

Minutes of the Meeting of the

**ADVISORY COMMITTEE ON
REGIONAL TRANSPORTATION SYSTEM PLANNING**

DATE: February 19, 2014

TIME: 9:30 a.m.

PLACE: Tommy G. Thompson Youth Center, Meeting Room 5
Wisconsin State Fair Park
640 S. 84th Street
Milwaukee, Wisconsin

Members Present

Brian Dranzik.....Director, Milwaukee County Department of Transportation
Chair
Fred Abadi Director of Public Works, City of Waukesha
Julie Anderson Director of Public Works and Development Services, Racine County
Cathy Austin (representing Michael M. Lemens)..... Assistant City Engineer, City of Kenosha
John Bennett..... City Engineer, City of Franklin
Rollin Bertran (representing Ghassan A. Korban)Operations Manager,
Infrastructure Services Division, Department of Public Works, City of Milwaukee
Tony Beyer (representing William D. Sasse) Water Systems Engineer, Village of Mt. Pleasant
Scott Brandmeier Director of Public Works and Village Engineer, Village of Fox Point
Kevin M. Brunner Director of Central Services, Walworth County Public Works Department
Andy M. Buehler (representing Gary Sipsma) Director of Planning Operations, Kenosha County
David E. Cox..... Village Administrator, Village of Hartland
Gary Evans..... Highway Engineering Division Manager,
Waukesha County Department of Public Works
Michael Friedlander (representing Bart Sponseller)..... Program and Policy Analyst,
Bureau of Air Management, Wisconsin Department of Natural Resources
Thomas M. GrisaDirector, Department of Public Works, City of Brookfield
Nik Kovac Alderman, City of Milwaukee
James Martin (representing Andrea Weddle-Henning) Director of Operations,
Milwaukee County Department of Transportation
Dwight McComb (representing Alexis Kuklenski)Planning and Program Development Engineer,
Federal Highway Administration, U.S. Department of Transportation
John Nordbo (representing Sandra Beaupré).....Bureau of Planning and Economic Development,
Wisconsin Department of Transportation
Jeffrey S. Polenske.....City Engineer, City of Milwaukee
Jennifer Sarnecki (representing Sheri Schmit).....Urban and Regional Planning Supervisor,
Southeast Region, Wisconsin Department of Transportation
Jay Saunders (representing Michael Mayo Sr.)Public Information Assistant, Milwaukee County
Albert Stanek (representing Mark Yehlen) Parking and Transit Systems Manager, City of Racine
Thomas Winter (representing Michael Giugno) Director of Schedule and Planning,
Milwaukee County Transit System
Thomas Wondra..... Highway Commissioner, Washington County

Guests and Staff Present

Ann Dee AllenSenior Public Involvement and Outreach Specialist, SEWRPC
Christopher Hiebert.....Chief Transportation Engineer, SEWRPC
Ryan HoelPrincipal Transportation Engineer, SEWRPC
Ron Iwen.....Director, Transportation Department, City of Kenosha
Eric Lynde.....Principal Transportation Planner/Engineer, SEWRPC
Chris Masin.....Public Works and Development Services Director, Kenosha County
Todd StuebeDirector of Community Development, City of Glendale

CALL TO ORDER

Chair Dranzik called the meeting of the Advisory Committee on Regional Transportation System Planning to order at 9:30 a.m., welcoming those in attendance. He asked members present to introduce themselves and indicated roll call would be accomplished through circulation of a sign-in sheet.

**REVIEW AND CONSIDERATION OF PRELIMINARY DRAFTS OF
FIVE CHAPTERS OF SEWRPC MEMORANDUM REPORT NO. 215,
“REVIEW AND UPDATE OF THE YEAR 2035 REGIONAL TRANSPORTATION PLAN”**

Chair Dranzik indicated that the purpose of the meeting was for Commission staff to present five draft chapters for SEWRPC Memorandum Report No. 215, “*Review and Update of the Year 2035 Regional Transportation Plan*,” which had been distributed to the Committee members prior to the meeting.

Chapter 1, “Introduction”

Chair Dranzik asked Mr. Hiebert of the Commission staff to review the preliminary draft of Chapter 1, “Introduction.” Mr. Hiebert noted that the Commission conducts an interim review and update of the regional transportation plan every four years, in part to address Federal requirements, and that the current interim review is scheduled to be completed by June 2014. He stated that the interim review and update will include an assessment of the implementation to date of the year 2035 regional transportation plan, a review of the year 2035 forecasts underlying the plan, and a monitoring of current transportation system performance. He noted that it will also examine whether it remains reasonable for the recommendations in the year 2035 plan to be accomplished over the next 20 years given the implementation of the plan to date and available and anticipated funding, and that Commission staff was working with Wisconsin Department of Transportation (WisDOT) staff to determine reasonable expectations for available and anticipated funding.

Chair Dranzik asked if there were any comments on the chapter. Hearing no comments, Chair Dranzik asked for a motion to approve the preliminary draft of Chapter 1, “Introduction” of SEWRPC Memorandum Report No. 215, “*Review and Update of the Year 2035 Regional Transportation Plan*.” Mr. Grisa moved and Mr. Bennett seconded the motion to approve the chapter. The motion was approved unanimously.

Chapter 2, “Year 2035 Regional Transportation Plan”

Chair Dranzik asked Mr. Hoel of the Commission staff to review the preliminary draft of Chapter 2, “Year 2035 Regional Transportation Plan.” Mr. Hoel indicated that this chapter included a review of the current regional transportation plan for 2035, adopted by the Commission in June 2006. He noted that since its adoption in 2006, the plan was amended on five occasions and he summarized those amendments. He then reviewed the five elements of the plan—public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and

highways—and added that two additional elements had been added in 2011 to specifically address transportation safety and security.

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

1. In response to a question from Ald. Kovac regarding the demonstration of fiscal constraint of the plan during the interim review and update, Mr. Hiebert indicated that there were likely going to be tradeoffs on many of the plan elements—including both transit and highway recommendations—given the existing and expected revenues available to fund each plan element. Ald. Kovac suggested that transportation funding should be looked at as a whole, and that consideration be given to shifting some funding from highways to fund transit recommendations. Mr. Hiebert noted that there are requirements for Federal highway and transit funding programs that limit the amount and type of highway funding that can be flexed for transit. Mr. Grisa indicated that it would be more appropriate to have this discussion during review of the draft of Chapter VI. Mr. Kovac agreed that the discussion should occur at that time, but expressed concern about waiting to have the discussion. Mr. Dranzik stated that Ald. Kovac's concerns had been heard, and asked that the Commission staff reflect those concerns in the meeting minutes.

[Secretary's Note: The fiscal constraint analysis must consider with respect to the existing and reasonably expected future revenues available to implement the regional transportation plan both the amount of funding available and the restrictions on the use of those funds. Federal and State restrictions include limitations on the use of funds for capital or operating funding, and limitations on use for different transportation modes.]

2. Mr. Buehler asked whether the Kenosha County Comprehensive Bike Plan completed in July 2013 was included in the year 2035 regional transportation plan. Mr. Hiebert indicated that it had not been added, but that it would be included in VISION 2050—the year 2050 regional land use and transportation plan—currently being prepared. Mr. Brunner noted that Walworth County would be completing a bicycle plan soon, and Mr. Abadi added that the City of Waukesha had also completed a bicycle and pedestrian plan in September 2012, with both members recognizing that the two plans would be included in VISION 2050.

Chair Dranzik asked if there were any further comments on the chapter. Hearing no further comments, Chair Dranzik asked for a motion to approve the preliminary draft of Chapter 2, "Year 2035 Regional Transportation Plan" of SEWRPC Memorandum Report No. 215, *"Review and Update of the Year 2035 Regional Transportation Plan."* Mr. Cox moved and Mr. Brandmeier seconded the motion to approve the chapter. The motion was approved unanimously.

Chapter 3, "Review of Year 2035 Plan Forecasts"

Chair Dranzik asked Mr. Hiebert of the Commission staff to review the preliminary draft of Chapter 3, "Review of Year 2035 Plan Forecasts." Mr. Hiebert stated that this chapter included a review of the continued validity of the forecasts prepared under the regional transportation plan for 2035, and noted that most of the information in the chapter had been previously reviewed by the Advisory Committee as part of Volume I, Chapter III, "Review of Currently Adopted Regional Land Use and Transportation System Plans" of SEWRPC Planning Report No. 55, *"VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin."* He stated that original forecasts based on data from year 2000 or 2005 were compared to current year 2011 or 2012 data, and that the actual growth trends during these periods were generally following the plan's forecasts, with a few possible exceptions. He discussed the exceptions, most notably that estimates of year 2012 regional employment and year 2011 regional arterial

system vehicle-miles of travel (VMT) are lagging forecasts as a result of the economic downturn experienced in the Region since 2008, and that the estimated year 2012 regional transit ridership is below forecasts due to a lack of dedicated transit funding, a regional transit authority, and a renewal of adequate annual State financial assistance to transit, and to fare increases exceeding the rate of general price inflation during that period. Regarding the comparison of estimated VMT to plan forecasts for the year 2011, Mr. Hiebert added that the estimated difference of about 6.4 percent was within the range that the Commission staff believes to be reasonable for the forecasts to remain valid for long-range transportation planning. He also noted that new plan forecasts would be developed during the current VISION 2050 process. New data provided by a recently completed major origin and destination travel survey within the Region will be used to develop new travel demand models for plan forecasts to the year 2050.

Mr. Hiebert pointed out two typographical errors in the chapter. First, on page 3-2 the words “greater than” should be replaced with the words “less than” in the third paragraph under “Personal-Use Vehicle and Commercial Truck Availability Forecasts.” Second, on page 3-3 the words “less than” should be replaced with the words “greater than” in the last sentence of the second paragraph under “Vehicle-Miles of Travel Forecasts.” He indicated that the two typographical errors would be corrected.

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

1. Mr. Polenske noted that several emails had been exchanged prior to the meeting regarding the plan forecasts of VMT and suggested that the email exchange be discussed by the Advisory Committee. Mr. Hiebert stated that the primary topic of the email exchange—how potential changes in demographics and travel behavior could impact future travel and how that relates to plan forecasts of VMT—is important and should be considered as new plan forecasts are developed for VISION 2050. He noted that the purpose of Chapter 3 of the interim review and update was to review how well the year 2035 plan forecasts were tracking and that staff believed they were tracking closely enough to estimates that they remained valid for the year 2035 plan. Mr. Kovac noted that some Committee members seemed to believe technology advancements and changes in travel behavior may be major factors contributing to the reduction in VMT in recent years, and suggested that language be added to the chapter to reflect this opinion. Mr. Hiebert indicated that the other factors that were raised may have an impact on VMT, but that the impact would not likely result in a sudden reduction in VMT like that experienced in 2008 coinciding with the economic downturn. He suggested that it would be more appropriate to consider these possible factors as new year 2050 plan forecasts are developed for VISION 2050. Mr. Kovac also expressed opposition to using the word “only” in the last sentence of the second paragraph on page 3-3 to describe the approximate difference of 2.6 million VMT between year 2011 forecast and estimated VMT. Mr. Grisa suggested removing the word “only” would be appropriate, but disagreed with including in the chapter the individual opinions of Advisory Committee members regarding the factors for the recent reduction in VMT.

Mr. Kovac suggested that language be added to discuss that this is the first time the plan forecasts of VMT have not been accurate and asked if the Commission staff could provide information on how plan forecasts of VMT have tracked historically. Mr. Hiebert stated that staff would not agree with characterizing the VMT forecasts as inaccurate, just that they are lower than expected. He drew the Advisory Committee’s attention to a table from the year 2035 regional transportation plan being distributed by the Commission staff that showed comparisons of Commission travel forecasts to actual estimated travel for the first four generations of regional transportation system plans (see Attachment 1). He pointed out that historically VMT has fluctuated higher or lower than forecasts but that every time a new generation of the regional transportation system plan is prepared, recent travel trends are assessed and considered as a new set of travel demand models

are developed. He indicated that the next such effort would be conducted for VISION 2050. Mr. Brandmeier noted that the Commission staff forecasts include a range—low, intermediate, and high—in recognition of the uncertainty in any effort to predict future conditions.

Following the discussion, Mr. Brandmeier moved and Mr. Cox seconded a motion to remove “only” from the last sentence of the second paragraph on page 3-3 and approve as revised the preliminary draft of Chapter 3, “Review of Year 2035 Plan Forecasts” of SEWRPC Memorandum Report No. 215, “*Review and Update of the Year 2035 Regional Transportation Plan*” with the understanding that revisions will be incorporated as discussed. Chair Dranzik asked if there was any further discussion. Mr. Stanek indicated that he believed other factors such as smart phones and online shopping should be considered as possible contributors to the difference of between estimated VMT and the VMT forecasts. Mr. Dranzik indicated that the appropriate time for this discussion would be during the development of forecasts for VISION 2050. Mr. Kovac noted that he was not suggesting the travel demand models were inaccurate, but that he believed there should be an acknowledgment that the difference between estimated and forecast VMT was unusual. Mr. Hiebert indicated that if different years were selected as breakpoints in the data, there would likely be fluctuations and that the difference is not necessarily unusual given historical comparisons. Mr. Brandmeier added that the purpose of the draft chapter was simply to show a current snapshot of the forecasts and how well they are tracking. There being no further discussion, Mr. Dranzik noted that there was a motion on the floor and the motion was approved unanimously.

Chapter 4, “Review of Transportation System Performance”

Chair Dranzik asked Mr. Hiebert of the Commission staff to review the preliminary draft of Chapter 4, “Review of Transportation System Performance.” Mr. Hiebert 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, transportation system air pollutant emissions, and park-ride utilization. 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 exceptions being significant reductions in vehicular crashes, transit crashes, and air pollutant emissions.

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

1. Mr. Stanek stated that it is important that estimates and forecasts of VMT and congestion are accurate because they are used by local governments to determine the need for repairs and maintenance to roadways and are also used to justify highway expansions.
2. Mr. Grisa asked whether the sentence beginning at the bottom of page 4-2 and continuing onto page 4-3 refers to lane-miles or centerline-miles. Mr. Hiebert indicated that he believed the text referred to centerline-miles but that the Commission staff would estimate lane-miles and include the estimates in the minutes.

[Secretary’s Note: Using estimates of centerline-miles in the chapter, the freeway system represents less than 10 percent of total arterial system mileage, but carries nearly 40 percent of total regional average weekday vehicle-miles of travel. Using estimates of lane-miles, the freeway system represents 13 percent of total arterial system mileage, but carries 40 percent of total regional average weekday vehicle-miles of travel.]

3. Mr. Grisa noted that Table 4-10 and the text at the bottom of page 4-5 show a significant decline in transit passenger injuries and asked why the decline may have occurred. Mr. Hiebert responded

that the Commission staff would look into this decline and include a discussion in the minutes. Mr. Winter indicated that a decline in transit system revenue vehicle-miles may explain part of the decline, but that he would also look into the decline.

[Secretary's Note: Commission staff and MCTS are currently looking into this decline.]

4. Mr. Polenske asked if data were available on bicycle and pedestrian crashes and injuries. Mr. Hoel and Mr. Hiebert indicated that data were available and would be added to the chapter.

[Secretary's Note: Text related to bicycle and pedestrian crashes and injuries proposed to be added to page 4-5 of draft Chapter 4 is provided in Attachment 2 of these minutes.]

5. Mr. Grisa noted that Table 4-9 shows that the average crash rate in Milwaukee County, particularly for freeways, is significantly higher than the crash rate in the other six counties in the Region and that traffic congestion is also significantly higher in Milwaukee County. He noted that would suggest that reducing congestion on highly congested roadways could significantly reduce crashes. Mr. Hiebert indicated that crash rates for some types of crashes are not necessarily attributed to traffic congestion levels, but that rear-end crash rates do tend to increase significantly as traffic congestion levels increase, particularly on freeway segments. Mr. Polenske added that crashes can be caused by many other influences.

[Secretary's Note: Past analysis conducted by the Commission staff showed that rear-end crash rates on congested freeway segments are five to 15 times higher than those experienced on uncongested freeway segments. The analysis also showed that up to 70 percent of all crashes on the most extremely congested freeway segments in Southeastern Wisconsin, which are predominantly in Milwaukee County, are rear-end crashes.]

6. Mr. Friedlander suggested several edits to Table 4-11 and the text under "Transportation Air Pollutant Emissions" on page 4-6 and indicated that he would work with the Commission staff to make those edits.

[Secretary's Note: The heading "Transportation Air Pollutant Emissions" on page 4-6 has been revised to read "Transportation Air Pollutant and Air Toxic Emissions." The text under "Transportation Air Pollutant and Air Toxic Emissions" has been revised to read "Table 4-11 presents the estimated transportation system air pollutant and air toxic emissions and motor fuel consumption within Southeastern Wisconsin for the years 2001 and 2010. Estimated air pollutant and air toxic emissions declined between 2001 and 2010. In particular, volatile organic compounds and nitrogen oxides have been in decline due to cleaner, more efficient vehicles and lower sulfur fuels. The exception to the historic trend in emissions reductions has been carbon dioxide emissions, which are estimated to have increased from 2001 to 2010 as fuel consumption has increased over these years."]

7. Mr. Hiebert indicated that Mr. Wondra had provided revisions to park-ride lot nos. 35 and 36 presented in Map 4-10 and Table 4-12 and that the revisions would be made, including revisions to the text in the "Park-Ride Facilities and Transit Stations" section on pages 4-6 and 4-7.

[Secretary's Note: Following the meeting, Mr. Winter also noted that park-ride lot no. 10 was no longer served by public transit service. The revisions identified by Mr. Wondra and Mr. Winter were incorporated into the text at the top of page 4-7, Map 4-10, and Table 4-12 (see Attachment 3).]

8. Mr. Stanek suggested the word "average" be inserted when discussing park-ride utilization rates on page 4-7. Mr. Hiebert indicated that the text indicates that the utilization rates are based on spaces used on an average weekday during 2012, but that "average" would be added in each instance where the term "utilization rate" appears.

Chair Dranzik asked if there were any further comments on the chapter. Hearing no further comments, Chair Dranzik asked for a motion to approve as revised the preliminary draft of Chapter 4, "Review of Transportation System Performance" of SEWRPC Memorandum Report No. 215, "*Review and Update of the Year 2035 Regional Transportation Plan*." Mr. Evans moved and Mr. Brunner seconded the motion to approve the chapter with the understanding that revisions will be incorporated as discussed. The motion was approved unanimously.

Following approval of the motion, Mr. McComb indicated that bridge sufficiency rating is no longer used to determine eligibility of Federal funding for improvement of a particular bridge and that he would provide suggested edits to the text on page 4-2 and the footnote on Table 4-3 to the Commission staff following the meeting.

[Secretary's Note: The revisions identified by Mr. McComb were made to the text on page 4-2 and the footnote on Table 4-3 (see Attachment 4).]

Chapter 5, "Review of Implementation to Date of Year 2035 Regional Transportation Plan"

Chair Dranzik asked Mr. Hoel of the Commission staff to review the preliminary draft of Chapter 5, "Review of Implementation to Date of Year 2035 Regional Transportation Plan." Mr. Hoel stated that this 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.

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

1. Mr. Grisa noted that the City of Brookfield considers sidewalks to adequately accommodate bicycles and noted that Map 5-1 did not show bicycle accommodation on Capitol Drive (STH 190) from 124th Street to part way between Lilly Road and Pilgrim Road. Mr. Hoel indicated that the Commission staff would review this issue and encouraged Advisory Committee members to share any updates to bicycle accommodations that they are aware of with the Commission staff.

[Secretary's Note: See Attachment 5 of these minutes for the revised Map 5-1 showing Capitol Drive (STH 190) between 124th St. and a part east of Pilgrim Road as accommodating bicycles with a separate path within the roadway right-of-way.]

2. Mr. Grisa asked if the percent implemented of the recommendations for the Transportation Systems Management and Transportation Demand Management elements could be added to the "Summary and Conclusions" section of the chapter. Mr. Hiebert indicated that some recommendations may be able to be quantified in that way and text would be added as appropriate.

[Secretary's Note: The text for the bulleted paragraph entitled, "Transportation Systems Management," on page 5-8 is proposed to be replaced with the following text: "Modest to significant implementation of the recommended freeway and surface arterial street and highway traffic management measures has occurred since 2004. Specifically, freeway traffic management implementation has included the expansion of freeway ramp-meters (increasing by about 4 percent), variable message signs (increasing by about 48 percent), and closed circuit television cameras (increasing by about 92 percent), and the installation of a 511 travel information system. Implementation of the recommended surface arterial street and highway traffic management measures has included additional traffic signal interconnection and coordination, and expansion of variable message signs (increasing by about 42 percent) and closed circuit television cameras (increasing by about 69 percent).]

Chair Dranzik asked if there were any further comments on the chapter. Hearing no further comments, Chair Dranzik asked for a motion to approve the preliminary draft of Chapter 5, "Review of Implementation to Date of Year 2035 Regional Transportation Plan" of SEWRPC Memorandum Report No. 215, "*Review and Update of the Year 2035 Regional Transportation Plan.*" Mr. Cox moved and Mr. Bennett seconded the motion to approve the chapter. The motion was approved unanimously.

PUBLIC COMMENTS

Chair Dranzik asked if there were any public comments. There were none.

ADJOURNMENT

Chair Dranzik thanked everyone for attending and asked for a motion to adjourn the meeting. Mr. Evans moved and Mr. Cox seconded the motion to adjourn. The meeting was adjourned at 11:15 a.m.

Respectfully submitted,

Eric D. Lynde
Recording Secretary

* * *

KRY/CTH/RWH/EDL

MR 215 - RTSP 2014 Update - AC Minutes - Mtg 1 - 2/19/14 (00216586-2).DOCX (PDF: #217628)

Table 74

**COMPARISON OF COMMISSION TRAVEL FORECASTS TO
ACTUAL ESTIMATED TRAVEL: 1990, 2000, 2010, AND 2020 PLANS**

| Average Weekday Travel Measure | Plan Base Year | Plan Forecast | Estimated Actual | Percent Difference: Estimated Actual and Forecast |
|--|------------------------|------------------------|------------------------|---|
| Year 1990 Plan | | | | |
| Resident Internal Person Trips | 3.60 million (1963) | 6.02 million (1990) | 5.59 million (1991) | +7.7 percent |
| Resident Internal Personal Vehicle Trips | 2.17 million (1963) | 3.94 million (1990) | 4.08 million (1991) | -3.4 percent |
| Vehicle- Miles of Travel | 13.1 million (1963) | 32.3 million (1990) | 32.4 million (1990) | -0.3 percent |
| Year 2000 Plan | | | | |
| Resident Internal Person Trips | 4.46 million (1972) | 5.75 million (2000) | 6.11 million (2001) | -5.9 percent |
| Resident Internal Personal Vehicle Trips | 2.89 million (1972) | 3.77 million (2000) | 4.53 million (2001) | -16.8 percent |
| Vehicle- Miles of Travel | 20.1 million (1972) | 30.1 million (2000) | 39.2 million (2000) | -23.2 percent |
| Year 2010 Plan | | | | |
| Resident Internal Person Trips | 5.59 million (1991) | 5.91 million (2001) | 6.11 million (2001) | -3.2 percent |
| Resident Internal Personal Vehicle Trips | 4.08 million (1991) | 4.43 million (2001) | 4.53 million (2001) | -2.2 percent |
| Vehicle- Miles of Travel | 33.1 million (1991) | 38.1 million (2001) | 40.0 million (2001) | -4.7 percent |
| Year 2020 Plan | | | | |
| Resident Internal Person Trips | 5.59 million (1991) | 6.10 million (2001) | 6.11 million (2001) | -0.2 percent |
| Resident Internal Personal Vehicle Trips | 4.08 million (1991) | 4.57 million (2001) | 4.53 million (2001) | +0.9 percent |
| Vehicle- Miles of Travel | 33.1 million (1991) | 40.3 million (2001) | 40.0 million (2001) | +0.7 percent |

Source: SEWRPC.

Attachment 2

Addition: Add “Bicycle and Pedestrian Crashes” to Ch. 4 prior to the heading “Transit Crashes and Passenger Injuries” (p. 4-5)

Bicycle and Pedestrian Crashes

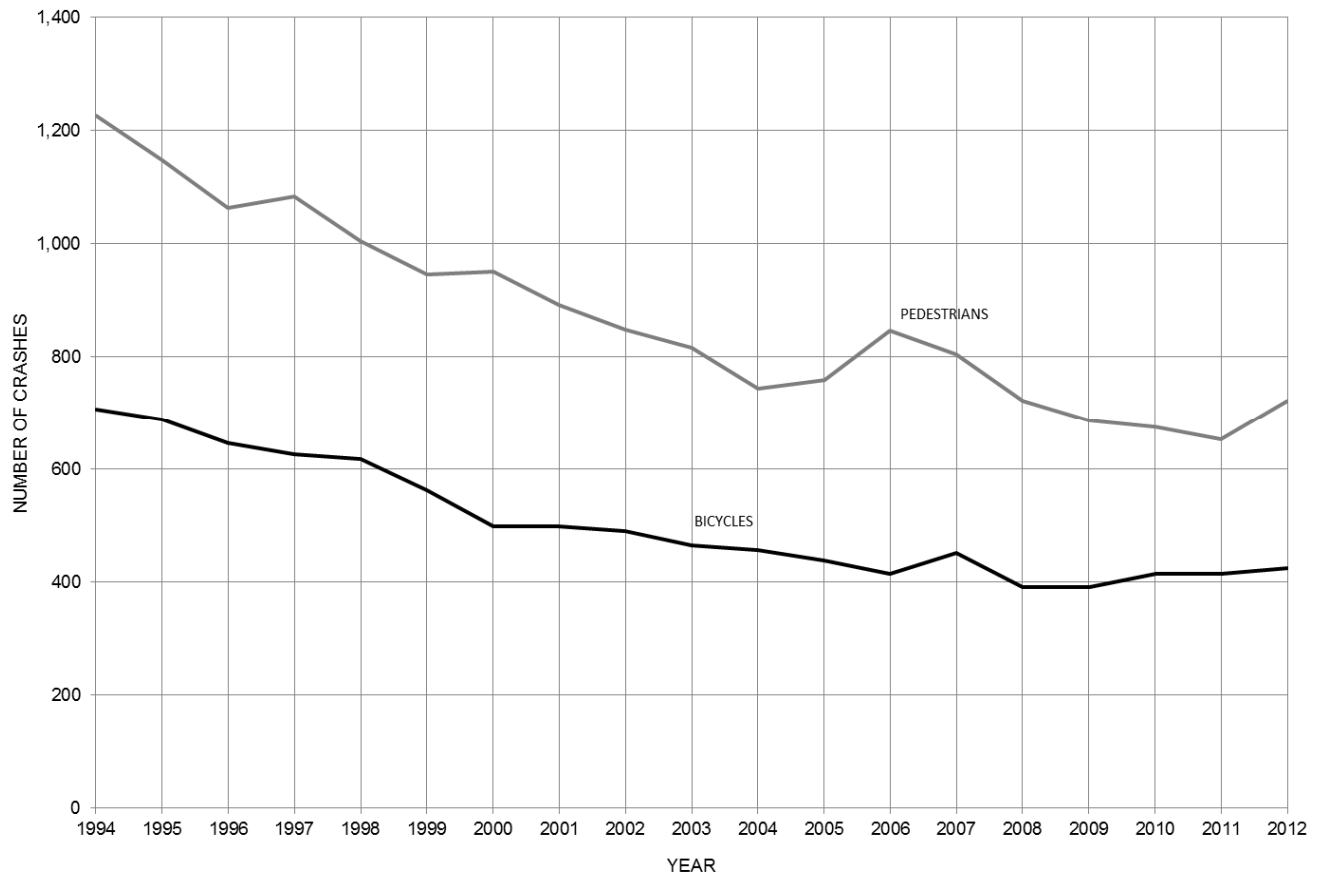
Figure A shows the total vehicular crashes involving either a bicycle or a pedestrian over the 19-year time period of 1994 through 2012. Following about a 44 percent decline in the number of reported vehicular crashes involving a bicycle from 1994 to a low of 391 crashes in 2008, the number of such crashes has increased since 2008 by about 8 percent to 424 crashes in 2012. While the number of reported vehicular crashes involving pedestrians increased to 723 crashes in 2012 from the 19-year low of 653 crashes in 2011, such crashes have declined by about 37 percent from 1994 through 2012.

While the number of reported vehicular crashes involving either a bicycle or a pedestrian accounted for only three percent of all vehicular crashes in the Region in 2012, they accounted for 17 percent of vehicular crashes resulting in a fatality (as shown on Figure B) and 18 percent of vehicular crashes resulting in a serious injury. Map A shows the location of the reported vehicular crashes involving a bicycle or a pedestrian that resulted in either a fatality or serious injury. The number of reported vehicular crashes involving a bicycle that resulted in either a fatality or a serious injury declined between 1994 and 2000 by 56 percent. As shown on Figure C, following an increase between 2000 and 2002 of about 33 percent, such crashes have only slightly decreased—35 percent—between 2003 and 2012 to 44 crashes. Four of these 44 crashes reported in 2012 resulted in a fatality, consistent with the 19-year annual average of four vehicular crashes involving a bicycle that resulted in a fatality. Figure C also shows that the number of reported vehicular crashes involving a pedestrian that resulted in either a fatality or a serious injury decreased between 1994 and 2003 by 59 percent. Except for an increase in 2006, the number has remained steady between 2003 and 2012, with 134 such crashes reported in 2012. Of these 134 crashes, 23 crashes resulted in a fatality, which is slightly above the 19-year annual average of 22 vehicular crashes involving a pedestrian that resulted in a fatality each year.

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Figure A

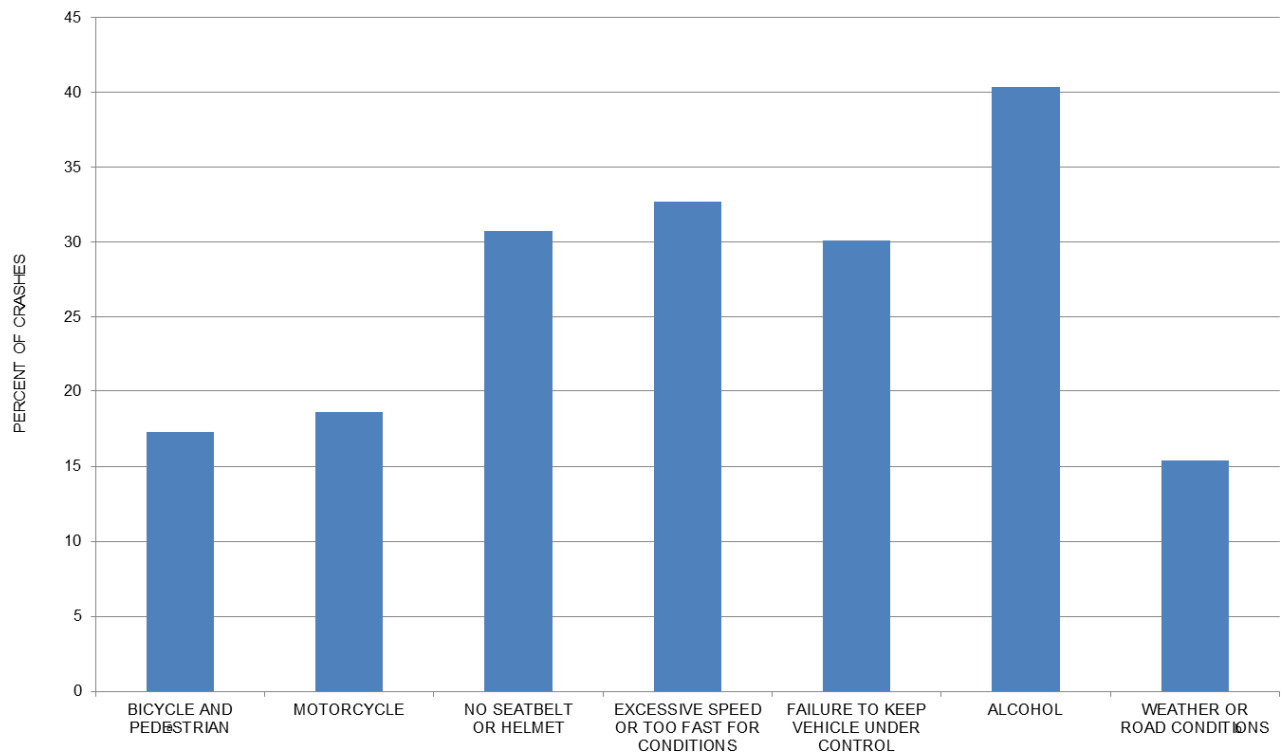
**TOTAL NUMBER OF VEHICULAR CRASHES INVOLVING BICYCLES OR PEDESTRIANS AS REPORTED IN
SOUTHEASTERN WISCONSIN: 1994-2012**



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Figure B

SELECTED CHARACTERISTICS OF VEHICULAR CRASH-RELATED FATALITIES IN THE REGION: 2012



^aIn 2012, there were 4 bicycle fatalities (2.6% of total fatalities) and 23 pedestrian fatalities (14.7% of total fatalities).

^bThis category includes snowy, rainy, and foggy conditions and snow-covered, icy or wet roads.

Note: Fatalities attributable to multiple categories are counted more than once.

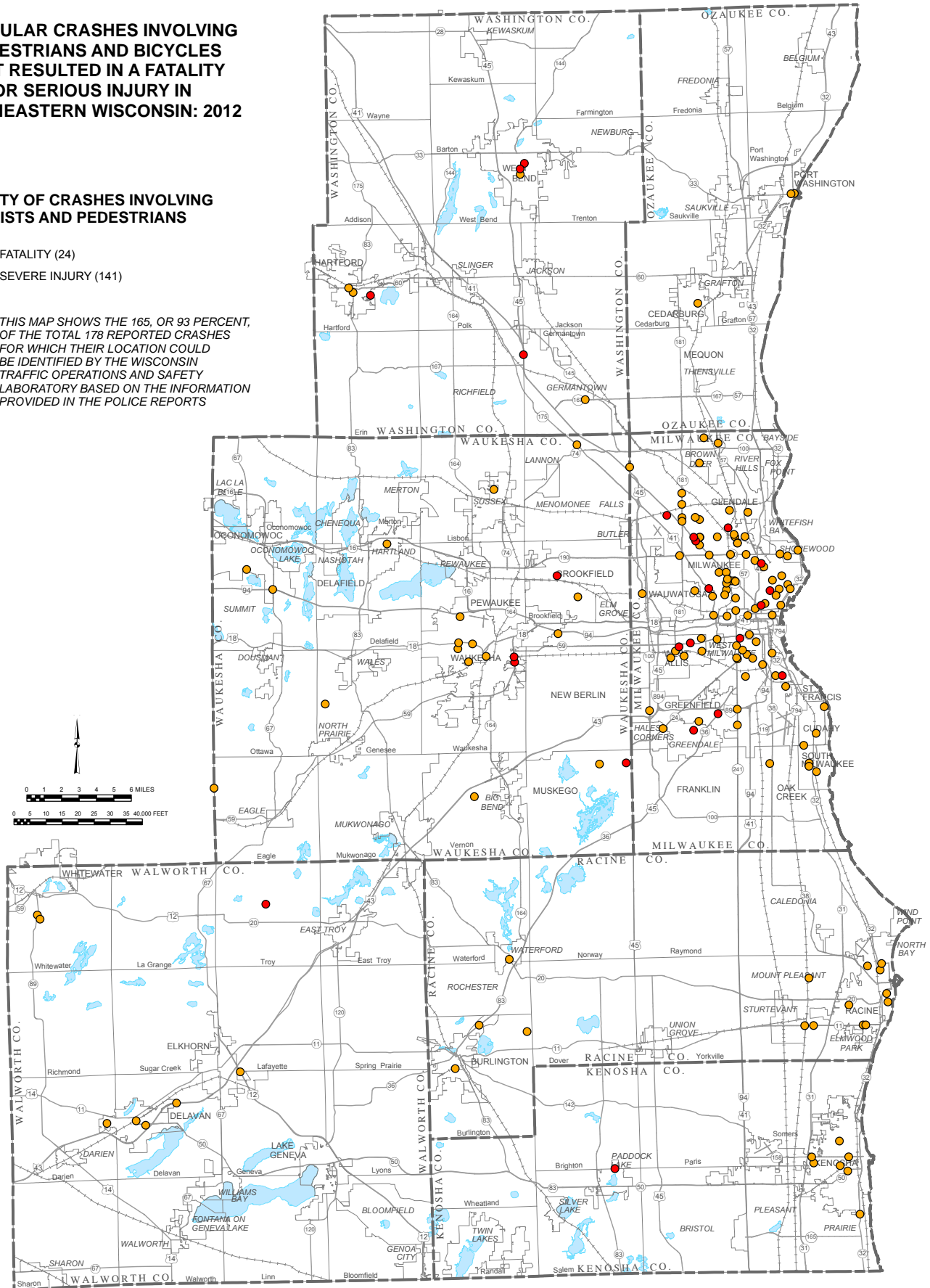
Attachment 2 (continued) Map A

VEHICULAR CRASHES INVOLVING PEDESTRIANS AND BICYCLES THAT RESULTED IN A FATALITY OR SERIOUS INJURY IN SOUTHEASTERN WISCONSIN: 2012

SEVERITY OF CRASHES INVOLVING BICYCLISTS AND PEDESTRIANS

- FATALITY (24)
- SEVERE INJURY (141)

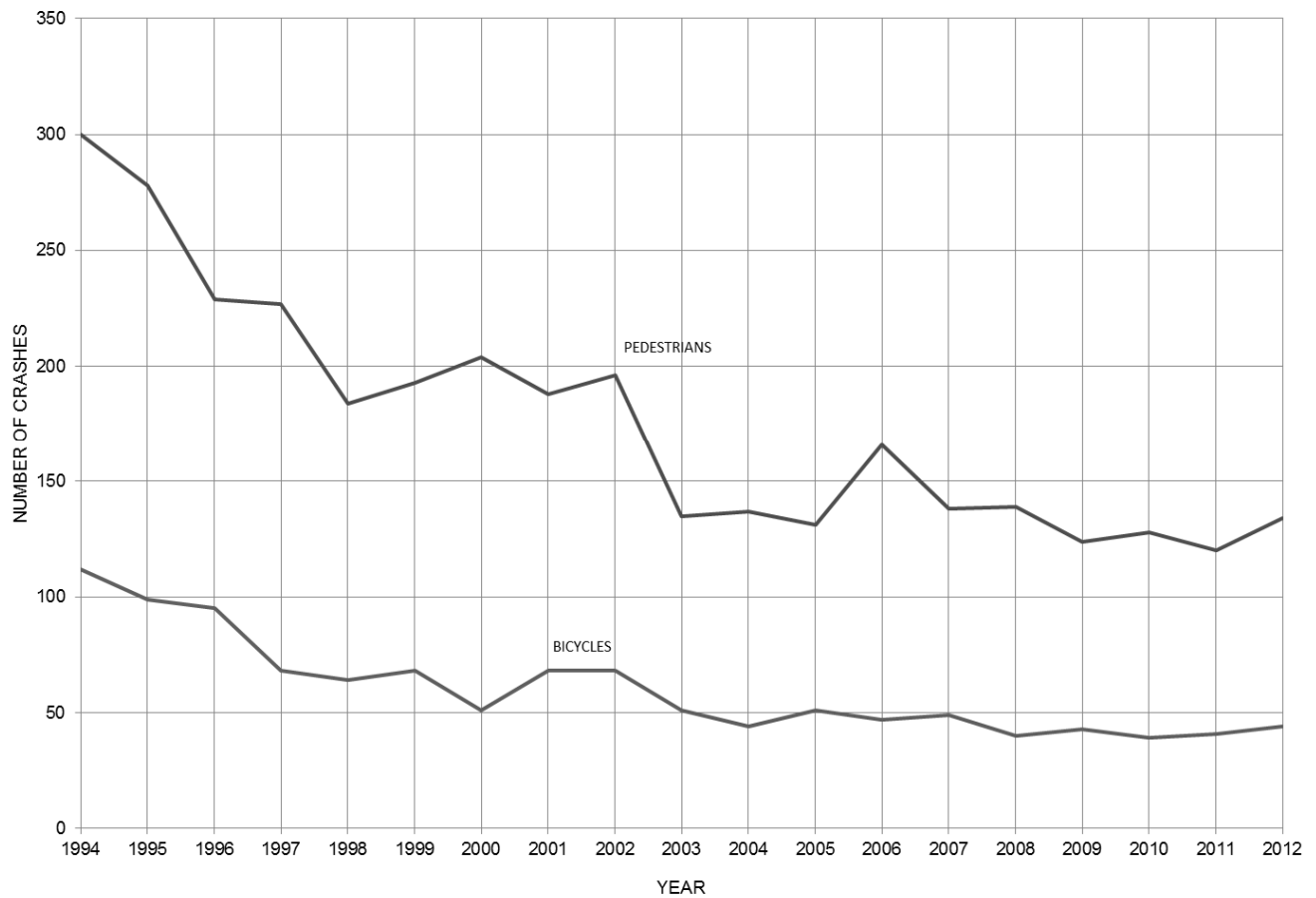
NOTE: THIS MAP SHOWS THE 165, OR 93 PERCENT, OF THE TOTAL 178 REPORTED CRASHES FOR WHICH THEIR LOCATION COULD BE IDENTIFIED BY THE WISCONSIN TRAFFIC OPERATIONS AND SAFETY LABORATORY BASED ON THE INFORMATION PROVIDED IN THE POLICE REPORTS



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Figure C

TOTAL NUMBER OF VEHICULAR CRASHES INVOLVING BICYCLES OR PEDESTRIANS RESULTING IN A FATALITY OR A SERIOUS INJURY AS REPORTED IN SOUTHEASTERN WISCONSIN: 1994-2012



Revised “Park-Ride Facilities and Transit Stations” section (pages 4-6 and 4-7):

PARK-RIDE FACILITIES AND TRANSIT STATIONS

Of the 52 existing park-ride lots and transit stations, 39 were served by transit service and 13 were used exclusively by carpoolers (see Map 4-10). Eight of the 52 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.

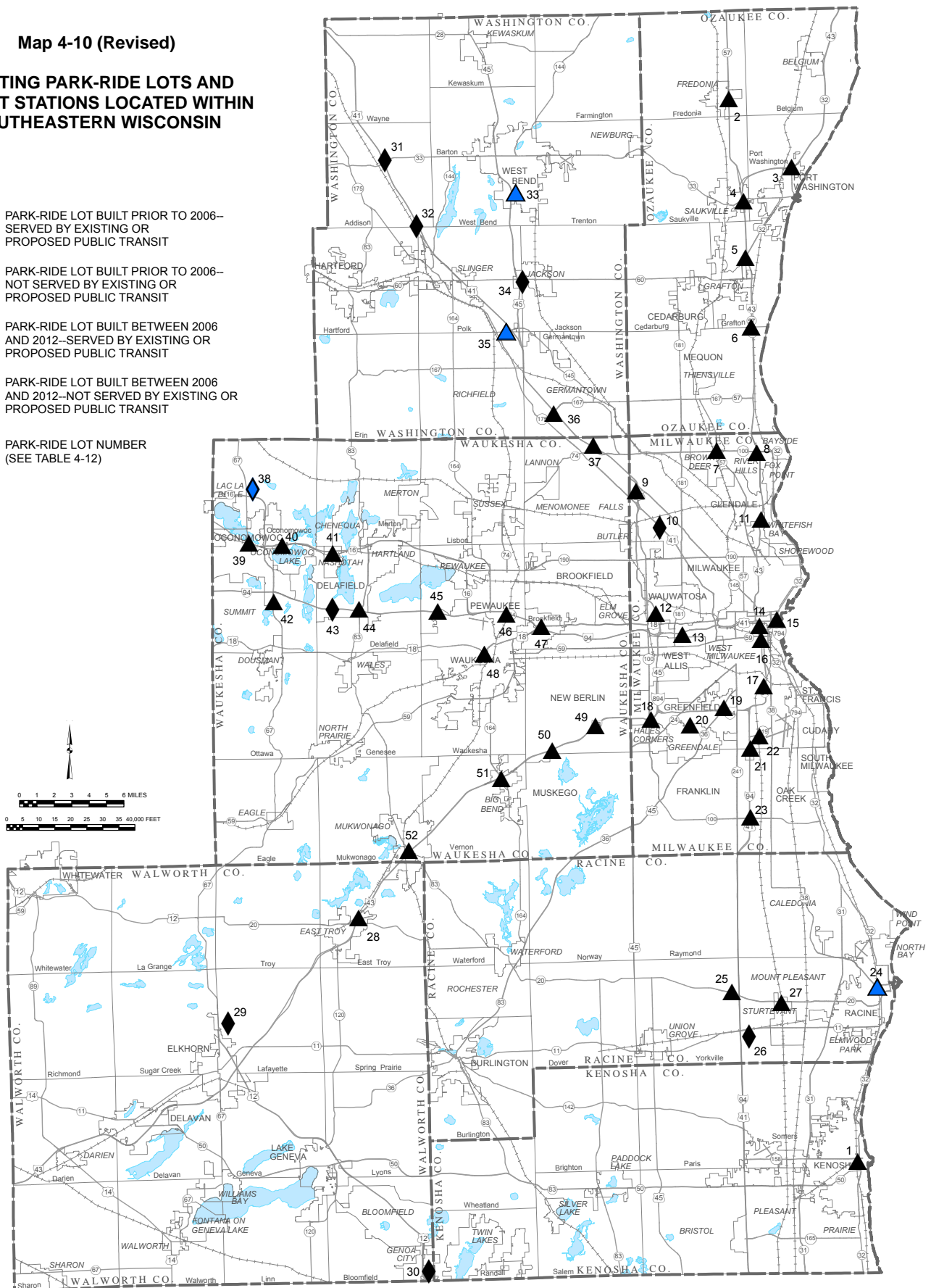
Table 4-12 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2012 at all park-ride lots and transit stations. The total number of spaces available at park-ride lots in the Region was 7,565 in 2012, including 6,875 at park-ride lots served by transit, and 690 at the lots not served by transit.

Of the 6,875 spaces available at the 39 park-ride lots served by transit, 2,756 spaces were used on an average weekday during 2012, a utilization rate of about 40 percent. Of the 690 spaces available at the lots not served by transit, 248 spaces were utilized during 2012, a utilization rate of about 36 percent. Three lots had utilization rates of 100 percent or higher indicating they were at or over their design capacity.

Map 4-10 (Revised)

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

- ▲ PARK-RIDE LOT BUILT PRIOR TO 2006—SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
 - ◆ PARK-RIDE LOT BUILT PRIOR TO 2006—NOT SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
 - ▲ PARK-RIDE LOT BUILT BETWEEN 2006 AND 2012—SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
 - ◆ PARK-RIDE LOT BUILT BETWEEN 2006 AND 2012—NOT SERVED BY EXISTING OR PROPOSED PUBLIC TRANSIT
- 52 PARK-RIDE LOT NUMBER (SEE TABLE 4-12)



Attachment 3 (continued)

RWH/EDL/ESJ
#216226 v4
03/17/14

— 4-7b —

Table 4-12 (Revised)

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2012

| Number On Map 4-10 | Location | Served by Transit | Not served by Transit | Shared Use | Available Parking Spaces | Autos Parked on an Average Weekday: 2012 | Percent of Spaces Used |
|--------------------------|---|----------------------|--------------------------|------------|--------------------------------|--|---------------------------|
| 1 | <u>Kenosha County</u> Metra Station (Kenosha) | X | | X | 145 | -- ^a | -- ^a |
| 2 | <u>Ozaukee County</u> STH 57 and CTH H (Fredonia)..... | | X | | 60 | 10 | 17 |
| 3 | IH 43 and STH 32-CTH H (Port Washington)..... | X | | | 50 | 21 | 42 |
| 4 | Wal-Mart (Saukville)..... | X | | X | 50 | 13 | 26 |
| 5 | IH 43 and CTH V (Grafton)..... | X | | | 85 | 30 | 35 |
| 6 | IH 43 and CTH C (Grafton)..... | X | | | 65 | 87 | 134 |
| 7 | <u>Milwaukee County</u> Kohl's (Brown Deer)..... | X | | X | 130 | 57 | 44 |
| 8 | Brown Deer (River Hills)..... | X | | | 360 | 98 | 27 |
| 9 | W. Good Hope Road (Milwaukee)..... | X | | | 135 | 36 | 27 |
| 10 | Timmerman Field (Milwaukee)..... | | X | | 140 | 6 | 4 |
| 11 | North Shore (Glendale)..... | X | | | 195 | 98 | 50 |
| 12 | W. Watertown Plank Road (Wauwatosa)..... | X | | | 240 | 90 | 38 |
| 13 | State Fair Park (Milwaukee)..... | X | | | 285 | 186 | 65 |
| 14 | Downtown Milwaukee Intermodal Amtrak Station..... | X | | | 240 | -- ^a | -- ^a |
| 15 | Milwaukee County Transit System Downtown Transit Center (Milwaukee)..... | X | | X | -- ^b | -- ^a | -- ^a |
| 16 | National Avenue and IH 43/94 (Milwaukee)..... | X | | X | 55 | -- ^a | -- ^a |
| 17 | W. Holt Avenue (Milwaukee)..... | X | | | 235 | 87 | 37 |
| 18 | Whitnall (Hales Corners)..... | X | | | 360 | 205 | 57 |
| 19 | W. Loomis Road (Greenfield)..... | X | | | 410 | 75 | 18 |
| 20 | Southridge (Greendale)..... | X | | X | 170 | 57 | 34 |
| 21 | W. College Avenue (Milwaukee)..... | X | | | 650 | 257 | 40 |
| 22 | Mitchell Airport Amtrak Station (Milwaukee)..... | X | | | 280 | 178 | 64 |
| 23 | W. Ryan Road (Oak Creek)..... | X | | | 305 | 164 | 54 |
| 24 | <u>Racine County</u> Racine Metro Transit Center (Racine)..... | X | | | 120 | -- ^a | -- ^a |
| 25 | IH 94 and STH 20 (Ives Grove)..... | X | | | 75 | 65 | 87 |
| 26 | IH 94 and STH 11 (Mount Pleasant)..... | | X | | 60 | 48 | 80 |
| 27 | Sturtevant Amtrak Station (Sturtevant)..... | X | | | 180 | -- ^a | -- ^a |
| 28 | <u>Walworth County</u> East Troy Municipal Airport (East Troy)..... | | X | | 40 | 7 | 18 |
| 29 | USH 12 and STH 67 (Elkhorn)..... | | X | | 40 | 13 | 33 |
| 30 | USH 12 and CTH P (Genoa City)..... | | X | | 40 | 10 | 25 |
| 31 | <u>Washington County</u> USH 41 and STH 33 (Allenton)..... | | X | | 35 | 48 | 137 |
| 32 | USH 41 and CTH K (Addison)..... | | X | | 50 | 11 | 22 |
| 33 | USH 45 and Paradise Drive (West Bend)..... | X | | | 100 | 123 | 123 |
| 34 | STH 60 and CTH P (Jackson)..... | | X | | 30 | 10 | 33 |
| 35 | USH 41 and Pioneer Road (Richfield)..... | X | | | 280 | 75 | 27 |
| 36 | USH 41 and Lannon Road (Germantown)..... | X | | | 155 | 132 | 85 |
| 37 | <u>Waukesha County</u> Pilgrim Road (Menomonee Falls)..... | X | | | 70 | 36 | 51 |
| 38 | STH 67 and Lang Road (Oconomowoc)..... | | X | | 35 | 6 | 17 |
| 39 | Collins Street Parking Lot (Oconomowoc)..... | X | | X | -- ^b | -- ^a | -- ^a |
| 40 | STH 16 and CTH P (Oconomowoc)..... | X | | | 45 | 9 | 20 |
| 41 | STH 16 and CTH C (Nashotah)..... | X | | | 60 | 13 | 22 |
| 42 | STH 67 and CTH DR (Summit)..... | X | | | 100 | 56 | 56 |
| 43 | IH 94 and CTH C (Delafield)..... | | X | | 30 | 25 | 83 |
| 44 | IH 94 and STH 83 (Delafield)..... | X | | | 200 | 70 | 35 |
| 45 | IH 94 and CTH G/CTH SS (Pewaukee)..... | X | | | 245 | 69 | 28 |
| 46 | IH 94 and CTH F (Pewaukee)..... | | X | | 85 | 35 | 41 |
| 47 | Goerke's Corners (Brookfield)..... | X | | | 315 | 216 | 69 |
| 48 | Waukesha Metro Transit Downtown Transit Center (Waukesha)..... | X | | X | -- ^b | -- ^a | -- ^a |
| 49 | IH 43 and Moorland Road (New Berlin)..... | X | | | 175 | 33 | 19 |
| 50 | IH 43 and CTH Y (New Berlin)..... | | X | | 45 | 19 | 42 |
| 51 | IH 43 and STH 164 (Big Bend)..... | X | | | 145 | 54 | 37 |
| 52 | IH 43 and STH 83 (Mukwonago)..... | X | | | 165 | 66 | 40 |
| -- | Total | -- | -- | -- | 7,565 | 3,004 | 40 |

^aData not available.^bParking available within larger public lot or structure.

Source: Wisconsin Department of Transportation and SEWRPC.

REVISED DRAFT

Attachment 4

#217135 (PDF: #217137)
EDL
03/19/14

Revised third paragraph of the “Pavement and Bridge Condition” section (page 4-2):

WisDOT also maintains an assessment of the sufficiency of the bridge structures within Southeastern Wisconsin. Bridge sufficiency ratings are calculated using four separate factors to obtain a numeric value which, when combined, provide the overall sufficiency rating. The four factors are (1) structural adequacy and safety; (2) serviceability and functional obsolescence (including consideration of number of lanes, average daily traffic, approach roadway width, and bridge roadway width); (3) essentiality for public use; and (4) special reductions. Bridge structure sufficiency ratings range from 0 to 100, with 0 being a failing structure and 100 being a structure in perfect condition. Generally, the structure sufficiency ratings relate to need, and Federal funding eligibility prioritization of funding, for rehabilitation and replacement. WisDOT considers a bridge structure with a sufficiency rating between 80 and 100 as not in need of rehabilitation. A bridge structure is in need of rehabilitation if its sufficiency rating is between 50 and 79. A bridge structure is in need of replacement if its sufficiency rating is less than 50.

Table 4-3 (Revised)

SUFFICIENCY RATINGS FOR BRIDGE STRUCTURES IN THE REGION: 2006, 2010, and 2012

| Sufficiency Rating ^a | Number of Bridges | | | Percent Change 2006-2012 |
|---------------------------------|-------------------|-------|-------|-----------------------------|
| | 2006 | 2010 | 2012 | |
| Less than 50.0 | 98 | 68 | 86 | -12.2 |
| 50.0 to 79.9 | 520 | 506 | 469 | -9.8 |
| 80.0 to 100.0 | 1,244 | 1,313 | 1,363 | 9.6 |
| Total | 1,862 | 1,887 | 1,918 | 3.0 |

^aSufficiency ratings for bridges ranges from 0 to 100 and are used to determine the eligibility of Federal funding for improvement of a particular bridge. WisDOT considers a bridge is to be eligible for rehabilitation when its sufficiency rating is less than 80 and is to be eligible for replacement funding when its sufficiency rating is less than 50. A bridge is not eligible for Federal funding when its sufficiency rating is from 80 to 100.

Source: Wisconsin Department of Transportation and SEWRPC.

Attachment 5

Map 5-1 (Revised)

ACCOMMODATION OF BICYCLES ON THE SURFACE AND ARTERIAL STREET AND HIGHWAY SYSTEM: 2013

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

