0	LOCAL STATE FED	639.1 .0 .0
				TOTAL	237.1	TOTAL	639.1
	32	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	36.0 .0 .0	LOCAL STATE FED	105.0 .0 .0
				TOTAL	36.0	TOTAL	105.0
	33	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	117.5 .0 .0	LOCAL STATE FED	324.5 .0 .0
				TOTAL	117.5	TOTAL	324.5
	34	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	22.0 .0 .0	LOCAL STATE FED	247.0 .0 .0
				TOTAL	22.0	TOTAL	247.0
	35	INSTALLATION OF A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	15.0 .0 35.0	LOCAL STATE FED (FAU)	138.0 .0 322.0
				TOTAL	50.0	TOTAL	460.0
	36	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	61.5 .0 143.5	LOCAL STATE FED (FAU)	165.0 .0 385.0
				TOTAL	205.0	TOTAL	550.0
	37	INSTALLATION OF TRAFFIC SIGNALS AND SIGNS AT VARIOUS LOCATIONS ON THE FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	51.0 .0 121.0	LOCAL STATE FED (FAU)	111.0 .0 260.0
				TOTAL	172.0	TOTAL	371.0
	38	INSTALLATION OF STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (OTHER FED)	87.0 .0 203.0	LOCAL STATE FED (OTHER FED)	232.0 .0 543.0
				TOTAL	290.0	TOTAL	775.0
	39	INSTALLATION OF RAILROAD GATE CROSSINGS AND SIGNALS AT THE C&NW RR CROSSING ON SILVER SPRING DR IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (RHGC)	4.5 .0 40.5	LOCAL STATE FED (RHGC)	4.5 .0 40.5
				TOTAL	45.0	TOTAL	45.0
	40	INSTALLATION OF CROSSING GATES AND SIGNALS ON E PUEBT RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	41	INSTALLATION OF CROSSING GATES AND SIGNALS ON W OAKWOOD RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	42	INSTALLATION OF CROSSING GATES AND SIGNALS ON FITZSIMMONS RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	43	INSTALLATION OF CROSSING GATES AND SIGNALS ON OAKWOOD RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	44	INSTALLATION OF CROSSING GATES AND SIGNALS ON ELM RD AT THE CROSSING WITH THE NEW LINE OF THE C&NW RR IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	45	INSTALLATION OF CROSSING GATES AND SIGNALS ON FOREST HILL AVE AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 .0 22.5	LOCAL STATE FED (RHGC)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	46	PAVEMENT MARKING ON N LAKE DR FROM THE SOUTH TO THE NORTH VILLAGE LIMITS IN THE VILLAGE OF SHOREWOOD (1.25 MI)	V/SHOREWOOD	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0
	47	PAVEMENT MARKING ON N OAKLAND AVE FROM E CAPITOL DR TO THE NORTH VILLAGE LIMITS IN THE VILLAGE OF SHOREWOOD (0.75 MI)	V/SHOREWOOD	LOCAL STATE FED (PM) TOTAL	.0 .0 10.0 10.0	LOCAL STATE FED (PM) TOTAL	.0 .0 10.0 10.0
	48	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (HHL) TOTAL	7.5 .0 67.5 75.0	LOCAL STATE FED (HHL) TOTAL	37.5 .0 337.5 375.0
	49	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W BLUEMOUND RD AND N 121ST ST IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED TOTAL	.0 .0 .0 .0	LOCAL STATE FED TOTAL	22.0 .0 .0 22.0
	50	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (PM) TOTAL	.0 .0 40.0 40.0	LOCAL STATE FED (PM) TOTAL	.0 .0 100.0 100.0
	51	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (PM) TOTAL	.0 .0 40.0 40.0	LOCAL STATE FED (PM) TOTAL	.0 .0 100.0 100.0
	52	INTERCONNECTION OF TRAFFIC SIGNALS ALONG S 76TH ST FROM W NATIONAL AVE TO W GREENFIELD AVE IN WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED FED (OTHER FED) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED FED (OTHER FED) TOTAL	.0 .0 20.0 20.0
	53	INTERCONNECTION OF TRAFFIC SIGNALS ALONG W GREENFIELD AVE FROM S 77TH ST TO S 68TH ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED FED (OTHER FED) TOTAL	.0 .0 30.0 30.0	LOCAL STATE FED FED (OTHER FED) TOTAL	.0 .0 30.0 30.0
	54	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W NATIONAL AVE AND S 102ND ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (HHL) TOTAL	2.5 .0 22.5 25.0	LOCAL STATE FED (HHL) TOTAL	2.5 .0 22.5 25.0
	55	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (PM) TOTAL	.0 .0 50.0 50.0	LOCAL STATE FED (PM) TOTAL	.0 .0 50.0 50.0
	56	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (PM) TOTAL	.0 .0 50.0 50.0	LOCAL STATE FED (PM) TOTAL	.0 .0 50.0 50.0
	57	INTERCONNECTION OF TRAFFIC SIGNALS ALONG SILVER SPRING DR FROM N PORT WASHINGTON RD TO N LAKE DR IN WHITEFISH BAY (0.90 MI)	V/WHITEFISH BAY	LOCAL STATE FED (HHL) TOTAL	1.5 .0 13.5 15.0	LOCAL STATE FED (HHL) TOTAL	1.5 .0 13.5 15.0
	58	PAVEMENT MARKING AT VARIOUS LOCATIONS ON VILLAGE STREETS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (PM) TOTAL	.0 .0 3.0 3.0	LOCAL STATE FED (PM) TOTAL	.0 .0 3.0 3.0
	59	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE VILLAGE OF WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (PM) TOTAL	.0 .0 3.0 3.0	LOCAL STATE FED (PM) TOTAL	.0 .0 3.0 3.0
	60	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH A AT CTH F IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE) TOTAL	3.0 .0 27.0 30.0	LOCAL STATE FED (SAFE) TOTAL	3.0 .0 27.0 30.0

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	61	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	3.0 27.0 0.0
				TOTAL	.0	TOTAL	30.0
	62	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED	7.6 .0 .0	LOCAL STATE FED	7.6 0.0 0.0
				TOTAL	7.6	TOTAL	7.6
	63	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF NORTH AVE AND CALHOUN RD IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	30.0 0.0 0.0
				TOTAL	.0	TOTAL	30.0
	64	RECONDITIONING OF CROSSING GATES AND SIGNALS AT THE MARCY RD CROSSING OF THE C&NW RR IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	20.0 .0 .0	LOCAL STATE FED	20.0 0.0 0.0
				TOTAL	20.0	TOTAL	20.0
	65	RECONDITIONING TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	C/MUSKEGO	LOCAL STATE FED	5.0 .0 .0	LOCAL STATE FED	25.0 0.0 0.0
				TOTAL	5.0	TOTAL	25.0
	66	RECONDITIONING TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	10.0 10.0 .0	LOCAL STATE FED	10.0 10.0 0.0
				TOTAL	20.0	TOTAL	20.0
	67	INSTALLATION OF TRAFFIC SIGNALS ON CALHOUN RD AT THE PVERSON RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	25.0 .0 .0	LOCAL STATE FED	25.0 0.0 0.0
				TOTAL	25.0	TOTAL	25.0
	68	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MANHATTAN DR INTERSECTION IN THE CITY OF WAUKESHA	C/WAUKESHA	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	6.0 0.0 14.0
				TOTAL	.0	TOTAL	20.0
RACINE URBANIZED AREA	69	RECONDITIONING TRAFFIC SIGNALS ON STH 32 AT THE DURAND RD INTERSECTION IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	.0 2.0 18.0
				TOTAL	.0	TOTAL	20.0
	70	INSTALLATION OF TRAFFIC SIGNALS ON STH 20 AT THE EMERTSEN RD INTERSECTION IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	.0 3.0 27.0
				TOTAL	.0	TOTAL	30.0
	71	INSTALLATION OF TRAFFIC SIGNALS ON STH 11 AT THE KENTUCKY ST INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	.0 2.5 22.5
				TOTAL	.0	TOTAL	25.0
	72	RECONDITIONING TRAFFIC SIGNALS ON STH 11 AT THE STH 31 INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 6.0 14.0	LOCAL STATE FED (FAP)	.0 6.0 14.0
				TOTAL	20.0	TOTAL	20.0
	73	RECONSTRUCTION OF THE INTERSECTION AND UPGRADING OF THE TRAFFIC SIGNALS AT STH 38 AND RAPIDS DR IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (FAU)	.0 27.0 63.0	LOCAL STATE FED (FAU)	.0 27.0 63.0
				TOTAL	90.0	TOTAL	90.0
	74	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE 4 MILE RD AT THE C&NW RR CROSSING (WEST MAINLINE) IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	4.0 .0 36.0	LOCAL STATE FED (RHGC)	4.0 0.0 36.0
				TOTAL	40.0	TOTAL	40.0
	75	INSTALLATION OF A CENTRALIZED TRAFFIC SIGNAL CONTROL SYSTEM FOR THE CITY OF RACINE	C/RACINE	LOCAL STATE FED (OTHER FHWA)	.0 .0 786.0	LOCAL STATE FED (OTHER FHWA)	.0 0.0 786.0
				TOTAL	786.0	TOTAL	786.0

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION	76	INSTALLATION OF TRAFFIC SIGNS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED (SAFE) TOTAL	14.0 .0 14.0 28.0	LOCAL STATE FED (SAFE) TOTAL	14.0 .0 14.0 28.0
	77	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 AT VARIOUS LOCATIONS IN RACINE AND KENOSHA COUNTIES	STATE OF WISCONSIN	LOCAL STATE FED (SAFE) TOTAL	.0 .0 .0	LOCAL STATE FED (SAFE) TOTAL	.0 12.5 112.5 125.0
	78	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE SOO LINE RAILROAD CROSSING IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0
	79	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE MILWAUKEE ROAD CROSSING IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	.0 .0 .0	LOCAL STATE FED (RHGC) TOTAL	6.0 .0 54.0 60.0
	80	INSTALLATION OF TRAFFIC SIGNALS ON STH 50 AT THE INTERSECTION WITH WRIGHT ST IN THE CITY OF DELEVAN	STATE OF WISCONSIN	LOCAL STATE FED (SAFE) TOTAL	.0 3.0 27.0 30.0	LOCAL STATE FED (SAFE) TOTAL	.0 3.0 27.0 30.0
	81	RECONDITIONING OF TRAFFIC SIGNS ON USH 12 FROM THE ILLINOIS STATE LINE TO THE CITY OF ELKHORN IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (SAFE) TOTAL	.0 .0 .0	LOCAL STATE FED (SAFE) TOTAL	.0 3.0 27.0 30.0
	82	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE C&NW RR CROSSING IN THE VILLAGE OF SHARON	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0
	83	INSTALLATION OF CROSSING GATES AND SIGNALS ON USH 12 AT THE MILWAUKEE ROAD RAILROAD CROSSING IN THE CITY OF WHITEWATER	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0
	84	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH Q AT THE SOO LINE RAILROAD CROSSING IN THE TOWN OF RICHFIELD	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	5.5 .0 49.5 55.0	LOCAL STATE FED (RHGC) TOTAL	5.5 .0 49.5 55.0
	85	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 83 AT THE MILWAUKEE ROAD RR CROSSING IN THE CITY OF HARTFORD	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	4.5 .0 40.5 45.0	LOCAL STATE FED (RHGC) TOTAL	4.5 .0 40.5 45.0
	86	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 28 AT THE C&NW RR CROSSING IN THE VILLAGE OF KEWASKUM	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0
	87	RECONSTRUCTION OF CROSSING AND INSTALLATION OF NEW SIGNALS ON SCENIC DR AT THE SOO LINE AND MILWAUKEE ROAD CROSSING TOWN OF POLK	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	7.3 .0 65.7 73.0	LOCAL STATE FED (RHGC) TOTAL	7.3 .0 65.7 73.0
	88	RECONDITIONING OF TRAFFIC SIGNALS ON STH 67 AT THACKERAY TR IN THE CITY OF OCONOMOWOC	STATE OF WISCONSIN	LOCAL STATE FED (SAFE) TOTAL	.0 3.0 27.0 30.0	LOCAL STATE FED (SAFE) TOTAL	.0 3.0 27.0 30.0
	89	RECONSTRUCTION OF THE CROSSING, APPROACHES, AND SIGNALS ON REDDELEN RD AT THE MILW ROAD CROSSING IN OCONOMOWOC TOWN	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	6.5 .0 58.5 65.0	LOCAL STATE FED (RHGC) TOTAL	6.5 .0 58.5 65.0
	90	INSTALLATION OF CROSSING GATES AND SIGNALS IN CTH DE AT THE MILWAUKEE ROAD CROSSING IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC) TOTAL	.1 .0 .3 .4	LOCAL STATE FED (RHGC) TOTAL	4.1 .0 36.3 40.4

Table 20 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION (CONTINUED)	91	INSTALLATION OF CROSSING GATES AND SIGNALS ON BRAUN RD AT THE C&N RR CROSSING IN THE TOWN OF MT PLEASANT	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.1 .0 .2 .	LOCAL STATE FED (RHGC)	.1 .0 .2 .
				TOTAL	.3	TOTAL	.3
	92	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH T AT THE C&N RR CROSSING (WEST MAINLINE) IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.1 .0 .2 .	LOCAL STATE FED (RHGC)	.1 .0 .2 .
				TOTAL	.3	TOTAL	.3
	93	INSTALLATION OF CROSSING GATES AND SIGNALS ON HOOSIER CR ROAD AT THE S&D LINE RR CROSSING IN THE TOWN OF BURLINGTON	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.1 .0 .2 .	LOCAL STATE FED (RHGC)	.1 .0 .2 .
				TOTAL	.3	TOTAL	.3
	94	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE C&N RR CROSSING IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.1 .0 .2 .	LOCAL STATE FED (RHGC)	.1 .0 .2 .
				TOTAL	.3	TOTAL	.3
	95	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH A AT THE C&N RR CROSSING IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.1 .0 .2 .	LOCAL STATE FED (RHGC)	.1 .0 .2 .
				TOTAL	.3	TOTAL	.3
	96	INSTALLATION OF TRAFFIC SIGNALS ON STH 60 AT THE CTH I INTERSECTION IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 .0 54.0 .	LOCAL STATE FED (HHL)	.0 .0 54.0 .
				TOTAL	60.0	TOTAL	60.0
	97	COUNTYWIDE SIGNING INVENTORY IN KENOSHA COUNTY	KENOSHA COUNTY	LOCAL STATE FED	5.0 5.0 .0	LOCAL STATE FED	5.0 5.0 .0
				TOTAL	10.0	TOTAL	10.0
	98	RECONDITIONING OF TRAFFIC SIGNALS ON USH 45 AT THE STH 33 INTERSECTION IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED	50.0 .0 .0	LOCAL STATE FED	50.0 .0 .0
				TOTAL	50.0	TOTAL	50.0
	99	INSTALLATION OF TRAFFIC SIGNALS ON STH 33 AT THE 18TH ST INTERSECTION IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	35.0 .0 .0
				TOTAL	.0	TOTAL	35.0
	100	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED (SAFE)	15.0 .0 15.0 .	LOCAL STATE FED (SAFE)	15.0 .0 15.0 .
				TOTAL	30.0	TOTAL	30.0
REGION TOTAL 100 ACTIONS				LOCAL STATE FED TOTAL	1023.8 155.3 3136.4 4285.5	LOCAL STATE FED TOTAL	2735.8 331.8 6654.4 9722.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

Specifically, it is recommended that the City of Kenosha, assisted by the Regional Planning Commission, prepare an updated TSPP during 1979 with completion no later than March 31, 1980. This effort will be funded through the Commission's continuing transportation planning work program.

It is recommended that Milwaukee County continue its ongoing transit system service study, and that a major report summarizing work to date be completed by December 31, 1979. Funding for the study in 1979, as contained in the Commission's 1979 Overall Work Program (OWP) totals \$312,000, including

Table 21

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION IMPROVEMENT PROGRAM: PARK-AND-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOTS PROJECTS

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF A PARK- RIDE FACILITY ON STH 15 AT THE MOORLAND RD INTERCHANGE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAU) TOTAL	LOCAL STATE FED (FAU) TOTAL 3.0 12.0 35.0 50.0
	2	CONSTRUCTION OF A PARK-AND-POOL LOT ON IH 43 AT THE STH 32 INTERCHANGE IN OZAUKEE COUNTY	OZAUKEE COUNTY	LOCAL STATE FED TOTAL	LOCAL STATE FED TOTAL 2.0 2.0 0.0 2.0
	3	CONSTRUCTION OF A PARK/ RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE HOLT-MORGAN INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 0.0 49.7 447.3 497.0
	4	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE RYAN RD INTERCHANGE IN OAK CREEK	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 0.0 0.0 0.0 460.0
	5	CONSTRUCTION OF A PARK- RIDE FACILITY ON IH 94 (EAST-WEST FREEWAY) AT STATE FAIR PARK (84TH ST INTERCHANGE) IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 7.0 0.0 63.0 70.0
	6	CONSTRUCTION OF A PARK- RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT THE LOUIS RD INTERCHANGE IN THE CITY OF GREENFIELD	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 0.0 0.0 0.0 125.0
	7	CONSTRUCTION OF A PARK- RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT THE 76TH ST INTERCHANGE IN THE CITY OF GREENFIELD	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 6.0 48.5 490.5 545.0
	8	CONSTRUCTION OF A PARK- RIDE FACILITY ON STH 15 (ROCK FREEWAY) NEAR THE STH 100 INTERCHANGE IN THE VILLAGE OF HALES CORNERS	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL	LOCAL STATE FED (FAP) TOTAL 18.0 36.0 126.0 500.0
	9	CONSTRUCTION OF A PARK- RIDE FACILITY ON IH 894 (ZOO FREEWAY) AT THE NATIONAL AVE INTER- CHANGE IN THE CITY OF WEST ALLIS	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 7.0 0.0 63.0 70.0
	10	CONSTRUCTION OF A PARK- RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE GOOD HOPE RD INTER- CHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL	LOCAL STATE FED (FAP) TOTAL 21.0 0.0 49.0 70.0
	11	CONSTRUCTION OF A TRANSIT STATION ON IH 43 (NORTH-SOUTH FREEWAY) AT THE LOCUST ST INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 0.0 0.0 0.0 200.0
	12	CONSTRUCTION OF A PARK- RIDE FACILITY ON IH 43 (NORTH-SOUTH FREEWAY) AT THE SILVER SPRING DR INTERCHANGE IN THE CITY OF GLENDALE	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL	LOCAL STATE FED (FAI) TOTAL 0.0 0.0 0.0 880.0
RURAL AREAS OF THE REGION	13	CONSTRUCTION OF A PARK- POOL LOT ON IH 94 AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP) TOTAL	LOCAL STATE FED (FAP) TOTAL 0.0 21.0 49.0 70.0
REGION TOTAL 13 ACTIONS				LOCAL STATE FED TOTAL	LOCAL STATE FED TOTAL 61.0 135.7 1242.3 1439.0
					64.0 665.2 4284.8 5014.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

\$249,600 in UMTA Section 9 planning funds and \$62,400 in county funds. It is also recommended that the County prepare an updated TSPP with completion no later than March 31, 1979. Funding for TSPP preparation in 1979, as contained in the 1979 OWP, totals \$25,000, including \$20,000 in UMTA funds and \$5,000 in county funds.

It is recommended that in 1980 the City of Racine prepare, with the assistance of the Regional Planning Commission, a major update of its TSPP.

ACTION 7—SPOT STREET AND HIGHWAY IMPROVEMENTS

The updated 1979 TSM plan recommends the continued implementation of projects of a spot street and highway improvement nature to improve the efficiency of the existing street and highway system. As a result, a total of 66 new or continuing projects of this type having a total estimated cost of \$10.2 million are recommended for implementation during the period 1979 through 1983. Table 22 provides a description of the spot street and highway

Table 22

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION IMPROVEMENT PROGRAM: SPOT STREET AND HIGHWAY IMPROVEMENTS PROJECTS

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	INSTALLATION OF LIGHTING ON USH 145 (FOND DU LAC FREEWAY) FROM HAMPTON AVE TO NORTH INTCHG IN CITY/ MILWAUKEE (4.20 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 0 .0	LOCAL STATE FED (FAP)	120.0 282.1 403.0
	2	RECONSTRUCTION OF ACCESS ROADS TO USH 18 FROM SPRINGDALE RD AND BARKER RD IN THE TOWN OF BROOKFIELD AND CITY OF WAUKESHA (1.1 MI)	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	50.0 86.0 774.0	LOCAL STATE FED (SAFE)	50.0 86.0 774.0
	3	FENCING INSTALLATION TO ACHIEVE SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON IH 94 FROM THE WEST TO EAST COUNTY LINES IN WAUKESHA CO	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 12.0 103.0	LOCAL STATE FED (FAI)	12.0 103.0 115.0
	4	INSTALLATION OF LIGHTING ON IH 94 (N-S FREEWAY) FROM THE MARQUETTE INTERCHANGE TO EDGERTON AVE IN CITY OF MILWAUKEE (5.60 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 96.1 864.9	LOCAL STATE FED (FAI)	96.1 864.9 961.0
	5	INSTALLATION OF LIGHTING ON IH 894 (ZOO FREEWAY) FROM THE ZOO INTCHG TO HALE INTCHG IN WEST ALLIS AND GREENFIELD (4.00 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 30.4 273.6	LOCAL STATE FED (FAI)	30.4 273.6 304.0
	6	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE STH 145 INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	STATE OF WISCONSIN	LOCAL STATE FED	.0 25.0 .0	LOCAL STATE FED	25.0 25.0 25.0
	7	RECONDITIONING OF TRAFFIC SIGNALS ON STH 59 AT THE SUNSET DR INTERSECTION IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL STATE FED	.0 20.0 .0	LOCAL STATE FED	20.0 20.0 20.0
	8	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE FOUNTAIN BLVD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	STATE OF WISCONSIN	LOCAL STATE FED	.0 30.0 .0	LOCAL STATE FED	30.0 30.0 30.0
	9	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MAIN ST INTERSECTION IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL STATE FED	.0 25.0 .0	LOCAL STATE FED	25.0 25.0 25.0

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	10	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 74 AT THE CTH J INTERSECTION IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	30.0 0.0	LOCAL STATE FED	30.0 0.0
				TOTAL	30.0	TOTAL	30.0
	11	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE CTH W INTERSECTION IN OZAUKEE COUNTY	OZAUKEE COUNTY	LOCAL STATE FED	10.0 0.0	LOCAL STATE FED	10.0 0.0
				TOTAL	10.0	TOTAL	10.0
	12	CITYWIDE RECONSTRUCTION OF CITY STREETS AT VARIOUS LOCATIONS IN THE CITY OF CEDARBURG	C/CEDARBURG	LOCAL STATE FED	200.0 0.0	LOCAL STATE FED	300.0 0.0
				TOTAL	200.0	TOTAL	300.0
	13	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RANGE LINE RD FROM COUNTY LINE RD TO DONGES BAY RD IN THE CITY/MEQUON (1.00 MI)	C/MEQUON	LOCAL STATE FED	25.0 0.0	LOCAL STATE FED	25.0 0.0
				TOTAL	25.0	TOTAL	25.0
	14	CONSTRUCTION OF BICYCLE PATHS ALONG RANGE LINE RD FROM RANGE LINE CT TO SCHOOLS IN THE CITY OF MEQUON (1.75 MI)	C/MEQUON	LOCAL STATE FED	22.0 0.0	LOCAL STATE FED	22.0 0.0
				TOTAL	22.0	TOTAL	22.0
	15	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF GREEN BAY RD AND SCHROEDER DR IN THE VILLAGE OF BROWN DEER	V/BROWN DEER	LOCAL STATE FED (HHL)	2.0 18.0	LOCAL STATE FED (HHL)	2.0 18.0
				TOTAL	20.0	TOTAL	20.0
	16	RECONSTRUCTION OF THE INTERSECTION OF DEAN RD AND LAKE DR IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL STATE FED (HHL)	.5 4.5	LOCAL STATE FED (HHL)	.5 4.5
				TOTAL	5.0	TOTAL	5.0
	17	RECONSTRUCTION OF THE INTERSECTION OF GREEN TREE RD AND LAKE DR IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL STATE FED (HHL)	.5 4.5	LOCAL STATE FED (HHL)	.5 4.5
				TOTAL	5.0	TOTAL	5.0
	18	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AND W RAMSEY AVE IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (SOS)	7.5 17.5	LOCAL STATE FED (SOS)	7.5 17.5
				TOTAL	25.0	TOTAL	25.0
	19	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF W GRANGE AVE AND S 76TH ST IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (HHL)	2.5 22.5	LOCAL STATE FED (HHL)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	20	RECONITIONING OF THE TRAFFIC SIGNALS ON W GRANGE AVE AT THE SOUTHEAST ENTRANCE TO SOUTHRIDGE IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (HHL)	2.5 22.5	LOCAL STATE FED (HHL)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	21	RECONSTRUCTION OF THE INTERSECTION OF WEST GRANGE AVE AT NEW BERLIN RD IN THE VILLAGE OF HALES CORNERS	V/HALES CORNERS	LOCAL STATE FED (FAU)	13.8 32.2	LOCAL STATE FED (FAU)	13.8 32.2
				TOTAL	46.0	TOTAL	46.0
	22	RESURFACING & CHANNELIZATION OF N 76TH ST FROM W CENTER ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (1.70 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU)	175.2 408.8	LOCAL STATE FED (FAU)	175.2 408.8
				TOTAL	584.0	TOTAL	584.0
	23	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.40 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU)	.0 0.0	LOCAL STATE FED (FAU)	144.0 336.0
				TOTAL	.0	TOTAL	480.0
	24	RESURFACING & CHANNELIZATION OF S HOWELL AVE NORTH OF W GRANGE AVE TO HOWARD AVE IN THE CITY OF MILWAUKEE (1.71 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU)	.0 0.0	LOCAL STATE FED (FAU)	135.0 315.0
				TOTAL	.0	TOTAL	450.0

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	25	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (HHL) TOTAL	24.2 217.8 242.0	LOCAL STATE FED (HHL) TOTAL	24.2 217.8 242.0
	26	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S PENNSYLVANIA AVE AND E PUETZ RD IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (HHL) TOTAL	3.0 27.0 30.0	LOCAL STATE FED (HHL) TOTAL	3.0 27.0 30.0
	27	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF CHICAGO AVE AND HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	C/SOUTH MILWAUKEE	LOCAL STATE FED (HHL) TOTAL	13.7 123.3 137.0	LOCAL STATE FED (HHL) TOTAL	13.7 123.3 137.0
	28	RECONSTRUCTION OF THE HARWOOD AVE BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (FAU) TOTAL	.0 .0 .0	LOCAL STATE FED (FAU) TOTAL	114.0 266.0 380.0
	29	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AT W WALKER ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (HHL) TOTAL	31.4 282.2 313.6	LOCAL STATE FED (HHL) TOTAL	31.4 282.2 313.6
	30	INSTALLATION OF STREET LIGHTING ALONG W OKLAHOMA AVE FROM S 108TH ST TO S 93RD ST IN THE CITY OF WEST ALLIS (0.90 MI)	C/WEST ALLIS	LOCAL STATE FED (FAU) TOTAL	4.2 9.8 14.0	LOCAL STATE FED (FAU) TOTAL	4.2 9.8 14.0
	31	RECONSTRUCTION WITH ADDITIONAL LANES OF W NATIONAL AVE AT THE INTERSECTION WITH S 76TH ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (HHL) TOTAL	23.0 207.0 230.0	LOCAL STATE FED (HHL) TOTAL	53.0 477.0 530.0
	32	RECONSTRUCTION WITH ADDITIONAL LANES OF W GREENFIELD AVE AT THE INTERSECTION WITH S 76TH ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (HHL) TOTAL	.0 .0 .0	LOCAL STATE FED (HHL) TOTAL	53.0 477.0 530.0
	33	RECONSTRUCTION OF THE INTERSECTION OF N LAKE DR AND SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (HHL) TOTAL	5.0 45.0 50.0	LOCAL STATE FED (HHL) TOTAL	5.0 45.0 50.0
	34	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF N SANTA MONICA BLVD AND SILVER SPRING DR IN WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (HHL) TOTAL	4.0 36.0 40.0	LOCAL STATE FED (HHL) TOTAL	4.0 36.0 40.0
	35	RECONSTRUCTION WITH ADDITIONAL LANES OF MEQUON RD AT ITS INTERSECTION WITH WESTERN AV IN THE VILLAGE OF GERMANTOWN	V/GERMANTOWN	LOCAL STATE FED TOTAL	2.0 .0 2.0	LOCAL STATE FED TOTAL	2.0 .0 2.0
	36	RECONSTRUCTION AT VARIOUS LOCATIONS FOR SPOT IMPROVEMENTS ON COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED TOTAL	125.0 .0 125.0	LOCAL STATE FED TOTAL	375.0 .0 375.0
	37	RECONSTRUCTION FOR SAFETY IMPROVEMENTS TO THE INTERSECTION OF CTH ES AND CTH Y IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE) TOTAL	25.0 225.0 250.0	LOCAL STATE FED (SAFE) TOTAL	25.0 225.0 250.0
	38	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION AND APPROACHES OF THE INTERSECTION OF 5TH 59 AT CTH A IN WAUKESHA CO	WAUKESHA COUNTY	LOCAL STATE FED (SAFE) TOTAL	56.0 509.0 565.0	LOCAL STATE FED (SAFE) TOTAL	56.0 509.0 565.0
	39	RECONSTRUCTION TO OBTAIN SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED TOTAL	90.0 .0 90.0	LOCAL STATE FED TOTAL	90.0 .0 90.0

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	40	RECONSTRUCTION WITH ADDITIONAL LANES OF THE LILLY RD INTERSECTION WITH BURLEIGH RD IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED	12.0 .0 .0	LOCAL STATE FED	12.0 .0 .0
				TOTAL	12.0	TOTAL	12.0
	41	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD SOUTH OF GEBHART RD IN THE CITY OF BROOKFIELD (0.30 MI)	C/BROOKFIELD	LOCAL STATE FED	50.0 .0 .0	LOCAL STATE FED	50.0 .0 .0
				TOTAL	50.0	TOTAL	50.0
	42	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD AT THE HAMPTON AVE INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	30.0 .0 .0	LOCAL STATE FED	100.0 .0 .0
				TOTAL	30.0	TOTAL	100.0
	43	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE PILGRIM RD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	15.0 .0 .0
				TOTAL	.0	TOTAL	15.0
	44	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD AT THE RIDGEVIEW AVE INTERSECTION IN MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	10.0 .0 .0
				TOTAL	.0	TOTAL	10.0
	45	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARCY RD AT THE VILLARD AVE INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	10.0 .0 .0
				TOTAL	.0	TOTAL	10.0
	46	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	C/MUSKEGO	LOCAL STATE FED	50.0 .0 .0	LOCAL STATE FED	250.0 .0 .0
				TOTAL	50.0	TOTAL	250.0
	47	RECONSTRUCTION WITH ADDITIONAL LANES OF W NATIONAL AVE AT THE GLENGARRY RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	15.0 .0 .0	LOCAL STATE FED	15.0 .0 .0
				TOTAL	15.0	TOTAL	15.0
	48	CONSTRUCTION OF 166TH ST NORTH FROM RYERSON RD IN THE CITY OF NEW BERLIN (0.25 MI)	C/NEW BERLIN	LOCAL STATE FED	30.0 .0 .0	LOCAL STATE FED	30.0 .0 .0
				TOTAL	30.0	TOTAL	30.0
	49	CONSTRUCTION OF SWARTZ RD SOUTH FROM BEEHEIM RD IN THE CITY OF NEW BERLIN (0.50 MI)	C/NEW BERLIN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	60.0 .0 .0
				TOTAL	.0	TOTAL	60.0
	50	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CALHOUN RD FROM NATIONAL AVE TO BELOIT RD IN THE CITY OF NEW BERLIN (0.90 MI)	C/NEW BERLIN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	25.0 .0 .0
				TOTAL	.0	TOTAL	25.0
	51	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ALONG BERES RD IN THE CITY OF NEW BERLIN (0.10 MI)	C/NEW BERLIN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	15.0 .0 .0
				TOTAL	.0	TOTAL	15.0
	52	RECONSTRUCTION AT VARIOUS LOCATIONS ALONG GRANGE AVE IN THE CITY OF NEW BERLIN (0.10 MI)	C/NEW BERLIN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	20.0 .0 .0
				TOTAL	.0	TOTAL	20.0
	53	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W NATIONAL AVE AT THE COFFEE RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	12.0 .0 .0
				TOTAL	.0	TOTAL	12.0
RACINE URBANIZED AREA	54	INSTALLATION OF TRAFFIC SIGNALS/INTERCONNECT ON 5TH ST AT THE 16TH ST, 21ST ST, AND GRACELAND INTERSECTIONS IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	.0 80.0 .0	LOCAL STATE FED	.0 80.0 .0
				TOTAL	80.0	TOTAL	80.0

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RACINE URBANIZED AREA (CONTINUED)	55	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST BLVD INTERSECTION WITH KINZIE ST AND OSBORNE ST IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	110.0 .0 .0	LOCAL STATE FED	110.0 .0 .0
				TOTAL	110.0	TOTAL	110.0
	56	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE AT CHICAGO ST IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	54.0 .0 .0
				TOTAL	.0	TOTAL	54.0
RURAL AREAS OF THE REGION	57	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH JF FROM CTH C TO 119TH ST IN KENOSHA COUNTY (0.50 MI)	KENOSHA COUNTY	LOCAL STATE FED (SAFE)	10.0 .0 90.0	LOCAL STATE FED (SAFE)	10.0 .0 90.0
				TOTAL	100.0	TOTAL	100.0
	58	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH AH FROM STH 83 TO USH 45 IN KENOSHA COUNTY (3.00 MI)	KENOSHA COUNTY	LOCAL STATE FED (SOS)	.0 .0 .0	LOCAL STATE FED (SOS)	25.5 .0 59.5
				TOTAL	.0	TOTAL	85.0
	59	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH HM FROM THE ILLINOIS STATE LINE TO CTH Z IN KENOSHA COUNTY (1.20 MI)	KENOSHA COUNTY	LOCAL STATE FED (SOS)	7.5 .0 17.5	LOCAL STATE FED (SOS)	7.5 .0 17.5
				TOTAL	25.0	TOTAL	25.0
	60	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH CJ FROM USH 45 TO CTH MB IN KENOSHA COUNTY (2.00 MI)	KENOSHA COUNTY	LOCAL STATE FED (SOS)	7.5 .0 17.5	LOCAL STATE FED (SOS)	7.5 .0 17.5
				TOTAL	25.0	TOTAL	25.0
	61	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH JI FROM CTH F TO LILY LAKE RD IN KENOSHA COUNTY (2.00 MI)	KENOSHA COUNTY	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	80.0 .0 .0
				TOTAL	.0	TOTAL	80.0
	62	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH C FROM CTH Z TO CTH KD IN KENOSHA COUNTY (1.50 MI)	KENOSHA COUNTY	LOCAL STATE FED	85.0 .0 .0	LOCAL STATE FED	85.0 .0 .0
				TOTAL	85.0	TOTAL	85.0
	63	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM CTH D TO IH 94 IN KENOSHA COUNTY (3.20 MI)	KENOSHA COUNTY	LOCAL STATE FED (SOS)	60.0 .0 105.0	LOCAL STATE FED (SOS)	60.0 .0 105.0
				TOTAL	165.0	TOTAL	165.0
	64	RECONSTRUCTION OF THE TOWN RD BRIDGE AT THE FOX RIVER IN THE TOWN OF WATERFORD	T/WATERFORD	LOCAL STATE FED (SOS)	75.0 .0 175.0	LOCAL STATE FED (SOS)	75.0 .0 175.0
				TOTAL	250.0	TOTAL	250.0
	65	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 AT THE DECORAH RD INTERSECTION IN THE CITY OF WEST BEND (0.10 MI)	C/WEST BEND	LOCAL STATE FED	70.0 .0 .0	LOCAL STATE FED	70.0 .0 .0
				TOTAL	70.0	TOTAL	70.0
	66	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE AT THE SILVER LAKE AVE INTERSECTION IN THE CITY OF OCONOMOWOC	C/OCONOMOWOC	LOCAL STATE FED (FAU)	15.0 .0 35.0	LOCAL STATE FED (FAU)	15.0 .0 35.0
				TOTAL	50.0	TOTAL	50.0
REGION TOTAL 66 ACTIONS				LOCAL STATE FED	1545.0 434.5 4668.1	LOCAL STATE FED	2967.5 555.4 6673.7
				TOTAL	6647.6	TOTAL	10196.6

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

improvement projects proposed for implementation in the updated 1979 TSM plan for the Milwaukee and Racine urbanized areas and the rural area of the Region.

ACTION 8—UBUS/UPARK

The updated 1979 TSM plan recommends that the UBUS and UPARK programs be continued, improved, and expanded where appropriate. Although no set goal has been established by the University as to the optimal percentage of transit commuters in the University population, Table 23 indicates the University's long-term commitment and future plans to further expand the UBUS/UPARK programs.

ACTION 9—ARTERIAL STUDIES

It is recommended that the Wisconsin Department of Transportation, with Regional Planning Commission assistance, complete no later than March 31, 1979, preparation of a prospectus for a pilot study of one or more major inter-community arterials in the Region. If the prospectus concludes that the study is warranted it is recommended that, funds for the study, which would investigate potential traffic flow and functions, transit service improvements such as exclusive bus lanes, and other TSM-type actions in the arterial corridor, be sought as soon as the prospectus is completed from the sources recommended in the prospectus, and that the study itself be initiated as soon as funding is secured, with a target start date of October 1, 1979.

ACTION 10—DOWNTOWN SHUTTLE SERVICES

The updated 1979 TSM plan recommends the continuation of the Milwaukee downtown central business district shuttle bus project and the further implementation of actions as necessary to improve and expand this service. Consistent with this recommendation, plans for the future improvement and expansion of this shuttle bus service have been developed as part of the Milwaukee downtown transportation center plan for the Milwaukee County Transit System. This plan includes proposals for revising the downtown circulation patterns of the freeway flyers and establishing a new Kilbourn Avenue shuttle bus route. The downtown transportation center plan also recommends the creation of

a transit mall on Wisconsin Avenue extending from N. Water Street to N. Sixth Street, and the provision of exclusive bus lanes on W. Wells Street as shown on Map 25.

ACTION 11—TRANSIT SHELTERS

The updated 1979 TSM plan recommends the continued implementation of transit passenger shelter projects in the urbanized areas of the Region as a comfort and convenience to bus riders and also to protect them from adverse weather conditions. In line with this recommendation, the City of Kenosha plans to purchase and install an additional 12 bus passenger shelters at various locations throughout the City in 1980. This will bring the total of such shelters to 26. Similarly, Milwaukee County plans to purchase and install 80 additional bus passenger shelters at various locations throughout the County in 1979, bringing the total number of shelters in the County to 160. Table 24 provides a description of the transit passenger shelter and bench projects proposed for implementation in the updated 1979 TSM plan, and Map 11 and Map 12 identify their location.

ACTION 12—CARPOOL AND VANPOOL PROMOTION

The 1979 TSM plan recommends that the successful metropolitan Milwaukee Area carpooling program and WisDOT Vanpool Program be continued as indicated in Table 25 at an estimated total cost of \$265,000. In addition, it is recommended that the results and recommendations of the study of innovative approaches to energy conservation at major trip generators being conducted by the University of Wisconsin, with funding from the Wisconsin Office of State Planning and Energy, be carefully considered during 1979 in the continued operation and possible modification of the carpool and vanpool programs.

ACTION 13—PEDESTRIAN AND BICYCLE PROVISIONS

The updated 1979 TSM plan recommends the continued implementation of pedestrian and bicycle projects to increase the ease and safety of pedestrian and bicycle travel in the Region. As a result, a total of 10 new or continuing projects of this type, having a total

Table 23

PROPOSED UBUS/UPARK PROGRAM EXPANSION FOR 1979 TO 1983

1978-79	1. UBUS Service: UPARK Service: Special Service:	Capitol, Center, Burleigh, North, Oakland, Oklahoma, Silver Spring Capitol/Humboldt, College Avenue, Summerfest, Watertown Plank Road, West Allis Treasure Island UPOOL, Women's Transit, Ozaukee County Service, Waukesha County Service
1979-80	2. UBUS Service: UPARK Service: Special Service:	Same as No. 1 plus Greenfield Same as No. 1 plus Bluemound/Zoo/Streaker Same as No. 1 plus Racine/Kenosha Service
1980-81	3. UBUS Service: UPARK Service: Special Service:	Same as No. 2 plus Downer and Hampton Same as No. 2 plus Northwest Streaker Same as No. 2 plus East Side Zone Fare Taxi
1981-82	4. UBUS Service: UPARK Service: Special Service:	Same as No. 3 plus Capitol Express Same as No. 3 plus McKinley Marina Same as No. 3 plus Vanpool
1982-83	5. UBUS Service: UPARK Service: Special Service:	Same as No. 4 plus Cudahy/South Milwaukee Same as No. 4 plus IH 43 and Locust Same as No. 4

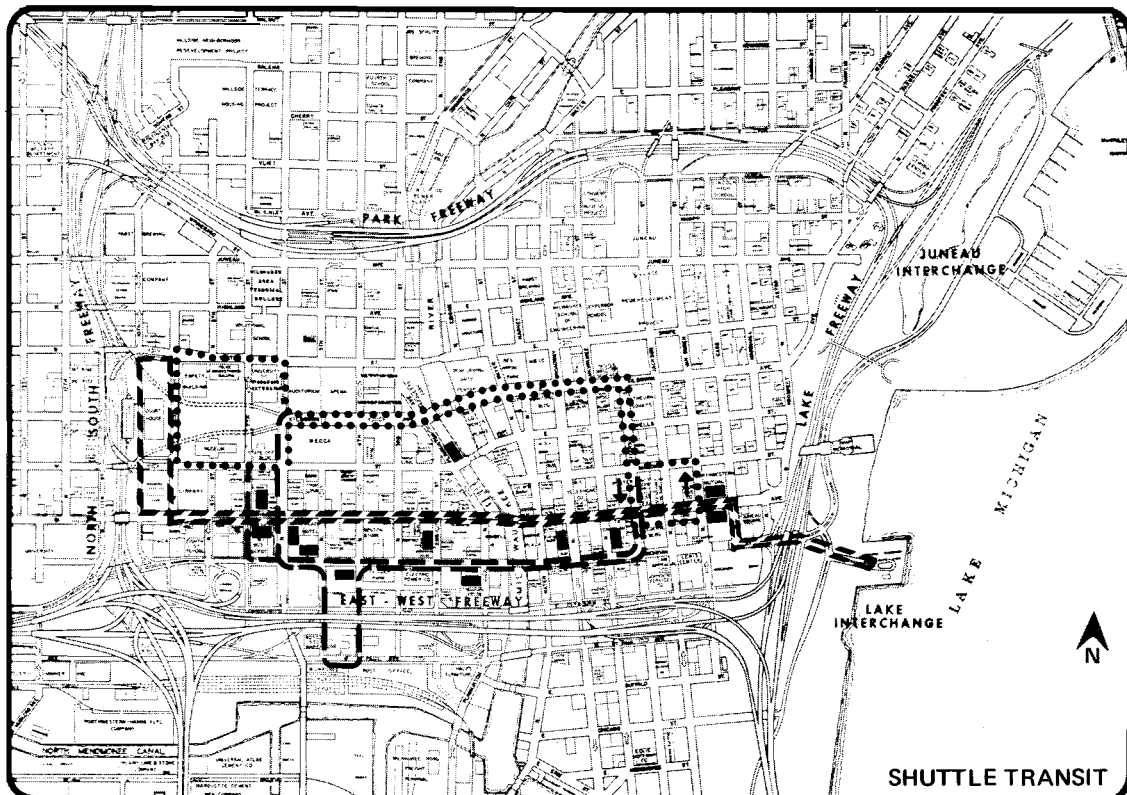
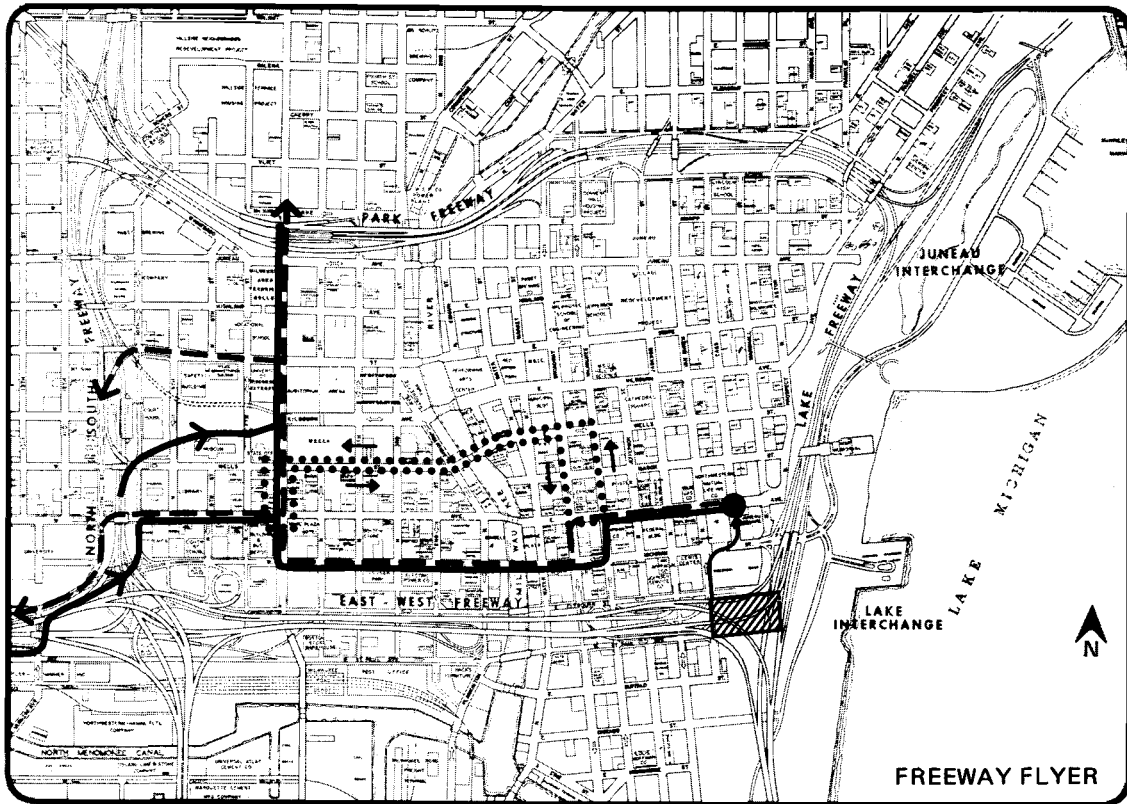
Programmable costs and sources of program funds for the 1978-1982 period are as follows:

	1978-79	1979-80	1980-81	1981-82	1982-83
Revenues					
Student Fees	69,000	72,000	75,000	77,000	80,000
General Revenue (state tax fund)	235,000	235,000	245,000	255,000	270,000
Fares	265,000	293,750	340,000	355,500	374,500
Total	569,000	600,750	660,000	687,500	724,500
Expenses					
Salaries	38,000	40,000	42,500	45,000	48,000
Marketing and Supplies	15,000	18,000	20,000	22,000	24,000
UPARK/UBUS (bus tickets)	350,000	375,000	425,000	440,000	460,000
UPARK/UBUS (charter)	169,000	184,000	244,000	319,000	369,000
Auxiliary Administration	10,000	12,000	13,500	15,000	16,500
Total	582,000	629,000	745,000	841,000	917,500
Loss	13,000	28,250	85,000	153,500	193,000
Prior Year Surplus	13,000	28,250	85,000^a	153,500^a	193,000^a

^aParking surplus funds.

Source: University of Wisconsin-Milwaukee.

RECOMMENDED TRANSPORTATION CENTER PLAN FOR DOWNTOWN MILWAUKEE



NOT SHOWN: Transit Mall on Wisconsin Ave. - Water to 6th St. Local Transit - Same Routes as Existing

Table 24

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983
TRANSPORTATION IMPROVEMENT PROGRAM: TRANSIT SHELTERS PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
KENOSHA URBANIZED AREA	1	CONSTRUCTION OF 12 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL STATE FED (UMTA5)	.0 .0 .0 TOTAL .0	LOCAL STATE FED (UMTA5)	14.0 .0 56.0 TOTAL 70.0
MILWAUKEE URBANIZED AREA	2	CONSTRUCTION OF 80 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	60.0 .0 240.0 TOTAL 300.0	LOCAL STATE FED (UMTA3)	338.2 .0 1352.8 TOTAL 1691.0
	3	CONSTRUCTION OF BUS STOP SHELTERS AT VARIOUS LOCATIONS IN THE VILLAGE OF SHOREWOOD	V/SHOREWOOD	LOCAL STATE FED	.0 .0 .0 TOTAL .0	LOCAL STATE FED	76.0 .0 .0 TOTAL 76.0
REGION TOTAL 3 ACTIONS				LOCAL STATE FED	60.0 .0 240.0 TOTAL 300.0	LOCAL STATE FED	428.2 .0 1408.8 TOTAL 1837.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

Table 25

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: CARPOOL AND VANPOOL PROMOTIONS PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONDUCT OF A COUNTYWIDE VANPOOL SUPPORT AND PROMOTION PROGRAM IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	4.0 .0 36.0 TOTAL 40.0	LOCAL STATE FED (FAP)	4.0 .0 36.0 TOTAL 40.0
	2	CONTINUED OPERATION OF THE MILWAUKEE AREA CARPOOL MATCHING AND PROMOTION PROGRAM	MILWAUKEE COUNTY	LOCAL STATE FED (FAU)	17.5 .0 157.5 TOTAL 175.0	LOCAL STATE FED (FAU)	22.5 .0 202.5 TOTAL 225.0
REGION TOTAL 2 ACTIONS				LOCAL STATE FED	21.5 .0 193.5 TOTAL 215.0	LOCAL STATE FED	26.5 .0 238.5 TOTAL 265.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

estimated cost of \$497,000, are recommended for implementation during the five-year period 1979-1983. Table 26 provides a description of the pedestrian and bicycle projects proposed for implementation in the Region.

ACTION 14—MISCELLANEOUS LOW-CAPITAL ACTIONS

The updated 1979 TSM plan recommends the continued implementation of various low-capital projects generally categorized by the Regional Planning Commission staff as miscellaneous actions to improve the existing street and highway system in the Region. As a result, two projects of this type having a total estimated cost of \$218,000 are recommended for implementation during the five-year period 1979-1983. Table 27 provides a description of the miscellaneous low-capital projects proposed for implementation in the Region.

ACTION 15—MAJOR TRANSIT GENERATOR STUDY

No specific recommendations are made under this action in the 1979 TSM plan since it has been included under the transit route evaluation studies recommended under Action No. 6 and to a lesser extent under Action No. 12. This action will be dropped from future TSM plans.

ACTION 16—BUS STOP LOCATION STUDY

The updated 1979 TSM plan recommends the continued implementation of the bus stop location improvement program. As a result, two projects to improve bus stop locations having a total estimated cost of \$550,000 are recommended for implementation during the five-year period 1979-1983. Table 28 provides a description of these projects.

It is further recommended that the Milwaukee County Transit System bus stop location study proceed into detailed planning for systemwide installation of bus stop signs and complete such planning by December 31, 1979. Funding for the year 1979 for this study, as contained in the 1979 Overall Work Program, totals \$21,000, including \$16,800 in UMTA Section 9 planning funds and \$4,200 in Milwaukee County funds.

ACTION 17—DOWNTOWN PARKING RATE STRUCTURE STUDY

The updated 1979 TSM plan endorses and supports the intentions of the City of Milwaukee to undertake a parking rate structure study in the downtown central business district. This proposed study had been recommended in the adopted 1978 TSM plan for the Region. It was to have been undertaken in 1978, but was deferred until 1979. The purpose of this study will be to investigate measures that promote short-term parking and discourage long-term commuter parking in the downtown central business district. The study will be financed entirely with City of Milwaukee funds and conducted primarily with Bureau of Traffic Engineering staff. The study is expected to be completed in 1979.

ACTION 18—TAXI FARE AND REGULATION STUDY

The updated 1979 TSM plan recommends that the City of Milwaukee taxi fare and regulation study begun in 1978 be continued and completed as expeditiously as possible. It has been determined by those involved, particularly the City of Milwaukee, the University of Wisconsin-Milwaukee, and the Regional Planning Commission, that this study has the potential to produce recommendations which, if implemented, could strengthen the taxi industry in the Milwaukee area and improve taxi service to the public. It is anticipated that preliminary recommendations resulting from this study will be available by February 1979, and that the entire study will be completed by June 30, 1979.

ACTION 19—EXCLUSIVE BUS LANES

The 1979 TSM plan recommends that planning for implementation of exclusive bus lanes outside the City of Milwaukee central business district (CBD) proceed as part of the arterial studies—TSM Action No. 9. Within the Milwaukee CBD, the Milwaukee County Transit System's downtown transportation center plan provides a recommended set of exclusive bus lanes, as shown in Table 13. It is recommended that implementation of this planning proceed as recommended, with the important reminder that

Table 26

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: PEDESTRIAN AND BICYCLE PROVISIONS PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
KENOSHA URBANIZED AREA	1	CONSTRUCTION OF A BICYCLE PATH ALONG 7TH AVE FROM 84TH ST TO SHERIDAN RD IN KENOSHA COUNTY (1.25 MI)	KENOSHA COUNTY	LOCAL	21.0	LOCAL	21.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	21.0	TOTAL	21.0
MILWAUKEE URBANIZED AREA	2	CONSTRUCTION OF THE BEAVER CREEK BIKEWAY FROM DEERWOOD DR TO THE WEPKO R-D-W IN THE VILLAGE OF BROWN DEER (0.30 MI)	V/BROWN DEER	LOCAL	7.0	LOCAL	7.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	7.0	TOTAL	7.0
	3	CONSTRUCTION OF BIKE PATH ALONG JEAN NICOLET RD FROM NICOLET HIGH SCHOOL TO GREEN TREE RD IN THE CITY OF GLENDALE (0.40 MI)	C/GLENDALE	LOCAL	20.0	LOCAL	20.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	20.0	TOTAL	20.0
	4	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 36 AT SCOUT LAKE IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL	46.5	LOCAL	46.5
				STATE	28.1	STATE	28.1
				FED	130.9	FED	130.9
				(SAFE)		(SAFE)	
				TOTAL	205.5	TOTAL	205.5
	5	CONSTRUCTION OF BIKEWAY ALONG 116TH ST FROM W GRANGE AVE TO EDGERTON AVE IN THE VILLAGE OF HALES CORNERS (0.30 MI)	V/HALES CORNERS	LOCAL	7.6	LOCAL	7.6
				STATE	.0	STATE	.0
				FED	30.4	FED	30.4
				(MB)		(MB)	
				TOTAL	38.0	TOTAL	38.0
	6	CONSTRUCTION OF A BICYCLE PATH ALONG PILGRIM RD SOUTHERLY FROM MEQUON RD IN THE VILLAGE OF GERMANTOWN (2.00 MI)	V/GERMANTOWN	LOCAL	5.0	LOCAL	5.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	5.0	TOTAL	5.0
	7	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL	50.0	LOCAL	100.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	50.0	TOTAL	100.0
	8	CONSTRUCTION OF BIKEPATH FROM PILGRIM RD TO LONGWOOD AVE IN THE VILLAGE OF MENOMONEE FALLS (3.80 MI)	V/MENOMONEE FALLS	LOCAL	.0	LOCAL	38.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	38.0
RURAL AREAS OF THE REGION	9	RESURFACING OF CTH W FROM STH 36 TO STH 11 AND BIKEPATH CONSTRUCTION IN RACINE COUNTY (2.50 MI)	RACINE COUNTY	LOCAL	27.5	LOCAL	27.5
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	27.5	TOTAL	27.5
	10	RESURFACING OF CTH H AND BICYCLE PATH FROM STH 20 TO STH 11 IN RACINE COUNTY (1.50 MI)	RACINE COUNTY	LOCAL	35.0	LOCAL	35.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	35.0	TOTAL	35.0
REGION TOTAL 10 ACTIONS				LOCAL	219.6	LOCAL	307.6
				STATE	28.1	STATE	28.1
				FED	161.3	FED	161.3
				TOTAL	409.0	TOTAL	497.0

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

close coordination will be required between implementation of the proposed downtown redevelopment project on W. Wisconsin Avenue by the City of Milwaukee and implementation of the transportation center plan recommendations.

ACTION 20—COMMUTER-IMPACTED PERMIT PARKING

The updated 1979 TSM plan recommends that the apparently successful commuter-impacted parking permit program developed and

Table 27

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: MISCELLANEOUS LOW-CAPITAL ACTIONS PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	30.0	LOCAL	175.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	30.0	TOTAL	175.0
	2	VEHICLE COUNTING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	20.5	LOCAL	43.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	20.5	TOTAL	43.0
REGION TOTAL 2 ACTIONS			LOCAL	50.5	LOCAL	218.0	
			STATE	.0	STATE	.0	
			FED	.0	FED	.0	
			TOTAL	50.5	TOTAL	218.0	

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

Table 28

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1979-1983 TRANSPORTATION
IMPROVEMENT PROGRAM: BUS STOP LOCATION STUDY PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	PURCHASE & INSTALLATION OF NEW BUS STOP SIGNS SYSTEMWIDE ON THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL	84.0	LOCAL	84.0
				STATE	.0	STATE	.0
				FED (UMTA3)	336.0	FED (UMTA3)	336.0
				TOTAL	420.0	TOTAL	420.0
	2	INSTALLATION OF BUS STOP PAVING AT 400 LOCATIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	39.0	LOCAL	39.0
				STATE	.0	STATE	.0
				FED (SOS)	91.0	FED (SOS)	91.0
				TOTAL	130.0	TOTAL	130.0
REGION TOTAL 2 ACTIONS			LOCAL	123.0	LOCAL	123.0	
			STATE	.0	STATE	.0	
			FED	427.0	FED	427.0	
			TOTAL	550.0	TOTAL	550.0	

APPENDIX C PROVIDES A LIST OF ABBREVIATION CODES USED IN THIS TABLE.

Source: SEWRPC.

administered by the City of Milwaukee be continued and extended to other areas of the City where commuter traffic and parking disrupt the residential character of the affected neighborhood and its local street system. In line with this recommendation, the City of Milwaukee is currently investigating additional areas of the City to determine, based on criteria approved by the Common Council (see Appendix B), if they qualify as commuter-impacted areas eligible for special resident permit parking privileges. It is further recommended that other communities throughout the Region

experiencing similar traffic congestion and parking problems in residential areas consider like actions to those being pursued by the City of Milwaukee.

ACTION 21—COMMUNITY ASSISTANCE TRAFFIC ENGINEERING AND TRANSIT PLANNING

The 1979 TSM plan recommends that the ongoing community assistance traffic engineering and transit planning program be continued through 1979. Funds for the City of

Milwaukee program are included in the Regional Planning Commission's 1979 Overall Work Program (OWP) in a total amount of \$80,000—\$64,000 in UMTA Section 9 planning funds and \$16,000 in city funds. Funds for the Commission's community assistance traffic engineering and transit planning program are included in the 1979 OWP in a total amount of \$29,600—\$9,760 in UMTA funds, \$13,920 in FHWA funds, \$2,240 in WisDOT funds, and \$3,680 in Commission funds.

ACTION 22—WORK TIME RESCHEDULING STUDY

The 1979 TSM plan recommends that the work time rescheduling study proceed during 1979 and 1980 as described in Chapter Two of this report, with a target date for completion of the study of June 30, 1980. The Commission's 1979 Overall Work Program contains a total of \$115,300 to fund work time rescheduling study activities in 1979—\$13,840 in UMTA funds, \$13,840 in FHWA funds, \$3,460 in WisDOT funds, \$80,700 in U.S. Environmental Protection Agency Section 175 Air Quality planning funds, and \$3,460 in Commission funds.

ACTION 23—ENERGY EMERGENCY CONTINGENCY PLAN

The 1979 TSM plan recommends that preparation of a prospectus for the energy emergency contingency plan be undertaken by the Commission in 1980, or sooner should funding and staff time become available.

ACTION 24—WEEKEND AND SPECIAL EVENT TRAFFIC PLANNING

The 1979 TSM plan recommends that a prospectus for a weekend and special event traffic planning program be prepared by the Regional

Planning Commission in 1979, with completion no later than August 31, 1979. The objective of preparing this prospectus is to determine whether such a program is warranted and, if so, to develop a preliminary work plan, schedule, and estimated budget and to recommend responsibilities and funding sources for a detailed study. Funds for the prospectus preparation are included in the Commission's 1979 Overall Work Program in a total amount of \$21,700—\$8,680 in UMTA funds, \$8,680 in FHWA funds, \$2,170 in WisDOT funds, and \$2,170 in Commission funds.

SUMMARY

The detailed recommendations contained in this chapter call for the implementation of 242 projects and 15 studies, as summarized in Table 29. The total estimated cost of the 242 projects and 15 studies is \$305,680,100, with \$61,874,600 expected to be spent on 190 projects and the 15 studies either during calendar year 1979 (studies and transit projects) or prior to October 1, 1980 (highway projects) to correspond to the annual element of the 1979-1983 Transportation Improvement Program. A detailed breakdown of recommended projects and studies and expenditures by area of the Region is presented in Table 30.

Again, in 1979 the TSM recommendations, which include a wide variety of operations/management, construction, design, and planning activities, will require the cooperation and involvement of all large and many small transportation implementing agencies in southeastern Wisconsin. As documented in Chapter II of this report, much was accomplished in TSM implementation and planning in the Region in 1978. The 1979 TSM plan update represents another ambitious agenda of transportation systems management actions for the Region in 1979 and beyond.

Table 29

SUMMARY OF 1979 TSM RECOMMENDATIONS

TSM Action (listed in approximate order of priority)	Total Projects and Studies in Region in TSM	Lead Agency	Source of Federal Funds if Required	Estimated Total Project Costs/1979 Annual Element Costs in TIP if Different from Total (in \$1000)	Recommended Implementation
Freeway Control System	7 Projects	Wisconsin Department of Transportation (WisDOT)/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP)	\$ 1,822.0/698.0	Continued implementation
	1 Study	WisDOT/SEWRPC	FAI/FAP	500.0	Prospectus by 2/28/79; study to follow
Stud End Freeway Treatments	4 Projects	WisDOT/ Milwaukee County/ City of Milwaukee	FAI/FAP	19,205.0/618.0	Continued implementation and design studies
Improved Transit Service	32 Projects	Various	Urban Mass Transportation Administration (UMTA), Section 3, Section 5	255,102.2/45,475.4	Continued implementation
Traffic Signing, Pavement Marking, and Signalization	100 Projects	Various	Various—Identified in TIP	9,722.0/4,285.5	Continued implementation
Park-and-Ride Lots with Express Transit Service and Park- and-Pool Lots	13 Projects	WisDOT/ Milwaukee County/ Ozaukee County	FAI/FAP	5,014.0/1,439.0	Continued implementation
Transit Route Evaluation	6 Studies	Milwaukee County/ SEWRPC	UMTA, Section 8	362.0	Updated Milwaukee Transit System Planning Program (TSPP) by 3/31/79; Kenosha TSPP by 3/31/80; major Milwaukee County Transit Service Study Report by 12/31/79
Spot Street and Highway Improvements	66 Projects	Various	Various—Identified in TIP	10,196.6/6,647.6	Continued implementation
UBUS/UPARK	Included under Action No. 3 Above	Milwaukee County/ University of Wisconsin- Milwaukee (UWM)	Included under Action No. 3 Above	Included under Action No. 3 Above	Continued implementation
Arterial Studies	1 Study	WisDOT/SEWRPC	UMTA, Section 8/ FHWA PL	20.0	Prospectus completion by 2/28/79; proceed with study as recommended in prospectus
Downtown Shuttle Services	Included under Action No. 3 Above	Milwaukee County	Included under Action No. 3 Above	Included under Action No. 3 Above	Continued implementation
Transit Shelters	3 Projects	City of Kenosha/ Milwaukee County/ Village of Shorewood	UMTA, Section 3, Section 5	1,837.0/300.0	Continued implementation
Carpool and Vanpool Promotion	2 Projects	WisDOT/ Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	265.0/215.0	Continued implementation
Pedestrian and Bicycle Provisions	10 Projects	Various	Various—Identified in TIP	497.0/409.0	Continued implementation
Miscellaneous Low- Capital Actions	2 Projects	City of Milwaukee	Various—Identified in TIP	218.0/50.5	Continued implementation
Major Transit Generator Study Now included under Action No. 6 above				
Bus Stop Location Study	2 Projects	Milwaukee County/ City of Milwaukee	FHWA, SOS; UMTA, Section 3	550.0	Completion of planning for new Milwaukee County bus stop signs by 12/31/79
Downtown Parking Rate Structure Study	1 Study	City of Milwaukee	Section 8 Local Funds	21.0 15.0	Completion by 12/31/79
Taxi Fare and Regulation Study	1 Study	City of Milwaukee	UMTA, Section 8	12.0	Completion by 6/30/79
Exclusive Bus Lanes	Included under Actions No. 6 and No. 9 Above	Milwaukee County	Included under Actions No. 6 and No. 9 Above	Included under Actions No. 6 and No. 9 Above	Implementation as part of downtown trans- portation center and arterials study
Commuter-Impacted Permit Parking	1 Project	City of Milwaukee	Local Funds	10.0	Continued implementation
Community Assistance, Traffic Engineering, and Transit Planning	2 Studies	City of Milwaukee/ SEWRPC	UMTA, Section 8	109.6	Continued implementation
Work Time Rescheduling Study	1 Study	SEWRPC	UMTA, Section 8/ Federal Highway Administration Urban Planning/ Environmental Protection Agency (FHWA PL/EPA), Section 175	180.0/115.3	Completion by 6/30/80
Energy Emergency Contingency Plan Prospectus preparation deferred until 1980				
Weekend and Special Event Traffic Planning	1 Study	SEWRPC	UMTA, Section 8 FHWA PL	21.7	Completion of prospectus by 8/31/79; study to follow
Total	242 Projects 15 Studies			\$305,680.1/ \$ 61,874.6	

Source: SEWRPC.

Table 30

RECOMMENDED TSM PROJECTS AND EXPENDITURES BY AREA: 1979-1983

TSM Action Category (listed in approximate order of priority)	Total Project Cost and Number of Projects/Annual Element Project Cost and Number of Projects (if different from total, \$1000's)					
	Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Area	Regional Projects	Total
Freeway Control System	—	2322.0(8)/ 1198.0(4)	—	—	—	2322.0(8)/ 1198.0(4)
Stub End Freeway Treatments	—	19205.0(4)/ 618.0(4)	—	—	—	19205.0(4)/ 618.0(4)
Improved Transit Service	5637.8(3)/ 1329.0(3)	242543.7(15)/ 42665.5(15)	6752.8(7)/ 1313.0(4)	167.9(7)	—	255102.2(32)/ 45475.4(29)
Traffic Signing, Pavement Marking, and Signalization	130.0(5)/ 90.0(5)	7653.1(63)/ 2621.6(50)	1039.0(8)/ 964.0(5)	899.9(24)/ 609.9(20)	—	9722.0(100)/ 4285.5(80)
Park-and-Ride Lots with Express Transit Service and Park-and-Pool Lots	—	4944.0(12)/ 1434.0(7)	—	70.0(1)/ 5.0(1)	—	5014.0(13)/ 1439.0(8)
Transit Route Evaluation	6.5(1)	349.0(4)	6.5(1)	—	—	362.0(6)
Spot Street and Highway Improvements	—	9017.6(53)/ 5687.6(40)	244.0(3)/ 190.0(2)	935.0(10)/ 770.0(8)	—	10196.6(66)/ 6647.6(50)
UBUS/UPARK	—	Included under Action No. 3 Above	—	—	—	—
Arterial Studies	—	—	—	—	Prospectus 20.0(1); 20.0(1) cost of study to be determined by prospectus under preparation	—
Downtown Shuttle Services	—	Included under Action No. 3 Above	—	—	—	—
Transit Shelters	70.0(1) 0.0(0)	1767.0(2)/ 300.0(1)	—	—	—	1837.0(3)/ 300.0(1)
Carpool and Vanpool Promotion	—	—	—	—	265.0(2)/ 215.0(2)	265.0(2)/ 215.0(2)
Pedestrian and Bicycle Provisions	21.0(1)	413.5(7)/ 325.5(6)	—	62.5(2)	—	497.0(10)/ 409.0(9)
Miscellaneous Low Capital Actions	—	218.0(2)/ 50.5(2)	—	—	—	218.0(2)/ 50.5(2)
Major Transit Generator Study	—	Included under Action No. 6 Above	—	—	—	—

Table 30 (continued)

TSM Action Category (listed in approximate order of priority)	Total Project Cost and Number of Projects/Annual Element Project Cost and Number of Projects (if different from total, \$1000's)					
	Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Area	Regional Projects	Total
Bus Stop Location Study	—	571.0(3)/	—	—	—	571.0(3)
Downtown Parking Rate Structure Study	—	15.0(1)	—	—	—	15.0(1)
Taxi Fare and Regulation Study	—	12.0(1)	—	—	—	12.0(1)
Exclusive Bus Lanes	—	Included under Actions No. 6 and No. 9 Above	—	—	—	—
Commuter-Impacted Permit Parking	—	10.0(1)	—	—	—	10.0(1)
Community Assistance Traffic Engineering and Transit Planning	—	80.0(1)	—	—	29.6(1)	109.6(2)
Work Time Rescheduling Study	—	—	—	—	180.0(1)/ 115.3(1)	180.0(1)/ 115.3(1)
Energy Emergency Contingency Plan	—	—	—	—	Postponed until 1980	—
Weekend and Special Event Traffic Planning	—	—	—	—	Prospectus 21.7(1)	21.7(1)
Total	5865.3(11)/ 1446.5(10)	289,120.9(177)/ 55,937.7(140)	8042.3(19)/ 2473.5(12)	2135.3(44)/ 1615.3(38)	516.3(6)/ 401.6(6)	305,680.1(257)/ 61,874.6(206)

Source: SEWRPC.

APPENDICES

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Appendix A

ADVISORY COMMITTEE MEMBERSHIPS

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

George C. Berteau	Chairman, Southeastern Wisconsin
Acting Chairman	Regional Planning Commission
Kurt W. Bauer	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning
	Commission
Thomas R. Clark	District Chief Planning Engineer,
	District 2, Wisconsin Department
	of Transportation
Arne L. Gausmann	Director, Bureau of System Planning,
	Wisconsin Department of Transportation
John O. Hibbs	Wisconsin Division Administrator,
	Federal Highway Administration
Donald K. Holland	Director of Public Works,
	City of Kenosha
Edward A. Jenkins	Director, Department of Transportation,
	City of Kenosha
Francis J. Pitts	Member, Kenosha County Board
	of Supervisors
George A. Swier	County Highway Commissioner,
	Kenosha County
Theodore G. Weigle, Jr.	Regional Director,
	Urban Mass Transportation Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

George C. Berteau	Chairman, Southeastern Wisconsin
Acting Chairman	Regional Planning Commission
Kurt W. Bauer	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning Commission
James J. Blazek	City Engineer, City of Racine
Thomas R. Clark	District Chief Planning Engineer,
	District 2, Wisconsin Department
	of Transportation
Jon J. Dederich	Plan Commissioner, Village of
	Elmwood Park
Arne L. Gausmann	Director, Bureau of System
	Planning, Wisconsin Department of Transportation
John O. Hibbs	Wisconsin Division Administrator,
	Federal Highway Administration

Clair W. Jenn	Traffic Engineer, City of Racine
LeRoy H. Jerstad	President, Village of North Bay
Herman Nelson	Trustee, Village of Sturtevant
John Margis, Jr.	County Highway Commissioner, Racine County
Theodore G. Weigle, Jr.	Regional Director, Urban Mass Transportation Administration
Robert F. White	Town Supervisor, Town of Mt. Pleasant

**INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE MILWAUKEE URBANIZED AREA**

George C. Berteau	Chairman, Southeastern Wisconsin Regional Planning Commission
Acting Chairman	
F. Thomas Ament	Chairman, Milwaukee County Board of Supervisors
Daniel F. Casey	County Supervisor, Milwaukee County
Vencil F. Demshar	County Highway Commissioner, Waukesha County
William R. Drew	Commissioner, Department of City Development, City of Milwaukee
Herbert A. Goetsch	Commissioner, Department of Public Works, City of Milwaukee
Joseph M. Hutsteiner	County Supervisor, Milwaukee County
Joseph LaPorte	Mayor, City of Waukesha
Edwin J. Laszewski, Jr.	City Engineer, City of Milwaukee
Thomas P. Leisle	County Supervisor, Ozaukee County
J. William Little	City Administrator, City of Wauwatosa
William E. Meaux	County Supervisor, Milwaukee County
Wayne Frank	Alderman, City of Milwaukee
Henry F. Mixter	President, Village of Whitefish Bay
Nick T. Paulos	Village Engineer, Village of Greendale
John E. Schumacher	City Engineer, City of West Allis
Emil M. Stanislawski	County Supervisor, Milwaukee County
Harry Stein	Bureau of Fiscal Liaison, City of Milwaukee
Frank Wellstein	City Engineer, City of Oak Creek
Representative (Vacant) of Local Government, Waukesha County	

**INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE MILWAUKEE URBANIZED AREA**

Nonvoting Technical Staff Members

Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
Acting Secretary	
Robert W. Brannan	Deputy Director, Department of Public Works, Milwaukee County
Thomas J. Hart	Director, Bureau of Program Management, Wisconsin Department of Transportation
John O. Hibbs	Wisconsin Division Administrator, Federal Highway Administration
Thomas R. Kinsey	District Engineer, District 2, Wisconsin Department of Transportation
Victoria Potter	Director, Wisconsin Office of State Planning and Energy
Gerald Schwerm	Director of Transportation, Milwaukee County
Harvey Shebesta	District Engineer, District 9, Wisconsin Department of Transportation
Theodore G. Weigle, Jr.	Regional Director, Urban Mass Transportation Administration

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Appendix B

CRITERIA FOR ESTABLISHING A RESIDENT PERMIT PARKING AREA FOR COMMUTER IMPACTED AREAS

For a residential area to be eligible for residential permit parking, that area must meet the following criteria:

1. The impacted residential area shall contain residential frontage of approximately 1,800 linear feet and abut a street parking capacity of 150 legal spaces. The entire length of a street segment between adjacent intersections shall be included in determining affected areas. For purposes of this criterion, a legal parking space shall be 20 linear feet, and parking shall not be banned for more than four hours during the time between 7:00 a.m. and 7:00 p.m.
2. The area shall already have had extensive parking regulations in effect for at least one year (immediately preceding the establishment of an impacted area) to attempt to control or regulate the parking and commuting problems.
3. During the period from 7:00 a.m. to 7:00 p.m. on a typical weekday (except Saturday and Sunday), the number of vehicles parked or standing, legally or illegally, on the streets in the area that are registered in the name of the person residing outside the area, shall equal or exceed 20 percent of the available legal space in the area. That parking condition must remain for three consecutive hours.
4. The area must be served with regular mass transit service within one-quarter mile of any of its boundaries that provides an alternative to automotive commuting.
5. Prior to an area being recommended as a resident permit parking area, the following factors as listed in the ordinance also shall be considered:
 - a) The necessity of reducing automobile commuting and its accompanying energy waste and air pollution.
 - b) The possibility of a reduction in total vehicle miles of travel in the affected area.
 - c) The likelihood of alleviating traffic congestion, illegal parking, and related health and safety hazards.
 - d) The desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith.
 - e) The need for parking regulations to maintain the stability of neighborhoods.
6. Areas designated as eligible for such permits shall be reviewed annually by the Commissioner of Public Works to determine if such eligibility still exists in order to accomplish the intent of this ordinance.

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Appendix C

LIST OF ABBREVIATION CODES FOR TABLES 1 to 6, 8 to 12, 17 to 22, and 24 to 28

IMPLEMENTING AGENCY

C/ represents "City of"

V/ represents "Village of"

T/ represents "Town of"

SOURCE OF FUNDS (Federal Fund Codes)

FED	- Federal
AAF	- Advanced Acquisition Funds
BRF	- Bridge Replacement Funds
COMB	- Combination of BRF and FAU
FAI	- Federal Aid Interstate Funds
FAP	- Federal Aid Primary Funds
FAS	- Federal Aid Secondary Funds
FAU	- Federal Aid Urban Funds
HBF	- Highway Beautification Funds
HHL	- High Hazard Location Funds
MB	- Model Bikeway Funds
PM	- Pavement Marking Funds
RO	- Roadside Obstacle Funds
RHGC	- Rail-Highway Grade Crossing Funds
SAFE	- Safety Funds
SOS	- Safer Off System Funds
OTHER FED	- Federal funding programs not sponsored by FHWA or UMTA (Economic Development Administration funds and Urban Development Action Grants are examples)
OTHER FHWA	- FHWA funding program other than those listed (includes certain limited demonstration funds)
UMTA3	- UMTA Section 3 Funds
UMTA5	- UMTA Section 5 Funds
UMTA16B1	- UMTA Section 16B(1) Funds
UMTA16B2	- UMTA Section 16B(2) Funds

PROJECT DESCRIPTION

CTH	- County trunk highway
IH	- Interstate highway
STH	- State trunk highway
M or MI	- Miles