

MINUTES OF THE FIRST MEETING

ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

DATE: February 26, 2010
TIME: 10:00 a.m.
PLACE: Zoofari Conference Center
9715 West Bluemound Road
Milwaukee, Wisconsin

Committee Members Present

Brian Dranzik, Chairman Fiscal and Policy Administrator,
Milwaukee County Department of Transportation and Public Works
Fred Abadi Director of Public Works, City of Waukesha
Sandra K. Beaupre Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
John M. Bennett City Engineer/Director of Public Works, City of Franklin
Scott Brandmeier Director of Public Works and Village Engineer, Village of Fox Point
Shane Crawford Deputy County Administrator-Central Services,
Walworth County Public Works Department
Steve Coons Systems Planning Supervisor, Southeast Region
(Representing Sheri Schmit) Wisconsin Department of Transportation
Robert R. Dreblow Highway Commissioner, Ozaukee County Highway Department
Jon Edgren Highway Commissioner, Washington County
Gary Evans Manager, Highway Engineering,
(Representing Allison Bussler) Waukesha County Department of Public Works
Thomas M. Grisa Director of Public Works, City of Brookfield
Anita Gulotta-Connelly Managing Director, Milwaukee County Transit System
Richard M. Jones Commissioner of Public Works/City Engineer, City of Racine
William A. Kappel Director of Public Works, City of Wauwatosa
Jeff Katz Civil Engineer,
(Representing David Prott) Racine County Department of Public Works
Michael M. Lemens Director of Engineering, City of Kenosha
Jeffrey J. Mantes Commissioner of Public Works, City of Milwaukee
Dwight E. McComb Planning and Program Development Engineer,
Federal Highway Administration, U.S. Department of Transportation
George Melcher Director of Planning and Development, Kenosha County
Jeffrey S. Polenske City Engineer, City of Milwaukee
Jack Takerian Interim Director,
Milwaukee County Department of Transportation and Public Works

Interested Parties Present

Ald. Willie Wade Alderman, City of Milwaukee Aldermanic District 7,
and Liaison to the Environmental Justice Task Force

Staff Members Present

Kenneth R. Yunker Executive Director, SEWRPC
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC

Ryan Hoel Principal Engineer, SEWRPC
Eric Lynde.....Planner/Engineer, SEWRPC

WELCOME AND ROLL CALL

Mr. Yunker indicated that Mr. Dranzik, Fiscal and Policy Administrator, Milwaukee County Department of Transportation and Public works, and Southeastern Wisconsin Regional Planning Commission Commissioner, was asked by the Regional Planning Commission to chair the Advisory Committee. Chairman Dranzik welcomed all of those in attendance. He asked members present to introduce themselves and indicated roll call would be accomplished through a sign-in roster circulated by Commission staff.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER I, “INTRODUCTION” OF “REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN”

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter I, “Introduction.” Mr. Yunker noted that there is a need to conduct an interim review and update of the regional transportation plan for 2035, including an assessment of the implementation to date of the regional transportation plan, a review of the forecasts underlying the plan, and a monitoring of transportation system performance.

There being no comments or discussion regarding Chapter I, Mr. Kappel motioned to approve Chapter I. Mr. Crawford seconded the motion, and the motion passed unanimously.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER II, “YEAR 2035 REGIONAL TRANSPORTATION PLAN” OF “REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN”

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter II, “Year 2035 Regional Transportation Plan.” Mr. Yunker indicated that this chapter included a review of the current regional transportation plan for 2035, adopted by the Commission in June 2006. He reviewed the five elements of the plan—public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways. Mr. Yunker noted that Federal agency representatives are non-voting members of the Advisory Committee, and that Commission staff would add language to the draft chapter to reflect this distinction.

[Secretary’s Note: The following text is proposed to replace the third sentence of the first paragraph under the heading, “Introduction,” located on page 1 of draft Chapter II: “The Advisory Committee included representatives of the seven counties and 147 municipalities of the Region, and representatives from the Wisconsin Departments of Transportation and Natural Resources. In addition, representatives from the U. S. Department of Transportation and the U.S. Environmental Protection Agency served on the Committee as non-voting members.”]

Mr. Yunker also noted that Map 5 showing the functional improvements to the arterial street and highway system in Waukesha County recommended in the adopted year 2035 regional transportation plan would be corrected to show the planned widening to six traffic lanes of Capitol Drive (STH 190) between CTH F and STH 16 (see Attachment A to these minutes). He indicated that this correction would also change the planned mileage of arterials recommended to be resurfaced to 3,189 route-miles instead of 3,191

route-miles, and the planned mileage of arterials recommended for widening upon reconstruction to provide additional through traffic lanes to 360 route-miles instead of 358 route-miles.

During and following Mr. Yunker's review of the draft chapter, the following questions were raised and comments made by Advisory Committee members:

1. Mr. Abadi suggested that the section of the draft chapter on rapid transit service include a discussion on the type of vehicle to be used for rapid transit bus service. Mr. Yunker indicated that a brief description of rapid transit vehicles would be added to the draft chapter.

[Secretary's Note: The following text is proposed to replace the first bullet under the heading, "Rapid Transit Service," located on page 5 of draft Chapter II: "The rapid transit service would be provided by buses with commuter seating and amenities, and would operate in both directions during all time periods of the day and evening providing both traditional commute and reverse-commute service."]

2. Mr. Abadi indicated that the Waukesha Metro Transit Center should be included as a park-ride facility on Map 4 of the draft chapter. Mr. Yunker indicated that Commission staff would revise Map 4 to reflect this comment (see Attachment B to these minutes).
3. Mr. Dreblow asked that Map 1 of the draft chapter include a proposed park-ride facility at the intersection of Mequon Road and IH 43 in Ozaukee County.

[Secretary's Note: A proposed park-ride facility at the IH 43 and Mequon Road interchange will be included as a suggested amendment to the public transit element of the regional transportation plan, to be considered by the Advisory Committee as part of the list of suggested amendments in draft Chapter VI.]

4. Mr. Polenske asked that the alignments for the Milwaukee downtown connector study shown in Map 2 of the draft chapter be refined to reflect the most recent alignments being considered. Mr. Yunker indicated that Commission staff would make this revision, and that it may be appropriate to include a more detailed discussion on the current status of the downtown connector study, in Chapter 5 which reviews the implementation to date of the year 2035 regional transportation plan.

There being no further comments or discussion regarding Chapter II, Mr. Crawford motioned to approve the preliminary draft Chapter II as revised. Ms. Gulotta-Connelly seconded the motion, and the motion passed unanimously.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER III, "REVIEW OF YEAR 2035 PLAN FORECASTS" OF "REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN"

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter III, "Review of Year 2035 Plan Forecasts." Mr. Yunker stated that this chapter included a review of the continued validity of the forecasts prepared under the regional transportation plan for 2035. He stated that original forecasts based on data from 2000 or 2005 were compared to current year 2008 data, and that the actual growth trends during these periods were generally consistent with the plan's forecasts. He noted, however, that estimated 2008 regional transit ridership was slightly below regional transportation plan forecasts for 2008 by about 5.8%, likely due to lack of dedicated transit funding and a regional transit authority, a renewal of adequate annual State financial assistance to transit, and fare increases exceeding the rate of general price inflation during that period.

During Mr. Yunker's review the following question was raised:

1. Mr. Grisa asked if the chapter could include a discussion of the current economic downturn. Mr. Yunker stated that Commission staff would add a discussion of the current economic downturn.

[Secretary's Note: The following text is proposed to be added after the last sentence of the first paragraph under the heading, "Demographic and Economic Forecasts," located on page 1 of draft Chapter III: "An economic downturn has been experienced in the Region since 2008. The implications of the downturn on the plan forecasts will be reviewed over the next few years."]

There being no further comments or discussion regarding Chapter III, Mr. Kappel motioned to approve the preliminary draft Chapter III as revised. Mr. Grisa seconded the motion, and the motion passed unanimously.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER IV, "REVIEW OF TRANSPORTATION SYSTEM PERFORMANCE" OF "REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN"

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter IV, "Review of Transportation System Performance." Mr. Yunker stated that this chapter included a review of the current performance of the transportation system with respect to pavement condition, bridge condition, traffic congestion, traffic crash history, arterial highway and transit travel time, and transportation system air pollutant emissions. He noted that in general only minor changes in system performance had occurred since the adoption of the year 2035 regional transportation plan, with the only exception being a significant reduction in air pollutant emissions. He also noted that Commission staff would be including additional performance measures—transit crashes, mileage per transit road calls, freight congestion on truck routes, and park-ride utilization—in the chapter in the appropriate sections (see Attachment C to these minutes).

During Mr. Yunker's review the following questions were raised and comments made by Committee members:

1. Mr. Evans indicated that Waukesha County assesses their roadway facilities with a different method than the Pavement Surface Evaluation and Rating (PASER) system, and that Map 6 and Table 12 should be updated to reflect the ratings from their method of rating pavement. Mr. Yunker indicated that Commission staff would contact Waukesha County staff to obtain the data from the County's rating system, and would update Map 6 and Table 12 accordingly (see Attachment D to these minutes).
2. Mr. Abadi asked that a discussion on the causes of reduction in regional air pollutant emissions be added to the section of the draft chapter on transportation air pollutant emissions. Mr. Yunker indicated that this discussion would be added in the appropriate section.

[Secretary's Note: The second sentence of the last paragraph on page 5 of draft Chapter IV has been revised to read as follows: "Estimated air pollutant emissions have declined for all pollutants, and particularly volatile organic compounds and nitrogen oxides due to cleaner, more efficient vehicles, with the exception being carbon dioxide emissions and ammonia which are estimated to have increased from 2001 to 2010 as fuel consumption has increased over these years."]

There being no further comments or discussion regarding Chapter IV, Mr. Mantes motioned to approve the preliminary draft Chapter IV as revised. Ms. Gulotta-Connelly seconded the motion, and the motion passed unanimously.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER V, “REVIEW OF IMPLEMENTATION TO DATE OF YEAR 2035 REGIONAL TRANSPORTATION PLAN” OF “REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN”

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter V, “Review of Implementation to Date of Year 2035 Regional Transportation Plan.” Mr. Yunker stated that the chapter included a review of the implementation of the year 2035 regional transportation plan since its adoption in June, 2006. He reviewed the implementation to date of each of the five elements of the plan, noting that the plan covers about 30 years, and any implementation over the first three and one-half years of this period would be limited. In regards to the significant expansion of public transit recommended in the plan, Mr. Yunker explained that the plan had recognized that this expansion would likely require State legislation to create local dedicated transit funding and a regional transit authority (RTA). He stated that RTA and local dedicated transit funding legislation for southeastern Wisconsin had been introduced to the transportation committees of the State Senate and State Assembly as Senate Bill 511 and Assembly Bill 723, respectively, and that the section on public transit in the draft chapter would be revised accordingly.

[Secretary’s Note: The last three sentences in the first paragraph under the heading, “Public Transit” located on page 1 of the draft chapter are proposed to be replaced with the following text: “In the 2009-2011 State budget, Governor Doyle proposed a regional transit authority (RTA) with a 0.5 percent sales tax local dedicated funding, but the State Legislature rejected his proposal, and it was not included in the adopted budget. The budget did create a multi-county commuter rail authority with vehicle rental fee dedicated funding. Governor Doyle has since worked with State legislators to develop modified RTA and local dedicated funding legislation for southeastern Wisconsin, which was introduced in February 2010 as Senate Bill 511 and Assembly Bill 723 to the transportation committees of the Senate and Assembly, respectively. This legislation would create interim RTAs which would be allowed to select from a menu of dedicated funding options to fund their local transit systems, with the interim RTAs eventually combining to form a single RTA in southeastern Wisconsin.”]

Mr. Yunker noted that the section of the chapter on bicycle and pedestrian facilities would be revised to reflect Federal policy and State statute requiring bicycle and pedestrian accommodation on all Federal or State funded projects unless demonstrated to be prohibitive.

[Secretary’s Note: The last sentence in the first paragraph under the heading, “Bicycle and Pedestrian Facilities” located on page 2 of the draft chapter is proposed to be replaced with the following text: “Wisconsin State Statutes and Federal policy require that bicycle accommodations be provided in all new highway construction and reconstruction projects funded with State or Federal funds, unless it is demonstrated that such accommodation is prohibitive.”]

Mr. Yunker stated that Commission staff would add a section on the implementation to date of the accommodation of bicycles on the arterial street and highway system under the section on bicycle and pedestrian facilities in the draft chapter (see Attachment E to these minutes). He noted that the mileage of

arterial streets and highways that provided bicycle accommodation through paved shoulders, bicycle lanes, or separate paths increased from about 633 miles in 2004 to about 650 miles in 2009.

Mr. Yunker noted that on page 3 of the draft chapter under the section on transportation system management that the number of ramp-meters increased to 127 location rather than 130 location, the number of freeway variable message signs increased to 25 locations rather than 29 location, the number of freeway closed-circuit television cameras increased to 103 locations rather than 114 locations, and the number of variable message signs increased to 16 locations rather than 14 locations. He added that the maps and figures would also be revised to reflect the update to the number of ramp-meters, variable message signs, and closed-circuit television cameras, and variable message signs (see Attachment F to these minutes).

During Mr. Yunker's review the following questions were raised and comments made by Committee members:

1. Mr. Abadi requested that the text of the chapter note that Table 21 shows a decline of almost 6% in fixed-route (bus) vehicle-miles from 2006 to 2008. Mr. Yunker indicated that Commission staff would revise the text of the public transit section of the chapter to include specific language regarding the decline of fixed-route vehicle-miles from 2006 to 2008.

[Secretary's Note: The first sentence in the second paragraph under the heading, "Public Transit" located on page 2 of the draft chapter has been revised to read as follows: "As shown in Table 21, as a result of the lack of State legislation to date, the amount of transit service in Southeastern Wisconsin has declined from the time of plan adoption in 2006 to 2008, including a decrease of almost 6 percent in fixed-route bus service."]

2. Mr. Crawford asked why Walworth County was not included in the RTA and local dedicated transit funding legislation. Mr. Yunker indicated that he believed that Walworth County was not included in the legislation because there currently is no public transit system in Walworth County. Mr. Yunker noted that Walworth County could be included in an RTA in southeastern Wisconsin at a later date.
3. Mr. Polenske requested that more detail on the Milwaukee downtown connector study, a discussion on the City of Milwaukee's bicycle plan, and more detail on the City's parking management efforts, be included in the draft chapter. Mr. Yunker indicated that Commission staff would update the respective sections of the draft chapter to reflect each of these efforts.

[Secretary's Note: The second sentence in the last paragraph under the heading, "Public Transit" located on page 2 of the draft Chapter V is proposed to be replaced with the following text: "Through the Milwaukee downtown connector study, the City of Milwaukee has nearly completed plans for a downtown streetcar line, with three potential routes for the line currently under study. In a March 2009 split of \$91.5 million in Interstate Cost Estimate (ICE) funding, \$54.9 million was provided to implement the streetcar line. Milwaukee County expects to use the remaining \$36.6 million in ICE funds to implement express transit service through the creation of a bus rapid transit line, and potentially apply for Federal Transit Administration funds for additional bus rapid transit lines in the County."]

The following text is proposed to be added on page 3 of the draft Chapter V, prior to the heading "Transportation Systems Management": "The City of Milwaukee is nearing completion of a bicycle plan that recommends a broad range of measures to improve

conditions for bicycling in Milwaukee. This plan will help to implement the recommendations of the regional plan's bicycle and pedestrian element."

For the City's parking management efforts, the following text is proposed to be added to the first paragraph at the top of page 4 of the draft Chapter V: "The system will provide motorists with real-time information about available parking in the downtown area through signs located throughout the central business district, freeway dynamic message signs, a website, and a telephone line. A data source will also be available to allow real-time parking information applications to be created for mobile devices or websites."]

4. Ms. Gulotta-Connelly requested that a description of the implementation of Milwaukee County Transit System's (MCTS) Bikes on Buses initiative to install bike racks on all MCTS buses be included in the draft chapter. Mr. Yunker indicated that a description of the initiative would be added in the appropriate section.

[Secretary's Note: The following text is proposed to be added under the heading, "Travel Demand Management," located on page 4 of the draft chapter: "In 2009, Milwaukee County Transit System equipped all buses with bike racks. While not a specific recommendation of the year 2035 regional transportation system plan, the installation of the bike racks on buses in Milwaukee County would promote the use of transit and bicycle modes of transportation."]

5. Mr. Mantes requested that a description of the potential implementation of high-speed rail service in southeastern Wisconsin be included in the draft chapter. Mr. Yunker indicated that a description of the potential high speed rail service would be added in the appropriate section of the draft chapter.

[Secretary's Note: The following text is proposed to be added prior to the heading, "Bicycle and Pedestrian Facilities," located on page 2 of the draft chapter: "In January 2010, the State of Wisconsin received \$810 million in Federal Railroad Administration American Recovery and Reinvestment Act of 2009 High Speed Rail (FRA ARRA HSR) funds for the implementation of new high speed service between Madison and Milwaukee with stations in Brookfield, Oconomowoc, and Watertown. The new service is expected to begin in 2013 with a maximum speed of 79 mph. A maximum speed of 110 mph is expected following improvements to the existing rail lines that are planned to be completed in 2016. An additional \$12 million in FRA ARRA HSR funds was received by the State for improvements to the current Hiawatha Amtrak service line between Chicago and Milwaukee. In addition, \$1 million in FRA ARRA HSR funds were received for the conduct of a study of potential new high speed rail service between Madison and Minneapolis."]

6. Mr. Kappel requested that in the major review and reevaluation of the regional transportation plan, to be initiated in 2011, the projects which received ARRA funding be identified. Mr. Yunker indicated that this would be done in the major review and reevaluation of the plan, to be initiated in 2011.

There being no further comments or discussion regarding Chapter V, Mr. Crawford motioned to approve the preliminary draft Chapter V as revised. Mr. Dreblow seconded the motion, and the motion passed unanimously.

CONSIDERATION AND DISCUSSION OF PRELIMINARY DRAFT OF CHAPTER VI, “UPDATE OF YEAR 2035 REGIONAL TRANSPORTATION PLAN” OF “REVIEW, UPDATE, AND REAFFIRMATION OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN”

Chairman Dranzik asked Mr. Yunker to lead the Committee through a review of the preliminary draft of Chapter VI, “Update of Year 2035 Regional Transportation Plan.” Mr. Yunker stated that the chapter presented potential amendments to the year 2035 regional transportation plan, including amendments which have been identified in Walworth and Washington County jurisdictional highway system planning efforts. He explained that it also included an assessment of the potential to accomplish the plan within the remaining 25 years of the plan’s design period, particularly given the financial constraints of existing available resources. He noted that following the transmittal of the draft chapters of the plan update to the Advisory Committee, Federal Highway Administration and Federal Transit Administration staff had advised Commission staff that the potential funding attendant to the pending RTA and local dedicated transit funding legislation for southeastern Wisconsin could reasonably be considered available to implement the transit recommendations of the plan. Mr. Yunker indicated that with this change, existing revenue resources would appear to be adequate to implement fully the recommendations of the year 2035 regional transportation plan.

Mr. Yunker stated that the year 2035 regional transportation plan assumed that all freeway segments in southeastern Wisconsin would need to be reconstructed by the year 2035. He stated that Commission staff had since identified about 122 miles of freeway that perhaps may not require reconstruction by the year 2035. However, he noted that in discussing these segments with WisDOT staff, WisDOT staff had indicated that these 122 miles of freeway may indeed require reconstruction by the year 2035. Moreover, given the State highway funding in the 2009-2011 Wisconsin State budget, there should be adequate funding for the reconstruction of the entire freeway system by the year 2035. Mr. Yunker stated that as a result, Commission staff would propose the plan continue to recommend that all freeway segments in southeastern Wisconsin will be reconstructed by the year 2035.

Following Mr. Yunker’s review of the draft chapter, Mr. Kappel asked if approval of the chapter should be postponed until the proposed revisions have been made and a revised Chapter VI is forwarded to the Advisory Committee for consideration. Mr. Yunker responded that the Advisory Committee does not necessarily need to approve the chapter at this time, but could approve in concept the revisions to the chapter that have been presented if the Committee is in agreement with the revisions discussed. Mr. Kappel then motioned to approve in concept the revisions to Chapter VI proposed by Commission staff with the result that the year 2035 regional transportation plan is reaffirmed and remains the regional plan, with the minor amendments identified in Walworth and Washington County jurisdictional highway system planning efforts. Mr. Brandmeier seconded the motion and Chairman Dranzik asked the Advisory Committee for discussion and comments regarding the motion.

1. Mr. Crawford asked whether the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater had been included in the amendments to the plan. Mr. Yunker stated that because the year 2035 plan recommended the USH 12 extension and the Walworth County Jurisdictional Highway Planning Committee had recommended that the long-planned extension of USH 12 remain in the plan, no amendment to the plan for USH 12 was needed.
2. Mr. Mantes requested that the plan recommendation to widen to eight lanes 19 miles of freeway in the City of Milwaukee between the Zoo and Marquette interchanges and between the Mitchell Interchange and Silver Spring Drive be reconsidered by the Advisory Committee. He cited the potential property acquisition and other impacts the widening of these 19 miles of freeway could have on the property owners adjacent to these segments of freeway. Mr. Yunker stated that during the preparation of the regional freeway reconstruction plan and also the year 2035 regional

transportation plan, this issue had been examined. He noted that the studies had concluded that not widening these freeway segments would not be expected to divert significant additional traffic to any other part of the freeway system, or have an adverse impact on the operations of the remainder of the freeway system. He stated that the studies indicated that congestion would be expected to increase on these freeway segments, and some traffic would be diverted to surface arterial streets, largely located in the City of Milwaukee. He added that during the regional freeway reconstruction planning, the Commission staff had recommended that as a compromise that these 19 miles of freeway not be recommended in the final plan for widening to eight lanes, but the regional plan would recommend that during the preliminary engineering for the reconstruction of these freeway segments, alternatives which would not provide additional traffic lanes would be evaluated, along with alternatives which would provide additional traffic lanes. If the preliminary engineering concluded that additional traffic lanes not be provided, the plan under this amendment would not be changed. If the preliminary engineering concluded that these freeway segments should be widened, then the regional plan would be amended to include the additional lanes. The Advisory Committee to the regional freeway reconstruction planning effort rejected the staff recommendation.

Mr. Yunker noted that Commission staff recognizes that these 19 miles of freeway are different from other freeway segments in southeastern Wisconsin. He noted that high density neighborhoods are located immediately adjacent to these freeway segments. He also noted the potential for the development of fixed guideway transit in these freeway segment corridors, which could serve these neighborhoods and connect directly to the Milwaukee central business district. He added that while this fixed guideway transit could not be expected to alleviate traffic congestion on these 19 miles of the freeway system, it would provide an alternative in the freeway corridors.

Mr. Yunker suggested amending the motion on the floor to include in the draft chapter the request by the City of Milwaukee that the Advisory Committee consider an amendment to the plan to remove the widening to eight lanes of the 19 miles of freeway in the City of Milwaukee. Messrs. Kappel and Brandmeier accepted the amendment to the motion.

Ms. Beaupre asked whether there would be enough time to resolve the issue of the widening of the 19 miles of freeway in the City of Milwaukee prior to the proposed June 2010 completion of the interim review and update of the regional transportation plan. Mr. Yunker clarified that the Advisory Committee would not be committing to resolve the issue by the completion of the interim update and review of the plan, but would rather be allowing the issue to be discussed during the preparation of the interim update and review of the plan. Mr. Grisa asked whether Commission staff would have sufficient time to compile information on the issue, and noted that a major regional transportation plan update would be initiated in 2011. Mr. Yunker indicated that much of the work regarding this issue had already been completed as part of the year 2035 plan preparation. He stated that Commission staff could present this information regarding the widening of the 19 miles of freeway in the City of Milwaukee to the Advisory Committee at a subsequent meeting.

3. Mr. Bennett asked when Commission staff would like to receive suggested amendments to the year 2035 regional transportation plan update, which may be included in the chapter. Mr. Yunker indicated that Commission staff would appreciate receiving the suggested amendments within the next couple weeks.

There being no further comments or discussion regarding Chapter VI, Chairman Dranzik noted that the Committee had a motion on the floor to approve in concept the revisions to the preliminary draft

Chapter VI, and that the 2035 regional transportation plan is reaffirmed and remains the regional plan, with the minor amendments identified in Walworth and Washington County jurisdictional highway system planning efforts. He added that the motion further amends the draft Chapter VI to acknowledge that the City of Milwaukee has requested the Advisory Committee to consider an amendment to the plan to remove the widening to eight lanes of the 19 miles of freeway in the City of Milwaukee. The motion passed unanimously.

ADJOURNMENT

Mr. Yunker indicated that a public meeting would be held in late March 2010, to provide information about, and obtain input on, the interim review and update of the year 2035 regional transportation plan, and that a newsletter would be prepared and distributed by Commission staff. He noted that the public meeting would likely be held in open house format from about 5:00 p.m. to 7:00 p.m. at the Milwaukee Downtown Transit Center, and that Advisory Committee members are encouraged to attend.

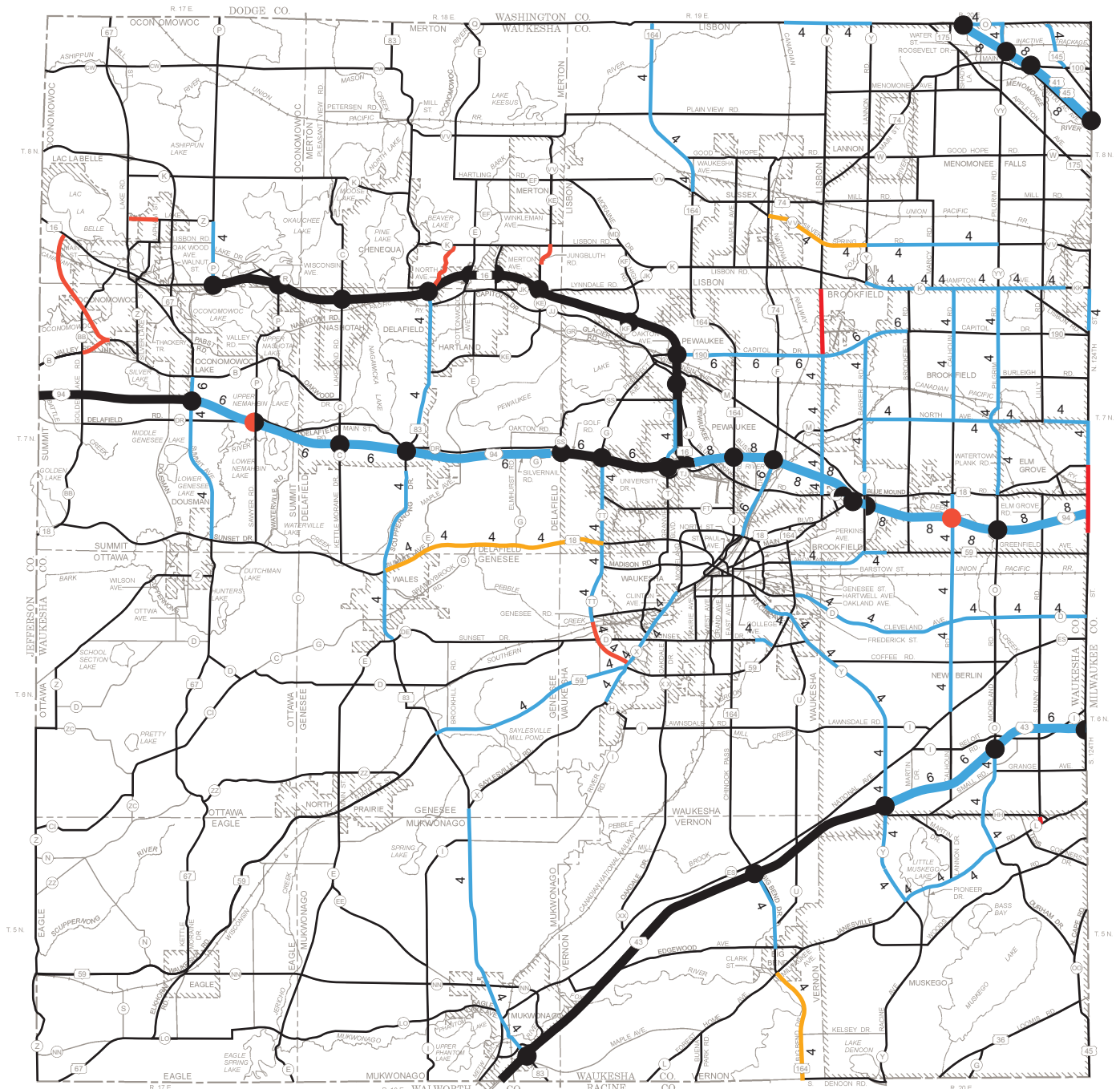
The first meeting of the Advisory Committee on Regional Transportation Planning to consider an interim review and update of the year 2035 regional transportation plan was adjourned at 11:30 a.m. on a motion by Mr. Bennett, seconded by Mr. Crawford, and carried unanimously by the Committee.

Signed

Kenneth R. Yunker
Recording Secretary

Attachment A Map 5 (revised)

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

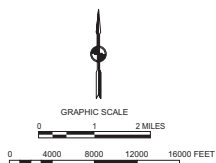


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)
- 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
- NEW HALF
- EXISTING







THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

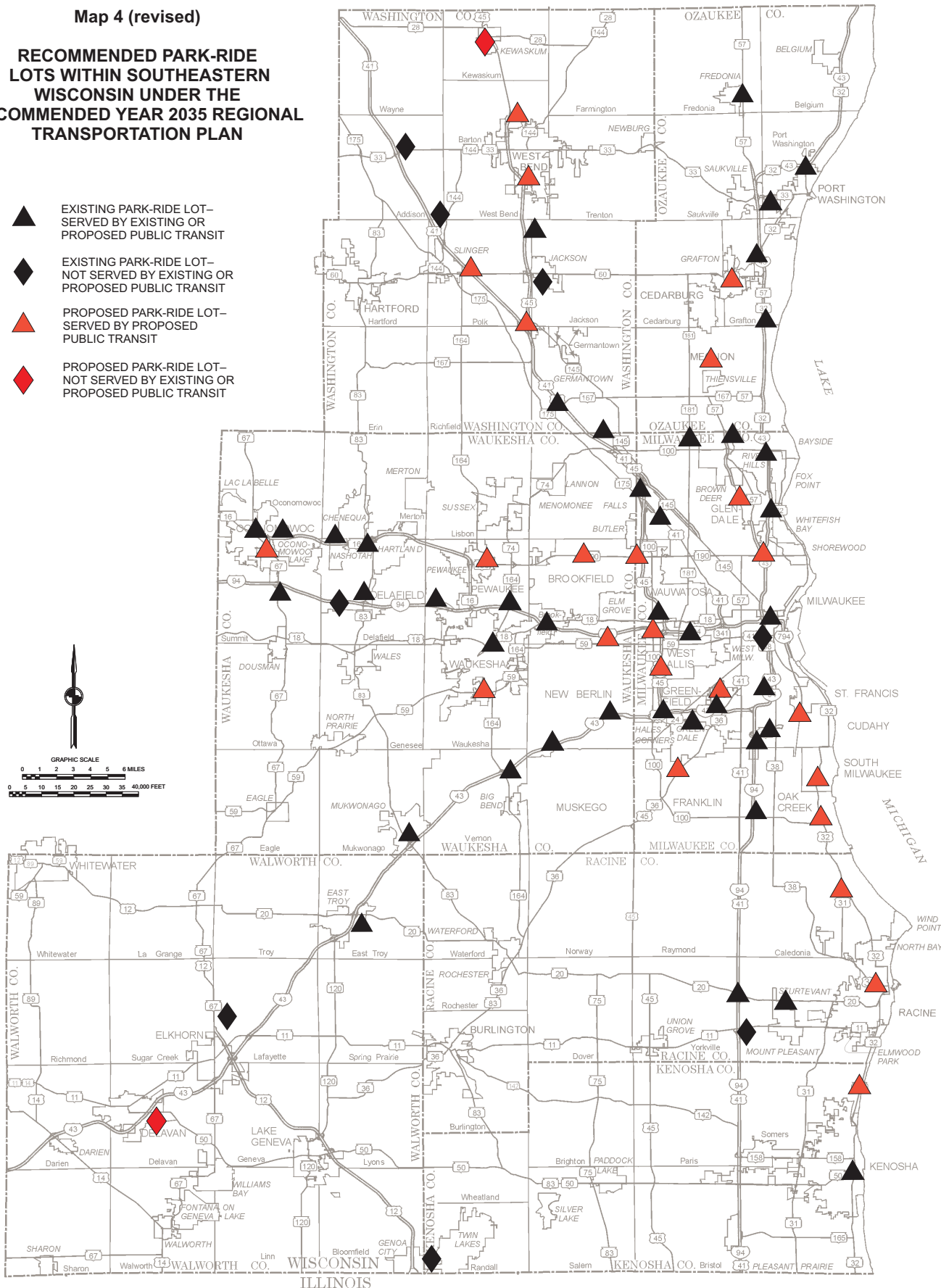
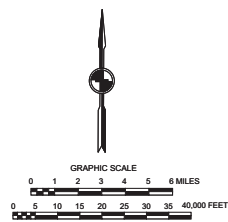
- Each proposed arterial street and highway improvement and expansion, and as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
- The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
- The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:
 - Convert the CTH P with IH 94 interchange to a full interchange.
 - Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43; and
 - Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
- Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Attachment B

Map 4 (revised)

**RECOMMENDED PARK-RIDE
LOTS WITHIN SOUTHEASTERN
WISCONSIN UNDER THE
RECOMMENDED YEAR 2035 REGIONAL
TRANSPORTATION PLAN**

-  EXISTING PARK-RIDE LOT—SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
-  EXISTING PARK-RIDE LOT—NOT SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
-  PROPOSED PARK-RIDE LOT—SERVED BY PROPOSED PUBLIC TRANSIT
-  PROPOSED PARK-RIDE LOT—NOT SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT



Source: SEWRPC.

I:\Tran\Work\RTSP 2010 Update\Chapters\Ch11\07_Map 4 Park and Ride Lots Attachment B. cdr

Attachment C

Additional Performance Measures to be Added to Preliminary Draft Chapter 4,
“Review of Transportation System Performance”

of SEWRPC Memorandum:

**THE REVIEW, UPDATE AND REAFFIRMATION OF THE YEAR
2035 REGIONAL TRANSPORTATION PLAN**

(The following text is proposed to be added under the heading, “Traffic Congestion,” which begins at the bottom of Page 2 of the draft chapter)

Congestion On Designated Truck Routes And National Highway System

Table C-1 and Map C-1 present the existing level of traffic congestion experienced on designated truck routes and the National Highway System in the year 2005 and compared to the congestion level experience in 2001. The State of Wisconsin maintains a truck operations map that identifies streets and highways for operation of vehicles and combination of vehicles for which the overall lengths cannot be limited. In addition, the truck operators map identifies restricted truck routes where the overall lengths are limited. The National Highway System includes highways important to the nation’s economy, defense, and mobility. The coverage of these two systems illustrates the ability of freight to move throughout the region. The miles of designated truck routes and National Highway System carrying traffic volumes exceeding their design capacity increased from 202 miles in 2001 to 221 miles in 2005, or by about nine percent. As congestion on these roadways increase, the travel time of freight movement is adversely affected.

(The following text is proposed to be added under the heading, “Vehicle Traffic Crashes,” which begins on page 4 of the draft chapter.)

Transit Crashes and Passenger Injuries

Table C-2 provides a comparison of the number and rate of transit crashes resulting in property damage and the number of passenger injuries for the years 2006, 2007, and 2008. Following a slight reduction of the rate of transit crashes from 3,728 crashes per 100,000,000 revenue miles in 2006 to 3,720 crashes per 100,000,000 revenue miles in 2007, the rate of transit crashes then increased to 4,514 crashes per 100,000,000 revenue miles in 2008, or an increase of about 21 percent between 2006 and 2008. Following

the slight increase in the rate of passenger injuries from 2,864 passenger injuries per 100,000,000 revenue miles in 2006 to 2,871 passenger injuries per 100,000,000 revenue miles, the rate decreased to 2,792 passenger injuries per 100,000,000 revenue miles, or a decrease of about three percent between 2006 and 2008.

(The following text is proposed to be added prior to the heading, "Summary and Conclusions," on page 6 of the draft chapter.)

PARK-RIDE FACILITIES AND TRANSIT STATIONS

Of the 55 existing park-ride lots and transit stations, 40 were served by transit service and 15 were not served by transit and were used exclusively by carpoolers (see Map C-2). Eight of the 55 park-ride lots and transit stations were shared-use facilities that were not specifically constructed to serve as a park-ride lot, such as a parking lot at a private retail business or a municipal parking lot or garage.

Table C-3 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2008 at all park-ride lots and transit stations by patrons of freeway flyer bus service and carpoolers. The total number of spaces available at park-ride lots in the Region was 8,115 in 2008, including 7,255 at park-ride lots served by transit, and 860 at the lots not served by transit.

Of the 7,255 spaces available at the 40 park-ride lots served by transit, 2,904 spaces were used on an average weekday during 2008, a utilization rate of about 40 percent. Of the 860 spaces available at the lots not served by transit, 503 spaces were utilized during 2008, a utilization rate of about 59 percent. Five lots had utilization rates of 100 percent or higher indicating they were at or over their design capacity.

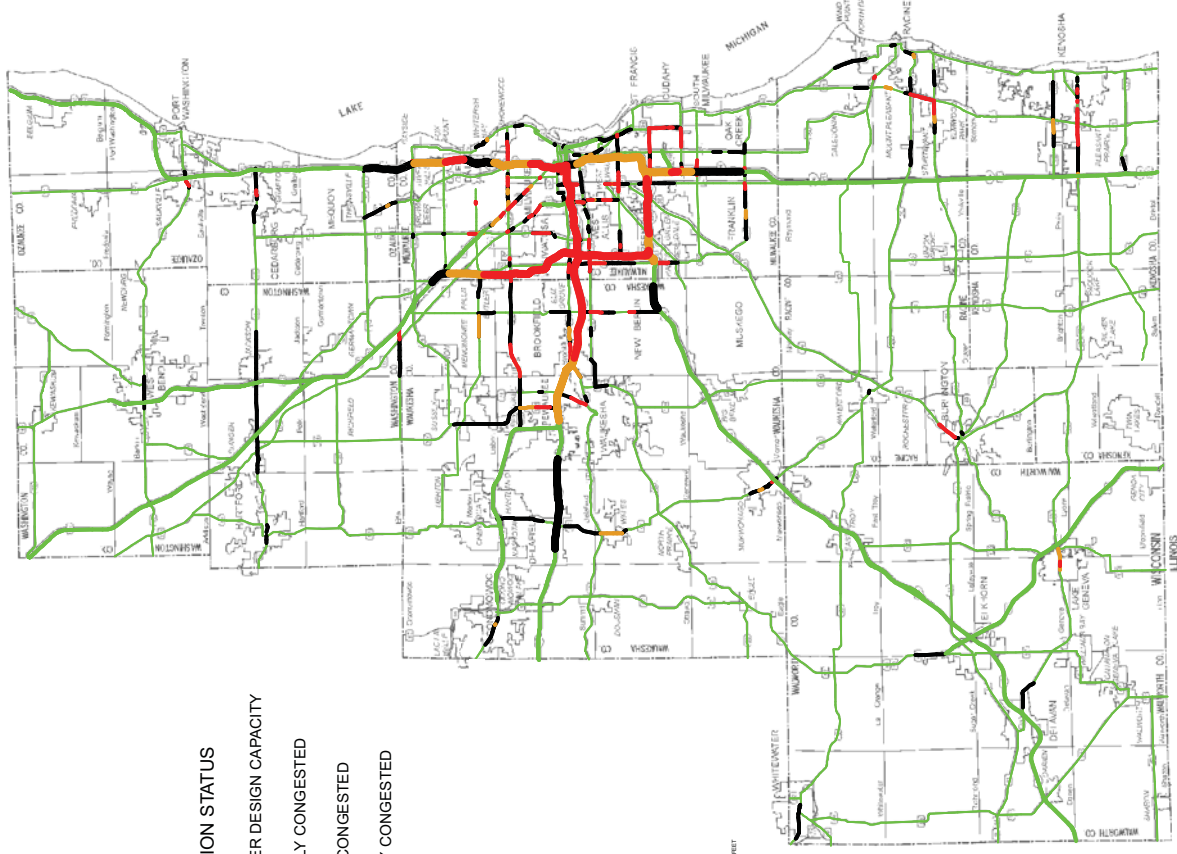
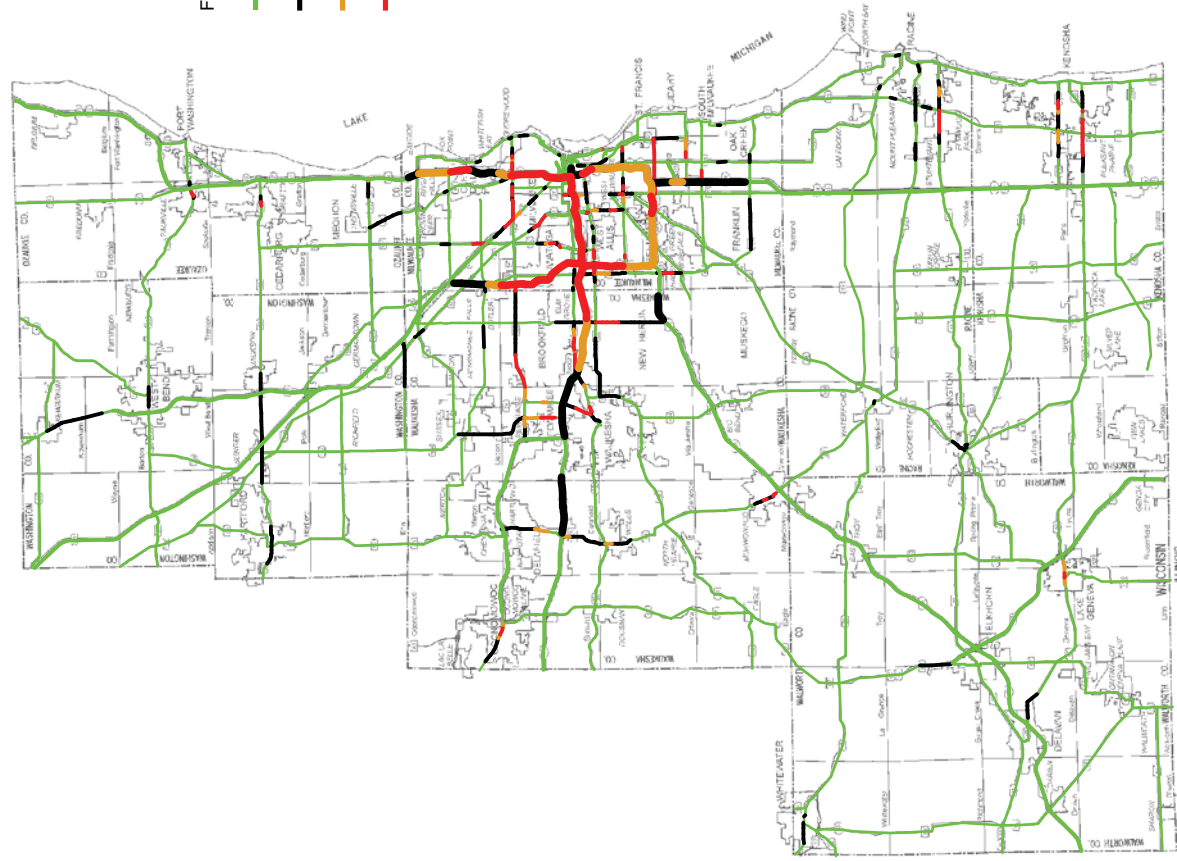
TRANSIT SERVICE RELIABILITY

In 2010, the average age of revenue vehicles operated by transit operators in the Region was 10.2 years, compared to 6.5 years in 2006. The average annual number of transit service calls for revenue vehicles within the Region increased from 6,455 in 2006 to 8,092 in 2008, or an increase of about 25 percent. Over the same period of time, the average revenue vehicle-miles travelled between service calls decreased from 3,305 in 2006 to 2,513, or a decrease of about 24 percent. A service call being defined as any repair made to a revenue vehicle correcting a mechanical failure that either prevents the vehicle from completing a scheduled revenue trip or from starting its next scheduled revenue trip because actual movement is limited, because of safety concerns, or because of transit operator policy.

CONGESTION ON DESIGNATED TRUCK ROUTES AND THE NATIONAL HIGHWAY SYSTEM IN THE REGION: YEARS 2001 AND 2005

2001

2005

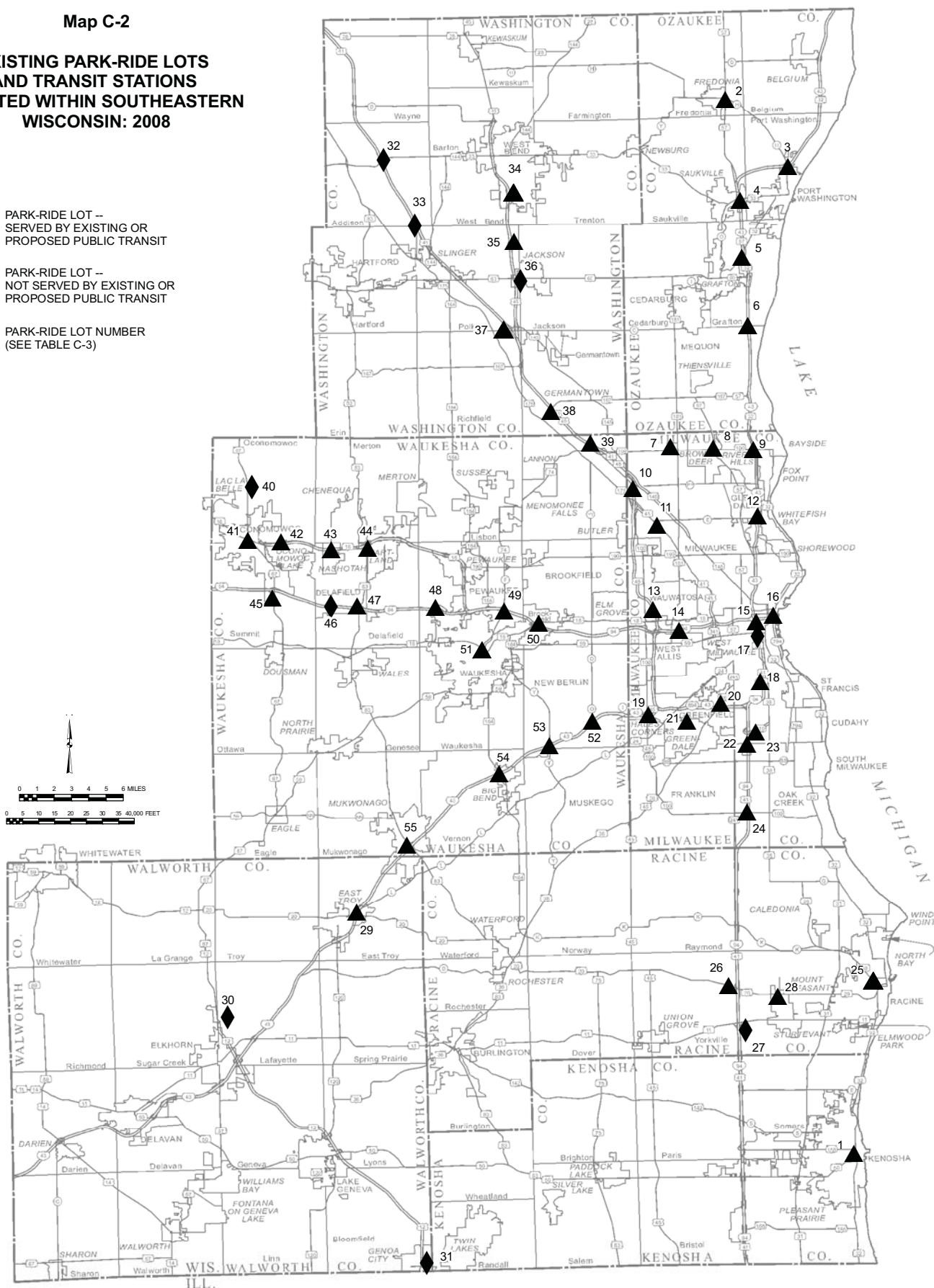
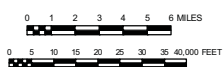
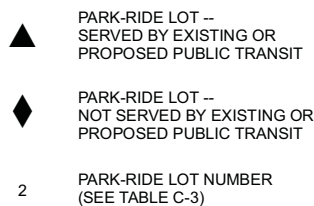


Source: Wisconsin Department of Transportation and SEWRPC

Attachment C (continued)

Map C-2

**EXISTING PARK-RIDE LOTS
AND TRANSIT STATIONS
LOCATED WITHIN SOUTHEASTERN
WISCONSIN: 2008**



Source: SEWRPC

#150289 v1 - Tbl C-1 insert to Chap. 4, Rev/Update 2035 RTP

Table C-1**TRAFFIC CONGESTION ON DESIGNATED TRUCK ROUTES AND THE
NATIONAL HIGHWAY SYSTEM IN THE REGION: 2001 AND 2005**

Year	Under or At Design Capacity	Over Design Capacity			Total Mileage
		Moderate Congestion	Severe Congestion	Extreme Congestion	
2001	1,114	119	32	51	1,316
2005	1,105	121	36	64	1,324

Attachment C (continued)

#149711 v1 - Transit Passenger Injuries and Injury Crashes: 2006,2007, and 2008
RWH/fdj/mlh
1/29/10

Table C-2

COMPARISON OF TRANSIT CRASHES AND PASSENGER INJURIES: 2006, 2007, AND 2008

Characteristic	2006	2007	2008
Crashes ^a	621	609	726
Crashes ^a per 100,000,000 Revenue Miles.....	3,728	3,720	4,514
Passenger Injuries	477	470	449
Passenger Injuries per 100,000,000 Revenue Miles.....	2,864	2,871	2,792

^aIncludes crashes resulting in property damage.

Source: SEWRPC.

Attachment C (continued)

Table C-3

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2008

Number ^a	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2008	Percent of Spaces Used
1	<u>Kenosha County</u> Metra Station (Kenosha)	X		X	145	-- ^b	-- ^b
2	<u>Ozaukee County</u> STH 57 and CTH H (Fredonia)	X			60	16	27
3	IH 43 and STH 32-CTH H (Port Washington)	X			50	30	60
4	Wal-Mart (Saukville)	X		X	50	-- ^b	-- ^b
5	IH 43 and CTH V (Grafton)	X			85	48	56
6	IH 43 and CTH C (Grafton)	X			65	91	140
7	<u>Milwaukee County</u> STH 100 and N. 85th Street (Milwaukee)		X		100	-- ^b	-- ^b
8	Kohl's (Brown Deer)	X		X	130	68	52
9	Brown Deer (River Hills)	X			360	100	28
10	W. Good Hope Road (Milwaukee)	X			135	41	30
11	Timmerman Field (Milwaukee)	X			140	59	42
12	North Shore (Glendale)	X			195	92	47
13	W. Watertown Plank Road (Wauwatosa)	X			240	91	38
14	State Fair Park (Milwaukee)	X			285	147	52
15	Milwaukee Amtrak Station	X			240	-- ^b	-- ^b
16	Milwaukee County Transit System Downtown Transit Center (Milwaukee)	X		X	-- ^c	-- ^b	-- ^b
17	National Avenue and IH 43/94 (Milwaukee)		X		160	142	89
18	W. Holt Avenue (Milwaukee)	X			235	100	43
19	Whitnall (Hales Corners)	X			360	213	59
20	W. Loomis Road (Greenfield)	X			410	101	25
21	Southridge (Greendale)	X		X	170	81	48
22	W. College Avenue (Milwaukee)	X			650	314	48
23	Mitchell Airport Amtrak Station (Milwaukee)	X			300	150	50
24	W. Ryan Road (Oak Creek)	X			305	176	58
25	<u>Racine County</u> Racine Metro Transit Center (Racine)	X			120	-- ^b	-- ^b
26	IH 94 and STH 20 (Ives Grove)		X		75	69	92
27	IH 94 and STH 11 (Mount Pleasant)		X		60	37	62
28	Sturtevant Amtrak Station (Sturtevant)	X			180	-- ^b	-- ^b
29	<u>Walworth County</u> East Troy Municipal Airport (East Troy)		X		40	8	20
30	USH 12 and STH 67 (Elkhorn)		X		40	18	45
31	USH 12 and CTH P (Genoa City)		X		40	10	25
32	<u>Washington County</u> USH 41 and STH 33 (Allenton)		X		35	56	160
33	USH 41 and CTH K (Addison)		X		50	19	38
34	USH 45 and Paradise Drive (West Bend) ^d	X			100	82	82
35	Washington County Fair Park (Polk)	X		X	100	23	23
36	STH 60 and CTH P (Jackson)		X		30	41	137
37	Pioneer Road and Mayfield Road (Richfield)	X			30	48	160
38	USH 41 and Lannon Road (Germantown)	X			100	105	105
39	<u>Waukesha County</u> Pilgrim Road (Menomonee Falls)	X			70	56	80
40	STH 67 and Lang Road (Oconomowoc)		X		35	5	14 ^b
41	Collins Street Parking Lot (Oconomowoc)	X		X	-- ^c	-- ^b	-- ^b
42	STH 16 and CTH P (Oconomowoc)	X			45	18	40
43	STH 16 and CTH C (Nashotah)	X			60	11	18
44	STH 16 and STH 83 (Chenequa)		X		35	9	26
45	STH 67 and CTH DR (Summit)	X			100	37	37
46	IH 94 and CTH C (Delafield)		X		30	25	83
47	IH 94 and STH 83 (Delafield)	X			200	91	46
48	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	66	27
49	IH 94 and CTH F (Pewaukee)		X		85	39	46
50	Goerke's Corners (Brookfield)	X			315	262	83
51	Waukesha Metro Transit Downtown Transit Center (Waukesha)	X		X	495 ^c	-- ^b	-- ^b
52	IH 43 and Moorland Road (New Berlin)	X			175	30	17
53	IH 43 and CTH Y (New Berlin)		X		45	25	56
54	IH 43 and STH 164 (Big Bend)	X			145	64	44
55	IH 43 and STH 83 (Mukwonago)	X			165	93	56
--	Total	--	--	--	8,115	3,407	42

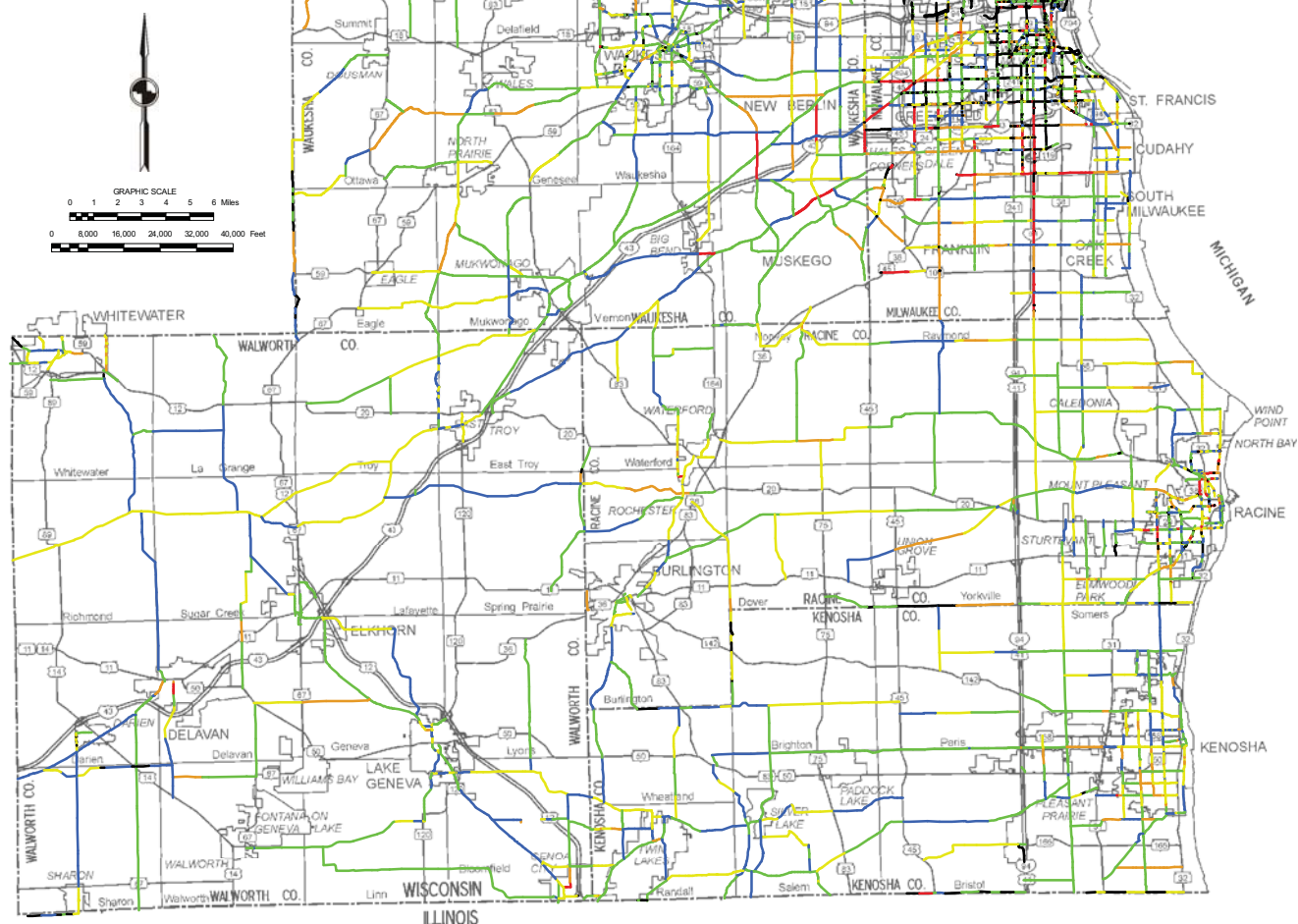
^aSee Map C-2.^bData not available.^cParking available within larger public lot or structure.

Map 6 (revised)

PASER PAVEMENT RATING FOR COUNTY AND LOCAL ARTERIALS: 2008

PASER PAVEMENT RATING

- 1-2 (81 MILES)
- 3-4 (212 MILES)
- 5-6 (561 MILES)
- 7 (423 MILES)
- 8, 9, 10 (846 MILES)
- NO RATING (171 MILES)



Source: Wisconsin Department of Transportation and SEWRPC.

I:\Tran\WORK\RTSP 2010 Update\Pavement Ratings\Map 6 WISLR Pavement Ratings_Attachment D.mxd

Attachment D (continued)

Table 12 (revised)

**LOCAL AND COUNTY STREET AND HIGHWAY MILEAGE BY PASER
 PAVEMENT RATING COMPARISON: 2006 and 2008**

PASER Pavement Rating	2006		2008		Percent Change
	Local and County Arterial Mileage	Percent of Total	Local and County Arterial Mileage	Percent of Total	
1 and 2	132	5.7	81	3.5	-38.6
3 and 4	233	10.2	212	9.2	-9.0
5 and 6	431	18.8	561	24.5	30.2
7	376	16.4	423	18.4	12.5
8, 9 and 10	907	39.5	846	36.9	-6.7
No Rating	215	9.4	171	7.5	-20.5
Total	2,294	100.0	2,294	100.0	- -

Source: Wisconsin Department of Transportation and SEWRPC.

RWH/mlh/edl

3/11/10

#150290 v1 - Attachment E, Insert to Chap 5-Rev/Update 2035 RTP

Attachment E

(The following text is proposed to be added to Chapter 5, "Review of Implementation to Date of Year 2035 Regional Transportation Plan," of SEWRPC Memorandum, Review Update, and Reaffirmation of the Year 2035 Regional Transportation System Plan, under the heading, Bicycle and Pedestrian Facilities, which begins on page 2 of the draft chapter.)

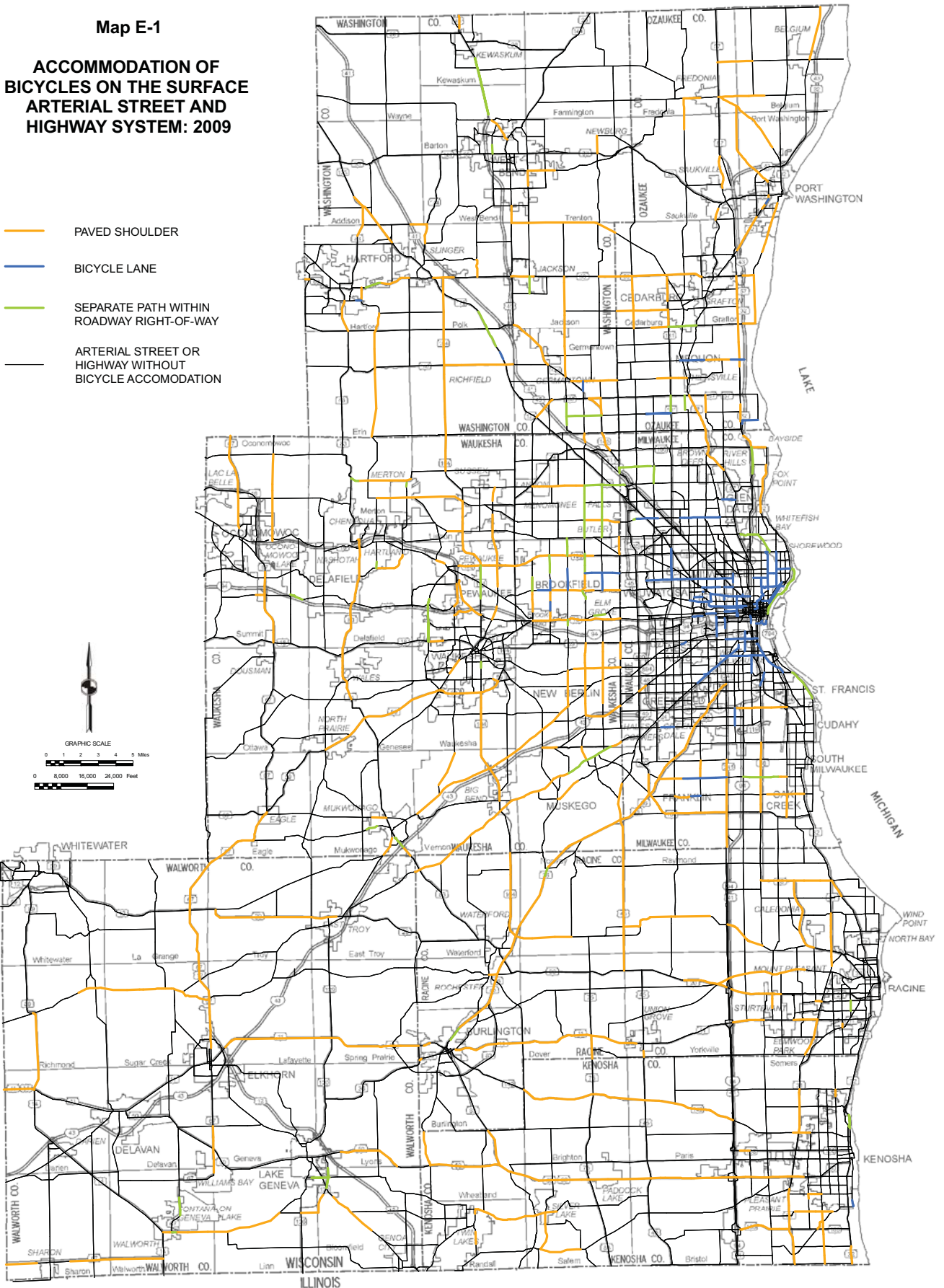
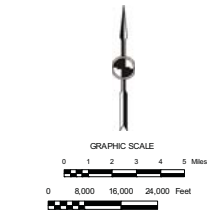
Accommodation Of Bicycles on the Arterial Street and Highway System

On arterial streets and highways with a rural cross-section, bicycles may be accommodated with a four-foot paved shoulder and six-foot gravel shoulder on a two traffic-lane facility, and with an eight-foot paved shoulder on a four-traffic lane facility. On arterial streets with an urban cross section, bicycles may be accommodated with bicycle lanes five to six feet in width, or with a widened outside lane of 14 feet. Accommodations may also be provided on urban and rural arterials with parallel, physically separate paths of eight to 12 feet in width (five to six feet for one-way paths) and ten feet of separation from the travel lanes. Map E-1 identifies those arterial streets and highways which provided bicycle accommodations through paved shoulders, bicycle lanes, or separate paths in 2009. The mileage of arterial streets and highways that provided bicycle accommodations through paved shoulders, bicycle lanes, or separate paths increased from about 633 miles in 2004 to about 650 miles in 2009, or about a three percent increase. Data is not available to identify those urban arterials with outside lanes of 14 feet in width which also accommodate bicycles.

Map E-1

ACCOMMODATION OF BICYCLES ON THE SURFACE ARTERIAL STREET AND HIGHWAY SYSTEM: 2009

- PAVED SHOULDER
- BICYCLE LANE
- SEPARATE PATH WITHIN
ROADWAY RIGHT-OF-WAY
- ARTERIAL STREET OR
HIGHWAY WITHOUT
BICYCLE ACCOMODATION

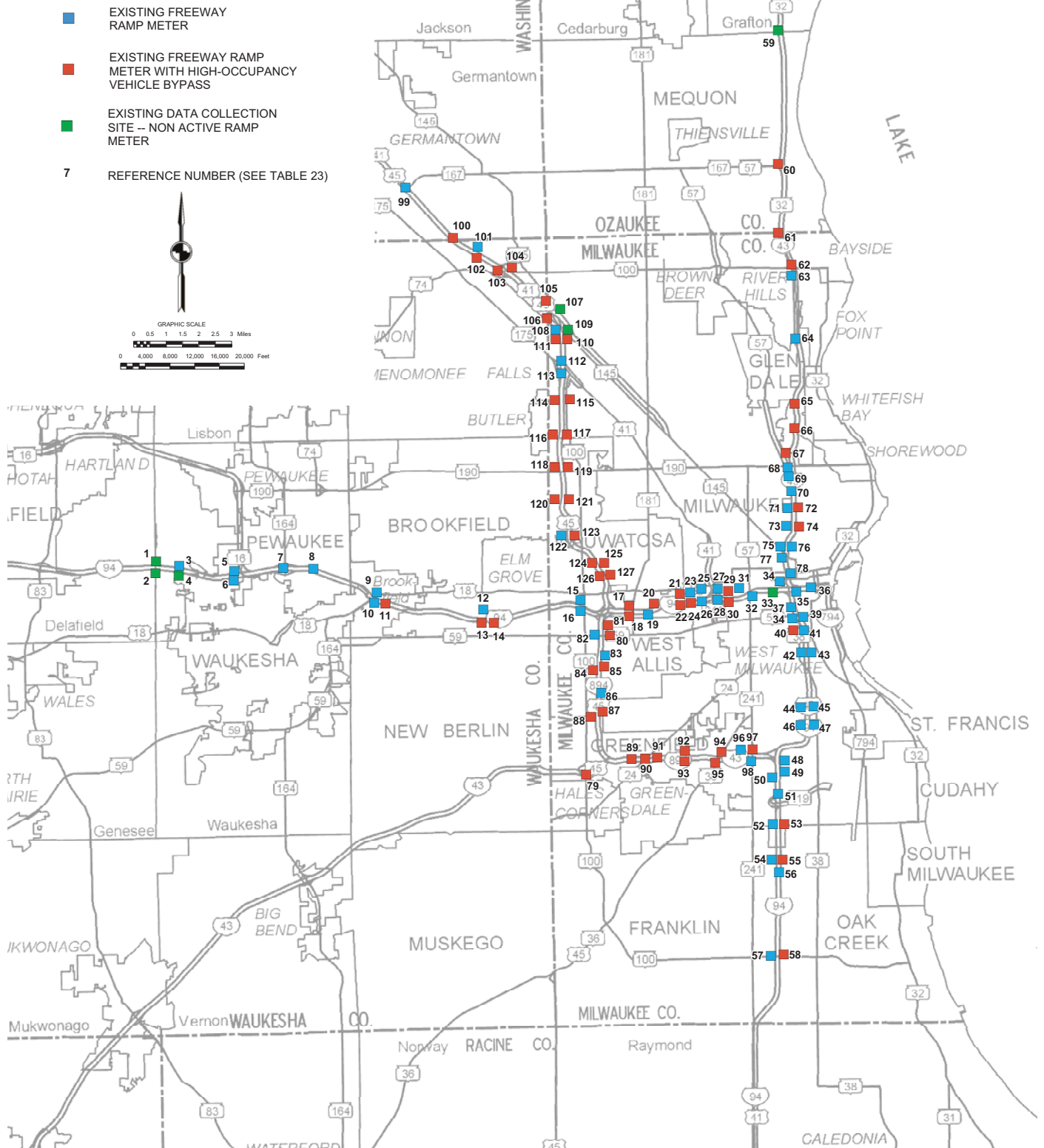


Source: SEWRPC

I:\Tran\WORK\RTSP 2010 Update\Bike Ped\Map E1 Bike Accom on Arts 09.mxd

Map 18 (revised)

LOCATIONS OF RAMP METERS ON THE EXISTING FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2010



Source: Wisconsin Department of Transportation and SEWRPC.

I:\Tran\WORK\RTSP 2010 Update\Traffic Operations\Map 18 Ramp Meters Updated_attachment F.mxd

Attachment F (continued)

Table 23 (revised)

LOCATION OF RAMP METERS ON THE EXISTING
FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2010

Reference Number ^a	Ramp Meter Location
IH 94 East-West Corridor	
1	Westbound at CTH SS ^c
2	Eastbound at CTH SS ^c
3	Westbound at CTH G
4	Eastbound at CTH G ^c
5	Westbound at CTH T
6	Eastbound at CTH T (Grandview Boulevard)
7	Eastbound at STH 164 / CTH J
8	Eastbound at CTH F
9	Westbound at CTH JJ
10	Eastbound at USH 18
11	Eastbound at Barker Road
12	Westbound at CTH O (Moorland Road)
13	CTH O (Moorland Road) Southbound to Eastbound IH 94
14	CTH O (Moorland Road) Northbound to Eastbound IH 94
15	Westbound at STH 100 (S. 108 th Street)
16	Eastbound at STH 100 (S. 108 th Street)
17	Westbound at STH 181 (N. 84 th Street)
18	Eastbound at STH 181 (N. 84 th Street)
19	Westbound at N. 70 th Street
20	Eastbound at N. 68 th Street
21	Westbound at Hawley Road
22	Eastbound at Hawley Road
23	Eastbound at Mitchell Boulevard
24	Westbound at Mitchell Boulevard
25	USH 41 Southbound to Westbound IH 94
26	USH 41 Southbound to Eastbound IH 94
27	STH 341 Northbound to Eastbound IH 94
28	STH 341 Northbound to Westbound IH 94
29	Westbound at N. 35 th Street
30	Eastbound at N. 35 th Street
31	Westbound at N. 28 th Street
32	Eastbound at N. 25 th Street
33	Westbound N. 17 th Street ^c
34	Westbound at W. Tory Hill Street and N. 11 th Street ^b
35	Westbound at N. 7 th Street and W. Clybourn Avenue ^b
36	Northbound/Southbound at N. 2 nd Street and W. Clybourn Avenue ^b
IH 94 South Corridor	
37	Northbound at S. 9 th Street and Walker Street
38	Southbound at S. 9 th Street and Mineral Street
39	Northbound at S. 6 th Street and Mineral Street
40	Southbound at Lapham Boulevard
41	Northbound at Lapham Boulevard
42	Southbound at Becher Street
43	Northbound at Becher Street
44	Southbound at Holt Avenue
45	Northbound at Holt Avenue
46	Southbound at W. Howard Avenue
47	Northbound at W. Howard Avenue
48	Westbound CTH Y (W. Layton Avenue) to Northbound IH 94
49	Eastbound CTH Y (W. Layton Avenue) to Northbound IH 94
50	Southbound at S. 20 th Street, south of CTH Y (W. Layton Avenue)
51	STH 119 Westbound to Northbound IH 94
52	Southbound at CTH ZZ (W. College Avenue)
53	Northbound at CTH ZZ (W. College Avenue)
54	Southbound at CTH BB (W. Rawson Avenue)
55	Westbound CTH BB (W. Rawson Avenue) to Northbound IH 94
56	Eastbound CTH BB (W. Rawson Avenue) to Northbound IH 94

Attachment F (continued)

Table 23 (continued)

Reference Number ^a	Ramp Meter Location
IH 94 South Corridor -- continued	
57	Southbound at STH 100 (W. Ryan Road)
58	Northbound at STH 100 (W. Ryan Road)
IH 43 North Corridor	
59	Southbound at CTH C (Pioneer Road) ^c
60	Southbound at STH 57/167 (Mequon Road)
61	Southbound at Milwaukee—Ozaukee County Line Road
62	Eastbound STH 100 (W. Brown Deer Road) to Southbound IH 43
63	Westbound STH 100 (W. Brown Deer Road) to Southbound IH 43
64	Southbound at CTH PP (W. Good Hope Road)
65	Southbound at W. Silver Spring Drive
66	Southbound at W. Hampton Avenue
67	Southbound at Green Bay Avenue
68	Southbound at N. 9 th Street and W. Abert Place
69	Northbound at Atkinson Avenue
70	Southbound at W. Keefe Avenue
71	Southbound at W. Locust Street
72	Northbound at W. Locust Street
73	Southbound at W. North Avenue
74	Northbound at W. North Avenue
75	Southbound at W. Fond du Lac Avenue (W. McKinley Avenue) ^b
76	Northbound at W. Fond du Lac Avenue ^b
77	Northbound at W. Highland Avenue and W. Kilbourn Avenue ^b
78	Southbound at W. Wisconsin Avenue ^b
IH 43 South Corridor	
79	Northbound at STH 100 (S. 108 th Street)
IH 894 Corridor	
80	Eastbound STH 59 (W. Greenfield Avenue) to Northbound IH 894
81	Westbound STH 59 (W. Greenfield Avenue) to Northbound IH 894
82	Southbound at STH 59 (W. Greenfield Avenue)
83	Northbound at W. Lincoln Avenue
84	Southbound at W. National Avenue
85	Northbound at W. National Avenue
86	Northbound at CTH NN (W. Oklahoma Avenue)
87	Northbound at W. Beloit Road
88	Southbound at W. Beloit Road
89	Westbound at S. 84 th Street
90	Eastbound at STH 24 (W. Forest Home Avenue)
91	Eastbound at CTH U (S. 76 th Street)
92	Westbound at S. 60 th Street
93	Eastbound at S. 60 th Street
94	Westbound at STH 36 (S. Loomis Road)
95	Eastbound at STH 36 (S. Loomis Road)
96	Southbound WIS 241 (S. 27 th Street) to Westbound IH 894
97	Northbound WIS 241 (S. 27 th Street) to Westbound IH 894
98	Eastbound at WIS 241 (S. 27 th Street)
USH 45 Corridor	
99	Southbound at Lannon Road
100	Southbound at CTH Q (Washington—Waukesha County Line Road)
101	Northbound at Pilgrim Road
102	Southbound at Pilgrim Road
103	Southbound at STH 74 (Main Street)
104	Northbound at STH 74 (Main Street)
105	Northbound at N. 124 th Street (Waukesha—Milwaukee County Line)
106	Southbound at N. 124 th Street (Waukesha—Milwaukee County Line)
107	Northbound STH 145 to Northbound USH 45 ^c
108	Westbound CTH PP (W. Good Hope Road) to Southbound USH 45
109	Southbound from STH 145 to USH 45 ^c
110	Northbound at CTH PP (W. Good Hope Road)

Attachment F (continued)

Table 23 (continued)

Reference Number ^a	Ramp Meter Location
USH 45 Corridor--continued	
111	Eastbound CTH PP (W. Good Hope Road) to Southbound USH 45
112	Northbound at USH 41 (W. Appleton Avenue)
113	Southbound at STH 175 (W. Appleton Avenue)
114	Southbound at CTH E (W. Silver Spring Drive)
115	Northbound at CTH E (W. Silver Spring Drive)
116	Southbound at CTH EE (W. Hampton Avenue)
117	Northbound at CTH EE (W. Hampton Avenue)
118	Southbound at STH 190 (W. Capitol Drive)
119	Northbound at STH 190 (W. Capitol Drive)
120	Southbound at W. Burleigh Street
121	Northbound at W. Burleigh Street
122	Southbound at W. North Avenue
123	Northbound at W. North Avenue
124	Southbound at Watertown Plank Road
125	Northbound at Watertown Plank Road
126	Southbound at N. 97 th Street and W. Wisconsin Avenue
127	Northbound at W. Wisconsin Avenue

^aSee Map 18.

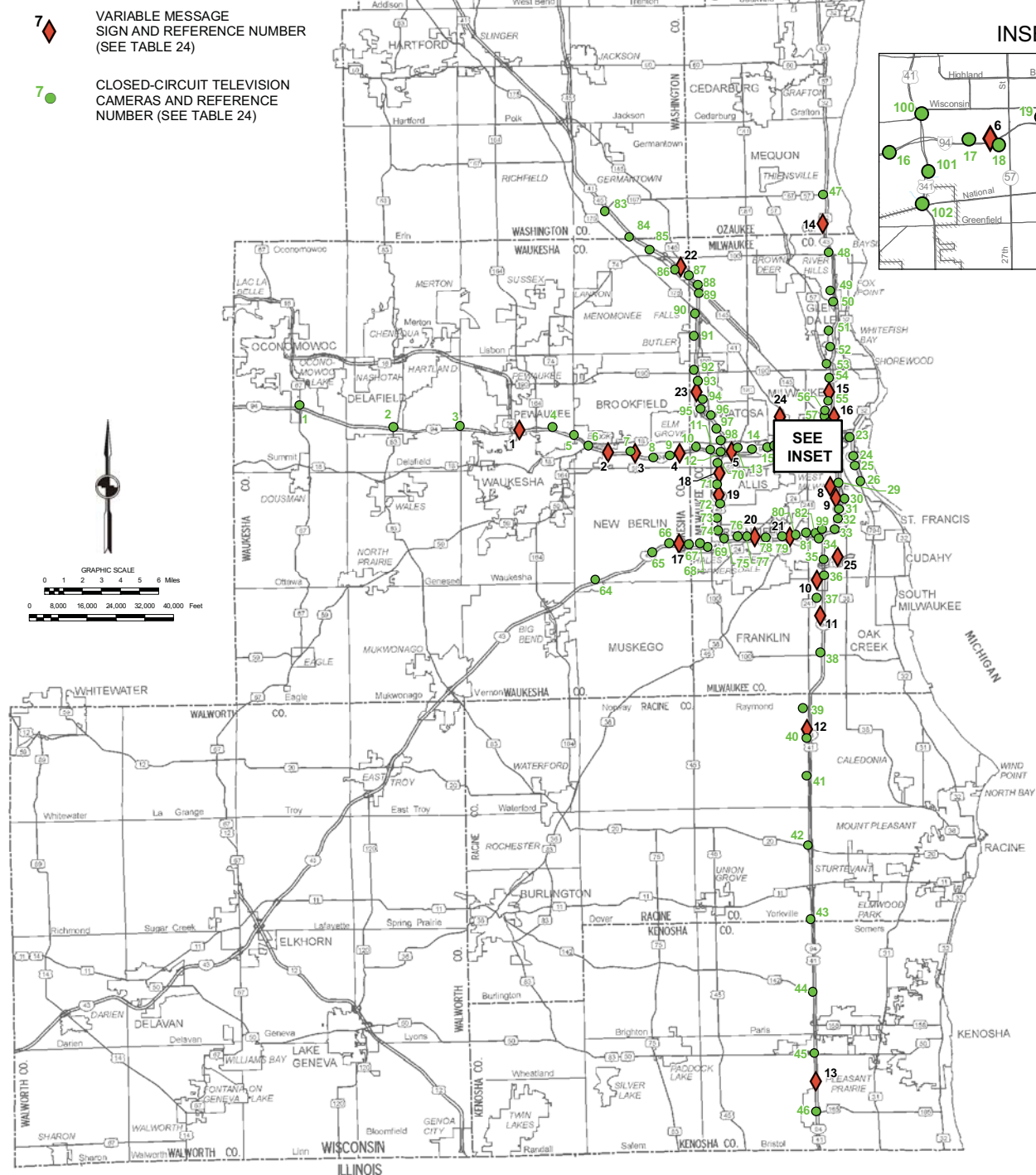
^bRamp Meter added after 2004.

^cExists as Data Collection Site, but does not have active Ramp Meter.

Source: Wisconsin Department of Transportation and SEWRPC.

Map 19 (revised)

**LOCATIONS OF VARIABLE MESSAGE
SIGNS AND CLOSED-CIRCUIT
TELEVISION CAMERAS ON THE
EXISTING FREEWAY SYSTEM IN
SOUTHEASTERN WISCONSIN: 2010**



Source: Wisconsin Department of Transportation and SEWRPC.

I:\Tran\WORK\RTSP 2010 Update\Traffic Operations\Map 19 VMS and CCTV on freeway update_attachment F.mxd

Attachment F (continued)

Table 24 (revised)

**LOCATIONS OF VARIABLE MESSAGE SIGNS AND
CLOSED-CIRCUIT TELEVISION CAMERAS ON THE EXISTING
FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2010**

Reference Number ^a	Variable Message Sign Locations
1	IH 94 eastbound at STH 16
2	IH 94 eastbound at Brookfield Road
3	IH 94 westbound at Calhoun Road ^b
4	IH 94 eastbound at Elm Grove Road
5	IH 94 eastbound at S. 89 th Street
6	IH 94 eastbound at N. 30 th Street ^b
7	IH 94 westbound at N. 22 nd Street
8	IH 43 and IH 94 northbound at Kinnickinnic River
9	IH 43 and IH 94 southbound at Oklahoma Avenue
10	IH 94 northbound at CTH ZZ (W. College Avenue)
11	IH 94 northbound at W. Drexel Avenue ^b
12	IH 94 northbound at CTH G
13	IH 94 northbound at CTH C ^d
14	IH 43 southbound at Ozaukee—Milwaukee County Line Road
15	IH 43 southbound at W. Locust Street
16	IH 43 northbound at W. Walnut Street ^b
17	IH 43 northbound at CTH T (W. Beloit Road)
18	IH 894 and USH 45 southbound at STH 59 (W. Greenfield Avenue)
19	IH 894 and USH 45 northbound at Cleveland Avenue
20	IH43 and IH 894 eastbound at S. 72 nd Street
21	IH43 and IH 894 westbound at STH 36 (W. Loomis Road)
22	USH 41 and USH 45 southbound at STH 145
23	USH 45 southbound at W. Burleigh Street
24	USH 41 southbound at W. Cherry Street
25	STH 119 westbound at Mitchell Airport

Reference Number ^a	Closed-Circuit Television Camera Locations
1	IH 94 at STH 67 ^b
2	IH 94 at STH 83 ^b
3	IH 94 at CTH SS ^b
4	IH 94 at CTH F ^b
5	IH 94 at Springdale Road
6	IH 94 at USH 18 (Blue Mound Road)
7	IH 94 at Calhoun Road
8	IH 94 at CTH O (Moorland Road)
9	IH 94 at Sunnyslope Road
10	IH 94 at S. 121 st . Street
11	IH 94 at STH 100 (N. 108 th Street)
12	IH 94 at IH 894 and USH 45 (Zoo Interchange)
13	IH 94 at S. 92 nd Street
14	IH 94 at S. 76 th Street
15	IH 94 at Hawley Road
16	IH 94 at Mitchell Boulevard
17	IH 94 at N. 35 th Street
18	IH 94 at N. 30 th Street
19	IH 94 at N. 20 th Street ^c
20	IH 94 at N. 13 th Street ^c
21	IH 794 at N 7 th Street (James Lovell Boulevard) ^b
22	IH 794 at N. 2 nd Street
23	IH 794 at Lincoln Memorial Drive (Lake Interchange) ^b
24	IH 794 at Daniel W. Hoan bridge
25	IH 794 at south end of Daniel W. Hoan bridge ^b
26	IH 794 at S Car ferry Drive ^b
27	IH 94 and IH 43 at STH 59 (W. National Avenue)
28	IH 94 and IH 43 at W. Mitchell Street
29	IH 94 and IH 43 at STH 38 (Chase Avenue)

Attachment F (continued)

Table 24 (continued)

Reference Number ^a	Closed-Circuit Television Camera Locations
30	IH 94 and IH 43 at W. Oklahoma Avenue
31	IH 94 and IH 43 at W. Holt Street
32	IH 94 and IH 43 at W. Howard Avenue
33	IH 94 and IH 43 at W. Plainfield Avenue
34	IH 94 at CTH Y (W. Layton Avenue)
35	IH 94 at STH 119 (Airport Interchange)
36	IH 94 at CTH ZZ (W. College Avenue)
37	IH 94 at CTH BB (W. Rawson Avenue)
38	IH 94 at S. STH 100 (W. Ryan Road)
39	IH 94 at Seven Mile Road
40	IH 94 at CTH G
41	IH 94 at CTH K
42	IH 94 at STH 20 (Washington Avenue)
43	IH 94 at CTH KR (County Line Road)
44	IH 94 at STH 142 (Burlington Road)
45	IH 94 at STH 50 (75 th Street)
46	IH 94 at STH 165 (104 th Street)
47	IH 43 at STH 167 and STH 57 (Mequon Road) ^b
48	IH 43 at STH 100 (W. Brown Deer Road) ^b
49	IH 43 at CTH PP (W. Good Hope Road)
50	IH 43 at W. Daphne Road
51	IH 43 at W. Silver Spring Drive
52	IH 43 at W. Hampton Avenue
53	IH 43 at STH 190 (W. Capitol Drive)
54	IH 43 at W. Keefe Avenue
55	IH 43 at W. Wright Street
56	IH 43 at W. Brown Street
57	IH 43 at W. Walnut Street ^b
58	USH 145 at Mckinely ^b
59	IH 43 at W. Highland Avenue
60	IH 43 at W. State Street ^b
61	IH 43 at W. Kilbourn Avenue tunnel ^b
62	IH 43 at W. Wells Street ^b
63	IH 43 at W. Wisconsin Avenue
64	IH 43 at CTH Y (S. Racine Avenue) ^b
65	IH 43 at S Moorland Road ^b
66	IH 43 at S Sunnyslope Road ^b
67	IH 43 at S. 124 th Street ^b
68	IH 43 at S. 116 th Street ^b
69	IH 43 at STH 100 (S. 108 th Street)
70	IH 894 and USH 45 at STH 59 (W. Greenfield Avenue)
71	IH 894 and USH 45 at W. Lincoln Avenue
72	IH 894 and USH 45 at CTH NN (W. Oklahoma Avenue)
73	IH 894 and USH 45 at CTH T (W. Beloit Road)
74	IH 894 and USH 45 at Cold spring Road
75	IH 894 and IH 43 at CTH N (S. 92 nd Street)
76	IH 894 and IH 43 at S. 84 th Street
77	IH 894 and IH 43 at CTH U (S. 76 th Street)
78	IH 894 and IH 43 at S. 60 th Street
79	IH 894 and IH 43 at STH 36 (W. Loomis Road)
80	IH 894 and IH 43 at S. 35 th Street ^b
81	IH 894 and IH 43 at USH 41 (S. 27 th Street)
82	IH 894 and IH 43 at 20 th Street
83	USH 41 and USH 45 at STH 167 (Lannon Road) ^b
84	USH 41 and USH 45 at CTH Q (Washington—Waukesha County Line Road)
85	USH 41 and USH 45 at CTH YY (Pilgrim Road)
86	USH 41 and USH 45 at Leon Road ^b
87	USH 41 and USH 45 at Waukesha—Milwaukee County Line (W. 124 th Street)

Attachment F (continued)

Table 24 (continued)

Reference Number ^a	Closed-Circuit Television Camera Locations
88	USH 41 and USH 45 at STH 145
89	USH 41 and USH 45 at CTH PP (W. Good Hope Road)
90	USH 45 and STH 100 at USH 41 (W. Appleton Avenue)
91	USH 45 at CTH E (W. Silver Spring Drive)
92	USH 45 at STH 190 (W. Capitol Drive)
93	USH 45 at W. Burleigh Road
94	USH 45 at W. Center Street
95	USH 45 at W. North Avenue
96	USH 45 at STH 100 (Mayfair Road)
97	USH 45 at Watertown Plank Road
98	USH 45 at USH 18 (Bluemound Road)
99	IH 43 and IH 94 at Mitchell Interchange
100	USH 41 at USH 18 (Bluemound Road)
101	STH 341 at Stadium
102	STH 341 at STH 59 (W. National Avenue)
103	Wisconsin Department of Transportation Traffic Operations Center ^e

^aSee Map 19.

^bLocation added after 2004.

^cLocation updated after 2004.




^dLocation currently inactive, will be restored with completion of IH 94 North South Project.

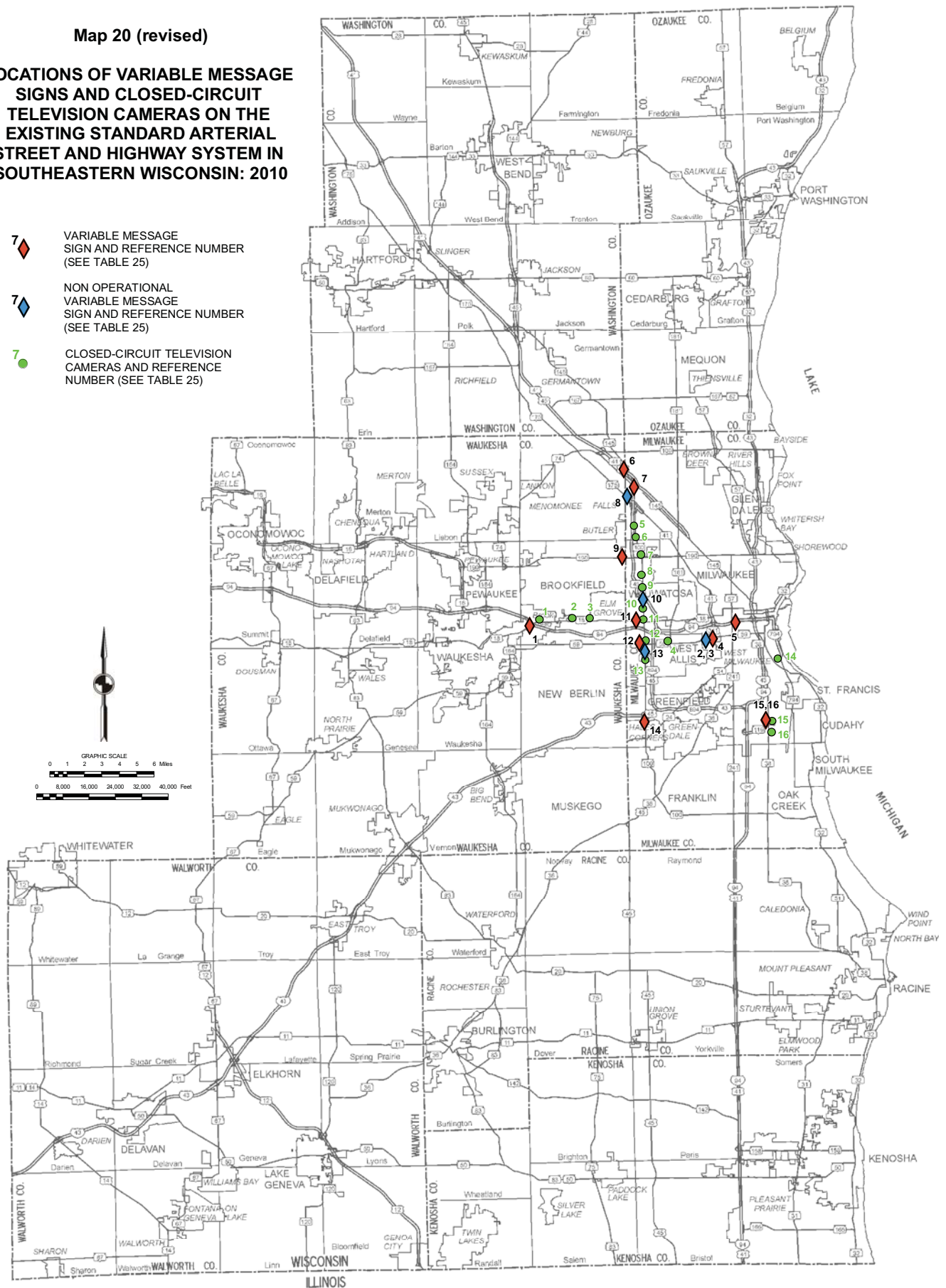
^eLocation no longer active after 2004.

Source: Wisconsin Department of Transportation and SEWRPC.

Map 20 (revised)

**LOCATIONS OF VARIABLE MESSAGE
SIGNS AND CLOSED-CIRCUIT
TELEVISION CAMERAS ON THE
EXISTING STANDARD ARTERIAL
STREET AND HIGHWAY SYSTEM IN
SOUTHEASTERN WISCONSIN: 2010**

- 7  VARIABLE MESSAGE
SIGN AND REFERENCE NUMBER
(SEE TABLE 25)
- 7  NON OPERATIONAL
VARIABLE MESSAGE
SIGN AND REFERENCE NUMBER
(SEE TABLE 25)
- 7  CLOSED-CIRCUIT TELEVISION
CAMERAS AND REFERENCE
NUMBER (SEE TABLE 25)



Source: Wisconsin Department of Transportation and SEWRPC.

I:\Tran\WORK\RTSP 2010 Update\Traffic Operations\Map 20 VMS and CCTV on arterial_attachment F.mxd

Attachment F (continued)

Table 25 (revised)

**LOCATIONS OF VARIABLE MESSAGE SIGNS AND
CLOSED-CIRCUIT TELEVISION CAMERAS ON THE EXISTING
STANDARD ARTERIAL STREET AND HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2010**

Reference Number ^a	Variable Message Sign Locations
1	USH 18 (E. Moreland Road) eastbound at IH 94 (Goerke's Corners)
2	STH 59 (W. National Avenue) westbound at Miller Park Way ^c
3	STH 59 (W. National Avenue) eastbound at Miller Park Way ^c
4	Miller Park Way northbound at STH 59 (W. National Avenue)
5	W. Canal Street westbound at N. 25 th Street ^b
6	STH 145 (N. 124 th Street) southbound at W. Bradley Road
7	CTH PP (W. Good Hope Road) westbound at USH 41/45
8	STH 175 (W. Appleton Avenue) eastbound at STH 100 ^c
9	STH 190 (W. Capitol Drive) eastbound at N. 124 th Street
10	STH 100 southbound at W. Walnut Street ^c
11	USH 18 (W. Bluemound Road) eastbound at 114 th Street
12	STH 59 (W. Greenfield Avenue) eastbound at 111 th Street
13	STH 100 northbound at W. Lapham Street ^c
14	STH 100 northbound at Edgerton Avenue
15	Mitchell International Airport at Airport Parking Ramp Exit ^b
16	Mitchell International Airport at Airport Drop-off Exit ^b

Reference Number ^a	Closed-Circuit Television Camera Locations
1	USH 18 (W. Bluemound Road) at CTH Y (Barker Road)
2	USH 18 (W. Bluemound Road) at Calhoun Road
3	USH 18 (W. Bluemound Road) at CTH O (Moorland Road)
4	STH 181 (S. 84 th Street) at STH 59 (W. Greenfield Avenue)
5	STH 100 (N. 108 th Street) at CTH E (W. Silver Spring Drive)
6	STH 100 (N. 108 th Street) at CTH EE (W. Hampton Avenue)
7	STH 100 (N. 108 th Street) at STH 190 (W. Capitol Drive)
8	STH 100 (N. 108 th Street) at W. Burleigh Road
9	STH 100 (N. 108 th Street) at W. North Avenue
10	STH 100 (N. 108 th Street) at Watertown Plank Road
11	STH 100 (N. 108 th Street) at USH 18 (W. Bluemound Road)
12	STH 100 (S. 108 th Street) at STH 59 (W. Greenfield Avenue)
13	STH 100 (S. 108 th Street) at W. Lincoln Avenue
14	USH 794 (Lake Parkway) at E. Layton Avenue ^b
15	USH 119 at USH 38 (S. Howell Avenue) ^b
16	USH 38 (S. Howell Avenue) at Airport Tunnel ^b

^aSee Map 20.

^bLocation added after 2004.

^cLocation currently not operational.

Source: Wisconsin Department of Transportation and SEWRPC.