

Minutes of the

WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: February 6, 2015
TIME: 9:30 a.m.
PLACE: Conference Room 249
Washington County Highway Department
900 Lang Street
West Bend, WI

Members Present

Thomas Wondra..... Highway Commissioner, Washington County
Chairman
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
Joseph Dautermann..... Mayor, City of Hartford
Tanya Fonseca Village Planner, Village of Newburg
(Representing William R. Sackett)
Daniel R. Goetz..... Supervisor, Washington County Board of Supervisors
Joseph Gonnering..... Chairman, Town of Trenton
Ray Heidtke Chairman, Town of Jackson
T.J. Justice..... City Administrator/Director of Development, City of West Bend
Tom Longtin State Program Engineer, Southeast Region
(Representing Brett Wallace) Wisconsin Department of Transportation
Max Marechal City Engineer, City of West Bend
Mike Otten Supervisor, Town of Kewaskum
Mark Piotrowicz..... City Planner/Operations Manager, City of West Bend
Adam Schmitt Department of Public Works Supervisor, Village of Richfield

Guests and Staff Present

Ryan W. Hoel..... Principal Engineer, SEWRPC
Ethan S. Johnson..... Senior Engineer, SEWRPC
Tim McElmeel Urban and Regional Planner, Southeast Region
Wisconsin Department of Transportation

ROLL CALL AND INTRODUCTIONS

Chairman Wondra called the meeting of the Washington 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. He then asked the Committee members, guests, and staff present to introduce themselves.

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

Chairman Wondra asked Mr. Yunker to present the SEWRPC staff memorandum entitled, “Background on the Washington 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, villages, and towns in Washington County and the County itself.

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

Mr. Yunker 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 Washington County jurisdictional highway system plan. Mr. Yunker noted that the Commission completed with this Committee in 2008 an update to the functional and jurisdictional recommendations contained in the jurisdictional highway system plan. Mr. Yunker 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—widening of existing arterial roadways and construction of new arterial roadways—in the current Washington 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. He 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 Washington 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. Yunker 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. Yunker’s review of the staff memorandum:

1. Committee members identified the following functional changes for evaluation as part of VISION 2050:

- a. Mr. Dautermann stated that the planned east-west arterial north of the City of Hartford is needed to allow for the efficient movement of trucks between the Dodge Industrial Park on the west side of the City and the USH 41 freeway, and recommended that it remain in the regional transportation plan. Chairman Wondra noted that Arthur Road is not designed to handle significant truck traffic. He suggested that, as an alternative to extending Independence Avenue north to Arthur Road and utilizing Arthur Road as the northern east-west arterial, Independence Avenue be extended north instead to CTH K and utilizing CTH K as the northern east-west arterial between the extension and the USH 41 freeway.
- b. Mr. Schmitt requested that the extension of Pioneer Road between Powder Hill Road and Slinger Road be reconsidered.
- c. Mr. Schmitt requested that the widening of STH 164 from two to four traffic lanes between CTH Q and STH 167 be reconsidered.
- d. Mr. Heidtke requested the consideration of widening STH 60 from two to four traffic lanes between Industrial Drive and a point 1,000 feet east of Jackson Drive in the Village of Jackson, in order to avoid alternating segments of planned widening to four traffic lanes and planned reservation of right-of-way to accommodate future widening to four traffic lanes through the Village of Jackson. Mr. Yunker stated that this issue was analyzed as part of the update to the Washington County jurisdictional highway system plan completed in 2008. Mr. Yunker stated that, while existing and future traffic volumes exceed the existing design capacity of STH 60 through the Village of Jackson, there are right-of-way constraints along the segment of STH 60 between Industrial Drive and a point east of Jackson Drive in the Village. As a result, the jurisdictional plan recommended that traffic engineering and traffic flow improvements be considered along the constricted segment of STH 60 and the reservation of right-of-way along the constricted segment of STH 60, should redevelopment occur, for a potential future widening from two to four lanes beyond the year 2035.
- e. Chairman Wondra requested that the Commission staff reconsider the planned realignment of USH 45 within the former railroad right-of-way through the Village of Kewaskum. Mr. Yunker noted that the purpose of adding the alternative route to the plan was to add additional traffic carrying capacity in a corridor parallel to existing USH 45, which would permit the retention of parking in the Village along this segment of USH 45. He added that during the development of the year 2035 jurisdictional highway system plan for Washington County, completed in 2008, the Commission staff determined that the existing 100-foot right-of-way would be adequate to accommodate both an arterial facility and a separate two-way bicycle/pedestrian trail. Mr. Longtin indicated that during preliminary engineering for the reconstruction of USH 45 through the Village of Kewaskum would include examination of a number alternatives.

[Secretary's Note: During the development of the updated Washington County jurisdictional highway system plan completed in 2008, a

representative of the Village of Kewaskum stated that the Village was in opposition to the rerouting of USH 45 in the former railroad right-of-way. Following the meeting, Mr. Longtin informed Commission staff that WisDOT currently does not have a project programmed for reconstructing USH 45 through the Village of Kewaskum north of CTH H.]

2. Mr. Goetz recommended transferring jurisdiction of Pioneer Road between STH 175 and the USH 41 freeway from local to Washington County and upgrading this segment to county highway standards, as the road is used by heavy trucks serving nearby asphalt and aggregate businesses.

[Secretary's Note: The current Washington County Jurisdictional Highway System Plan recommends the transfer of Pioneer Road between STH 175 and the USH 41 freeway from local to county jurisdiction.]

3. Mr. Gonnering noted that, with respect to Map 1 of the staff memorandum, the planned widening of the segment of STH 33 between Kettle Moraine Scenic Drive (STH 144) and Kettle View Drive (CTH Z) from two to four traffic lanes has been completed. Mr. Yunker stated that the map will be updated.

[Secretary's Note: The Commission staff updated Map 1 of the staff memorandum showing the planned functional improvements to the arterial street and highway system in Washington County, as included in these minutes as Attachment B.]

4. Mr. Justice inquired about WisDOT's proposal to construct a roundabout at the intersection of W. Washington Street (STH 33) and N. 7th Avenue (STH 144). He indicated that the City of West Bend may not support a roundabout at this intersection. Mr. Longtin stated he would report back to the Committee regarding the status of the proposed roundabout.

[Secretary's Note: Following the meeting, Mr. Longtin informed the Commission staff that WisDOT does not currently have a project programmed involving this intersection.]

5. Mr. Yunker indicated the Commission staff will contact the Village of Germantown regarding the status of the planned extension of Division Road between Mequon Road (STH 167) and Freistadt Road (CTH F).

[Secretary's Note: Following the meeting, the Commission staff contacted Village of Germantown staff regarding their desire to retain the planned extension of Division Road between Mequon Road (STH 167) and Freistadt Road (CTH F) in the regional transportation plan. The Village staff indicated that while there is currently no immediate plans by the Village to implement the planned extension of Division Road, it is currently identified in the adopted comprehensive plan for the Village. As such, it was suggested by Village staff that the planned extension of Division Road between Mequon Road

(STH 167) and Freistadt Road (CTH F) remain in the regional transportation plan.]

6. Mr. Gonnering questioned whether the planned realignment of E. Washington Street (STH 33) north of the West Bend Municipal Airport is still necessary. Mr. Yunker indicated that the realignment of E. Washington Street would only occur if the proposed airport runway realignment/extension project proceeds. Mr. Piotrowicz stated that the airport runway realignment/extension project is currently on hold, and that the City in the next couple of years may begin examining property acquisition needs associated with the runway project. He suggested that the planned realignment of E. Washington Street remain in the regional transportation plan.
7. Mr. Dautermann indicated that a project to realign the runways of the Hartford Municipal Airport is moving forward, and that realignment of Airport Drive (CTH U) may be required if a runway is extended to the west. Chairman Wondra suggested that the planned extension of Independence Avenue should be taken into consideration if Airport Drive is realigned, given that the planned extension of Independence Avenue could tie into a realigned Airport Drive. Mr. Yunker stated that if a project to extend Independence Avenue proceeds before the potential realignment of Airport Drive, the requirements for the runway protection zone of the planned runway extension, as well as the potential for Airport Drive to be rerouted over the extension of Independence Avenue, should be considered during preliminary engineering for the project.
8. With respect to the year 2035 regional transportation plan recommendations related to providing bicycle accommodations along arterial streets and highways, Mr. Justice inquired whether there was any data that would support the replacement of automobile trips with bicycle trips with the provision of bike lanes along a roadway. He asked whether most of the bicycle trips utilizing a bike lane would be for recreational purposes, rather than for utilitarian purposes, which would not result in a reduction in the number of automobile trips. He noted the limited funding that is available for transportation infrastructure projects. Mr. Yunker responded that there may be a limited shift from automobile travel to bicycle travel with the provision of bicycle accommodations. Any reduction in automobile travel that may occur would be dependent upon the type of land use adjacent to the roadway with the bicycle accommodation. He noted that roadways in some higher density neighborhoods in the City of Milwaukee, along with some off-street bicycle paths, such as the Hank Aaron State Trail, carry relatively high levels of utilitarian bicycle trips. He noted that, in addition to potential to reducing automobile travel in certain locations, the provision of bicycle accommodations is proposed in the current regional plan for providing safe accommodation for those who choose to travel by bicycle on the Region's arterial streets and highways. With respect to the cost of bicycle accommodations, Mr. Yunker indicated that in an urban area, bicycles might be accommodated safely and cost-effectively on a street with two traffic lanes and parking by widening the traffic lanes by two feet. He added that in a rural area, bicycles might be accommodated safely and cost-effectively along a highway by paving four feet of a ten-foot shoulder. With respect to data being available on changes in automobile and bicycle travel with the implementation of bicycle accommodations, Mr. Yunker stated that such data is not currently available in the Region. However, travel surveys conducted by the Commission staff show an overall increase in walking and bicycling trips between 2001 and 2011. He added that the percentage of walking and bicycling trips within a county varies

throughout the Region, and that the Commission staff can provide this data on a county by county basis.

[Secretary's Note: Attachment C to these minutes shows the total number and proportion of average weekday internal person trips for years 2001 and 2011 in the Region by various modes of travel, including by walking and bicycling, for households within each of the seven counties in the Region. Average weekday walking and bicycle internal person trips by household increased in every county in the Region between 2001 and 2011, ranging from a 0.9 percent increase in average weekday trips in Washington County to a 63.5 percent increase in average weekday trips in Milwaukee County. The percent of total average weekday internal trips (all modes of transportation) by household occurring by walking and bicycling in 2011 ranged from 2.7 percent in Washington County to 11.9 percent in Milwaukee County.]

9. Committee members identified the following potential changes to the jurisdictional recommendations in the Washington County jurisdictional highway system plan:
 - a. Chairman Wondra stated that Washington County and the City of West Bend are discussing a potential transfer of S. River Road (CTH G) between E. Paradise Drive and CTH NN from county jurisdiction to local jurisdiction.
 - b. Chairman Wondra indicated that Washington County and the Village of Newburg are discussing a potential transfer of Main Street (CTH MY) within the Village of Newburg from county jurisdiction to local jurisdiction.
 - c. Chairman Wondra suggested consideration of the transfer of CTH N between the Washington-Dodge County boundary and Independence Avenue from county jurisdiction to local jurisdiction.
 - d. Chairman Wondra suggested that the planned jurisdictional transfer of the segment of CTH Z north of Little Cedar Lake between CTH NN (east) and CTH NN (west) be reconsidered.

DISCUSSION OF ISOLATED INTERSECTIONS AND ROADWAY CORRIDORS HAVING TRAFFIC FLOW ISSUES

Chairman Wondra asked Mr. Yunker to lead a discussion of isolated intersections and roadway corridors in Washington County having traffic flow issues. Mr. Yunker stated that to assist in the development of the transportation systems management 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 improvement.

Committee members identified the following intersections that could potentially be improved through traffic engineering measures:

1. Mr. Gonnering stated that the intersection of USH 45 and CTH H/Badger Road, which currently has traffic signals, should be improved to reduce the number of crashes that occur at this location. Chairman Wondra indicated that the Washington County Traffic Safety Commission worked with WisDOT to evaluate this intersection, and that intersection improvements are planned for later this year.

[Secretary's Note: Following the meeting, Mr. Longtin informed Commission staff that WisDOT has programmed a project to upgrade the traffic signals at this intersection.]

2. Mr. Heidtke stated that there are traffic flow issues at the intersection of Division Road (CTH G) and Fond Du Lac Avenue (STH 145).

[Secretary's Note: Following the meeting, Mr. Longtin informed Commission staff that WisDOT plans on resurfacing Fond Du Lac Avenue between CTH P and Pilgrim Road in 2017, and that WisDOT will evaluate, and make, necessary improvements to this intersection at that time.]

3. Mr. Heidtke indicated that there are traffic flow issues turning from the southbound exit of the USH 41 freeway onto STH 60.

[Secretary's Note: Following the meeting, Mr. Longtin informed Commission staff that WisDOT has identified, but not programmed, a project that would improve this exit.]

4. Chairman Wondra stated that there are traffic flow issues turning from the southbound exit of the USH 41 freeway onto STH 33.

[Secretary's Note: Following the meeting, Mr. Longtin informed Commission staff that WisDOT has identified, but not programmed, a project that would improve this exit.]

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

Chairman Wondra 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 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 Commission staff anticipate completing the final regional land use and transportation plan in mid-2016.

NEXT MEETING

Mr. Yunker stated that the next meeting date will be determined following the development and evaluation of VISION 2050 alternative regional land use and transportation plans.

ADJOURNMENT

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

Respectfully submitted,

Kenneth R. Yunker
Secretary

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Staff Memorandum

BACKGROUND ON THE WASHINGTON 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 Washington County jurisdictional highway system plan serves as a further refinement of the Washington 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 Washington County.

In July 2008, the Commission under the guidance of the Washington County Jurisdictional Highway Planning Committee completed the work necessary to review, update, and extend to the year 2035 the Washington County jurisdictional highway system plan.¹ Specifically, the review and update of the jurisdictional plan included a review and reevaluation, as well as recommendations, as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various arterial facilities included in the plan to the year 2035. As part of this effort, a review was also made, as requested by Committee members and Washington County local governments, of specific functional improvements recommended in the year 2035 regional transportation plan², adopted by the Commission in 2006.

¹ The development of the review and update to the year 2035 Washington County jurisdictional highway system plan is documented in SEWRPC Planning Report No. 23 (2nd Edition), "A Jurisdictional Highway System Plan for Washington County: 2035".

² 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".

The current year 2035 Washington County jurisdictional highway system plan is reflected in the year 2035 regional transportation plan. Subsequent to its adoption in 2006, the regional plan has been reviewed and updated in the years 2010 and 2014. 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 Washington County Jurisdictional Highway Planning Committee.

Current Functional Improvement Recommendations for Washington County

The current functional improvements recommended within Washington County under the year 2035 regional transportation plan are displayed in Map 1. The adopted year 2035 regional transportation plan totals 461 arterial street and highway route-miles in Washington County. Approximately 92 percent, or 424 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 17 route-miles, or 4 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 20 route-miles, or about 4 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 Washington County

Map 2 displays the current year 2035 Washington County jurisdictional highway system plan approved by the Washington County Jurisdictional Planning Committee in 2008. Of the 461 miles of year 2035 planned arterial street and highways in Washington County, 132 miles, or about 29 percent, are planned to be under State jurisdiction, 217 miles, or about 47 percent, are planned to be under County jurisdiction, and 112 miles, or about 24 percent, are planned to be under local jurisdiction. 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 Washington 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.

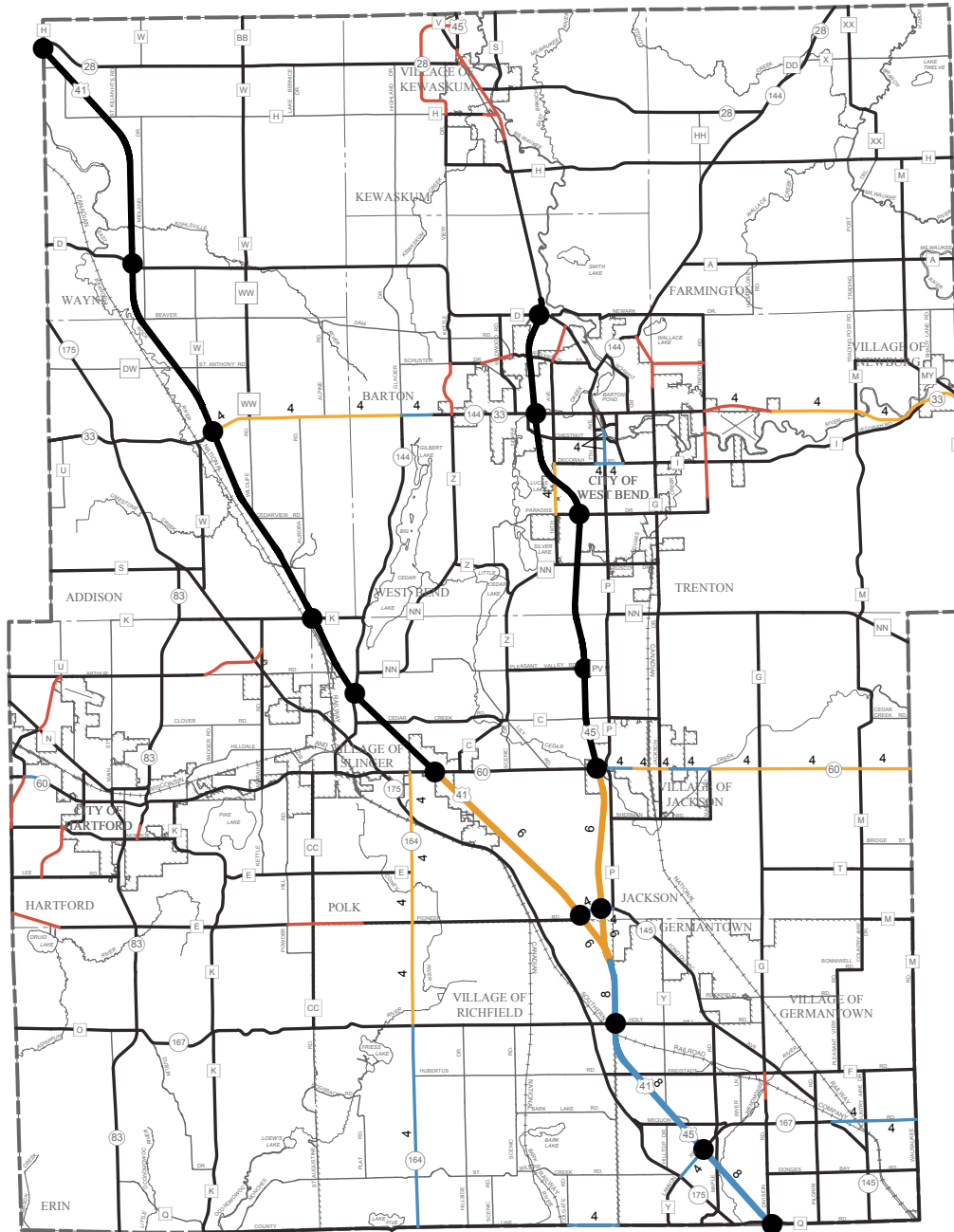
The year 2035 regional transportation plan was reviewed and updated in 2010 and 2014. As part of these updates, the Commission reviewed the plan implementation of all the elements of the plan, the plan forecasts, system performance, and plan costs and available revenues. Potential amendments to the plan 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:

Map 1

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON 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

- 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 (I-94 between the Zoo and Marquette interchanges and I-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.

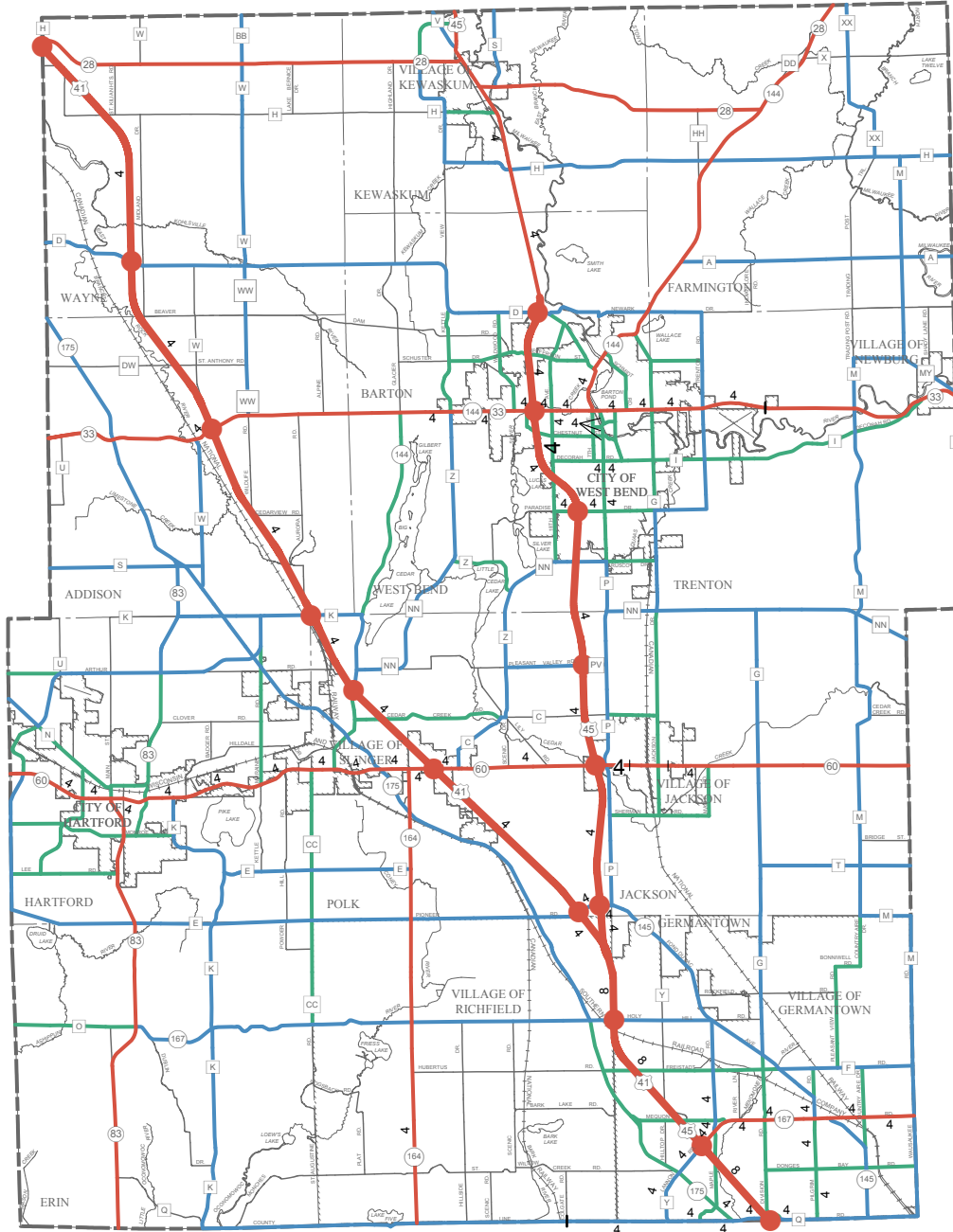


GRAPHIC SCALE



Attachment A Map 2

CURRENT YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



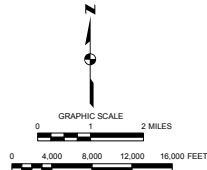
FREEWAY

- STATE TRUNK
- INTERCHANGE

ARTERIAL STREET OR HIGHWAY

- STATE TRUNK
- COUNTY TRUNK
- LOCAL TRUNK

4 NUMBER OF LANES
(2 WHERE UNNUMBERED)



Source: SEWRPC

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.

FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.

OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOLLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.

WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.

WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMANTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE PLANNED ALIGNMENT FOR THE PLANNED NORTH-SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

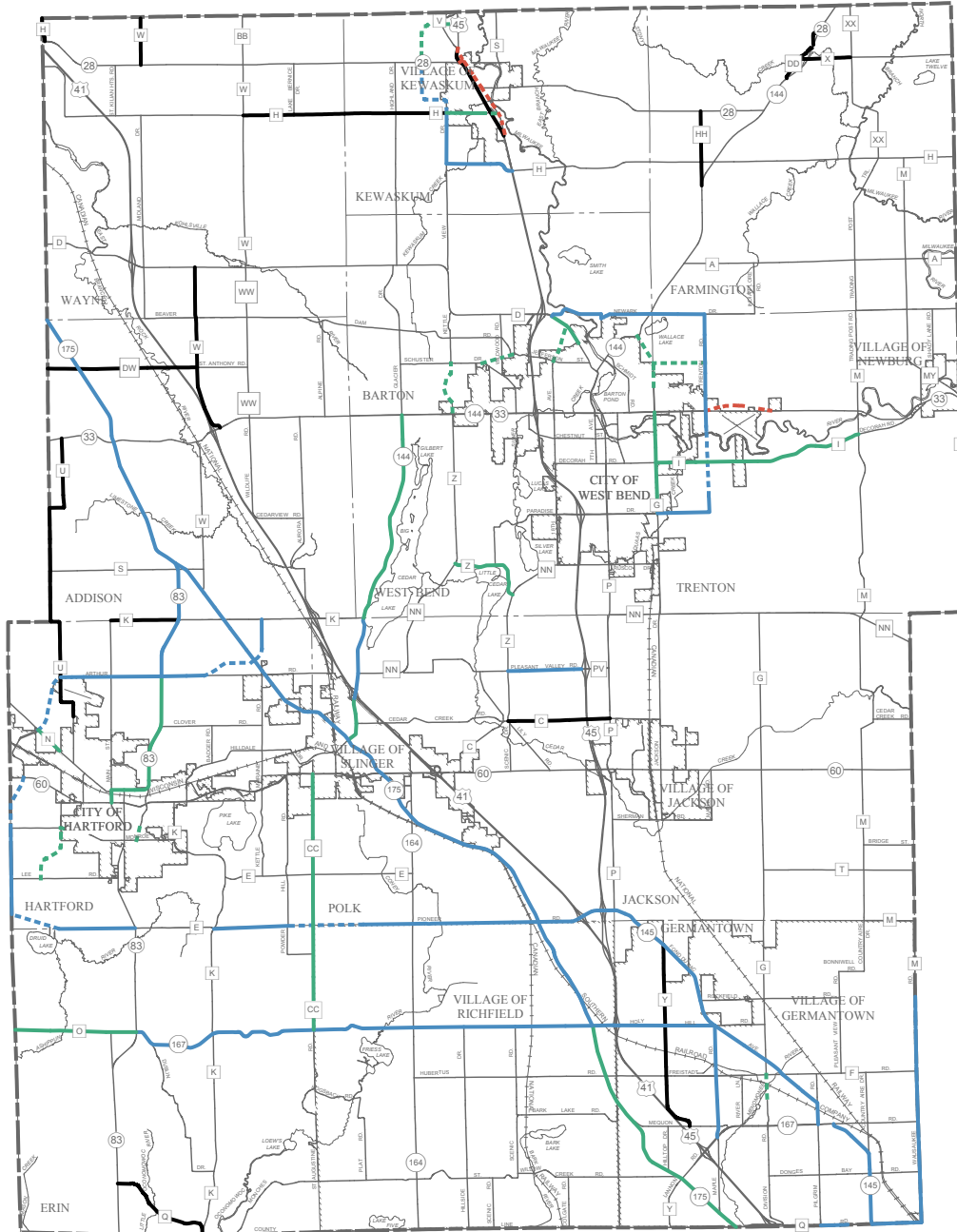
THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY. CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CO BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.

I:\Tran\WORK\IRTSP2050\JHSP\Washington\Map 2 - Wash Co Final Rec Juris

CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE CURRENT
YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

NEW FACILITY:

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM

NOTE: THE NON-ARTERIAL COUNTY TRUNK HIGHWAYS SHOWN IN BLACK ON THE MAP CURRENTLY DO NOT FUNCTION AS ARTERIAL FACILITIES AND MAY NOT BE EXPECTED TO FUNCTION AS AN ARTERIAL BY THE YEAR 2035, AND THEREFORE ARE PROPOSED FOR TRANSFER TO LOCAL GOVERNMENTS.

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.

FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.

OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOLLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.

WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.

WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

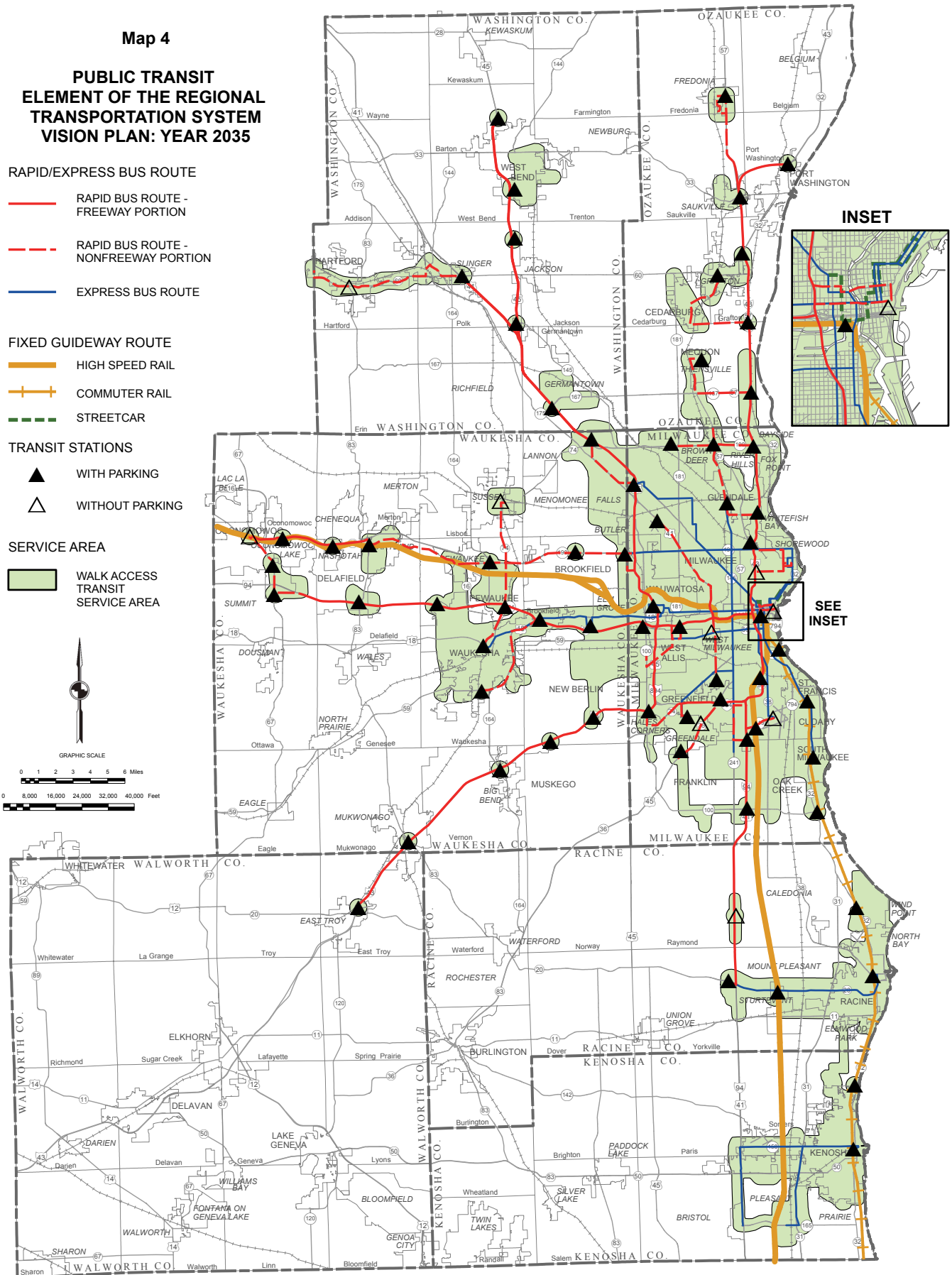
THE VILLAGE OF GERMANTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE PLANNED ALIGNMENT FOR THE PLANNED NORTH-SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY; CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY; AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.



Source: SEWRPC.

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

- *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 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 (see Map 5). About 250 miles of this planned off-street system exists today. 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

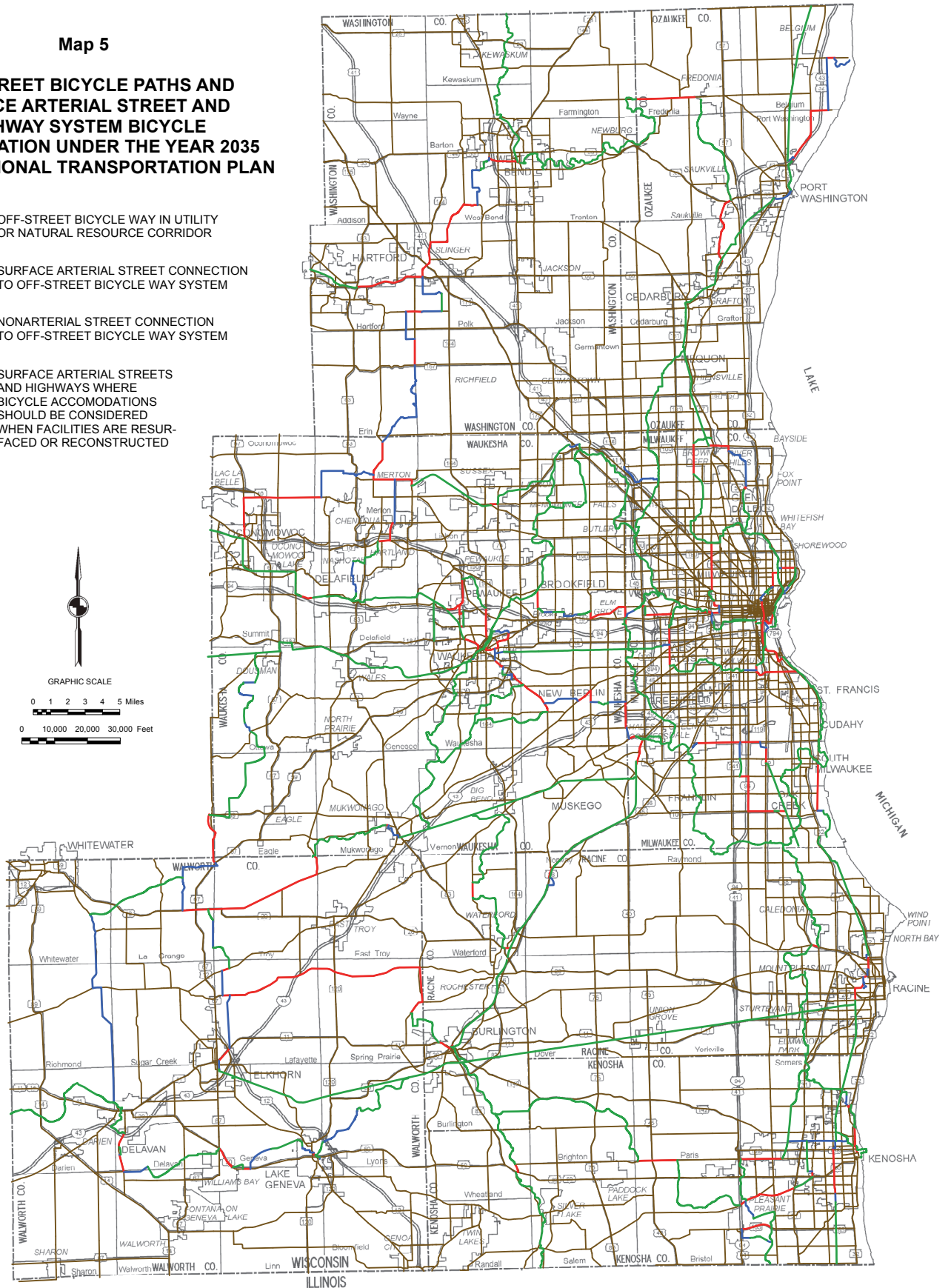
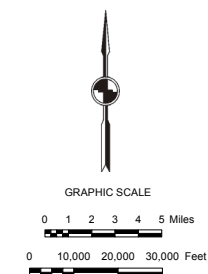
The regional transportation plan includes a series of measures aimed at managing and operating existing transportation facilities to their maximum carrying capacity and travel efficiency. The TSM plan element includes the following aspects:

- *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

Map 5

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

- OFF-STREET BICYCLE WAY IN UTILITY OR NATURAL RESOURCE CORRIDOR
- SURFACE ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE WAY SYSTEM
- SURFACE ARTERIAL STREETS AND HIGHWAYS WHERE BICYCLE ACCOMMODATIONS SHOULD BE CONSIDERED WHEN FACILITIES ARE RESURFACED OR RECONSTRUCTED



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 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.

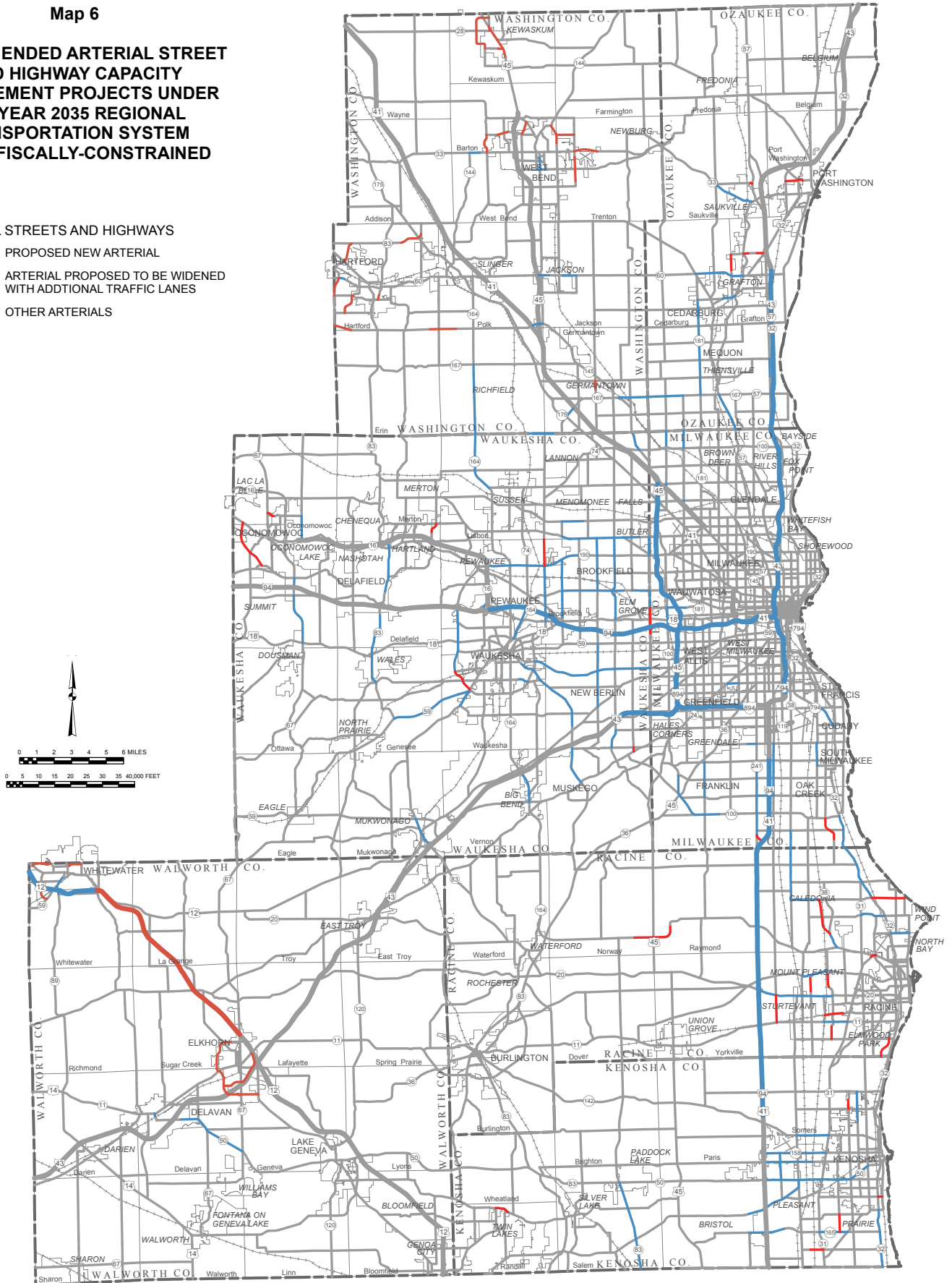
Under the fiscally constrained plan, 90 miles of freeway reconstruction recommended under the vision plan, including 87 miles of freeway widening, would be expected to be implemented by the year 2035 based on the cost of these improvements compared to existing and reasonably expected revenues. All of 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 system being 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 facilities. 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.

Map 6

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

ARTERIAL STREETS AND HIGHWAYS

- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS



Source: SEWRPC

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

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.

* * *

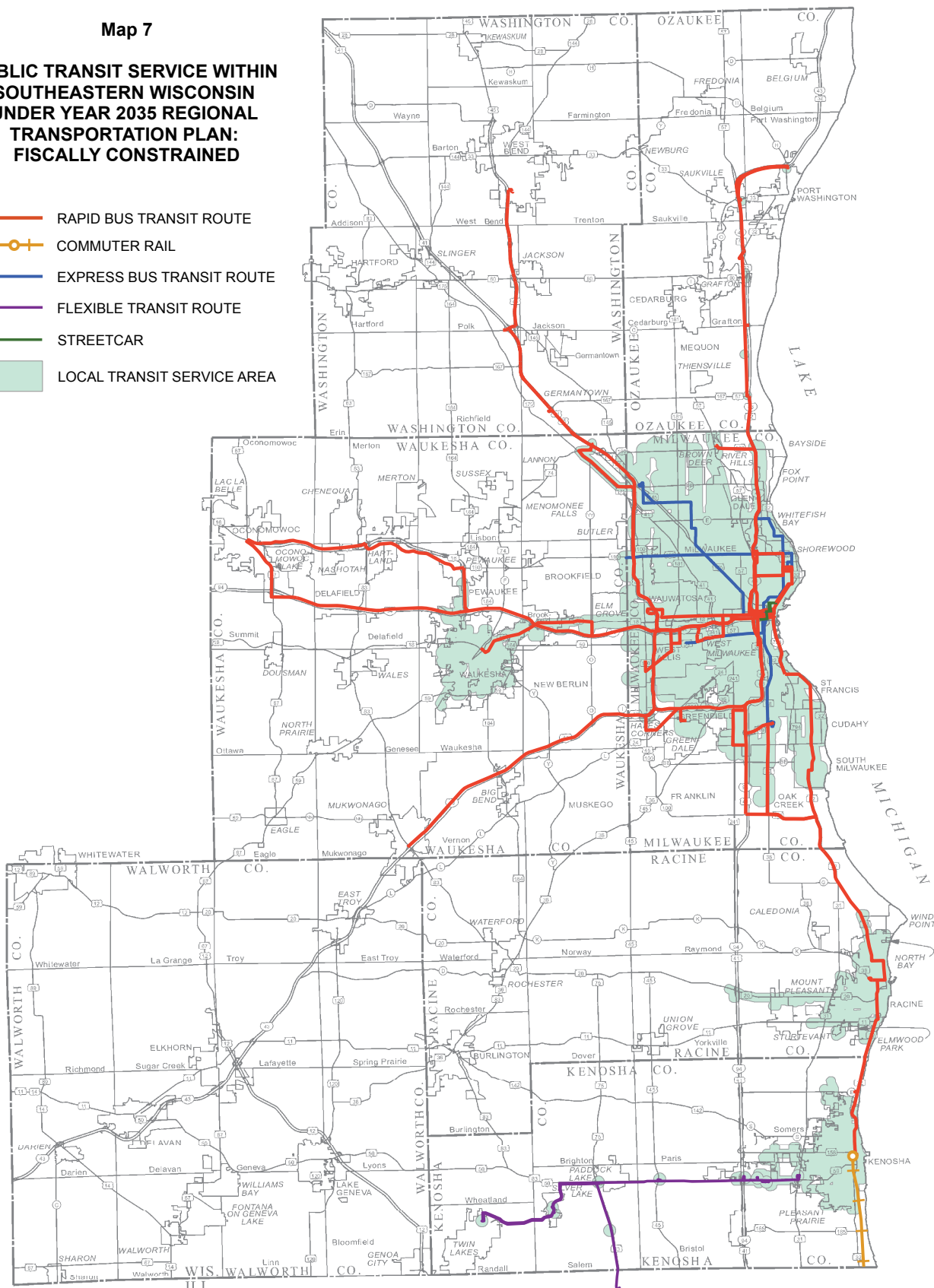
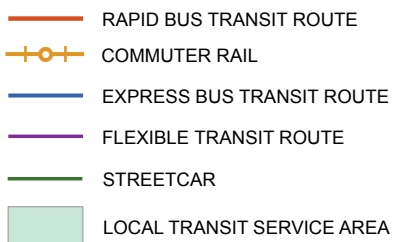
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Map 7

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

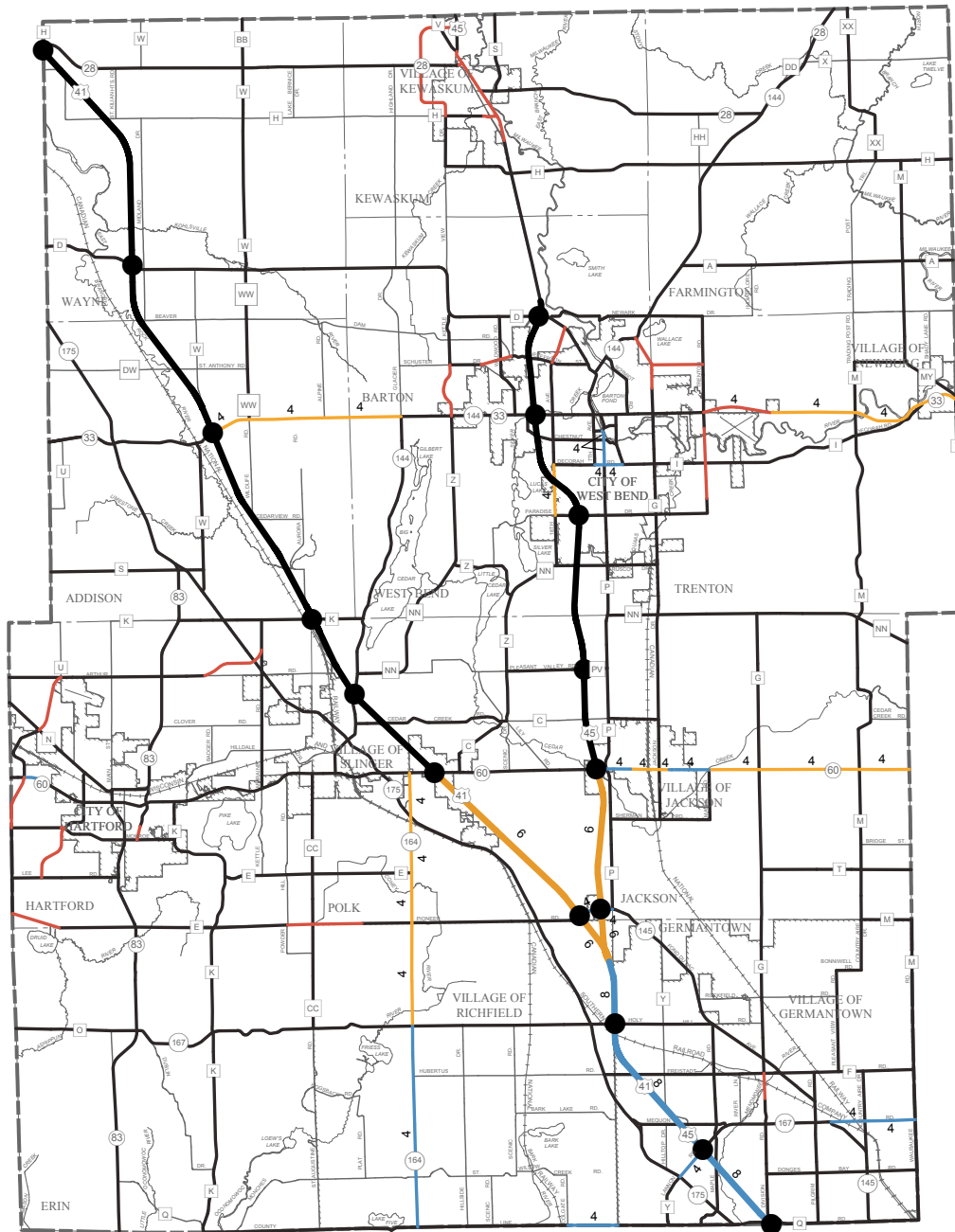


Source: SEWRPC

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Map 1 (revised)

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON 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

- 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.



GRAPHIC SCALE



Attachment C

DISTRIBUTION OF AVERAGE WEEKDAY INTERNAL PERSON TRIPS BY HOUSEHOLDS
IN THE REGION BY MODE OF TRAVEL BY COUNTY: 2001 AND 2011

Mode of Travel	Person Trips											
	Kenosha				Ozaukee				Racine			
	2001		2011		2001		2011		2001		2011	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Auto Driver	315,000	71.0	303,200	67.9	217,800	75.4	223,500	77.1	471,400	73.3	433,000	72.8
Auto Passenger	87,200	19.7	100,300	22.5	53,000	18.3	47,700	16.5	119,200	18.5	111,000	18.7
Public Transit	6,700	1.5	2,900	0.6	300	0.1	100	0.0	5,100	0.8	3,400	0.6
School Bus	16,500	3.7	15,300	3.4	10,200	3.5	9,100	3.1	25,300	3.9	20,700	3.5
Walk and Bicycle	17,800	4.0	23,500	5.3	6,500	2.2	8,500	2.9	20,900	3.2	24,000	4.0
Other ^a	200	0.0	1,400	0.3	1,200	0.4	900	0.3	1,300	0.2	2,700	0.5
Total	443,400	100.0	446,600	100.0	289,000	100.0	289,800	100.0	643,215	100.0	594,800	100.0

Mode of Travel	Person Trips											
	Milwaukee				Walworth				Washington			
	2001		2011		2001		2011		2001		2011	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Auto Driver	2,038,600	67.8	1,707,400	60.1	193,900	73.8	198,200	72.3	287,300	74.4	303,200	73.9
Auto Passenger	538,500	17.9	571,700	20.1	44,900	17.1	50,800	18.5	69,200	17.9	69,200	16.9
Public Transit	126,100	4.2	119,900	4.2	0	0.0	0	0.0	200	0.1	800	0.2
School Bus	81,400	2.7	81,700	2.9	13,600	5.2	11,500	4.2	18,100	4.7	21,400	5.2
Walk and Bicycle	206,800	6.9	337,800	11.9	9,400	3.6	11,600	4.2	10,900	2.8	11,000	2.7
Other ^a	16,300	0.5	24,000	0.8	1,100	0.4	2,000	0.7	700	0.2	4,500	1.1
Total	3,007,500	100.0	2,842,900	100.0	262,900	100.0	274,100	100.0	386,400	100.0	410,100	100.0

Mode of Travel	Person Trips							
	Waukesha				Total			
	2001		2011		2001		2011	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Auto Driver	983,400	76.0	984,800	76.0	4,507,400	71.2	4,153,300	67.5
Auto Passenger	218,800	16.9	209,500	16.2	1,130,800	17.9	1,160,200	18.9
Public Transit	3,800	0.3	2,000	0.2	142,200	2.2	129,100	2.1
School Bus	62,300	4.8	46,200	3.6	227,400	3.6	205,900	3.3
Walk and Bicycle	23,400	1.8	47,100	3.6	295,700	4.7	463,500	7.5
Other ^a	2,700	0.2	5,400	0.4	23,500	0.4	40,900	0.7
Total	1,294,500	100.0	1,295,100	100.0	6,327,000	100.0	6,152,900	100.0

Mode of Travel	Change: 2001-2011							
	Kenosha		Ozaukee		Racine		Milwaukee	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Auto Driver	-11,800	-3.7	5,700	2.6	-38,400	-8.1	-331,100	-16.2
Auto Passenger	13,100	15.0	-5,300	-10.0	-8,200	-6.9	33,400	6.2
Public Transit	-3,800	-56.7	-200	-66.7	-1,715	-33.5	-6,000	-4.8
School Bus	-1,200	-7.3	-1,100	-10.8	-4,600	-18.2	300	0.4
Walk and Bicycle	5,700	32.0	2,000	30.8	3,100	14.8	131,200	63.5
Other ^a	1,200	600.0	-300	-25.0	1,400	107.7	7,600	46.6
Total	3,200	0.7	800	0.3	-48,415	-7.5	-164,600	-5.5

Mode of Travel	Change: 2001-2011							
	Walworth		Washington		Waukesha		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Auto Driver	4,300	2.2	15,900	5.5	1,400	0.1	-354,100	-7.9
Auto Passenger	5,900	13.1	0	0.0	-9,200	-4.2	29,400	2.6
Public Transit	0	--	600	300.0	-1,800	-47.4	-13,100	-9.2
School Bus	-2,100	-15.4	3,300	18.2	-16,100	-25.8	-21,500	-9.5
Walk and Bicycle	2,200	23.4	100	0.9	23,700	101.3	167,800	56.7
Other ^a	900	81.8	3,800	542.9	2,600	92.9	17,400	74.0
Total	11,200	4.3	23,700	6.1	600	0.0	-174,100	-2.8

^a Includes motorcycle and taxi.