Minutes of the

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: March 16, 2015

TIME: 10:00 a.m.

PLACE: Conference Room A Kenosha County Center 19600 75th Street Bristol, WI

Membe	ers Present	
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Gary Sipsma	Director of Highways/Highway Commissioner,
Chairman	Kenosha County
Kenneth R. Yunker	Executive Director, SEWRPC
Secretary	
Andy Buehler	Director, Division of Planning & Development, Kenosha County
Terry Burns	President, Village of Paddock Lake
Patrick Casey	Administrator, Town of Salem
(Representing Diann Tesar)	
David DeVito	Chairman, Town of Brighton
Virgil Gentz	
Ben Harbach	Chairperson, Town of Somers
Randy Kerkman	Administrator, Village of Bristol
Tom Longtin	State Program Engineer, Southeast Region
(Representing Brett Wallace)	Wisconsin Department of Transportation
Guests and Staff Present	
Ryan W. Hoel	
Ethan S. Johnson	
Aaron Michelson	
	Wisconsin Department of Transportation
William Morris	Administrator, Town of Somers

ROLL CALL AND INTRODUCTIONS

Chairman Sipsma called the meeting of the Kenosha County Jurisdictional Highway Planning Committee to order at 10:00 a.m. Attendance was taken by circulating a sign-in sheet for signature. Chairman Sipsma then asked the Committee members, guests, and staff present to introduce themselves.

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

Chairman Sipsma asked Mr. Yunker to present the SEWRPC staff memorandum entitled "Background on the Kenosha 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 Kenosha County and the County itself.

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

Mr. Yunker then reviewed the current functional recommendations—widened arterials and new roadways—and the jurisdictional recommendations—State, county, and local—in the year 2035 Kenosha County 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—widenings of existing arterial roadways and construction of new arterial roadways—in the current Kenosha 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 then reviewed 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. Kerkman requested the consideration of a realignment of CTH Q between USH 45 and CTH MB (160th Avenue) to address the two sharp curves along this segment.
 - b. Mr. Harbach requested the consideration of an extension of CTH L between CTH H and IH 94. Chairman Sipsma stated that it was unlikely that the Wisconsin Department of Transportation (WisDOT) would construct an interchange on the IH 94 freeway at the extended CTH L, and suggested that the west limit be the frontage road east of IH 94.
 - c. Mr. DeVito requested the consideration of the need for four traffic lanes on CTH E between IH 94 and STH 32.

- d. Mr. DeVito requested the consideration of the need for four traffic lanes on CTH KR between IH 94 and STH 32.
- e. Chairman Sipsma stated that Kenosha County was requested, as part of the preliminary engineering for their project to reconstruct with additional lanes CTH S between CTH H and STH 31, to complete a traffic study to determine whether CTH S between IH 94 and CTH H needs to be widened from two to four traffic lanes. Mr. Yunker stated that Commission staff would consider the need for four traffic lanes on CTH S between IH 94 and CTH H as part of the development of VISION 2050.
- f. Mr. Casey inquired how STH 83 would be widened to four traffic lanes through the Town of Salem, given that the right-of-way through the older section of the Town is narrow and is abutted by a historic building. Mr. Yunker agreed that widening STH 83 to four traffic lanes through the downtown area of the Town of Salem would be difficult. He noted that similar restrictions in providing additional lanes exist at other locations in the Region, such as STH 60 through the Village of Jackson and STH 164 through the Village of Big Bend. Mr. Yunker stated that Commission staff would consider alternatives to providing four traffic lanes along STH 83 through the historic downtown Salem area as part of VISION 2050.
- g. Chairman Sipsma requested the consideration for the need for four traffic lanes on CTH H between CTH KR and the Wisconsin Stateline. He noted that CTH H has experienced considerable traffic growth, due in part to ongoing commercial development, such as the Amazon distribution center. Chairman Sipsma indicated that the new commercial developments have impacted how Kenosha County approaches road maintenance and traffic control, as some of the commercial developments operate 24 hours per day and have atypical number of shift changes, such as the Amazon development which has shift changes every two hours. Chairman Sipsma suggested that, in considering a potential widening of this segment of CTH H, the time of day of the traffic should be analyzed as well as the average weekday traffic volumes. Chairman Sipsma indicated that additional commercial development along this corridor is expected in the future.
- h. Chairman Sipsma requested that the need for the reservation of right-of-way to accommodate future widening to four traffic lanes along CTH U between CTH C and the Wisconsin Stateline be reconsidered, noting that this recommendation was added to the plan following Abbott Laboratories purchasing a large parcel of land west of IH 94 in the Village of Pleasant Prairie in 2006. He expressed concern that Kenosha County would need to reserve right-of-way along this this segment of CTH U to accommodate a potential widening of this roadway without definitive plans for development by Abbott Laboratories. Mr. Kerkman stated that he is not aware of any definitive plans for development on the Abbott Laboratory property, but noted that initial proposals envisioned significant development. Mr. Kerkman added that this segment of CTH U is located within the planned sewer service area.
- i. Mr. Burns asked about the recommendation for reserving right-of-way to accommodate potential future widening to four traffic lanes on CTH K between USH 45 and IH 94. Mr. Yunker stated that the recommendation was based on the possible future year 2035 average weekday traffic volume approaching, but not exceeding, the design capacity of the existing roadway. Mr. Burns inquired if the recommendation was also based on CTH K serving as a reliever route for STH 50. Mr. Yunker confirmed that this is part of the

justification. Chairman Sipsma indicated that the City of Kenosha annexed a portion of the land bordered by CTH K to the north, STH 50 to the south, CTH MB to the west, and IH 94 to the east. Mr. Gentz stated that this segment of CTH K is well traveled, and he noted that the roadway width is narrow, lacking adequate shoulders. Mr. Yunker stated that Commission staff would reconsider the recommended reservation of right-of-way along CTH K between USH 45 and IH 94 as part of VISION 2050.

[Secretary's Note:

Based on a previous request by the Village of Pleasant Prairie, the following functional improvement issues will also be analyzed by Commission staff as part of VISION 2050:

- Consider the need for four traffic lanes on 85th Street between Cooper Road and 65th Avenue in the Village of Pleasant Prairie;
- Consider the need for four traffic lanes on 93rd Street between 39th Avenue and 63rd Avenue;
- Consider the need for four traffic lanes on 116th Street between STH 31 and STH 32; and
- Consider the realignment of CTH H (88th Avenue) at CTH C.]
- 2. Mr. Gentz indicated that the CTH S bridge over Canadian Pacific Railway (CP) rail line east of IH 94 is in poor condition. He added that train traffic can cause traffic delays at the at-grade crossing of CTH S and Union Pacific Railroad (UP) rail line. Chairman Sipsma stated that as part of the preliminary engineering for the reconstruction of CTH S with additional traffic lanes between CTH H and STH 31, the Kenosha County would be studying the bridge over the CP rail line and the at-grade crossing of UP rail line. He noted at-grade crossing at the UP rail line is currently undergoing repairs which has resulted in trains traveling at slower speeds through the crossing until the repairs are completed.
- 3. Mr. Morris stated that a developer has requested preliminary approval by the Town of Somers for a large commercial development at the northeast corner of CTH S and CTH H. He added that the developer intends construction to begin in later this spring. Mr. Morris added that there are other developments proposed in the Town, including developments located near the intersection STH 31 and CTH E and near the intersection of STH 31 and CTH L. He noted that the proposed development near the intersection of STH 31 and CTH L is proposing residential development at a higher density than the Town typically has approved.
- 4. Chairman Sipsma noted that, with respect to Map 1 of the staff memorandum, the planned widening of the segment of CTH G between 15th Street and 22nd Street 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 Kenosha County, as included in these minutes as Attachment B.]

5. Responding to an inquiry by Chairman Sipsma, Mr. Yunker stated that, following the completion of VISION 2050, the regional transportation plan will be formally reviewed and updated every four years. He added that amendments to the regional transportation plan would be considered following a request by the responsible level of government.

- 6. Mr. Buehler inquired about the status of the proposed STH 50 bypass of Village of Paddock Lake. Mr. Burns replied that by limiting access along STH 50 through the Village, a bypass is no longer needed.
- 7. Mr. Buehler noted that WisDOT had recently held public meetings regarding the stretch of STH 50 between USH 45 and STH 83/75 and had identified a possible need for future widening to six traffic lanes. Mr. Yunker stated that Commission staff will inquire with WisDOT and report the status of the project in the meeting minutes.

[Secretary's Note: Following the meeting, Mr. Longtin informed Commission staff that WisDOT is conducting a corridor preservation study of STH 50 between STH 75/STH 83 and IH 94. He indicated that WisDOT currently does not have a project programed to reconstruct STH 50 with additional traffic lanes between STH 75/STH 83 and USH 45.]

8. Mr. Buehler noted that Kenosha County has developed a map showing the planned right-of-way widths for all of the county trunk highways within Kenosha County. Chairman Sipsma stated that the planned right-of-way widths for the county trunk highways shown on the map should be consistent with the planned functional improvements of the regional transportation plan. Mr. Yunker stated the Commission staff will attach the County's right-of-way maps to the meeting minutes.

[Secretary's Note: A map showing the planned right-of-way widths for the county trunk highways in Kenosha County is included with these minutes as Attachment C.]

- 9. Mr. Buehler inquired about the relationship between the regional transportation plan and the transportation improvement program (TIP) for Southeastern Wisconsin. Mr. Yunker responded that Federal regulations require that the Commission, as the Metropolitan Planning Organization (MPO) for Southeastern Wisconsin, develop and follow an areawide transportation planning process for the Region. He stated that, as part of this process, the Commission works with the local municipalities and counties within the Region and the State about every 10 years to review and update the regional transportation plan—which the Commission is currently working on and presenting to the Committee at this meeting—and every two years to update a regional TIP. He noted that the TIP is a listing of all the regionally significant transportation projects programmed for implementation over the next four years. Mr. Yunker stated that in order for transit and highway improvement projects to be eligible for Federal transit and highway funding, they need to be consistent with the regional transportation plan and be listed in the regional TIP.
- 10. Mr. Yunker stated that at the next meeting, the Commission staff will provide Committee members with the year 2050 traffic forecasts for the segments of arterial streets and highways that were discussed at this meeting. Mr. Burns requested that the Commission staff also provide Committee members with a summary of how the Commission staff develops its recommendations for arterial street and highway functional improvements, including the reservation of right-of-way to accommodate future widenings. Mr. Yunker stated that this would be provided at the next meeting.
- 11. Mr. Casey asked if the Commission staff would like to receive information regarding potential future developments, even if they are conceptual. Mr. Yunker indicated that the information would be beneficial to the Commission staff.

- 12. Mr. Casey stated that many Town of Salem residents travel to the Village of Antioch in Illinois to access Metra's North Central Service commuter rail line. He indicated that Western Kenosha County Transit currently provides bus service to the Antioch Metra station, and he asked if there is any discussion about extending Metra's North Central Service commuter rail line north into Wisconsin, Mr. Yunker indicated that in 2002 the Commission staff completed a study examining the feasibility of extending Metra's North Central Service commuter rail line from its current northern terminus in the Village of Antioch to serve stations in the Village of Silver Lake and City of Burlington. An alternative of implementing commuter bus service connecting the City of Burlington and the Village of Silver Lake with the Metra commuter rail station in the Village of Antioch was also analyzed. Following consideration of the study findings concerning the potential ridership, capital costs, and operating costs of the two potential services, the Commission's Advisory Committee guiding this effort concluded that neither the commuter rail service nor the commuter bus service in the Burlington-Antioch corridor could be justified at that time. Mr. Yunker noted also that, as Metra's operating and taxing authority does not extend into Wisconsin, the State of Wisconsin and local governments would be responsible for funding any new service extending into Southeastern Wisconsin.
- 13. Chairman Sipsma stated that a park ride lot has been constructed in the Village of Pleasant Prairie north of STH 165, adjacent to the Pleasant Prairie RecPlex. He noted that the Village of Pleasant Prairie at one time was interested in adding this location as a new stop for Amtrak's Hiawatha Service, which operates between Milwaukee and Chicago. Mr. Yunker indicated that WisDOT is the lead agency for intercity passenger rail planning in the State.
 - [Secretary's Note: WisDOT, the Illinois Department of Transportation (IDOT), and the Federal Railroad Administration (FRA), in partnership with Amtrak, are currently preparing an Environmental Assessment and Service Development Plan, which includes consideration of potential improvements to the Hiawatha Service, such as increasing its daily service frequency from the current seven daily round-trips to 10 daily round-trips and reducing travel times. The addition of a new Amtrak station is not currently being considered as part of this effort.]
- 14. Mr. Buehler indicated that Kenosha County adopted its comprehensive bicycle plan in 2013. Mr. Yunker stated Kenosha County's bicycle plan will be incorporated into VISION 2050.
 - [Secretary's Note: Commission staff worked with Kenosha County staff to incorporate the regionally significant planned bicycle facilities into all of the alternative regional transportation plans developed and evaluated as part of VISION 2050.]
- 15. Mr. Burns stated that there have been initial talks between Kenosha County and American Transmission Company (ATC) regarding construction of a multi-purpose trail within the right-of-way of ATC's proposed construction of a new electric transmission line between the existing Spring Valley substation in the Town of Salem and an existing substation in the City of Lake Geneva (Spring Valley-North Lake Geneva Electric Reliability Project). He noted that the potential trail is not included in the current Kenosha County bicycle plan, but that the plan recommends that when a utility expands or creates a new line through Kenosha County, the land or easements shall be considered as a viable option for a bike trail as an addition or modification to the current recommended bicycle network. Mr. Burns indicated that ATC's proposed project

will be considered by the Public Service Commission later this year. Mr. Yunker indicated that the Commission staff will incorporate the potential trail in VISION 2050.

[Secretary's Note: Commission staff included a potential off-street bicycle path along ATC's preferred route for their proposed new transmission line between the Town of Salem and City of Lake Geneva in all of the alternative regional transportation plans developed and evaluated as part of VISION 2050.]

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, the meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Kenneth R. Yunker Secretary

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Southeastern Wisconsin Regional Planning Commission

Staff Memorandum

BACKGROUND ON THE KENOSHA 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 which can review and refine the regional plan functional improvement recommendations, and also provide *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 current Kenosha County jurisdictional highway system plan is reflected in the year 2035 regional transportation plan¹, adopted by the Commission in 2006 and subsequently reviewed and updated in 2010 and 2014. The functional improvement 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 Kenosha County Jurisdictional Highway Planning Committee. Following the adoption of VISION 2050, the Commission staff will work if requested 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.

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".

Current Functional Improvement Recommendations for Kenosha County

The current functional improvements recommended within Kenosha County under the year 2035 regional transportation plan are displayed in Map 1. The adopted year 2035 regional transportation plan totals 361.3 arterial street and highway route-miles in Kenosha County. Approximately 89.8 percent, or 324.4 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 34.7 route-miles, or 9.6 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 2.2 route-miles, or about 0.6 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.

Year 2035 Regional Transportation Plan Recommendations

The current year 2035 functional improvement and jurisdictional responsibility recommendations for the Kenosha County arterial street and highway system were developed as part of the preparation of 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 2 and includes the following aspects:

• <u>Rapid Transit</u>: 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.

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN

Map 1



- 3 -

ARTERIAL STREET OR HIGHWAY

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

- FREEWAY INTERCHANGE
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

Each proposed afterial street and highway improvement, expansion, or preservation project would read to undergo preliminary expinienting and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and implaces, show thether and how a plan and project will proceed to implementation will be made by the responsibe State. county or municipal arterial streets) at the conclusion of preliminary engineering and retrievants. County for county thomways.

2. The 114 miles of freeway widening proposed in the plan, and in particular the 18 miles of videning in the City of Miwaukee (1194 between the Zoo and Marquette interchanges and 114.3 between the Mitchell and Silver Spring interchanges), will undergo predimmary organisment and an environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering a thermalies will be considered, including rebuild be modem design standards, rebuild for modem design standards, rebuild for mucher of lasts. Only other preliminary options of rebuild be modem design standards, rebuilding with detitional larses, and rebuilding with the existing under of lasts. Only at the conclusion of preliminary would a determination be made as to how the freeway would be reconstructed.

3. The plan recommends that the Wisconsin Department of Transportation outring its perimensity significant do not an interchange with CTH K in Kennskin a do not an interchange with CTH K in Kennskin COMM, including the attemative of collector-distillutor readways connecting CTH K, STH 50, and STH 158, and an additional potential new future freeway interchange at CTM with the 94. Should be preliminary engineering study conduct with a recommendation to construct one or both of the interchanges, the Regional Planning Commission, upon request of the interchanges. The Regional Planning Commission, upon request of the presented local governments and the Wisconsh Department of Transportation, would tike action to amend the regional plan to commend the attemport of the presented local plan to the plant of the transportation, would take action to amend the regional plan to the plant of the transportation. Transportation, would take action to amend recommend the construction of the interchange.

Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.

Sufficient right-of-wayshould be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six travel lanes.

I:\Tran\WORK\RTSP2050\JHSP\Kenosha\Map 1 - Ken Funct Plan.mxd

Source: SEWRPC



- <u>Express Transit</u>: recommended express transit services would consist of a grid of limited-stop, higherspeed 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.
- <u>Local Transit</u>: 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.
- <u>Intercity Rail</u>: 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 3). About 250 miles of this planned off-street system exist 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:

- <u>*Freeway Traffic Management*</u>: 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.
- <u>Surface Arterial Street and Highway Traffic Management</u>: 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 curblane 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.
- <u>Major Activity Center Parking Management and Guidance</u>: 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 (See Map 4). The plan recommends that approximately 90 percent, or 3,284 of these route-miles, be resurfaced and reconstructed with no additional capacity. Approximately 302 route-miles, or 8 percent of the total system, are recommended for widening upon reconstruction to provide additional through traffic lanes, including 114 miles of freeways. The remaining 76 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 10 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.

plan recommends over the next 20 years a capacity expansion of 10 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 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 facilities. The proposed arterial street and highway capacity improvements—





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 6 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 1 (revised)



FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN KENOSHA 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 ACCOMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

- FREEWAY INTERCHANGE
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)



THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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 final decisions as to whether and how a Jain and project will proceed to implementation will be made by the responsible State, county, or municipal arterial lydiways. County for county inguivasy, and 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 freeway widening proposed in the blank of Mawakiee (III) et al. Weeken the Zoo and Marutue III et al. The City of Mawakiee (III) et al. Between the Mitchell and Silver Spring interchanges), will undergo pretiminary organisation and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering a thermalise magnetication and the constrained and the existing mutual events, result to mode with economic of the and and solver supportant presents of the existing method.

3. The plan recommends that the Wisconsin Department of Transportation during its perimanary engineering for H9 do ronsider the provision of an interchange with CTH K in Kenosha County, including the alternative of collector-distrubutor readwayes connecting CTH K. STH S0, and STH 158, and an additional potential new future freeway interchange at CTH ML with H94. Should the preliminary engineering study conclude with a recommendation to construct one or both of the interchanges, the Regional Planming Commission, upon request of the constructions or could take action to anneud the regional plan to recommend the construction of the interchange.

Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.

Sufficient right-of-wayshould be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six travel lanes.

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