

## MINUTES OF THE TENTH MEETING

### ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

DATE: December 7, 2005  
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
Sandra K. Beaupre .....	Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
John M. Bennett.....	City Engineer, City of Franklin
Donna L. Brown.....	Systems Planning Group Manager, Southeast Region, 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
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
Robert Kelly.....	Street Design Engineer, City of Wauwatosa (Representing William Kappel)
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
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 C. Thiel .....	Village Administrator, Village of Hartland
Michael Vebber.....	Deputy Director, (Representing Kenneth J. Warren) Milwaukee County Transit System

#### Staff Members and Guests Present

Albert A. Beck .....	Principal Planner, SEWRPC
Daniel A. Boehm .....	Manager of Research and Planning, Milwaukee County Transit System
Robert E. Beglinger .....	Chief Transportation Engineer, SEWRPC
Christopher T. Hiebert .....	Senior Engineer, SEWRPC
David M. Jolicoeur.....	Senior Engineer, 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.

## **CONSIDERATION OF APPROVAL OF MINUTES OF NOVEMBER 9, 2005, MEETING**

Chairman Patrie asked if there were any questions or comments on the minutes of the Advisory Committee's ninth meeting held on November 9, 2005. There being no questions or comments, a motion to approve the minutes as written was made by Mr. Grisa, seconded by Mr. Bennett, and carried unanimously by the Committee.

## **DISCUSSION OF PROPOSED MOTOR FUEL COST TO BE UTILIZED IN EVALUATION OF TRANSPORTATION SYSTEM ALTERNATIVES**

Chairman Patrie asked Mr. Yunker to lead the Committee through a discussion of proposed motor fuel cost to be utilized in the evaluation of transportation system alternatives. Mr. Yunker distributed a handout entitled *Meeting of Advisory Committee on Regional Transportation Planning, December 7, 2005*.

[Secretary's Note: The handout distributed during the discussion of proposed motor fuel cost is attached to these minutes as Attachment A.]

During the discussion of proposed motor fuel cost to be utilized in the evaluation of transportation system alternatives, the following questions were raised and comments made by Committee members:

1. Mr. Pesch asked about the Commission staff recommendation to use \$2.00 per gallon (in year 2005 dollars) instead of the U.S. Department of Energy forecast of \$1.65 per gallon (in year 2005 dollars). Mr. Yunker noted that the U.S. Department of Energy forecast is updated annually and was last issued in January 2005. He stated the Commission staff was anticipating that the next forecast issued by the U.S. Department of Energy would be somewhat higher, and that the Commission staff was proposing to use a conservatively higher forecast.
2. Mr. Vebber asked if the Commission staff recommendation of \$2.00 per gallon (in year 2005 dollars) was conservative enough. Mr. Yunker responded that the staff was relying upon the forecasts of the U.S. Department of Energy, and that the staff recommendation is higher than the current U.S. Department of Energy forecast.
3. Ms. Beaupre asked about how often the U.S. Department of Energy revisits and releases their forecast motor fuel costs. Mr. Yunker responded that the U.S. Department of Energy typically releases their forecasts in January and that the Commission staff would review and provide the latest U.S. Department of Energy forecast to this Committee when it was available; and then consider revision of the motor fuel price forecast. He added that the Commission staff would be performing sensitivity analyses on their travel simulation models to determine the effect higher motor fuel costs would have on transit ridership forecasts and highway traffic volume, congestion, and improvement recommendations.

[Secretary's Note: In mid-December the U.S. Department of Energy released new motor fuel cost and motor fuel efficiency forecasts to the year 2030. The U.S. Department of Energy forecasts that in the year 2030 motor fuel (gasoline) will cost \$2.19 per gallon (in

year 2004 dollars). Based upon the new motor fuel price forecasts released by the U.S. Department of Energy, the Commission staff recommendation is to use \$2.30 per gallon (in year 2005 dollars) and 30 miles per gallon as the motor fuel cost and motor fuel efficiency to be utilized in the evaluation of transportation system alternatives. Assuming two percent annual inflation, the price per gallon of motor fuel would be about \$4.20 in the year 2035. Pages 6, 8, and 9 of Attachment A have been revised to reflect the new U.S. Department of Energy forecasts and the Commission staff recommendation and are included with the minutes as Attachment B.]

4. Mr. Bruss asked if diesel motor fuel costs have any effect on travel. Mr. Yunker responded that the travel simulation models use gasoline motor fuel costs as an input since motor vehicle travel in southeastern Wisconsin is predominately made by gasoline engine passenger vehicles.
5. Mr. Patrie asked if there were forecasts of motor fuel costs other than those conducted by the U.S. Department of Energy. Mr. Yunker responded that the Commission staff has looked for other forecasts of motor fuel costs but have been unable to locate other forecasts of motor fuel costs.
6. Mr. Bennett asked about the probability of more fuel efficient vehicles comprising a larger portion of the vehicle fleet in the future. Mr. Yunker responded that as the cost of motor fuel increases in constant dollars, a trend towards vehicles with better motor fuel efficiency may be expected.
7. Mr. Bruss asked if the Commission staff would consider preparing separate forecasts of year 2035 average weekday traffic based upon high, medium, and low motor fuel cost scenarios. Mr. Yunker responded that the Commission staff does not currently have the time, resources, or budget to conduct such an analysis. He added that the Commission staff has proposed performing a sensitivity analysis to determine the effect higher motor fuel costs would have on transit ridership, traffic volume, traffic congestion, and highway improvement recommendations.

There being no further discussion, a motion to approve the Commission staff recommendation concerning motor fuel cost was made by Mr. Pesch, seconded by Mr. Lemens, and carried unanimously by the Committee.

## **DISCUSSION OF POTENTIAL ARTERIAL STREET AND HIGHWAY CAPACITY IMPROVEMENTS TO BE CONSIDERED TO ADDRESS RESIDUAL TRAFFIC CONGESTION**

Chairman Patrie asked Mr. Yunker to lead the Committee through a discussion of potential arterial street and highway system capacity improvements to be considered to address residual traffic congestion. Mr. Yunker noted that the capacity improvement recommendations in the current year 2020 regional transportation plan which remain to be implemented could be seen on county by county maps beginning on page 10 of the handout. Mr. Yunker then stated that the Commission staff had been meeting with each county jurisdictional highway planning committee, and that the planning committees have identified potential arterial street and highway system capacity changes for consideration and study during the review, update, and extension to the year 2035 of the regional transportation plan. Mr. Yunker then distributed a listing of the potential arterial street and highway capacity changes identified by jurisdictional highway planning committees to date.

[Secretary's Note: The county by county maps begin on page 10 of Attachment A. The three page handout entitled *Potential Arterial Street and Highway Capacity Changes*

*Identified by Jurisdictional Highway Planning Committees for Consideration and Study: 2035 is attached to the minutes as Attachment C.]*

During the discussion of potential arterial street and highway capacity changes identified by jurisdictional highway planning committees and local officials, the following questions were raised and comments made by Committee members:

1. Mr. Bennett asked that the Commission staff consider the provision of six traffic lanes on STH 100 between 27<sup>th</sup> Street and Drexel Avenue in the City of Franklin.
2. Mr. Lampark noted that provision of a full interchange on IH 94 at 27<sup>th</sup> Street is listed both under Milwaukee County and Racine County. He noted that the half-interchange that currently exists is in Racine County and that the provision of a full interchange should only be listed under Milwaukee County as the construction of the other half of the interchange would likely occur in Milwaukee County.
3. Mr. Polenske asked that the Commission staff consider a northern freeway bypass to the City of Milwaukee. Mr. Yunker noted that the Commission staff had identified three potential corridors for such a facility during the conduct of the regional freeway system reconstruction study. Mr. Yunker added that the Commission staff's analysis of a northern freeway bypass at that time indicated that the new facility would improve the level of service in the northern east-west corridor, but the facility would have little impact on reducing or increasing freeway traffic volume on any segment of the existing freeway system; would have little impact on the traffic congestion on the existing freeway system; and would have little impact on the need to address existing freeway system design, safety, and congestion problems. He stated that the Commission staff would again evaluate a northern freeway bypass facility for the year 2035 regional transportation plan.
4. Mr. Thiel noted that the preliminary engineering for Campus Drive between STH 83 and CTH K had been completed. Mr. Yunker stated that this facility had been identified as a potential addition to the arterial street and highway system and asked Mr. Thiel to provide the Commission staff with a copy of the completed study so that the facility could be accurately mapped by Commission staff.
5. Mr. Feller asked about the origin of the request to add CTH U between STH 164 and Sunset Drive to the planned arterial street and highway system. Mr. Beglinger responded that the request came from the Towns of Vernon and Waukesha.
6. Mr. Yunker directed the Committee to page 17 of the first handout and noted the Commission staff intends to consider the planned additional freeway lanes as regular lanes and not as high-occupancy vehicle or high-occupancy vehicle and toll lanes. He noted that text would be developed by the Commission staff for inclusion in the plan chapter which explains this recommendation and would include the points listed on page 17.

[Secretary's Note: The high-occupancy vehicle or high-occupancy vehicle and toll lanes discussion is on page 17 of Attachment A.]

7. Mr. McComb noted that the Commission staff in the plan should address the provision of exclusive truck facilities, including with respect to planned additional freeway lanes. Mr. Yunker

responded that the Commission staff also considered such facilities to not be feasible, and would address the provision of exclusive truck facilities in the plan chapter text.

8. Mr. Patrie asked that the Commission staff consider and evaluate a bypass of Milwaukee County, connecting IH 94 in Kenosha or Racine County with IH 94 in Waukesha County. Mr. Yunker noted that about 95 percent of the person trips made within the Region on an average weekday are internal to the Region and a new freeway bypass designed for traffic passing through the Region would be expected to have little impact on reducing or increasing freeway traffic volume on any segment of the existing freeway system; have little impact on the traffic congestion on the existing freeway system; and have little impact on the need to address existing freeway system design, safety, and congestion problems. He added that these types of connections are currently provided by high level surface arterial routes, noting STH 50 in Kenosha and Walworth Counties, and STH 164 in Washington, Waukesha, and Racine Counties. Mr. Yunker stated that the Commission staff, though, would evaluate such a facility.
9. Mr. Bennett asked if a new jurisdictional highway plan document would be prepared for each of the seven counties. Mr. Yunker responded that the Commission staff will continue to work with each of seven Jurisdictional Highway Planning Committees over the next few months to consider capacity improvements within each county, and then continue working with those Committees through the remainder of 2006 and into 2007 to consider issues of jurisdictional responsibility on the arterial street and highway system. As the Committees complete their review of the jurisdictional responsibility issues in 2007, a new plan document will be prepared and published for each county, he said.

## **OTHER BUSINESS**

Chairman Patrie asked if there was any other business to come before the Committee. Mr. Bruss noted that Ms. Lloyd Eagan had accepted a new position within the Wisconsin Department of Natural Resources and that Mr. Kevin Kessler has been named Acting Director for the Bureau of Air Management. Mr. Bruss also noted that the U.S. Environmental Protection Agency is proposing new air quality standards regarding fine particulate matter and that air quality in Milwaukee and Waukesha Counties may violate those new standards. He asked if the Committee would be interested in presentation on these new standards at a future meeting. Mr. Yunker stated that the Commission staff would work with the Wisconsin Department of Natural Resources to see that these standards are considered at a future meeting and are included on the agenda for that meeting.

## **ADJOURNMENT**

Mr. Yunker stated that the Advisory Committee's next meeting was scheduled for January 11, 2006. The tenth meeting of the Advisory Committee on Regional Transportation Planning was adjourned at 3:00 p.m. on a motion by Mr. Feller, seconded by Ms. McCutcheon, and carried unanimously by the Committee.

Signed

Kenneth R. Yunker  
Recording Secretary



# ***Meeting of Advisory Committee on Regional Transportation Planning***

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**December 7, 2005**



## ***Gasoline (Motor Fuel) Price***

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- **Components of price**
  - **27% Federal and State Taxes**
  - **29% Refining, Distribution, and Marketing**
  - **44% Crude Oil**
- **U.S. Department of Energy, Energy Information Administration Forecasts**
  - **Short-term Forecast—through 2006 (Short-term Energy Outlook)**
    - **Increase from \$2.30 per gallon in 2005 to \$2.43 per gallon in 2006**
      - **Due to shutdown of about 50% of Gulf of Mexico oil production and also some refinery capacity (Hurricanes Katrina and Rita)**





## ***Gasoline (Motor Fuel) Price***

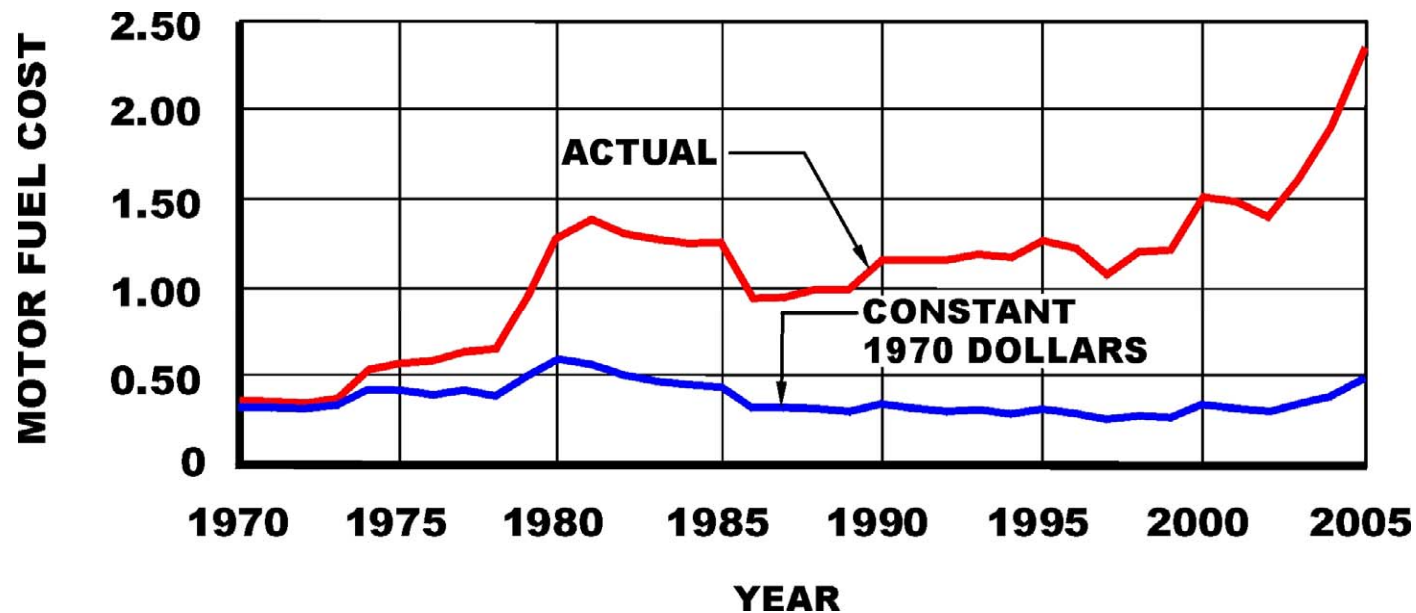
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- **U.S. Department of Energy, Energy Information Administration Forecasts**
  - **Long-term Forecast—through 2025 (Annual Energy Outlook -2005)**
    - **Long-term stable gasoline price of about \$1.65 per gallon in 2005 dollars**
      - **Refining, distribution, and marketing costs remaining stable in constant dollars**
      - **Taxes declining modestly in constant dollars**
      - **Crude oil prices increasing only slightly in constant dollars**



## ***Gasoline (Motor Fuel) Price—continued***

**HISTORIC AND EXISTING ESTIMATED TOTAL COST  
OF MOTOR FUEL PER GALLON EXPRESSED IN ACTUAL  
DOLLARS AND IN CONSTANT 1970 DOLLARS: 1970-2005**





## ***Proposed Forecast for Year 2035 Regional Transportation Plan***

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- **\$2.00 per gallon in the year 2035 (in 2005 dollars)**
  - **Assuming 2% annual inflation, \$3.60 per gallon in year 2035**

### **HISTORIC INFLATION**

<b>1995-2005</b>	<b>2.0% annual</b>
<b>1985-1995</b>	<b>3.5% annual</b>
<b>1975-1985</b>	<b>7.7% annual</b>

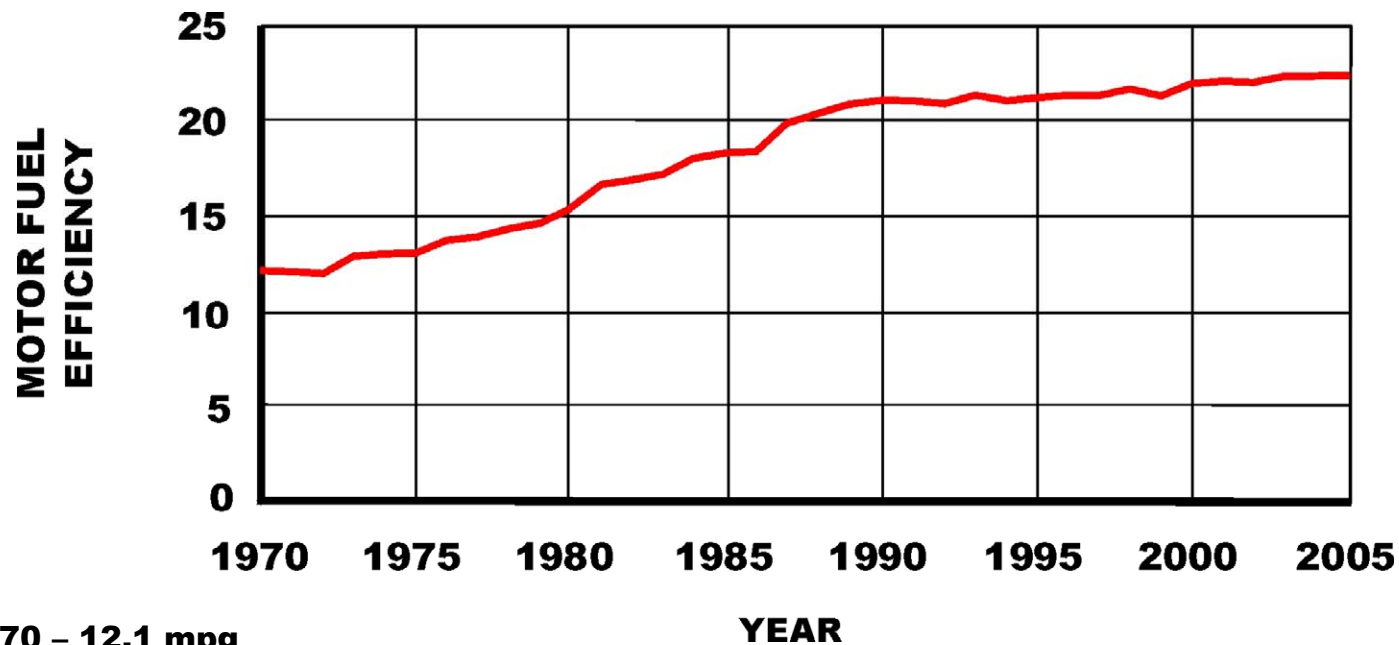


## MOTOR FUEL COST



# Vehicle Motor Fuel Efficiency

## MOTOR VEHICLE EFFICIENCY IN MILES PER GALLON: 1970-2005



1970 – 12.1 mpg

1980 – 15.3 mpg

1990 – 21.0 mpg

2000 – 21.9 mpg

2005 – 22.3 mpg (estimate)\*

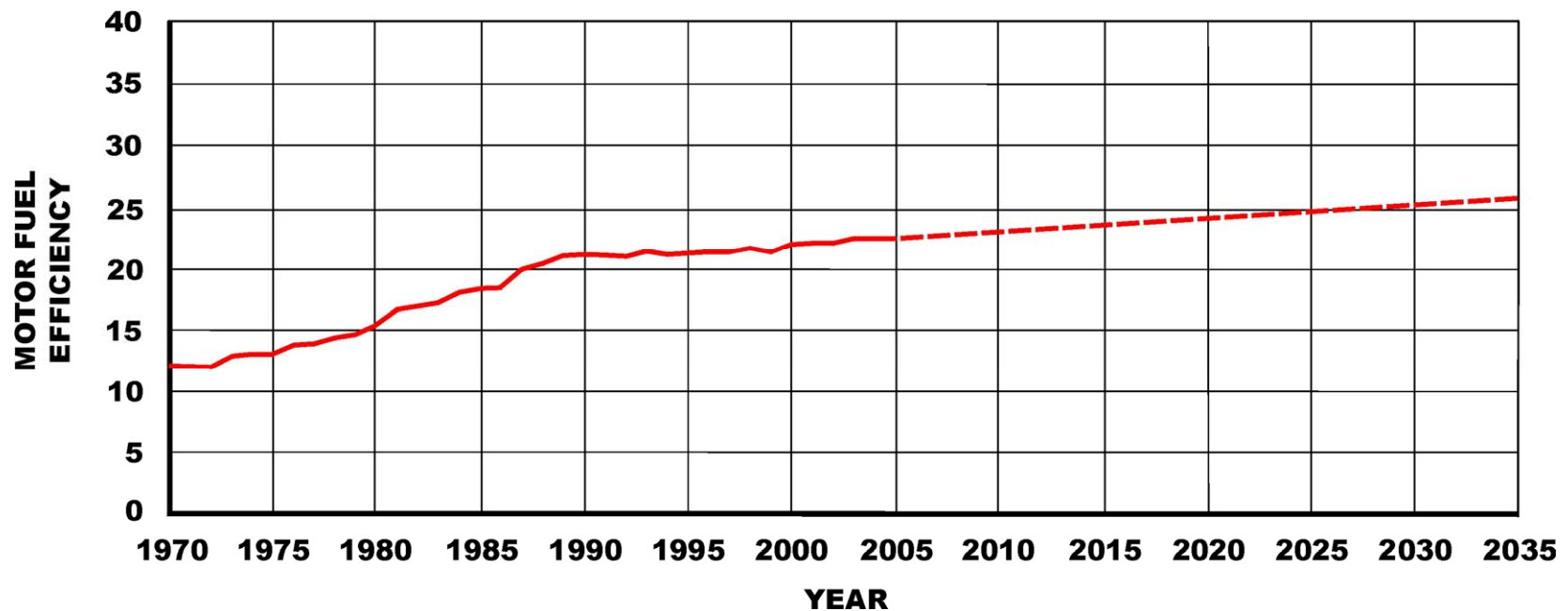
\*2004 and 2005 data not yet available. 2004 and 2005 assumed to be same as 2003.

Increasing fuel efficiency in response to motor vehicle fuel price increase



# ***Proposed Forecast Vehicle Motor Fuel Efficiency***

## **MOTOR VEHICLE EFFICIENCY IN MILES PER GALLON: 1970-2035**



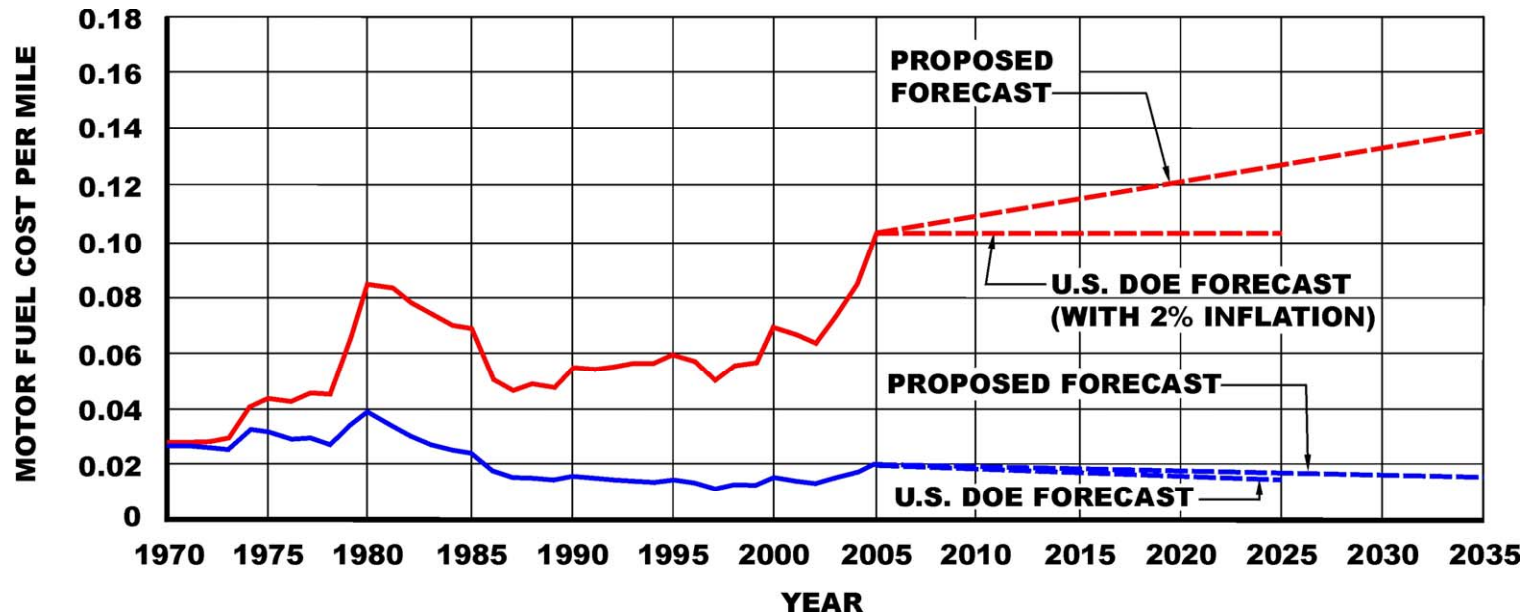
**2005 – 22.3 mpg (estimate)**

**2035 – 26.0 mpg (forecast)**



# Cost of Motor Fuel Per Mile

## COST OF MOTOR FUEL PER MILE EXPRESSED IN ACTUAL DOLLARS AND IN CONSTANT 1970 DOLLARS: 1970-2035



**2005 dollars**

### Proposed Forecast

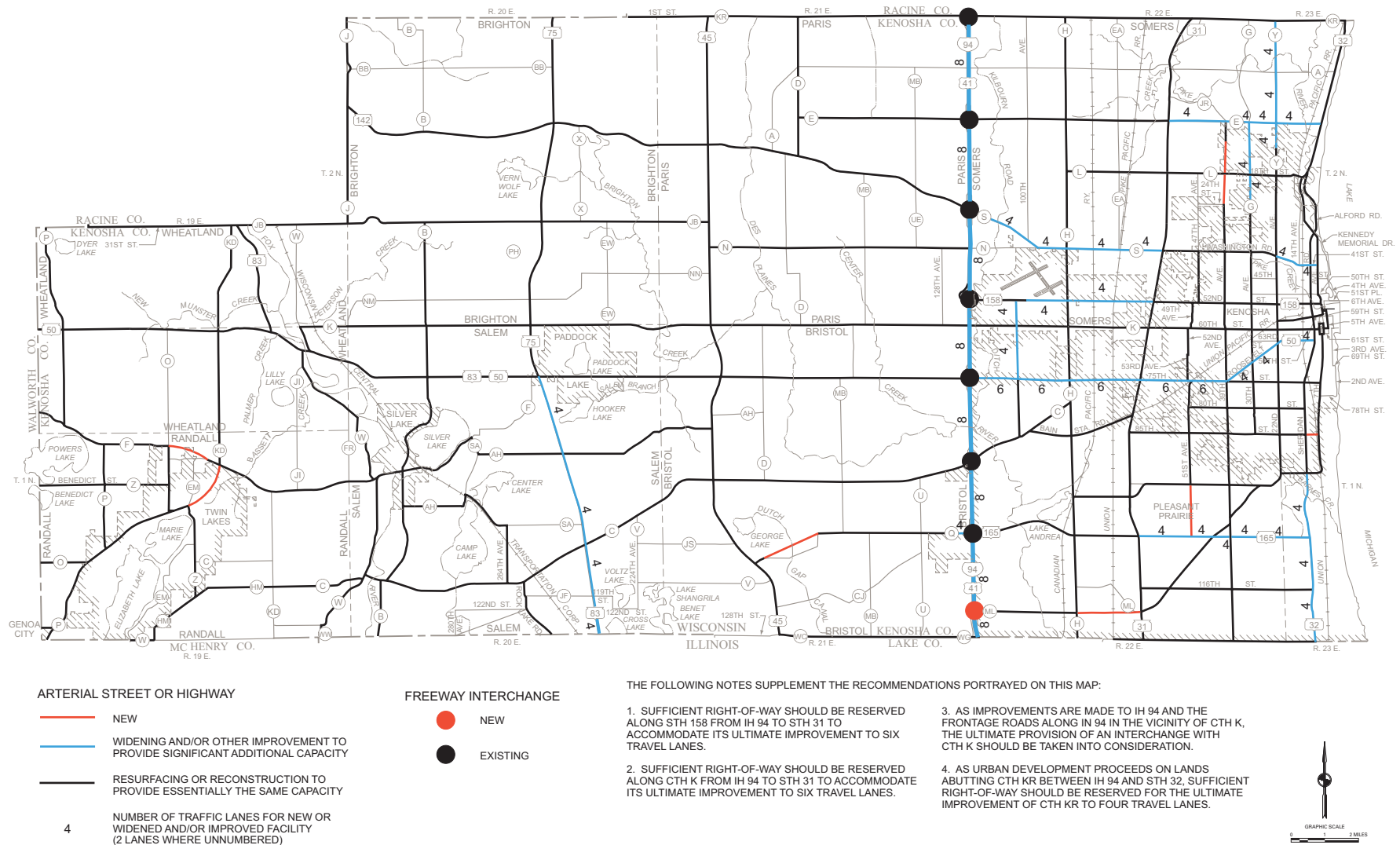
**2.00 per gallon ÷ 26 mpg = 7.7¢ per mile**

### DOE Forecast

**1.65 per gallon ÷ 24 mpg = 6.9¢ per mile**

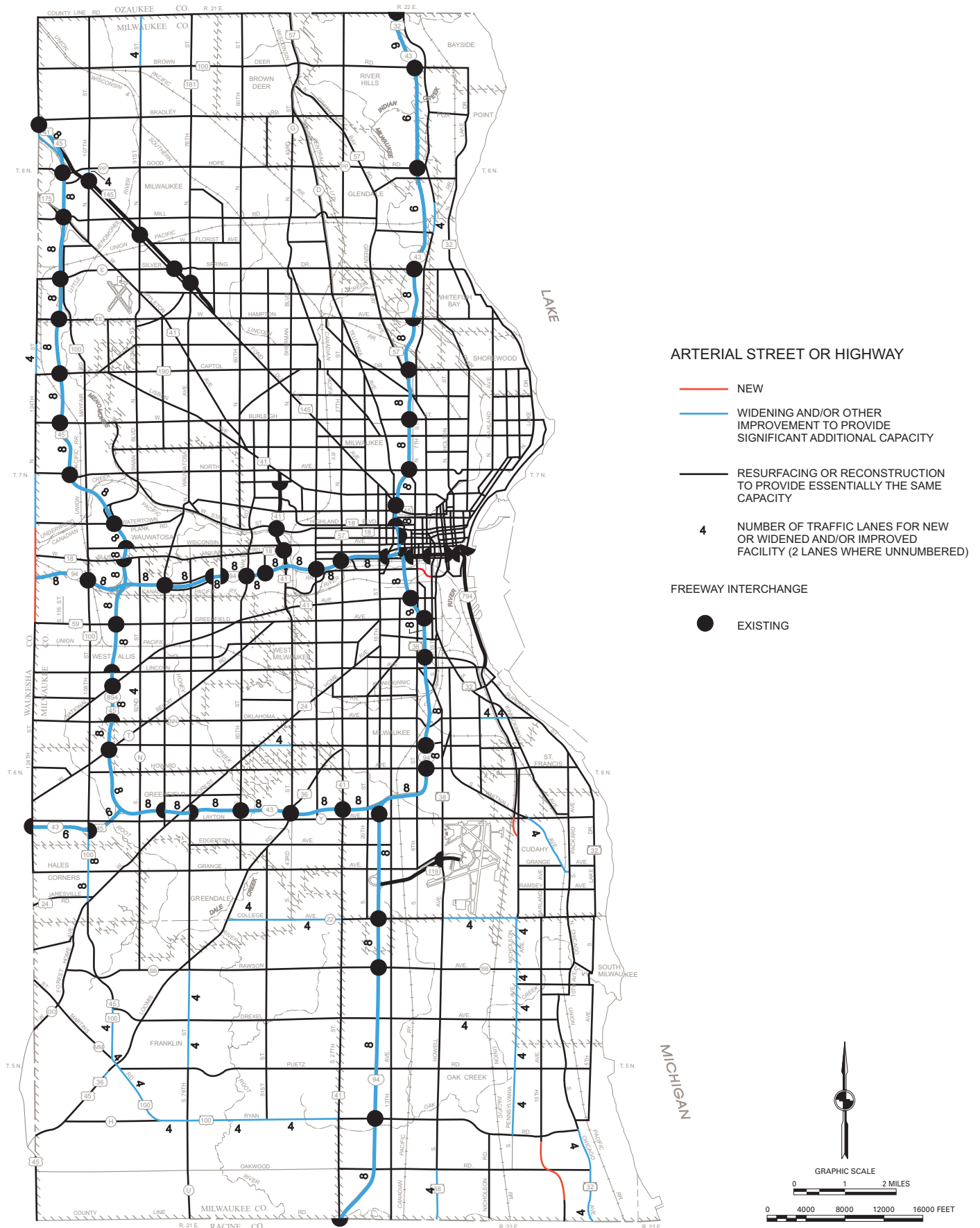


## CAPACITY IMPROVEMENTS IN KENOSHA COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020



Source: SEWRPC.

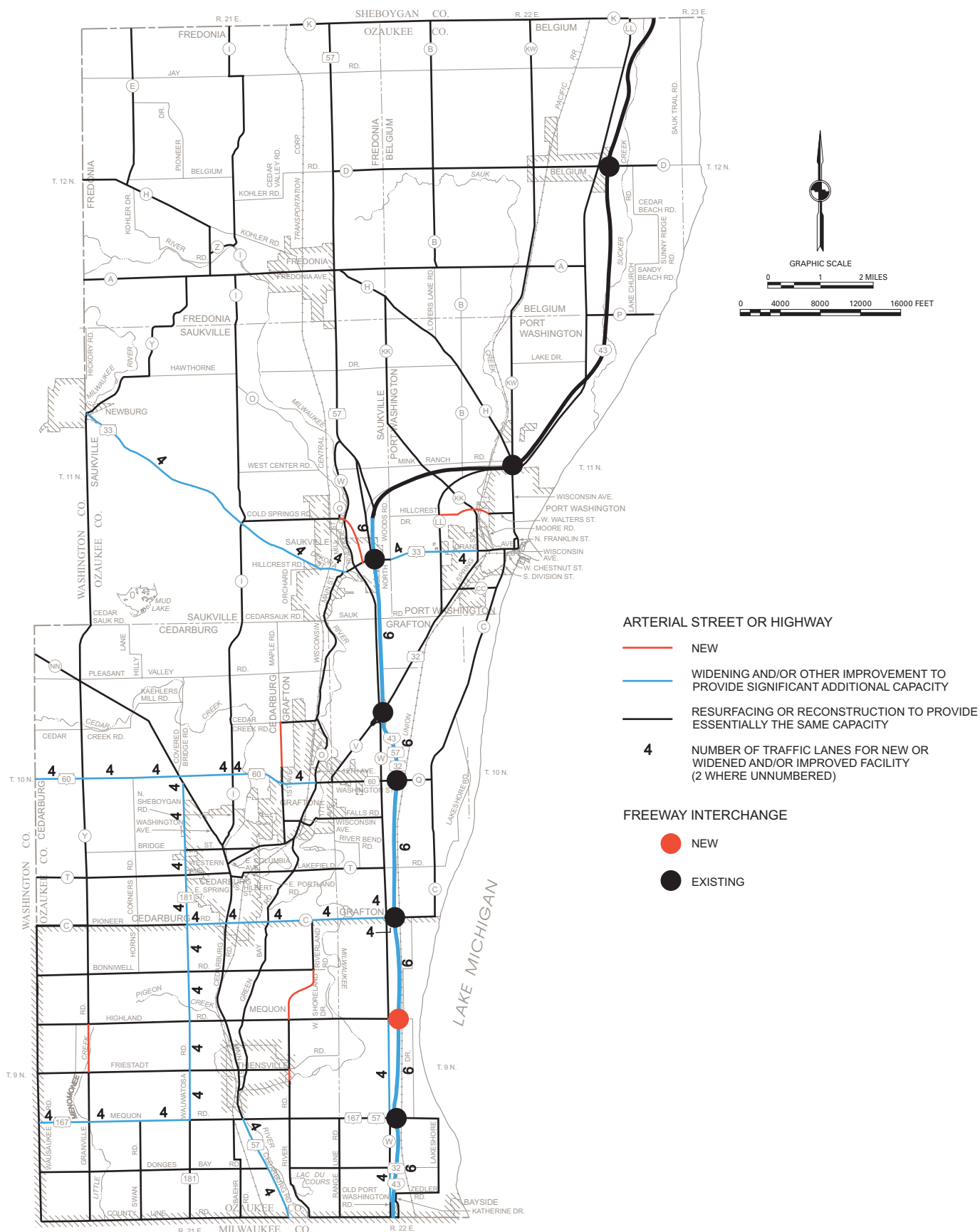
# CAPACITY IMPROVEMENTS IN MILWAUKEE COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020



Source: SEWRPC.

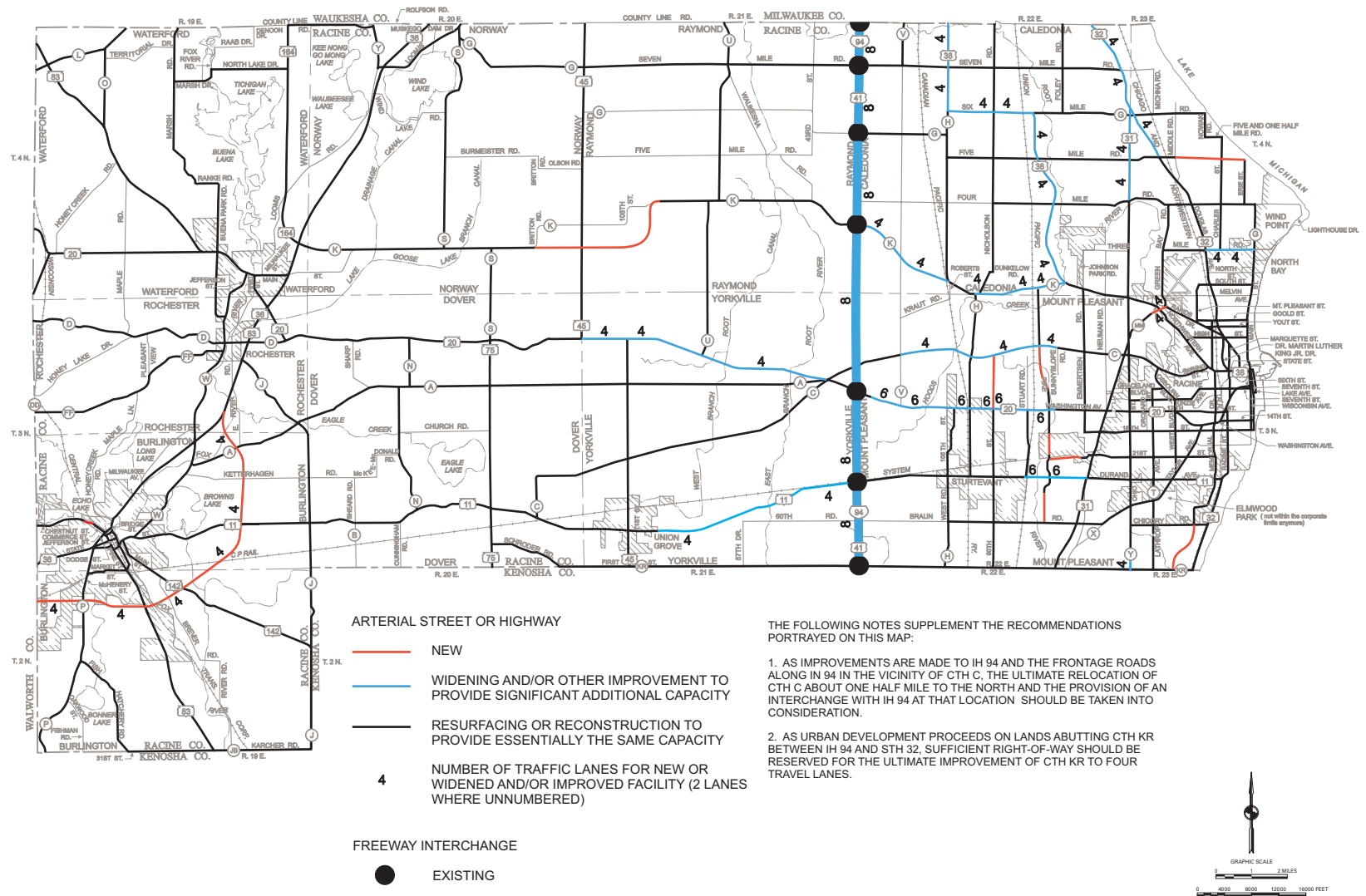


## CAPACITY IMPROVEMENTS IN OZAUKEE COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020



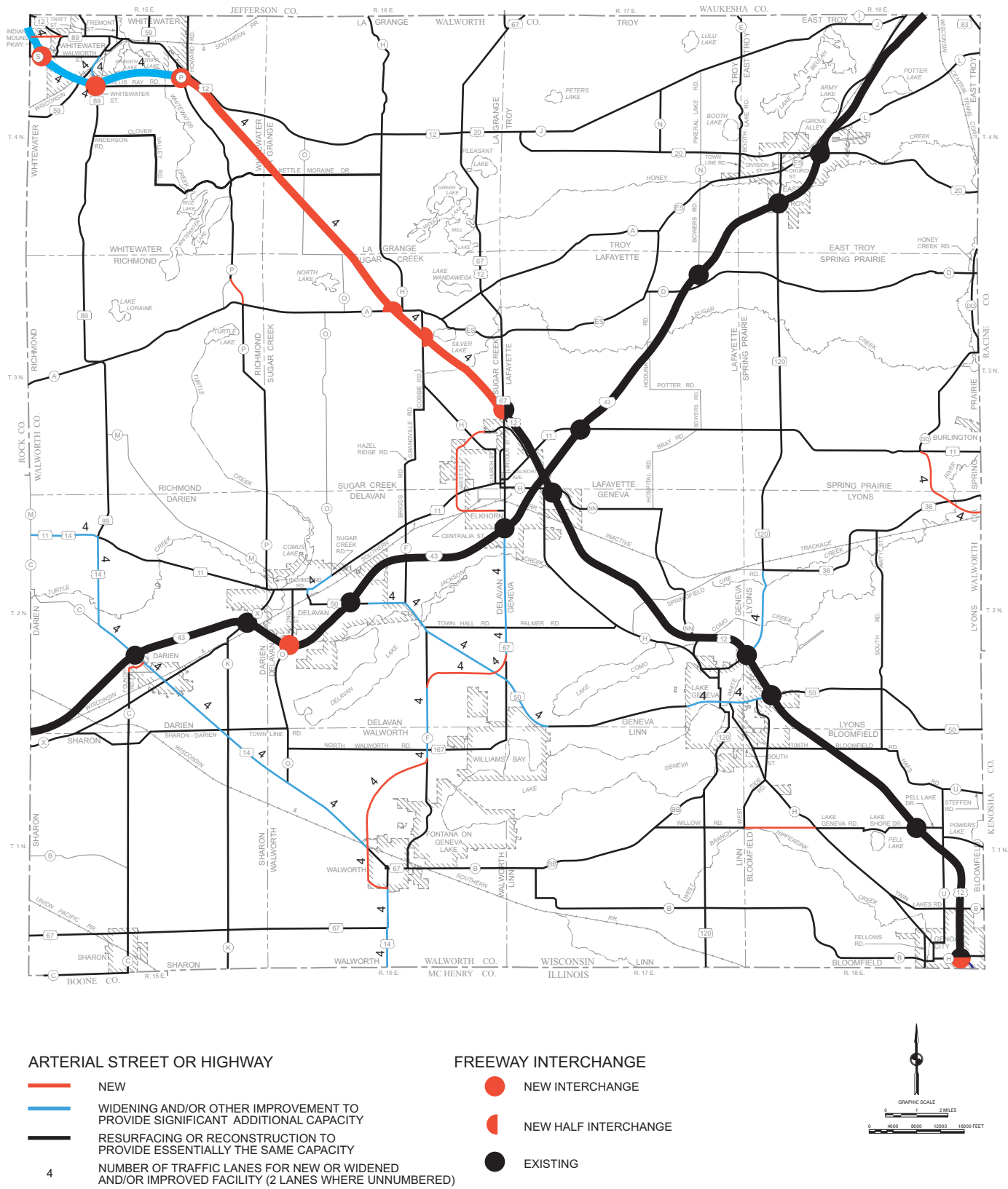
Source: SEWRPC.

## CAPACITY IMPROVEMENTS IN RACINE COUNTY REMAINING TO BE COMPLETED UNDER THE RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN: 2020



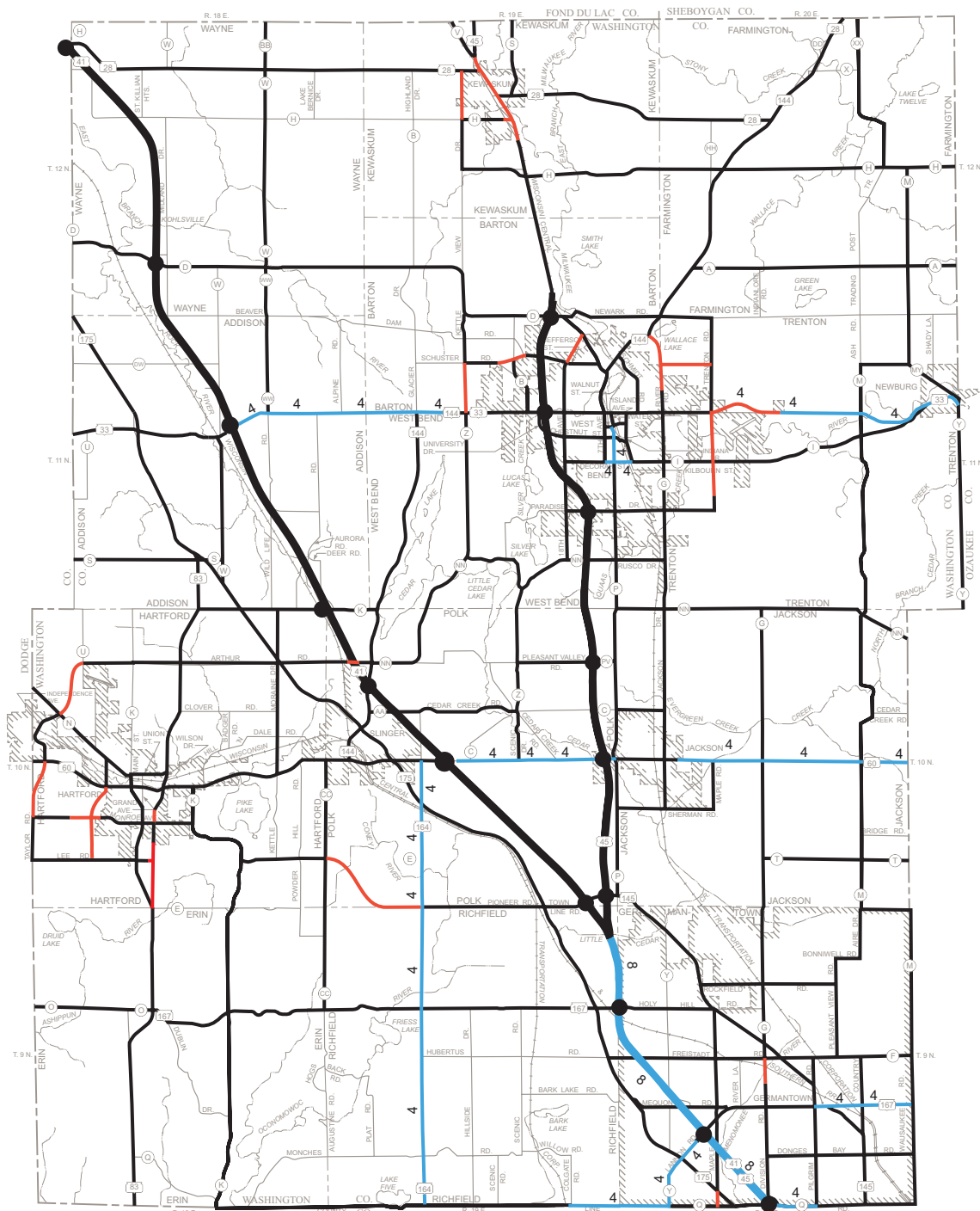
Source: SEWRPC

CAPACITY IMPROVEMENTS IN WALWORTH COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020



Source: SEWRPC.

# CAPACITY IMPROVEMENTS RECOMMENDED IN WASHINGTON COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020

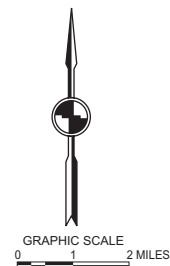


CURRENT PLAN

## ARTERIAL STREET OR HIGHWAY

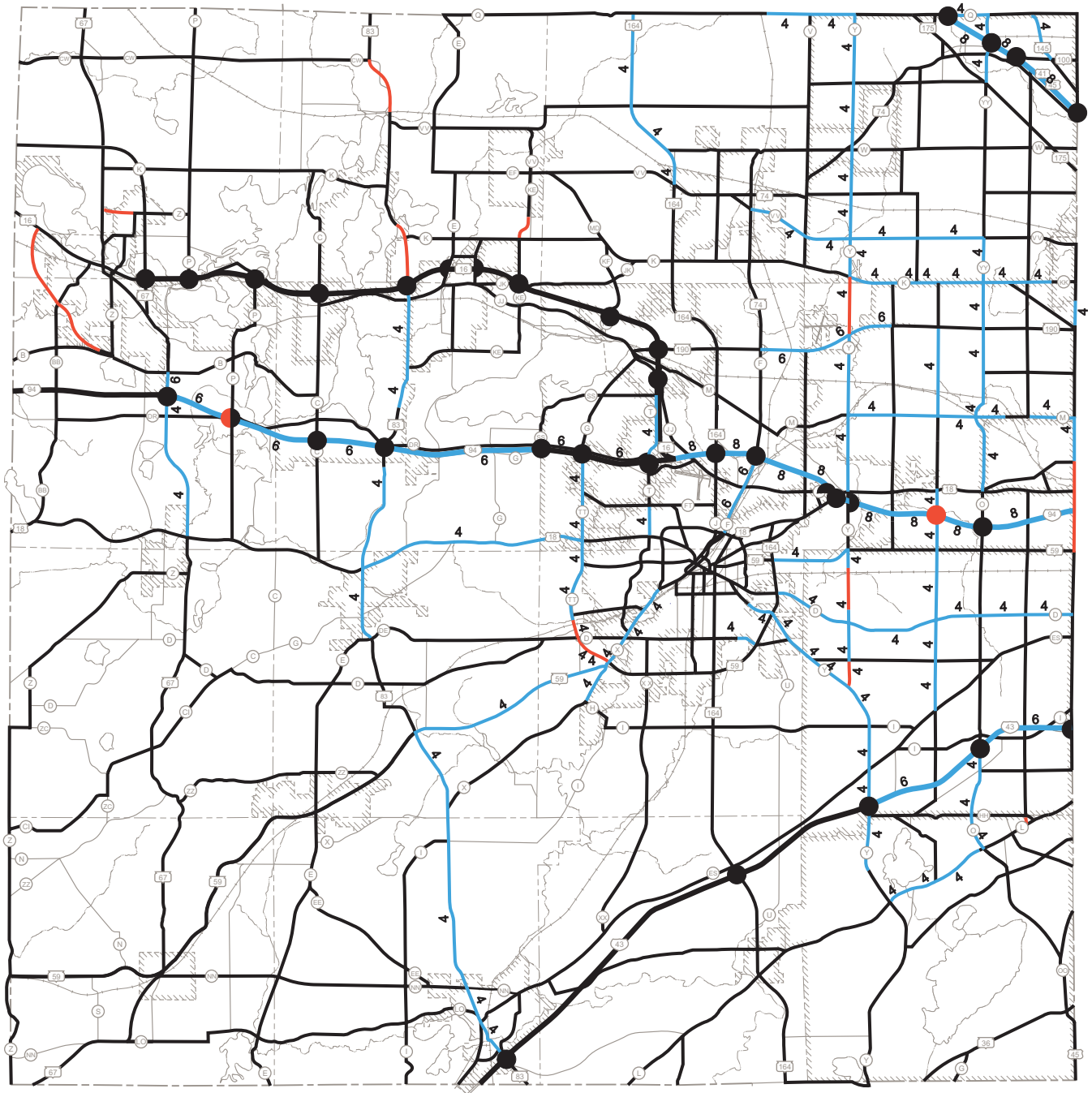
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

Source: SEWRPC.





# CAPACITY IMPROVEMENTS IN WAUKESHA COUNTY REMAINING TO BE COMPLETED UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN: 2020

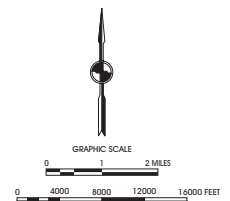


## ARTERIAL STREET OR HIGHWAY

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

## FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING





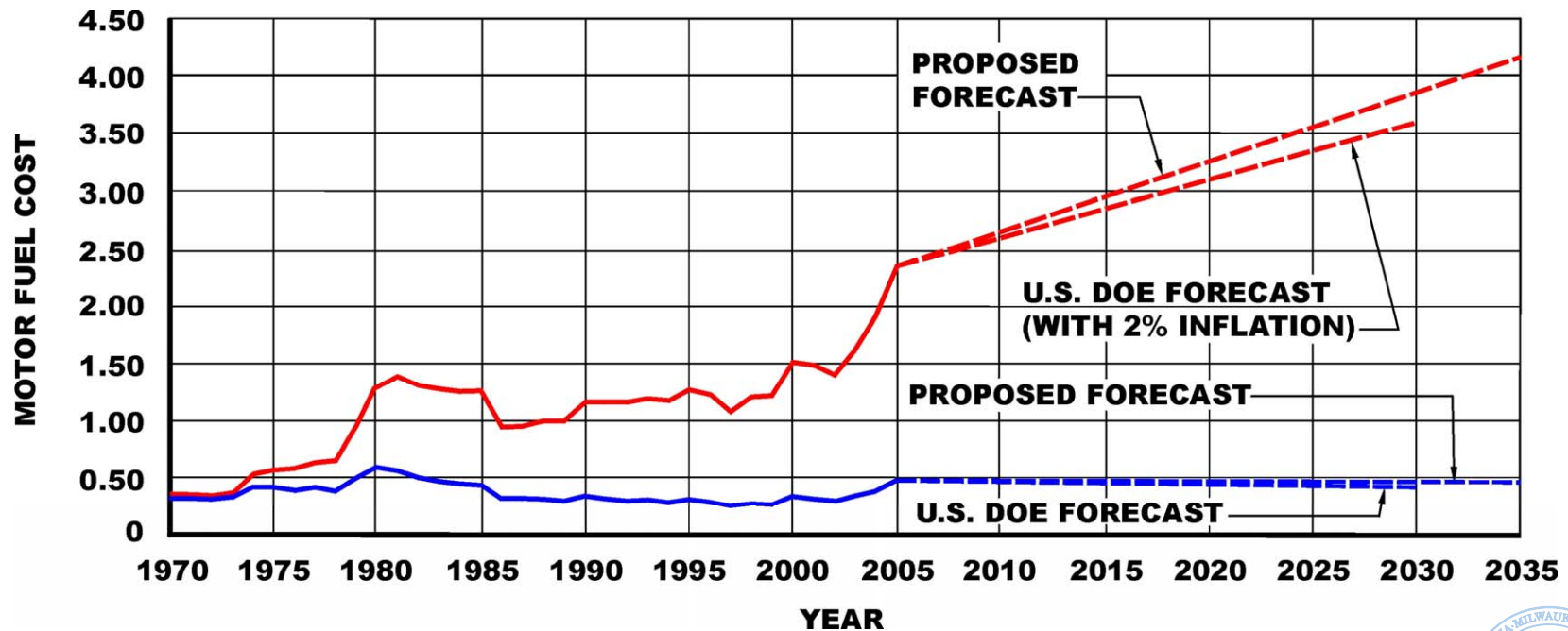
## ***Additional Freeway Lanes – Consideration As High Occupancy Vehicle (HOV) Lanes Or High Occupancy Vehicle and Toll (HOT) Lanes***

- **Recommend that proposed additional freeway lanes be provided as regular lanes. Reasons for this recommendation include:**
  - **Need for additional right-of-way with barrier separated HOV or HOT lanes**
  - **Difficulty in providing barrier or buffer separated lanes through freeway-to- freeway interchanges**
  - **Lack of support for HOV lanes expressed in previous studies—East-West Corridor Study**
  - **Lack of provision for HOV or HOT facilities in the Marquette Interchange now under construction**
  - **Competition with planned commuter rail facilities**
  - **Tolling of freeway facilities should be statewide policy decision, and considered and implemented statewide**

# ***Proposed Forecast for Year 2035***

## ***Regional Transportation Plan—continued***

### **TOTAL COST OF MOTOR FUEL PER GALLON EXPRESSED IN ACTUAL DOLLARS AND IN CONSTANT 1970 DOLLARS: 1970-2035**

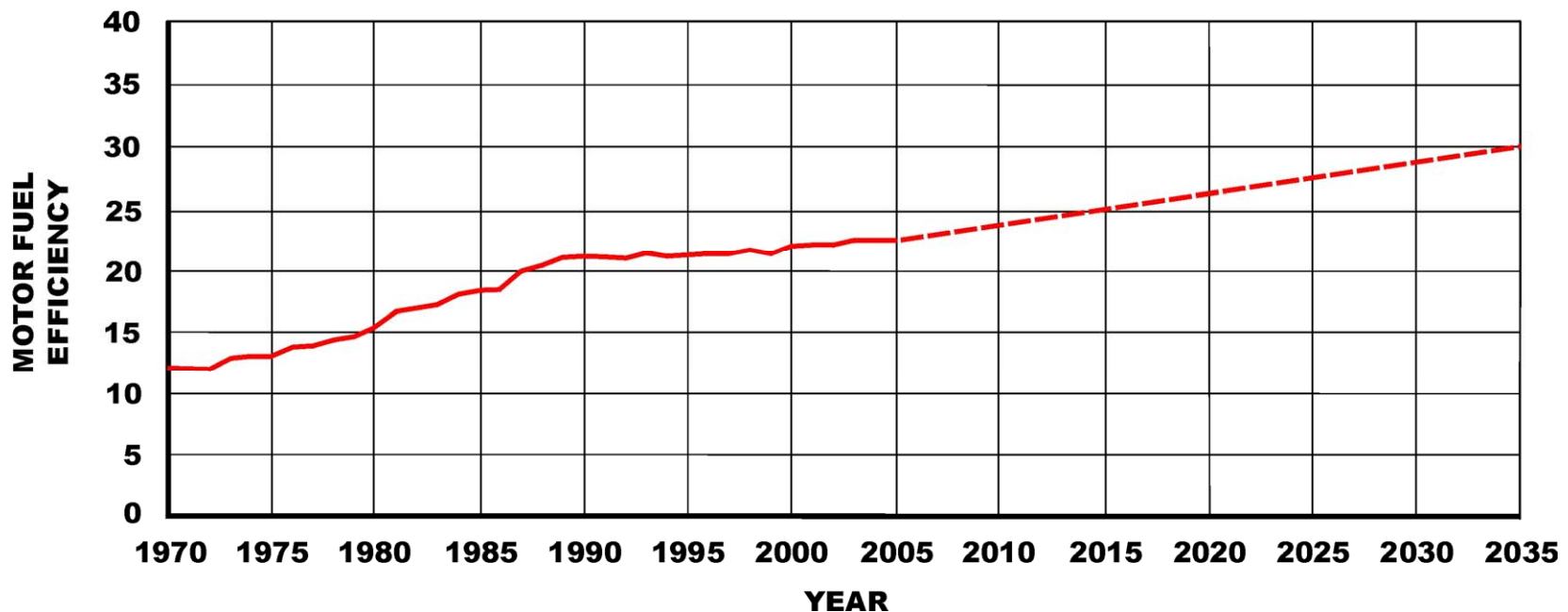


Attachment B



# ***Proposed Forecast Vehicle Motor Fuel Efficiency***

## **MOTOR VEHICLE EFFICIENCY IN MILES PER GALLON: 1970-2035**



**2005 – 22.3 mpg (estimate)**

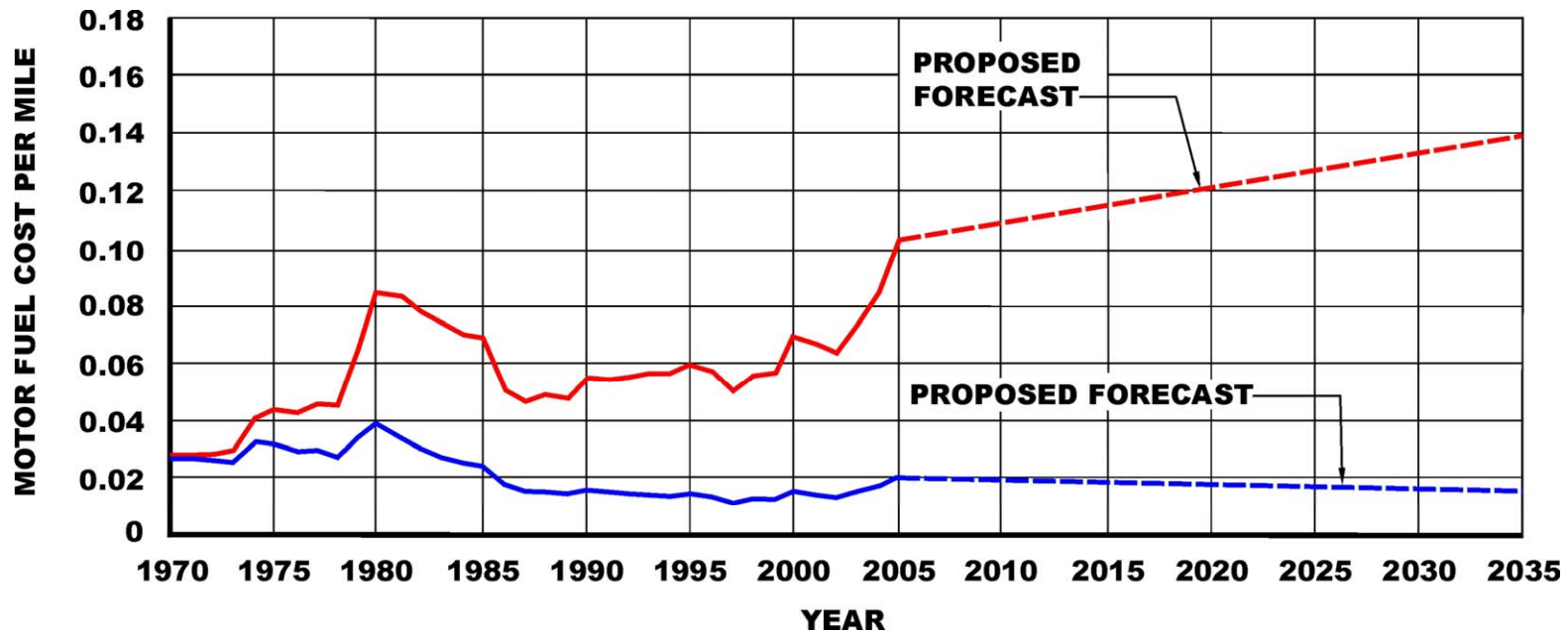
**2035 – 30.0 mpg (forecast)**





# Cost of Motor Fuel Per Mile

## COST OF MOTOR FUEL PER MILE EXPRESSED IN ACTUAL DOLLARS AND IN CONSTANT 1970 DOLLARS: 1970-2035



**2005 dollars**

**Proposed Forecast**

**2.30 per gallon ÷ 30 mpg = 7.7¢ per mile**



## **Attachment C**

### **POTENTIAL ARTERIAL STREET AND HIGHWAY CAPACITY CHANGES** **IDENTIFIED BY JURISDICTIONAL HIGHWAY PLANNING COMMITTEES** **FOR CONSIDERATION AND STUDY: 2035**

#### **KENOSHA COUNTY**

- CTH K – STH 31 to IH 94 – Provide four traffic lanes
- CTH C – CTH H to IH 94 – Provide four traffic lanes
- CTH ML – CTH H to STH 31 – Reconsider planned alignment
- CTH Q – Reconsider planned realignment

#### **MILWAUKEE COUNTY**

- Glendale Avenue – STH 57 to Port Washington Rd – Add to system
- Drexel Avenue – Interchange with IH 94 – Add to system
- 27<sup>th</sup> Street – Interchange with IH 94 – Provide a full interchange
- Center Street – 76<sup>th</sup> St to 92<sup>nd</sup> St – Reconsider the planned number of lanes
- 27<sup>th</sup> Street – W. College Ave to STH 100 – Provide six traffic lanes
- N. 107<sup>th</sup> Street – W. Brown Deer Rd to Ozaukee Co. line – Provide four traffic lanes
- S. 92<sup>nd</sup> Street – W. Howard Ave to W. Forest Home Ave – Provide four traffic lanes
- S. 76<sup>th</sup> Street – Puetz Rd to Racine Co. line – Provide four traffic lanes
- W. Rawson Avenue – Loomis Rd to W. Forest Home Ave – Provide four traffic lanes
- S. 13<sup>th</sup> Street – W. College Ave to Racine Co. line – Provide four traffic lanes
- STH 100 – Janesville Rd to IH 43 – Reconsider the planned number of lanes

#### **OZAUKEE COUNTY**

- Cedar Creek Road – CTH O to CTH W – Add extension to system
- City of Mequon – Review all arterial system capacity improvement recommendations
- Cold Spring Rd – CTH I to CTH O – Route STH 33 along with extension to IH 43
- Cedar Sauk Road or Pleasant Valley Road – Consider as alternative E-W routes to Cedar Creek Rd extension
- CTH B – CTH LL to CTH A – Add to system
- Jay Road – CTH LL to Washington Co. line – Add to system
- CTH K – CTH LL to STH 57 – Remove from system

## RACINE COUNTY

- State Trunk Highway Bypass – Village of Waterford
- 27<sup>th</sup> Street – Interchange with IH 94 – Provide a full interchange
- CTH C – CTH V to IH 94 – Provide four traffic lanes
- Four Mile Road – STH 32 to STH 38 – Provide four traffic lanes
- CTH G – STH 31 to STH 38 – Provide four traffic lanes
- Braun Road – CTH H to IH 94 – Add to system
- Loomis Road and Milwaukee Street – Main St to STH 164 – Add to system
- Mormon Road – STH 11 to STH 36 – Add to system
- Spring Valley Road – STH 36 to Burlington Bypass – Add to system
- 58<sup>th</sup> Road – USH 45 to STH 11 – Add to system
- Newman Road – STH 38 to STH 31 – Add to system
- 16<sup>th</sup> Street – Oakes Rd to Emmertson Rd – Add to system
- 21<sup>st</sup> Street – Oakes Rd to Willow Rd – Add to system
- Foley Road – Seven Mile Rd to CTH G – Remove from system
- Fries Lane – STH 36 to S. Loomis Rd – and S. Loomis Rd – Fries Ln to STH 164 – Add to system

## WALWORTH COUNTY

- STH 50 – STH 67 to the east along V/Williams Bay – Reconsider the planned number of lanes
- STH 50 – Through C/Lake Geneva – Reconsider the planned number of lanes
- South Street – CTH H and S. Lakeshore Dr – Add to system
- Bloomfield Road – Interchange with USH 12 – Add to system
- CTH C – CTH X to USH 14 – Consider a more direct extension
- CTH O – Planned interchange with IH 43 – Consider moving to CTH F
- Bowers Road – CTH D to CTH ES – and CTH N – CTH ES to STH 20 – Add to system
- Booth Lake Road – CTH J to STH 20 – and Town Line Road – STH 20 to CTH ES – Remove from system
- Pickeral Lake Road – STH 20 to CTH J – Add to system
- CTH N – STH 20 and CTH J – Remove from system
- CTH B – Interchange with USH 12 – Add to system

- Kettle Moraine Drive, Clover Valley Road, & Anderson Road – STH 89 to CTH P – Remove from system
- Sharon-Darien Town Line Road – CTH X to CTH O – Remove from system
- Planned Elkhorn “Ring Road” – STH 67 (south) to STH 11 (east) – Add to system
- Willow Road Extension – West Side Rd to CTH H – Remove from system
- South Road – STH 50 to Spring Valley Rd – and Mill Street – Spring Valley Rd to STH 36 – Remove from system
- Indian Mound Parkway – Tratt St to USH 12 – Add to system

#### WASHINGTON COUNTY

- STH 83 – Monroe Ave to CTH E – Reconsider planned alignment
- STH 164 – STH 60 to Waukesha Co. line – Reconsider the planned number of lanes
- Jay Road – STH 144 to Ozaukee Co. line – Add to system
- Northern and southern arterial alignments in Hartford and Slinger

#### WAUKESHA COUNTY

- Barker Road and Johnson Road Extensions – CTH Y to CTH K – Remove from system
- Springdale Road – STH 190 to CTH K – Add to system
- Waukesha Bypass – CTH D to STH 59/CTH X – Remove from system
- IH 43 – Consider a new interchange between STH 83 and STH 164
- CTH U – STH 164 to Sunset Dr – Add to system
- Watertown Road – CTH M to CTH Y – Add to system
- Woods Road – CTH Y to CTH L – Add to system
- Campus Drive – STH 83 to CTH K – Add to system
- Grandview Boulevard – USH 18 to CTH FT – Reconsider planned number of lanes
- CTH P – STH 16 to CTH Z – Provide four traffic lanes
- STH 83 – STH 16 to Washington County line – Reconsider planned alignment