

# A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN 1980





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**COMMUNITY ASSISTANCE PLANNING REPORT  
NUMBER 34**

**A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE  
KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS  
IN SOUTHEASTERN WISCONSIN: 1980**

Prepared by the

**Southeastern Wisconsin Regional Planning Commission  
P. O. Box 769  
Old Courthouse  
916 N. East Avenue  
Waukesha, Wisconsin 53187**

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# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

916 NO. EAST AVENUE

• P.O. BOX 769

• WAUKESHA, WISCONSIN 53187

• TELEPHONE (414) 547-6721

*Serving the Counties of:*

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

The Commission in December 1977 adopted a transportation systems management plan aimed at finding ways to more effectively use existing transportation facilities to accommodate travel demand. As a short-term transportation planning effort, this systems management plan needs to be brought up to date annually. Revisions to the initial plan were accordingly made in 1978 and again in 1979. The Commission is pleased to transmit herewith the 1979 revised transportation systems management plan. The recommendations set forth in this plan relate primarily to traffic engineering and transit improvements and to detailed 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 1979 transportation systems management plan. You will also note that this new plan carries forward many of the multi-year 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 approved by the Intergovernmental Coordinating and Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area at its meeting on November 27, 1979, 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 27, 1979. 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 1980 transportation systems management plan is advisory to the local, state, and federal units and agencies of government. In its continuing role of acting as a center for the 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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## TABLE OF CONTENTS

	Page		Page
<b>Chapter I—INTRODUCTION</b> .....	1	<b>Action 12—Carpool and</b>	
Background .....	1	Vanpool Promotion .....	43
TSM Planning Process .....	2	<b>Action 13—Pedestrian and</b>	
Scheme of Presentation .....	3	Bicycle Provisions .....	44
<b>Chapter II—IMPLEMENTATION</b>		<b>Action 14—Miscellaneous</b>	
<b>STATUS OF 1979 TSM ACTIONS</b> .....	5	Low-Capital Actions .....	44
Introduction .....	5	Citywide Accident Study in the	
<b>Action 1—Freeway Traffic</b>		City of Milwaukee .....	46
Management System .....	5	City of Milwaukee	
<b>Action 2—"Stub End"</b>		Traffic Counts Project .....	46
Freeway Treatments .....	7	<b>Action 15—Bus Stop Location Study</b> .....	46
Stadium Freeway-South .....	7	<b>Action 16—Downtown Parking</b>	
Lake Freeway-South .....	8	Rate Structure Study .....	46
Lake Freeway-North .....	9	<b>Action 17—Taxi Fare and</b>	
Park Freeway-East .....	9	Regulation Study .....	46
Park Freeway-West .....	10	<b>Action 18—Exclusive Bus Lanes</b> .....	47
Stadium Freeway-North .....	10	<b>Action 19—Commuter-Impacted</b>	
<b>Action 3—Improved Transit Service</b> .....	10	Permit Parking .....	47
City of Kenosha .....	10	<b>Action 20—Community Assistance</b>	
Milwaukee County .....	15	Traffic Engineering and Transit Planning ..	48
Kinnickinnic Operating		City of Oconomowoc, Wisconsin	
Garage Project .....	17	Traffic Management Study .....	48
Fond du Lac Operating		Milwaukee Northwest Side/	
Garage Project .....	17	Ozaukee County Transportation	
Watertown Plank Road (Milwaukee		Improvement Study .....	49
County Institutions Grounds)		Elderly and Handicapped	
Operating Garage and Heavy		Transit Planning Assistance .....	51
Maintenance/Administration		City of Milwaukee	
Facility Project .....	17	TSM Planning Program .....	51
Fiebrantz Operating Garage .....	18	<b>Action 21—Work Time</b>	
General Mitchell Field		Rescheduling Study .....	53
Operating Garage Project .....	18	<b>Action 22—Energy Emergency</b>	
Special Efforts .....	18	Contingency Plan .....	54
City of Racine .....	18	<b>Action 23—Weekend and Special</b>	
Waukesha County .....	20	Event Traffic Plan .....	54
<b>Action 4—Traffic Signing, Pavement</b>		<b>Summary</b> .....	54
Marking, and Signalization .....	22		
<b>Action 5—Park-Ride Lots with Express</b>		<b>Chapter III—A TRANSPORTATION</b>	
Transit Service and Park-and-Pool Lots .....	22	<b>SYSTEMS MANAGEMENT PLAN FOR</b>	
<b>Action 6—Transit Route Evaluation</b> .....	22	<b>THE KENOSHA, MILWAUKEE, AND</b>	
City of Kenosha .....	31	<b>RACINE URBANIZED AREAS IN</b>	
Milwaukee County .....	31	<b>SOUTHEASTERN WISCONSIN: 1980</b> .....	55
City of Waukesha .....	31	Introduction .....	55
<b>Action 7—Spot Street and</b>		<b>Action 1—Freeway Traffic</b>	
Highway Improvements .....	31	Management System .....	55
<b>Action 8—UBUS/UPARK</b> .....	32	<b>Action 2—"Stub End"</b>	
<b>Action 9—Arterial Studies</b> .....	37	Freeway Treatments .....	56
<b>Action 10—Downtown Shuttle Services</b> .....	37	<b>Action 3—Improved Transit Service</b> .....	56
<b>Action 11—Transit Shelters</b> .....	39	<b>Action 4—Traffic Signing, Pavement</b>	
Milwaukee County .....	39	Marking, and Signalization .....	57



	Page		Page
Action 5—Park-Ride Lots with Express Transit Service and Park-and-Pool Lots . . . .	57	Action 16—Downtown Parking Rate Structure Study . . . . .	79
Action 6—Transit Route Evaluation . . . . .	60	Action 17—Taxi Fare and Regulation Study . . . . .	79
Action 7—Spot Street and Highway Improvements. . . . .	70	Action 18—Exclusive Bus Lanes . . . . .	79
Action 8—UBUS/UPARK . . . . .	70	Action 19—Commuter-Impacted Permit Parking. . . . .	79
Action 9—Arterial Studies. . . . .	70	Action 20—Community Assistance Traffic Engineering and Transit Planning. . .	81
Action 10—Downtown Shuttle Services . . . .	75	Action 21—Work Time Rescheduling Study. . . . .	81
Action 11—Transit Shelters. . . . .	75	Action 22—Energy Emergency Contingency Plan . . . . .	81
Action 12—Carpool and Vanpool Promotion. . . . .	75	Action 23—Weekend and Special Event Traffic Planning. . . . .	82
Action 13—Pedestrian and Bicycle Provisions . . . . .	79	Summary. . . . .	82
Action 14—Miscellaneous Low-Capital Actions . . . . .	79		
Action 15—Bus Stop Location Study . . . . .	79		

## LIST OF APPENDICES

Appendix		Page
A	Advisory Committee memberships . . . . .	87
B	Criteria for Establishing a Resident Permit Parking Area for Commuter Impacted Areas . .	91
C	List of Abbreviation Codes for Tables 1 to 6, 8 to 19, and 21 to 26 . . . . .	93

## LIST OF TABLES

Table	Chapter II	Page
1	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Freeway Traffic Management System Projects. . . . .	7
2	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: "Stub End" Freeway Treatment Projects. . . . .	9
3	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Improved Transit Service Projects . . . . .	11
4	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Traffic Signing, Pavement Marking, and Signalization Projects. .	23
5	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Park-Ride Lots with Express Transit Service and Park-and-Pool Lot Project . . . . .	30

Table		Page
6	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Spot Street and Highway Improvement Projects .....	33
7	University of Wisconsin-Milwaukee UBUS System Improvement and Expansion: 1978-1979 .....	39
8	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Downtown Shuttle Service Projects .....	43
9	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Transit Shelter Projects .....	43
10	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Carpool and Vanpool Promotion Projects .....	44
11	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Pedestrian and Bicycle Provision Projects .....	45
12	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Miscellaneous Low-Capital Action Projects .....	47
13	Implementation Status of the Annual Element of the 1979-1983 Transportation Systems Management Plan: Bus Stop Location Projects .....	47

### Chapter III

14	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Freeway Traffic Management System Projects .....	56
15	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: "Stub End" Freeway Treatment Projects .....	57
16	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Improved Transit Service Projects .....	58
17	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Traffic Signing, Pavement Marking, and Signalization Projects .....	61
18	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Park-Ride Lots with Express Transit Service and Park-and-Pool Lot Projects .....	69
19	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Spot Street and Highway Improvement Projects .....	71
20	Proposed UBUS/UPARK Program Expansion for 1980 to 1984 .....	76
21	Programmable Costs and Sources of Program Funds for the UBUS/UPARK Programs: 1979-1984 .....	76
22	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Downtown Shuttle Service Projects .....	78
23	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Transit Shelter Projects .....	78
24	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Carpool and Vanpool Promotion Projects .....	78
25	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Pedestrian and Bicycle Provision Projects .....	80
26	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Miscellaneous Low-Capital Action Projects .....	81
27	Transportation Systems Management Projects in the 1980-1984 Transportation Improvement Program: Bus Stop Location Projects .....	81
28	Exclusive Transit Lanes on Standard Arterial Streets in the Milwaukee Urbanized Areas as Recommended Under the Year 2000 Regional Transportation System Plan .....	82
29	Summary of 1980 TSM Recommendations .....	83
30	Recommended TSM Projects and Expenditures by Area: 1980-1984 .....	84

## LIST OF MAPS

Map	Chapter II	Page
1	Milwaukee County Freeway Traffic Management Sytem—Freeway Ramp Meters: 1979 . . . .	6
2	Freeway “Stub End” Locations in Milwaukee County . . . . .	8
3	Preferred Treatment for Lake Freeway-North “Stub End” . . . . .	10
4	City of Kenosha Transit System Service Area: 1979 . . . . .	14
5	Milwaukee County Transit System Service Improvements: 1979 . . . . .	16
6	City of Racine Transit System Service Area: 1979 . . . . .	19
7	Waukesha County Commuter Bus System: 1979 . . . . .	21
8	University of Wisconsin-Milwaukee UBUS/UPARK Bus Routes: 1979 . . . . .	38
9	Milwaukee County Transit System Downtown Shuttle Bus Service: 1979 . . . . .	40
10	Milwaukee County Transit System Existing Bus Stop Shelter and Bench Locations . . . . .	41
11	Globe Union, Inc. Commuter Parking-Impacted Area . . . . .	48
12	Citizen-Perceived Traffic-Related Problem Areas in the Oconomowoc Traffic Management Study Area: 1979 . . . . .	49
13	Traffic Problems on the Transportation System of the Oconomowoc Traffic Management Study Area: 1979 . . . . .	50
14	Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Area . . . .	52
 Chapter III		
15	Recommended Transportation Center Plan for Downtown Milwaukee . . . . .	77



## MANAGEMENT SUMMARY

### A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS OF SOUTHEASTERN WISCONSIN: 1980

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 for the year 1978. 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. On December 7, 1978, the Commission adopted a 1979 TSM plan, amending and extending the 1978 plan.

The 1980 TSM plan has two objectives: 1) to provide a status report on the progress made during 1979 in the implementation of those projects and studies recommended for action during the transportation improvement program (TIP) annual element; and 2) to present an updated plan of TSM actions for the years 1980 through 1984.

#### Status of 1979 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 1979 plan. About 56 percent of the 190 TSM projects recommended for full or partial implementation during 1979 have been completed as programmed in the 1979 TSM plan or are underway at this time. Of the remaining projects recommended for full or partial implementation in 1979, about 83 percent were deferred for implementation in 1980 or later, with the remaining 17 percent consisting of 14 projects being dropped from further consideration for implementation. Of the 29 improved transit service-oriented projects recommended for full or partial implementation during 1979, 21 have

been completed as programmed or are underway. Significant progress was made during 1979 toward the implementation of improved UBUS and UPARK service, with the addition of a new UPARK lot and a new UBUS route. Additionally, UBUS service has been extended into the evening hours on three more routes, bringing to eight the number of routes now with evening hours. Also, in late fall of 1979, Milwaukee County reinstituted its carpool program with an advertising campaign and through direct contact with large employers in the area. All eight park-and-ride or park-and-pool lot projects and the transit shelter project—installation of 80 shelters in Milwaukee County—recommended for full or partial implementation during 1979 are underway or have been completed as programmed.

Progress was also made in initiating studies recommended under the 1979 TSM plan. During 1979, Milwaukee County completed the following studies: 1) Milwaukee transit facilities requirements study; 2) the management information system study; and 3) the bus stop location study. In addition, the transit system service study is underway. The City of Milwaukee is anticipated to complete its taxicab fare and regulation study, and the Milwaukee downtown parking rate structure study is underway. During 1979, the SEWRPC began the work time rescheduling study and the Milwaukee Northwest Side/Ozaukee County transportation improvement study. The SEWRPC and WisDOT completed the freeway traffic management system planning prospectus, which recommends undertaking a freeway traffic management study, and the WisDOT continued work on a prospectus for an arterials study.

#### 1980 TSM Plan Recommendations

The 1980 TSM plan, as detailed in Chapter III of this report, recommends the implementation of 277 projects and 14 studies at an estimated total cost of \$453,837,800 over the five-year period of 1980-1984. The 1980 plan represents an increase of approximately \$148 million over the total cost of the 1979 plan over the comparable five-year time periods. The increase in the 1980 plan costs occurs largely in the Milwaukee and Kenosha urbanized areas, where substantial increases in

costs—nearly \$81 million, up from \$44 million—for improved transit service actions are included in the 1980 plan. In addition, in the Milwaukee urbanized area alone the freeway traffic management system has increased in cost from \$2.3 million to \$6.4 million, and park-ride and park-pool lot projects are up from \$4.9 million in 1979 to \$10.7 million in the 1980 plan. It is estimated that \$107,784,600 of the total plan cost will be spent on 219 of the 277 recommended projects and on all 14 studies during the annual element of the 1980-1984 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.

In the 1980 TSM plan, the individual TSM projects are grouped into 23 categories of TSM actions, which are presented in approximate order of priority. Exhibit A (which is repeated as Table 29 in Chapter III) depicts in summary form the detailed 1980 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 23 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 intraregional 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 1980 TSM plan-

recommended expenditures aimed primarily at highways is \$54.4 million, or approximately 12 percent of all expenditures. The estimated amount targeted for public mass transit in the 1980 TSM plan is approximately \$399.4 million, or nearly 88 percent of the recommended expenditures. 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 1980 TSM plan has a heavy emphasis on mass transit.

While the costs of the 1980 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. The 1980 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 1979, and the 1980 TSM plan update represents another ambitious agenda of transportation systems management actions for 1980 and beyond.

**Exhibit A**  
**SUMMARY OF 1980 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/1980 Annual Element Costs in TIP if Different from Total (in \$1000)	Recommended Implementation
Freeway Traffic Management System	6 Projects	Wisconsin Department of Transportation (WisDOT)/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP)	\$ 5,650.0/0.0	Continued implementation
"Stub End" Freeway Treatments	1 Study	(WisDOT)/SEWRPC	FAI/FAP	728.8/532.0	Undertake study
Improved Transit Service	4 Projects	WisDOT/Milwaukee County/City of Milwaukee	FAI/FAP	26,055.0/565.0	Continued implementation and design studies
	35 Projects	Various	Urban Mass Transportation Administration (UMTA) Section 3, Section 5	379,127.1/84,352.9	Continued implementation
Traffic Signing, Pavement Marking, and Signalization	125 Projects	Various	Various—Identified in TIP	10,281.5/4,972.6	Continued implementation
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	19 Projects	WisDOT/Milwaukee County/Ozaukee County	FAI/FAP	10,709.0/4,429.0	Continued implementation
Transit Route Evaluation	6 Studies	Milwaukee County/ SEWRPC	UMTA Section 8	350.2	Updated Milwaukee Transit System Planning Program (TSPP) by 12/31/80; Kenosha TSPP by 6/30/80; Racine TSPP by 12/31/80; Waukesha TSPP by 2/28/80
Spot Street and Highway Improvements	66 Projects	Various	Various—Identified in TIP	10,572.2/5,087.5	Continued implementation
UBUS/UPARK	Included under Action 3 Above	Milwaukee County/University of Wisconsin-Milwaukee (UWM)	Included under Action 3 Above	Included under Action 3 Above	Continued implementation
Arterial Studies	1 Study	WisDOT/SEWRPC	UMTA Section 8/Federal Highway Administration, Urban Planning (FHWA PL)	20.0	Prospectus completion by 3/31/80; proceed with study as recommended in prospectus
Downtown Shuttle Services	1 Project	Milwaukee County	UMTA Section 3	6,300.0/250.0	Continued implementation
Transit Shelters	3 Projects	City of Kenosha/ Milwaukee County/ Village of Shorewood	UMTA Section 3, Section 5	2,192.0/645.0	Continued implementation
Carpool and Vanpool Promotion	2 Projects	WisDOT/Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	285.0/190.0	Continued implementation
Pedestrian and Bicycle Provisions	11 Projects	Various	Various—Identified in TIP	540.0/451.0	Continued implementation
Miscellaneous Low- Capital Actions	2 Projects	City of Milwaukee	Various—Identified in TIP	219.7/92.6	Continued implementation
Bus Stop Location Projects	1 Project	Milwaukee County/ City of Milwaukee	FHWA, Safer Off System (SOS), UMTA Section 3, Section 8	460.0/460.0	Continued implementation
Downtown Parking Rate Structure Study	1 Study	City of Milwaukee	Local Funds	15.0	Completion by 12/31/79
Taxi Fare and Regulation Study	1 Project	City of Milwaukee	UMTA Section 8		Continued implementation
Exclusive Bus Lanes	Included under Actions 6 and 9 Above	Milwaukee County	Included under Actions 6 and 9 Above	Included under Actions 6 and 9 Above	Implementation as part of downtown transportation 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	138.5	Continued implementation
Work Time Rescheduling Study	1 Study	SEWRPC	UMTA Section 8/FHWA PL/Environmental Protection Agency (EPA) Section 175	180.0/115.3	Completion by 12/1/80
Energy Emergency Contingency Plan	1 Study	SEWRPC	UMTA, Section 8/FHWA PL	Depends on scope of study recommended by prospectus	Completion of prospectus by 5/1/80; study to follow
Weekend and Special Event Traffic Planning	1 Study	SEWRPC	UMTA Section 8/FHWA PL	23.0	Completion of prospectus as funding and staff time become available; study to follow
<b>Total</b>	<b>277 Projects 14 Studies</b>			<b>\$453,837.8/ \$107,784.6</b>	

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.<sup>1</sup> 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 in the Region.

The goal of these TSM planning efforts was to develop, as part of a continuing planning process, a short-range plan, which would:

1. Provide for the more immediate transportation needs of the Region by making more efficient use of existing transportation systems;
2. Identify needed traffic engineering, public transportation, regulatory, pricing, management, operational, and other relatively low-capital improvements to the existing transportation system, not including new capital-intensive transportation facilities; and

3. Be 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.

On December 7, 1978, the SEWRPC adopted a 1979 TSM plan update and extension as documented 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. That report included a summary of the progress made toward implementing the projects and studies included in the initial 1978 TSM plan, carrying forward many of the multiyear studies and projects included in that plan while including new TSM projects derived from the ongoing process.

The approval of the 1979 TSM plan element, and then the 1979-1983 transportation improvement program (TIP), which serves to implement the TSM and long-range plans, 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 represent 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 1979-1983 TIP for the Region;
2. Undertaking, to the extent possible, the TSM-related studies recommended in the 1979 TSM plan element as part of a continuing transportation systems management process;
3. Monitoring the progress of TSM plan implementation and reporting the results of completed TSM planning studies and project implementation; and

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<sup>1</sup>See SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978.

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 1979 and presents an updated TSM plan element for the period 1980 through 1984.

#### TSM PLANNING PROCESS

The procedures used to prepare this progress report on the 1979 TSM activities in the Region and the 1980 TSM plan element update were similar to those followed in developing previous TSM plan elements. However, where previous TSM plans contained 24 categories of TSM actions, the 1979 TSM plan element did not contain any recommendations under Action 15—Major Transit Generator Study—since such recommendations were included under Action 6—Transit Route Evaluation—and Action 12—Carpool and Vanpool Promotion. Therefore, the 1979 TSM plan element contained only 23 categories, and it is expected that future TSM plan elements also will not contain that particular category. The Regional Planning Commission and Wisconsin Department of Transportation staffs contacted each of the various local units and agencies of government identified in the 1979 TSM plan element as having plan implementation responsibilities. In meetings with representatives of these local units and agencies of government, the current status (through 1979) of every TSM-type project or study recommended for implementation under each of the 23 categories of TSM actions identified in the 1979 TSM plan element was reviewed. Specific information requested concerning each project or study recommended in the adopted 1979 TSM plan and each project subsequently included in the adopted TIP and its 1979 annual element included: progress made toward implementing or completing the project or study, those project or study activities anticipated to continue into the future (1980 through 1984), 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 1980 annual element of the TIP or the subsequent years

(through 1984) of an updated TIP for the Region, or, in the case of studies, through its 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 developmental 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 in the area are incorporated into the 1980 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 the three 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 such adoption of the updated TSM plan element, the five-year program of prioritized TSM projects and studies contained in the TSM element, and 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 transportation improvement program 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 1979 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 methodology for evaluating alternative solutions to the identified problems. The 1980 TSM plan represents a review of TSM work completed and in progress during calendar year 1979 in the Region in accordance with the 1979 plan, and an extension of needed management measures into calendar year 1980.

The integrated short-range transportation planning process described in the 1979 TSM plan is being implemented in the following way. As the Commission participates with the other transportation planning and plan implementing agencies in the Region on various TSM planning and design studies, the Commission applies the short-range transportation planning process, establishing 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 be further strengthened during 1980. The 1981 TSM plan update, to be prepared late in 1980, will document progress toward implementing the envisioned short-range transportation planning process, and may reevaluate and 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 1979 TSM plan. Chapter III presents the 1980 TSM plan. The management summary, printed on green paper in the front of the document, presents an overview of the entire report.

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## Chapter II

### IMPLEMENTATION STATUS OF 1979 TSM ACTIONS

#### INTRODUCTION

The 1979 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 242 projects and the conduct of 15 studies under 23 separate categories of TSM actions. The total cost of completing these projects over the five-year (1979-1983) TSM plan period was estimated to be nearly \$306 million. Based on the local priorities established for beginning these projects and studies, 190 projects, involving an estimated total cost of about \$62 million, had stages that were programmed for implementation in the 1979 annual element of the 1979-1983 transportation improvement program (TIP) for the Region. The remaining 52 projects were programmed for implementation over the remaining four years of the 1979-1983 TIP. In addition, all 15 planning and design studies recommended in the 1979 TSM for 1979 implementation were included in the Regional Planning Commission's 1979 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 23 categories of TSM actions in the adopted 1979 TSM plan for the Region.

#### ACTION 1—FREEWAY TRAFFIC MANAGEMENT SYSTEM

This action was proposed as a method of managing the operation of the Milwaukee area freeway system in a fully integrated manner by: 1) furnishing to drivers information concerning current traffic conditions including, in addition to information on traffic flow conditions, the presence of incidents such as accidents and stalled vehicles that may interfere with the smooth flow of traffic; and 2) constraining access to the freeway system during peak travel hours to reduce freeway traffic congestion, improve traffic flow, and facilitate the movement of transit and other high-occupancy vehicles. The adopted 1979 TSM plan for the Region recommended that the current program of installing freeway ramp meters in Milwaukee

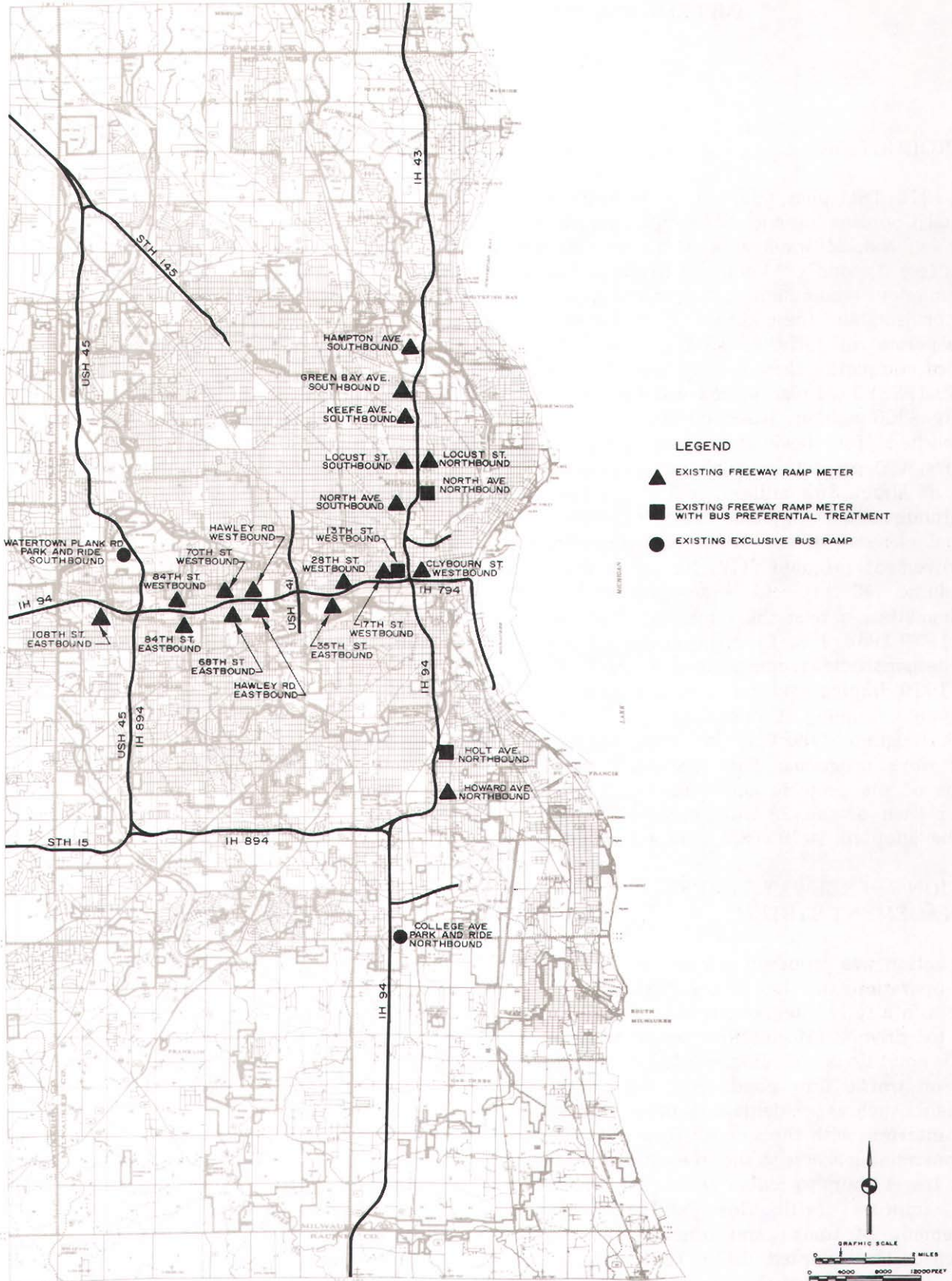
County be continued, and that a prospectus be completed for a study to determine the cost-effectiveness of implementing an areawide freeway traffic management system in the Milwaukee urbanized area.

During 1979, the Commission completed and published the Milwaukee Area Freeway Traffic Management System Study Prospectus. The prospectus identifies the need for a study of area-wide freeway traffic management and outlines the scope, content, and cost of such a study. The prospectus was formally approved by the Regional Planning Commission on June 7, 1979. The prospectus recommended that the entire cost of the study be funded using preliminary engineering funds from the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). By letter dated August 31, 1979, WisDOT Secretary Lowell B. Jackson informed the Commission that the FHWA had ruled that the project was not eligible for funding using preliminary engineering funds but rather should be funded using FHWA planning funds. At the end of 1979, the Commission was attempting to reopen this decision by FHWA and again seek preliminary engineering funds to conduct this study. Accordingly, the study remains as an important action in the 1980 TSM plan and has been included in the annual element of the 1980 TIP.

The Milwaukee area freeway system ramp metering program, which WisDOT began in 1969, continued during 1979 with the installation of one new ramp meter on the eastbound on-ramp at IH 94 and STH 100 and the replacement of 11 existing local ramp meter controllers on IH 94 (East-West Freeway). This project was programmed for completion in 1978 but carried over into 1979. The new controllers utilize microprocessor-based control equipment having the data accumulation capability necessary to support a centralized system-management and surveillance facility. To date, the program has included 21 ramp-metering installations operating on a local control basis, and provides preferential treatment for mass transit vehicles at three locations (see Map 1).

Map 1

MILWAUKEE COUNTY FREEWAY TRAFFIC MANAGEMENT SYSTEM—FREEWAY RAMP METERS: 1979



Source: Wisconsin Department of Transportation and SEWRPC.

There were four new freeway traffic management projects programmed for implementation in the 1979 annual element of the TIP. As shown in Table 1, two projects—the reconditioning and upgrading of the freeway traffic management systems on IH 94 west and on IH 43 north—were deferred; and one project—the proposed study of a freeway traffic management system for the Milwaukee urban area—was deferred pending the resolution of funding problems as noted above. The fourth project—the installation of a traffic management system on the USH 41 freeway at the Pilgrim Road Interchange in the Village of Menomonee Falls—was dropped by WisDOT in favor of an interchange reconstruction project that would render ramp meters at the interchange unnecessary, at least in the short range.

#### ACTION 2—"STUB END" FREEWAY TREATMENTS

The 1979 TSM plan recommended that planning and design studies be completed for each of the existing "stub end" freeways in Milwaukee County, consistent with the recommendations contained in the long-range regional transportation plan. The scope of such studies was envisioned to range from the detailed physical design of free-

way 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. Planning and/or design studies for such "stub end" freeways were to be initiated as soon as possible, with the completion date for each study to be dependent upon the nature and complexity of the task. The plan further recommended that the Wisconsin Department of Transportation and the Milwaukee County Expressway and Transportation Commission share responsibility for all necessary design studies, and that the Regional Planning Commission assume responsibility for any necessary planning studies to be conducted in conjunction with "stub end" freeway design work.

Map 2 shows the location of the six freeway "stub ends" in Milwaukee County. The following is a brief report on the status of each freeway "stub end" study as of the end of 1979 (see Table 2).

#### Stadium Freeway-South

The year 2000 regional transportation system plan contains a recommendation in the "lower tier" of the plan that the Stadium Freeway-South be extended south from the current terminus at

Table 1

#### IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION SYSTEMS MANAGEMENT PLAN: FREEWAY TRAFFIC MANAGEMENT SYSTEM PROJECTS

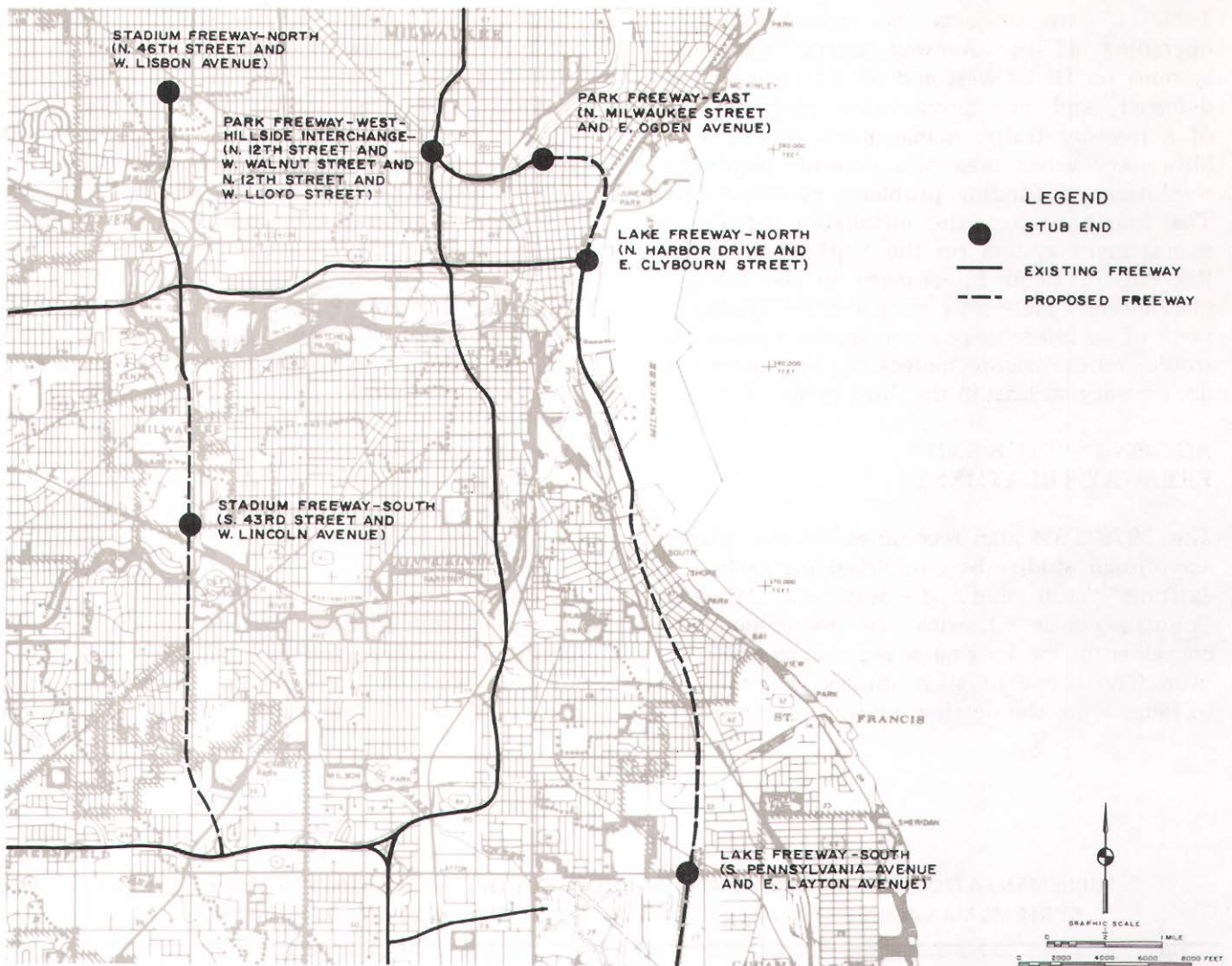
AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONDUCT OF A PLANNING STUDY FOR A FREEWAY TRAFFIC CONTROL SYSTEM FOR THE MILWAUKEE URBAN AREA	UNDERWAY	STATE OF WISCONSIN AND SEWRPC
	RECONDITIONING AND UP-GRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 94 (E-W FREEWAY) MOORLAND RD TO MARQ. INTCHG (MILW & WAUK CO)	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING AND UPGRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 43 MARQ. INTCHG TO N CO. LINE IN MILWAUKEE CO (11.20 MI)	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON USH 41 ON-RAMP AT THE PILGRIM RD INTERCHANGE IN MENOMONEE FALLS	PROJECT DROPPED	STATE OF WISCONSIN

Source: SEWRPC.



Map 2

FREEWAY "STUB END" LOCATIONS IN MILWAUKEE COUNTY



Source: SEWRPC.

W. National Avenue to a terminus in the vicinity of W. Lincoln Avenue, and that work proceed immediately toward the construction of this facility. In cooperation with the WisDOT, 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 had been advanced for public review by the end of 1979, and design work on the project has been delayed and held in abeyance because of the lack of state and federal funding for construction of the freeway facility.

#### Lake Freeway-South

The long-range regional transportation system plan also recommends that as a part of the "lower tier" of the plan the Lake Freeway-South be extended south from the current terminus at E. Car Ferry Drive to a terminus in the vicinity of E. Layton Avenue. The WisDOT has indicated that financial resources will likely not be available in the near-term future to construct the facility as recommended. The WisDOT also indicated that it might be possible to conduct a feasibility study that would be aimed at the possible construction of a surface arterial in the corridor of the planned freeway, thus effecting a kind of "stub end"

Table 2

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: "STUB END" FREEWAY TREATMENT PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF A CONNECTION FROM THE N-S FREEWAY AT THE HILLSIDE INTERCHANGE WEST TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	UNDERWAY	STATE OF WISCONSIN
	CONST. OF A CONNECTION FROM THE STADIUM FWY. AT W. LISBON AVE. AND W. NORTH AVE. TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	UNDERWAY	STATE OF WISCONSIN
	CONSTRUCTION OF THE LAKE INTERCHANGE ON THE LAKE FREEWAY IN THE CITY OF MILWAUKEE	DEFERRED	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	STATE OF WISCONSIN
	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)	DEFERRED	C/MILWAUKEE

Source: SEWRPC.

treatment. The WisDOT indicated, however, that such a study would have to be formally requested by the City of Milwaukee and Milwaukee County and be concurred in by the Regional Planning Commission. As of the end of 1979, neither the City nor the County of Milwaukee had taken any formal steps to request the WisDOT to undertake such a feasibility study.

#### Lake Freeway-North

As reported in the 1978 TSM document, the WisDOT took the lead in developing alternative treatments for the freeway "stub end" at the north end of the Hoan Memorial Bridge on Milwaukee's lakefront. In October 1978 the Milwaukee County Board of Supervisors selected from among five alternative designs presented a preferred "stub end" treatment (see Map 3). Under this alternative, the remaining uncompleted ramps at the interchange would be "brought down" and connected to Lincoln Memorial Drive. The alternative also includes the construction of a new Lincoln Memorial Drive-Mason Street Bridge. The action of the County Board was vetoed by the Milwaukee

County Executive. The County Board then overrode the County Executive's veto late in 1978. As of the end of 1979, the City of Milwaukee had not formally acted on the proposal.

During 1979 the State Legislature acted to include in the 1979-1980 biennial budget, monies sufficient to reconstruct the Lincoln Memorial Drive-Mason Street Bridge. The Legislature directed the WisDOT to design and construct the new bridge as rapidly as possible. As of the end of 1979, a public hearing had been held on the bridge replacement project, and WisDOT had indicated that whatever final design is selected for the new bridge will not preclude either the "stub end" treatment shown on Map 3 nor the ultimate construction of the Lake Freeway-North as part of the closure of the downtown freeway loop.

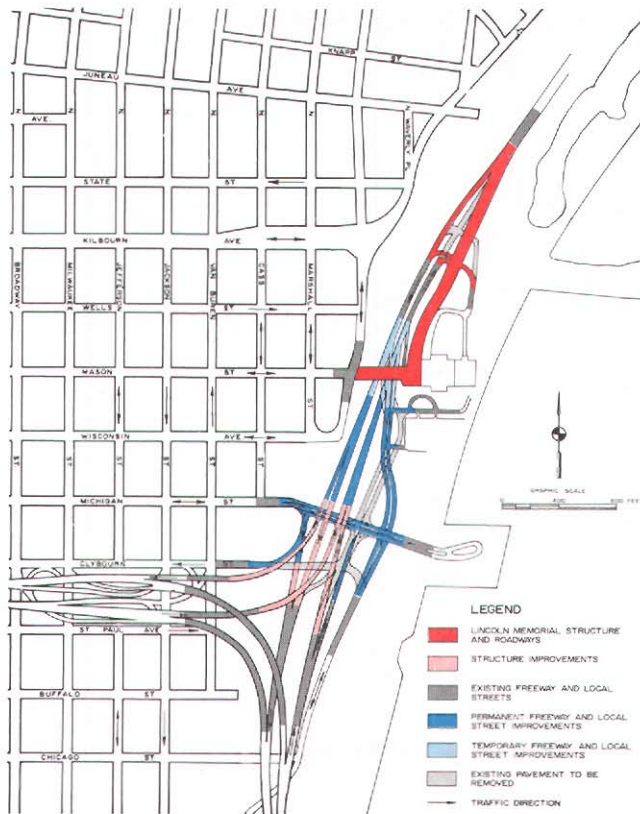
#### Park Freeway-East

As reported in the 1978 TSM document, the WisDOT prepared five alternative designs for a "stub end" treatment of the Park Freeway-East in the vicinity of N. Broadway and N. Van Buren



Map 3

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



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

Streets. The alternatives were submitted formally to the City and County of Milwaukee for reaction. As of the end of 1979, neither the City nor the County of Milwaukee had formally responded to the WisDOT proposals.

**Park Freeway-West**

Work continued during 1979 on alternative designs for resolving the freeway "stub end" problems at the Hillside Interchange on IH 43. The WisDOT is responsible for the preparation of alternative plans for the Hillside Interchange "stub end" as a part of a larger Milwaukee Northwest Side/Ozaukee County transportation improvement study. The alternative designs for the Hillside Interchange are scheduled to be completed and presented to the Commission's advisory committee for the Milwaukee northwest side study early in 1980.

**Stadium Freeway-North**

Freeway "stub end" treatments for the Stadium Freeway-North at the current terminus in the vicinity of N. 47th Street and W. Lisbon Avenue in the City of Milwaukee are to be prepared as part of the Milwaukee Northwest Side/Ozaukee County transportation improvement study. The WisDOT began preparation of alternative designs for this "stub end" treatment during 1979. Such designs are scheduled to be presented to the Commission advisory committee guiding the conduct of the northwest side study by mid-1980.

**ACTION 3—IMPROVED TRANSIT SERVICE**

The 1979 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 accordance with this recommendation, 32 different transit-related projects of either a service preservation, improvement, or expansion nature were proposed for implementation in the adopted 1979 TSM plan. Of the 32 projects recommended for implementation, 29 projects were programmed for implementation in the 1979 annual element of the adopted TIP. The remaining projects were programmed for implementation during the 1980 through 1983 time period. Of the 29 projects programmed for implementation in the 1979 annual element of the TIP, 17 projects have been completed, 4 projects are underway, 7 projects have been postponed, and 1 project was 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 1979 annual element of the adopted TIP.

The transit-related projects that have been implemented essentially as programmed in the 1979 annual element of the adopted TIP have resulted in 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 1979.

**City of Kenosha**

During 1979 the City of Kenosha applied for and received a Section 5 operating assistance grant in the amount of \$443,674 from the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA) for use in financing 50 percent of the deficit incurred by the operation

Table 3

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 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 VEHICLES 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
	PURCHASE 5 NEW BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	DEFERRED	C/KENOSHA
MILWAUKEE URBANIZED AREA	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED PEOPLE IN WASHINGTON COUNTY	COMPLETED	STATE OF WISCONSIN
	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PURCHASE NEW BUSES FOR THE MILWAUKEE CO TRANSIT SYSTEM 180 VEH-1980, 100 VEH-1981, 50 VEH-1982, 50 VEH-1983, 50 VEH-1984	COMPLETED	MILWAUKEE COUNTY
	PURCHASE ROUTE SUPERVISOR VEHICLES FOR MIL CO TRANSIT SYSTEM 13 VEH-1980, 6 VEH-1981, 6 VEH-1982, 6 VEH-1983, 6 VEH-1984	COMPLETED	MILWAUKEE COUNTY
	PROVISION OF A HANDICAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	COMPLETED	MILWAUKEE COUNTY
	IMPLEMENTATION OF MANAGEMENT INFORMATION SYSTEM STUDY RECOMMENDATIONS BY THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	COMPLETED	WAUKESHA COUNTY
	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE	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
	CONST BUS MAINT/STORAGE FACILITY AT PROPSD MIL CTY TRANSIT SYSTEM WATERTOWN PLANK ROAD MAINT/OPERATING FAC AT COUNTY INSTITUTIONS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A MAINTENANCE/STORAGE FACILITY AT THE FOND DU LAC AVE OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	UNDERWAY	MILWAUKEE COUNTY
	PROVISION OF USER-SIDE SUBSIDY AND DEMEND RESPONSIVE TRANSPORTATION FOR ELDERLY AND HANDICAPPED IN WAUKESHA COUNTY	UNDERWAY	WAUKESHA COUNTY
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN OZAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	DEFERRED	MILWAUKEE COUNTY
RACINE URBANIZED AREA	OPERATING SUBSIDY FOR THE CITY OF RACINE TRANSIT SYSTEM	COMPLETED	C/RACINE
	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR E&H PEOPLE IN THE CITY OF RACINE THROUGH LINCOLN LUTHERAN SPEC. TRANSP.	COMPLETED	C/RACINE
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE	DEFERRED	STATE OF WISCONSIN
	CONSTRUCTION OF MODIFICATIONS TO THE KENTUCKY ST OPERATING GARAGE OF THE CITY OF RACINE TRANSIT SYSTEM	DEFERRED	C/RACINE

Table 3 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN KENOSHA COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN RACINE COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WASHINGTON COUNTY	COMPLETED	STATE OF WISCONSIN
	PURCHASE OF ONE VAN FOR THE PROVISION OF SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE IN WALWORTH COUNTY	DEFERRED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WAUKESHA COUNTY	PROJECT DROPPED	STATE OF WISCONSIN

Source: SEWRPC.

of the local transit system. With the aid of these federal funds, the Kenosha Transit Commission was able to continue to provide residents of the City of Kenosha with local bus service operated at 30-minute headways during peak service hours and 60-minute headways at all other times throughout the transit service day from 6:00 a.m. to 7:00 p.m. No significant changes in transit routing or expansion of transit service were made during 1979. The local bus routes operated by the Kenosha Transit Commission are shown on Map 4. In January 1979 the Kenosha Transit Commission increased the adult base transit fare from \$0.25 to \$0.30 per ride in order to offset a higher proportion of the rising operating deficit being incurred by the system. Despite this fare increase, total transit ridership in the City of Kenosha is expected to increase by

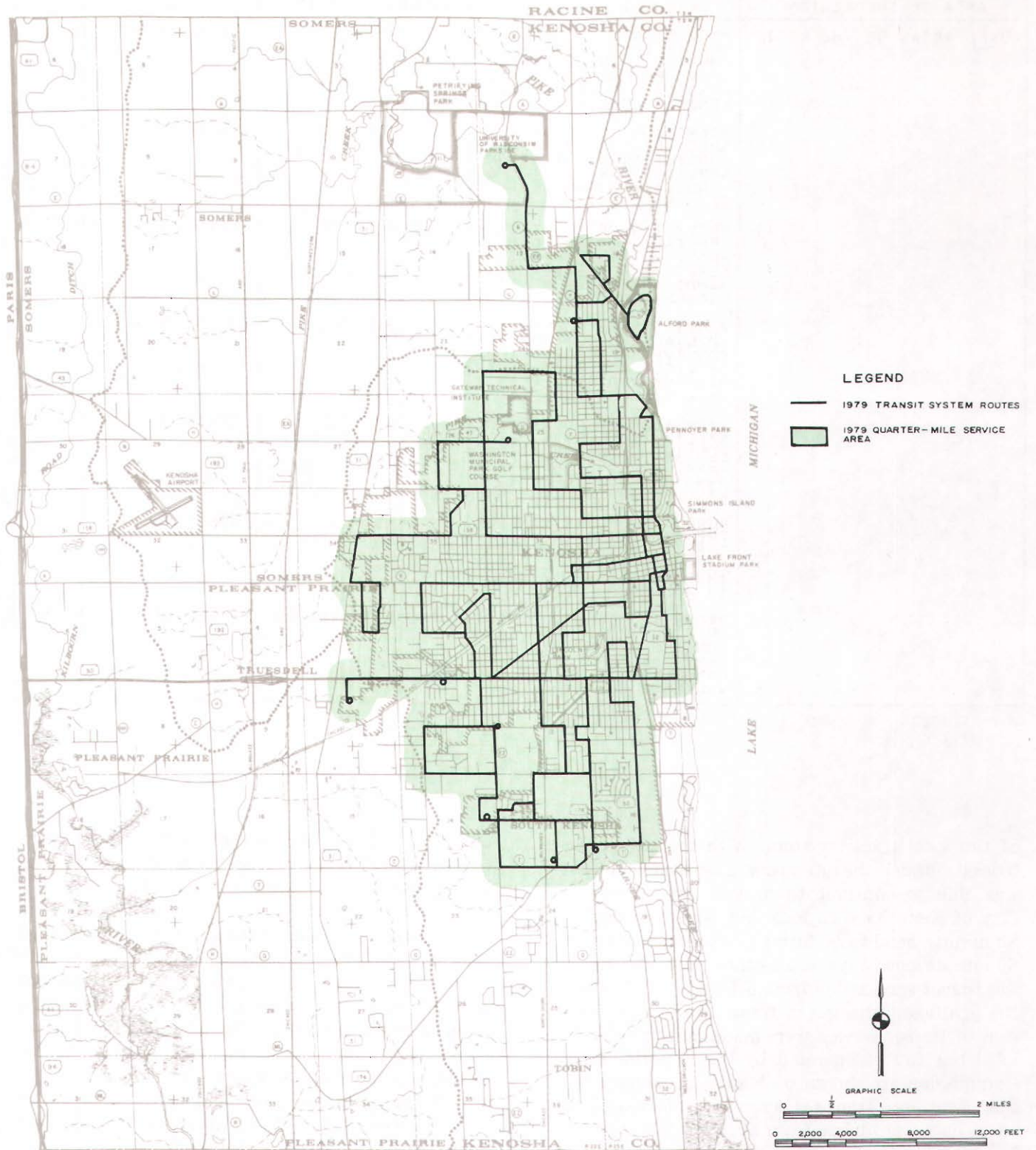
about 19 percent—from the 1978 ridership level of 1,152,300 revenue passengers to an estimated 1,376,000 revenue passengers in 1979.

Concerning "special efforts" for handicapped persons, the adopted regional transportation plan for the transportation handicapped recommends that 11 of the 24 buses in the existing Kenosha fleet be retrofitted with wheelchair lifts and other conveniences in order to make them accessible to wheelchair users and semiambulatory persons. The retrofit program recommended in the plan would result in one-half of the base-period bus fleet being accessible to handicapped persons. Funds for the retrofit program were approved by the UMTA during 1978 as a part of a Section 5 grant application made by the City of Kenosha.



Map 4

CITY OF KENOSHA TRANSIT SYSTEM SERVICE AREA: 1979



Source: SEWRPC.

During 1979 the Kenosha Transit Commission decided to hold in abeyance the retrofit program pending issuance of final regulations by the UMTA pertaining to the implementation of Section 504 of the Rehabilitation Act of 1973. These final regulations were issued on May 31, 1979. While the regulations require transit systems to make their buses accessible to the handicapped, the regulations discourage retrofitting of existing vehicles. The regulations encourage fleet accessibility in terms of wheelchair lifts or ramps through a normal process of fleet aging and replacement, with all new vehicles to be purchased to be equipped with lifts or ramps for the handicapped. In the interim period, the regulations provide for the provision of a substitute specialized transportation service for the handicapped.

After considering the impact of the Section 504 regulations, the Kenosha Transit Commission late in 1979 decided to proceed in accordance with the regulations and not undertake the previously proposed retrofit program. The Kenosha Transit Commission also requested the Regional Planning Commission to prepare a Section 504 transition plan that will result in recommendations for the eventual full accessibility of the Kenosha transit fleet, providing an interim service for the handicapped at least until such time as full accessibility is achieved. The Section 504 transition plan will provide the basis for formally amending the regional elderly/handicapped transportation plan. It is expected that the interim specialized transportation service for the elderly in Kenosha will begin early in 1980.

#### Milwaukee County

During 1979 Milwaukee County developed and submitted a Section 3 application to the UMTA requesting funds for \$12,434,873 to complete the design and construction of the Fond du Lac Operating Garage; purchase miscellaneous office and garage equipment; purchase and install 100 bus passenger shelters; purchase six supervisory vehicles; purchase and install bus stop signs; and purchase 80 advanced design buses, spare parts, and bus radios.

Also during 1979 Milwaukee County applied for and received a Section 5 Bus Related Capital Assistance grant of \$2,689,912 from the UMTA. These funds will be used to purchase 23 40-foot, 45- to 50-passenger, air-conditioned, lift-equipped, diesel, advanced-design buses and related spare parts, and to purchase six two-way radios. The

grant also provides funds for site planning and preliminary engineering for the Fond du Lac Operating Garage complex.

Finally, during 1979 Milwaukee County applied for and received a Section 5 operating assistance grant totaling \$10,078,089 from the UMTA. These monies were used to finance 50 percent of the local transit system operating deficit for 1979. Milwaukee County was, with the aid of these funds, able to preserve and maintain bus service in Milwaukee County with these user-fare characteristics: adults, \$0.50 per ride; children 6 to 11 years of age, \$0.25 per ride; children under 6, free; and elderly and handicapped persons, \$0.25 during weekday nonpeak hours of transit operation and all day on weekends. In addition, weekly passes are issued at a cost of \$5.00, and free one-hour transfers are provided.

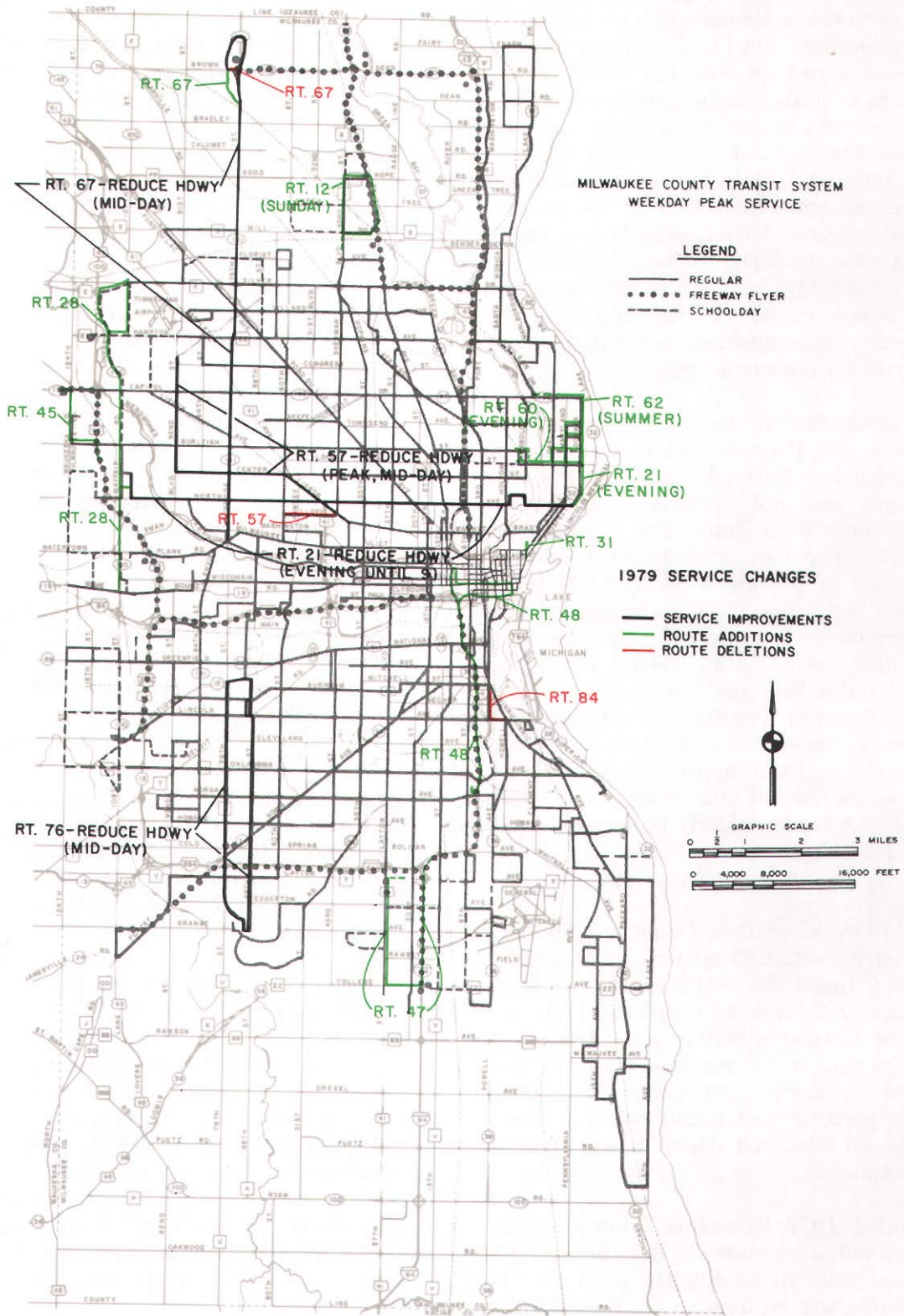
These federal funds also made it possible to improve local transit service through minor route changes to 10 bus routes (Routes 12, 21, 31, 45, 47, 57, 60, 62, 67, and 84), and reductions in bus headways on four routes (Routes 21, 57, 67, and 76). Additionally, these operating assistance funds from the UMTA allowed the Milwaukee County Transit System to expand service through the addition of two new routes. One of these new routes, Route 28, will provide expanded local service on N. Mayfair Road between Hampton Avenue and Bluemound Road. The other new route, Route 48, is a freeway flyer, providing express service between Milwaukee's central business district (CBD) and a park-ride lot located at IH 94 and Holt Avenue. Map 5 indicates the routes on which service improvements and expansions were made in 1979.

During 1979 scheduled vehicle miles of service were increased by nearly 16 percent over those of 1978, while route miles were increased by about 5 percent. Total estimated bus ridership in Milwaukee County is expected to increase by about 27 percent, from 45,417,000 rides in 1978 to 57,500,000 rides in 1979. This relatively large increase is due in part to the fact that the Milwaukee County Transit System experienced a 39-day operators' strike in 1978. When ridership data are adjusted for the strike, the anticipated increase in 1979 is about 14 percent.

In 1979 Milwaukee County also received approval of an application for a UMTA Section 3 capital improvement grant. The grant of \$7,498,248 was

Map 5

MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE IMPROVEMENTS: 1979



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



used to continue implementation of the capital improvement recommendations of the Milwaukee County Transit System facilities requirements study, which was completed in July 1978 and which recommended the construction of a new heavy maintenance/administration facility and the construction and/or remodeling of five bus operator garages. The grant will be used to complete the design and engineering for the S. Kinnickinnic Avenue (KK) operating garage improvement, and to construct the entire facility. This was an amendment to a previous grant, approved in 1978, for the development of the site plan for the KK facility and the final plans for the bus operators' building.

The KK site plan was completed in June 1979 and the final plans for the operators' building were completed in September. Bids for the construction of the operators' building were opened on October 18, 1979, and the contract was awarded in December. Consultants were also interviewed for the completion of the design and engineering of the KK improvements and for the development of the site plan and preliminary plans for the Fond du Lac improvement. Contracts for these two design projects were awarded in November 1979.

A brief description of the projects recommended for implementation in the Milwaukee County Transit System facilities requirements study and proposed schedules and funding requirements are presented below:

Kinnickinnic Operating Garage Project: The construction of an operators' building, maintenance building, storage building and additions, and service building and additions; the razing of surplus buildings; the acquisition of property; and the construction of employee parking facilities.

#### PROPOSED PROJECT COMPLETION SCHEDULE

- |      |                                                                                                                                                                                                                                                               |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1980 | <ul style="list-style-type: none"> <li>- Construct bus operators' building</li> <li>- Acquire adjacent property for site expansion</li> <li>- Complete construction plans for entire facility</li> <li>- Demolish existing bus operators' building</li> </ul> |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### PROPOSED PROJECT COMPLETION SCHEDULE

- |                 |                                                                                                                                                                                                                                                                                                                                                  |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1980<br>(con'd) | <ul style="list-style-type: none"> <li>- Construct addition to service building</li> <li>- Demolish WEPCO building</li> <li>- Construct employee parking lot</li> <li>- Construct maintenance building</li> <li>- Demolish storage buildings</li> </ul>                                                                                          |
| 1981-1984       | <ul style="list-style-type: none"> <li>- Complete construction of maintenance building</li> <li>- Construct storage building</li> <li>- Demolish maintenance building</li> <li>- Demolish buildings</li> <li>- Construct 90-car parking lot</li> <li>- Complete storage building</li> <li>- Acquire additional lands for parking lots</li> </ul> |

#### PROPOSED FEDERAL FUNDING SCHEDULE

- |           |                              |
|-----------|------------------------------|
| 1980      | - \$3,904,000 UMTA Section 3 |
| 1981-1984 | - \$4,781,600 UMTA Section 3 |

Fond du Lac Operating Garage Project: Planning and engineering and construction of an operations building and maintenance building and the razing of two surplus structures.

#### PROPOSED PROJECT COMPLETION SCHEDULE

- |           |                                                                                                                                                                              |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1980      | <ul style="list-style-type: none"> <li>- Develop master plan and preliminary plans</li> <li>- Prepare construction plans</li> <li>- Construct operators' building</li> </ul> |
| 1981-1984 | <ul style="list-style-type: none"> <li>- Construct maintenance building</li> <li>- Raze surplus structures</li> </ul>                                                        |

#### PROPOSED FEDERAL FUNDING SCHEDULE

- |           |                                                 |
|-----------|-------------------------------------------------|
| 1980      | - \$1,050,000 UMTA Section 3 and UMTA Section 5 |
| 1981-1984 | - \$1,950,000 UMTA Section 3 and UMTA Section 5 |

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

PROPOSED PROJECT  
COMPLETION SCHEDULE

- 1980 - Develop master plans  
- Prepare construction plans
- 1981-1983 - Construct administration building  
- Construct operating garage  
- Construct heavy maintenance facility

PROPOSED FEDERAL  
FUNDING SCHEDULE

- 1980 - \$704,000 UMTA Section 5  
Bus Related Capital
- 1981-1984 - \$15,312,000 UMTA Section 3

Fiebrantz Operating Garage: Design and construction of a transportation building.

PROPOSED PROJECT  
COMPLETION SCHEDULE

- 1980 - No activities
- 1981-1984 - Design a transportation building  
- Construct a transportation building

PROPOSED FEDERAL  
FUNDING SCHEDULE

- 1980 - \$0
- 1981-1984 - \$848,000 UMTA Section 3 and  
Section 5 Bus Related Capital

General Mitchell Field Operating Garage Project:  
No planning scheduled until at least 1985.

Special Efforts

The regional plan recommends that 280 new buses (250 47-passenger and 30 15- to 30-passenger buses) 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 operating 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 plan also recommends that the County implement a user-side subsidy program for those handicapped people who live too far from, or are for other

reasons unable to use, the accessible fixed route transit service. Thus, the "special efforts" strategy of the Milwaukee County Transit System recommended in the regional plan is to purchase wheelchair lift-equipped buses until half the fleet is so equipped.

The Milwaukee County Transit System has awarded the contract for the purchase of 150 40-foot, 45- to 50-passenger, air-conditioned, diesel, wheelchair lift-equipped buses. Delivery of the buses is expected to begin in January 1980. This delivery will increase the Transit System's fleet of wheelchair lift-equipped buses to 250, all with a capacity of 45 to 50 passengers. Additionally, the Transit System advertised for bids for the purchase of 30 30-foot, 25- to 30-passenger, air-conditioned, diesel, wheelchair lift-equipped buses. No bids for this type of equipment were received; the bids will be readvertised requiring 35-foot buses.

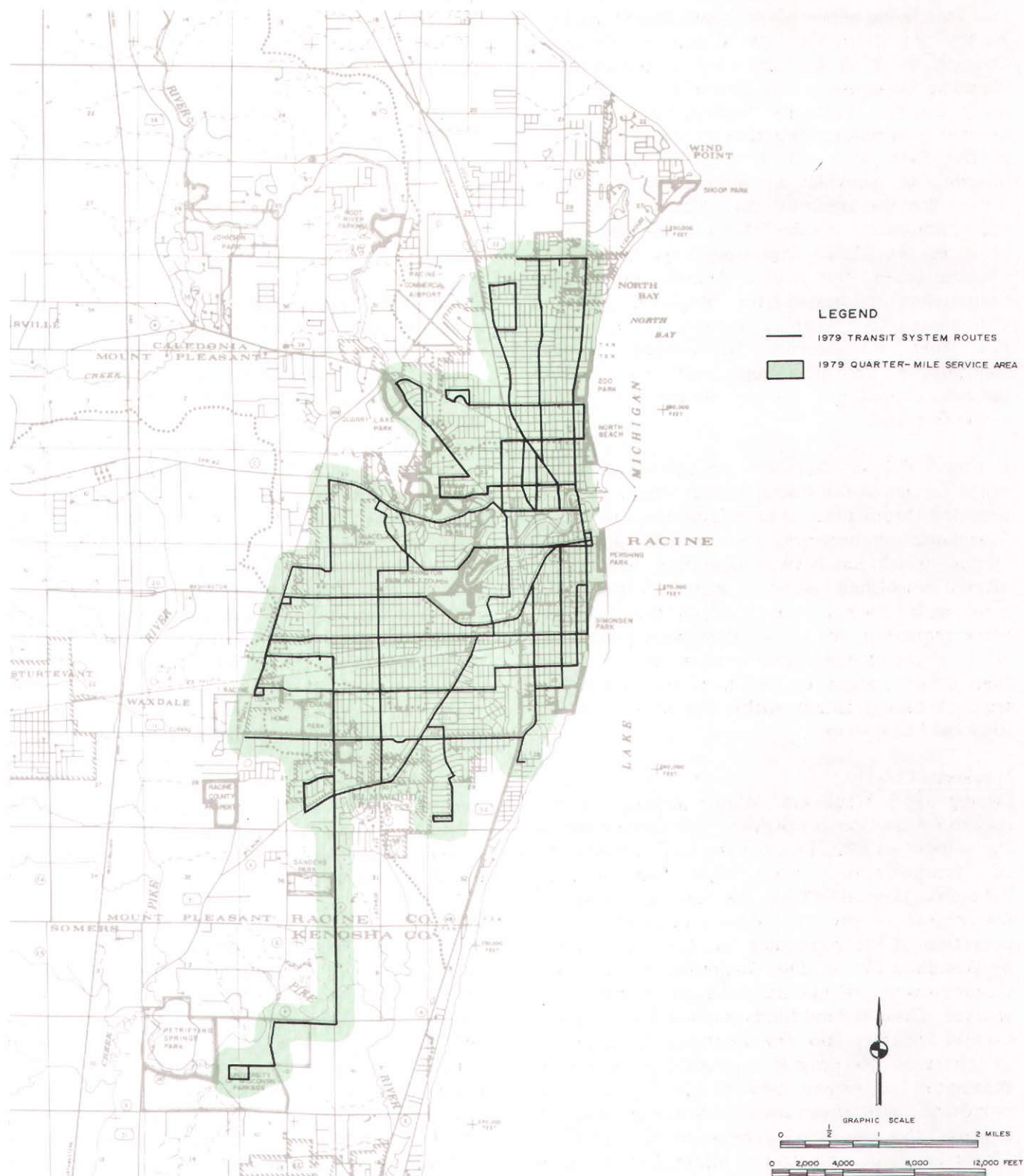
City of Racine

During 1979 the City of Racine applied for and received a Section 5 operating assistance grant from the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA) for use in financing 50 percent of the total 1979 deficit incurred through operation of the local transit system. With the aid of these funds, the City of Racine Transit and Parking Commission was able to continue to provide the City of Racine and its environs with local transit service operated at 30-minute headways throughout the day. The service was provided for a \$0.25 base adult fare, with a special \$0.10 fare offered to elderly and handicapped persons during non-peak hours of operation. There is no fare charged for children under 5 years of age or for transfers between routes. No significant changes in the transit routes or expansion of the transit service were made during 1979. The local transit system operated within the City of Racine during 1979 is shown on Map 6. Total transit ridership on the local bus system is expected to increase by about 33 percent, from the 1978 ridership level of 1,542,300 revenue passengers to approximately 2,055,000 revenue passengers, in 1979.

Concerning "special efforts" for handicapped persons residing in the Racine urbanized area, the adopted regional transportation plan for transportation handicapped persons recommends that 15 of the 25 buses in the existing bus fleet be retrofitted with wheelchair lifts and other convenience equipment in order to make them accessible to wheel-

# Map 6

## CITY OF RACINE TRANSIT SYSTEM SERVICE AREA: 1979



Source: City of Racine and SEWRPC.

chair users and semiambulatory persons. The retrofit program recommended by the plan would result in more than one-half of the entire existing bus fleet being accessible to handicapped persons. At the request of the City of Racine's Common Council, the plan was amended by the Regional Planning Commission on December 7, 1978, to delay for two years the implementation of the original plan recommendation to retrofit 15 buses in the fleet with wheelchair lifts and, in the interim, to provide an alternative specialized service for the transportation handicapped. With the promulgation by the UMTA of the 504 regulations in May 1979 that discourage retrofitting existing buses, the Racine Transit and Parking Commission requested the Regional Planning Commission to prepare a Section 504 transition plan that will amend the regional elderly/handicapped transportation plan and provide for fleet accessibility through vehicle replacement as the fleet ages.

During 1979 an alternative specialized transportation service in the Racine transit service area was provided through the Lincoln Lutheran Specialized Transportation program. The Lincoln Lutheran's service, which has been in operation since 1976, offered wheelchair-bound or semiambulatory persons with door-to-door transportation service, when requested, for up to 10 round-trip rides per week. Fares charged were comparable to or less than those charged on the local bus system for trips of similar length within the area served by the local bus system.

#### Waukesha County

During 1979 Waukesha County applied for and received a Section 5 operating assistance grant in the amount of \$90,900 from the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA), for use in financing 50 percent of the total deficit incurred by the operation of the commuter bus services provided by Wisconsin Coach Lines-Waukesha, Inc., between Oconomowoc, Waukesha, and downtown Milwaukee. These federal funds enabled the Waukesha County Highway and Transportation Commission to continue to provide weekday, peak-period, commuter bus service between the City of Oconomowoc and downtown Milwaukee, and to improve the bus service between the City of Waukesha and downtown Milwaukee through changes in the number of, and times of, scheduled bus trips. Fares charged for the commuter bus services remained dependent upon the distance

traveled, and ranged from a minimum fare of \$0.75 to maximum fares of \$1.15 for travel between the City of Waukesha and downtown Milwaukee and \$2.05 for travel between the City of Oconomowoc and downtown Milwaukee. No significant changes in the commuter bus routes were made during 1979. The commuter bus routes operated by the Waukesha County Highway and Transportation Commission during 1979 are shown on Map 7. Total transit ridership for the commuter bus services is expected to increase from the 1978 ridership level of 182,300 revenue passengers to approximately 207,000 revenue passengers in 1979, or by about 14 percent.

Concerning "special efforts" for handicapped persons, the adopted regional transportation plan for handicapped persons recommends that, if the Waukesha County subsidized commuter bus services are to be continued, at least one-half of the daily runs should ultimately be provided with accessible equipment. This could be accomplished in three ways: 1) by retrofitting part of the existing bus fleet with wheelchair lifts and other such equipment; 2) by contracting for the provision of the commuter services with accessible buses; and 3) by purchasing accessible buses. 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 services, the County in the interim provide an accessible door-to-door demand responsive transportation service for all semiambulatory and wheelchair-bound persons within the urbanized portions of the County, and between the urbanized portions of the County and downtown Milwaukee.

In accordance with the plan recommendations, a specialized transportation service was initiated in January 1979 by Waukesha County to provide elderly and handicapped persons with accessible transit service as a supplement to the County's subsidized commuter bus services. The special elderly and handicapped commuter service, as administered by the Waukesha County Program on Aging, is provided on a 24-hour advance reservation basis between the eligible user's trip origin or destination in Waukesha County and existing bus stop locations within Waukesha and Milwaukee Counties along the subsidized, general-service, commuter bus routes operated by Wisconsin Coach



Map 7

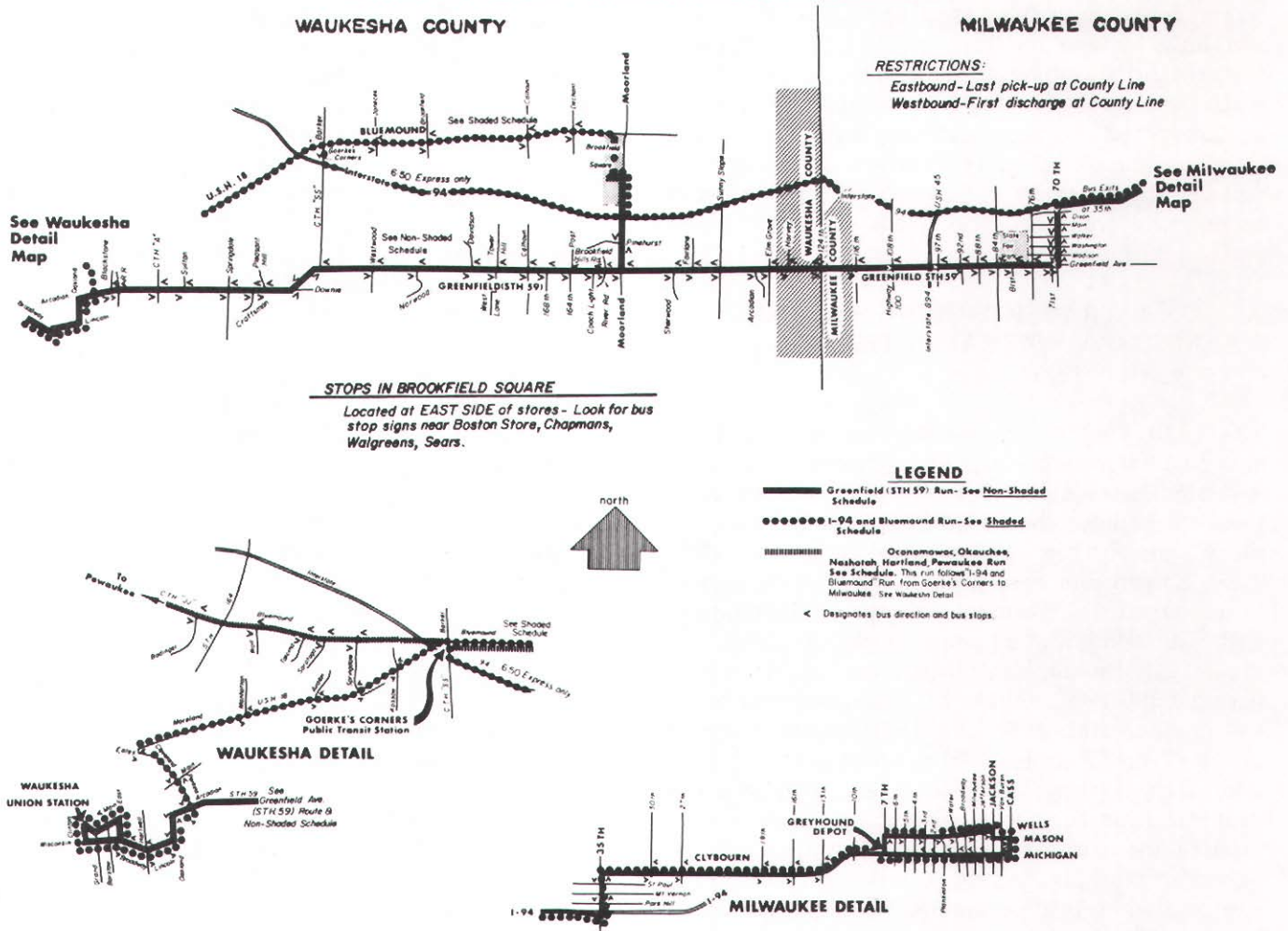
# WAUKESHA COUNTY COMMUTER BUS SYSTEM: 1979

WAUKESHA COUNTY

MILWAUKEE COUNTY

## RESTRICTIONS:

Eastbound - Last pick-up at County Line  
Westbound - First discharge at County Line



Source: Waukesha County Highway Department.

Lines-Waukesha, Inc. Eligible users of the special transit service must be unable to ride the vehicles utilized in providing the general commuter service due to their inability to board the transit vehicle or their confinement to a wheelchair. The special transit service is provided on weekdays between the hours of 8:30 a.m. and 3:00 p.m., with fares charged for the special service equal to those charged for the general commuter service.

Waukesha County also contributes toward, or has contributed toward, the operation of three additional transit services for elderly and handicapped persons administered by the Waukesha County Program on Aging. In February 1975 the Waukesha County Program on Aging began providing a demand responsive transportation service for

elderly persons 60 years of age and older on a three-day advance reservation basis in both the urbanized and nonurbanized portions of the County. By 1979 this program had been expanded to include service to semiambulatory and non-ambulatory handicapped persons. In January 1979 the Waukesha County Program on Aging initiated a user-side subsidy program in three Waukesha County communities with taxi service available. The program enables able-bodied elderly persons 60 years of age and older and transportation handicapped persons of any age to call any participating taxi company for transportation service within the service area of the taxi company and receive a \$1.50 discount on the regular taxi fare for up to 16 trips per month. The Waukesha County Program on Aging also began operation of a fixed

route bus service as a three-month demonstration project in October 1979 for elderly residents of the City of Waukesha. The single-route service was operated on a fixed stop or "hail-a-ride" basis and linked major medical facilities, governmental offices, and shopping areas within the City. Waukesha County's contribution toward the funding of the specialized transportation services provided by the Waukesha County Program on Aging constituted the County's "special efforts" toward serving the transportation needs of handicapped persons during 1979.

#### ACTION 4—TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION

The 1979 TSM plan recommended that 101 projects involving traffic signing, pavement marking, and signalization be undertaken at various locations throughout the Region.<sup>1</sup> Of the 101 projects recommended for implementation in the 1979 TSM, 80 projects were programmed for implementation in the 1979 annual element of the adopted TIP. The remaining 21 projects were programmed in the TIP for implementation over the four-year period 1980-1983. Of the 80 projects programmed for implementation in the 1979 annual element of the TIP, 32 projects were completed, 12 were underway, 35 were postponed, and 1 project was 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 1979 annual element of the adopted TIP.

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<sup>1</sup> As set forth in Table 20 of SEWRPC Community Assistance Planning Report No. 26, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979, this action consisted of 100 projects. During implementation, five of these projects were reexamined and reclassified from this action to other actions. These projects are Numbers 64, 398, 487, 597, and 622 as identified in the 1979-1983 TIP report. In addition, during implementation six projects not included in this action but included in other actions were reclassified to Action 4. These projects are Numbers 172, 413, 416, 417, 419, and 490, also as identified in the 1979-1983 TIP report. The net change is the addition of one project to this action.

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

The 1979 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 1979 TSM plan. Of the 13 projects recommended for implementation in the 1979 TSM plan, 8 projects were programmed for implementation in the 1979 annual element of the adopted TIP. The remaining 5 projects were programmed in the TIP for implementation over the four-year period 1980-1983. Of the 8 projects programmed for implementation in the 1979 annual element of the TIP, 3 projects have been completed and the remaining 5 projects are underway (see Table 5). A brief description of the status of each park-ride and/or park-and-pool project programmed for implementation in the 1979 annual element is presented below.

1. IH 43/STH 32 park-and-pool lot (Ozaukee County) and IH 94/Holt Avenue park-ride lot—These lots were completed during 1979 and are now in service.
2. IH 94/STH 83, USH 45/W. Good Hope Road, IH 94/State Fair Park, IH 894/S. 76th Street, STH 15 (Rock Freeway)/Hales Corners, and IH 894/W. National Avenue—Development of each of these park-ride or park-and-pool 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.

Work was also carried out in 1979 on one project that was not in the annual element of the TIP but that was proposed for implementation during the 1980 through 1983 plan period. Preliminary engineering was initiated for the STH 15/Moorland Road park-pool lot using local funds.

#### 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

Table 4

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 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	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH EE AT THE C&NW RR CROSSING IN THE CITY OF KENOSHA	COMPLETED	STATE OF WISCONSIN
	CITYWIDE RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
	CITYWIDE PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
	INSTALLATION OF TRAFFIC SIGNALS ON STH 32 (SHERIDAN RD) AT 91ST ST IN THE CITY OF KENOSHA	UNDERWAY	C/KENOSHA
	RECONDITIONING OF TRAFFIC SIGNALS ON STH 50 AT THE STH 31 INTERSECTION IN KENOSHA COUNTY	DEFERRED	STATE OF WISCONSIN
MILWAUKEE URBANIZED AREA	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 FROM THE WEST TO EAST COUNTY LINE IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON MOORLAND RD AT THE C&NW RR CROSSING IN THE CITY OF NEW BERLIN	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 74 AT THE SOO LINE RR CROSSING IN THE VILLAGE OF SUSSEX	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH DE AT THE C&NW RR CROSSING IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN
	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	COMPLETED	MILWAUKEE COUNTY
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF CUDAHY	COMPLETED	C/CUDAHY
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE VILLAGE OF GREENDALE	COMPLETED	V/GREENDALE



Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONDITIONING OF TRAFFIC SIGNS ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF GREENFIELD	COMPLETED	C/GREENFIELD
	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON STREETS IN THE CITY OF MILWAUKEE	COMPLETED	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNS ON RECONSTRUCTED N 60TH ST FROM W FLORIST AVE TO W BRENTWOOD AVE IN THE CITY OF MILWAUKEE	COMPLETED	C/MILWAUKEE
	PAVEMENT MARKING ON N LAKE DR FROM THE SOUTH TO THE NORTH VILLAGE LIMITS IN THE VILLAGE OF SHOREWOOD (1.25 MI)	COMPLETED	V/SHOREWOOD
	PAVEMENT MARKING ON N OAKLAND AVE FROM E CAPITOL DR TO THE NORTH VILLAGE LIMITS IN THE VILLAGE OF SHOREWOOD (0.75 MI)	COMPLETED	V/SHOREWOOD
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF WAUWATOSA	COMPLETED	C/WAUWATOSA
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	COMPLETED	C/WAUWATOSA
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W NATIONAL AVE AND S 102ND ST IN THE CITY OF WEST ALLIS	COMPLETED	C/WEST ALLIS
	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 CITY STREETS OFF THE FEDERAL-AID 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 WHITEFISH BAY	COMPLETED	V/WHITEFISH BAY
	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	COMPLETED	C/BROOKFIELD

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONDITIONING TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF NEW BERLIN	COMPLETED	C/NEW BERLIN
	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
	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 A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF 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 STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF RAILROAD GATE CROSSINGS AND SIGNALS AT THE C&NW RR CROSSING ON SILVER SPRING DR IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	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 USH 18 AT THE CALHOUN RD INTERSECTION IN THE CITY OF BROOKFIELD	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE STH 145 INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS ON STH 59 AT THE SUNSET DR INTERSECTION IN THE CITY OF WAUKESHA	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE FOUNTAIN BLVD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MAIN ST INTERSECTION IN THE CITY OF WAUKESHA	DEFERRED	STATE OF WISCONSIN
	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF FRANKLIN	DEFERRED	C/FRANKLIN
	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	RECONDITIONING OF THE TRAFFIC SIGNALS ON W GRANGE AVE AT THE SOUTHEAST ENTRANCE TO SOUTHRIDGE IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	INSTALLATION OF 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 SIGNALS ON E OAKWOOD RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON FITZSIMMONS RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	DEFERRED	C/OAK CREEK

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF SIGNALS ON E OAKWOOD RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON E ELM RD AT THE CROSSING WITH THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON FOREST HILL AVE AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	DEFERRED	C/WAUWATOSA
	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
	RECONDITIONING OF SIGNALS AT TWO RAILROAD CROSSINGS ON THE FEDERAL-AID SYSTEM IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG SILVER SPRING DR FROM N PORT WASHINGTON RD TO N LAKE DR IN WHITEFISH BAY (0.90 MI)	DEFERRED	V/WHITEFISH BAY
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON VILLAGE STREETS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF WHITEFISH BAY	DEFERRED	V/WHITEFISH BAY
	INSTALLATION OF TRAFFIC SIGNALS AND RECONSTRUCTION OF THE INTERSECTION OF CTH A AND CTH F IN WAUKESHA COUNTY	DEFERRED	WAUKESHA COUNTY
	RECONDITIONING OF CROSSING GATES AND SIGNALS AT THE MARCY RD CROSSING OF THE C&NW RR IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	V/MENOMONEE FALLS
	INSTALLATION OF TRAFFIC SIGNALS ON CALHOUN RD AT THE RYERSON RD INTERSECTION IN THE CITY OF NEW BERLIN	DEFERRED	C/NEW BERLIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF TRAFFIC SIGNALS AND SIGNS AT VARIOUS LOCATIONS ON THE FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	PROJECT DROPPED	C/MILWAUKEE
RACINE URBANIZED AREA	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE 4 MILE RD AT THE C&NW RR CROSSING(WEST MAINLINE) IN RACINE COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF A CENTRALIZED TRAFFIC SIGNAL CONTROL SYSTEM FOR THE CITY OF RACINE	COMPLETED	C/RACINE
	INSTALLATION OF TRAFFIC SIGNS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	COMPLETED	C/RACINE
	RECONDITIONING TRAFFIC SIGNALS ON STH 11 AT THE STH 31 INTERSECTION IN RACINE COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS/INTERCONNECT ON STH 31 AT THE 16TH ST, 21ST ST, AND GRACELAND INTERSECTIONS IN RACINE COUNTY	DEFERRED	STATE OF WISCONSIN
RURAL AREAS OF THE REGION	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE SOO LINE RAILROAD CROSSING IN KENOSHA COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON USH 12 AT THE MILWAUKEE ROAD RAILROAD CROSSING IN THE CITY OF WHITEWATER	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 83 AT THE MILWAUKEE ROAD RR CROSSING IN THE CITY OF HARTFORD	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS IN CTH DE AT THE MILWAUKEE ROAD CROSSING IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON BRAUN RD AT THE C&NW RR CROSSING IN THE TOWN OF MT PLEASANT	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH T AT THE C&NW RR CROSSING (WEST MAINLINE) IN KENOSHA COUNTY	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 HOOSIER CR ROAD AT THE SOO LINE RR CROSSING IN THE TOWN OF BURLINGTON	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH A AT THE C&NW RR CROSSING IN OZAUKEE COUNTY	COMPLETED	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
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE C&NW RR CROSSING IN THE VILLAGE OF SHARON	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 28 AT THE C&NW RR CROSSING IN THE VILLAGE OF KEWASKUM	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 67 AND THACKERY TRAIL IN THE CITY OF OCONOMOWOC	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE C&NW RR CROSSING IN OZAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 60 AT THE CTH I INTERSECTION IN OZAUKEE COUNTY.	DEFERRED	STATE OF WISCONSIN
	COUNTYWIDE SIGNING INVENTORY IN KENOSHA COUNTY	DEFERRED	KENOSHA COUNTY
	RECONDITIONING OF TRAFFIC SIGNALS ON USH 45 AT THE STH 33 INTERSECTION IN THE CITY OF WEST BEND	DEFERRED	C/WEST BEND
	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF WEST BEND	DEFERRED	C/WEST BEND

Source: SEWRPC.

Table 5

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983  
TRANSPORTATION SYSTEMS MANAGEMENT PLAN: PARK-RIDE LOTS WITH  
EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOT PROJECT**

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	COMPLETED	OZAUKEE COUNTY
	CONSTRUCTION OF A PARK/ RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE HOLT-MORGAN INTERCHANGE IN THE CITY OF MILWAUKEE	COMPLETED	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 MILWAUKEE	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 INTER- CHANGE 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 INTER- CHANGE IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
RURAL AREAS OF THE REGION	CONSTRUCTION OF A PARK- POOL LOT ON IH 94 . AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN

Source: SEWRPC.

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 1979 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 various stages of updating their existing transit development programs, and one operator has requested the Regional Planning Commission to assist in the preparation of a local transit service report.

#### City of Kenosha

With technical assistance from the Regional Planning Commission, the City of Kenosha in 1979 began preparation of a study design for updating the existing five-year-old Kenosha Transit Development Plan (TDP) to a TSPP. In addition, an advisory committee was being formed to help guide the effort.

#### Milwaukee County

Milwaukee County continued 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, and a brief update of each follows:

1. The final report of the Milwaukee Transit Facilities Requirements Study was published in June 1979. The actions recommended relative to the expansion and development of transit operating facilities are in various stages of implementation (see Action 3).
2. The Downtown Transportation Center Study was completed in June 1978. The concept of an automobile-free transit mall on a portion of Wisconsin Avenue was found feasible. A grant under the UMTA Urban Initiatives Program for preliminary design of the mall was applied for in September, 1979 as a joint venture of the City and County of Milwaukee.
3. A Transportation Plan for the Transportation Handicapped was completed with three primary recommendations. These include: equipping a portion of the bus fleet with wheelchair lifts, establishing a user-side subsidy program, and providing specialized transit service through a coordinating effort with the private nonprofit agencies. All three recommendations are being implemented.
4. The Transit System Service Study is currently underway and has advanced to a point where alternative system routings are being

tested. A draft report with recommendations from this study is expected to be completed by May 1980.

5. The Management Information System Study was nearly completed in 1979, with the final report recommending substantial computerization of various transit administrative and operating information. However, a final determination as to the location of the central processing unit has not yet been made. Such a determination will be made early in 1980. Funding for implementing the study recommendations is included in the 1980 Milwaukee County Budget.

6. The Bus Stop Location Study has essentially been completed, with the draft final report currently being reviewed. The information assembled and developed from this study will be useful on a day-to-day basis.

#### City of Waukesha

The City of Waukesha during 1979 requested the Regional Planning Commission to assist it in the preparation of a new report that would assess the feasibility of reestablishing local transit service in the Waukesha area. The Commission staff had previously assisted the City in preparing such a report, but that effort ended in 1977 when the electorate in the City of Waukesha rejected a referendum that would have enabled the City to reestablish transit service.<sup>2</sup> By the end of 1979, the City had reestablished its advisory committee on this matter, and the Commission staff was working with the committee and the city staff in reviewing and updating the prior report. The City intends to again raise the issue of reestablishing local transit service in a spring 1980 referendum.

#### **ACTION 7—SPOT STREET AND HIGHWAY IMPROVEMENTS**

The 1979 TSM plan recommended that 63 projects of a spot street or highway improvement nature be undertaken at various locations throughout

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<sup>2</sup>See *SEWRPC Community Assistance Planning Report No. 12, Waukesha Area Transit Development Program: 1977-1981.*

the Region.<sup>3</sup> Of the 63 projects recommended for implementation in the 1979 TSM, 47 projects were programmed for implementation in the 1979 annual element of the adopted TIP. The remaining 16 projects were programmed in the TIP for implementation over the four-year period 1980-1983. Of the 47 projects programmed for implementation in the 1979 annual element of the TIP, 15 projects were completed, 8 projects were underway, 20 projects were postponed, and 4 projects were dropped from further consideration. Table 6 summarizes the current status of all spot street and highway improvement projects programmed for implementation in the 1979 annual element of the TIP for the Milwaukee and Racine urbanized areas and the rural areas 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 members makes UWM one of the largest generators of trips in southeastern Wisconsin. The campus is extremely compact, and only

1,900 parking spaces are provided on campus for the estimated 10,000 automobiles which are driven to the campus each day.

The UWM Parking and Transit Office has responsibility for reducing vehicular traffic to the campus each day and for decreasing the traffic and parking congestion in surrounding residential neighborhoods. The University, therefore, has adopted a policy of promoting public transit as an alternative to driving an automobile to campus. Working closely with the Milwaukee County Transit System (MCTS), the University has established two major transit programs: UBUS and UPARK. These programs are characterized by no-transfer, direct-to-UWM bus service, including 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 these parking lots and the campus. Parking at these lots is provided at no cost and shuttle bus fares are \$0.50 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.

Incremental expansion of the UBUS/UPARK program, since its inception in 1973, has been successful in reducing the parking and traffic pressure in the UWM area. Total annual ridership has grown from about 240,800 in the 1973-1974 school year to about 974,500 in the 1978-1979 school year. The 1979 TSM plan recommended that the highly successful UBUS/UPARK program at UWM be continued, improved, and expanded.

In 1979 UBUS/UPARK services to UWM were expanded. In September 1979 an additional UPARK bus route was added to the system, with parking available at the McKinley Marina, which is located approximately 2.5 miles south of the campus. It is anticipated that parking and traffic congestion will be further reduced in the campus area by this service increment. Service provided by the UBUS/UPARK program in Milwaukee County is shown on Map 8.

The MCTS contributed to the 1979 UWM-area transit improvement effort by expanding its weekday evening bus service to the campus on Route 21

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<sup>3</sup> As set forth in Table 22 of SEWRPC Community Assistance Planning Report No. 26, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979, this action consisted of 66 projects. During implementation, seven of these projects were reexamined and reclassified from this action to other actions. These projects are Numbers 172, 397, 413, 416, 417, 419, and 490, as identified in the 1979-1983 TIP report. In addition, during implementation four projects not included in this action but included in other actions were reclassified into Action 7. These projects are Numbers 64, 487, 597, and 622, also as identified in the 1979-1983 TIP report. The net change is the reduction of three projects in this action.

Table 6

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: SPOT STREET AND HIGHWAY IMPROVEMENT PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	RECONSTRUCTION FOR SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	COMPLETED	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	COMPLETED	STATE OF WISCONSIN
	CITYWIDE RECONSTRUCTION OF CITY STREETS AT VARIOUS LOCATIONS IN THE CITY OF CEDARBURG	COMPLETED	C/CEDARBURG
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RANGE LINE RD FROM COUNTY LINE RD TO DONGES BAY RD IN THE CITY/MEQUON (1.00 MI)	COMPLETED	C/MEQUON
	RESURFACING & CHANNEL- IZATION OF N 76TH ST FROM W CENTER ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (1.70 MI)	COMPLETED	C/MILWAUKEE
	RECONSTRUCTION WITH ADDITIONAL LANES OF MEQUON RD AT ITS INTERSECTION WITH WESTERN AV IN THE VILLAGE OF GERMANTOWN	COMPLETED	V/GERMANTOWN
	RECONSTRUCTION AT VARIOUS LOCATIONS FOR SPOT IMPROVEMENTS ON COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION AND APPROACHES OF THE INTERSECTION OF STH 59 AT CTH A IN WAUKESHA CO	COMPLETED	WAUKESHA COUNTY
	RECONSTRUCTION TO OBTAIN SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	COMPLETED	C/BROOKFIELD
	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	COMPLETED	C/MUSKEGO
	CONSTRUCTION OF 166TH ST NORTH FROM RYERSON RD IN THE OF NEW BERLIN (0.25 MI)	COMPLETED	C/NEW BERLIN
	RECONSTRUCTION OF ACCESS ROADS TO USH 18 FROM PEWAUKEE RD AND BARKER RD IN THE TOWN OF BROOKFIELD AND CITY OF WAUKESHA(1.1 MI)	UNDERWAY	STATE OF WISCONSIN

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	UNDERWAY	V/FOX POINT
	RECONSTRUCTION OF THE INTERSECTION OF GREEN TREE RD AND LAKE DR IN THE VILLAGE OF FOX POINT	UNDERWAY	V/FOX POINT
	RECONSTRUCTION OF THE INTERSECTION OF WEST GRANGE AVE AT NEW BERLIN RD IN THE VILLAGE OF HALES CORNERS	UNDERWAY	V/HALES CORNERS
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF CHICAGO AVE AND HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	UNDERWAY	C/SOUTH MILWAUKEE
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AT W WALKER ST IN THE CITY OF WEST ALLIS	UNDERWAY	C/WEST ALLIS
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF N SANTA MONICA BLVD AND SILVER SPRING DR IN WHITEFISH BAY	UNDERWAY	V/WHITEFISH BAY
	INSTALLATION OF LIGHTING ON IH 94 (N-S FREEWAY) FROM THE MARQUETTE INTERCHANGE TO EDGERTON AVE IN CITY OF MILWAUKEE (5.60 MI)	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF LIGHTING ON IH 894 (ZOO FREEWAY) FROM THE ZOO INTCHG TO HALE INTCHG IN WEST ALLIS AND GREENFIELD (4.00 MI)	DEFERRED	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 74 AT THE CTH J INTERSECTION IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF GREEN BAY RD AND SCHROEDER DR IN THE VILLAGE OF BROWN DEER	DEFERRED	V/BROWN DEER
	RECONSTRUCTION OF S 51ST ST ONE-HALF MILE SOUTH OF W DREXEL AVE IN THE CITY OF FRANKLIN (0.20 MI)	DEFERRED	C/FRANKLIN
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AND W RAMSEY AVE IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF W GRANGE AVE AND S 76TH ST IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S PENNSYLVANIA AVE AND E PUETZ RD IN THE CITY OF OAK CREEK	DEFERRED	C/OAK CREEK
	RECONSTRUCTION OF THE INTERSECTION OF E PUETZ RD AT 15TH AVE IN THE CITY OF OAK CREEK	DEFERRED	C/OAK CREEK
	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 W NATIONAL AVE AT THE INTERSECTION WITH S 76TH ST IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	RECONSTRUCTION OF THE INTERSECTION OF N LAKE DR AND SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY	DEFERRED	V/WHITEFISH BAY
	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 LILLY RD INTERSECTION WITH BURLEIGH RD IN THE CITY OF BROOKFIELD	DEFERRED	C/BROOKFIELD
	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD SOUTH OF GEBHART RD IN THE CITY OF BROOKFIELD (0.30 MI)	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
	RECONSTRUCTION WITH ADDITIONAL LANES OF W NATIONAL AVE AT THE GLENGARRY RD INTERSECTION IN THE CITY OF NEW BERLIN	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

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE CTH W INTERSECTION IN OZAUKEE COUNTY	PROJECT DROPPED	OZAUKEE COUNTY
	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF OAK CREEK	PROJECT DROPPED	C/OAK CREEK
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	PROJECT DROPPED	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD AT THE RIDGEVIEW AVE INTERSECTION IN MENOMONEE FALLS	PROJECT DROPPED	V/MENOMONEE FALLS
RACINE URBANIZED AREA	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST BLVD INTERSECTION WITH KINZIE ST AND OSBORNE ST IN THE CITY OF RACINE	COMPLETED	C/RACINE
	RECONSTRUCTION OF THE INTERSECTION AND UPGRADING OF THE TRAFFIC SIGNALS AT STH 38 AND RAPIDS DR IN THE CITY OF RACINE	PROJECT DROPPED	STATE OF WISCONSIN
RURAL AREAS OF THE REGION	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
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH JF FROM CTH C TO 119TH ST IN KENOSHA COUNTY (0.50 MI)	COMPLETED	KENOSHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE AT THE SILVER LAKE AVE INTERSECTION IN THE CITY OF OCONOMOWOC	COMPLETED	C/OCONOMOWOC
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM CTH D TO IH 94 IN KENOSHA COUNTY (3.20 MI)	UNDERWAY	KENOSHA COUNTY
	RECONSTRUCTION OF THE CROSSING, APPROACHES, AND SIGNALS ON REDDELIEN RD AT THE MILW ROAD CROSSING IN OCONOMOWOC TOWN	DEFERRED	STATE OF WISCONSIN
	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

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 CJ FROM USH 45 TO CTH MB IN KENOSHA COUNTY (2.00 MI)	DEFERRED	KENOSHA COUNTY
	RECONSTRUCTION OF THE TOWN RD BRIDGE AT THE FOX RIVER IN THE TOWN OF WATERFORD	DEFERRED	T/WATERFORD
	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 AT THE DECORAH RD INTERSECTION IN THE CITY OF WEST BEND (0.10 MI)	DEFERRED	C/WEST BEND
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH C FROM CTH Z TO CTH KD IN KENOSHA COUNTY (1.50 MI)	PROJECT DROPPED	KENOSHA COUNTY

Source: SEWRPC.

(North Avenue) serving central Milwaukee County, and on Route 60 (Burleigh Street), which serves the County's major north-central travel corridor. This brings to six the number of UBUS routes with evening service. A comparison of 1978-1979 service and 1979-1980 is provided in Table 7.

In addition to working with MCTS to expand the UBUS/UPARK program in 1979, the University continued to aggressively market the program through advertisements placed in the campus newspaper and in other periodicals. While the UBUS/UPARK program is operated solely in Milwaukee County, the entire University population is encouraged to use the services. Commuters residing outside of the County are urged to park and ride public transit to the campus. Three times per year the University also promotes, via a mailer to University residents of Waukesha County, the Wisconsin Coach Lines commuter bus service, which provides service from Waukesha County to the Milwaukee CBD with connections to UWM provided by the MCTS.

#### ACTION 9—ARTERIAL STUDIES

The 1979 TSM plan recommended that a prospectus be completed by March 31, 1979, 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 exist. 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.

The District 2 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. Work on the preliminary prospectus draft continued during 1979, with completion expected during 1980. This prospectus will likely recommend that a pilot arterial study be undertaken, with emphasis on a major arterial or arterials carrying heavy commuter traffic both to and from the Milwaukee central business district or across.

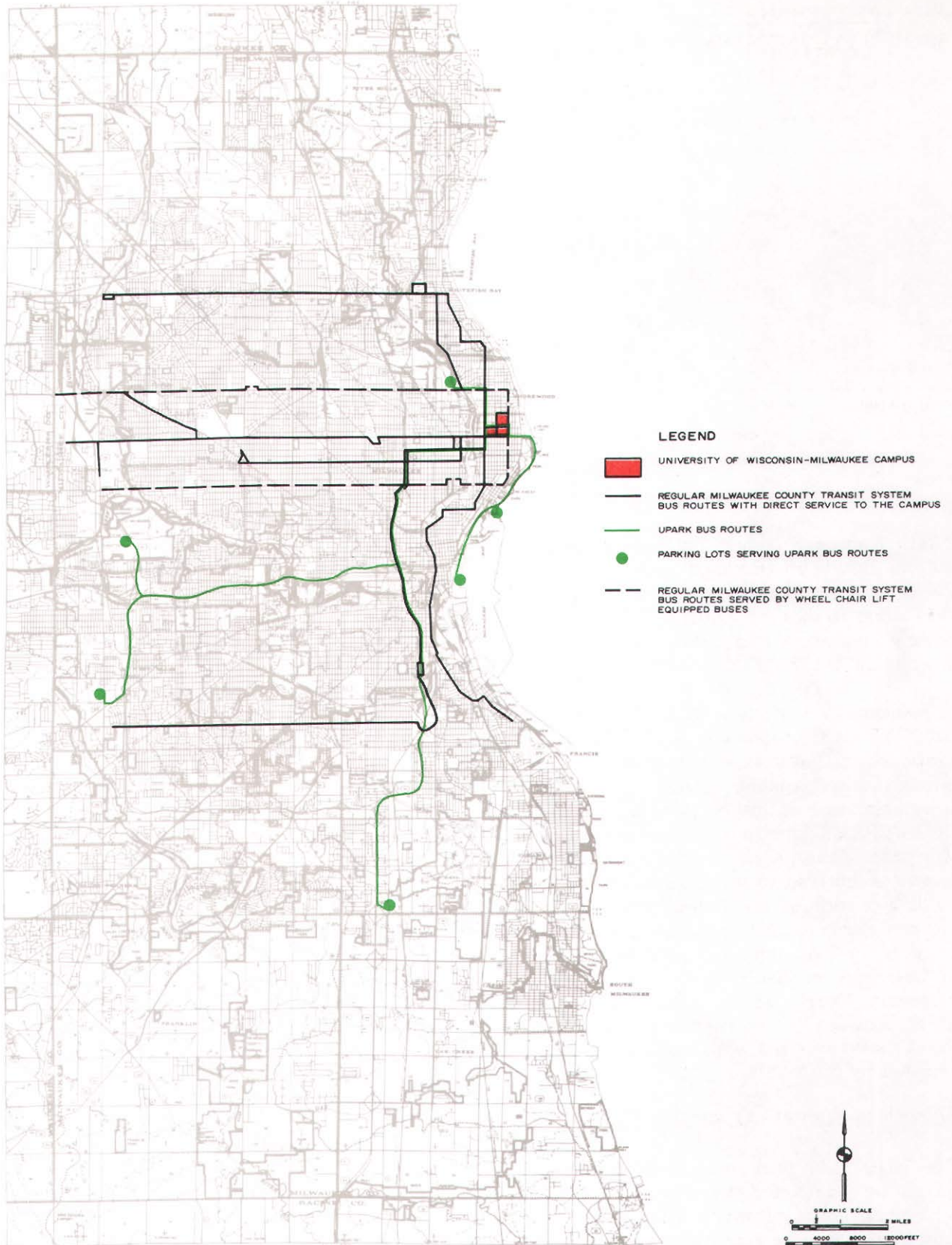
#### ACTION 10—DOWNTOWN SHUTTLE SERVICES

The 1979 TSM plan recommended 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



# Map 8

## UNIVERSITY OF WISCONSIN-MILWAUKEE UBUS/UPARK BUS ROUTES: 1979



Source: University of Wisconsin-Milwaukee and SEWRPC.

Table 7

## UNIVERSITY OF WISCONSIN-MILWAUKEE UBUS SYSTEM IMPROVEMENT AND EXPANSION: 1978-1979

Year	UBUS/UPARK Route Operating:	Park and Ride	Full Express	Evening Service	Summer Service	Direct to UWM Service	UWM Commuters Only	Bus Route Open to Public	New Route Configuration	Skip Stop Express	Wheelchair Lift- Equipped	Per Ride Fare
1978-1979	UBUS											
	Route 5 Oklahoma Avenue	X		X		X		X		X		\$0.35
	Route 6 Silver Spring Drive					X		X				\$0.35
	Route 15 Oakland-Delaware			X	X	X		X				\$0.35
	Route 21 North Avenue					X		X			X	\$0.35
	Route 22 Center Street			X	X	X		X				\$0.35
	Route 60 Burleigh Street					X		X				\$0.35
	Route 62 Capitol Drive			X	X	X		X			X	\$0.35
	UPARK and Ride											
	Route 4 Summerfest	X	X			X	X					\$0.05
	Route 8 Capitol/Humboldt	X	X	X		X	X					\$0.05
	Route 40-U College Avenue	X	X		X		X					\$0.45
	Route 41-U Watertown Plank Road	X	X			X		X				\$0.45
	Route 44-U West Allis Treasure Island	X	X			X		X				\$0.45
1979-1980	UBUS											
	Route 5 Oklahoma Avenue	X		X		X		X		X		\$0.35
	Route 6 Silver Spring Drive					X		X				\$0.35
	Route 15 Oakland-Delaware			X	X	X		X				\$0.35
	Route 21 North Avenue			X		X		X			X	\$0.35
	Route 22 Center Street			X	X	X		X				\$0.35
	Route 60 Burleigh Street			X		X		X				\$0.35
	Route 62 Capitol Drive			X	X	X		X			X	\$0.35
	UPARK and Ride											
	Route 4 Summerfest	X	X			X	X					\$0.05
	Route 8 Capitol/Humboldt	X	X	X		X	X					\$0.05
	Route 9 McKinley Marina	X	X			X	X		X			\$0.05
	Route 40-U College Avenue	X	X			X		X				\$0.45
	Route 41-U Watertown Plank Road	X	X			X		X				\$0.45
	Route 44-U West Allis Treasure Island	X	X			X		X				\$0.45

Source: University of Wisconsin-Milwaukee.

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; establishing a new Kilbourn Avenue shuttle bus route; creating a transit mall on Wisconsin Avenue extending from N. Water Street to N. Sixth Street; and providing exclusive bus lanes on W. Wells Street. Existing shuttle service is shown on Map 9.

During 1979 Milwaukee County prepared a preliminary application for UMTA funds to conduct the necessary preliminary design studies for the construction of a transit mall as proposed as a part of the Milwaukee downtown transportation center plan. The funds would also be used to conduct planning for related traffic and transit service improvement. Total funding for the preliminary planning and design is expected to be \$250,000, with \$200,000 in UMTA Section 3 monies and \$50,000 in local funds.

This project was one of eight projects added to the 1979 TIP by amendment and adopted by the Regional Planning Commission on June 7, 1979, and the project was programmed for implementation in the annual element of the 1979 TIP. The project is underway (see Table 8).

## ACTION 11—TRANSIT SHELTERS

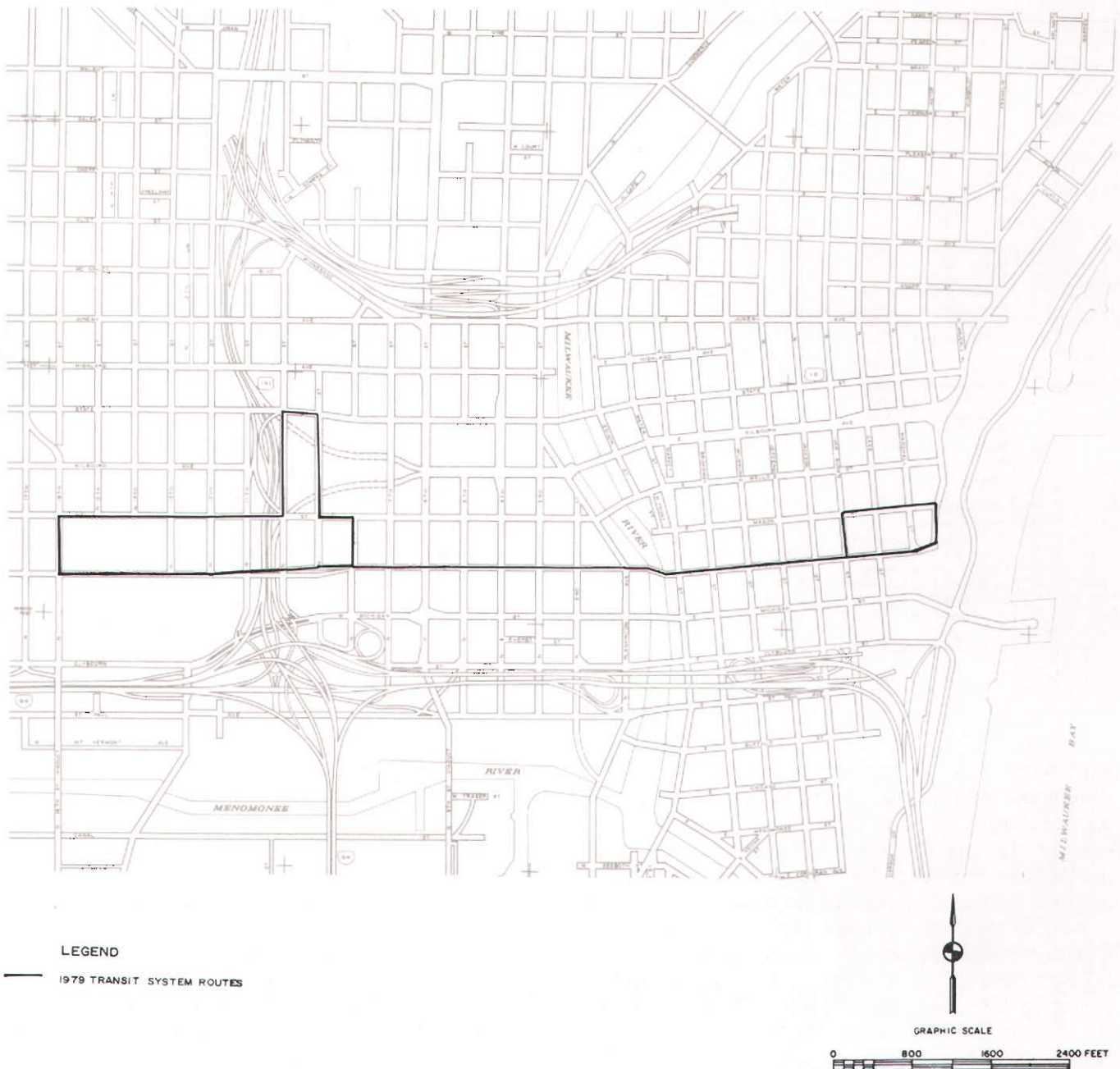
The 1979 TSM plan recommended the implementation of three transit shelter and bench projects. One of the projects was programmed for implementation in the 1979 annual element of the adopted TIP. The other two projects were programmed for implementation over the period 1980-1984. Presented below is a brief description of the progress made toward implementation of the single project included in the 1979 annual element of the adopted TIP for the Region (see Table 9).

Milwaukee County

During 1979 the Milwaukee County Transit Board awarded two contracts for the purchase and

## Map 9

### MILWAUKEE COUNTY TRANSIT SYSTEM DOWNTOWN SHUTTLE BUS SERVICE: 1979



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

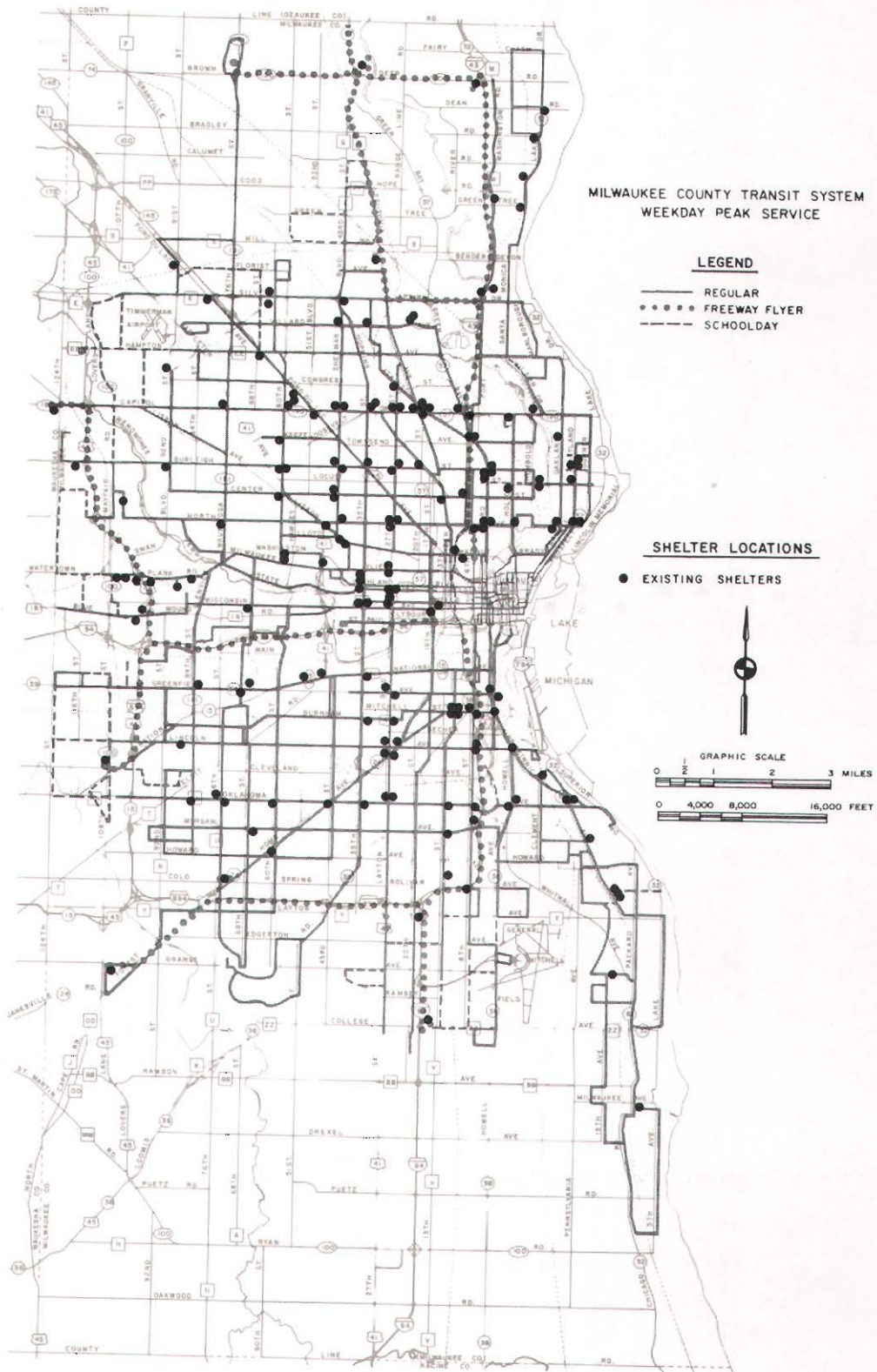
installation of 80 bus passenger shelters (see Map 10). The first contract, awarded in March, was for the fabrication and delivery of the shelter "kits." A second contract was awarded in June for the installation of concrete pads and the erection of the shelters at various locations throughout Milwaukee County. In locating the shelters, priority was given to those bus stop locations frequented by the elderly, handicapped, and/or

minority groups. Erection was completed in November 1979, and brings to 160 the total number of bus passenger shelters installed by the Transit System. Also during 1979, Milwaukee County developed and submitted an application to the UMTA for a Section 3 improvement grant of \$12,434,873. A portion of that funding is expected to enable the County to purchase and install an additional 100 bus passenger shelters.

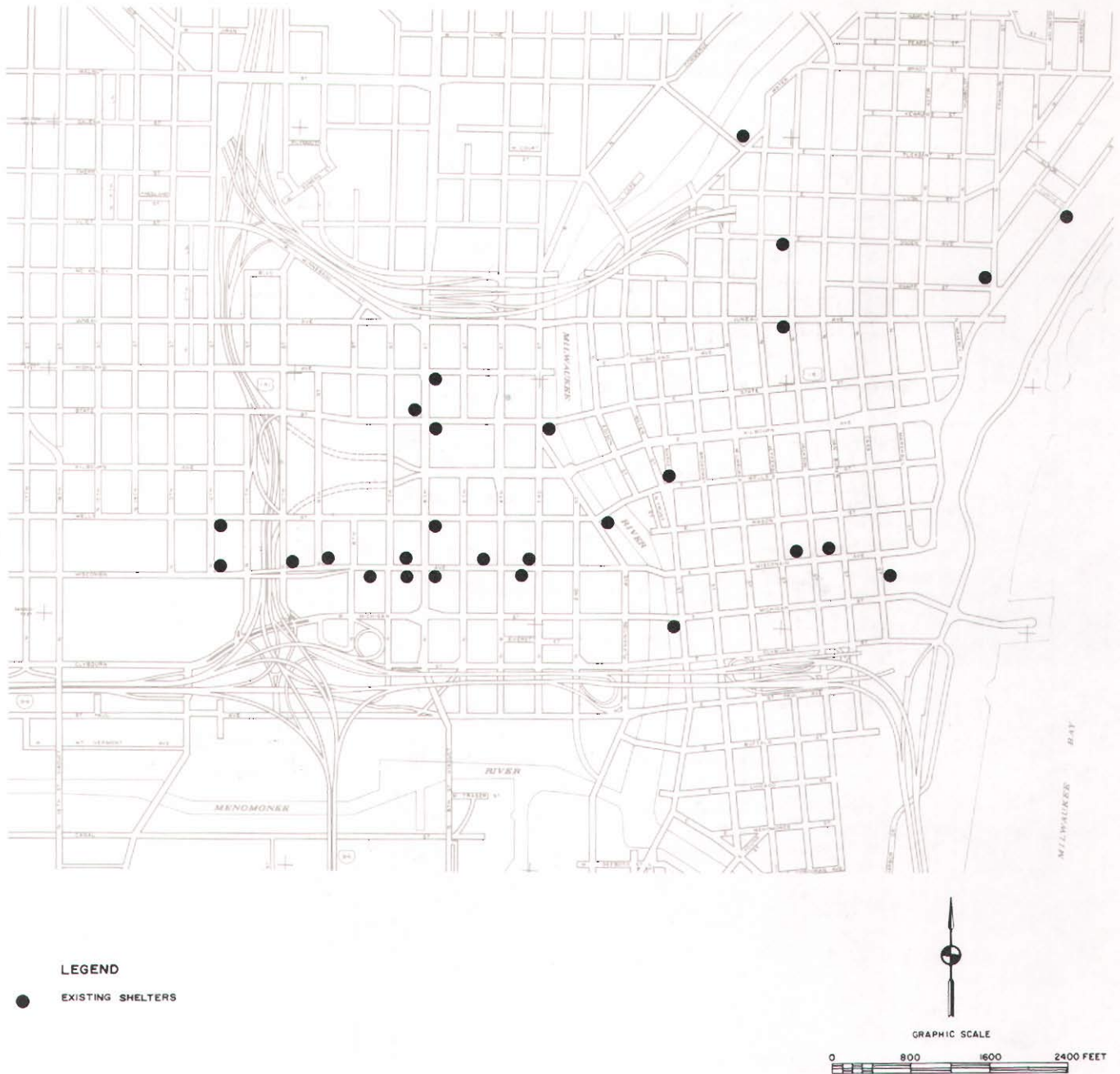


# Map 10

## MILWAUKEE COUNTY TRANSIT SYSTEM EXISTING BUS STOP SHELTER AND BENCH LOCATIONS



Map 10 (continued)



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

Table 8

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: DOWNTOWN SHUTTLE SERVICE PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	DESIGN AND CONSTRUCTION OF A TRANSIT MALL FOR THE MILWAUKEE CBD, A JOINT CITY OF MILWAUKEE /COUNTY OF MILWAUKEE PROJECT	UNDERWAY	MILWAUKEE COUNTY

Source: SEWRPC.

Table 9

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983  
TRANSPORTATION SYSTEMS MANAGEMENT PLAN: TRANSIT SHELTER PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF 150 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY IN 1980 AND 80 PER YEAR DURING 1981-1984	COMPLETED	MILWAUKEE COUNTY

Source: SEWRPC.

### ACTION 12—CARPOOL AND VANPOOL PROMOTION

The 1979 TSM plan recommended that the Milwaukee metropolitan area carpooling program and the WISDOT vanpool program be continued (see Table 10). In October 1979 Milwaukee County renewed its ride-sharing program with press releases and by contacting 125 major employers in Milwaukee, Ozaukee, Washington, and Waukesha Counties. The ride-sharing information received by Milwaukee County will be computerized and potential users matched, using the data processing facilities of the SEWRPC. A replacement computer carpool matching program, "Commuter Information Systems," has been obtained and installed by the Commission to assist in processing the ride-sharing data.

The Milwaukee County program, to be conducted over three years, has an annual element funding of \$75,000. Funding for the program is on a 75 percent federal and 25 percent local basis, with the federal share coming from the Federal Highway Administration (FHWA).

During 1979 the WisDOT received three inquiries into its federally supported vanpool program from Milwaukee area companies concerning potential vanpool projects. Two of the companies are studying the desirability of vanpooling and the third company has submitted a preliminary application which WisDOT reviewed and returned for updating and clarification. It should be noted that as a result of the 1978 Federal Transportation Act, the federal share of the funding for vanpool projects has decreased from 90 percent to 75 percent.

In April 1979 the University of Wisconsin-Extension, Office of Statewide Transportation Programs, and the University of Wisconsin-Milwaukee, Center for Urban Transportation Studies, completed and published a report entitled, Innovative Approaches for Transportation Energy Conservation at Major Trip Generators. Among the recommendations made in this report are:

1. The provision of financial assistance, not only to firms and public agencies but to individuals as well, by the WisDOT under its vanpool program;



Table 10

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: CARPOOL AND VANPOOL PROMOTION PROJECTS**

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

Source: SEWRPC.

2. The provision of technical assistance to firms in initiating ride-sharing programs by a public agency such as the WisDOT or the Regional Planning Commission;
3. The tailoring of ride-sharing programs to meet the needs of firms, particularly the larger ones; and
4. Legislative action to define various forms of ride-sharing, exempting carpools and vanpools from economic regulation, and to define the liability of firms promoting and/or implementing ride-sharing programs.

In June 1979 the University of Wisconsin-Extension contracted with the WisDOT to provide technical assistance to firms interested in investigating the feasibility of ride-sharing programs. Of the 37 firms expressing interest through the end of August, 22 were located in the Region and 18 were within the Milwaukee urbanized area. At least one of those from the Milwaukee urbanized area has purchased a van to initiate a vanpool program.

In addition to the foregoing, representatives of the WisDOT; the Wisconsin Department of Administration, Office of State Planning and Energy; the U. S. Department of Transportation, Federal Highway Administration; Milwaukee County; the University of Wisconsin-Milwaukee; the University of Wisconsin-Extension, Division of Urban Outreach; Milwaukee Transit Services, Inc.; and the Commission staff formed a committee in 1979 to coordinate future ride-sharing efforts.

#### **ACTION 13—PEDESTRIAN AND BICYCLE PROVISIONS**

The 1979 TSM plan recommended that 12 pedestrian and bicycle projects be undertaken at various locations throughout the Region. Of these 12 projects, 11 were programmed for implementation in the 1979 annual element of the adopted TIP. One of the projects was located in the Kenosha urbanized area, 9 were located in the Milwaukee urbanized area, and 2 were located in the rural areas of the Region. Of the 11 projects programmed for implementation in the 1979 annual element of the TIP, 4 were completed, 2 are underway, and 5 have been postponed (see Table 11).

#### **ACTION 14—MISCELLANEOUS LOW-CAPITAL ACTIONS**

The 1979 TSM plan recommended that two low-capital actions, generally categorized as miscellaneous actions to improve the efficiency of the

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<sup>4</sup> As set forth in Table 26 of SEWRPC Community Assistance Planning Report No. 26, *A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in South-eastern Wisconsin: 1979*, this action consisted of 10 projects. During implementation, two additional projects were reexamined and reclassified from other actions into this action. These projects are Numbers 397 and 398, as identified in the 1979-1983 TIP report.

Table 11

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: PEDESTRIAN AND BICYCLE PROVISION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	CONSTRUCTION OF A BICYCLE PATH ALONG 7TH AVE FROM 84TH ST TO SHERIDAN RD IN KENOSHA COUNTY (1.25 MI)	COMPLETED	KENOSHA COUNTY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF BIKEWAY ALONG 116TH ST FROM W GRANGE AVE TO EDGERTON AVE IN THE VILLAGE OF HALES CORNERS (0.30 MI)	COMPLETED	V/HALES CORNERS
	CONSTRUCTION OF A BICYCLE PATH ALONG PILGRIM RD SOUTHERLY FROM MEQUON RD IN THE VILLAGE OF GERMANTOWN (2.00 MI)	COMPLETED	V/GERMANTOWN
	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 36 AT SCOUT LAKE IN THE VILLAGE OF GREENDALE	UNDERWAY	V/GREENDALE
	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	UNDERWAY	C/BROOKFIELD
	CONSTRUCTION OF BICYCLE PATHS ALONG RANGE LINE RD FROM RANGE LINE CT TO SCHOOLS IN THE CITY OF MEQUON (1.75 MI)	DEFERRED	C/MEQUON
	CONSTRUCTION OF BICYCLE PATHS ALONG DONGES BAY RD FROM RANGE LINE RD TO LE PETITE DR IN THE CITY/MEQUON (0.50 MI)	DEFERRED	C/MEQUON
	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
RURAL AREAS OF THE REGION	RESURFACING OF CTH W FROM STH 36 TO STH 11 AND BIKEPATH CONSTRUCTION IN RACINE COUNTY (2.50 MI)	COMPLETED	RACINE COUNTY
	RESURFACING OF CTH H AND BICYCLE PATH FROM STH 20 TO STH 11 IN RACINE COUNTY (1.50 MI)	DEFERRED	RACINE COUNTY

Source: SEWRPC.

existing street and highway system, be undertaken in the Milwaukee urbanized area, both of which were programmed for implementation in the 1979 annual element of the adopted TIP. Table 12 and the following section summarize the progress made toward implementing the actions included in the 1979 annual element of the adopted TIP for the Region.

#### Citywide Accident Study in the City of Milwaukee

A total of \$30,000 in local funding was programmed for a City of Milwaukee accident study in 1979. The City of Milwaukee is using the study as a means of identifying deficiencies in the existing transportation system by roadway segment, individual intersections, and travel corridor. A ranking method was established to quantify and rank link volume-to-capacity (V/C) ratios, link accident rates and frequencies, intersection accident rates and frequencies, and transit routing needs. An interim report detailing the results of the study and proposed solutions was published late in 1979.

#### City of Milwaukee Traffic Counts Project

The City of Milwaukee programmed a total of \$20,000 for a traffic count project in 1979 to measure traffic flow at various sites throughout the City. The information gathered provides a data base for traffic engineering studies and many transportation planning activities and is made available to public and private interests upon request.

#### **ACTION 15—BUS STOP LOCATION STUDY<sup>5</sup>**

The 1979 TSM plan recommended continued implementation of the bus stop location improvement program. Two projects were programmed for implementation in the 1979 annual element of the adopted TIP; one project was deferred and one project was dropped (see Table 13).

During 1979 Milwaukee County continued work on its bus stop location study, with the final draft of the report being reviewed. The study inventoried all existing bus stop locations on the Milwaukee County Transit System's routes.

#### **ACTION 16—DOWNTOWN PARKING RATE STRUCTURE STUDY<sup>6</sup>**

An investigation of measures to encourage short-term parking in the Milwaukee central business district (CBD), while simultaneously discouraging long-term commuter parking, is the objective of this TSM action. Special consideration would also be given to the effects of downtown parking rate changes on transit ridership.

The 1979 TSM plan recommended that a downtown parking rate study be undertaken by the City of Milwaukee Department of Public Works. During 1979 an inventory of parking supply, occupancies, and rate structures was completed by the City of Milwaukee for the Milwaukee CBD. An analysis of the parking supply and demand as they relate to the rate structure was completed. It is expected that the study will be completed in 1980.

#### **ACTION 17—TAXI FARE AND REGULATION STUDY<sup>7</sup>**

The 1979 TSM plan recommended that a taxi fare and regulation study, initiated in 1978 by the City of Milwaukee, be completed by December 31, 1979. The study was to analyze and evaluate the existing taxi fare and regulation structure in the City of Milwaukee and examine the potential for innovative fare and regulation policies. Publication of a final report documenting the results of the study is expected early in 1980.

As a result of the study, a new taxicab ordinance has been proposed which would allow for zone fare/shared-ride taxi service in the City of Milwaukee. This ordinance seeks to remedy deficiencies found in the administration of the current taxicab ordinance. Portions of the new ordinance have been adopted by the Milwaukee Common Council, and adoption of the remainder is expected early in 1980.

The potential impact of this study took on an added dimension when, on April 1, 1979, the Boynton Cab Company (Yellow Cabs) ceased

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<sup>5</sup> This action was reported as Action 16 in the 1979 TSM report.

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<sup>6</sup> This action was reported as Action 17 in the 1979 TSM report.

<sup>7</sup> This action was reported as Action 18 in the 1979 TSM report.

Table 12

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: MISCELLANEOUS LOW-CAPITAL ACTION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	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.

Table 13

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1979-1983 TRANSPORTATION  
SYSTEMS MANAGEMENT PLAN: BUS STOP LOCATION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	PURCHASE & INSTALLATION OF NEW BUS STOP SIGNS SYSTEMWIDE ON THE MILWAUKEE COUNTY TRANSIT SYSTEM	DEFERRED	MILWAUKEE COUNTY
	INSTALLATION OF BUS STOP PAVING AT 400 LOCATIONS IN THE CITY OF MILWAUKEE	PROJECT DROPPED	C/MILWAUKEE

Source: SEWRPC.

operations and began liquidating its assets. At the time of its closing, the Boynton Cab Company operated the City of Milwaukee's largest cab fleet.

#### **ACTION 18—EXCLUSIVE BUS LANES<sup>8</sup>**

The 1979 TSM plan recommended that planning for implementation of exclusive bus lanes outside the City of Milwaukee CBD proceed as part of the arterial studies—TSM Action 9. Within the Milwaukee CBD, the Milwaukee County Transit System's downtown transportation center plan proposes exclusive bus lanes in a transit mall and on other downtown streets. This project was reported earlier under Action 10.

#### **ACTION 19—COMMUTER-IMPACTED PERMIT PARKING<sup>9</sup>**

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

<sup>8</sup> This action was reported as Action 19 in the 1979 TSM report.

<sup>9</sup> This action was reported as Action 20 in the 1979 TSM report.

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 have been posted. These restrictions, however, also limit the time local residents can park in front of their homes. To alleviate the adverse impact of these parking restrictions on local residents, the City of Milwaukee adopted an ordinance in 1975 allowing residents in a designated commuter-impacted residential area to obtain a special permit to park in excess of the posted hourly restrictions.

The 1979 TSM plan recommended that the successful commuter-impacted parking permit program be maintained and expanded in the City of Milwaukee. In 1979 the City designated the area around the Globe Union plant on N. Humboldt Avenue, shown on Map 11, as a commuter-impacted residential area, making another 289 residential units eligible for the commuter-impacted resident parking permit program. This brings to 12 the total number of commuter-impacted residential areas.

In addition to the Globe Union site, the City of Milwaukee received a request to undertake a study of the area around Marshall High School to determine if it may be eligible for designation as a commuter-impacted residential area. The study was undertaken late in 1979, and the report will be published early in 1980.

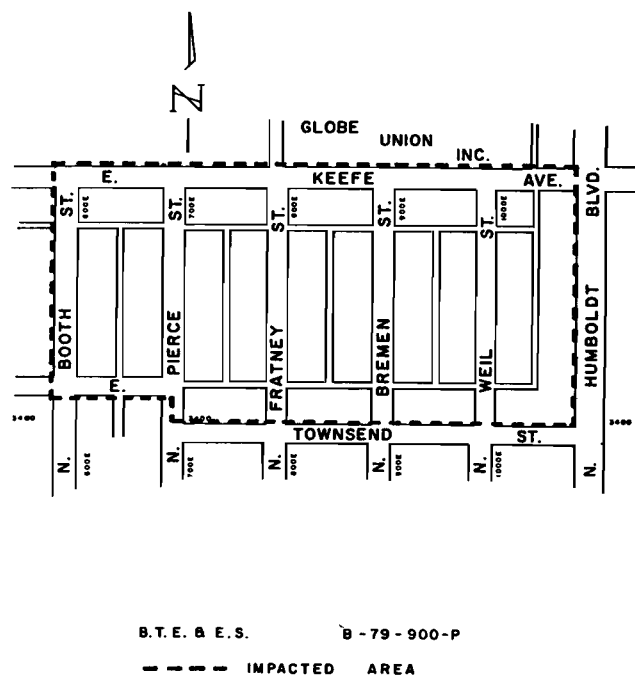
#### ACTION 20—COMMUNITY ASSISTANCE TRAFFIC ENGINEERING AND TRANSIT PLANNING<sup>10</sup>

The purpose of this TSM action is to offer Commission staff planning assistance to communities within the Region that request help in dealing with local traffic engineering, transit, or other transportation-related planning problems. The 1979 TSM plan recommended that a program of offering technical assistance and staff and financial support to local transportation implementing agencies and units of government be continued.

<sup>10</sup> This action was reported as Action 21 in the 1979 TSM report.

Map 11

#### GLOBE UNION, INC. COMMUTER PARKING-IMPACTED AREA



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

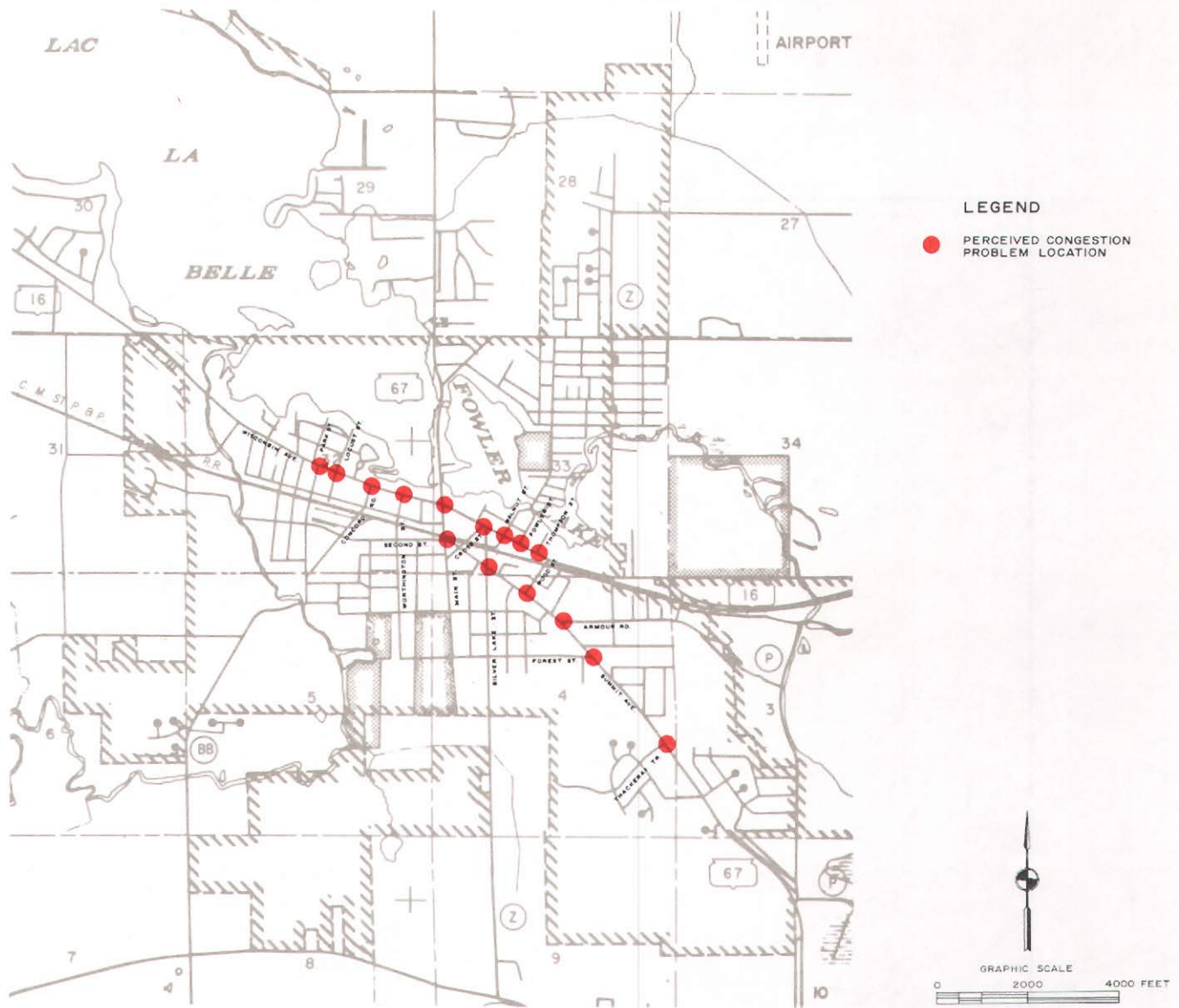
#### City of Oconomowoc, Wisconsin Traffic Management Study

In 1978 the Commission, at the request of the Mayor and other representatives of the City of Oconomowoc, agreed to undertake a traffic management study to determine what traffic management actions, projects, and/or policy initiatives could be implemented by the City to reduce perceived high levels of traffic congestion (see Map 12). A detailed inventory of the physical and operating characteristics of the existing street and highway system was initiated and completed. The inventory data were analyzed and a comparison of the data was made with the transportation system objectives, principles, and standards to identify both the nature and location of transportation problems in the Oconomowoc traffic management study area (see Map 13).

Specific traffic management actions, policy initiatives, and projects have been recommended which address the various transportation problems that

Map 12

**CITIZEN-PERCEIVED TRAFFIC-RELATED PROBLEM AREAS IN THE  
OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA: 1979**



Source: SEWRPC.

were identified. Each recommendation was evaluated to assess its impact upon the ambient air quality and energy consumption. The proposed solutions call for a broad range of funding requirements, with some requiring very small amounts of capital, and others expected to require relatively large capital expenditures. The findings and recommendations of the study, scheduled for completion by December 1979, will be published in SEWRPC Community Assistance Planning Report No. 28, Oconomowoc Area Traffic Management Plan.

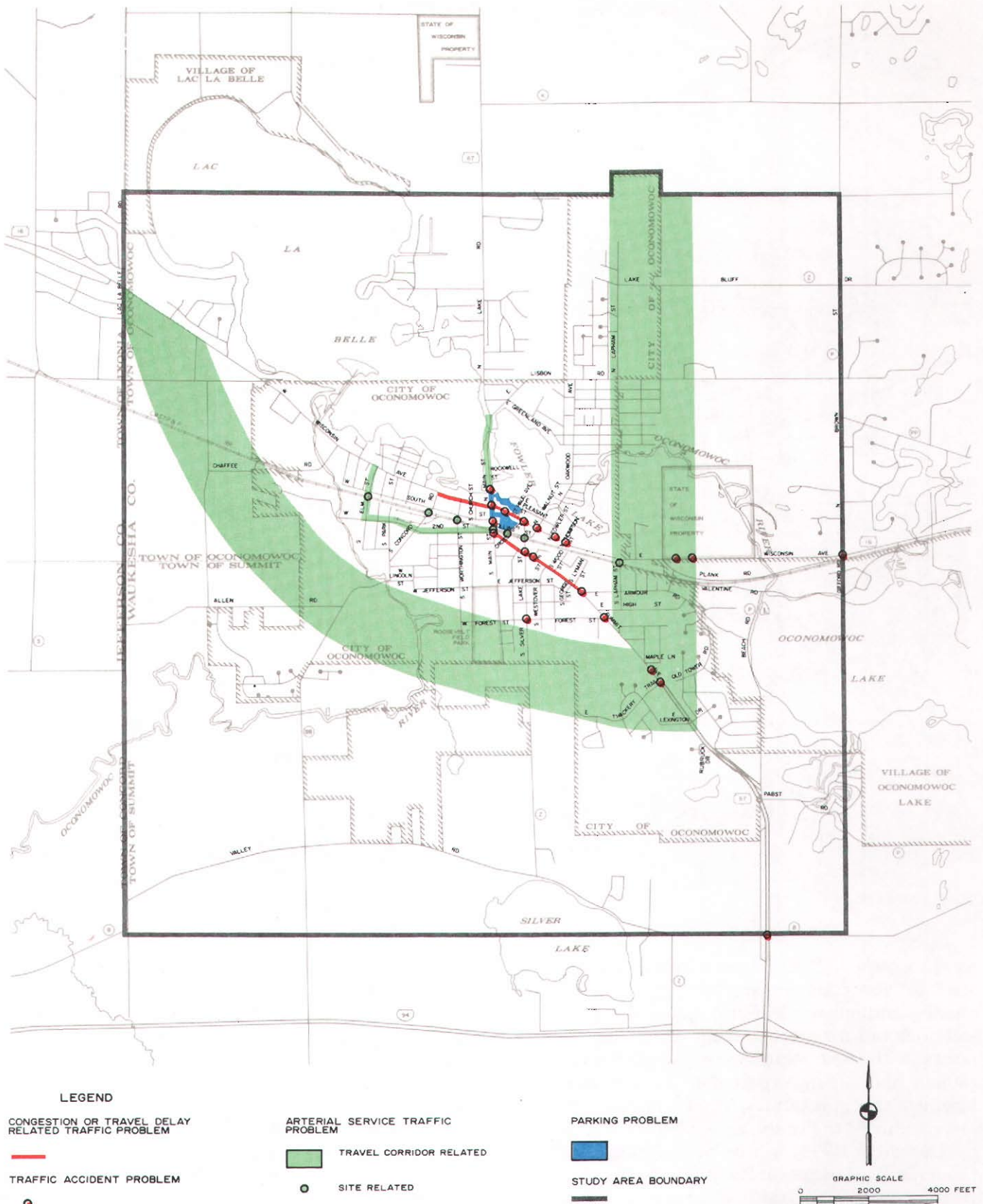
Milwaukee Northwest Side/Ozaukee County  
Transportation Improvement Study

As a result of the Regional Planning Commission's 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 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



Map 13

TRAFFIC PROBLEMS ON THE TRANSPORTATION SYSTEM OF THE  
OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA: 1979



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 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 was completed and approved by the Committee and published in November of 1978. The prospectus established the need for a study, specified the scope and content of the study, and recommended a time frame for completion and a budget for the study. The study has both a short-range TSM component and a long-range transportation system improvement component.

During 1979 the Commission staff began development of a format for reporting the results of street and highway and transit planning work to be carried out by other agencies. The updating of the demographic, economic, land use, and transportation system inventories for the northwest side study area, shown on Map 14, was essentially completed, as was the identification of problems and deficiencies of the existing transportation system.

A public involvement program for obtaining public review and comment was initiated with a public informational meeting held in Ozaukee County on September 19, 1979. Two public informational hearings were held in Milwaukee County as well, on November 13, 1979, and November 15, 1979.

A study advisory committee for the northwest side study was appointed by the Regional Planning Commission, and at its first meeting, the first two chapters of the study plan, "Introduction" and "Objectives, Principles, and Standards," were approved. At subsequent meetings, Chapter III, "Existing Characteristics of the Milwaukee Northwest Side/Ozaukee County Area," was approved, and all of Chapter IV, "Existing Transportation System Problems and Deficiencies," except the public's comments, was reviewed.

Two additional chapters, one comparing and evaluating short-range transportation systems management and transit service improvements proposed as potential solutions to existing problems and one predicting future transportation system problems and deficiencies, have been essentially completed.

#### Elderly and Handicapped Transit Planning Assistance

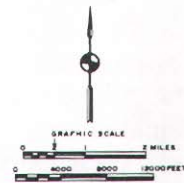
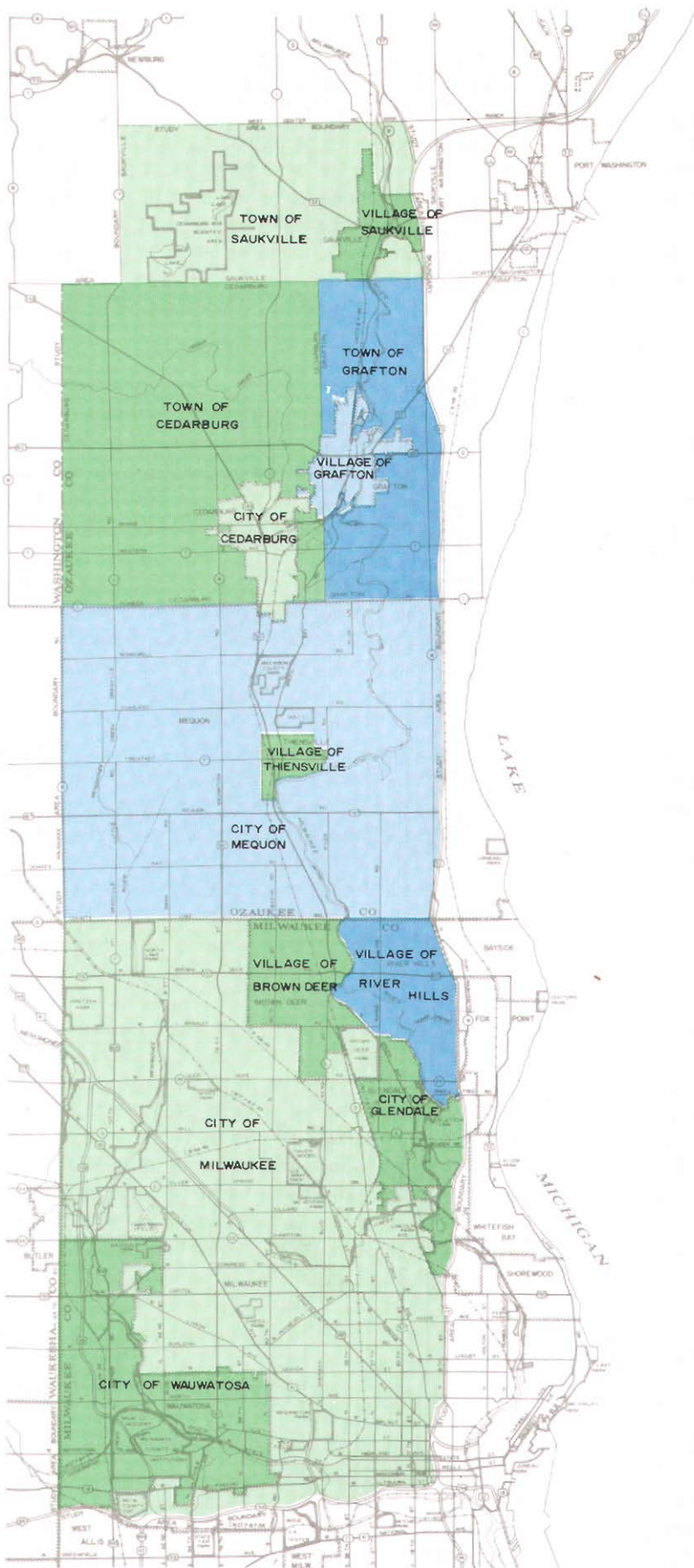
During 1979 the Regional Planning Commission staff engaged in a number of activities in cooperation with local units and agencies of government to provide assistance to local transit operators and other units of government in implementing the recommendations contained in the adopted transportation plan for transportation handicapped people in southeastern Wisconsin. The activities have included:

1. Serving on Waukesha County's Transportation Coordinating Committee and providing technical staff assistance to the Committee, which functions to coordinate agency transportation services for the elderly and handicapped in Waukesha County;
2. Continuing participation as a liaison member the Milwaukee County Task Force on Transportation for the Elderly and Handicapped, and the provision of technical staff assistance to the Task Force; and
3. Providing technical staff assistance to the four transit system operators in the development of Section 504 transition transportation plans to achieve the goal of accessible public mass transportation services and facilities, as required by the final rule (49 CFR, Part 27) issued by the U. S. Department of Transportation, which implements Section 504 of the Rehabilitation Act of 1973.

#### City of Milwaukee TSM Planning Program

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 planning studies of TSM activities. Thus, included in the Regional Planning Commission's 1979 Overall Work Program was \$64,000 (UMTA Section 9) for "pass-through" to the City in partial support of the City's \$80,000 TSM planning program. 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 the preparation of the annual TSM plan for the Milwaukee area.

**MILWAUKEE NORTHWEST SIDE/  
OZAUKEE COUNTY TRANSPORTATION  
IMPROVEMENT STUDY AREA**



Source: SEWRPC.

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, 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).

Specific planning efforts undertaken during 1979 included the following:

1. The City of Milwaukee processed construction permits for 80 bus shelters that were to be erected by Milwaukee County. The bus shelters are expected to improve ridership on the Milwaukee County Transit System and increase its attractiveness to potential bus users.
2. The City collected traffic flow data for a 61-intersection signal system on the near west side of the central business district

to be used as input to an off-line computerized traffic signal timing program called TRANSYT. An important aspect of the TRANSYT program is its ability to employ data on transit vehicle operation. The City's highest-volume transit corridor, W. Wisconsin Avenue, which runs through the center of the west side system, will be incorporated into the signal timing in an attempt to reduce delay to transit vehicles.

3. The City developed an arterial street and highway system deficiency rating system which is based on four factors:

- a. Location of areas of congestion on streets and at intersections based on the volume-to-capacity ratios;
- b. Identification of dangerous intersections based on accident statistics;
- c. Inventory of parking restrictions and parking conditions; and
- d. Identification of situations which give rise to transit operational problems.

A citywide evaluation effort is underway, with the analysis of volume-to-capacity ratios and accident statistics completed. The process of identifying problem locations and ranking them is nearly completed. It is expected that alternative solutions will be developed and evaluated early in 1980.

#### ACTION 21—WORK TIME RESCHEDULING STUDY <sup>11</sup>

The 1979 TSM recommended that a work time rescheduling study be undertaken for the Milwaukee urbanized area by the Regional Planning Commission. Four factors were identified as contributing to the need for a work time rescheduling study in the Milwaukee urbanized area: 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

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<sup>11</sup> This action was reported as Action 22 in the 1979 TSM report.



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 program 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 study was initiated in 1979, and is expected to require 18 months to complete and, therefore, will carry over into 1980. The study provides for the option of termination during its first year if it is determined from the initial analyses that the potential for additional work time rescheduling in the Milwaukee area is minimal.

During 1979 significant progress was made toward the optional termination point. An advisory committee was appointed by the Regional Planning Commission. Members of the committee represent labor and the business community, as well as federal, state, and local units of government. The advisory committee met to review: 1) the first two chapters of the study planning report, "Introduction" and "Objectives, Principles, and Standards"; 2) the survey form for the inventory of employers to determine work time rescheduling feasibility; and 3) the results of sample employer survey forms distributed to a small number of employers.

In addition to the efforts of the advisory committee, work has included the design of both employer and employee surveys to gather the information necessary to determine the feasibility of work time rescheduling. The surveys focus on existing work schedules and attitudes toward work time rescheduling. The employer survey has been conducted and analysis has begun. It is expected that the employee survey will be conducted early in 1980.

Finally, data on land use, demographic characteristics, economic activity, arterial street and highway and public transit system physical and operational characteristics, travel characteristics, traffic counts, and air quality have been inventoried. Analysis of the data has begun, including identification of existing peak-hour arterial street and public transit use and of congestion problems in peak travel hours and periods.

#### ACTION 22—ENERGY EMERGENCY CONTINGENCY PLAN<sup>12</sup>

The 1979 TSM plan recommended that the Regional Planning Commission prepare a prospectus for an energy emergency contingency

planning program in 1980 or sooner, should funding and staff time become available. During 1979 the Commission staff made preliminary preparations for undertaking this work effort, compiling materials that would be useful in the preparation of the prospectus. However, actual prospectus preparation including the formation of an appropriate advisory committee, could not be undertaken until early in 1980.

#### ACTION 23—WEEKEND AND SPECIAL EVENT TRAFFIC PLAN<sup>13</sup>

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 operation 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 1979 TSM plan recommended that during 1979 a prospectus be prepared for a planning study to analyze and evaluate traffic management and transit initiatives formulated to cope with the special traffic demands on weekends and during special events. Because of work demands for higher priority work projects, the preparation of this prospectus was not able to be undertaken in 1979.

#### SUMMARY

This chapter has provided a progress report on the status of TSM projects programmed for implementation in the 1979 annual element of the 1979-1983 TIP for the Region, and on the continuing TSM planning studies recommended to be undertaken in the 1979 TSM plan for the Region. Significant progress has been made in implementing projects and planning studies recommended under most of the 23 categories of TSM actions. The work completed to date provides a basis of support on which to build TSM implementation and planning in the Region in 1980 and the years to follow.

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<sup>12</sup> This action was reported as Action 23 in the 1979 TSM report.

<sup>13</sup> This action was reported as Action 24 in the 1979 TSM report.

## Chapter III

### A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN: 1980

#### INTRODUCTION

Presented herein is the 1980 transportation systems management plan for southeastern Wisconsin. This plan is similar to the 1979 plan, and, as in the 1979 plan, the various projects and studies which comprise the plan have been grouped under 23 categories of TSM actions. The projects listed in each category have been updated to reflect a new five-year plan implementation period extending from 1980 through 1984. The projects included in the 1980 plan are the result of a continuing and cooperative transportation systems management planning effort over the past year, an effort involving the Southeastern Wisconsin Regional Planning Commission, the Wisconsin Department of Transportation (WisDOT), the various units and agencies of local government throughout the Region, and the operators of publicly owned transit systems in the Region. The plan includes:

1. New projects and studies proposed for the first time to be implemented during the 1980 through 1984 period;
2. Those projects and studies programmed for implementation in the 1979 annual element of the adopted transportation improvement program for the Region which were started but not completed in 1979.
3. Deferred projects and studies programmed for implementation in the 1979 annual element of the adopted transportation improvement program for the Region, but not undertaken for a variety of reasons; and
4. Projects and studies included in the 1979 transportation systems management plan and programmed for implementation during the 1979 through 1983 period in the adopted 1979 through 1983 transportation improvement program for the Region.

Each project or study included in the 1980 transportation systems management plan 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 23 categories of actions in the 1980 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 1980 and 1984. 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 1980 TSM plan recommends continued ramp-metering control installation, as warranted, at various locations on the Milwaukee area freeway system where peak-hour traffic congestion is the most severe, and the upgrading of the existing system to provide for centralized freeway control and surveillance capabilities. Six freeway ramp-metering projects are proposed for implementation by the Wisconsin Department of Transportation during the updated five-year 1980 through 1984 TSM plan period as a result of this recommendation. In addition, the 1980 TSM recommends initiating the proposed SEWRPC freeway traffic management study. The seven projects have been estimated to have a total cost of \$6.4 million. Table 14 provides a description of each of the proposed projects and its estimated cost. Of the seven projects, only the proposed SEWRPC freeway traffic management study is programmed for implementation in the 1980 annual element, using Federal Highway Administration (FHWA) and WisDOT preliminary engineering funds.



Table 14

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: FREEWAY TRAFFIC MANAGEMENT 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 S COUNTY L TO THE MARQUETTE INTERCHANGE (13.90 MI.)	STATE OF WISCONSIN	LOCAL STATE FED (FAI) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAI) 136.0 1224.0 1360.0
	2	CONDUCT OF A PLANNING STUDY FOR A FREEWAY TRAFFIC CONTROL SYSTEM FOR THE MILWAUKEE URBAN AREA	STATE OF WISCONSIN AND SEWRPC	LOCAL STATE FED (FAI) .0 79.8 452.2 TOTAL 532.0	LOCAL STATE FED (FAI) 109.3 619.5 728.8
	3	RECONDITIONING AND UP-GRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 94 (E-W FREEWAY) MOORLAND RD TO MARQ. INTCHG (MILW & WAUK CO)	STATE OF WISCONSIN	LOCAL STATE FED (FAI) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAI) 118.0 1062.0 1180.0
	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 FED (FAI) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAI) 116.0 1044.0 1160.0
	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 FED (FAI) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAI) 97.0 873.0 970.0
	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 FED (FAI) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAI) 68.0 612.0 680.0
	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 FED (FAP) .0 .0 .0 TOTAL .0	LOCAL STATE FED (FAP) 75.0 225.0 300.0
REGION TOTAL 7 ACTIONS				LOCAL STATE FED 79.8 452.2 TOTAL 532.0	LOCAL STATE FED 719.3 5659.5 6378.8

Source: SEWRPC.

### ACTION 2—"STUB END" FREEWAY TREATMENTS

The 1980 TSM plan recommends the continuation of the various "stub end" freeway planning and design studies currently in progress. These studies represent an effort to better utilize the incomplete ends of the Stadium, Lake, and Park Freeways and are being conducted cooperatively by Milwaukee County, the Wisconsin Department of Transportation, and the Regional Planning Commission. It is expected that decisions on the final configuration of at least two "stub ends"—the Lake Freeway-North and the Park Freeway-East—will be forthcoming during 1980. Determination for other "stub ends" will have to await: 1) the completion of subarea planning studies in the case of the Park Freeway-West and the Stadium Freeway-North; 2) funding approval in the case of the

Stadium Freeway-South; and 3) determination by involved units of local government in the case of the Lake Freeway-South that such a study is warranted and desired.

The 1980 TSM plan further recommends that four "stub end" freeway projects be implemented by the Wisconsin Department of Transportation during the 1980 through 1984 TSM plan period. The cost of these four projects has been estimated to total \$26.1 million. Table 15 provides a description of each proposed project and its estimated total cost.

### ACTION 3—IMPROVED TRANSIT SERVICE

The 1980 TSM plan recommends the continued provision, improvement, and expansion of local general public bus services by the Cities of Kenosha

Table 15

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 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 N-S FREEWAY AT THE HILLSIDE INTERCHANGE WEST TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	STATE OF WISCONSIN	LOCAL STATE 560.0 FED (FAI) 5040.0 TOTAL 5600.0	LOCAL STATE 1110.0 FED (FAI) 9990.0 TOTAL 11100.0
	2	CONSTRUCTION OF THE LAKE INTERCHANGE ON THE LAKE FREEWAY IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE .0 FED (FAI) .0 TOTAL .0	LOCAL STATE 1457.5 FED (FAI) 13117.5 TOTAL 14575.0
	3	CONST. OF A CONNECTION FROM THE STADIUM FWY. AT W. LISBON AVE. AND W. NORTH AVE. TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	STATE OF WISCONSIN	LOCAL STATE 12.5 FED (FAP) 37.5 TOTAL 50.0	LOCAL STATE 12.5 FED (FAP) 37.5 TOTAL 50.0
	4	CONSTRUCTION OF AN INTERIM RAMP CONNECTION AT THE EASTERN STUB END OF PARK FREEWAY (EAST) AT JACKSON ST. IN MILWAUKEE (0.20 MI)	STATE OF WISCONSIN	LOCAL STATE .0 FED (FAP) .0 TOTAL .0	LOCAL STATE 30.0 FED (FAP) 225.0 TOTAL 255.0
REGION TOTAL 4 ACTIONS				LOCAL STATE 572.5 FED 5077.5 TOTAL 5650.0	LOCAL STATE 30.0 FED 23370.0 TOTAL 26055.0

Source: SEWRPC.

and Racine, and the Counties of Milwaukee and Waukesha, as well as the continued provision, improvement, and expansion of the 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 reside in autoless households. As a result of these recommendations, 35 transit service improvement projects are proposed for implementation by various local agencies and units of government throughout the Region. The cost of these 35 projects has been estimated to total \$379.1 million. Table 16 provides a description of each project and its estimated total cost.

#### **ACTION 4—TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION**

The 1980 TSM plan recommends the continued implementation of traffic signing, pavement marking, and signalization as necessary to improve the operating efficiency of the existing street and

highway system. As a result, a total of 125 new or continuing projects of this type, having a total estimated cost of \$10.3 million, are recommended for implementation during the 1980 through 1984 period. Table 17 provides a description of the traffic signing, pavement marking, and signalization projects proposed for implementation in the updated 1980 TSM plan for the Kenosha, Milwaukee, and Racine urbanized areas and the rural areas of the Region.

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

The 1980 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, 19 new or continuing projects of this type, having a total estimated cost of \$10.7 million, are recommended for implementation during the 1980 through 1984 period. Table 18 provides a description of the park-ride and/or park-and-pool lot construction projects proposed for implementation in the updated 1980 TSM plan for the Milwaukee urbanized area and the rural areas of the Region.

Table 16

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 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 VEHICLES FOR PROVIDING SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE	STATE OF WISCONSIN	LOCAL .0 STATE 8.0 FED 32.0 (UMTA 1682) TOTAL 40.0	LOCAL .0 STATE 8.0 FED 32.0 (UMTA 1682) TOTAL 40.0
	2	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/HANDICAPPED IN KENOSHA COUNTY	KENOSHA COUNTY	LOCAL 5.0 STATE 50.0 FED .0 TOTAL 55.0	LOCAL 10.0 STATE 100.0 FED .0 TOTAL 110.0
	3	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 238.9 STATE 46.6 FED 702.5 (UMTA5) TOTAL 1405.0	LOCAL 1458.3 STATE 283.7 FED 4289.0 (UMTA5) TOTAL 8578.0
	4	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & HANDICAPPED PEOPLE IN THE KENOSHA URBANIZED AREA	C/KENOSHA	LOCAL 3.4 STATE 6.6 FED 10.0 (UMTA5) TOTAL 20.0	LOCAL 3.4 STATE 6.6 FED 10.0 (UMTA5) TOTAL 20.0
	5	PURCHASE 5 NEW BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 115.0 STATE .0 FED 460.0 (UMTA3) TOTAL 575.0	LOCAL 115.0 STATE .0 FED 460.0 (UMTA3) TOTAL 575.0
MILWAUKEE URBANIZED AREA	6	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN OZAUKEE COUNTY	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
	7	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR THE ELDERLY AND 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
	8	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 10.0 FED 40.0 (UMTA 1682) TOTAL 50.0	LOCAL .0 STATE 10.0 FED 40.0 (UMTA 1682) TOTAL 50.0
	9	PURCHASE OF VEHICLES FOR PRIVATE NON-PROFIT AGENCIES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR E&H PEOPLE IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 75.4 FED 76.0 (UMTA 1682) TOTAL 151.4	LOCAL .0 STATE 380.0 FED 377.0 (UMTA 1682) TOTAL 757.0
	10	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 8050.0 STATE 8350.0 FED 10600.0 (UMTA5) TOTAL 27000.0	LOCAL 122700.0 STATE 56700.0 FED 55000.0 (UMTA5) TOTAL 234400.0
	11	PURCHASE NEW BUSES FOR THE MILWAUKEE CO TRANSIT SYSTEM 180 VEH-1980 100 VEH-1981, 50 VEH-1982, 50 VEH-1983, 50 VEH-1984	MILWAUKEE COUNTY	LOCAL 5712.0 STATE .0 FED 22848.0 (UMTA3) TOTAL 28560.0	LOCAL 14600.0 STATE .0 FED 58400.0 (UMTA3) TOTAL 73000.0
	12	PURCHASE ROUTE SUPERVISOR VEHICLES FOR MIL CO TRANSIT SYSTEM 13 VEH-1980, 6 VEH-1981, 6 VEH-1982, 6 VEH-1983, 6 VEH-1984	MILWAUKEE COUNTY	LOCAL 17.5 STATE .0 FED 69.8 (UMTA3) TOTAL 87.3	LOCAL 56.6 STATE .0 FED 226.4 (UMTA3) TOTAL 283.0
	13	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 638.4 STATE .0 FED 2553.6 (UMTA3) TOTAL 3192.0	LOCAL 1819.8 STATE .0 FED 7279.2 (UMTA3) TOTAL 9099.0
	14	PROVISION OF A HANDICAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL 560.0 STATE 440.0 FED .0 TOTAL 1000.0	LOCAL 560.0 STATE 440.0 FED .0 TOTAL 1000.0
				TOTAL 1000.0	TOTAL 1000.0

Table 16 (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 <sup>a</sup>	IMPLEMENTATION OF MANAGEMENT INFORMATION SYSTEM STUDY RECOMMENDATIONS BY THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 115.0 STATE .0 FED 460.0 (UMTA3)	TOTAL 575.0	LOCAL 115.0 STATE .0 FED 460.0 (UMTA3)	TOTAL 575.0
	16	ACQUISITION OF PHYSICAL ASSET AND RELATED ITEMS OF THE MILWAUKEE AND SUBURBAN TRANSPORT CORPORATION	MILWAUKEE COUNTY	LOCAL 3200.0 STATE .0 FED 12800.0 (UMTA3)	TOTAL 16000.0	LOCAL 3200.0 STATE .0 FED 12800.0 (UMTA3)	TOTAL 16000.0
	17	CONSTRUCTION OF A NEW TRANSPORTATION BUILDING AT THE FIEBRANTZ OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (UMTA3)	TOTAL .0	LOCAL 212.0 STATE .0 FED 848.0 (UMTA3)	TOTAL 1060.0
	18	CONST BUS MAINT/STORAGE FACILITY AT PROPSD MIL CTY TRANSIT SYSTEM WATERTOWN PLANK ROAD MAINT/OPERATING FAC AT COUNTY INSTITUTIONS	MILWAUKEE COUNTY	LOCAL 200.0 STATE .0 FED 800.0 (UMTA3)	TOTAL 1000.0	LOCAL 4004.0 STATE .0 FED 16016.0 (UMTA3)	TOTAL 20020.0
	19	CONSTRUCTION OF A MAINTENANCE/STORAGE FACILITY AT THE FOND DU LAC AVE OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 330.0 STATE .0 FED 1320.0 (UMTA3)	TOTAL 1650.0	LOCAL 820.0 STATE .0 FED 3280.0 (UMTA3)	TOTAL 4100.0
	20	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	WAUKESHA COUNTY	LOCAL 28.6 STATE 73.4 FED 102.0 (UMTA5)	TOTAL 204.0	LOCAL 28.6 STATE 73.4 FED 102.0 (UMTA5)	TOTAL 204.0
	21	PROVISION OF USER-SIDE SUBSIDY AND DEMAND RESPONSIVE TRANSPORTATION FOR ELDERLY AND HANDICAPPED IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL 6.6 STATE 65.9 FED .0	TOTAL 72.5	LOCAL 13.2 STATE 131.9 FED .0	TOTAL 145.1
	22	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE	WAUKESHA COUNTY	LOCAL 1.5 STATE 14.7 FED .0	TOTAL 16.2	LOCAL 2.9 STATE 29.5 FED .0	TOTAL 32.4
RACINE URBANIZED AREA	23	PURCHASE OF VEHICLES 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
	24	OPERATING SUBSIDY FOR THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 222.3 STATE 345.4 FED 567.7 (UMTA5)	TOTAL 1135.4	LOCAL 1307.1 STATE 1960.6 FED 3267.7 (UMTA5)	TOTAL 6535.4
	25	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR EGM PEOPLE IN THE CITY OF RACINE THROUGH LINCOLN LUTHERAN SPEC. TRANSP.	C/RACINE	LOCAL 221.0 STATE 49.0 FED 30.0 (UMTA5)	TOTAL 300.0	LOCAL 221.0 STATE 49.0 FED 30.0 (UMTA5)	TOTAL 300.0
	26	CONSTRUCTION OF MODIFICATIONS TO THE KENTUCKY ST OPERATING GARAGE OF THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 12.3 STATE .0 FED 49.0 (UMTA5)	TOTAL 61.3	LOCAL 12.3 STATE .0 FED 49.0 (UMTA5)	TOTAL 61.3
	27	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 2.9 STATE .0 FED 11.4 (UMTA5)	TOTAL 14.3

<sup>a</sup>The systems study which this project seeks to implement has not as yet been completed. In particular, a final determination has not yet been made as to the location of the central data processing unit which would enable implementation of the system recommendations. It is anticipated that the systems study will be completed with final recommendations early in 1980. Accordingly, it is recommended that the project to implement the system be approved and the required monies be programmed so that implementation of the recommendations can proceed immediately upon completion of the study.

Table 16 (continued)

AREA OF THE REGION	NO.	PROJECT	IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
		DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RACINE URBANIZED AREA (CONTINUED)	28	PURCHASE AND INSTALL A PAINT BOOTH IN RACINE TRANSIT SYSTEM GARAGE	C/RACINE	LOCAL STATE FED (UMTA5)	.0 .0 .0 0.0	LOCAL STATE FED (UMTA5)	8.9 .0 35.6 44.5
	29	PURCHASE OF EQUIPMENT FOR MAJOR REPAIRS OF BUSES OF THE RACINE TRANSIT SYSTEM	C/RACINE	LOCAL STATE FED (UMTA5)	.0 .0 .0 0.0	LOCAL STATE FED (UMTA5)	13.2 .0 52.8 66.0
	30	PURCHASE OF 17 NEW BUSES FOR THE RACINE TRANSIT SYSTEM 10 VEH-1980, 7 VEH-1981	C/RACINE	LOCAL STATE FED (UMTA5)	93.8 93.8 750.6 938.2	LOCAL STATE FED (UMTA5)	162.8 162.8 1302.4 1628.0
RURAL AREAS OF THE REGION	31	PURCHASE OF ONE VAN FOR THE PROVISION OF SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (UMTA 1682) TOTAL	.0 2.0 8.0 10.0	LOCAL STATE FED (UMTA 1682) TOTAL	.0 2.0 8.0 10.0
	32	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	OZAUKEE COUNTY	LOCAL STATE FED TOTAL	23.8 .0 .0 23.8	LOCAL STATE FED TOTAL	47.6 .0 .0 47.6
	33	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/HANDICAPPED PEOPLE IN RACINE COUNTY	RACINE COUNTY	LOCAL STATE FED TOTAL	6.8 68.4 .0 75.2	LOCAL STATE FED TOTAL	13.6 136.8 .0 150.4
	34	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	WALWORTH COUNTY	LOCAL STATE FED TOTAL	34.8 .0 .0 34.8	LOCAL STATE FED TOTAL	69.5 .0 .0 69.5
	35	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/HANDICAPPED PEOPLE IN WASHINGTON COUNTY	WASHINGTON COUNTY	LOCAL STATE FED TOTAL	2.8 28.0 .0 30.8	LOCAL STATE FED TOTAL	5.6 56.0 .0 61.6
REGION TOTAL 35 ACTIONS				LOCAL STATE FED TOTAL	19839.5 10162.2 54351.2 84352.9	LOCAL STATE FED TOTAL	151583.3 63095.3 164448.5 379127.1

Source: SEWRPC.

## ACTION 6—TRANSIT ROUTE EVALUATION

The 1980 TSM plan 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 changes in such routes and schedules as may be found desirable, be continued. It is further recommended that, drawing on these ongoing studies, 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. It specifically recommended that the City of Kenosha, with technical assistance from the Regional Planning Commission, complete the preparation of an updated

TSPP during 1980. This update will be funded through the Commission's continuing regional land use-transportation-air quality planning program. It is recommended that the City of Racine also prepare a major update of its TSPP in 1980, with the assistance of the Regional Planning Commission. This update, too, will be funded through the Commission's continuing regional land use-transportation-air quality planning program.

It is recommended that Milwaukee County continue its ongoing transit system service study, and that a report summarizing work to date be completed by December 31, 1980. Funding for the study in 1980, as contained in the Commission's 1980 Overall Work Program, totals \$220,000, including \$176,000 in UMTA Section 9 funds and \$44,000 in county funds. In addition, a final

Table 17

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 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	RECONDITIONING OF TRAFFIC SIGNALS ON STH 50 AT THE STH 31 INTERSECTION IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	20.0 0.0 0.0	LOCAL STATE FED	20.0 0.0 0.0
				TOTAL	20.0	TOTAL	20.0
	2	INSTALLATION OF TRAFFIC SIGNALS ON STH 32 (SHERIDAN RD) AT 91ST ST IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL STATE FED	.0 0.0 0.0	LOCAL STATE FED	30.0 0.0 0.0
				TOTAL	.0	TOTAL	30.0
	3	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	50.0 0.0 0.0
				TOTAL	10.0	TOTAL	50.0
	4	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	50.0 0.0 0.0
				TOTAL	10.0	TOTAL	50.0
MILWAUKEE URBANIZED AREA	5	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)	2.5 0.0 22.5	LOCAL STATE FED (RHGC)	2.5 0.0 22.5
				TOTAL	25.0	TOTAL	25.0
	6	RECONDITIONING OF TRAFFIC SIGNS ALONG IH 43 FROM MILWAUKEE TO GRAFTON	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 0.0 0.0	LOCAL STATE FED (SAFE)	.0 2.5 22.5
				TOTAL	.0	TOTAL	25.0
	7	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	LOCAL STATE FED (RHGC)	5.0 0.0 45.0
				TOTAL	.0	TOTAL	50.0
	8	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT ELM GROVE RD IN THE VILLAGE OF ELM GROVE	STATE OF WISCONSIN	LOCAL STATE FED	.0 5.0 0.0	LOCAL STATE FED	.0 5.0 0.0
				TOTAL	5.0	TOTAL	5.0
	9	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	LOCAL STATE FED (SAFE)	.0 1.0 9.0
				TOTAL	.0	TOTAL	10.0
	10	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	LOCAL STATE FED (SAFE)	.0 4.0 36.0
				TOTAL	.0	TOTAL	40.0
	11	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	LOCAL STATE FED (SAFE)	.0 3.0 27.0
				TOTAL	.0	TOTAL	30.0
	12	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(8.65MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 0.0 0.0	LOCAL STATE FED (FAI)	.0 55.0 495.0
				TOTAL	.0	TOTAL	550.0
	13	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)	.0 0.0 0.0	LOCAL STATE FED (FAI)	.0 55.0 495.0
				TOTAL	.0	TOTAL	550.0
	14	RECONDITIONING OF TRAFFIC SIGNS ON IH 894 (ZOO & AIRPORT FREEWAY) FROM ZOO INTCHG TO MITCHELL INTERCHANGE IN MILWAUKEE CO (9.35 MI)	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 0.0 0.0	LOCAL STATE FED (FAI)	.0 55.0 495.0
				TOTAL	.0	TOTAL	550.0
	15	RECONDITIONING OF TRAFFIC SIGNS ON IH-43 (N-S FREEWAY) FROM MARQUETTE INTCHG TO LEXINGTON IN CITIES OF MILWAUKEE & GLENDALE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 0.0 0.0	LOCAL STATE FED (FAI)	.0 13.0 117.0
				TOTAL	.0	TOTAL	130.0



Table 17 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	16	RECONDITIONING OF TRAFFIC SIGNS ON THE INTERSTATE SYSTEM IN MILWAUKEE, RACINE AND KENOSHA COUNTIES	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 20.5 184.5	LOCAL STATE FED (FAI)	.0 20.5 184.5
				TOTAL	205.0	TOTAL	205.0
	17	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)	.0 .0 .0	LOCAL STATE FED (RHGC)	4.0 .0 36.0
				TOTAL	.0	TOTAL	40.0
	18	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT THE CALHOUN RD INTERSECTION IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL STATE FED	.0 20.0 .0	LOCAL STATE FED	.0 20.0 .0
				TOTAL	20.0	TOTAL	20.0
	19	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 15.0 .0	LOCAL STATE FED	.0 15.0 .0
				TOTAL	15.0	TOTAL	15.0
	20	RECONDITIONING OF TRAFFIC SIGNALS ON STH 59 AT THE SUNSET DR INTERSECTION IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL STATE FED	.0 35.0 .0	LOCAL STATE FED	.0 35.0 .0
				TOTAL	35.0	TOTAL	35.0
	21	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	.0 30.0 .0
				TOTAL	30.0	TOTAL	30.0
	22	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MAIN ST INTERSECTION IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 3.5 31.5	LOCAL STATE FED (HHL)	.0 3.5 31.5
				TOTAL	35.0	TOTAL	35.0
	23	INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF STH 57 AND LINCOLN AVENUE IN THE CITY OF CEDARBURG	C/CEDARBURG	LOCAL STATE FED (HHL)	3.0 .0 27.0	LOCAL STATE FED (HHL)	3.0 .0 27.0
				TOTAL	30.0	TOTAL	30.0
	24	INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF STH 60 AND 17TH AVE IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (HHL)	.0 .0 .0	LOCAL STATE FED (HHL)	2.5 .0 22.5
				TOTAL	.0	TOTAL	25.0
	25	INSTALLATION OF SIGNALS AT THE INTERSECTION OF STH 57 AND FALLS ROAD IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (HHL)	3.5 .0 31.5	LOCAL STATE FED (HHL)	3.5 .0 31.5
				TOTAL	35.0	TOTAL	35.0
	26	PAVEMENT MARKING OF VARIOUS ROADS IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (PM)	.0 .0 10.0	LOCAL STATE FED (PM)	.0 .0 10.0
				TOTAL	10.0	TOTAL	10.0
	27	PAVEMENT MARKING OF VARIOUS CTH'S IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED (PM)	.0 .0 175.0	LOCAL STATE FED (PM)	.0 .0 175.0
				TOTAL	175.0	TOTAL	175.0
	28	PAVEMENT MARKINGS FOR VARIOUS LOCAL STREETS IN THE VILLAGE OF BROWN DEER	V/BROWN DEER	LOCAL STATE FED (PM)	.0 .0 42.0	LOCAL STATE FED (PM)	.0 .0 42.0
				TOTAL	42.0	TOTAL	42.0
	29	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	C/CUDAHY	LOCAL STATE FED (PM)	.0 .0 40.0	LOCAL STATE FED (PM)	.0 .0 40.0
				TOTAL	40.0	TOTAL	40.0
	30	PAVEMENT MARKING AT VARIOUS LOCATIONS OFF THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	C/CUDAHY	LOCAL STATE FED (PM)	.0 .0 6.0	LOCAL STATE FED (PM)	.0 .0 6.0
				TOTAL	6.0	TOTAL	6.0
	31	MODIFICATION OF SIGNALS ON BRADLEY RD AT THE C&NW T CO CROSSING IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL STATE FED (RHGC)	1.5 .0 13.5	LOCAL STATE FED (RHGC)	1.5 .0 13.5
				TOTAL	15.0	TOTAL	15.0

Table 17 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	32	MODIFICATION OF SIGNALS ON GREENTREE RD AT THE C&N W T CO CROSSING IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL STATE FED (RHGC)	.2 .0 1.8	LOCAL STATE FED (RHGC)	.2 .0 1.8
				TOTAL	2.0	TOTAL	2.0
	33	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF FRANKLIN	C/FRANKLIN	LOCAL STATE FED (PM)	.0 .0 15.0	LOCAL STATE FED (PM)	.0 .0 15.0
				TOTAL	15.0	TOTAL	15.0
	34	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL STATE FED (PM)	.0 .0 11.0	LOCAL STATE FED (PM)	.0 .0 11.0
				TOTAL	11.0	TOTAL	11.0
	35	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM)	.0 .0 20.0	LOCAL STATE FED (PM)	.0 .0 20.0
				TOTAL	20.0	TOTAL	20.0
	36	RECONDITIONING 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 .0 22.5	LOCAL STATE FED (HHL)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	37	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM)	.0 .0 19.0	LOCAL STATE FED (PM)	.0 .0 19.0
				TOTAL	19.0	TOTAL	19.0
	38	PAVEMENT MARKING ON VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF GREENFIELD	C/GREENFIELD	LOCAL STATE FED (PM)	.0 .0 8.0	LOCAL STATE FED (PM)	.0 .0 8.0
				TOTAL	8.0	TOTAL	8.0
	39	PAVEMENT MARKING ON VARIOUS LOCAL STREETS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF GREENFIELD	C/GREENFIELD	LOCAL STATE FED (PM)	.0 .0 14.0	LOCAL STATE FED (PM)	.0 .0 14.0
				TOTAL	14.0	TOTAL	14.0
	40	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF HALES CORNERS	V/HALES CORNERS	LOCAL STATE FED (PM)	.0 .0 2.0	LOCAL STATE FED (PM)	.0 .0 2.0
				TOTAL	2.0	TOTAL	2.0
	41	PAVEMENT MARKING AT VARIOUS LOCATIONS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF HALES CORNERS	V/HALES CORNERS	LOCAL STATE FED (PM)	.0 .0 3.0	LOCAL STATE FED (PM)	.0 .0 3.0
				TOTAL	3.0	TOTAL	3.0
	42	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (PM)	.0 .0 220.0	LOCAL STATE FED (PM)	.0 .0 330.0
				TOTAL	220.0	TOTAL	330.0
	43	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	61.5 .0 .0	LOCAL STATE FED	165.0 .0 .0
				TOTAL	61.5	TOTAL	165.0
	44	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	263.4 .0 .0	LOCAL STATE FED	706.0 .0 .0
				TOTAL	263.4	TOTAL	706.0
	45	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	51.8 .0 .0
				TOTAL	36.0	TOTAL	51.8
	46	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	123.0 .0 .0	LOCAL STATE FED	330.0 .0 .0
				TOTAL	123.0	TOTAL	330.0
	47	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED	123.0 .0 .0	LOCAL STATE FED	330.0 .0 .0
				TOTAL	123.0	TOTAL	330.0

Table 17 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	48	INSTALLATION OF A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	112.5 337.5	LOCAL STATE FED (FAU)	221.3 663.7
				TOTAL	450.0	TOTAL	885.0
	49	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	50.0 150.0	LOCAL STATE FED (FAU)	125.0 375.0
				TOTAL	200.0	TOTAL	500.0
	50	INSTALLATION OF STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (FAU)	59.5 178.3	LOCAL STATE FED (FAU)	209.5 628.3
				TOTAL	237.8	TOTAL	837.8
	51	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 40.5	LOCAL STATE FED (RHGC)	4.5 40.5
				TOTAL	45.0	TOTAL	45.0
	52	TRAFFIC SIGNAL IMPROVEMENTS AT EIGHT LOCATIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (SAFE)	25.5 85.6	LOCAL STATE FED (SAFE)	25.5 85.6
				TOTAL	111.1	TOTAL	111.1
	53	INSTALLATION OF SIGNALS ON E PUETZ 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 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	54	INSTALLATION OF SIGNALS ON E 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 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	55	INSTALLATION OF 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 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	56	INSTALLATION OF SIGNALS ON E OAKWOOD RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.5 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	57	INSTALLATION OF SIGNALS ON E 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 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	58	INSTALLATION OF 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 22.5	LOCAL STATE FED (RHGC)	2.5 22.5
				TOTAL	25.0	TOTAL	25.0
	59	PAVEMENT MARKING AND SIGNING OF 14 RR CROSSINGS IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	.4 3.6	LOCAL STATE FED (RHGC)	.4 3.6
				TOTAL	4.0	TOTAL	4.0
	60	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE VILLAGE OF RIVER HILLS	V/RIVER HILLS	LOCAL STATE FED (PM)	.0 11.0	LOCAL STATE FED (PM)	.0 11.0
				TOTAL	11.0	TOTAL	11.0
	61	PAVEMENT MARKING OF SCHOOL CROSSLINKS ON VARIOUS LOCAL STREETS IN THE VILLAGE OF SHOREWOOD	V/SHOREWOOD	LOCAL STATE FED (PM)	.0 20.0	LOCAL STATE FED (PM)	.0 20.0
				TOTAL	20.0	TOTAL	20.0
	62	INTERCONNECTION OF SIGNALS ON STH 190 (E CAPITOL DR) FROM WILSON TO LAKE DR IN THE VILLAGE OF SHOREWOOD (1.07 MI)	V/SHOREWOOD	LOCAL STATE FED (HHL)	9.0 81.0	LOCAL STATE FED (HHL)	9.0 81.0
				TOTAL	90.0	TOTAL	90.0
	63	PAVEMENT MARKING OF STH 32 (CHICAGO AVE) FROM MARQUETTE AVE TO COLLEGE AVE IN THE CITY OF SOUTH MILWAUKEE (1.60 MI)	C/SOUTH MILWAUKEE	LOCAL STATE FED (PM)	.0 28.0	LOCAL STATE FED (PM)	.0 28.0
				TOTAL	28.0	TOTAL	28.0

Table 17 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$'000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	64	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	375.0 .0 .0
				TOTAL	.0	TOTAL	375.0
	65	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	.0 .0 .0	LOCAL STATE FED	23.0 .0 .0
				TOTAL	.0	TOTAL	23.0
	66	PAVEMENT MARKING AT VARIOUS LOCATIONS ON AND OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (PM)	.0 .0 25.0	LOCAL STATE FED (PM)	.0 .0 25.0
				TOTAL	25.0	TOTAL	25.0
	67	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 (OTHER FED) TOTAL	.0 .0 30.0 30.0	LOCAL STATE FED (OTHER FED) TOTAL	.0 .0 30.0 30.0
	68	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 (OTHER FED) TOTAL	.0 .0 50.0 50.0	LOCAL STATE FED (OTHER FED) TOTAL	.0 .0 50.0 50.0
	69	RECONDITIONING OF SIGNALS AT TWO RAILROAD CROSSINGS ON THE FEDERAL-AID SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	4.0 .0 36.0 40.0
	70	PAVEMENT MARKING ON VARIOUS LOCAL STREETS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (PM) TOTAL	.0 .0 34.0 34.0	LOCAL STATE FED (PM) TOTAL	.0 .0 34.0 34.0
	71	PAVEMENT MARKING ON VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (PM) TOTAL	.0 .0 30.0 30.0	LOCAL STATE FED (PM) TOTAL	.0 .0 30.0 30.0
	72	PAVEMENT MARKING ON W GREENFIELD AVE FROM S 49TH ST TO S 38TH ST IN THE VILLAGE OF WEST MILWAUKEE (0.70 MI)	V/WEST MILWAUKEE	LOCAL STATE FED (PM) TOTAL	.0 .0 22.0 22.0	LOCAL STATE FED (PM) TOTAL	.0 .0 22.0 22.0
	73	INSTALLATION OF RR SIGNALS AT C&NW T CO CROSSING OF GREENFIELD AVE NEAR 42ND ST IN THE VILLAGE OF W MILWAUKEE & CITY OF MILWAUKEE	V/WEST MILWAUKEE	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0
	74	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	5.5 .0 49.5 55.0	LOCAL STATE FED (HHL) TOTAL	5.5 .0 49.5 55.0
	75	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 11.0 11.0	LOCAL STATE FED (PM) TOTAL	.0 .0 11.0 11.0
	76	PAVEMENT MARKING ON LAKE DR FROM SOUTH VILLAGE LIMITS TO SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY (2.0 MI)	V/WHITEFISH BAY	LOCAL STATE FED (PM) TOTAL	.0 .0 22.0 22.0	LOCAL STATE FED (PM) TOTAL	.0 .0 22.0 22.0
	77	SIGNAL MODIFICATION AT THE INTERSECTION OF SILVER SPRING DR AND SANTA MONICA IN THE VILLAGE OF WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (HHL) TOTAL	2.2 .0 19.8 22.0	LOCAL STATE FED (HHL) TOTAL	2.2 .0 19.8 22.0
	78	PAVEMENT MARKING OF VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF WHITEFISH BAY	V/WHITEFISH BAY	LOCAL STATE FED (PM) TOTAL	.0 .0 11.0 11.0	LOCAL STATE FED (PM) TOTAL	.0 .0 11.0 11.0
	79	PAVEMENT MARKING ON VARIOUS STREETS IN THE VILLAGE OF GERMANTOWN	V/GERMANTOWN	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0

Table 17 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	80	INSTALLATION OF TRAFFIC SIGNALS AND RECONSTRUCTION OF THE INTERSECTION OF CTH A AND CTH E IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE)	9.5 85.5	LOCAL STATE FED (SAFE)	9.5 85.5
				TOTAL	95.0	TOTAL	95.0
	81	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED	8.0 .0	LOCAL STATE FED	8.0 .0
				TOTAL	8.0	TOTAL	8.0
	82	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	LOCAL STATE FED	30.0 .0
				TOTAL	.0	TOTAL	30.0
	83	RECONDITIONING OF CROSSING GATES AND SIGNALS AT THE MARCY RD CROSSING OF THE CGNW RR IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	.0 .0	LOCAL STATE FED	20.0 .0
				TOTAL	.0	TOTAL	20.0
	84	INSTALLATION OF TRAFFIC SIGNALS ON CALHOUN RD AT THE RYERSON RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	.0 .0	LOCAL STATE FED	25.0 .0
				TOTAL	.0	TOTAL	25.0
	85	PAVEMENT MARKING ON VARIOUS ROADS IN THE VILLAGE OF SUSSEX	V/SUSSEX	LOCAL STATE FED (PM)	.0 4.0	LOCAL STATE FED (PM)	.0 4.0
				TOTAL	4.0	TOTAL	4.0
	86	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MANHATTAN DR INTERSECTION IN THE CITY OF WAUKESHA	C/WAUKESHA	LOCAL STATE FED (HHL)	.0 .0	LOCAL STATE FED (HHL)	6.0 14.0
				TOTAL	.0	TOTAL	20.0
RACINE URBANIZED AREA	87	RECONDITIONING TRAFFIC SIGNALS ON STH 32 AT THE DURAND RD INTERSECTION IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 2.0 18.0	LOCAL STATE FED (HHL)	.0 2.0 18.0
				TOTAL	20.0	TOTAL	20.0
	88	INSTALLATION OF TRAFFIC SIGNALS ON STH 20 AT THE EMMERTSEN RD INTERSECTION IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 30.0	LOCAL STATE FED (SAFE)	.0 30.0
				TOTAL	30.0	TOTAL	30.0
	89	INSTALLATION OF TRAFFIC SIGNALS ON STH 11 AT THE KENTUCKY ST INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 .0	LOCAL STATE FED (SAFE)	.0 22.5
				TOTAL	.0	TOTAL	25.0
	90	RECONDITIONING TRAFFIC SIGNALS ON STH 11 AT THE STH 31 INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 5.0 15.0	LOCAL STATE FED (FAP)	.0 5.0 15.0
				TOTAL	20.0	TOTAL	20.0
	91	INSTALLATION OF TRAFFIC SIGNALS/INTERCONNECT ON STH 31 AT THE 16TH ST, 21ST ST, AND GRACELAND INTERSECTIONS IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	.0 80.0	LOCAL STATE FED	.0 80.0
				TOTAL	80.0	TOTAL	80.0
	92	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	16.5 .0	LOCAL STATE FED	76.5 .0
				TOTAL	16.5	TOTAL	76.5
	93	PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED (PM)	.0 33.0	LOCAL STATE FED (PM)	.0 33.0
				TOTAL	33.0	TOTAL	33.0
RURAL AREAS OF THE REGION	94	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 AT VARIOUS LOCATIONS IN RACINE AND KENOSHA COUNTIES	STATE OF WISCONSIN	LOCAL STATE FED (SAFE)	.0 .0	LOCAL STATE FED (SAFE)	.0 12.5
				TOTAL	.0	TOTAL	125.0
	95	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE MILWAUKEE ROAD CROSSING IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	6.5 58.5	LOCAL STATE FED (RHGC)	6.5 58.5
				TOTAL	65.0	TOTAL	65.0

Table 17 (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)	96	INSTALLATION OF TRAFFIC SIGNALS ON STH 50 AT THE INTERSECTION WITH WRIGHT ST IN THE CITY OF DELAVAN	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 3.0 27.0	LOCAL STATE FED (HHL)	.0 3.0 27.0
				TOTAL	30.0	TOTAL	30.0
	97	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)	.0 .0 .0	LOCAL STATE FED (SAFE)	.0 .0 27.0
				TOTAL	.0	TOTAL	30.0
	98	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)	4.0 .0 36.0	LOCAL STATE FED (RHGC)	4.0 .0 36.0
				TOTAL	40.0	TOTAL	40.0
	99	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH Q AT THE SOD LINE RAILROAD CROSSING IN THE TOWN OF RICHFIELD	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	5.5 .0 49.5	LOCAL STATE FED (RHGC)	5.5 .0 49.5
				TOTAL	55.0	TOTAL	55.0
	100	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)	4.0 .0 36.0	LOCAL STATE FED (RHGC)	4.0 .0 36.0
				TOTAL	40.0	TOTAL	40.0
	101	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 67 AND THACKERY TRAIL IN THE CITY OF OCONOMOWOC	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 3.0 27.0	LOCAL STATE FED (HHL)	.0 3.0 27.0
				TOTAL	30.0	TOTAL	30.0
	102	INSTALLATION OF CROSSING GATES AND SIGNALS IN CTH DE AT THE MILWAUKEE ROAD CROSSING IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	4.0 .0 36.0	LOCAL STATE FED (RHGC)	4.0 .0 36.0
				TOTAL	40.0	TOTAL	40.0
	103	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH T AT THE C&NW RR CROSSING (WEST MAINLINE) IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	4.5 .0 40.5	LOCAL STATE FED (RHGC)	4.5 .0 40.5
				TOTAL	45.0	TOTAL	45.0
	104	INSTALLATION OF CROSSING GATES AND SIGNALS ON HOOSIER CR ROAD AT THE SOD LINE RR CROSSING IN THE TOWN OF BURLINGTON	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	5.0 .0 45.0	LOCAL STATE FED (RHGC)	5.0 .0 45.0
				TOTAL	50.0	TOTAL	50.0
	105	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE C&NW 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
	106	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH A AT THE C&NW RR CROSSING IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.2 .0 1.8	LOCAL STATE FED (RHGC)	.2 .0 1.8
				TOTAL	2.0	TOTAL	2.0
	107	INSTALLATION OF TRAFFIC SIGNALS ON STH 60 AT THE CTH I INTERSECTION IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 5.0 .0	LOCAL STATE FED (HHL)	.0 8.5 31.5
				TOTAL	5.0	TOTAL	40.0
	108	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 50 AND STH 192 IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 3.5 31.5	LOCAL STATE FED (HHL)	.0 3.5 31.5
				TOTAL	35.0	TOTAL	35.0
	109	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH H AT THE CMST&P RR IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	6.5 .0 58.5	LOCAL STATE FED (RHGC)	6.5 .0 58.5
				TOTAL	65.0	TOTAL	65.0
	110	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 164 AND CTH SS IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	3.5 .0 31.5	LOCAL STATE FED (HHL)	3.5 .0 31.5
				TOTAL	35.0	TOTAL	35.0
	111	PRELIMINARY ENGINEERING FOR PAVEMENT MARKING PROJECTS THROUGHOUT DOT DISTRICT 2	STATE OF WISCONSIN	LOCAL STATE FED (PM)	.0 .0 25.0	LOCAL STATE FED (PM)	.0 .0 25.0
				TOTAL	25.0	TOTAL	25.0



Table 17 (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)	112	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 20 AND CTH H IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 31.5	LOCAL STATE FED (HHL)	.0 31.5
				TOTAL	35.0	TOTAL	35.0
	113	RECONDITIONING OF RR SIGNALS AT THE STH 28 AND C&N CROSSING NEAR KEWASKUM	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 6.0 54.0	LOCAL STATE FED (RHGC)	.0 6.0 54.0
				TOTAL	60.0	TOTAL	60.0
	114	COUNTYWIDE SIGNING INVENTORY IN KENOSHA COUNTY	KENOSHA COUNTY	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	5.0 5.0 .0
				TOTAL	.0	TOTAL	10.0
	115	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF GRAND AVE SPRING ST IN THE CITY OF PORT WASHINGTON	C/PORT WASHINGTON	LOCAL STATE FED (FAU)	10.0 .0 30.0	LOCAL STATE FED (FAU)	10.0 .0 30.0
				TOTAL	40.0	TOTAL	40.0
	116	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF WATERFORD	T/WATERFORD	LOCAL STATE FED (PM)	.0 .0 11.0	LOCAL STATE FED (PM)	.0 .0 11.0
				TOTAL	11.0	TOTAL	11.0
	117	PAVEMENT MARKING ON VARIOUS TOWN AND COUNTY ROADS IN WALWORTH COUNTY	WALWORTH COUNTY	LOCAL STATE FED (PM)	.0 .0 230.0	LOCAL STATE FED (PM)	.0 .0 230.0
				TOTAL	230.0	TOTAL	230.0
	118	PAVEMENT MARKING ON VARIOUS COUNTY ROADS IN WASHINGTON COUNTY	WASHINGTON COUNTY	LOCAL STATE FED (PM)	.0 .0 50.0	LOCAL STATE FED (PM)	.0 .0 50.0
				TOTAL	50.0	TOTAL	50.0
	119	RECONDITION TRAFFIC SIGNALS AT THE INTERSECTION OF STH 60 AND STH 83 IN THE CITY OF HARTFORD	C/HARTFORD	LOCAL STATE FED (HHL)	4.6 .0 41.4	LOCAL STATE FED (HHL)	4.6 .0 41.4
				TOTAL	46.0	TOTAL	46.0
	120	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF JACKSON IN WASHINGTON COUNTY	T/JACKSON	LOCAL STATE FED (PM)	.0 .0 20.0	LOCAL STATE FED (PM)	.0 .0 20.0
				TOTAL	20.0	TOTAL	20.0
	121	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
	122	INSTALLATION OF TRAFFIC SIGNALS ON STH 33 AT THE 18TH ST INTERSECTION IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED	35.0 .0 .0	LOCAL STATE FED	35.0 .0 .0
				TOTAL	35.0	TOTAL	35.0
	123	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
	124	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF LISBON	T/LISBON	LOCAL STATE FED (PM)	.0 .0 10.0	LOCAL STATE FED (PM)	.0 .0 10.0
				TOTAL	10.0	TOTAL	10.0
	125	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF VERNON	T/VERNON	LOCAL STATE FED (PM)	.0 .0 9.0	LOCAL STATE FED (PM)	.0 .0 9.0
				TOTAL	9.0	TOTAL	9.0
REGION TOTAL 125 ACTIONS				LOCAL STATE FED	1125.6 290.0 3557.0	LOCAL STATE FED	3100.8 505.0 6675.7
				TOTAL	4972.6	TOTAL	10281.5

Source: SEWRPC.

Table 18

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION IMPROVEMENT PROGRAM: PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOT 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 .0 STATE 16.5 FED 49.5 (FAP) TOTAL 66.0	LOCAL .0 STATE 16.5 FED 49.5 (FAP) TOTAL 66.0
	2	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE RYAN RD INTERCHANGE IN OAK CREEK	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 69.0 FED 621.0 (FAI) TOTAL 690.0
	3	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON IH 94 AT COLLEGE AVE. IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL .0 STATE 46.0 FED 414.0 (FAI) TOTAL 460.0	LOCAL .0 STATE 46.0 FED 414.0 (FAI) TOTAL 460.0
	4	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 8.0 STATE 41.0 FED 441.0 (FAI) TOTAL 490.0	LOCAL 8.0 STATE 107.0 FED 1035.0 (FAI) TOTAL 1150.0
	5	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT 27TH STREET INTERCHANGE IN THE CITY OF GREENFIELD	MILWAUKEE COUNTY	LOCAL 10.0 STATE .0 FED 90.0 (FAI) TOTAL 100.0	LOCAL 10.0 STATE 82.0 FED 828.0 (FAI) TOTAL 920.0
	6	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT THE 76TH ST INTERCHANGE IN THE CITY OF GREENFIELD	MILWAUKEE COUNTY	LOCAL 6.0 STATE 71.0 FED 693.0 (FAI) TOTAL 770.0	LOCAL 6.0 STATE 71.0 FED 693.0 (FAI) TOTAL 770.0
	7	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 6.0 STATE 70.0 FED 684.0 (FAI) TOTAL 760.0	LOCAL 6.0 STATE 70.0 FED 684.0 (FAI) TOTAL 760.0
	8	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (ZOO FREEWAY) AT THE NATIONAL AVE INTERCHANGE IN THE CITY OF WEST ALLIS	MILWAUKEE COUNTY	LOCAL 6.5 STATE 75.0 FED 733.5 (FAI) TOTAL 815.0	LOCAL 6.5 STATE 75.0 FED 733.5 (FAI) TOTAL 815.0
	9	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE GOOD HOPE RD INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL 77.5 STATE .0 FED 232.5 (FAP) TOTAL 310.0	LOCAL 167.5 STATE .0 FED 502.5 (FAP) TOTAL 670.0
	10	CONSTRUCTION OF A TRANSIT STATION ON IH 43 (NORTH-SOUTH FREEWAY) AT THE LOCUST ST INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 35.0 FED 315.0 (FAI) TOTAL 350.0
	11	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 .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 88.0 FED 792.0 (FAI) TOTAL 880.0
	12	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON IH 43 AT BROWN DEER RD IN THE VILLAGE OF RIVER HILLS	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 22.0 FED 198.0 (FAI) TOTAL 220.0
	13	CONSTRUCTION OF A TRANSIT STATION ON I-43 (NORTH-SOUTH FREEWAY) AT NORTH AVE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 33.0 FED 297.0 (FAI) TOTAL 330.0

Table 18 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS (\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA (CONTINUED)	14	CONSTRUCTION OF A PARK-RIDE FACILITY ON I-94 (EAST-WEST FRWY) NEAR VETERANS ADMIN COMPLEX IN THE VILLAGE OF WEST MILWAUKEE	MILWAUKEE COUNTY	LOCAL .0 STATE .0 FED .0 (FAP) TOTAL .0	LOCAL .0 STATE 22.0 FED 198.0 (FAP) TOTAL 220.0
	15	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON USH 45 AT WATERTOWN PLANK ROAD IN THE CITY OF WAUWATOSA	MILWAUKEE COUNTY	LOCAL 112.5 STATE .0 FED 337.5 (FAP) TOTAL 450.0	LOCAL 112.5 STATE .0 FED 337.5 (FAP) TOTAL 450.0
	16	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT CAPITOL DRIVE INTERCHANGE IN THE CITY OF WAUWATOSA	MILWAUKEE COUNTY	LOCAL 25.0 STATE .0 FED 75.0 (FAP) TOTAL 100.0	LOCAL 300.0 STATE .0 FED 900.0 (FAP) TOTAL 1200.0
	17	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE SILVER SPRING DRIVE INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL 20.0 STATE .0 FED 60.0 (FAP) TOTAL 80.0	LOCAL 170.0 STATE .0 FED 510.0 (FAP) TOTAL 680.0
	18	CONSTRUCTION OF A PARK-POOL LOT ON IH 94 AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 2.5 FED 22.5 (FAP) TOTAL 25.0	LOCAL .0 STATE 7.5 FED 67.5 (FAP) TOTAL 75.0
RURAL AREAS OF THE REGION	19	CONSTRUCTION OF A PARK-RIDE LOT AT THE INTERSECTION OF STH 57 AND STH 84 IN OZAUKEE COUNTY	OZAUKEE COUNTY	LOCAL 3.0 STATE .0 FED .0 TOTAL 3.0	LOCAL 3.0 STATE .0 FED .0 TOTAL 3.0
REGION TOTAL 19 ACTIONS				LOCAL 274.5 STATE 322.0 FED 3832.5 TOTAL 4429.0	LOCAL 789.5 STATE 744.0 FED 9175.5 TOTAL 10709.0

Source: SEWRPC.

determination as to the location of the control processing unit for the management information system study must be made to complete that study. Such a decision is expected early in 1980.

#### ACTION 7—SPOT STREET AND HIGHWAY IMPROVEMENTS

The updated 1980 TSM plan recommends the continued implementation of projects of a "spot" street and highway improvement nature to improve the operating 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 \$10.6 million, are recommended for implementation during the 1980 through 1984 period. Table 19 provides a description of the "spot" street and highway improvement projects proposed for implementation in the updated 1980 TSM plan for the Milwaukee and Racine urbanized areas and the rural areas of the Region. No such projects have been proposed for the Kenosha urbanized area.

#### ACTION 8—UBUS/UPARK

The updated 1980 TSM plan recommends that the UBUS and UPARK programs be continued, improved, and expanded where appropriate. Tables 20 and 21 indicate the University's long-term commitment and future plans to further expand the UBUS/UPARK programs, and the costs of these programs and sources of funds. To date, no set goal has been established by the University as to the optimal percentage of transit commuters in the University population.

#### ACTION 9—ARTERIAL STUDIES

It is recommended that the Wisconsin Department of Transportation complete, no later than March 31, 1980, the preparation of a prospectus for a pilot study of one or more major intercommunity 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,

Table 19

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: SPOT STREET AND HIGHWAY IMPROVEMENT 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 .0 STATE .0 FED .0 (FAP) TOTAL .0	LOCAL .0 STATE 100.8 FED 302.3 (FAP) TOTAL 403.0
	2	RECONSTRUCTION FOR SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 55.0 FED 495.0 (HHL) TOTAL 550.0	LOCAL .0 STATE 137.5 FED 1237.5 (HHL) TOTAL 1375.0
	3	RECONSTRUCTION OF ACCESS ROADS TO USH 18 FROM PEWAUKEE RD AND BARKER RD IN THE TOWN OF BROOKFIELD AND CITY OF WAUKESHA (1.1 MI)	STATE OF WISCONSIN	LOCAL .0 STATE 156.5 FED 697.5 (FAP) TOTAL 930.0	LOCAL .0 STATE 156.5 FED 697.5 (FAP) TOTAL 930.0
	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 .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 110.0 FED 990.0 (FAI) TOTAL 1100.0
	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 .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 35.0 FED 315.0 (FAI) TOTAL 350.0
	6	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 74 AT THE CTH J INTERSECTION IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 TOTAL .0	LOCAL .0 STATE 30.0 FED .0 TOTAL 30.0
	7	CITYWIDE RECONSTRUCTION OF CITY STREETS AT VARIOUS LOCATIONS IN THE CITY OF CEDARBURG	C/CEDARBURG	LOCAL 50.0 STATE .0 FED .0 TOTAL 50.0	LOCAL 100.0 STATE .0 FED .0 TOTAL 100.0
	8	RECONSTRUCTION WITH TURNING LANES OF THE STH 57 INTERSECTION WITH 17TH AVENUE	V/GRAFTON	LOCAL 3.5 STATE .0 FED 31.5 (HHL) TOTAL 35.0	LOCAL 3.5 STATE .0 FED 31.5 (HHL) TOTAL 35.0
	9	CHANNELIZATION AND SIGNAL MODIFICATION AT VARIOUS CTH INTERSECTIONS IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL 25.0 STATE .0 FED 225.0 (HHL) TOTAL 250.0	LOCAL 25.0 STATE .0 FED 225.0 (HHL) TOTAL 250.0
	10	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF GREEN BAY RD AND SCHROEDER DR IN THE VILLAGE OF BROWN DEER	V/BROWN DEER	LOCAL 2.0 STATE .0 FED 18.0 (HHL) TOTAL 20.0	LOCAL 2.0 STATE .0 FED 18.0 (HHL) TOTAL 20.0
	11	RECONSTRUCTION OF THE INTERSECTION OF DEAN RD AND LAKE DR IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL .5 STATE .0 FED 4.5 (HHL) TOTAL 5.0	LOCAL .5 STATE .0 FED 4.5 (HHL) TOTAL 5.0
	12	RECONSTRUCTION OF THE INTERSECTION OF GREEN TREE RD AND LAKE DR IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL .5 STATE .0 FED 4.5 (HHL) TOTAL 5.0	LOCAL .5 STATE .0 FED 4.5 (HHL) TOTAL 5.0
	13	RECONSTRUCTION OF S 51ST ST ONE-HALF MILE SOUTH OF W OREXEL AVE IN THE CITY OF FRANKLIN (0.20 MI)	C/FRANKLIN	LOCAL 5.0 STATE .0 FED 45.0 (HHL) TOTAL 50.0	LOCAL 5.0 STATE .0 FED 45.0 (HHL) TOTAL 50.0
	14	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF SILVER SPRING DR AND 25TH ST IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL 1.8 STATE .0 FED 16.2 (HHL) TOTAL 18.0	LOCAL 1.8 STATE .0 FED 16.2 (HHL) TOTAL 18.0
	15	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF SILVER SPRING DR AND DEXTER AVE IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL 1.8 STATE .0 FED 16.2 (HHL) TOTAL 18.0	LOCAL 1.8 STATE .0 FED 16.2 (HHL) TOTAL 18.0

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)	16	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	25.0 .0 .0	LOCAL STATE FED	25.0 .0 .0
				TOTAL	25.0	TOTAL	25.0
	17	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 .0 22.5	LOCAL STATE FED (HHL)	2.5 .0 22.5
				TOTAL	25.0	TOTAL	25.0
	18	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)	32.5 .0 97.5	LOCAL STATE FED (FAU)	32.5 .0 97.5
				TOTAL	130.0	TOTAL	130.0
	19	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)	120.0 .0 360.0
				TOTAL	.0	TOTAL	480.0
	20	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)	250.0 .0 750.0	LOCAL STATE FED (FAU)	250.0 .0 750.0
				TOTAL	1000.0	TOTAL	1000.0
	21	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)	3.0 .0 27.0	LOCAL STATE FED (HHL)	3.0 .0 27.0
				TOTAL	30.0	TOTAL	30.0
	22	RECONSTRUCTION OF THE INTERSECTION OF E PUETZ RD AT 15TH AVE IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (HHL)	7.5 .0 67.5	LOCAL STATE FED (HHL)	7.5 .0 67.5
				TOTAL	75.0	TOTAL	75.0
	23	RECONSTRUCTION WITH ADDITIONAL LANES AT THE INTERSECTION OF S CHICAGO RD AT W PUETZ RD IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (HHL)	1.5 .0 13.5	LOCAL STATE FED (HHL)	1.5 .0 13.5
				TOTAL	15.0	TOTAL	15.0
	24	INSTALLATION OF GATES AT THE CANW T CO (NEW LINE) CROSSING OF E DREXEL AVE IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC)	2.2 .0 19.8	LOCAL STATE FED (RHGC)	2.2 .0 19.8
				TOTAL	22.0	TOTAL	22.0
	25	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)	23.0 .0 207.0	LOCAL STATE FED (HHL)	23.0 .0 207.0
				TOTAL	230.0	TOTAL	230.0
	26	RECONSTRUCTION OF THE HARWOOD AVE BRIDGE OVER THE MEMORIAL RIVER IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (BRF)	.0 .0 .0	LOCAL STATE FED (BRF)	104.0 .0 416.0
				TOTAL	.0	TOTAL	520.0
	27	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)	38.6 .0 347.4	LOCAL STATE FED (HHL)	38.6 .0 347.4
				TOTAL	386.0	TOTAL	386.0
	28	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	55.0 .0 .0	LOCAL STATE FED	55.0 .0 .0
				TOTAL	55.0	TOTAL	55.0
	29	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 (FAU)	.0 .0 .0	LOCAL STATE FED (FAU)	15.0 .0 45.0
				TOTAL	.0	TOTAL	60.0
	30	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 (FAU)	.0 .0 .0	LOCAL STATE FED (FAU)	25.0 .0 75.0
				TOTAL	.0	TOTAL	100.0
	31	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)	.0 .0 .0	LOCAL STATE FED (HHL)	6.6 .0 59.4
				TOTAL	.0	TOTAL	66.0

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)	32	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)	4.0 .0 36.0	LOCAL STATE FED (HHL)	4.0 .0 36.0
				TOTAL	40.0	TOTAL	40.0
	33	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF PILGRIM ROAD AND CTH Q IN THE VILLAGE OF GERMANTOWN	V/GERMANTOWN	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	15.0 .0 .0
				TOTAL	.0	TOTAL	15.0
	34	RECONSTRUCTION AT VARIOUS LOCATIONS FOR SPOT IMPROVEMENTS ON COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED	100.0 .0 .0	LOCAL STATE FED	200.0 .0 .0
				TOTAL	100.0	TOTAL	200.0
	35	RECONSTRUCTION FOR SAFETY IMPROVEMENTS TO THE INTERSECTION OF CTH ES AND CTH Y IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	25.0 .0 225.0
				TOTAL	.0	TOTAL	250.0
	36	RECONSTRUCTION OF THE INTERSECTION OF SUNNY SLOPE RD AND NATIONAL AVE IN THE CITY OF NEW BERLIN	WAUKESHA COUNTY	LOCAL STATE FED (HHL)	5.0 .0 45.0	LOCAL STATE FED (HHL)	5.0 .0 45.0
				TOTAL	50.0	TOTAL	50.0
	37	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED (SAFE)	.0 .0 .0	LOCAL STATE FED (SAFE)	20.0 .0 180.0
				TOTAL	.0	TOTAL	200.0
	38	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
	39	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD SOUTH OF GEBHART RD IN THE CITY OF BROOKFIELD (0.30 MI)	C/BROOKFIELD	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	50.0 .0 .0
				TOTAL	.0	TOTAL	50.0
	40	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	50.0 .0 .0	LOCAL STATE FED	130.0 .0 .0
				TOTAL	50.0	TOTAL	130.0
	41	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE PILGRIM RD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	15.0 .0 .0	LOCAL STATE FED	15.0 .0 .0
				TOTAL	15.0	TOTAL	15.0
	42	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	44.0 .0 .0
				TOTAL	.0	TOTAL	44.0
	43	RECONSTRUCTION WITH NO ADDITIONAL LANES OF AN AREA 300 FEET WEST OF THE COUNTY LINE ON GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	25.0 .0 .0	LOCAL STATE FED	25.0 .0 .0
				TOTAL	25.0	TOTAL	25.0
	44	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
	45	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	.0 .0 .0	LOCAL STATE FED	20.0 .0 .0
				TOTAL	.0	TOTAL	20.0
	46	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
	47	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



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)	48	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	LOCAL STATE FED	15.0 .0
				TOTAL	.0	TOTAL	15.0
	49	RECONSTRUCTION AT VARIOUS LOCATIONS ALONG GRANGE AVE IN THE CITY OF NEW BERLIN (0.10 MI)	C/NEW BERLIN	LOCAL STATE FED	3.0 .0	LOCAL STATE FED	23.0 .0
				TOTAL	3.0	TOTAL	23.0
	50	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	LOCAL STATE FED	12.0 .0
				TOTAL	.0	TOTAL	12.0
	51	RECONSTRUCTION WITH TURNING LANES OF THE CALHOUN ROAD AND CTH D INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED (HHL)	4.0 36.0	LOCAL STATE FED (HHL)	4.0 36.0
				TOTAL	40.0	TOTAL	40.0
	52	RECONSTRUCTION WITH TURNING LANES OF THE CTH ES AND SUNNY SLOPE ROAD IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED (HHL)	9.0 81.0	LOCAL STATE FED (HHL)	9.0 81.0
				TOTAL	90.0	TOTAL	90.0
	53	RECONSTRUCTION AND INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 74 AND CTH VV IN THE VILLAGE OF SUSSEX	V/SUSSEX	LOCAL STATE FED (HHL)	6.5 58.5	LOCAL STATE FED (HHL)	6.5 58.5
				TOTAL	65.0	TOTAL	65.0
RACINE URBANIZED AREA	54	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE EAST OF CHICAGO ST IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	.0 .0	LOCAL STATE FED	85.0 .0
				TOTAL	.0	TOTAL	85.0
	55	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF 16TH STREET AND MEMORIAL DR	C/RACINE	LOCAL STATE FED (FAU)	.0 .0	LOCAL STATE FED (FAU)	40.0 120.0
				TOTAL	.0	TOTAL	160.0
	56	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF DOMANIK DRIVE AND SPRING STREET IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	6.0 .0	LOCAL STATE FED	6.0 .0
				TOTAL	6.0	TOTAL	6.0
RURAL AREAS OF THE REGION	57	RECONSTRUCTION OF THE CROSSING, APPROACHES, AND SIGNALS ON REDDELIEN RD AT THE MILW ROAD CROSSING IN OCONOMOWOC TOWN	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	6.5 58.5	LOCAL STATE FED (RHGC)	6.5 58.5
				TOTAL	65.0	TOTAL	65.0
	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	LOCAL STATE FED (SOS)	21.3 63.8
				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)	6.3 18.8	LOCAL STATE FED (SOS)	6.3 18.8
				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)	6.3 18.8	LOCAL STATE FED (SOS)	6.3 18.8
				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	LOCAL STATE FED	80.0 .0
				TOTAL	.0	TOTAL	80.0
	62	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)	42.5 112.5	LOCAL STATE FED (SOS)	42.5 112.5
				TOTAL	155.0	TOTAL	155.0
	63	RECONSTRUCTION OF THE TOWN RD BRIDGE AT THE FOX RIVER IN THE TOWN OF WATERFORD	T/WATERFORD	LOCAL STATE FED (BRF)	50.0 200.0	LOCAL STATE FED (BRF)	50.0 200.0
				TOTAL	250.0	TOTAL	250.0

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)	64	RECONSTRUCTION OF THE INTERSECTION OF STH 50 AND CTH F IN THE TOWN OF DELAVAN	WALWORTH COUNTY	LOCAL	.7	LOCAL	.7
				STATE	.0	STATE	.0
				FED	6.8	FED	6.8
				(HHL)		(HHL)	
	TOTAL	7.5	TOTAL	7.5			
	65	RECONSTRUCTION OF THE INTERSECTION OF CTH ES AND TOWNLINE ROAD IN THE VILLAGE OF EAST TROY	V/EAST TROY	LOCAL	2.0	LOCAL	2.0
				STATE	.0	STATE	.0
				FED	18.0	FED	18.0
				(HHL)		(HHL)	
TOTAL	20.0	TOTAL	20.0				
66	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	70.0	LOCAL	70.0	
			STATE	.0	STATE	.0	
			FED	.0	FED	.0	
			(HHL)		(HHL)		
TOTAL	70.0	TOTAL	70.0				
REGION TOTAL 66 ACTIONS				LOCAL	1080.5	LOCAL	2313.3
				STATE	211.5	STATE	569.8
				FED	3795.5	FED	7689.4
				TOTAL	5087.5	TOTAL	10572.5

Source: SEWRPC.

transit service improvements—such as exclusive bus lanes—and other TSM-type actions in the arterial corridor, be sought from the sources recommended in the prospectus as soon as the prospectus is completed and that the study itself be initiated as soon as funding is secured, with a target starting date of October 1, 1980.

#### ACTION 10—DOWNTOWN SHUTTLE SERVICES

The updated 1980 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 the 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 15. The 1980 TSM plan further recommends a project for the design and construction of the transit mall on Wisconsin Avenue in Milwaukee's central business district, with a total estimated cost of \$6,300,000. Table 22 summarizes the downtown shuttle services project proposed for implementation in the updated 1980 TSM plan.

#### ACTION 11—TRANSIT SHELTERS

The updated 1980 TSM plan recommends, as a comfort and convenience to bus riders and also to protect them from inclement weather, the continued implementation of transit passenger shelter and bench projects in the urbanized areas of the Region. In line with this recommendation, Milwaukee County plans to purchase and install 150 additional bus passenger shelters at various locations throughout the County in 1980, bringing the total number of county-installed shelters to 310. In addition, the Village of Bayside intends to install a bus stop shelter at the intersection of Port Washington Road and Brown Deer Road. In addition, the Village of Shorewood plans to install bus stop shelters at various locations in the Village. Table 23 lists the transit passenger shelter and bench projects proposed for implementation in the updated 1980 TSM plan.

#### ACTION 12—CARPOOL AND VANPOOL PROMOTION

The 1980 TSM plan recommends that the Milwaukee metropolitan area carpooling program and WisDOT program be continued, as indicated in Table 24, 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 con-

Table 20

## PROPOSED UBUS/UPARK PROGRAM EXPANSION FOR 1980 TO 1984

Year	Service	Expansion
1979-1980	1. UBUS Service:  UPARK Service:	Capitol, Center, Burleigh, North Oakland, Oklahoma, Silver Spring Capitol/Humboldt, College Avenue, McKinley Marina, Summerfest, Watertown Plank Road, West Allis Treasure Island
1980-1981	2. UBUS Service: UPARK Service: Special Service:	Same as No. 1 plus Downer and Hampton Same as No. 1 plus Northwest Streaker Same as No. 1
1981-1982	3. UBUS Service: UPARK Service: Special Service:	Same as No. 2 plus Capitol Express Same as No. 2 plus Bluemound/Zoo Streaker Same as No. 2 plus Vanpool
1982-1983	4. UBUS Service: UPARK Service: Special Service:	Same as No. 3 plus Cudahy/South Milwaukee Same as No. 3 Same as No. 3
1983-1984	5. UBUS Service: UPARK Service: Special Service:	Same as No. 4 plus Greenfield Same as No. 4 Same as No. 4

Source: University of Wisconsin-Milwaukee.

Table 21

## PROGRAMMABLE COSTS AND SOURCES OF PROGRAM FUNDS FOR THE UBUS/UPARK PROGRAMS: 1979-1984

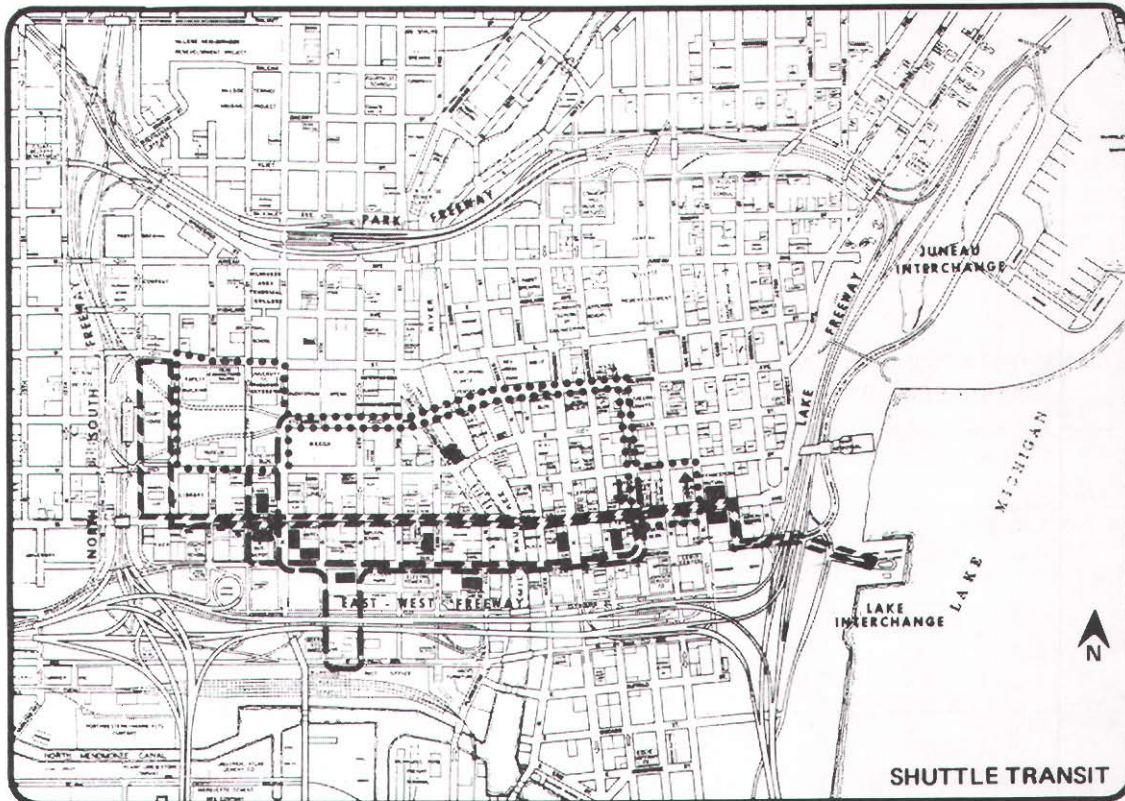
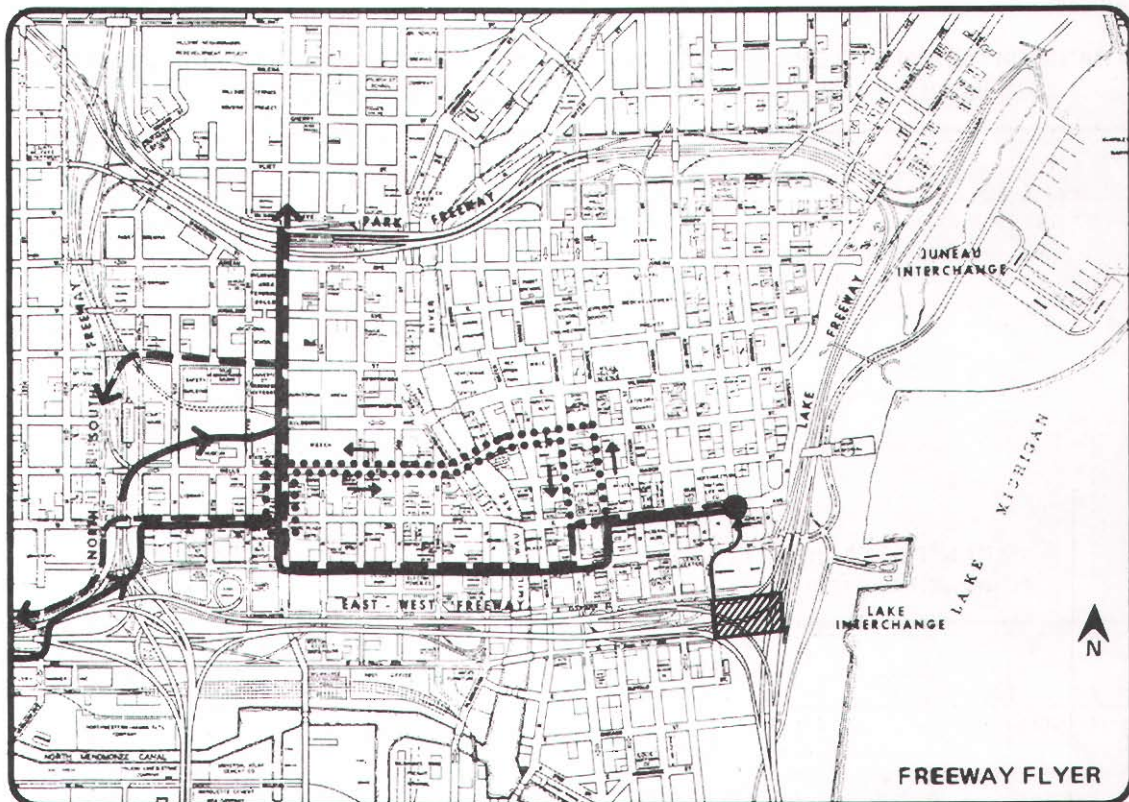
Costs and Sources of Funds	1979-1980	1980-1981	1981-1982	1982-1983	1983-1984
<b>Revenues</b>					
Student Fees . . . . .	\$ 72,518	\$ 80,000	\$ 85,000	\$ 95,000	\$105,000
General Revenue (state tax fund) . . . . .	225,000	235,000	245,000	255,000	270,000
Fares . . . . .	268,750	320,000	341,750	355,750	373,250
<b>Total</b>	<b>\$566,268</b>	<b>\$635,000</b>	<b>\$671,750</b>	<b>\$705,750</b>	<b>\$748,250</b>
<b>Expenses</b>					
Salaries . . . . .	\$ 39,000	\$ 40,000	\$ 42,500	\$ 45,000	\$ 48,000
Marketing and Supplies . . . . .	22,000	23,000	24,000	25,000	27,000
UPARK/UBUS (bus tickets) . . . . .	355,250	405,250	420,250	440,250	465,250
UPARK/UBUS (charter) . . . . .	216,600	283,800	362,200	377,200	402,200
Auxiliary Administration . . . . .	10,000	12,000	13,500	15,000	16,500
<b>Total</b>	<b>\$642,850</b>	<b>\$764,050</b>	<b>\$862,450</b>	<b>\$902,450</b>	<b>\$958,950</b>
<b>Loss</b>	<b>\$ 76,582</b>	<b>\$129,050</b>	<b>\$190,700</b>	<b>\$196,700</b>	<b>\$210,700</b>
<b>Prior Year's Surplus</b>	<b>\$ 76,582</b>	<b>\$129,050<sup>a</sup></b>	<b>\$190,700<sup>a</sup></b>	<b>\$196,700<sup>a</sup></b>	<b>\$210,700<sup>a</sup></b>

<sup>a</sup>Parking 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 22

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: DOWNTOWN SHUTTLE SERVICE PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	DESIGN AND CONSTRUCTION OF A TRANSIT MALL FOR THE MILWAUKEE CBD, A JOINT CITY OF MILWAUKEE /COUNTY OF MILWAUKEE PROJECT	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	50.0 .0 200.0	LOCAL STATE FED (UMTA3)	1260.0 .0 5040.0
				TOTAL	250.0	TOTAL	6300.0
REGION TOTAL 1 ACTIONS				LOCAL STATE FED	50.0 .0 200.0	LOCAL STATE FED	1260.0 .0 5040.0
				TOTAL	250.0	TOTAL	6300.0

Source: SEWRPC.

Table 23

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984  
TRANSPORTATION IMPROVEMENT PROGRAM: TRANSIT SHELTER 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 150 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY IN 1980 AND 80 PER YEAR DURING 1981-1984	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	128.0 .0 512.0	LOCAL STATE FED (UMTA3)	422.2 .0 1688.8
				TOTAL	640.0	TOTAL	2111.0
	2	CONSTRUCTION OF A BUS STOP SHELTER AT THE INTERSECTION OF PORT WASHINGTON RD AND BROWN DEER RD IN THE VILLAGE OF BAYSIDE	V/BAYSIDE (PART)	LOCAL STATE FED (FAU)	1.2 .0 3.8	LOCAL STATE FED (FAU)	1.2 .0 3.8
				TOTAL	5.0	TOTAL	5.0
	3	CONSTRUCTION OF BUS STOP SHELTERS AT VARIOUS LOCATIONS IN THE VILLAGE OF SHOREWOOD	V/SHOREWOOD	LOCAL STATE FED	.0 .0 .0	LOCAL STATE FED	76.0 .0 .0
				TOTAL	.0	TOTAL	76.0
	REGION TOTAL 3 ACTIONS			LOCAL STATE FED	129.2 .0 515.8	LOCAL STATE FED	499.4 .0 1692.6
				TOTAL	645.0	TOTAL	2192.0

Source: SEWRPC.

Table 24

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: CARPOOL AND VANPOOL PROMOTION 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	10.0	LOCAL	10.0
				STATE	.0	STATE	.0
				FED	30.0	FED	30.0
				(FAP)		(FAP)	
				TOTAL	40.0	TOTAL	40.0
	2	CONTINUED OPERATION OF THE MILWAUKEE AREA CARPOOL MATCHING AND PROMOTION PROGRAM	MILWAUKEE COUNTY	LOCAL	37.5	LOCAL	56.3
				STATE	.0	STATE	.0
				FED	112.5	FED	168.8
				(FAU)		(FAU)	
				TOTAL	150.0	TOTAL	225.0
REGION TOTAL 2 ACTIONS				LOCAL	47.5	LOCAL	66.3
		STATE	.0	STATE	.0		
		FED	142.5	FED	198.8		
		TOTAL	190.0	TOTAL	265.0		

Source: SEWRPC.

sidered during 1980 in the continued operation and possible modification of the carpool and vanpool programs.

#### **ACTION 13—PEDESTRIAN AND BICYCLE PROVISIONS**

The updated 1980 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 11 new or continuing projects of this type, having a total estimated cost of \$540,000, are recommended for implementation during the five-year 1980-1984 period. Table 25 lists the pedestrian and bicycle projects proposed for implementation in the Region.

#### **ACTION 14—MISCELLANEOUS LOW-CAPITAL ACTIONS**

The updated 1980 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 \$219,700, are recommended for implementation during the five-year 1980-1984 period. Table 26 lists the miscellaneous low-capital projects proposed for implementation in the Region.

#### **ACTION 15—BUS STOP LOCATION STUDY**

The updated 1980 TSM plan recommends the continued implementation of the bus stop location improvement program. As a result, one project to improve bus stop location and marking, having a total estimated cost of \$460,000, is recommended for implementation during the five-year 1980-1984 period. Table 27 lists the project.

#### **ACTION 16—DOWNTOWN PARKING RATE STRUCTURE STUDY**

The updated 1980 TSM plan recommends that the City of Milwaukee complete the study of Milwaukee's central business district parking rate structure that was initiated in 1979. The purpose of this study is to investigate measures that promote short-term parking and transit use, while also discouraging long-term commuter parking in the downtown central business district. It is further recommended that the study recommendations be implemented.

#### **ACTION 17—TAXI FARE AND REGULATION STUDY**

The 1980 TSM plan recommends that the City of Milwaukee's Common Council continue to implement the recommendations of the taxi fare and regulation study, which was completed during 1979. As described in Chapter II of this report, several changes in taxicab regulations were adopted by the Common Council during 1979, and several regulatory changes, in addition to a new fare structure which would permit zone fare/shared-taxicab service, have been suggested as a result of the study.

#### **ACTION 18—EXCLUSIVE BUS LANES**

The 1980 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 9. The Milwaukee County Transit System's downtown transportation center plan provides a recommended set of exclusive bus lanes within the Milwaukee CBD, as presented in Table 28. It is recommended that implementation of this plan proceed. However, close coordination of implementation of this plan with implementation of the City of Milwaukee's proposed downtown redevelopment project on W. Wisconsin Avenue and implementation of Milwaukee County's transportation center plan will be required.

#### **ACTION 19—COMMUTER- IMPACTED PERMIT PARKING**

The updated 1980 TSM plan recommends that the apparently successful commuter-impacted parking permit program, developed and 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 an 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), whether 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.



Table 25

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: PEDESTRIAN AND BICYCLE PROVISION 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 BICYCLE PATHS ALONG RANGE LINE RD FROM RANGE LINE CT TO SCHOOLS IN THE CITY OF MEQUON (1.75 MI)	C/MEQUON	LOCAL	.0	LOCAL	22.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	22.0
	2	CONSTRUCTION OF BICYCLE PATHS ALONG DONGES BAY RD FROM RANGE LINE RD TO LE PETITE DR IN THE CITY/MEQUON (0.50 MI)	C/MEQUON	LOCAL	.0	LOCAL	7.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	7.0
	3	CONSTRUCTION OF BIKEWAY ALONG N LAKE DR FROM DEAN RD TO BROWN DEER RD IN THE VILLAGE OF BAYSIDE (0.50 MI)	V/BAYSIDE (PART)	LOCAL	4.0	LOCAL	4.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	4.0	TOTAL	4.0
	4	CONSTRUCTION OF THE BEAVER CREEK BIKEWAY FROM DEERWOOD DR TO THE WEPCO 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
	5	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
	6	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 36 AT SCOUT LAKE IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL	30.0	LOCAL	30.0
				STATE	.0	STATE	.0
				FED	270.0	FED	270.0
				(HHL)		(HHL)	
				TOTAL	300.0	TOTAL	300.0
	7	INSTALLATION OF PEDESTRIAN SIGNALS AT THE INTERSECTION OF S HOWELL AVE AND W PUETZ RD IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL	.2	LOCAL	.2
				STATE	.0	STATE	.0
				FED	1.8	FED	1.8
				(HHL)		(HHL)	
				TOTAL	2.0	TOTAL	2.0
	8	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL	50.0	LOCAL	75.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	50.0	TOTAL	75.0
	9	CONSTRUCTION OF BIKE-PATH FROM PILGRIM RD TO LONGWOOD AVE IN THE VILLAGE OF MENOMONEE FALLS (3.80 MI)	V/MENOMONEE FALLS	LOCAL	38.0	LOCAL	38.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	38.0	TOTAL	38.0
RURAL AREAS OF THE REGION	10	RESURFACING OF CTH H AND BICYCLE PATH FROM STH 20 TO STH 11 IN RACINE COUNTY (1.50 MI)	RACINE COUNTY	LOCAL	.0	LOCAL	35.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	35.0
	11	CONSTRUCT BIKE PATH BY CTH C FROM DELAFIELD TO NASHOTAH IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL	30.0	LOCAL	30.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	30.0	TOTAL	30.0
REGION TOTAL 11 ACTIONS				LOCAL	179.2	LOCAL	268.2
				STATE	.0	STATE	.0
				FED	271.8	FED	271.8
				TOTAL	451.0	TOTAL	540.0

Source: SEWRPC.

Table 26

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984 TRANSPORTATION  
IMPROVEMENT PROGRAM: MISCELLANEOUS LOW-CAPITAL ACTION 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	72.6	LOCAL	199.7
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	72.6	TOTAL	199.7
	2	VEHICLE COUNTING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	20.0	LOCAL	20.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	20.0	TOTAL	20.0
REGION TOTAL 2 ACTIONS				LOCAL	92.6	LOCAL	219.7
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	92.6	TOTAL	219.7

Source: SEWRPC.

Table 27

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS IN THE 1980-1984  
TRANSPORTATION IMPROVEMENT PROGRAM: BUS STOP LOCATION 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	92.0	LOCAL	92.0
				STATE	.0	STATE	.0
				FED	368.0	FED	368.0
				(UMTA3)		(UMTA3)	
				TOTAL	460.0	TOTAL	460.0
REGION TOTAL 1 ACTIONS				LOCAL	92.0	LOCAL	92.0
				STATE	.0	STATE	.0
				FED	368.0	FED	368.0
				TOTAL	460.0	TOTAL	460.0

Source: SEWRPC.

**ACTION 20—COMMUNITY  
ASSISTANCE TRAFFIC ENGINEERING  
AND TRANSIT PLANNING**

The 1980 TSM plan recommends that the ongoing community assistance traffic engineering and transit planning program be continued through 1980. Funds for the City of Milwaukee's program are included in the Regional Planning Commission's 1980 Overall Work Program (OWP) in a total amount of \$90,000—\$36,000 in UMTA Section 9 planning funds, \$36,000 in FHWA funds, and \$18,000 in city funds. Funds for the Commission's community assistance traffic engineering and transit planning program are included in the 1980 OWP as a part of the Commission's continuing regional land use-transportation-air quality planning program.

**ACTION 21—WORK TIME  
RESCHEDULING STUDY**

The 1980 TSM plan recommends that the work time rescheduling study proceed during 1980. It is expected that by May 1, 1980, the study will have reached the decision point—the point at which a determination will be made to proceed with or terminate the study, based on an evaluation of the feasibility and efficiency of work time rescheduling. Should the study proceed with alternative schemes being developed, the target completion date will be December 1, 1980.

**ACTION 22—ENERGY EMERGENCY  
CONTINGENCY PLAN**

The 1980 TSM plan recommends that the SEWRPC undertake, in 1980, an energy emer-

Table 28

**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.

gency contingency planning program. The program should be guided by an appropriate advisory committee and should be based upon a prospectus to be prepared early in the year.

#### ACTION 23—WEEKEND AND SPECIAL EVENT TRAFFIC PLANNING

In light of the press of higher priority work, it is recommended that the proposed prospectus for a weekend and special event traffic planning program, to be prepared by the SEWRPC, be indefinitely delayed. Reconsideration of this action can come at such time as it appears that funding and staff time will become available.

#### SUMMARY

The detailed recommendations contained in the 1980 TSM plan call for the implementation of 277 projects and 14 studies, as summarized in Table 29. The total estimated cost of the 277

projects and 14 studies is \$453,837,800, with \$107,784,600 expected to be spent on 219 projects and the 14 studies either during the 1980 calendar year (studies and transit projects) or prior to October 1, 1981 (highway projects), to correspond to the annual element of the 1980-1984 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 1980 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 1979. The 1980 TSM plan update represents another ambitious agenda of transportation systems management actions for the Region in 1980 and beyond.

Table 29

## SUMMARY OF 1980 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/1980 Annual Element Costs in TIP if Different from Total (in \$1000)	Recommended Implementation
Freeway Traffic Management System	6 Projects	Wisconsin Department of Transportation (WisDOT)/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP)	\$ 5,650.0/0.0	Continued implementation
"Stub End" Freeway Treatments	1 Study	(WisDOT)/SEWRPC	FAI/FAP	728.8/532.0	Undertake study
Improved Transit Service	4 Projects	WisDOT/Milwaukee County/City of Milwaukee	FAI/FAP	26,055.0/565.0	Continued implementation and design studies
Traffic Signing, Pavement Marking, and Signalization	35 Projects	Various	Urban Mass Transportation Administration (UMTA) Section 3, Section 5	379,127.1/84,352.9	Continued implementation
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	125 Projects	Various	Various—Identified in TIP	10,281.5/4,972.6	Continued implementation
Transit Route Evaluation	19 Projects	WisDOT/Milwaukee County/Ozaukee County	FAI/FAP	10,709.0/4,429.0	Continued implementation
Spot Street and Highway Improvements UBUS/UPARK	6 Studies	Milwaukee County/ SEWRPC	UMTA Section 8	350.2	Updated Milwaukee Transit System Planning Program (TSPP) by 12/31/80; Kenosha TSPP by 6/30/80; Racine TSPP by 12/31/80; Waukesha TSPP by 2/28/80
Arterial Studies	66 Projects	Various	Various—Identified in TIP	10,572.2/5,087.5	Continued implementation
Downtown Shuttle Services	Included under Action 3 Above	Milwaukee County/University of Wisconsin-Milwaukee (UWM)	Included under Action 3 Above	Included under Action 3 Above	Continued implementation
Transit Shelters	1 Study	WisDOT/SEWRPC	UMTA Section 8/Federal Highway Administration, Urban Planning (FHWA PL)	20.0	Prospectus completion by 3/31/80; proceed with study as recommended in prospectus
Carpool and Vanpool Promotion	1 Project	Milwaukee County	UMTA Section 3	6,300.0/250.0	Continued implementation
Pedestrian and Bicycle Provisions	3 Projects	City of Kenosha/ Milwaukee County/ Village of Shorewood	UMTA Section 3, Section 5	2,192.0/645.0	Continued implementation
Miscellaneous Low- Capital Actions	2 Projects	WisDOT/Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	265.0/190.0	Continued implementation
Bus Stop Location Projects	11 Projects	Various	Various—Identified in TIP	540.0/451.0	Continued implementation
Downtown Parking Rate Structure Study	2 Projects	City of Milwaukee	Various—Identified in TIP	219.7/92.6	Continued implementation
Taxi Fare and Regulation Study	1 Project	Milwaukee County/ City of Milwaukee	FHWA, Safer Off System (SOS), UMTA Section 3, Section 8	460.0/460.0	Continued implementation
Exclusive Bus Lanes	1 Study	City of Milwaukee	Local Funds	15.0	Completion by 12/31/79
Commuter-Impacted Permit Parking	1 Project	City of Milwaukee	UMTA Section 8		Continued implementation
Community Assistance, Traffic Engineering, and Transit Planning	Included under Actions 6 and 9 Above	Milwaukee County	Included under Actions 6 and 9 Above	Included under Actions 6 and 9 Above	Implementation as part of downtown transportation center and arterials study
Work Time Rescheduling Study	1 Project	City of Milwaukee	Local Funds	10.0	Continued implementation
Energy Emergency Contingency Plan	2 Studies	City of Milwaukee/ SEWRPC	UMTA Section 8	138.5	Continued implementation
Weekend and Special Event Traffic Planning	1 Study	SEWRPC	UMTA Section 8/FHWA PL/Environmental Protection Agency (EPA) Section 175	180.0/115.3	Completion by 12/1/80
	1 Study	SEWRPC	UMTA, Section 8/FHWA PL	Depends on scope of study recommended by prospectus	Completion of prospectus by 5/1/80; study to follow
	1 Study	SEWRPC	UMTA Section 8/FHWA PL	23.0	Completion of prospectus as funding and staff time become available; study to follow
Total	277 Projects 14 Studies			\$453,837.8/ \$107,784.6	

Source: SEWRPC.

Table 30

## RECOMMENDED TSM PROJECTS AND EXPENDITURES BY AREA: 1980-1984

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 Areas	Regional Projects	Total
Freeway Traffic Management System	--	6,378.8(7)/ 532.0(1)	--	--	--	6,378.8(7)/ 532.0(1)
"Stub End" Freeway Treatments	--	26,055.0(4)/ 5,650.0(1)	--	--	--	26,055.0(4)/ 5,650.0(1)
Improved Transit Service	9,323.0(5)/ 2,905.0(5)	360,805.5(17)/ 78,828.4(16)	8,659.5(8)/ 2,444.9(5)	339.1(5)/ 174.6(5)	--	379,127.1(35)/ 84,352.9(31)
Traffic Signing, Pavement Marking, and Signalization	150.0(4) 40.0(3)	8,044.7(82)/ 3,544.8(62)	284.5(7)/ 199.5(6)	1,802.3(32)/ 1,188.3(30)	--	10,281.5(125)/ 4,972.6(104)
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	--	10,631.0(17)/ 4,401.0(11)	--	78.0(2)/ 28.0(2)	--	10,709.0(19)/ 4,429.0(13)
Transit Route Evaluation	12.7(1)	302.5(4)	35.0(1)	--	--	350.2(6)
Spot Street and Highway Improvements	--	9,539.0(53)/ 4,464.0(35)	251.0(3) 6.0(1)	782.5(10)/ 617.5(8)	--	10,572.5(66)/ 5,087.5(44)
UBUS/UPARK	--	Included under Action 3 Above	--	--	--	--
Arterial Studies	--	--	--	--	Prospectus 20.0(1); cost of study to be determined by the prospectus under preparation	20.0
Downtown Shuttle Services	--	6,300.0(1)/ 250.0(1)	--	--	--	6,300.0(1)/ 250.0(1)
Transit Shelters	--	2,192.0(3)/ 645.0(2)	--	--	--	2,192.0(3)/ 645.0(2)
Carpool and Vanpool Promotion	--	--	--	--	265.0(2)/ 190.0(2)	265.0(2)/ 190.0(2)
Pedestrian and Bicycle Provisions	--	475.0(9)/ 421.0(7)	--	65.0(2)/ 30.0(1)	--	540.0(11)/ 451.0(8)
Miscellaneous Low-Capital Actions	--	219.7(2)/ 92.6(2)	--	--	--	219.7(2)/ 92.6(2)
Bus Stop Location Projects	--	460.0(1)	--	--	--	460.0(1)
Downtown Parking Rate Structure Study	--	15.0(1)	--	--	--	15.0(1)
Taxi Fare and Regulation Study	--	--	--	--	--	--
Exclusive Bus Lanes	--	Included under Actions 6 and 9 Above	--	--	--	--
Commuter-Impacted Permit Parking	--	10.0(1)	--	--	--	10.0(1)
Community Assistance Traffic Engineering and Transit Planning	--	90.0(1)	--	--	48.5	138.5
Work Time Rescheduling Study	--	--	--	--	180.0(1)/ 115.3(1)	180.0(1)/ 115.3(1)
Energy Emergency Contingency Plan	--	--	--	--	Depends on scope of study recommended by prospectus	--
Weekend and Special Event Traffic Planning	--	--	--	--	Prospectus 23.0(1)	23.0(1)
Total	9,485.7(9)/ 2,957.7(9)	431,518.7(203)/ 99,706.3(146)	9,230.0(19)/ 2,685.4(13)	3,066.9(51)/ 2,038.4(46)	536.5(5)/ 396.8(5)	453,837.8(291)/ 107,784.6(219)

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 Wisconsin
Secretary	Regional Planning Commission
Arne L. Gausmann. . . . .	Director, Bureau of System Planning,
	Division of Planning and Budget,
	Wisconsin Department of Transportation
Donald K. Holland. . . . .	Director of Public Works, City of Kenosha
Edward A. Jenkins. . . . .	Transportation Director, City of Kenosha
Francis J. Pitts . . . . .	Member, Kenosha County Board of Supervisors;
	Commissioner, Southeastern Wisconsin
	Regional Planning Commission
Harvey Shebesta . . . . .	District Director,
	Division of Transportation Facilities,
	Wisconsin Department of Transportation
Herbert R. Teets . . . . .	Wisconsin Division Administrator,
	U. S. Department of Transportation,
	Federal Highway Administration
Theodore G. Weigle, Jr. . . . .	Regional Director, Region V,
	U. S. Department of Transportation,
	Urban Mass Transportation Administration
Vacancy . . . . .	Highway Commissioner, Kenosha County

#### 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 Wisconsin
	Regional Planning Commission
James J. Blazek. . . . .	City Engineer, City of Racine
Jon I. Dederich . . . . .	Plan Commissioner, Village of Elmwood Park
Arne L. Gausmann. . . . .	Director, Bureau of System Planning,
	Division of Planning and Budget,
	Wisconsin Department of Transportation
Clair W. Jenn . . . . .	Traffic Engineer, Department of Traffic
	and Lighting, City of Racine
LeRoy H. Jerstad . . . . .	President, Village of North Bay
John Margis, Jr. . . . .	Highway Commissioner, Racine County

Lloyd C. Meier . . . . .	President, Village of Wind Point
Herman V. Nelson . . . . .	Trustee, Village of Sturtevant
Harvey Shebesta . . . . .	District Director, Division of Transportation Facilities, Wisconsin Department of Transportation
Herbert R. Teets . . . . .	Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Theodore G. Weigle, Jr. . . . .	Regional Director, Region V, U. S. Department of Transportation, Urban Mass Transportation Administration
Robert F. White . . . . .	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
William C. Carey . . . . .	Assistant Director, Department of Fiscal Liaison, City of Milwaukee
Daniel F. Casey . . . . .	Second Vice-Chairman, Milwaukee County Board of Supervisors
Vencil F. Demshar . . . . .	Highway Commissioner, Waukesha County
William R. Drew . . . . .	Commissioner, Department of City Development, City of Milwaukee
Herbert A. Goetsch . . . . .	Commissioner of Public Works, City of Milwaukee
Joseph M. Hutsteiner . . . . .	Chairman, Transportation and Works Committee, Milwaukee County Board of Supervisors
Joseph C. LaPorte . . . . .	Mayor, City of Waukesha
Edwin J. Laszewski, Jr. . . . .	City Engineer, City of Milwaukee
Thomas P. Leisle . . . . .	Member, Ozaukee County Board of Supervisors
J. William Little . . . . .	City Administrator, City of Wauwatosa
William E. Meaux . . . . .	First Vice-Chairman, Milwaukee County Board of Supervisors
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
Betty L. Voss . . . . .	Alderman, City of Milwaukee
Vacancy . . . . .	Milwaukee County Board of Supervisors
Vacancy . . . . .	South Shore Suburbs
Vacancy . . . . .	Waukesha County Suburbs

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

(continued)

**Nonvoting Technical Staff Members**

Kurt W. Bauer . . . . .	Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary	
Robert W. Brannan . . . . .	Deputy Director, Department of Public Works, Milwaukee County
Thomas J. Hart . . . . .	Director, Bureau of Program Management, Wisconsin Department of Transportation
Henry M. Mayer . . . . .	Managing Director, Milwaukee County Transit System
Victoria M. Potter . . . . .	Director, Office of Intergovernmental Affairs, Wisconsin Department of Administration
Gerald Schwerm . . . . .	Director of Transportation, Milwaukee County
Harvey Shebesta . . . . .	District Director, Division of Transportation Facilities, Wisconsin Department of Transportation
Herbert R. Teets . . . . .	Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Theodore G. Weigle, Jr. . . . .	Regional Director, Region V, U. S. Department of Transportation, 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 a 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 19, AND 21 TO 26

#### 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