Minutes of the

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: February 3, 2015

TIME: 9:30 a.m.

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

Members Present

Brian Dranzik ..... Director of Transportation, Milwaukee County
Chairman

Kenneth R. Yunker ..... Executive Director, SEWRPC
Secretary

Rollin Bertran ..... Engineer-In-Charge, Transportation Operations Section,
(Representing Ghassan Korban) Infrastructure Services Division, Department of Public Works,
City of Milwaukee

Peter Daniels ..... Principal Design Engineer, City of West Allis
(Representing Michael G. Lewis)

Mustafa Emir ..... Village Engineer, Village of Whitefish Bay

Hans Higdon ..... Planning Supervisor, Southeast Region,
(Representing Brett Wallace) Wisconsin Department of Transportation

Jeff Katz ..... City Engineer, City of Greenfield

Mary Jo Lange ..... Director of Public Works/City Engineer, City of Cudahy

Jim Lindhorst ..... Assistant City Engineer, City of St. Francis
(Representing Melinda K. Dejewski)

Michael J. Martin ..... Director of Public Works, Village of Hales Corners

Ben Matters ..... Management Assistant, Village of Bayside
(Representing Andy Pederson)

Dwight E. McComb ..... Planning & Environmental Manager/Team Leader,
Wisconsin Division, Federal Highway Administration

Glenn E. Morrow ..... City Engineer/Director of Public Works, City of Franklin

Michael C. Simmons ..... City Engineer, City of Oak Creek

Todd Stuebe ..... Director of Community Development, City of Glendale
(Representing Dave Eastman)

Chris Swartz ..... Village Manager, Village of Shorewood

Kyle E. Vandercar ..... City Engineer, City of South Milwaukee

Bill Wehrley ..... City Engineer, City of Wauwatosa

Guests and Staff Present

Ryan W. Hoel	Principal Engineer, SEWRPC
Ethan S. Johnson	Senior Engineer, SEWRPC
Tom Longtin	State Program Engineer, Southeast Region, Wisconsin Department of Transportation
Aaron Michelson	Urban and Regional Planner, Southeast Region, Wisconsin Department of Transportation
Ron Romeis	Assistant City Engineer, City of Franklin

ROLL CALL AND INTRODUCTIONS

Chairman Dranzik called the meeting of the Milwaukee County Jurisdictional Highway Planning Committee to order at 9:30 a.m. Attendance was taken by circulating a sign-in sheet for signature, and a quorum was declared present. Chairman Dranzik then asked the Committee members, guests, and staff present to introduce themselves.

REVIEW AND DISCUSSION OF THE MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AND THE YEAR 2035 REGIONAL TRANSPORTATION PLAN

Chairman Dranzik asked Mr. Yunker to present the SEWRPC staff memorandum entitled "Background on the Milwaukee County Jurisdictional Highway System Plan and 2035 Regional Transportation Plan". Mr. Yunker noted that the Commission staff is currently preparing a major review and update of the regional land use and transportation plans for Southeastern Wisconsin. This effort, called VISION 2050, is expected to be completed in mid-2016. He noted that upon its completion, VISION 2050 will replace the current year 2035 plans, extending the design year of the plans to 2050. He added that the development of VISION 2050 is being guided by the Commission's Advisory Committees on Regional Transportation System Planning and Regional Land Use Planning, which includes representatives from each of the seven counties within the Region and State and Federal transportation and natural resources agencies. He stated that the purpose of this meeting is to get input on the VISION 2050 planning effort by members of this Committee, which includes representation from all of the cities and villages in Milwaukee County and the County itself.

[Secretary's Note: The SEWRPC staff memorandum entitled, "Background on the Milwaukee County Jurisdictional Highway System Plan and 2035 Regional Transportation Plan", is included with these minutes as Attachment A.]

Mr. Hoel then reviewed with the Committee the current functional recommendations—widened arterials and new roadways—and the jurisdictional recommendations—State, county, and local—in the year 2035 Milwaukee County jurisdictional highway system plan. Mr. Hoel stated that the Commission staff would like to hear from Committee members their comments and suggestions regarding the recommended arterial street and highway functional improvements—widenings of existing arterial roadways and construction of new arterial roadways—in the current Milwaukee County jurisdictional highway system plan and year 2035 regional transportation plan, as well as their suggestions for arterial street and highway functional improvements which should be considered by Commission staff during the development of VISION 2050. Mr. Yunker added that Commission staff would also like to hear from Committee members their comments and suggestions regarding the jurisdictional responsibility

recommendations of the year 2035 Milwaukee County jurisdictional highway system plan. He noted that, if the Committee desires to do so, proposed jurisdictional changes could be considered by the Committee following the completion of VISION 2050.

Mr. Hoel then reviewed with the Committee the recommendations of the current year 2035 regional transportation plan with respect to transit, bicycle and pedestrian facilities, transportation system management (TSM), travel demand management (TDM), and arterial streets and highways. He stated that Commission staff would as well like to hear from Committee members their comments on the five elements of the year 2035 regional transportation plan.

The following comments and questions were raised during and following Mr. Hoel's review:

1. Committee members identified the following functional changes for evaluation as part of VISION 2050:
    a. Mr. Romeis requested the consideration of the widening of W. Rawson Avenue (CTH BB) from two to four traffic lanes between STH 100 and Loomis Road (STH 36).

    b. Mr. Romeis requested the consideration of the widening of S. 76th Street (CTH U) between W. Puetz Road and the Milwaukee County line.

    c. With respect to the planned extension of 124th Street between W. Watertown Plank Road and W. Greenfield Avenue (STH 59), Mr. Wehrley asked if the Commission staff preferred to receive individual comments from each municipality along the corridor, or if the Commission staff preferred that the municipalities collectively develop a set of comments. Mr. Yunker replied that municipalities are welcome to either provide individual comments or collectively develop a set of comments. He added that Commission staff will reexamine the need for the planned extension of 124th Street as part of VISION 2050.

    d. Mr. Simmons requested that the planned extension of 15th Avenue between STH 100 and the Milwaukee County line be reconsidered, as the existing traffic volumes of adjacent roadways may not justify the planned extension and as the planned extension would potentially impact environmentally sensitive lands located between STH 100 and Elm Road.

2. Mr. Daniels inquired about the segments of arterial streets and highways that are identified for the provision of additional traffic lanes on Map 2 of the memorandum showing the Milwaukee County jurisdictional highway system plan, but are not identified as a planned widening on Map 1 of the memorandum showing the recommended arterial functional improvements. Mr. Yunker responded that the provision of additional traffic lanes for those facilities could be accommodated within the existing cross-section by utilizing the auxiliary/parking lanes.

3. Responding to an inquiry by Mr. Stuebe, Mr. Yunker stated that the year 2035 regional transportation plan currently recommends the widening of N. Port Washington Road (CTH W) from two to four traffic lanes between W. Bender Road and W. Daphne Road.

4. Mr. Morrow inquired if Milwaukee County Transit System (MCTS) bus transit service could be expanded to serve proposed developments in the City of Franklin. Chairman Dranzik indicated that the expansion of bus transit service to the proposed developments would greatly depend on the type of development being proposed. He noted that, as an example, MTCS Route 80 will be modified later this year to extend regular bus service to serve a mixed-use development in the City of Oak Creek. Chairman Dranzik indicated that MCTS resources for expanding transit service are constrained, but that Milwaukee County would be willing to further discuss with the City of Franklin the possibility of providing MCTS service to the proposed developments in the City of Franklin. Mr. Yunker stated that the transit operators in Southeastern Wisconsin have limited funding to improve and expand their transit systems. He stated that transit operators are heavily dependent on State and Federal funding, which provides 70 to 80 percent of the annual transit operating assistance. He noted that in particular State funding—which provides about 60 percent of annual operating assistance—has not increased with inflation in recent years. He stated that the rest of the annual operating assistance is principally funded with local property taxes. He stated that the improvement and expansion of transit service would require a change in how transit is funded in Southeastern Wisconsin, such as the creation of a dedicated local funding source. He noted, however, that the creation of such a dedicated local funding source, as well as any increase in the amount of State operating assistance for public transit, would require action by the State Legislature and Governor.

5. Mr. Daniels inquired about the differences between rapid bus transit and express bus transit in the year 2035 regional transportation plan. Mr. Yunker stated that rapid bus transit service in the 2035 plan would principally consist of buses operating over freeways that connect the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. He noted that such a service would operate in both directions during all periods of the day and evening, have intermediate stops spaced about three to five miles apart, with the stops providing connections by other transit service to nearby employment centers, and the frequency of service would be every 10 to 30 minutes during weekday travel periods, and every 30 to 60 minutes during weekday off-peak periods and on weekends. Mr. Yunker indicated that express bus transit service would consist of a grid of limited-stop, higher-speed bus routes on surface arterials located largely within Milwaukee County that would connect major employment centers, shopping centers, and other major activity centers. He noted that this service would operate in both directions during all periods of the day and evening, would have intermediate stops spaced about one-half mile apart, and the frequency of service would be about every 10 minutes during weekday peak travel periods, and about every 20 to 30 minutes during weekday off-peak periods and on weekends. Desirably, the service would operate in reserved street lanes.

6. Responding to an inquiry by Mr. Daniels, Mr. Yunker stated that, based on the implementation of bicycle sharing systems in the Region, particularly in Milwaukee County, the recommendations developed for the bicycle/pedestrian element of VISION 2050 could include a recommendation with respect to bicycle sharing systems.

DISCUSSION OF ISOLATED INTERSECTIONS AND ROADWAY CORRIDORS HAVING TRAFFIC FLOW ISSUES

Chairman Dranzik asked Mr. Yunker to lead a discussion of isolated intersections and roadway corridors in Milwaukee County having traffic flow issues. Mr. Yunker stated that to assist in the development of the transportation systems management (TSM) element of VISION 2050, the Commission staff would ask that Committee members identify any isolated intersections or roadway corridors that have traffic flow issues that could potentially be improved through traffic engineering measures, such as the provision of turn lanes and traffic control devices and traffic signal coordination.

The following comments were made by Committee members related to intersections and roadway corridors having traffic flow issues, as well with respect to other TSM-related issues:

1. Ms. Lange indicated that traffic signals along E. Layton Avenue (CTH Y) between S. 27th Street (STH 241) and S. Pennsylvania Avenue are poorly timed in both directions. She added that there are too many traffic signals along E. Layton Avenue between S. Pennsylvania Avenue and S. Packard Avenue.

2. Mr. Morrow stated that the ramps connecting W. Loomis Road (STH 36) and W. Rawson Avenue (CTH BB) should be removed and replaced with an at-grade intersection with traffic signals.

3. Mr. Wehrley stated that commuters that travel by freeway would benefit from receiving information via a website or by signage along the freeway that identifies arterial streets and highways that would be suitable to accommodate diverted traffic from the freeway during congested conditions.

4. Mr. Bertran stated that the City of Milwaukee will provide a list of intersections and roadway corridors having traffic flow issues to Commission staff following the meeting.

5. Mr. Vandercar stated that, as WisDOT studies the traffic impacts on adjacent state trunk highways as part of a freeway reconstruction project, they should as well study the traffic impacts of construction on adjacent local roadways to potentially identify traffic mitigation measures, such as adjustments to traffic signal timing and coordination, along these routes. Chairman Dranzik stated that WisDOT is reluctant to allocate funding for their freeway reconstruction projects for the improvement of adjacent local/county arterial roadways and transit service to mitigate traffic diversion that may occur during construction of the project. Chairman Dranzik noted that even when alternative routes are clearly designated as part of a reconstruction project, motorists may still prefer using a different alternative route. He cited an example of motorists preferring to use S. 13th Street (CTH V) during the reconstruction of portions of IH 94 in Milwaukee County, even though S. 27th Street (STH 241) was the designated alternative route. Ms. Lange stated that people who use GPS navigation devices or smartphone navigation apps are more likely to take adjacent, parallel roadways to avoid construction related delays. She noted that the parallel roadways, however, may not be designed to accommodate the higher levels of traffic resulting from freeway reconstruction. Mr. Yunker stated that Commission staff has been asked to provide WisDOT, as part of the final design for their recent freeway reconstruction projects, forecasts of the changes in traffic patterns that may occur under various construction staging scenarios to assist WisDOT staff in determining the impacts to adjacent roadways during

construction and to assist in identifying traffic mitigation measures to be employed during construction. He added that perhaps that when such information is provided to WisDOT, the Commission staff could encourage WisDOT to meet with concerned and affected local governments and discuss the anticipated traffic impacts.

OVERVIEW AND DISCUSSION OF VISION 2050—A MAJOR REEVALUATION OF SOUTHEASTERN WISCONSIN'S REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN

Chairman Dranzik asked Mr. Yunker to provide an overview of VISION 2050. Mr. Yunker reviewed the process for developing VISION 2050. He noted that between September 2013 and February 2014 the Commission staff conducted initial visioning activities and public outreach aimed at framing how the Region's land and transportation system should be developed. The result of this planning stage was an initial vision for the Region, including the development of Guiding Statements.

Mr. Yunker described how the initial visioning activities led to a sketch-level scenario planning stage, conducted between March 2014 and September 2014, involving the development and evaluation of conceptual scenarios describing possible future changes in the Region's land use and transportation system. Mr. Yunker indicated that the results of VISION 2050's sketch-level scenario planning stage led to the current stage of VISION 2050, the development of more detailed regional land use and transportation alternatives and evaluation criteria. Mr. Yunker indicated that the Commission staff will seek public input on the alternatives from each local unit of government in the Region.

Mr. Yunker said that Commission staff will consider public input on the alternatives in developing a preliminary draft regional land use and transportation, and he noted that that Commission staff anticipate completing the final regional land use and transportation plan in mid-2016.

The following questions and comments were made during and following Mr. Yunker's summary of VISION 2050:

1. Responding to an inquiry by Mr. Emir, Mr. Yunker stated that outreach to public officials throughout the Region as part of the VISION 2050 effort is, in part, done through meetings of the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning—which has representatives from each of the seven counties and State and Federal transportation and natural resource agencies—and meetings with each of the seven County Jurisdictional Highway Planning Committees—having representation of each of the municipalities in the County and the County itself.

2. Responding to an inquiry by Mr. Emir, Mr. Yunker stated that a year 2050 regional land use and transportation plan will be developed, as part of VISION 2050, which will identify the desired future land use and redevelopment and transportation system development in the Region by the year 2050. He added that, however, it will also be necessary to identify those elements of the VISION 2050 regional transportation plan that can be achieved within the restrictions of the amounts and limitations of existing and reasonably expected future revenues. Mr. Yunker stated that VISION 2050 would as well include recommendations on other potential future revenue sources, such as a dedicated funding source for transit, in order to fully fund the year 2050 regional transportation plan.

DETERMINATION OF NEXT MEETING DATE

Mr. Yunker stated that the next meeting date will be determined following the development and evaluation of VISION 2050.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Martin, seconded by Ms. Lange, and carried unanimously, the meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Kenneth R. Yunker
Secretary

KRY/RWH/ESJ
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12/17/2015

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
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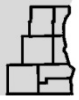


Southeastern Wisconsin Regional Planning Commission

Staff Memorandum

BACKGROUND ON THE MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AND YEAR 2035 REGIONAL TRANSPORTATION PLAN

The Commission staff has long worked with the seven counties in Southeastern Wisconsin and the Wisconsin Department of Transportation (WisDOT) to prepare county jurisdictional highway system plans. These plans serve to further refine the arterial street and highway element of the long-range regional transportation system plan. The regional plan's highway element contains *functional improvement recommendations* concerning the general location, type, capacity, and service levels of arterial streets and highways. Specifically, the functional improvement recommendations involve the identification of existing arterials planned to be reconstructed to provide additional traffic lanes and of the conceptual location of planned new arterial facilities. Once those functional recommendations have been identified, a jurisdictional highway plan is prepared with *jurisdictional responsibility recommendations* as to which level of government—state, county, or local—should logically be responsible for each of the various facilities comprising the arterial street and highway system.

The Milwaukee County jurisdictional highway system plan serves as a further refinement of the Milwaukee County arterial street and highway element of the long-range regional transportation plan, as it proposes adjustment of the recommended jurisdictional system to changes in land use and development patterns, and assures the maintenance of an integrated network of state and county trunk highways as urban development continues within Milwaukee County.

The current year 2035 Milwaukee County jurisdictional highway system plan is reflected in the year 2035 regional transportation plan[1], adopted by the Commission in 2006 and subsequently reviewed and updated in 2010 and 2014 and amended on two separate occasions:

- In September 2011, the plans were amended at the request of WisDOT to incorporate the improvement from six to eight traffic lanes of STH 100 (North 108th/ North Mayfair Road) between IH 94 and Watertown Plank Road based on the conclusions of the preliminary engieering and environmental impact analysis for the reconstruction of the Zoo Interchange; and

- In December 2012, two amendments to the plan were approved by the Commission. The first amendment involved the addition of an extension of the Lake Parkway (STH 794) as a four-lane surface arterial facility from its current terminus at Edgerton Avenue to STH 100 in Milwaukee County. This

[1] The development and recommendations of the year 2035 regional transportation plan are documented in SEWRPC Planning Report No. 49, "*A Regional Transportation System Plan for Southeastern Wisconsin: 2035*".

amendment was requested by Milwaukee County Board of Supervisors and Executive based on the results of the Lake Parkway extension study conducted by the Commission staff. This study was guided by an Advisory Committee composed primarily of elected officals that was responsible for making final study recommendations. The second amendment involved the addition of the widening of USH 45/STH 100 from four to six lanes between Drexel Avenue and Rawson Avenue in Milwaukee County that was requested by WisDOT based on the conclusions of the preliminary engineering and environmental impact analysis for the reconstruction of USH 45/STH 100 between St. Martins Road and College Avenue.

The functional and jurisdictional recommendations of the year 2035 regional transportation plan will be reviewed and updated as part of VISION 2050—the year 2050 regional land use and transportation system plan—with input from the Milwaukee County Jurisdictional Highway Planning Committee. Following the adoption of VISION 2050, the Commission staff will work with this Committee to conduct a more extensive review and reevaluation of the jurisdictional recommendations. This will involve the review and redefinition of the functional criteria used for jurisdictional classification of arterial streets and highways, and the application of those criteria to the highway system. This effort could result in changes to the VISION 2050 jurisdictional recommendations. Upon completion, public review, and subsequent adoption of the jurisdictional highway plan by the Commission, VISION 2050 would then be amended to reflect the jurisdictional highway plan recommendations.

Current Functional Improvement Recommendations for Milwaukee County

The current functional improvements recommended within Milwaukee County under the year 2035 regional transportation plan are displayed in Map 1. The adopted year 2035 regional transportation plan totals 807.3 arterial street and highway route-miles in Milwaukee County. Approximately 90 percent, or 726.9 of these route-miles, are recommended as system preservation projects. Facilities recommended for system preservation should require no significant expansion of traffic carrying capacity (i.e. no provision of additional through traffic lanes). Approximately 72.4 route-miles, or 9 percent, are recommended as system improvement projects. Facilities recommended for system improvement would need to be reconstructed and widened to provide additional traffic lanes. Approximately 8.0 route-miles, or about 1 percent, are recommended system expansion projects, or new arterial facilities. Facilities shown in orange on Map 1 represent those facilities where it is recommended that right-of-way be reserved to accommodate a potential future improvement to provide additional traffic carrying capacity. Based upon Commission staff analyses, these are facilities where future traffic volumes may be expected to approach, but not exceed, their design capacity by the year 2035.

Current Jurisdictional Responsibility Recommendations for Milwaukee County

Map 2 displays the current Milwaukee County jurisdictional highway system plan, which reflects the above functional improvement recommendations. The jurisdictional highway plan currently includes year 2035 jurisdictional responsibility recommendations, which were extended from the year 2020 Milwaukee County jurisdictional highway system plan as part of the preparation of the year 2035 regional transportation plan. Map 3 displays the changes in planned jurisdictional responsibility attendant to the year 2035 jurisdictional responsibility recommendations.

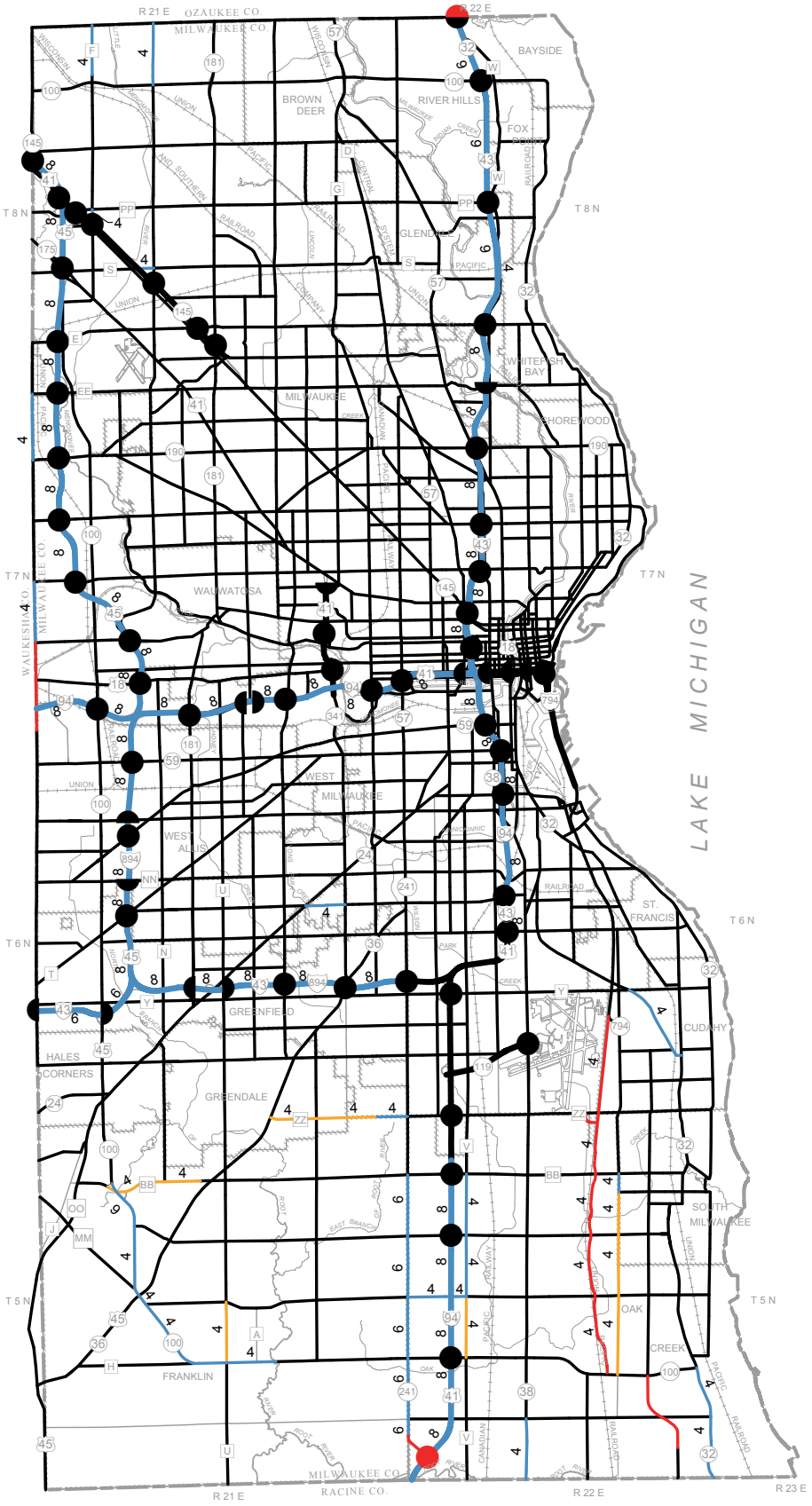
Year 2035 Regional Transportation Plan Recommendations

The current year 2035 functional improvement and jurisdictional responsibility recommendations for the Milwaukee County arterial street and highway system were developed as part of the preparation of the year 2035 regional transportation plan. The year 2035 regional transportation plan includes five plan elements: public transit, bicycle and pedestrian, travel demand management (TDM), transportation systems management (TSM), and arterial streets and highways. The regional transportation plan was designed to serve the planned development pattern of the year 2035 regional land use plan. The process for developing the year 2035 regional transportation plan began with consideration and development of the TDM, TSM, bicycle and pedestrian, and public transit elements of the plan. The process concluded with consideration of arterial street and highway improvement and expansion projects to address the residual highway traffic volumes and attendant traffic congestion expected in the design year of the plan.

Attachment A

Map 1

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN MILWAUKEE COUNTY: 2035 VISION REGIONAL TRANSPORTATION 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 LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement, expansion, or 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.

2. The 114 miles of freeway widening proposed in the plan, and in particular the 18 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.

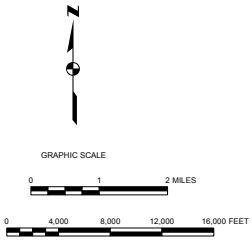
3. The plan also provides further recommendations with respect to freeway half-interchanges. The plan recommends that the Wisconsin Department of Transportation, during the reconstruction of the freeway system:

--Convert the S. 27th Street with IH 94 interchange to a full interchange;

--Consider as an alternative (where conditions permit) combining selected half-interchanges into one full interchange. (For example, STH 100 and S. 124th Street with IH 43.)

--Retain all other existing half-interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.

4. The plan also recommends that during preliminary engineering for the reconstruction of STH 100 from W. Forest Home Avenue to IH 43, consideration be given to alternatives without additional traffic lanes, alternatives with additional traffic lanes or auxiliary lanes, and alternatives with frontage roads.

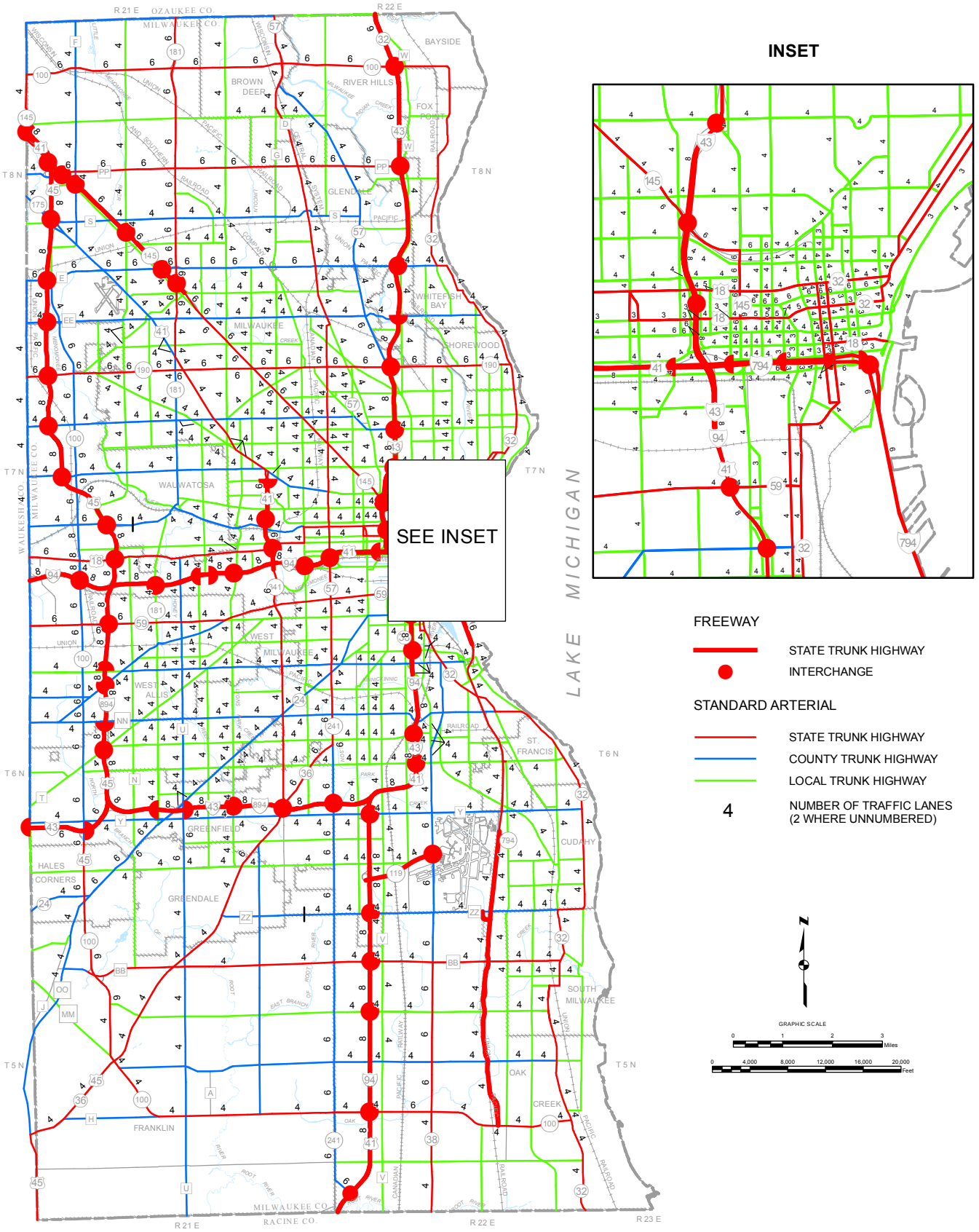


I:\Tran\WORK\RTSP2050\JHSP\Milwaukee\Map 1 - Revised Milw Funct Plan.mxd

Attachment A

Map 2

CURRENT RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR MILWAUKEE COUNTY: 2035



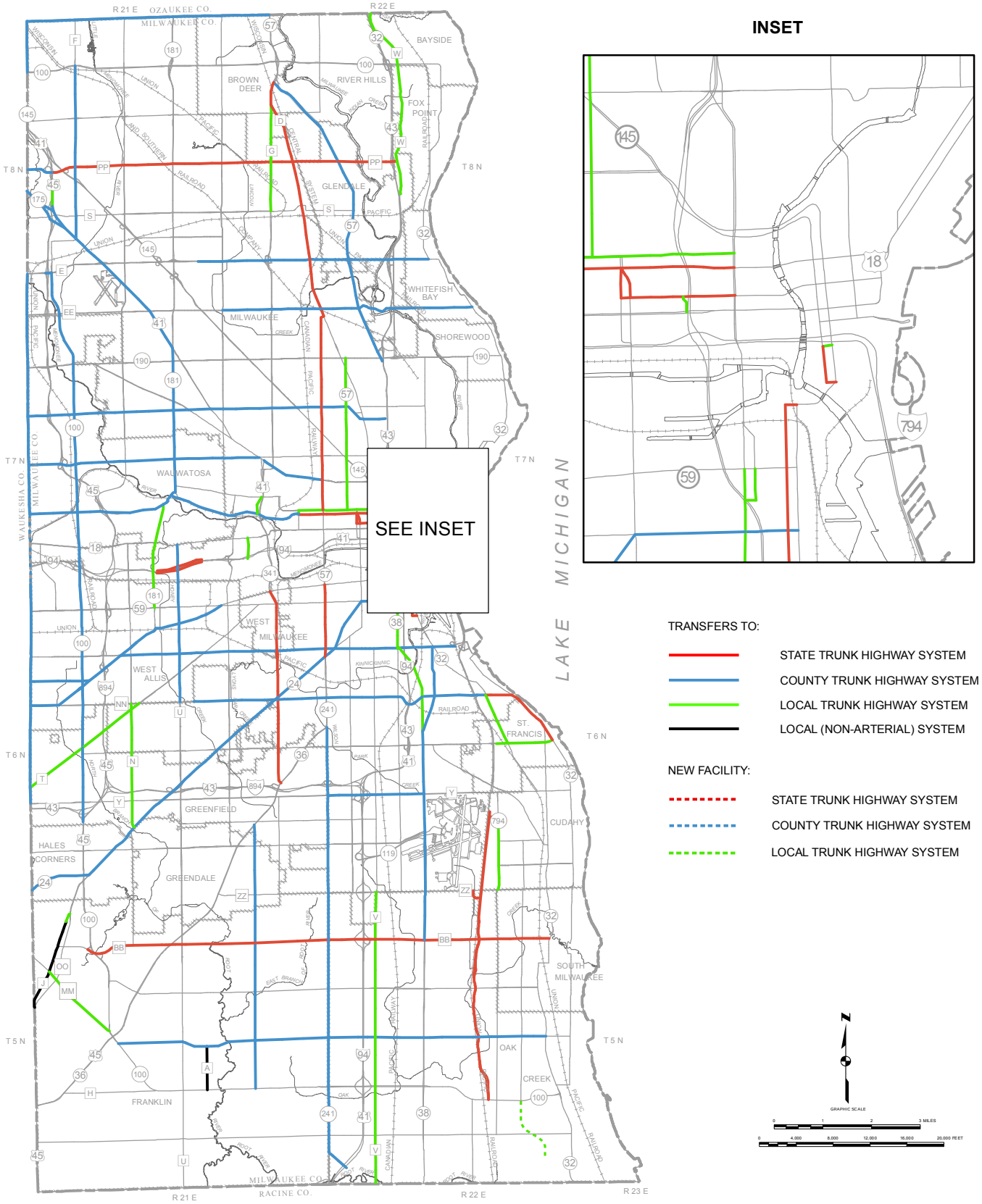
Source: SEWRPC

I:\Tran\WORK\RTSP2050\JHSP\Milwaukee\Map 2 Milw Co 2035 Current Juris Plan.mxd

Attachment A

Map 3

CHANGES IN JURISDICTIONAL RESPONSIBILITY RECOMMENDED UNDER THE CURRENT MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2035



Source: SEWRPC

I:\Tran\WORK\RTSP2050\JHSP\Milwaukee\Map 3 Milw Co Juris Changes to 2035.mxd

The year 2035 regional transportation plan was reviewed and updated in 2010 and 2014. As part of these updates, the Commission reviewed the plan implementation of all the elements of the plan, the plan forecasts, system performance, and plan costs and available revenues. Potential amendments to the plan were also considered as part of the plan updates. The five plan elements, as updated in 2014, are summarized below.

Public Transit

Public transit is considered a vital element of the regional transportation plan, providing an alternative mode of travel in heavily travelled corridors within and between the Region's urban areas and in the Region's densely developed urban communities and activity centers. The plan recommends a near doubling of transit services by the year 2035, with implementation dependent upon the State's continued commitment to funding transit facilities and services, and upon attaining dedicated local funding for public transit. A regional transit authority, if created, could also greatly aid in implementation. The public transit element of the regional transportation plan is graphically summarized on Map 4 and includes the following aspects:

- *Rapid Transit*: recommended rapid transit services would principally consist of buses operating over freeways that connect the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. Under the plan, rapid transit services would operate in both directions during all periods of the day and evening, thereby providing both traditional and reverse commuting services. The frequency of service provided would be every 10 to 30 minutes in weekday peak travel periods, and every 30 to 60 minutes in weekday off-peak periods and on weekends. Commuter rail rapid transit services are recommended to be provided between Milwaukee, Racine, and Kenosha, connecting to the Chicago area through the existing Chicago-Kenosha Metra commuter rail service, providing traditional and reverse commuting services in this travel corridor. The plan also identifies conceptual commuter rail alignments in heavily travelled corridors of the Region that should be further studied for potential implementation.

- *Express Transit*: recommended express transit services would consist of a grid of limited-stop, higher-speed bus routes located largely within Milwaukee County that would connect major employment centers, shopping centers, and other major activity centers. These express transit services would operate in both directions during all periods of the day and evening to serve both traditional and reverse commuters. The frequency of service would be about every 10 minutes during weekday peak travel periods, and about every 20 to 30 minutes during weekday off-peak periods and on weekends. The plan also proposes that the eventual upgrading of these routes to fixed guideways—including the construction of bus guideways and/or light rail/streetcar lines—be considered on a corridor-by-corridor basis.

- *Local Transit*: significant improvements and expansion in local bus transit services over arterial and connector streets throughout the Kenosha, Milwaukee, and Racine urbanized areas are also recommended in the plan. These recommendations include expansion of service areas and hours, and significant improvements in the frequency of local service, particularly on major routes.

- *Paratransit*: consistent with the Federal Americans with Disabilities Act of 1990, the plan recommends that complementary paratransit services be provided to serve people with disabilities who are unable to access and use fixed-route transit services.

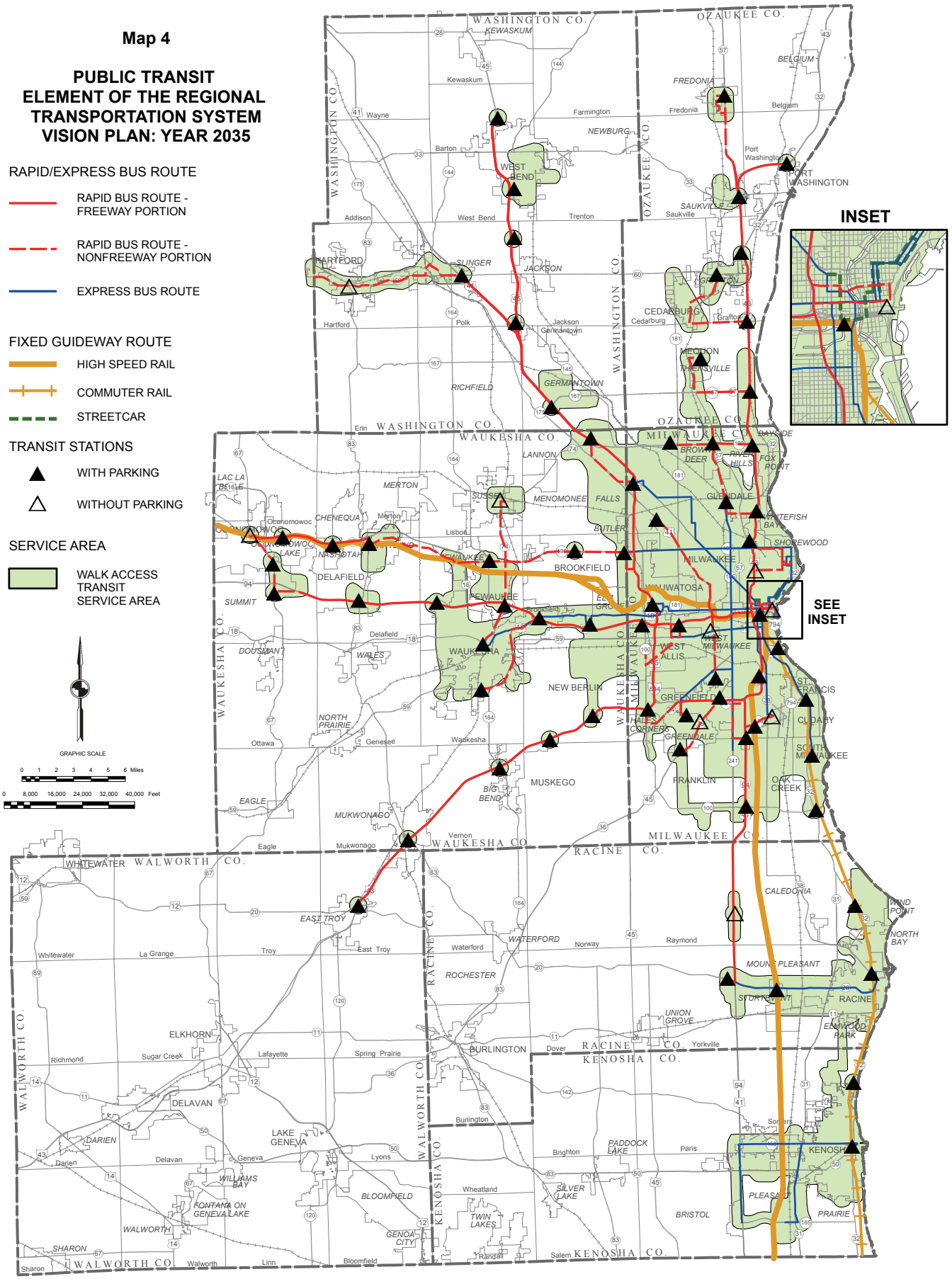
- *Intercity Rail*: the plan includes improvements to the existing Hiawatha Amtrak train service between Milwaukee and Chicago and the extension of similar service to Minneapolis-St. Paul, with trains reaching maximum speeds of 110 miles per hour.

Bicycle and Pedestrian

The regional transportation plan proposes the safe accommodation of bicycle and pedestrian travel on streets and highways, while encouraging such travel as an alternative to personal vehicle travel. The plan recommends that, as each segment of the surface arterial street system in the Region is resurfaced, reconstructed, or newly

Map 4

PUBLIC TRANSIT ELEMENT OF THE REGIONAL TRANSPORTATION SYSTEM VISION PLAN: YEAR 2035



Source: SEWRPC.

I:\Tran\WORK\RTSP2050\JHSP\Map 4 Transit 2035.mxd

constructed, bicycle accommodations be considered and—if feasible—implemented through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. This element of the regional transportation plan also recommends that a 548-mile system of off-street bicycle paths be provided to serve the urbanized areas and larger cities and villages throughout the Region. About 250 miles of this planned off-street system exist today (see Map 5). The pedestrian facilities recommendation consists of a set of policies and a series of recommendations and guidelines proposed to be followed in implementing such policies.

Transportation Systems Management

The regional transportation plan includes a series of measures aimed at managing and operating existing transportation facilities to their maximum carrying capacity and travel efficiency. The TSM plan element includes the following aspects:

- *Freeway Traffic Management*: freeways carry about one-third of all daily travel in the Region, and thus warrant a significant management effort to ensure their optimum utilization. Recommended freeway traffic management measures include operational control, advisory information, and systems management. The plan also recommends a traffic operations center supporting these measures, which is operated by WisDOT.
    - *Operational Control*: the plan specifies a number of measures to improve freeway operations by monitoring operating conditions and controlling freeway traffic. These measures include embedded traffic detectors, freeway on-ramp meters, and a set of ramp meter control strategies.
    - *Advisory Information*: providing updated information to motorists helps achieve the efficient use of the freeway system. The plan includes the provision of permanent variable message signs; the maintenance of a website identifying current travel times and delays and views of traffic congestion maps; and the extensive provision of traffic information to the media and through automated messages available to the dial-in public.
    - *Incident Management*: incident management measures set forth in the plan are aimed at the timely detection, confirmation, and removal of freeway incidents. Such measures include closed-circuit television cameras providing live video images to system management and law enforcement personnel, a relatively dense system of reference markers allowing motorists to specify incident locations, the provision of off-line crash investigation sites, the provision of automated ramp closure devices, and the provision of freeway service patrols to rapidly remove disabled vehicles and aid disabled motorists.

- *Surface Arterial Street and Highway Traffic Management*: a number of recommendations are included in the regional transportation plan to improve the operation of the regional surface arterial street and highway network. These recommendations attempt to maximize the efficient use of that network and, where possible, avoid significant capital expenditures. The recommendations include coordinated traffic signal systems to provide for the efficient progression of traffic; intersection improvements, including adding right- and/or left-turn lanes and intersection traffic control improvements; implementation of curb-lane parking restrictions to provide additional peak period traffic carrying capacity; improved management of access to arterial streets from adjacent parcels; and enhanced advisory information for motorists along key routes.

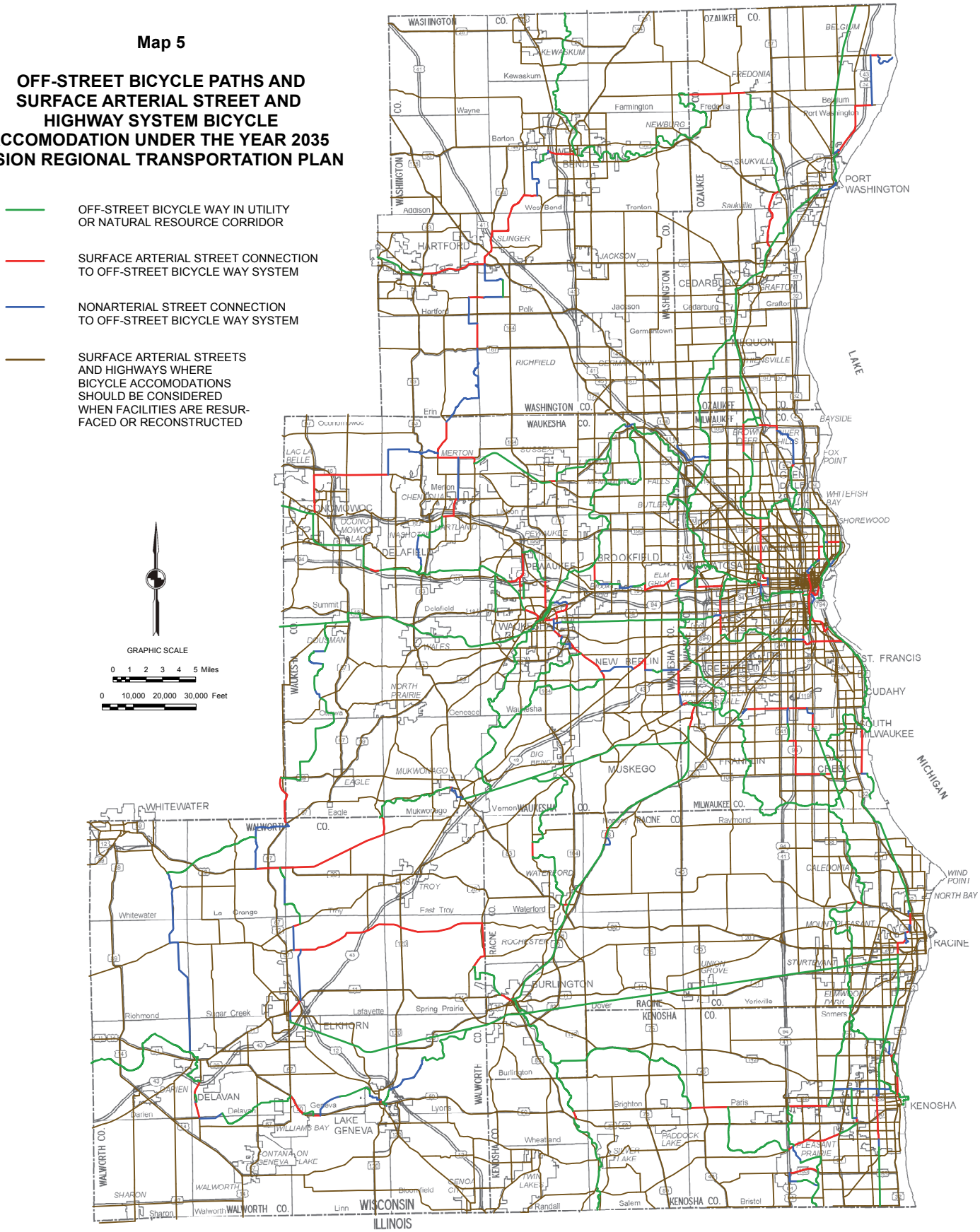
- *Major Activity Center Parking Management and Guidance*: the plan recommends that traffic operation conditions at major activity centers, such as the Milwaukee central business district, be improved by reducing the traffic circulation of motorists seeking parking spaces. Recommended measures relate to providing motorists with real-time information about available parking through strategically located message signs and Internet updates.

Travel Demand Management

The plan identifies measures that could be taken to reduce personal and vehicular travel or to shift such travel to alternative times and routes, thereby allowing for more efficient use of the existing capacity of the transportation

Map 5

OFF-STREET BICYCLE PATHS AND SURFACE ARTERIAL STREET AND HIGHWAY SYSTEM BICYCLE ACCOMODATION UNDER THE YEAR 2035 VISION REGIONAL TRANSPORTATION PLAN



Source: SEWRPC.

I:\Tran\WORK\RTSP2050\JHSP\Map 5 Regional bike plan.mxd

system. In addition to the public transit and pedestrian and bicycle plan element recommendations noted above, the TDM plan element includes the following aspects:

- Preferential treatment of high-occupancy vehicles
- Provision of park-ride lots
- Transit pricing measures
- Provision of transit information (including real-time information) and marketing
- Personal vehicle pricing actions
- Travel demand management promotion
- Detailed site-specific neighborhood and major activity center land use plans

Arterial Streets and Highways

The arterial street and highway element of the year 2035 regional transportation plan as amended, and adjusted to account for plan implementation through 2014, totals 3,662 route-miles. The plan recommends that approximately 89 percent, or 3,274 of these route-miles, be resurfaced and reconstructed with no additional capacity. Approximately 310 route-miles, or 9 percent of the total system, are recommended for widening upon reconstruction to provide additional through traffic lanes, including 114 miles of freeways. The remaining 78 route-miles, or about 2 percent of the total arterial street mileage, are proposed new arterial facilities. Thus, the plan recommends over the next 20 years a capacity expansion of 11 percent of the total arterial system, and—viewed in terms of added lane-miles of arterials—about a 9 percent expansion over the next 20 years.

The 114 miles of freeway widening proposed in the plan, and in particular the 18 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), would undergo preliminary engineering and environmental impact statement preparation by WisDOT. During preliminary engineering, alternatives would be considered, including rebuild-as-is, various options of rebuilding 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 the preliminary engineering process would a determination be made as to how a freeway segment would be reconstructed.

As mentioned previously in this memorandum, the regional transportation plan also includes jurisdictional responsibility recommendations for each segment of the regional arterial street and highway network. Such recommendations are developed on a county-by-county basis and are intended to provide for the efficient development and management of the arterial street and highway system. This would help to ensure that public resources are effectively invested in the provision of highway transportation, and that the costs associated with plan implementation are equitably borne among the levels and agencies of government concerned.

Available Funding for the Year 2035 Regional Transportation Plan

As part of the 2014 review and update of the year 2035 regional transportation plan, the estimated 2035 plan costs were compared to revenues expected to be available over the remaining 20 years of the plan. In 2014, the existing, and outlook for future, available revenue is far more constrained than it was in 2005 during development of the year 2035 regional transportation plan and in 2010 during its first update. As a result, it was no longer possible to conclude with the 2014 plan update that the plan was reasonably consistent with existing and reasonably expected revenues and the current limitations of those revenues. As such, it was necessary to consider the year 2035 plan as a "vision" plan, outlining the desirable transportation plan to address the current and future needs of the Region. It was further necessary to identify a "fiscally-constrained" year 2035 regional transportation plan which includes those elements of the 2035 plan which can be achieved within the restrictions of the amounts and limitations of existing and reasonably expected revenues.

The gap in funding between the vision plan and fiscally-constrained plan affects implementation of both highway and transit projects identified in the vision plan. The implications of the funding gap for the highway element differs from the transit element as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on the highway element is a deferral or delay in capital projects being implemented, specifically a reduction in the amount of freeway that can be reconstructed and the amount of

surface arterials that can be reconstructed with additional traffic lanes or newly constructed by the year 2035. The principal effect on the transit element is a lack of the transit improvement and expansion identified under the vision plan, and as well reductions in current transit service and an increase in transit fares above inflation.

Under the fiscally constrained plan, 90 miles of freeway reconstruction recommended under the vision plan, including 87 miles of freeway widening, would not be expected to be implemented by the year 2035 based on the cost of these improvements compared to existing and reasonably expected revenues. All of the surface arterial capacity expansion recommended in the vision plan is included in the fiscally-constrained plan, with the exception of the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County. These reductions would result in approximately 90 percent, or 3,301 of the total 3,656 route-miles, of the planned arterial street and highway systembeing recommended to be resurfaced and reconstructed to their same capacity under the fiscally-constrained year 2035 plan. Approximately, 283 route-miles, or 8 percent of the total year 2035 arterial street and highway system are recommended for widening as part of their reconstruction to provide additional through traffic lanes. The remaining 72 route-miles, or about 2 percent of the total arterial system mileage, are proposed new arterial faciltiies. The proposed arterial street and highway capacity improvements—both freeway and surface arterial—under the recommended fiscally-constrained regional transportation plan are shown on Map 6.

The principal effect on the transit element is a lack of the transit improvement and expansion identified under the 2035 plan, with the exception of the implementation of the City of Milwaukee and City of Kenosha streetcar projects, along with about an 11 percent reduction from current transit service levels and an estimated average annual increase in transit fares above the rate of inflation. The 11 percent reduction in transit service levels from existing service levels would be expected to be achieved through reductions in service frequency. Map 7 shows the transit system in the fiscally-constrained year 2035 regional transportation plan, which essentially reflects the existing routes and service areas for the Region’s public transit systems.

* * *

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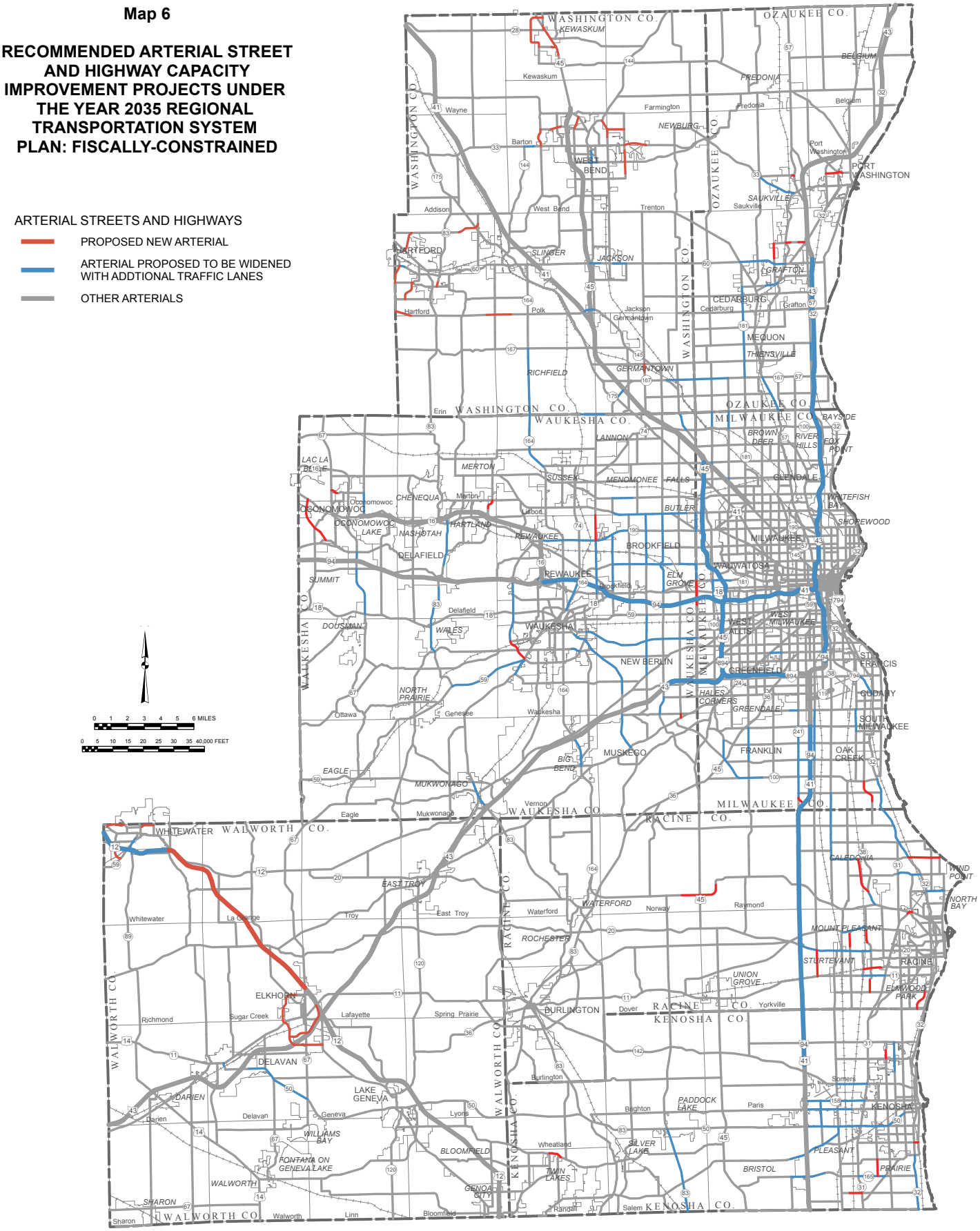
Map 6

RECOMMENDED ARTERIAL STREET AND HIGHWAY CAPACITY IMPROVEMENT PROJECTS UNDER THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN: FISCALLY-CONSTRAINED

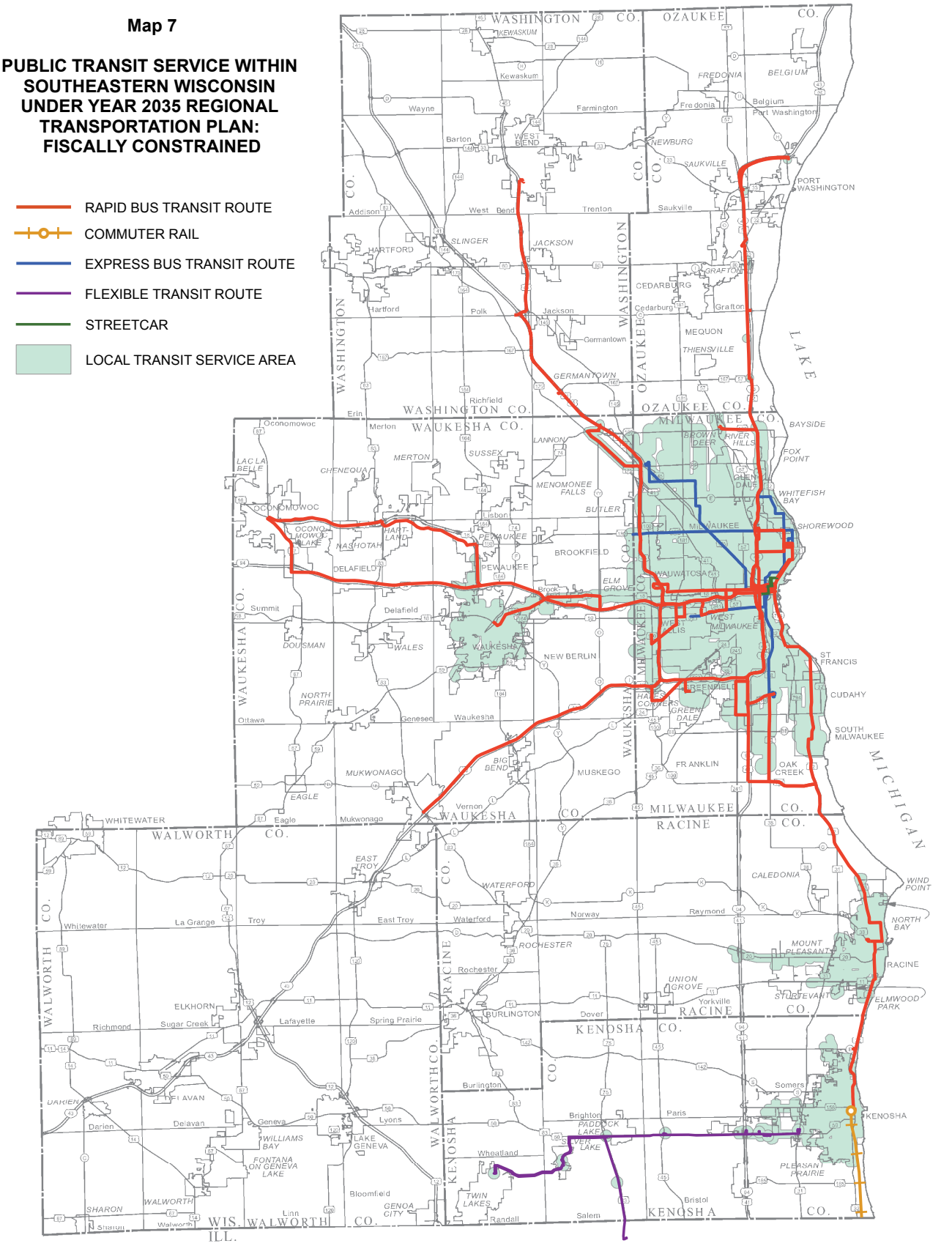


Source: SEWRPC

I:\Tran\WORK\RTSP2050\JHSP\Map 6 Capacity Expansion Fiscally Constrained.mxd

Map 7

PUBLIC TRANSIT SERVICE WITHIN SOUTHEASTERN WISCONSIN UNDER YEAR 2035 REGIONAL TRANSPORTATION PLAN: FISCALLY CONSTRAINED



Source: SEWRPC

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