

## MINUTES OF THE SECOND MEETING

### ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

DATE: September 8, 2004  
TIME: 1:00 p.m.  
PLACE: Commission Offices  
W239 N1812 Rockwood Drive  
Waukesha, WI

#### Committee Members Present

Frederick J. Patrie, Chairman..... Director of Public Works, Kenosha County  
Douglas F. Dalton ..... Urban Planning Manager,  
(Representing Sandra K. Beaupre) Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
John M. Bennett ..... City Engineer, City of Franklin  
Donna L. Brown..... Systems Planning Group Manager, District 2,  
Wisconsin Department of Transportation  
Larry H. Bruss..... Regional Pollutant and Mobile Source Section Chief,  
(Representing Lloyd L. Eagan) Bureau of Air Management,  
Wisconsin Department of Natural Resources  
Allison M. Bussler ..... Chief of Staff, Waukesha County Executive's Office  
Thomas E. Carlsen ..... Director, Department of Parks and Public Infrastructure,  
(Representing Sue Black) Milwaukee County  
Paul A. Feller ..... Director of Public Works, City of Waukesha  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Richard M. Jones ..... Commissioner of Public Works, City of Racine  
William Kappel ..... Director of Public Works, City of Wauwatosa  
Glenn M. Lampark ..... Director of Public Works, Racine County  
Michael M. Lemens ..... Director of Engineering, City of Kenosha  
Michael K. Lynett ..... Village Engineer/Commissioner of Public Works,  
Village of Fox Point  
Jeffrey J. Mantes ..... Commissioner of Public Works, City of Milwaukee  
Dwight E. McComb ..... Planning and Program Development Engineer,  
Federal Highway Administration,  
U.S. Dept. of Transportation  
Gloria L. McCutcheon ..... Southeast Regional Director,  
Wisconsin Department of Natural Resources  
Kenneth M. Pesch ..... Highway Commissioner, Washington County  
Jeffrey S. Polenske ..... City Engineer, City of Milwaukee  
Wallace Thiel ..... Village Administrator, Village of Hartland  
Michael Vebber ..... Director of Operations,  
(Representing Thomas P. Kujawa) Milwaukee County Transit System

#### Staff Members and Guests Present

Robert E. Beglinger ..... Chief Transportation Engineer, SEWRPC  
Daniel A. Boehm ..... Manager of Research and Planning,  
Milwaukee County Transit System  
Christopher T. Hiebert ..... Senior Engineer, SEWRPC  
David M. Jolicoeur ..... Senior Engineer, SEWRPC  
Patrick A. Pittenger ..... Senior Planner, SEWRPC  
Kenneth R. Yunker ..... Deputy Director, SEWRPC

## **WELCOME AND ROLL CALL**

Chairman Patrie welcomed all of those in attendance and indicated that roll call would be accomplished through a sign-in roster circulated by Commission staff. He thanked Mr. Lampark for serving as Chairman in his absence for the Committee's initial meeting.

## **CONSIDERATION OF APPROVAL OF MINUTES OF JULY 28, 2004, MEETING**

Chairman Patrie asked if there were any questions or comments on the [minutes](#) of the Advisory Committee's first meeting held on July 28, 2004. The following comments were made regarding revisions of Chapter I, "Introduction," of SEWRPC Planning Report No. 49, "*A Regional Transportation System Plan for southeastern Wisconsin*" noted in the minutes:

1. With respect to the discussion on pages 4 and 5 of the minutes regarding the revision of the seventh planning principle in Chapter I, Mr. Grisa remarked that safety of the transportation system contributes to the Region's quality of life, and suggested that the planning principle be revised to reflect this. Mr. Yunker indicated that the seventh planning principle would be revised to reflect Mr. Grisa's comment, with the revised text included in the minutes of this meeting.

[Secretary's Note: The seventh planning principle on pages 6 and 7 of Chapter I has been revised to read as follows: "Transportation system planning must recognize the role of transportation in the achievement of personal and community goals. Access to high-quality transportation supports and promotes the maintenance and expansion of the Region's economy. Access to high-quality transportation, including a choice of modes, contributes to the Region's quality of life, reducing the amount of time which must be expended on transportation in daily life and facilitating the freedom to choose between a variety of places to live, work, shop, and recreate. Transportation plays a key role in making accessible environmentally sound economic, cultural, and educational opportunities; promoting sound economic development; and providing an attractive quality of life. The provision of a safe transportation system also contributes to an attractive quality of life by minimizing fatalities, injuries, and property damage, and the costs of transportation.

2. Mr. Yunker indicated that one revision of Chapter I suggested at the Committee's July 28, 2004, meeting was not included in the minutes of that meeting. He indicated that the statement regarding Lake Michigan found on page 2 would be revised, with the proposed text to be included in the minutes of this meeting.

[Secretary's Note: The second sentence in the second full paragraph on page 2 of Chapter I has been revised to read as follows: "It is bounded on the east by Lake Michigan, which is an integral part of a major international transportation network."]

There being no further questions or comments, a motion to approve the minutes as published was made by Mr. Feller, seconded by Mr. Lemens, and carried unanimously by the Committee.

## **REPORT ON AUGUST OPEN HOUSE MEETINGS AND COMMENTS RECEIVED TO DATE**

Chairman Patrie asked Mr. Yunker to provide the Committee with a report on the public information meetings held in August 2004 and comments received to date regarding the review and update of the regional land use and transportation plans and the regional transportation public involvement process.

Mr. Yunker stated that the Commission staff conducted a series of nine public information meetings throughout the Region in August 2004, during a public comment period that would end on September 20, 2004. He noted that comments would be encouraged throughout this planning process, but comments received by September 20, 2004, would be included in the first volume of the Record of Public Comments for the development of the regional transportation system plan. He indicated that this first volume of the Record of Public Comments, which will include all written comments and meeting attendance rosters, would be provided to the Committee members for their review at the Committee's November 2004 meeting. He stated that the total attendance at the nine public meetings was about 160 persons, with attendance at the meetings ranging from under 10 persons to about 50 persons. He added that about 40 written comments had been received to date, with all but one pertaining to the review and update of the regional land use and transportation system plans, and the remaining comment pertaining to the regional transportation public involvement process.

### **REVIEW OF PRELIMINARY DRAFT OF CHAPTER II, "REVIEW OF THE CURRENT ADOPTED REGIONAL TRANSPORTATION PLAN," OF SEWRPC PLANNING REPORT NO. 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035"**

Chairman Patrie asked Mr. Yunker to lead the Committee through a review of the preliminary draft of [Chapter II](#), "Review of the Current Adopted Regional Transportation Plan." During Mr. Yunker's review of the preliminary draft of Chapter II, the following questions and comments were made by Committee members:

1. With respect to Map 2-1, which displays the recommended off-street bicycle and pedestrian way system plan for southeastern Wisconsin for the year 2020, Mr. Bennett indicated that an off-street path located in the City of Franklin was extended north of its northern terminus as shown on this map, and that the entire path in the City of Franklin is a local, not county, facility. Mr. Yunker stated that Map 2-1 and the text of the chapter would be revised, with revisions reported in the minutes to this meeting.

[Secretary's Note: In addition to the path extension noted by Mr. Bennett, Commission staff also determined that approximately three additional miles of an off-street path in the City of Muskego had been implemented. The total number of off-street paths implemented from 1995 to 2003 is 55 miles, instead of 51 miles as reported in the preliminary draft of Chapter II. Revised versions of Map 2-1, which displays the recommended off-street network of paths, and Map 2-11, which displays the implementation status of the recommended off-street network of paths, are included in Attachments A and B, respectively, to these minutes. The third and fourth sentences of the first full paragraph on page 10 and the second and third sentences of the second bulleted paragraph on page 18 have been revised to read as follows: "With the 55 miles implemented since 1995, the total network of off-street paths is now 189 miles. The increase in off-street bicycle and pedestrian paths from 1995 to 2003 of approximately 55 miles is about 12 percent of the total planned increase in such off-street paths from 1995 to 2020 of 441 miles."]

Mr. Bennett also pointed out that while off-street bicycle and pedestrian paths may be used for commuting and recreational purposes, typically they are not maintained for use in the winter. Mr. Yunker stated that the last sentence of the fifth paragraph on page 3 would be revised to indicate that off-street paths are intended for primarily seasonal use.

[Secretary's Note: The last sentence of the fifth paragraph on page 3 has been revised to read as follows: "Additionally, the plan also recommended development of a network of 575 miles of off-street bicycle and pedestrian paths intended for seasonal use."]

2. With respect to the arterial street and highway system element of the current adopted regional transportation system plan, Mr. Grisa suggested that the term "as well" be replaced with the term "also" in the second to last sentence of the first full paragraph on page 6. Mr. Yunker indicated that the text would be revised as suggested by Mr. Grisa and reported in the minutes to this meeting.

[Secretary's Note: The second to last sentence of the first full paragraph on page 6 of Chapter II has been revised to read as follows: "Standard arterial streets and highways are arterials with at-grade intersections and may also provide direct access to abutting property through driveways."]

Also with respect to the arterial street and highway system element of the current adopted regional transportation system plan, Mr. Bennett asked what the source was for Table 2-2, which displayed the recommended arterial street and highway system preservation, improvement, and expansion by arterial facility type and county. Mr. Yunker stated that the table is based upon the current adopted year 2020 regional transportation system plan. He indicated that the current plan—adopted in 1997—has been amended since adoption, and any applicable amendments are also reflected in this table. Mr. Bennett asked if the miles of recommended arterial facility preservation, improvement, and expansion presented in Table 2-2 and in Maps 2-4 through 2-10 include some facilities for which the recommended improvement or expansion have been completed. Mr. Yunker responded that some of the recommended system improvement and expansion has occurred since the current plan's adoption -- about 17 percent -- and the extent of implementation of the current adopted plan was addressed later in this chapter of the report.

3. With respect to the implementation of the transportation systems management element of the transportation plan, and specifically the promotion of carpooling discussed in the fifth bulleted paragraph on page 9, Ms. McCutcheon suggested that the term "carpool" lots be replaced with the term "park-ride" lots. Mr. Yunker stated that the Commission has historically provided information regarding carpool lots and public transit stations, and that there is some overlap between the two types of facilities. He indicated that Commission staff would revise this section of text to indicate the total number of facilities that may be called "park-ride" lots -- all of which may be used for carpooling, and some of which are served by rapid transit service.

[Secretary's Note: The fifth bulleted paragraph on page 9 has been revised to read as follows: "The Wisconsin Department of Transportation has continued to promote carpooling in southeastern Wisconsin. The Department has operated, and continues to operate, a program that matches travelers interested in carpooling. The Department has also continued to support carpooling by maintaining and expanding the system of park-ride lots in the Region. In 1995, there were 38 such facilities in the Region, but by 2003, there were 46 of these facilities. Not only do these facilities support carpooling, they also

support public transit service at most locations. In 1995, 25, or about 66 percent, of the 38 park-ride lots were served by rapid transit bus service, and in 2003, 32, or about 70 percent of the 46 park-ride lots were served by rapid transit bus service.”]

4. With respect to the implementation of the transportation systems management element of the transportation plan, and specifically the bicycle and pedestrian element of the plan discussed in the first full paragraph on page 10, Mr. Dalton asked if the extent of accommodation of bicycle travel on the arterial street and highway system had been measured. Mr. Yunker responded that the data required to measure the level of implementation is not available at this time, and that measuring implementation will require an inventory of arterial streets and highways. Mr. Yunker stated that Commission staff will conduct such an inventory of on-street bicycle accommodation during the development of this plan, and will then maintain that inventory. Mr. Mantes indicated that the City of Milwaukee maintains data regarding the accommodation of bicycles on its arterial streets. Mr. Yunker stated that Commission staff will seek to incorporate the information available from the City of Milwaukee - and information available from other sources - as the inventory of bicycle accommodation is completed.
5. With respect to the implementation of the transportation systems management element of plan, Ms. Brown suggested that the construction of a passenger rail station at General Mitchell International Airport, the Milwaukee intermodal terminal renovation, and a planned commuter facility - including a park-ride lot - in the Village of Hartland should all be listed as transportation systems management measures implemented by the Wisconsin Department of Transportation. She indicated that she would provide additional information to Commission staff regarding these projects. Mr. Yunker stated that Commission staff would revise this section of the text as appropriate and report the revisions in the minutes of this meeting.

[Secretary’s Note: Additional text was developed regarding the passenger rail station at General Mitchell International Airport and the Milwaukee intermodal terminal renovation for inclusion in Chapter II. The planned commuter facility which will include a park-ride lot was not listed because it was not completed by, or under construction during, 2004. The following text was added as the first full bulleted paragraph on page 10: “The Wisconsin Department of Transportation has purchased and is renovating the Milwaukee intermodal terminal which will help to enhance public transit service in the Region. The facility, which is already an Amtrak station, will serve not only Amtrak, but also intercity bus, commuter bus, and the Milwaukee County Transit System. Additionally, the Department is constructing a new passenger rail station at General Mitchell International Airport. The station will serve Amtrak passengers connecting to the airport, as well as providing another station for travelers to access Amtrak’s Hiawatha Service.”]

6. With respect to the transit alternatives analysis underway in downtown Milwaukee discussed in the last sentence of the third full paragraph on page 11, Mr. Vebber noted that light rail is no longer under consideration as part of the Milwaukee Downtown Transit Connector Study. Mr. Yunker stated that the text would be revised to indicate only bus guideway express transit system technologies are being investigated.

[Secretary’s Note: The last sentence of the third full paragraph on page 11 has been revised to read as follows: “Also, an alternatives analysis study is underway in the Milwaukee CBD investigating bus guideway express transit system technologies and is scheduled for completion in 2005.”]

7. With respect to the implementation of functional improvements recommended in the regional transportation plan, Mr. Yunker stated that the miles planned for system improvement or expansion indicated as being completed included not only the miles which had been completed by 2004, but also those that were under construction in 2004. He stated that the third and fourth full paragraphs on page 12 and the first bulleted paragraph on page 19 in the summary section would be revised to indicate that miles implemented included miles under construction in 2004.

Regarding Table 2-4, which displayed the implementation status of functional improvements to the arterial street and highway system as recommended in the regional transportation plan, Mr. Lemens indicated that the amount of system expansion – the construction of new arterial streets and highways – in Kenosha County should be listed as 0.5 miles.

Also regarding Table 2-4, Mr. Pesch asked if the conversion of STH 41 in Washington County to a freeway facility – including widening with additional lanes – was included in the miles of arterial streets and highways widened. Mr. Yunker stated that the conversion of STH 41 in Washington County to a freeway was not included, because, it was not a recommended improvement in the year 2020 plan, as it was already under construction during the development of that plan. He stated that Table 2-4 and Map 2-12 would be revised to indicate that functional improvements which were implemented from 1995 through 2004, or were under construction in 2004, were included, and additionally, why the improvement of STH 41 referenced by Mr. Pesch was not included.

Chairman Patrie asked Committee members to provide any additional information regarding functional improvements – completed from 1995 to 2004 or under construction in 2004 – to Commission staff for inclusion in Chapter II.

[Secretary's Note: The last sentence of the third full paragraph on page 11 and the second sentence of the first bulleted paragraph on page 19 have been revised to read as follows to reflect Committee members' comments during the meeting and to Commission staff after the meeting: "As of 2004, work on 81 miles, or 15 percent of the miles planned to be widened for added capacity, had been completed or was under construction."

The last sentence of the fourth full paragraph on page 11 and the third sentence of the first bulleted paragraph on page 19 have been revised to read as follows to reflect Committee members' comments during the meeting and to Commission staff after the meeting: "As of 2004, construction of nearly 29 miles, or 23 percent of the planned new miles, had been completed or was under construction."

Revised versions of Table 2-4 and Map 2-12 are included in Attachments C and D, respectively, to these minutes.]

8. With respect to the implementation of the jurisdictional realignments element of the arterial street and highway system as recommended in the regional transportation plan, Mr. Bennett noted that a portion of Puetz Road in the City of Franklin was displayed on Map 2-13 as having been transferred to the local trunk highway system. He indicated that while this portion of Puetz Road is now part of the local trunk highway system, it was not a jurisdictional transfer, but a new arterial segment. Also with respect to the implementation of jurisdictional realignments, Mr. Grisa indicated that he would provide additional information to Commission staff regarding jurisdictional transfers that have been implemented in the City of Brookfield. Mr. Yunker stated that Commission staff would revise the map as appropriate to reflect information provided by

Committee members at this meeting, and asked Committee members to provide information regarding any other jurisdictional transfers to Commission staff as well.

[Secretary's Note: Map 2-13 displayed both jurisdictional transfers to the state, county, and local arterial street and highway systems and new arterial segments constructed on these systems. Map 2-13 has been revised to only show jurisdictional transfers, and a revised Map 2-13 is provided in Attachment E to these minutes.

Also, the first four numbered paragraphs on page 13 have been revised to read as follows:

- “1. Of the approximately 71 miles to be transferred to the State trunk system from the county trunk system and the local arterial system, 26 miles, or 37 percent, have been completed.
2. Of the approximately 424 miles to be transferred to the county trunk system from the State trunk system and the local arterial system, 18 miles, or 4 percent, have been completed.
3. Of the approximately 106 miles to be transferred to the local arterial system from the State trunk system and the county trunk system, 21 miles, or 20 percent, have been completed.
4. Of the approximately 235 miles to be transferred to the local nonarterial system from the State trunk system and the county trunk system, 15 miles, or 6 percent, have been completed.”

The fourth sentence in the first bulleted paragraph on page 19 has been revised to read as follows: “With respect to jurisdictional realignments, 26 miles, or 37 percent, of the approximately 71 miles to be transferred to the State trunk system from the county trunk system and the local arterial system have been completed; 18 miles, or 4 percent, of the approximately 424 miles to be transferred to the county trunk system from the State trunk system and the local arterial system have been completed; 21 miles, or 20 percent, of the 106 miles be transferred to the local arterial system from the State trunk system and the county trunk system have been completed; and 15 miles, or 6 percent, of the approximately 235 miles to be transferred to the local nonarterial system from the State trunk system and the county trunk system have been completed.”]

9. Regarding the progress of implementing the year 2020 regional transportation system plan, Mr. Grisa suggested that conclusions be drawn regarding the extent of implementation of the plan. He stated that he believed the conclusions did not need to be based on quantitative assessments, where data are not available, but that conclusions should be drawn when possible. Mr. Bruss asked that information be included that would help explain why some elements of the plan have not been implemented to the same extent as other elements of the plan. Mr. Yunker responded that there has been implementation of each element of the year 2020 plan, and that text indicating this would be added in the summary section of Chapter II. He added that the conclusions would be based on available information, but that Commission staff would not make any conclusions based on speculation regarding the reasons why the plan implementation has proceeded as it has.

[Secretary's Note: The following text has been added as a new paragraph on page 19 after the first full bulleted paragraph: "Thus, significant implementation of the year 2020 regional transportation plan has been achieved, including nearly equal implementation of each plan element. Plan implementation to date is estimated to include 12 percent of planned new off-street bicycle and pedestrian paths, 15 percent of planned transit service expansion, and 17 percent of planned widened and new arterial streets and highways. An estimated current modest shortfall between available funding and the funding necessary to implement the plan may have limited the extent of plan implementation, as the bulk of available funding is necessary for routine transportation system operations and maintenance and replacement, rehabilitation, and reconstruction needs."]

10. Mr. Dalton asked if similar information would be developed regarding the implementation of the current adopted regional land use plan. Mr. Yunker responded that a similar review of the extent of implementation of the current adopted land use plan would be documented as part of the preparation of the new land use plan that will be developed under the guidance of the Advisory Committee on Regional Land Use Planning currently being formed by the Commission. He added that the chapter of the land use plan that addresses the implementation of the current adopted land use plan will likely be completed before the end of the year and will be available on the Commission's website.
11. With respect to Tables 2-5 and 2-6 which display estimated actual and forecast population and household levels, respectively, by county, Ms. McCutcheon asked why the term "estimated" was used to describe 1990 U.S. Bureau of the Census population and household figures. Mr. Yunker responded that it is most accurate to describe the Census data as estimates.
12. Regarding the forecasts upon which the year 2020 regional transportation plan was based – including forecasts of population, households, employment, personal vehicle availability, weekday person trips and vehicle trips, vehicle-miles of travel, and transit ridership – Mr. Grisa noted that the forecasts were very similar to current estimates – generally varying by only 1 to 2 percent. He noted that in particular the forecast levels of vehicle-miles of travel were experienced even though implementation of the plan was lagging somewhat behind planned levels. He stated that this may indicate that travel and traffic is increasing due to growth in households and employment, and changes in lifestyles, and not as some suggest, solely due to the expansion of streets and highways -- so called induced traffic. He asked whether this issue should be discussed in this chapter. Mr. Thiel noted that this chapter is an inventory chapter, and it may be more appropriate to discuss this issue later in the report. Mr. Yunker agreed that this was an important issue, and that Commission staff will need to consider how to best address the issue in the report.
13. With respect to the estimated actual and forecast public transit ridership in the Region displayed in Figure 2-9, Mr. Dalton noted that transit ridership has been relatively stable since the early to mid- 1970's with the exception of a significant increase in ridership that occurred in the mid to late 1970's. He asked what occurred during that period that resulted in the increased ridership. Mr. Yunker stated that the period referenced by Mr. Dalton was marked by increased motor fuel prices, and increases in transit service in response to those price increases and the assumption of public ownership of transit systems.
14. Mr. Bennett asked how the jurisdictional highway planning committees will be involved in the development of the regional transportation plan. Mr. Yunker stated that Commission staff will work with the committees from each county in the Region – which include representatives from each of the seven counties and 147 municipalities within the Region. He stated that the



committees will meet to discuss transportation problems and needs, and to consider and comment on alternative, and preliminary, recommended plans advanced by this Advisory Committee. Mr. Bennett pointed out that some jurisdictional highway planning committees have not met for some time. Mr. Yunker responded that the level of recent activity by the seven jurisdictional highway planning committees has varied throughout the Region, and that Commission staff would seek the input of each County's committee during this review and update process. Mr. Bennett asked if the Wisconsin Department of Transportation would be represented on each of the seven jurisdictional highway planning committees. Mr. Yunker indicated that the Department would be represented on each of these committees, and that the Federal Highway Administration would also be represented on each of these committees.

15. Mr. Bruss asked if a glossary of terms used in the text of the report would be included in the final report. Mr. Yunker stated that the Commission staff would develop a glossary of terms, including acronyms, for inclusion in the final report, and would provide a draft of the glossary to this Committee for its review prior to publication.

There being no further discussion, a motion to approve the preliminary draft of Chapter II, "Review of the Current Adopted Regional Transportation Plan," as amended was made by Mr. Grisa, seconded by Mr. Kappel, and carried unanimously by the Committee.

## **PROPOSED SCHEDULE OF COMMITTEE MEETINGS**

Chairman Patrie stated that a [proposed schedule](#) of Committee meetings had been distributed for the period of October 2004 through March 2006. He noted that the proposed schedule of meetings include one meeting per month – on the first Wednesday of each month. Mr. Yunker noted that while monthly meetings would be scheduled, the Commission staff anticipates that some meetings will be cancelled, including possibly the next scheduled meeting in October. He stated that Commission staff will notify Committee members in the event that there would be insufficient materials for Committee review to justify a meeting.

Chairman Patrie asked Committee members to indicate if they were aware of any need to adjust the proposed meeting dates. After brief Committee discussion, it was determined that the proposed meetings for November 2004, May 2005, July 2005, and November 2005 would be postponed by one week each. Mr. Yunker indicated that a revised monthly schedule of meetings would be attached to the minutes of this meeting for Committee information.

[Secretary's Note: A copy of the monthly schedule of Advisory Committee meetings is included in Attachment F to these minutes. Following this meeting, the October 2004 meeting was cancelled. The schedule of meetings included in Attachment E reflects this cancellation.]

**ADJOURNMENT**

The second meeting of the Advisory Committee on Regional Transportation Planning was adjourned at 2:20 p.m. on a motion by Mr. Lemens, seconded by Mr. Bennett, and carried unanimously by the Committee.

Signed

Kenneth R. Yunker  
Recording Secretary

\* \* \*

PCE/KRY/REB/PAP/lgh  
10/18/04  
#99236 v1 - RTP 2035 AC minutes 9-8-04

Source: SEWRPC.

**YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN BICYCLE  
AND PEDESTRIAN FACILITY ELEMENT: IMPLEMENTATION OF  
PLANNED NETWORK OF OFF-STREET PATHS - 2003**

BICYCLE-WAY IN UTILITY OR  
NATURAL RESOURCE CORRIDOR

--- PLANNED OFF-STREET PATH

--- COMPLETED PRIOR TO 1995

--- COMPLETED SINCE 1995



Table 2-4

**IMPLEMENTATION STATUS OF FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM AS SET FORTH IN THE YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN AND SUBSEQUENT AMENDMENTS: 2004<sup>a</sup>**

County	System Improvement	
	Year 2020 Planned Miles	Implemented Miles by 2004
Kenosha	56.8	11.1
Milwaukee	95.3	10.8
Ozaukee	62.2	14.3
Racine	62.6	11.3
Walworth	36.7	6.5
Washington	50.3	4.9
Waukesha	168.4	22.3
Region	532.3	81.1

County	System Expansion	
	Year 2020 Planned Miles	Implemented Miles by 2004
Kenosha	8.5	0.5
Milwaukee	10.3	5.8
Ozaukee	7.0	0.0
Racine	21.5	0.6
Walworth	34.5	7.8
Washington	21.8	3.1
Waukesha	20.7	11.1
Region	124.3	28.9

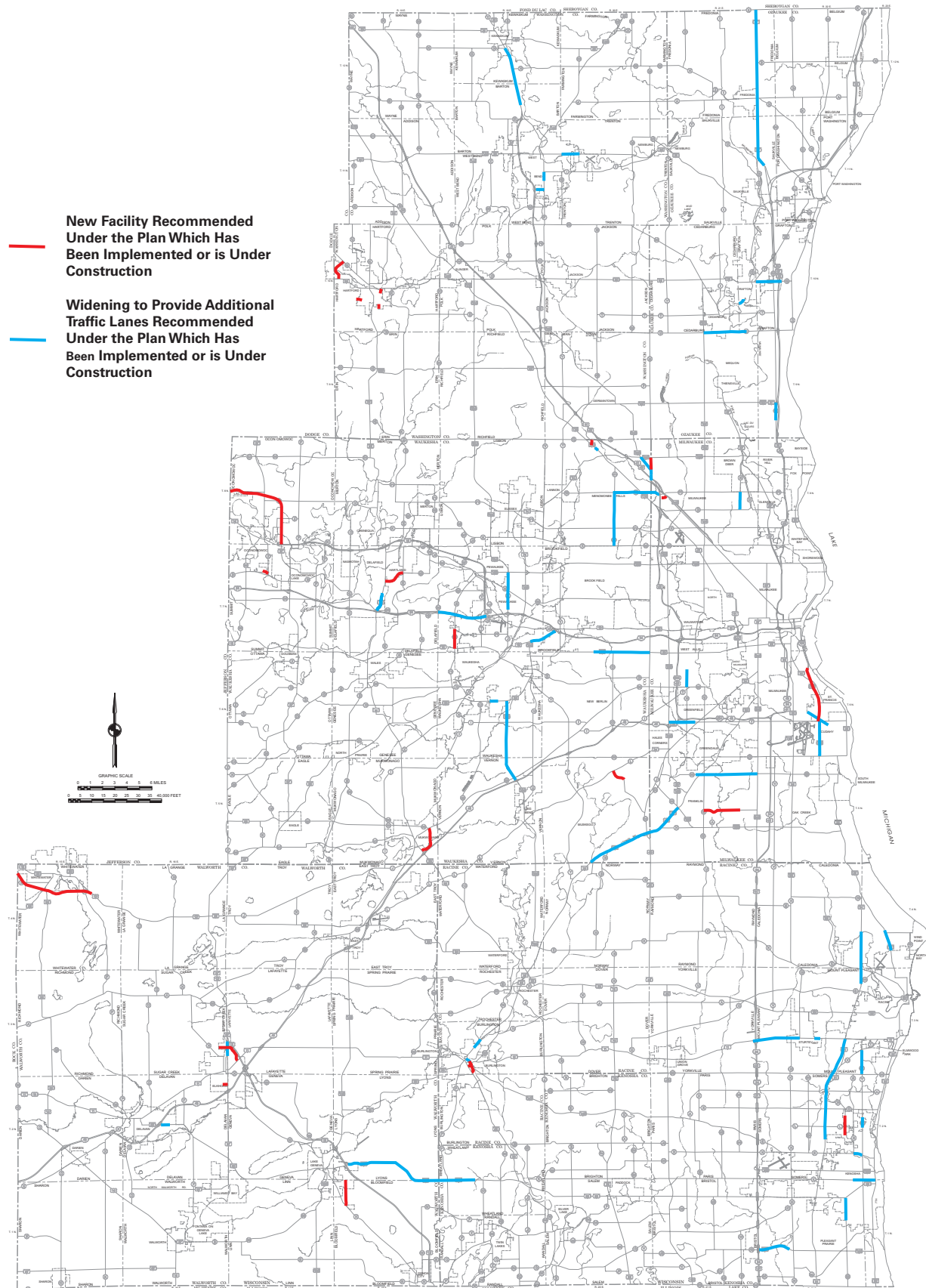
<sup>a</sup>Includes improvements and expansions implemented from 1995 to 2004 or were under construction in 2004.

The improvement – widening with additional lanes and conversion to a freeway facility - of USH 41 USH 45 to Dodge County is not included. The improvement of this facility was completed in 1995, but was considered implemented in the year 2020 regional transportation system plan because the facility was already under construction during the development of that plan.

Source: SEWRPC.



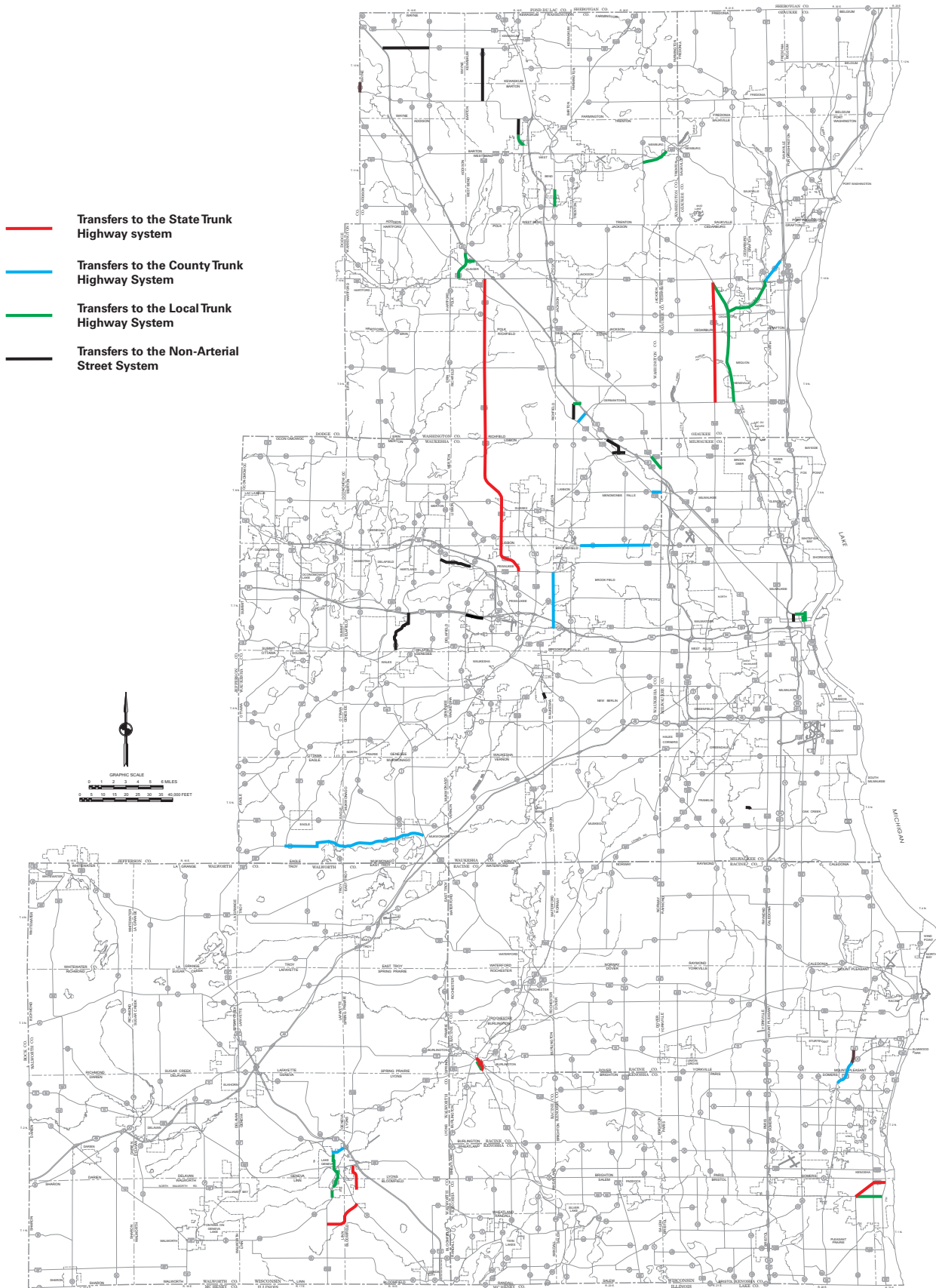
**YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN  
ARTERIAL STREET AND HIGHWAY FUNCTIONAL IMPROVEMENTS TO DATE: 2004 <sup>a</sup>**



<sup>a</sup>Map displays improvements and expansions implemented from 1995 to 2004 or were under construction in 2004.

Source: SEWRPC

YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN  
ARTERIAL STREET AND HIGHWAY JURISDICTIONAL CHANGES TO DATE: 2004



Source: SEWRPC

## Attachment F

### Proposed Monthly Schedule of Meetings of Advisory Committee on Regional Transportation Planning through March 2006 (revised)

Year	Month	Day	Time
2004	November	10	1:00 PM
	December	1	1:00 PM
2005	January	5	1:00 PM
	February	2	1:00 PM
	March	2	1:00 PM
	April	6	1:00 PM
	May	11	1:00 PM
	June	1	1:00 PM
	July	13	1:00 PM
	August	3	1:00 PM
	September	7	1:00 PM
	October	5	1:00 PM
	November	9	1:00 PM
	December	7	1:00 PM
2006	January	4	1:00 PM
	February	1	1:00 PM
	March	1	1:00 PM