

Minutes of the

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: December 10, 2015
TIME: 10:00 a.m.
PLACE: Conference Room B
Kenosha County Center
19600 75th Street
Bristol, WI

Members Present

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
Matt Fineour..... Village Engineer, Village of Pleasant Prairie
Virgil Gentz Chairman, Town of Paris
Randy Kerkman Administrator, Village of Bristol
John B. Kiel Chairman, Town of Brighton
Tim McElmeel Urban and Regional Planner, Southeast Region
(Representing Brett Wallace) Wisconsin Department of Transportation

Guests and Staff Present

Clement Abongwa Assistant Director, Division of Highways, Kenosha County
Michael G. Hahn..... Deputy Director, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
Ethan S. Johnson..... Senior Engineer, SEWRPC

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 APPROVAL OF MINUTES

Mr. Gentz made a motion to approve the minutes for the March 16, 2015 Committee meeting. The motion was seconded by Mr. Buehler and was approved unanimously by the Committee.

PRESENTATION AND DISCUSSION ON VISION 2050 DETAILED ALTERNATIVE LAND USE AND TRANSPORTATION PLANS AND THEIR EVALUATION

Chairman Sipsma asked Mr. Yunker to present the VISION 2050 detailed alternative land use and transportation plans and their evaluation. Referring to the VISION 2050 alternatives handout, Mr. Yunker stated that the Commission staff developed and evaluated three detailed year 2050 land use and transportation plans. He stated that the Trend is a projection to the year 2050 of land use and transportation trends of the last 15 years, including lower density development and declines in public transit service. He stated that Alternatives I and II were developed based on public input from the initial visioning stage of VISION 2050 and include higher density land use development patterns and expanded public transit service. The three alternatives were evaluated and compared using a set of objectives and 50 criteria organized under four themes—healthy communities, mobility, cost and financial stability, and equitable access. He noted that public feedback on the alternatives and their evaluation, including comments from this Committee, will help determine which aspects of the alternatives will be included in the VISION 2050 Preliminary Recommended Plan.

The following comments and questions were raised during and following Mr. Yunker’s review of the VISION 2050 alternatives and their evaluation.

1. Mr. Kiel suggested that the Preliminary Recommended Plan include a bus route connecting western Kenosha County to the Metra commuter rail station in Antioch, Illinois. He noted that Metra’s commuter rail route serving Antioch does not operate on weekends.
2. Mr. Kiel stated that bicyclists using the paved shoulders along STH 75 may be at risk from distracted motorists. He suggested that separate bicycle paths should be constructed along highways instead of paved shoulders. Chairman Sipsma stated that the paved shoulders along STH 75 are about five to six feet wide, but that the State does not have signs along this highway alerting motorists to the potential presence of bicyclists. Mr. Kerkman stated that providing on-street bicycle facilities on roadways with higher speed limits and higher traffic volumes could expose bicyclists to more risk. Mr. Yunker noted that on-street bicycle facilities comply with “Complete Streets” legislation. Mr. Kiel stated that for safety reasons, the Preliminary Recommended Plan should include more miles of off-street bicycle facilities and fewer miles of on-street facilities. Mr. Yunker noted that a four foot paved shoulder typically is considered an adequate on-street bicycle accommodation, but on higher volume roads it may be more appropriate to accommodate bicycles on an adjacent, separate path.

DISCUSSION ON FUNCTIONAL IMPROVEMENTS TO THE KENOSHA COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM TO BE CONSIDERED FOR THE VISION 2050 PRELIMINARY RECOMMENDED REGIONAL LAND USE AND TRANSPORTATION PLAN

Chairman Sipsma asked Mr. Yunker to present the Commission staff’s analysis of Kenosha County arterial street and highway functional improvement issues raised by the Kenosha County Jurisdictional Highway Planning Committee at its previous meeting held on March 16, 2015.

[Secretary’s Note: A document summarizing the Commission staff’s initial response to functional improvement issues raised by the Kenosha County Highway Jurisdictional Committee is included with these minutes as Attachment A.]

Realignment of CTH Q between USH 45 and CTH MB

Mr. Yunker stated that as requested by the Committee, the Commission staff will recommend including a realignment of CTH Q between USH 45 and CTH MB in the Preliminary Recommended Plan. Chairman Sipsma stated that it is important that VISION 2050 show a reasonable realignment of CTH Q. Mr. Yunker responded that Commission staff will work with Kenosha County staff on the realignment.

Extension of CTH L between CTH H and the IH 94 East Frontage Road

Mr. Yunker stated that should the area adjacent to the extension of CTH L between CTH H and the IH 94 East Frontage Road be recommended for planned urban development of medium density under the preliminary recommended year 2050 regional land use plan, the Commission staff would recommend that the extension of CTH L between CTH H and the IH 94 East Frontage Road be included as a planned functional improvement in the Preliminary Recommended Plan. Mr. Buehler noted that the Village of Somers is considering more development than it has in the past, which potentially would increase the need for the extension.

Need for Four Traffic Lanes on CTH E between IH 94 and STH 32

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH E between IH 94 and STH 32, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH E to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members agreed with this recommendation.

Need for Four Traffic Lanes on CTH KR between IH 94 and STH 32

Mr. Yunker explained that even though forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of CTH KR between IH 94 and STH 32, it has long been suggested that this facility could provide higher speed access between IH 94 and the City of Racine. Thus, he indicated that the Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH KR to accommodate possible future improvement of the facility beyond the design year of the plan. Chairman Sipsma noted that traffic volumes must exceed the design capacity of a roadway in order for the project to be eligible for Federal or State funding. Committee members agreed with the Commission staff's recommendation.

Need for Four Traffic Lanes on CTH S between IH 94 and CTH H

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH S between IH 94 and CTH H, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH S to accommodate possible future improvement of the facility beyond the design year of the plan. Chairman Sipsma suggested that the Preliminary Recommended Plan include widening of this segment of road from two to four traffic lanes because of increasing traffic volumes associated with the opening of the Amazon Fulfillment Center. Mr. Yunker stated that the forecast year 2050 traffic volumes along this segment of CTH S were close to the roadway's design capacity and that Commission staff would agree to add the widening of this segment of CTH S to the Preliminary Recommended Plan.

Responding to an inquiry by Mr. Abongwa, Mr. Yunker stated that Commission staff considered each community's comprehensive plan during the development of the Preliminary Recommended Plan. He noted, however, that generally the comprehensive plans collectively anticipate more development than what would be reasonably expected countywide or Regionwide by the design year of the plan. Mr. Yunker stated that Commission staff annually monitor estimates of population, households,

employment, and traffic volumes in the Region. If any of these estimates would depart significantly from the Commission's forecasts, the Commission would re-evaluate its forecasts. He indicated that historically the Commission population and employment forecasts over the last 35 years have been accurate.

Mr. Gentz stated that truck traffic along CTH S has increased east of CTH H. Responding to an inquiry from Mr. Buehler, Mr. Yunker stated that an increase in truck traffic would reduce the capacity of a roadway. Mr. Buehler noted that a planned development at the northeast corner of CTH H and CTH S is expected to significantly increase truck traffic in that area.

Alternatives to Providing Four Traffic Lanes along STH 83 Traveling through the Historic Downtown Salem Area

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 83 between STH 50 and the Wisconsin State line, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of STH 83 to accommodate possible future improvement of the facility beyond the design year of the plan rather than widening this segment from two to four traffic lanes as recommended in the year 2035 regional transportation plan. Mr. Buehler agreed that the Preliminary Recommended Plan should include the reservation of right-of-way along this segment of STH 83, noting that the segment of STH 83 between the Wisconsin State line and CTH C may experience higher traffic volumes in the future.

Need for Four Traffic Lanes on CTH H between CTH KR and the Wisconsin State Line

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of CTH H between CTH S and CTH C, Commission staff recommends that the Preliminary Recommended Plan include the widening of this segment of CTH H from two to four traffic lanes. Mr. Yunker further states that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH H between CTH KR and CTH S and between CTH C and STH 165, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along these segments of CTH H to accommodate possible future improvement of the facility beyond the design year of the plan. Mr. Yunker also stated that as forecast year 2050 average weekday traffic volumes may not be expected to approach the design capacity of CTH H between STH 165 and the Wisconsin State line, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of CTH H to provide essentially the same capacity. Chairman Sipsma suggested that the Preliminary Recommended Plan include the widening of CTH H to four travel lanes between CTH C and STH 165. Mr. Yunker stated that the forecast year 2050 traffic volumes along this segment of CTH H were close to the roadway's design capacity and that the Commission staff would agree to add the widening of this segment of CTH H to the Preliminary Recommended Plan.

Need for Four Traffic Lanes on 85th Street between Cooper Road and 65th Avenue

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of the segment of 85th Street between Cooper Road and 65th Avenue, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of 85th Street to accommodate possible future improvement of the facility beyond the design year of the plan. Mr. Fineour stated that this segment of 85th Street was recently reconstructed with two travel lanes with bicycle and parking lanes on both sides of the roadway.

[Secretary's Note: The Preliminary Recommended Plan proposes maintaining the existing cross-section for 85th Street between Cooper Road and 65th Avenue (as shown on Attachment B to these minutes), based on the Village of Pleasant Prairie completing the reconstruction of this segment of 85th Street in about 2010.]

Need for Four Traffic Lanes on 93rd Street between 39th Avenue and 63rd Avenue

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of 93rd Street between 39th Avenue and 63rd Avenue, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of 93rd Street to provide essentially the same capacity. Mr. Fineour agreed with the Commission staff's recommendation.

Need for Four Traffic Lanes on 116th Street between STH 31 and STH 32

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of 116th Street between STH 31 and STH 32, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of 116th Street to provide essentially the same capacity. Mr. Fineour agreed with the Commission staff's recommendation.

Realignment of CTH H at CTH C

Mr. Yunker stated that, based on existing and forecast year 2050 average weekday traffic volumes, it would be appropriate that traffic on CTH H have preference through the CTH H and CTH C intersection. He indicated that if the Committee agrees, the realignment of CTH H at CTH C would be included in the Preliminary Recommended Plan. Chairman Sipsma noted that a roundabout was constructed at the CTH H and CTH C intersection and that there is room to expand the roundabout to accommodate additional travel lanes on CTH H.

Reservation of Right-of-Way on CTH U between CTH C and CTH WG

Mr. Yunker stated that forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of CTH U between CTH C and CTH WG. Mr. Yunker noted that future traffic volumes along this roadway would depend, in part, on the proposed Abbott Laboratories development. Chairman Sipsma stated that it is appropriate at this time to base the year 2050 plan recommendations on the current development plans of the communities. He noted that preserving the right-of-way along a roadway based on a future development without definitive plans could have significant impact on adjacent landowners. He stated that the County prefers to not reserve right-of-way along the roadway unless it has been determined to be necessary. He stated that based on current traffic volumes, the reservation of right-of-way along this segment of CTH U does not seem to be necessary. Mr. Kerkman stated that the Village of Bristol is considering providing sewer and water service to an area, totaling about 500 acres, located between CTH U and IH 94 and south of CTH C. Chairman Sipsma suggested that the Preliminary Recommended Plan could include the reservation of right-of-way along CTH U between CTH C and CTH Q, but not between CTH Q and the State line. He noted that primary access to the development would be provided by CTH C and IH 94. Mr. Yunker stated that Commission staff would include the reservation of right-of-way along CTH U between CTH C and CTH Q and that Commission staff would re-examine current land use plans in this area.

Reservation of Right-of-Way on CTH K between USH 45 and IH 94

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of CTH K between USH 45 and IH 94, Commission staff

recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH K to accommodate possible future improvement of the facility beyond the design year of the plan. Mr. Kerkman stated that truck traffic along this segment of CTH K historically has been high but has recently decreased. Mr. Gentz noted that a landfill is located along this highway segment which may contribute to the truck traffic. He also stated that this segment of CTH K is a narrow road with no shoulders and that motorists use this road as an alternative to STH 50 and travel at high speeds. Chairman Sipsma supported the recommendation to include reservation of right-of-way along CTH K between USH 45 and IH 94, and he further suggested that a bicycle route be constructed along this segment of CTH K.

In addition to the Commission staff's analysis of Kenosha County arterial street and highway functional improvement issues raised by the Committee, included in Attachment B, the Commission staff proposed additional functional improvement changes for the Committee to consider:

Reservation of Right-of-Way on STH 165 between STH 31 and CTH ML

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 165 between STH 31 to CTH ML, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way to permit future widening along this segment of STH 165 rather than recommending future widening to four traffic lanes. Mr. Fineour requested that the Preliminary Recommended Plan continue to recommend that this segment of STH 165 be widened to four traffic lanes.

[Secretary's Note: The Preliminary Recommended Plan includes the widening upon its reconstruction of STH 165 from two to four traffic lanes between STH 31 and CTH ML, as shown on Attachment B to these minutes.]

Reservation of Right-of-Way on CTH C between CTH U and CTH H

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH C between CTH U to CTH H, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way to permit future widening along this segment of CTH C rather than recommending future widening to four traffic lanes. Mr. Kerkman requested that the Preliminary Recommended Plan continue to recommend that this segment of CTH C be widened to four traffic lanes, as traffic volumes on this segment are increasing.

Secretary's Note: The Preliminary Recommended Plan includes the widening upon its reconstruction of CTH C from two to four traffic lanes between CTH U and CTH H, as shown on Attachment B to these minutes.]

Reservation of Right-of-Way on CTH K between IH 94 and CTH H

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH K between IH 94 to CTH H, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way to permit future widening along this segment of CTH K rather than recommending future widening to four traffic lanes. Chairman Sipsma requested that the Preliminary Recommended Plan continue to recommend that this segment of CTH K be widened to four traffic lanes.

Secretary's Note: The Preliminary Recommended Plan includes the widening upon its reconstruction of CTH K from two to four traffic lanes between IH 94 and CTH H, as shown on Attachment B to these minutes.]

Reservation of Right-of-Way on 104th Street between 64th Street and STH 158

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of 104th Street between 64th Street and STH 158, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way to permit future widening along this segment of 104th Street rather than recommending future widening to four traffic lanes. Chairman Sipsma requested that the Preliminary Recommended Plan continue to recommend that this segment of 104th Street be widened to four traffic lanes.

Secretary's Note: The Preliminary Recommended Plan includes the widening upon its reconstruction of 104th Street from two to four traffic lanes between 64th Street and STH 158, as shown on Attachment B to these minutes.]

[Secretary's Note: The functional improvements proposed for the Ozaukee County arterial street and highway system under the Preliminary Recommended Plan is provided as Attachment B to these minutes.]

NEXT MEETING

Mr. Yunker stated that the next meeting of this Committee will be scheduled after the Preliminary Recommended Plan has been completed.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 12:00 p.m.

Respectfully submitted,

Kenneth R. Yunker
Secretary

Attachment A

ANALYSIS OF KENOSHA COUNTY ARTERIAL STREET AND HIGHWAY FUNCTIONAL IMPROVEMENT ISSUES RAISED BY THE KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Members of the Kenosha County Jurisdictional Highway Planning Committee identified at their March 16, 2015, meeting functional improvement—widening and new facilities—issues for the Kenosha County arterial street and highway system to be considered as part of VISION 2050—a major update to the regional land use and transportation plans. The following are the Commission staff's initial response to the functional improvement issues raised:

- ***Consider the Realignment of CTH Q between USH 45 and CTH MB***
 - Commission staff recommendation: The realignment of CTH Q between USH 45 and CTH MB is recommended to be addressed in the preliminary recommended year 2050 regional transportation plan.

- ***Consider the Extension of CTH L between CTH H and the IH 94 East Frontage Road***
 - Extension of CTH L between CTH H and the IH 94 east frontage road would be warranted, based on its spacing with adjacent arterial streets and highways, if it is located adjacent to planned urban development of medium density.

 - Commission staff recommendation: Should the area adjacent to the extension of CTH L between CTH H and the IH 94 east frontage road be recommended for planned urban development of medium density under the preliminary recommended year 2050 regional land use plan, it is recommended that the extension of CTH L between CTH H and the IH 94 east frontage road be considered as a planned functional improvement to the Kenosha County arterial street and highway system to be included in the preliminary recommended year 2050 regional transportation plan.

- ***Consider the Need for Four Traffic Lanes on CTH E between IH 94 and STH 32***
 - Existing average weekday design capacity: 14,000

 - Existing average weekday traffic volume: 4,000 to 6,000

 - Forecast year 2050 average weekday traffic volume: 9,000 to 12,000

 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of CTH E by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along CTH E between IH 94 and STH 32 to accommodate possible future improvement of the facility beyond the design year of the plan.

- ***Consider the Need for Four Traffic Lanes on CTH KR between IH 94 and STH 32***
 - Existing average weekday design capacity: 14,000

 - Existing average weekday traffic volume: 4,700 to 8,000

 - Forecast year 2050 average weekday traffic volume: 5,000 to 9,000

- Commission staff recommendation: While the forecast year 2050 average weekday traffic volumes may not be expected to approach the design capacity of this segment of CTH KR by the design year 2050, it has long been suggested that this facility be identified as needed for providing higher speed access to the southern Racine County area. Thus, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along CTH KR between IH 94 and STH 32 to accommodate possible future improvement of the facility beyond the design year of the plan.
- ***Consider the Need for Four Traffic Lanes on CTH S between IH 94 and CTH H***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 7,400 to 7,800
 - Forecast year 2050 average weekday traffic volume: 10,000 to 11,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of CTH S by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along CTH S between IH 94 and CTH H to accommodate possible future improvement of the facility beyond the design year of the plan.
- ***Consider Alternatives to Providing Four Traffic Lanes along STH 83 through the Historic Downtown Salem Area***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 5,500 to 9,500 between STH 50 and the stateline
 - Forecast year 2050 average weekday traffic volume: 10,000 to 13,000 between STH 50 and the stateline
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of STH 83 between STH 50 and the Wisconsin Stateline by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan recommend the reservation of right-of-way along this segment of STH 83 to accommodate possible future improvement of the facility beyond the design year of the plan, rather than the widening of this segment of STH 83 from two to four traffic lanes, as recommended in the year 2035 regional transportation plan.
- ***Consider the Need for Four Traffic Lanes on CTH H between CTH KR and the Wisconsin Stateline***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 4,600 to 6,100 between CTH KR and CTH S, 11,000 to 14,600 between CTH S and CTH C, 4,900 to 9,200 between CTH C and STH 165, and 3,300 and 4,900 between STH 165 and the stateline

- Forecast year 2050 average weekday traffic volume: 9,000 to 12,000 between CTH KR and CTH S, 18,000 to 21,000 between CTH S and CTH C, 9,000 to 13,000 between CTH C and STH 165, and 5,000 to 6,000 between STH 165 and the stateline
- Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of CTH K between CTH S and CTH C, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the widening of CTH H between CTH S and CTH C from two to four traffic lanes.

Additionally, as the forecast average traffic volumes may be expected to approach but not exceed the design capacity of the segments CTH H between CTH KR and CTH S and between CTH C and the Wisconsin Stateline by the design year 2050, it is also recommended that the preliminary recommended plan recommend the reservation of right-of-way along CTH H between CTH KR and CTH S and between CTH C and STH 165 to accommodate possible future improvement of the facility beyond the design year of the plan.

As the forecast year 2050 average weekday traffic volumes may not be expected to approach the design capacity of CTH H between STH 165 and the Wisconsin Stateline by the design year 2050, it is recommended that the preliminary recommended year 2050 regional transportation plan recommend the maintaining of CTH H with essentially the same capacity between STH 165 and the Wisconsin Stateline.

- ***Consider the Need for Four Traffic Lanes on 85th Street between Cooper Road and 65th Avenue***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 4,000 to 6,000
 - Forecast year 2050 average weekday traffic volume: 10,000 to 11,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of 85th Street by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan recommend the reservation of right-of-way along 85th Street between Cooper Road and 65th Avenue to accommodate possible future improvement of the facility beyond the design year of the plan.
- ***Consider the Need for Four Traffic Lanes on 93rd Street between 39th Avenue and 63rd Avenue***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 3,600
 - Forecast year 2050 average weekday traffic volume: 4,000 to 6,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of this segment of 93rd Street by the design year 2050, Commission staff recommends that the preliminary

recommended year 2050 regional transportation plan recommend the maintaining of 93rd Street with essentially the same capacity between 39th Avenue and 63rd Avenue.

- ***Consider the Need for Four Traffic Lanes on 116th Street between STH 31 and STH 32***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 500 to 1,700
 - Forecast year 2050 average weekday traffic volume: 4,000 to 7,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of this segment of 116th Street by the design year 2050, it is recommended that the preliminary recommended year 2050 regional transportation plan recommend the maintaining of 116th Street with essentially the same capacity between STH 31 and STH 32.

- ***Consider the Realignment of CTH H at CTH C***
 - The segment of CTH C west of the intersection of CTH H and CTH C serves an IH 94 freeway interchange.
 - The segment of CTH H south of the intersection of CTH H and CTH C serves an existing and planned major industrial area.
 - Existing average weekday traffic volume: 4,000 on CTH C, 9,200 on CTH H south of CTH C, and 11,000 on CTH H north of CTH C
 - Forecast year 2050 average weekday traffic volume: 7,000 on CTH C, 13,000 on CTH H south of CTH C, and 19,000 north of CTH C
 - Commission staff recommendation: The Commission staff would agree that based on the existing and forecast average weekday traffic volume that it would be appropriate to give traffic on CTH H preference through the CTH H and CTH C intersection. Thus, if the Committee agrees, the realignment of CTH H at CTH C would be included in the preliminary recommended year 2050 regional transportation plan.

- ***Reconsider the Reservation of Right-of-Way on CTH U between CTH C and CTH WG***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 1,800 to 2,000
 - Forecast year 2050 average weekday traffic volume: 3,000 to 7,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of this segment of CTH U by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan recommend the maintaining of CTH U with essentially the same capacity between CTH C and CTH WG.

- ***Reconsider the Reservation of Right-of-Way on CTH K between USH 45 and IH 94***
 - Existing average weekday design capacity: 14,000
 - Existing average weekday traffic volume: 4,700
 - Forecast year 2050 average weekday traffic volume: 10,000 to 13,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of CTH K by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan recommend the reservation of right-of-way along CTH K between USH 45 and IH 94 to accommodate possible future improvement of the facility beyond the design year of the plan.

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FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN KENOSHA COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN

