

Minutes of the Fourteenth Joint Meeting of the

**ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING
AND REGIONAL TRANSPORTATION SYSTEM PLANNING**

DATE: January 27, 2016
TIME: 9:30 a.m.
PLACE: West Allis City Hall
7525 W. Greenfield Avenue
West Allis, Wisconsin

Members Present

Committee on Regional Land Use Planning

Jennifer Andrews Director of Community Development, City of Waukesha
Anthony J. Barth (alternate for Sheri Schmit) Systems Planning Supervisor,
Wisconsin Department of Transportation
Robert J. Bauman Alderman, City of Milwaukee
Harlan E. Clinkenbeard City Planner, City of Pewaukee
Brian Dranzik Commissioner, Southeastern Wisconsin Regional Planning Commission;
Director of Transportation, Department of Transportation, Milwaukee County
Charles Erickson Community Development Manager, City of Greenfield
Daniel F. Ertl Director of Community Development, City of Brookfield
Jason Fruth Planning and Zoning Manager, Waukesha County
Jeffery B. Labahn Director, Community Development and Inspections, City of Kenosha
Mark Piotrowicz City Planner/Operations Manager, City of West Bend
Steven J. Schaer Manager of Planning and Zoning, City of West Allis
Douglas Seymour Director of Community Development, City of Oak Creek
Matthew Sadowski Interim Director, City of Racine Department of City Development

Committee on Regional Transportation System Planning

Brian Dranzik Commissioner, Southeastern Wisconsin Regional Planning Commission;
Chair Director of Transportation, Department of Transportation, Milwaukee County
Fred Abadi Director of Public Works, City of Waukesha
Bruce Barnes (alternate for Gary Evans) Traffic Engineer,
Waukesha County Department of Public Works
Anthony J. Barth (alternate for Sheri Schmit) Systems Planning Supervisor,
Wisconsin Department of Transportation
Allison M. Bussler Director of Public Works, Waukesha County
Bill Christianson (alternate for Dennis Yaccarino) City of Milwaukee
David Cox Village Administrator, Village of Hartland
Peter Daniels (alternate for Michael Lewis) Principal Design Engineer, City of West Allis
Thomas Grisa Director, Department of Public Works, City of Brookfield
Jennifer Gonda Legislative Liason Director, City of Milwaukee
T.J. Justice City Administrator and Director of Development, City of West Bend

Committee on Regional Transportation System Planning (continued)

Nik Kovac Alderman, City of Milwaukee
Dwight E. McComb Planning and Environmental Manager/Team Leader,
Federal Highway Administration, U.S. Department of Transportation
Eric Nitschke..... Director of Central Services, Walworth County Public Works Department
Jeff Polenske City Engineer, City of Milwaukee
Matthew Schreiber (alternate for Donna Brown-Martin) Urban and Regional Planner,
Division of Transportation Investment Management,
Bureau of Statewide Planning & Economic Development, Wisconsin Department of Transportation
Andrew Tillman (alternate for Daniel Boehm) Transit Planner, Milwaukee County Transit System
Brian Udovich..... Highway Operations Manager, Jefferson County

Guests and Staff Present

Michael G. Hahn..... Deputy Director, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
Andrew Levy Urban and Regional Planner – Freight Transportation,
Southeast Region, Wisconsin Department of Transportation
Eric D. Lynde..... Principal Transportation Planner/Engineer, SEWRPC
Benjamin R. McKay Principal Planner, SEWRPC
Kevin J. Muhs Principal Transportation Planner, SEWRPC
Ben Rohr Planning Intern, City of West Allis
David A. Schilling Chief Land Use Planner, SEWRPC
Kenneth R. Yunker Executive Director, SEWRPC

CALL TO ORDER

Mr. Dranzik called the joint meeting of the Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning to order at 9:35 a.m., welcoming those in attendance. Mr. Dranzik stated that roll call would be accomplished through circulation of a sign-in sheet.

REVIEW AND APPROVAL OF MINUTES OF THE JOINT MEETING OF THE ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING AND REGIONAL TRANSPORTATION SYSTEM PLANNING HELD ON SEPTEMBER 23, 2015

Mr. Dranzik asked if there were any questions or comments on the September 23, 2015, meeting minutes. There were none. On a motion by Mr. Clinkenbeard seconded by Mr. Fruth, the September 23, 2015, meeting minutes were approved unanimously.

DISCUSSION OF SCHEDULE AND LOCATION OF FUTURE JOINT ADVISORY COMMITTEE MEETINGS

Mr. Yunker noted that members of the Committees were provided a tentative schedule for future meetings in their meeting packets. Mr. Yunker requested that members of the Committees mark the dates on their calendars and notify Commission staff of any conflicts. He then noted that the next meeting was originally scheduled for February 24, 2016, and has been rescheduled for March 2, 2016, in the West Allis Common Council Chambers.

REVIEW AND CONSIDERATION OF THE PRELIMINARY DRAFTS OF VOLUME II, PART III OF CHAPTER III AND APPENDIX G OF SEWRPC PLANNING REPORT NO. 55, *VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN*

Mr. Dranzik noted that members of the Committees received copies of the preliminary drafts of Volume II, Part III of Chapter III, “Alternative Land Use and Transportation System Plans” and Appendix G, “Public Feedback on Detailed Alternatives” of the VISION 2050 report in their meeting packets (available on the [SEWRPC website](#)). Mr. Dranzik then asked Mr. Lynde of the Commission staff to review the preliminary drafts of Volume II, Part III of Chapter III and Appendix G. Mr. Lynde noted that Part III of Chapter III provides a summary of the public feedback received on the VISION 2050 alternatives and their evaluation from the fourth series of VISION 2050 workshops and associated outreach. Mr. Lynde then noted that Appendix G presents full documentation of the public feedback.

Mr. Dranzik asked if there were any questions or comments on Volume II, Part III of Chapter III or Appendix G. Mr. Justice noted the negative public comments regarding arterial street and highway capacity expansions, and expressed concern about not including any capacity expansion in the Preliminary Recommended Plan. Mr. Yunker responded that the arterial street and highway element of the Preliminary Recommended Plan would reflect Alternative Plan I with a few exceptions based on comments from County Jurisdictional Highway Planning Committees. Mr. Dranzik asked if there were any further questions or comments. There were none. On a motion by Mr. Clinkenbeard seconded by Mr. Kovac, Volume II, Part III of Chapter III and Appendix G of the VISION 2050 report were approved unanimously.

UPDATE ON PREPARING THE PRELIMINARY RECOMMENDED LAND USE AND TRANSPORTATION PLAN FOR VISION 2050

Mr. Yunker stated that the next step in the VISION 2050 planning process is to prepare the Preliminary Recommended Land Use and Transportation Plan. He noted that comments regarding the alternative plans and their evaluation from the Advisory Committees, Environmental Justice Task Force (EJTF), VISION 2050 Task Forces on key areas of interest, and the fourth round of public outreach will be considered in preparing the Preliminary Recommended Plan. The Preliminary Recommended Plan will be evaluated using the 50 alternative plan evaluation criteria and will be the focus of the fifth round of VISION 2050 public outreach. The Preliminary Recommended Plan and its evaluation will also be provided to the Advisory Committees, EJTF, and VISION 2050 Task Forces for comment to be considered as the Final Recommended Plan is prepared. Mr. Yunker added that preliminary recommended plans have been evaluated with and without controversial transportation projects during past planning efforts, and such evaluations could also be undertaken for the VISION 2050 Preliminary Recommended Plan.

Mr. Yunker noted that members of the Committees received handouts titled “VISION 2050 Preliminary Recommended Plan: Proposed Land Use Development Pattern” and “VISION 2050 Preliminary Recommended Plan: Information to Guide Initial Input from Advisory Committees” that contain information related to the elements to be included in the VISION 2050 Preliminary Recommended Plan (see Attachment 1). Mr. Yunker then asked Mr. Muhs of the Commission staff to review the handouts. The following comments and discussion points were made:

1. Mr. Bauman noted that staff proposes increasing total household growth and employment growth under the Preliminary Recommended Plan to account for anticipated growth in rapid transit and commuter rail station areas and maintaining the intermediate-growth forecast for portions of the Region outside of those station areas. He asked if the revised forecasts assume that VISION 2050 will be fully implemented, noting the connection between land use, transportation, and the ability of the Region to attract new residents and businesses. Mr. Yunker responded that the Commission monitors implementation of regional plans and noted that the transit element of the year 2035 plan has not been implemented and other elements have lagged behind plan recommendations; however, regional households and employment have grown at levels forecast under the year 2035 plan. Mr. Yunker added that it is difficult to quantify the exact impact the transportation system may have on development; however, possible impacts were discussed under one of the alternative plan evaluation criteria and will be evaluated for the Preliminary Recommended Plan. Mr. Yunker then added that the proposed Preliminary Recommended Plan forecasts are intended to address concerns expressed by members of the Committees that the intermediate-growth forecasts were not maintained for all seven Counties under Alternative Plans I and II.
2. Mr. Bauman noted that the Milwaukee Streetcar corridors extend past the lines shown on Map 1 and that the Streetcar vehicles will be capable of operating as light rail vehicles. Mr. Muhs responded that Commission staff will need to assume operating technologies for all transit services to make assumptions regarding the costs of constructing, operating, and maintaining the transit element of the Preliminary Recommended Plan. Staff proposes to assume that rapid transit lines would be implemented as either bus rapid transit (BRT) or light rail and to assume BRT for the purposes of estimating costs; however, some of the proposed rapid transit lines could be implemented as extensions of the streetcar service operating as light rail. Mr. Muhs added that staff is seeking guidance on this matter. Mr. Bauman noted that Commission staff is assisting the City in analyzing potential corridors for future expansion. Mr. Yunker noted that specific lines have not been identified yet. Mr. Bauman suggested that the extensions that have been announced through the Mayor's office should be included in the Preliminary Plan in addition to Phase 1 and the Lakefront Extension. Mr. Yunker indicated that perhaps the extensions to UWM, Martin Luther King Drive and North Avenue, and Greenfield Avenue and 1st Street, which are conceptual at this point could be included. He added that staff will work on the language regarding assumptions about BRT/light rail technologies for the rapid transit corridors.
3. Mr. Fruth referred to Map 5 and noted that there are minor deviations in the Bugline and Lake Country Trails from what is shown on the Map. He suggested contacting Waukesha County staff to revise the map.

[Secretary's Note: Commission staff contacted Waukesha County staff following the meeting, which identified one revision to the map to reflect the correct alignment of the Bugline Trail. The revision will be reflected in the Preliminary Recommended Plan.]

4. Mr. Yunker noted that staff has met with each of the seven County Jurisdictional Highway Planning Committees (JHPCs) regarding the arterial street and highway element of the Preliminary Recommended Plan. He added that the Committees include representatives from each local unit of government within their respective county. Mr. Yunker stated that the proposed functional improvements to the arterial street and highway systems for each County,

shown on Maps 6 through 12, are consistent with the input provided at the meetings by members of these Committees with one exception.

At the Milwaukee and Waukesha County JHPC meetings, Commission staff asked for input on whether the planned extension of 124th Street between Greenfield Avenue and Watertown Plank Road should be included in the Preliminary Plan. Input was sought specifically from the four affected local municipalities—the Cities of Brookfield, Wauwatosa, and West Allis and the Village of Elm Grove. Mr. Yunker stated that at the Waukesha County JHPC meeting the representatives of the City of Brookfield and the Village of Elm Grove had indicated agreement with including in the Preliminary Plan the planned extension of 124th Street between Greenfield Avenue and Watertown Plank Road, based on the extension providing a north-south arterial route connecting the northern and southern portions of Milwaukee and Waukesha Counties and the potential to provide some traffic relief to STH 100 to the east and Sunnyslope and Elm Grove Roads to the west. He stated that at the Milwaukee County JHPC meeting the representative from the City of Wauwatosa had indicated their opposition to the extension of 124th Street between Greenfield Avenue and Watertown Plank Road, based on the difficulties in implementing the extension, such as the need for a Canadian Pacific Railroad crossing and changes in grade north of Bluemound Road and the potential impacts to environmentally sensitive lands south of Bluemound Road.

Mr. Yunker stated that while a representative from the City of West Allis had not attended the Milwaukee County JHPC meeting, officials from the City have indicated in the past their support for the planned 124th Street extension. Mr. Yunker noted that the City of West Allis had applied for, but was not successful in receiving, Federal Surface Transportation Program – Milwaukee Urbanized Area funding for a project to extend 124th Street between Greenfield Avenue and Bluemound Road. Mr. Yunker stated that based on the input received from all four of the affected local municipalities, the Commission staff is proposing that the Preliminary plan include only the portion of the extension of 124th Street between Greenfield Avenue and Bluemound Road. Mr. Yunker added that it may not please all of the affected municipalities, but it seems to be a reasonable compromise.

Mr. Daniels indicated support for the Preliminary Plan to include the planned extension of 124th Street between Greenfield Avenue and Watertown Plank Road, as fully extending 124th Street would be expected to divert more traffic from STH 100 than only partially extending it north to Bluemound Road. Mr. Grisa noted that it would be appropriate from a planning perspective to include the extension of 124th Street from Greenfield Avenue to Watertown Plank Road because it allows the extension to be possible in the future. Mr. Grisa also questioned whether the planned widening of 124th Street shown on the Preliminary Plan maps between Watertown Plank Road and North Avenue would be necessary with the removal of the portion of the 124th Street extension between Bluemound Road and Watertown Plank Road. Mr. Yunker responded that Commission staff will review the year 2050 forecast traffic volumes for the segment of 124th Street between Watertown Plank Road and North Avenue.

Mr. Clinkenbeard suggested that the Preliminary Plan include the 124th Street extension between Greenfield Avenue and Bluemound Road and the reservation of right-of-way for a possible 124th Street extension from Bluemound Road to Watertown Plank Road. Mr. Yunker responded that the Recommended Plan including only the reservation of right-of-way for this segment of the 124th Street extension would be reasonable.

5. With respect to the project to reconstruct IH 94 between 70th Street and 16th Street, Mr. Bauman stated that the Cities of Milwaukee and Wauwatosa—the two communities that the project is located within—both object to the widening of IH 94 that is being proposed by WisDOT. Mr. Bauman suggested that the Preliminary Plan could include the reservation of right-of-way along this segment of IH 94, rather than as a widening, as there may be litigation brought against the environmental impact study (EIS) prepared by WisDOT for the project. Mr. Yunker responded that the widening of IH 94 between 70th Street and 16th Street was identified as a committed capacity expansion project based on WisDOT having nearly completed preliminary engineering for the reconstruction of IH 94 between 70th Street and 16th Street, and having selected a preferred alternative for the project that includes the widening of this segment of IH 94. Mr. Yunker stated that a footnote indicating the City of Milwaukee's objection to the widening of IH 94 would be added to the map of the functional improvements for Milwaukee County under the Preliminary Plan. Mr. Daniels noted that the Hawley Road interchange should be shown as a half interchange.

[Secretary's Note: The following footnote has been added to Map 7:

“The Cities of Milwaukee and Wauwatosa expressed opposition to the planned widening of IH 94 between 70th Street and 16th Street.”]

6. With respect to the three potential Preliminary Recommended Plan options for IH 43 between Howard Avenue and Silver Spring Drive presented in the handout, Mr. Bauman stated that his preference would be that the Plan recommend maintaining essentially the same level of capacity. Mr. Bauman stated that the facility is almost entirely located within the City of Milwaukee, and that the widening of this segment of IH 43 would be opposed by both the Common Council and the Mayor. Mr. Bauman then noted that the Milwaukee metropolitan area has experienced a lower level of growth and overall areawide congestion in comparison with other large metropolitan areas, as documented in the report, entitled “Comparison of the Metropolitan Milwaukee Area to its Peers”, prepared by the Commission in conjunction with VISION 2050. He stated that these findings demonstrate there is not a need for major highway widenings and resultant property takings. Mr. Clinkenbeard suggested analyzing the impact on the arterial street and highways adjacent to this segment of IH 43 without the planned widening.

Mr. Yunker suggested including the planned widening of IH 43 between Howard Avenue and Silver Spring Drive in the Preliminary Plan and allowing the public to comment on the widening. In addition, the public would be presented the results of evaluating the Region's arterial street and highway system without the planned widening of this segment of IH 43. He stated that the public would also be made aware of the City of Milwaukee's opposition to the widening.

Mr. Grisa noted that IH 43 is an interstate highway and has a different function than its parallel arterial streets and highways because it carries more traffic through the Region. Mr. Bauman noted that perhaps 80 to 85 percent of trips on IH 43 in Milwaukee originate from within the Region. Mr. Yunker noted that trip origination on IH 43 varies by segment according to analyses undertaken in 2003 for the regional freeway reconstruction plan. Mr. Yunker added that this discussion validates the need to analyze the impacts of including and not including the IH 43 widening in the Preliminary Recommended Plan. Mr. Bauman noted that no analysis would be needed if the option not to make any recommendation with respect to IH 43 between Howard Avenue and Silver Spring Drive was chosen for the Preliminary Recommended Plan. Mr.

Yunker responded that following further consideration of the three options that were presented to the Committees, it may be more appropriate to consider not including a recommendation for this segment of IH 43 as an option for the Final Recommended Plan, rather than for the Preliminary Plan. Mr. Polenske noted that ultimately the decision regarding the widening is made as a result of the preliminary engineering stage of the project. Mr. Grisa stated that another option could be to recommend the reservation of right-of-way for the potential widening of IH 43 between Howard Avenue and Silver Spring Drive. Mr. Yunker responded that the existing right-of-way could accommodate the planned additional lanes for this segment of IH 43.

Responding to an inquiry by Mr. Grisa, Mr. Barth stated that it would be premature to eliminate any of the options with respect to the segment of IH 43 between Howard Avenue and Silver Spring Drive in the Preliminary Recommended Plan. Mr. McComb stated that, under Federal planning regulations, the regional transportation planning process needs to address current and future transportation demand. However, there is no Federal planning requirement for a minimum level of congestion that would need to be achieved by the design year of the long-range regional transportation plan. He added that the level of congestion that would be considered acceptable for the development of the plan is a decision made as part of the planning process. However, if a congested roadway, such as IH 43 between Howard Avenue and Silver Spring Drive, is not recommended in the plan for capacity expansion, the planning process should consider its effect on adjacent roadways. He noted that Congress has established a consistent national purpose and priority for the Interstate system that is prescribed through national Interstate design standards, which include level of service requirements that must be addressed. He stated that at the time WisDOT conducts preliminary engineering and environmental impact studies for the reconstruction of an interstate highway, such as this segment of IH 43, a number of alternatives would be required to be considered, including alternatives for widening and not widening. He added that the alternatives would be developed and evaluated based on the national design standards for interstate highways. He noted that WisDOT would make a final decision on how an interstate highway would be reconstructed based on how the alternatives meet the national design standards, their potential impacts to the built and natural environments, and consideration of input received from the public and affected local governments.

7. Mr. Justice commented that the bicycle and pedestrian element seems to be a focus of the Preliminary Recommended Plan. Mr. Justice stated that it is important for the Preliminary Recommended Plan to focus on the elements that impact commerce and economic development. Mr. Kovac responded that strong bicycle networks improve quality of life and can attract residents and employers. Mr. Yunker noted that there may be varying perspectives on bicycle facilities because there are significantly more utilitarian bicycle trips made in high density areas of the Region than in lower density areas. Mr. Justice agreed, noting that there are likely very few utilitarian bicycle trips made outside of high density areas. Mr. Bauman referred to the results of the preference questions on the alternative plans from the Washington County workshop and noted that 70 percent of attendees answered that it is very important to provide bicycle facilities in the Region. Mr. Justice noted that only 10 people attended the workshop. Mr. Yunker noted that some feedback was received from the public workshops outside of Milwaukee County expressing concern about bicycle facility usage in the cold weather months.
8. Mr. Justice commented that the language regarding environmentally significant land included in the handout describing the proposed land use development pattern could be viewed as anti-growth by potential business and industry. Mr. Yunker responded that the language regarding

environmentally significant land will be expanded in the land use component of the Preliminary Recommended Plan, and should address this concern.

9. With respect to the potential extension of Lake Parkway between Edgerton Avenue and STH 100, Mr. Seymour commented that Milwaukee County and the Cities of Cudahy, Oak Creek, and South Milwaukee have all expressed support. Mr. Bauman commented that the Lake Parkway extension would not be necessary because it is in proximity to IH 94, where capacity has been expanded, and a proposed commuter rail line would be included in the Preliminary Recommended Plan. Mr. Seymour responded that the Lake Parkway extension could alleviate congestion on IH 43 north of Howard Avenue if it is not widened and provide better access to downtown Milwaukee from southern Milwaukee County. Mr. Sadowski commented that the Lake Parkway extension could improve the connection of the City of Racine to downtown Milwaukee and the rest of the Region. He noted that IH 94 is nine miles from downtown Racine, which has limited economic growth in the City. Mr. Yunker suggested that the Preliminary Recommended Plan include the Lake Parkway extension, and an analysis would be prepared to assess the impact the extension may have if IH 43 is not widened between Howard Avenue and Silver Spring Drive. He added that, as part of the assessment of whether there are reasonably expected available funds for implementing the plan, it may be concluded—as was done in 2014—that there would not be funding available to implement the Lake Parkway extension by the year 2050.

Mr. Dranzik asked if there were any further questions or comments on the information to guide initial input from the Advisory Committees on developing the Preliminary Recommended Plan. There were none. Mr. Yunker noted that action was not necessary on this agenda item.

PUBLIC COMMENTS

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

ADJOURNMENT

Mr. Dranzik thanked everyone for attending and announced the meeting adjourned at 11:30 a.m.

Respectfully submitted,

Benjamin R. McKay
Recording Secretary

Attachment 1

VISION 2050 PRELIMINARY RECOMMENDED PLAN: PROPOSED LAND USE DEVELOPMENT PATTERN

The preliminary recommended plan will present a land use development pattern and recommendations that accommodate projected growth in regional population, households, and employment in a manner consistent with VISION 2050 plan objectives. The development pattern will incorporate key design concepts related to development within planned urban service areas, development outside of urban service areas, environmentally significant lands, and agricultural land.

VISION 2050 is intended to provide a guide, or overall framework, for future land use within the Region. Implementation of the plan will ultimately rely on the actions of local, county, State, and Federal agencies and units of government in conjunction with the private sector. Existing local comprehensive plans, input from local planning officials, and committed developments will be considered in the allocations in addition to input from VISION 2050 public outreach activities.

Residential Development within Urban Service Areas

The preliminary recommended plan would focus residential development within urban service areas that typically include public sanitary sewer and water supply service, parks, schools, and shopping areas. Residential development is proposed to occur as infill, redevelopment, and new development under the Small Lot Traditional Neighborhood, Mixed-Use Traditional Neighborhood, and Mixed-Use City Center land use categories, including TOD within walking distance of the rapid transit and commuter rail lines proposed under the transportation component. New development in the Medium Lot Neighborhood and Large Lot Neighborhood land use categories would be limited to existing vacant lots, as infill development in existing neighborhoods with similar residential densities, or where such development is already committed through subdivision plats or certified survey maps. About 96 percent of new households would be allocated within urban service areas.

Residential Development Outside of Urban Service Areas

Residential development outside of urban service areas would occur in the Rural Estate land use category using cluster subdivision design. A small portion of the households would be allocated to accommodate Large Lot Neighborhood and Large Lot Exurban development outside of urban service areas where there are approved subdivision plats and certified survey maps. About 4 percent of new households would be allocated outside of urban service areas.

Commercial and Industrial Land

The preliminary plan would focus new commercial and industrial development within urban service areas as infill, redevelopment, and new development. Commercial and industrial land would be developed in mixed-use settings where compatible, and in proximity to a mix of housing types to avoid job-worker mismatch. Major economic activity centers containing concentrations of commercial and/or industrial land with at least 3,500 employees or 2,000 retail employees will also be identified for the preliminary recommended plan.

Environmentally Significant Land

The preliminary plan proposes minimizing the impacts of new development on environmentally significant lands. New urban development would avoid environmentally significant lands, including primary environmental corridors, secondary environmental corridors, and isolated natural resource areas. In addition, new development would avoid other wetlands, woodlands, natural areas, critical species habitat sites, and park and open space sites outside of environmental corridors. No incremental households or employment would be allocated to these environmentally significant lands under the preliminary recommended plan.¹

Agricultural Land

The preliminary plan proposes minimizing the impacts of new development on productive agricultural land, including highly productive Class I and II soils (prime agricultural land) as classified by the U.S. Natural Resources Conservation Service. Some Class I and II farmland that is located in the vicinity of existing urban service areas may be converted to urban use as a result of planned expansion of those urban service areas to accommodate regional growth and efficient provision of services. Also, as previously discussed, a small amount of residential development is anticipated outside of planned urban service areas. No development would be allocated to farmland preservation areas identified in county farmland preservation plans under the preliminary recommended plan.

229951-2
KRY/DAS/BRM

¹ Limited development exceptions would be made in upland areas of environmental corridors and isolated natural resource areas where commitments to development were identified in local sanitary sewer service plans adopted as part of the regional water quality management plan.

**VISION 2050 PRELIMINARY RECOMMENDED PLAN:
INFORMATION TO GUIDE INITIAL INPUT FROM ADVISORY COMMITTEES**

The following pages contain information related to the elements to be included in a preliminary recommended plan for VISION 2050. This information was prepared for review and discussion by the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning at their January 27, 2016, meeting, following review and consideration of a summary of the feedback received on the VISION 2050 alternatives.

The Commission staff intends to include a land use development pattern, public transit system, bicycle and pedestrian network, and arterial street and highway system in the preliminary recommended plan. The preliminary recommended plan will include specific recommendations related to each of these elements, as well as to transportation systems management (TSM), travel demand management (TDM), and freight transportation. Potential actions and strategies to achieve plan recommendations will also be discussed.

The preliminary recommended plan will be evaluated in terms of its ability to improve upon existing conditions and its performance compared to the Trend alternative from the previous stage in the VISION 2050 process. A financial analysis for the preliminary recommended plan's transportation system will also be conducted to compare estimated costs to current and reasonably expected revenues, identify where funding gaps may be expected, and identify potential revenue sources to achieve plan recommendations.

HOUSEHOLD AND EMPLOYMENT FORECASTS

The Commission prepared household and employment projections for the period 2010 to 2050 at the beginning of the VISION 2050 process.¹ As in previous projection efforts, a range of projections were prepared for VISION 2050. This range includes high, intermediate, and low household and employment levels. The high and low projections are intended to provide a range of household and employment levels that could conceivably be achieved under significantly higher or lower, but plausible, growth scenarios for the Region. The intermediate projections are considered the most likely to be achieved for the Region, and would result in more modest growth than experienced in the Region in the past. Households would increase from 800,100 in 2010 to 972,400 in 2050 under the intermediate projection, which is a 21.5 percent increase. Employment would increase from 1,176,600 in 2010 to 1,386,900 in 2050, which is a 17.9 percent increase.

¹ Projections are discussed in further detail in Volume I, Chapter VI of the VISION 2050 report.

Attachment 1 (continued)

The proposed preliminary recommended plan would include several of the rapid transit and commuter rail lines that were evaluated under Alternative Plan II during the alternative plan stage of VISION 2050. Consistent with experience nationwide and as envisioned under Alternatives I and II, high density, transit-oriented development (TOD) would be expected to occur within walking distance of the stations on the rapid transit and commuter rail lines. Commission staff proposes increasing total regional household growth anticipated from 2010 to 2050 from 21.5 percent to 23.4 percent and total regional employment growth from 17.9 percent to 19.4 to account for anticipated growth in the station areas and to maintain the intermediate-growth forecast for portions of the Region outside of those station areas. The table below shows existing, intermediate forecast, and proposed preliminary recommended plan household and employment totals by county.

County	Households			Employment		
	Existing (2010)	Intermediate Forecast (2050)	Preliminary Recommended Plan (2050)	Existing (2010)	Intermediate Forecast (2050)	Preliminary Recommended Plan (2050)
Kenosha	62,600	95,400	95,400	74,900	101,300	101,300
Milwaukee	383,600	409,600	424,700	575,400	608,900	627,700
Ozaukee	34,200	44,500	44,500	52,500	69,300	69,300
Racine	75,700	93,800	93,800	88,300	112,300	112,300
Walworth	39,700	58,900	58,900	52,700	69,300	69,300
Washington	51,600	74,300	74,300	63,900	87,400	87,400
Waukesha	152,700	195,900	195,900	268,900	338,400	338,400
Region	800,100	972,400	987,500	1,176,600	1,386,900	1,405,700

PUBLIC TRANSIT ELEMENT

Map 1 shows the Commission staff's proposal for transit services to be included in the preliminary recommended plan. Based on input received from attendees at the public workshops, residents using the interactive online tool, task force members, and members of the Advisory Committees, Commission staff developed a proposed preliminary recommended transit element that is primarily based on Alternative Plan II, but with an emphasis on reducing the cost of providing the proposed transit service. The following changes from Alternative Plan II are proposed:

- **Rapid Lines:** Reduce the number of rapid transit lines from ten to eight by removing the two lines that were projected by the Commission's travel demand models to have markedly lower ridership than the other lines.
 - Silver Spring Dr.: Although the Silver Spring Dr. rapid transit line is proposed to be removed, the line serving Fond du Lac Ave. is proposed to be extended to the northwest to serve Park Place.
 - Layton Ave.: Layton Ave. was projected to perform poorly along much of its corridor, but it was the only rapid transit connection to a major regional shopping and office complex, the

Map 1

TRANSIT SERVICES: PRELIMINARY RECOMMENDED PLAN

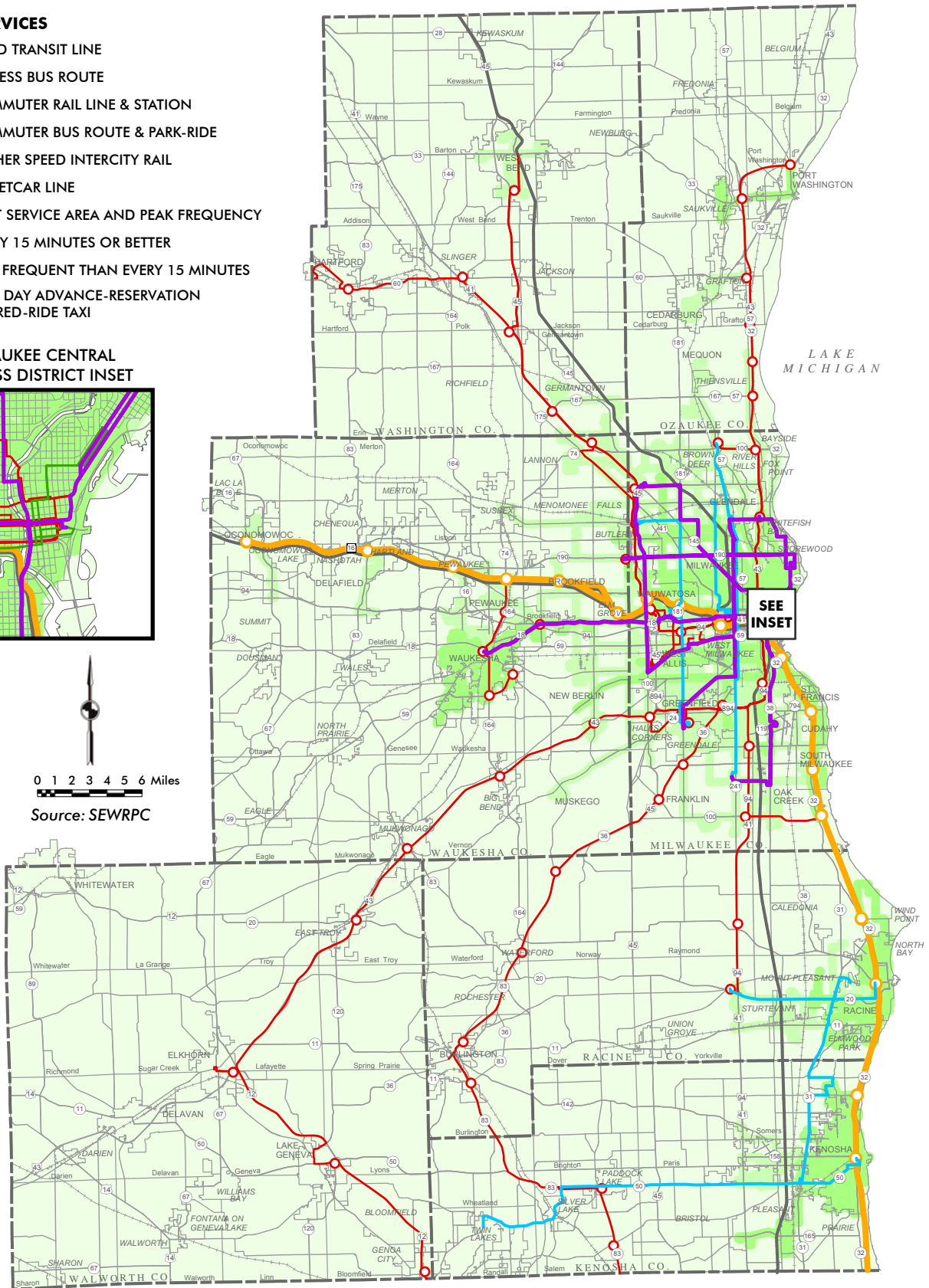
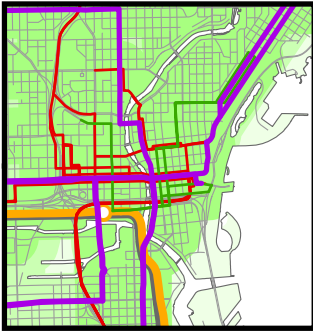
TRANSIT SERVICES

- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- HIGHER SPEED INTERCITY RAIL
- STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
SHARED-RIDE TAXI

**MILWAUKEE CENTRAL
BUSINESS DISTRICT INSET**



Attachment 1 (continued)

Southridge Mall area. Therefore, Commission staff propose diverting the 27th St. rapid transit line down Forest Home Ave. to Southridge Mall. In order to continue to provide service to Northwestern Mutual's Franklin campus, the Airport rapid transit line is proposed to extend west from Drexel Town Square.

- **Express Bus:** Add an express bus service where one currently exists (Route 30X) along Sherman Boulevard in Milwaukee, and modify the 27th St. express south of Oklahoma Ave. to extend along 27th St. to Northwestern Mutual's Franklin Campus.
- **Commuter Rail:** No changes (see the paragraph following this list).
- **Commuter Bus:** Provide additional services connecting Walworth County, western Racine County, and western Kenosha County to Metra Rail service in Illinois, and extend service to Elkhorn that ended in East Troy in Alternatives I and II.
- **Local Bus:** Reduce frequency on some proposed local bus services. Research by the Commission staff on the level of local service provided by other metropolitan areas with significant rapid transit indicates that they do not provide as much local transit service as was included in Alternative Plan II.
- **Streetcar:** Specify that streetcar service will exist along those lines that have completed the planning process or have been previously announced by the City of Milwaukee (see the inset on Map 1). In order to make assumptions of the total cost of constructing, operating, and maintaining the transit element of the preliminary recommended plan, Commission staff will need to assume operating technologies for all transit services. In the case of the rapid transit lines, Commission staff propose to assume that the rapid transit lines will be implemented as bus rapid transit. However, some of the rapid transit lines that are proposed could conceivably be implemented as extensions of the streetcar service operating as light rail. Should this occur, VISION 2050 could be amended as needed.
- **Higher Speed Intercity Rail:** In recognition of its inclusion in the Wisconsin Department of Transportation's Connections 2030 plan, provide higher speed intercity rail service between Milwaukee, the Fox Cities, and Green Bay, in addition to Madison and Chicago.

In addition, Commission staff received significant input from attendees at the public workshops and members of the Advisory Committees that additional commuter rail corridors should be considered for inclusion in the preliminary recommended plan. Nearly all of these corridors were previously studied as part of the scenarios process, and were excluded from the alternatives due to an effort to reduce the cost of the transit element of the alternatives. This concern regarding the cost of the transit element was also raised by many attendees at the public workshops. Therefore, Commission staff propose to include in the preliminary recommended plan potential corridors for commuter rail that could be explored at some time in the future, as shown on Map 2. These corridors will not be further evaluated as part of the VISION 2050 process, and the costs to construct and

Attachment 1 (continued)

operate these corridors will not be included in the preliminary recommended plan. However, should an entity come forward with an interest in constructing and operating these corridors, VISION 2050 could be amended to include these corridors at that time.

BICYCLE AND PEDESTRIAN ELEMENT

The preliminary recommended bicycle and pedestrian element will include a proposed system of on-street bicycle facilities and off-street bicycle paths as well as guidance on the construction of bicycle and pedestrian facilities to provide for a well-connected network of bicycle and pedestrian accommodations that improve access to activity centers, neighborhoods, and other destinations in the Region. Comments received during public workshops have been generally in support of accommodating bicycles as arterial streets are resurfaced or reconstructed as well as expanding the off-street bicycle path network to improve access and connectivity. Some comments expressed concerns about investing in bicycle improvements, indicating that weather often limits opportunities to bike during the year and that current bicycle usage is limited compared to overall travel.

Map 3 shows the existing regional bicycle network, including both on- and off-street bicycle facilities. Map 4 shows the Commission staff's proposal for the regional bicycle network to be included in the preliminary recommended plan. The preliminary recommended plan's proposed regional bicycle network would be essentially the same as the network envisioned under Alternative Plans I and II. The proposed network is based on local community bicycle plans, County park and open space plans, and input from attendees at the public workshops and the Commission's Non-motorized Task Force. The network includes providing on-street bicycle accommodations on the arterial street and highway system—bicycle lanes, paved shoulders, widened outside travel lanes, or enhanced bicycle facilities—if feasible when roads are resurfaced or reconstructed. Enhanced bicycle facilities are defined as bicycle facilities on or along an arterial that go beyond the standard bicycle lane, paved shoulder, or widened outside travel lane. Enhanced bicycle facility examples include the protected bicycle lane, separate path within the road right-of-way, buffered bicycle lane, and raised bicycle lane. The regional bicycle network also includes implementing enhanced bicycle facilities in key regional corridors and expanding the off-street bicycle path system. The preliminary recommended plan will also recommend to Federal and State government that a separate path adjacent to an arterial be considered sufficient to accommodate bicycles along that arterial and that they not be required to construct another type of on-street bicycle accommodation when an adjacent path is present.

Map 5 shows the proposed off-street path system of the overall regional bicycle network, including both existing and proposed paths and surface arterial and nonarterial street connections to the off-street system.

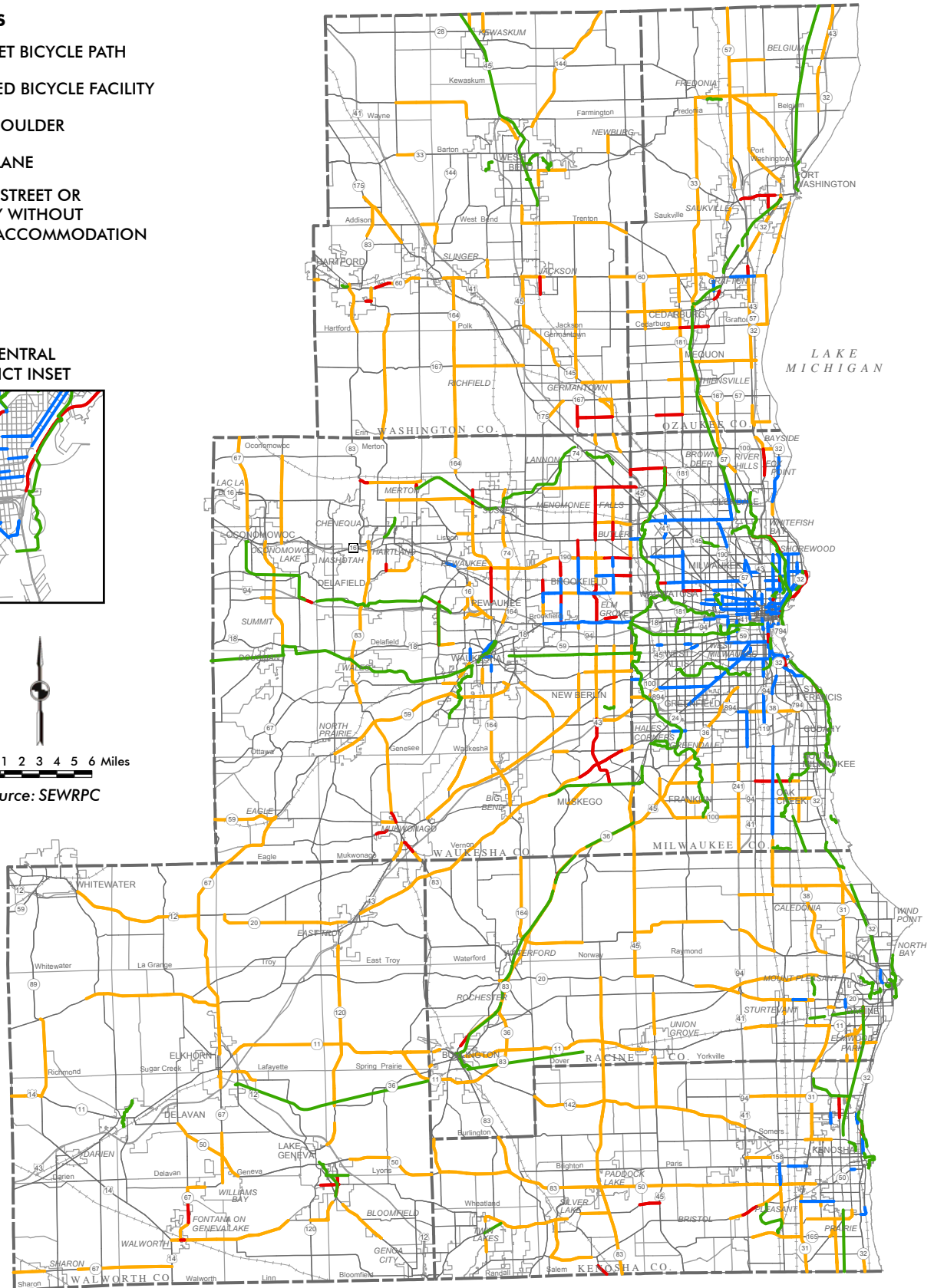
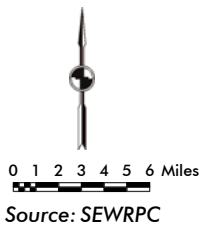
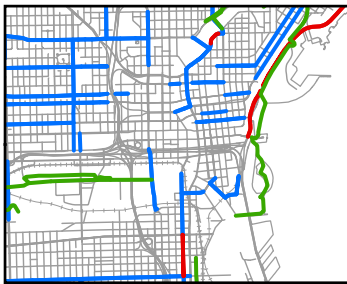
Map 3

BICYCLE NETWORK: EXISTING

BICYCLE FACILITIES

- OFF-STREET BICYCLE PATH
- ENHANCED BICYCLE FACILITY
- PAVED SHOULDER
- BICYCLE LANE
- ARTERIAL STREET OR HIGHWAY WITHOUT BICYCLE ACCOMMODATION

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



Map 4

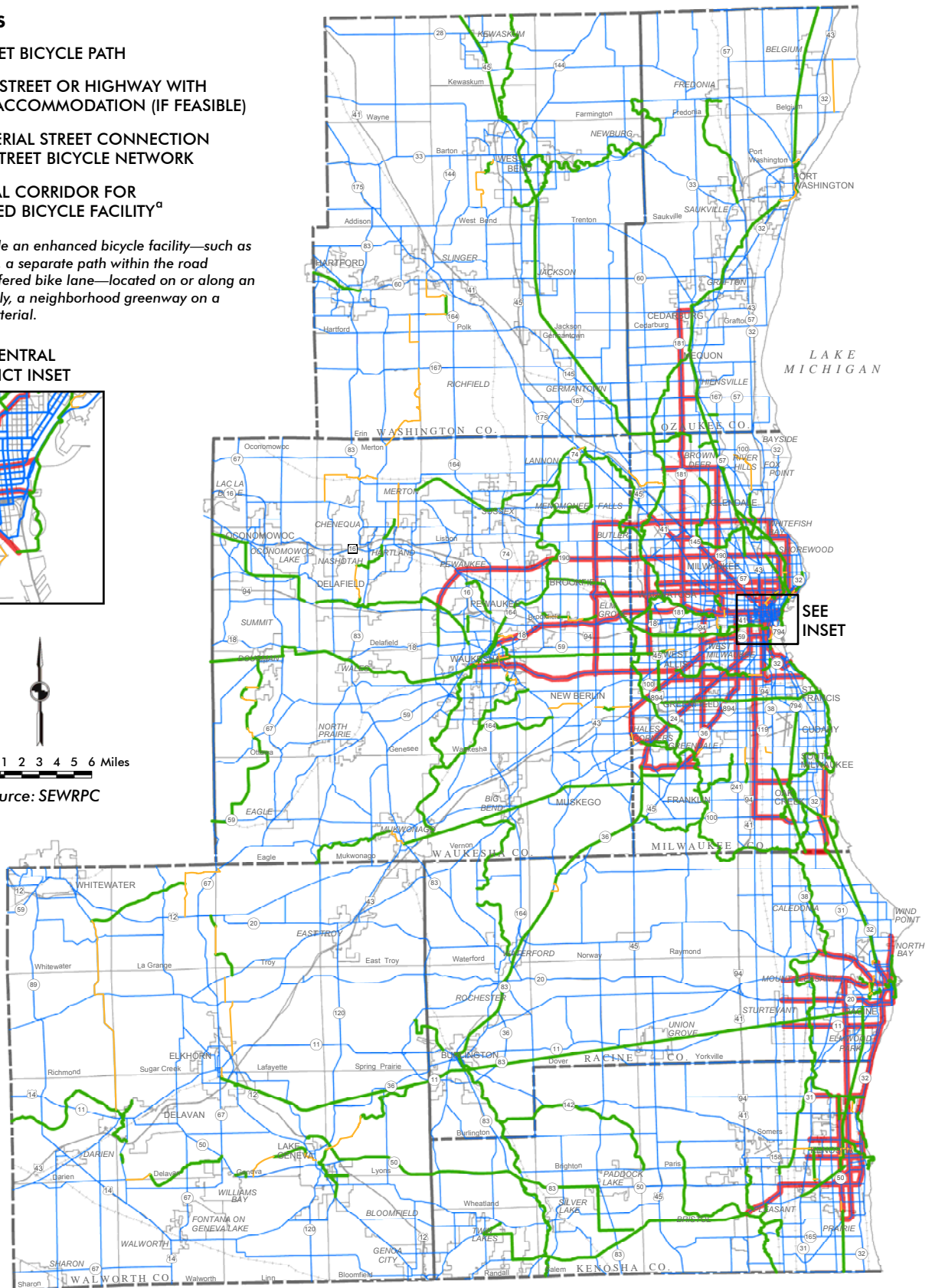
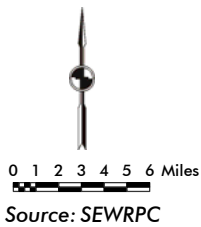
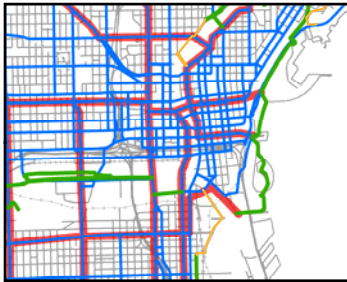
BICYCLE NETWORK: PRELIMINARY RECOMMENDED PLAN

BICYCLE FACILITIES

- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- POTENTIAL CORRIDOR FOR ENHANCED BICYCLE FACILITY^a

^a Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a neighborhood greenway on a nearby parallel nonarterial.

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET

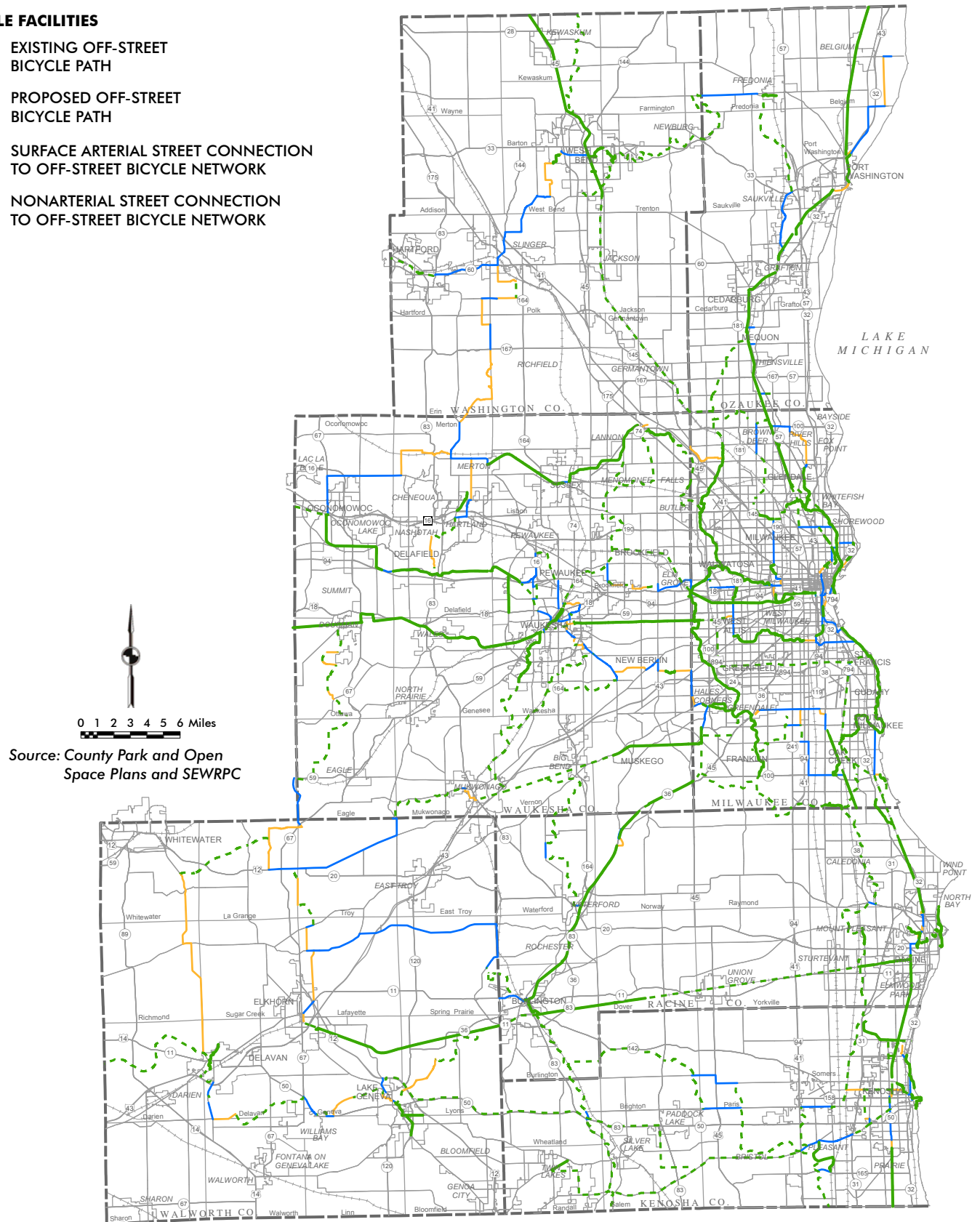


Map 5

OFF-STREET BICYCLE PATH SYSTEM: PRELIMINARY RECOMMENDED PLAN

BICYCLE FACILITIES

- EXISTING OFF-STREET BICYCLE PATH
- - - PROPOSED OFF-STREET BICYCLE PATH
- SURFACE ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK



Attachment 1 (continued)

The proposed regional system of off-street paths is consistent with the recommendations set forth in the adopted park and open space plans for each of the seven counties in the Region.

The preliminary recommended plan will also include draft recommendations related to designing and constructing bicycle facilities, designing and constructing pedestrian facilities consistent with Americans with Disabilities Act (ADA) requirements to accommodate people with disabilities, providing a well-connected network of sidewalks, developing walkable neighborhoods, and expanding bike share program implementation. It will further include recommendations for local communities to develop bicycle and pedestrian plans to supplement the regional plan.

ARTERIAL STREET AND HIGHWAY ELEMENT

Maps 6 through 12 display the Commission staff's proposal for the arterial street and highway element of the preliminary recommended plan. This highway element of the preliminary recommended plan includes the identification of the arterial streets and highways that are proposed to be resurfaced and/or reconstructed to their same capacity, reconstructed with additional traffic lanes, or constructed as new arterial street and highway facilities. The proposed functional improvements—additional traffic lanes and new arterial street and highway facilities—proposed to be included in the preliminary recommended plan are based primarily on the functional improvements proposed for Alternative Plan I, along with mostly modest changes agreed upon by the Commission's seven County Jurisdictional Highway Planning Committees². These Committees—having representation from each local municipality within the County and the County itself—had each met in early 2015 and identified functional improvement issues to be analyzed by the Commission staff. Following the development and evaluation of the regional land use and transportation alternatives for VISION 2050, these Committees met again to review the alternatives and their evaluation and consider the functional improvements to be included in the preliminary recommended arterial street and highway system, including considering the Commission staff's initial response to the functional improvement issues raised by the Committees at their previous meeting.

Based on comment received by the public, task force members, and members of the Advisory Committees, the functional improvements under Alternative Plan II were mostly limited to the rural and low density suburban areas not served by fixed-guideway transit (commuter rail and the rapid transit lines) included as part of

² The functional improvements recommended in the preliminary recommended plan are intended to serve the residual travel generated from the preliminary recommended regional land use plan not addressed by the other transportation elements of VISION 2050—transit, bicycle/pedestrian, transportation system management (TSM), and travel demand management (TDM). As the preliminary recommended land use plan and the other transportation elements are not yet completed, there may be further refinement of the proposed functional improvements.

Attachment 1 (continued)

Alternative Plan II. In particular, there were two major functional improvements that were not included in Alternative Plan II based on being located in corridors proposed under the alternative to be served by fixed-guideway transit:

- The widening of IH 43 between Howard Avenue and Silver Spring Drive in Milwaukee County; and
- The extension of the Lake Parkway between Edgerton Drive and STH 100 in Milwaukee County;

The proposed preliminary recommended transit services, as shown on Map 1, include fixed-guideway transit service in corridors adjacent to these two highway segments. The Commission staff has analyzed these two segments and has made initial recommendations for consideration by the Advisory Committees as to whether these two functional improvements should be included in the preliminary recommended plan.

The Widening of IH 43 Between Howard Avenue and Silver Spring Drive in Milwaukee County

- Both the current and forecast future year 2050 traffic volumes substantially exceed the existing design capacity of this segment of IH 43, even with the implementation of the proposed fixed-guideway service parallel to this freeway and other substantial improvements in transit service under Alternative II.
- This segment of IH 43 is an important element of the regional freight network. Higher levels of congestion and the presence of bottlenecks on the regional freight network can result in increased shipping delays and higher shipping costs, negatively impacting businesses and manufacturers in the Region.
- Input on the alternatives received from attendees of the public workshops, residents using the interactive online tool, and some members of the Advisory Committees indicated opposition, particularly in Milwaukee County, to the widening of freeways, as well as standard arterials, especially in corridors where fixed-guideway transit service is proposed.
- There has been opposition expressed over the years by the City of Milwaukee and Milwaukee County with widening the freeway system in Milwaukee County, particularly within the City of Milwaukee. Specifically, during the development of the regional freeway reconstruction plan completed in 2003, there was opposition expressed by the City and County of Milwaukee particularly for the reconstruction with additional lanes of 19 miles of freeway in Milwaukee County. In determining the final regional freeway reconstruction plan, the Commission staff had recommended to the Advisory Committee guiding this effort that the final plan not include a recommendation for these segments of freeway.

Attachment 1 (continued)

How these segments would be reconstructed—either with the existing number of lanes or with additional lanes—would be determined at the conclusion of the preliminary engineering for the reconstruction of each segment of freeway. However, the Advisory Committee guiding this effort determined that the final regional freeway reconstruction plan recommend the widenings of these segments of freeway.

- Commission staff recommendation: The Commission staff has developed three options for how the segment of IH 43 between Howard Avenue and Silver Spring Drive would be addressed in the preliminary recommended plan:
 - One option would be to include the widening of IH 43 between Howard Avenue and Silver Spring Drive in the preliminary recommended plan. Under this option, the preliminary recommended plan would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and also rebuilding it with the existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made that IH 43 between Howard Avenue and Silver Spring Drive be reconstructed with the existing number of traffic lanes, then VISION 2050 would be amended accordingly.
 - A second option would be for the preliminary recommended plan to not make any recommendation with respect to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed, similar to the Commission staff's suggested compromise during the development of the regional freeway reconstruction plan completed in 2003. Under this option, the preliminary recommended plan would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed.
 - Another option would be for the preliminary recommended plan to recommend maintaining IH 43 between Howard Avenue and Silver Spring Drive with essentially the same level of capacity. Under this option, the preliminary recommended plan would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the

Attachment 1 (continued)

existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made that IH 43 between Howard Avenue and Silver Spring Drive be reconstructed with additional traffic lanes, then VISION 2050 would be amended accordingly.

Extension of the Lake Parkway (STH 794) Between Edgerton Avenue and STH 100

- The extension of the Lake Parkway (STH 794) as a four-lane standard arterial facility between Edgerton Avenue and STH 100 was added by amendment to the year 2035 regional transportation plan in 2012. This amendment was formally requested by the Milwaukee County Board of Supervisors and Executive based on the results of a Lake Parkway extension study conducted by the Commission staff. This study was guided by an Advisory Committee composed primarily of elected officials that was responsible for making final study recommendations. During the study, there was support by local residents for implementing the Lake Parkway (STH 794) extension to STH 100.
- The extension of the Lake Parkway (STH 794) between Edgerton Avenue and STH 100 would provide better accessibility via a higher speed facility for the South Shore Communities in Milwaukee County and northern Racine County to the downtown Milwaukee area. The Lake Parkway (STH 794) extension is also envisioned to promote economic development in the South Shore area.
- While the extension of the Lake Parkway (STH 794) between Edgerton Avenue and STH 100 would be expected to divert traffic from adjacent roadways, the extension would not be expected to eliminate the need for other planned functional improvements on adjacent roadways.
- Difficulties in implementing the extension of the Lake Parkway include potential impacts to environmentally sensitive lands and park/recreational lands south of Rawson Avenue (CTH BB) and potential relocation of utilities, including electric transmission lines, between Edgerton Avenue and Rawson Avenue (CTH BB). In addition, extending the Lake Parkway would require coordination with the General Mitchell International Airport and the Wisconsin Air National Guard 128th Air Refueling Wing.
- The Wisconsin Department of Transportation has indicated that they do not intend to extend the Lake Parkway (STH 794) south to STH 100 given the expected cost to implement the project (estimated \$235 million) and the need to complete the reconstruction of the freeway system over the next 35 years.

Attachment 1 (continued)

- Commission staff recommendation: The Commission staff has developed two options for how the extension of the Lake Parkway (STH 794) between Edgerton Avenue and STH 100 could be addressed in the preliminary recommended plan:
 - Given the strong support by residents of the South Shore Communities and actions taken by the Milwaukee County Board of Supervisors and Executive, one option would be that the extension of the Lake Parkway (STH 794) between Edgerton Avenue and STH 100 be included in the preliminary recommended plan.
 - Given WisDOT's position to not implement the extension, the second option would be that the preliminary recommended plan include the reservation of right-of-way for an extension of Lake Parkway (STH 794) between Edgerton Avenue and STH 100. Should transportation funding become available and WisDOT indicate interest in pursuing implementation of the Lake Parkway extension, VISION 2050 would be amended to include the extension.

* * *

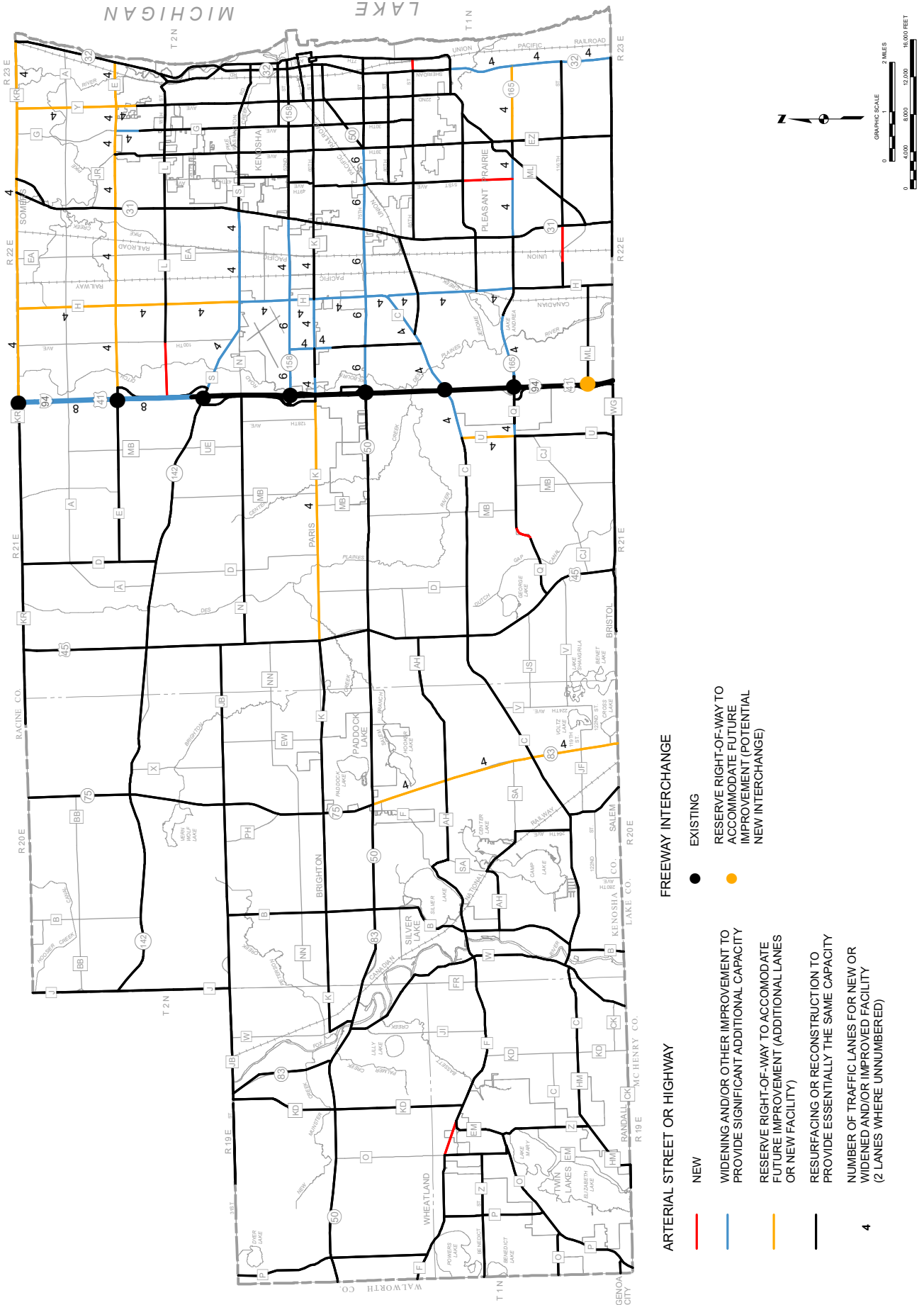
KRY/CTH/DAS/BRM/RWH/EDL/KJM/JDM

1/15/2016

#229852v1 (PDF: #229907)

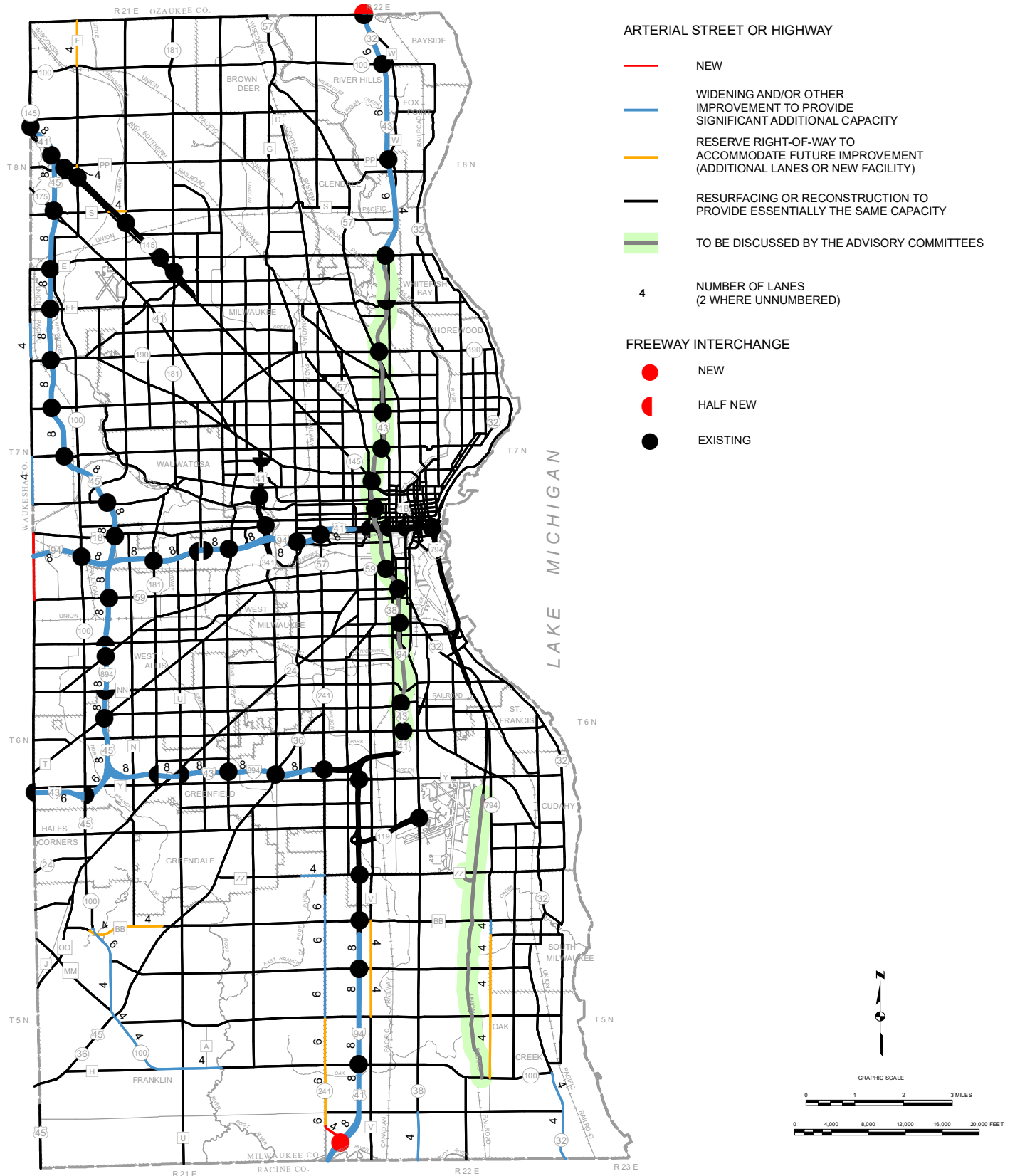
Map 6

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

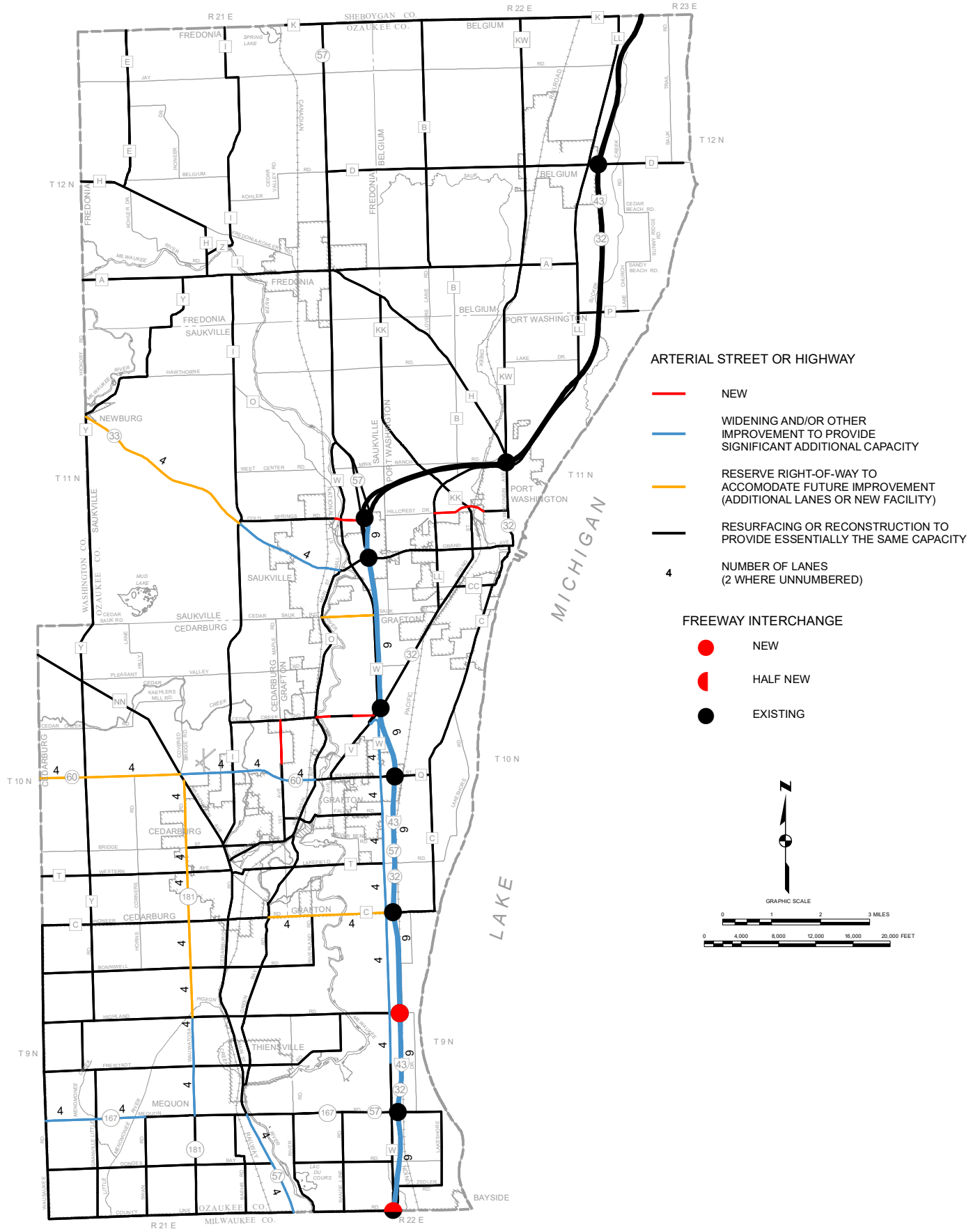


Attachment 1 (continued)
Map 7

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

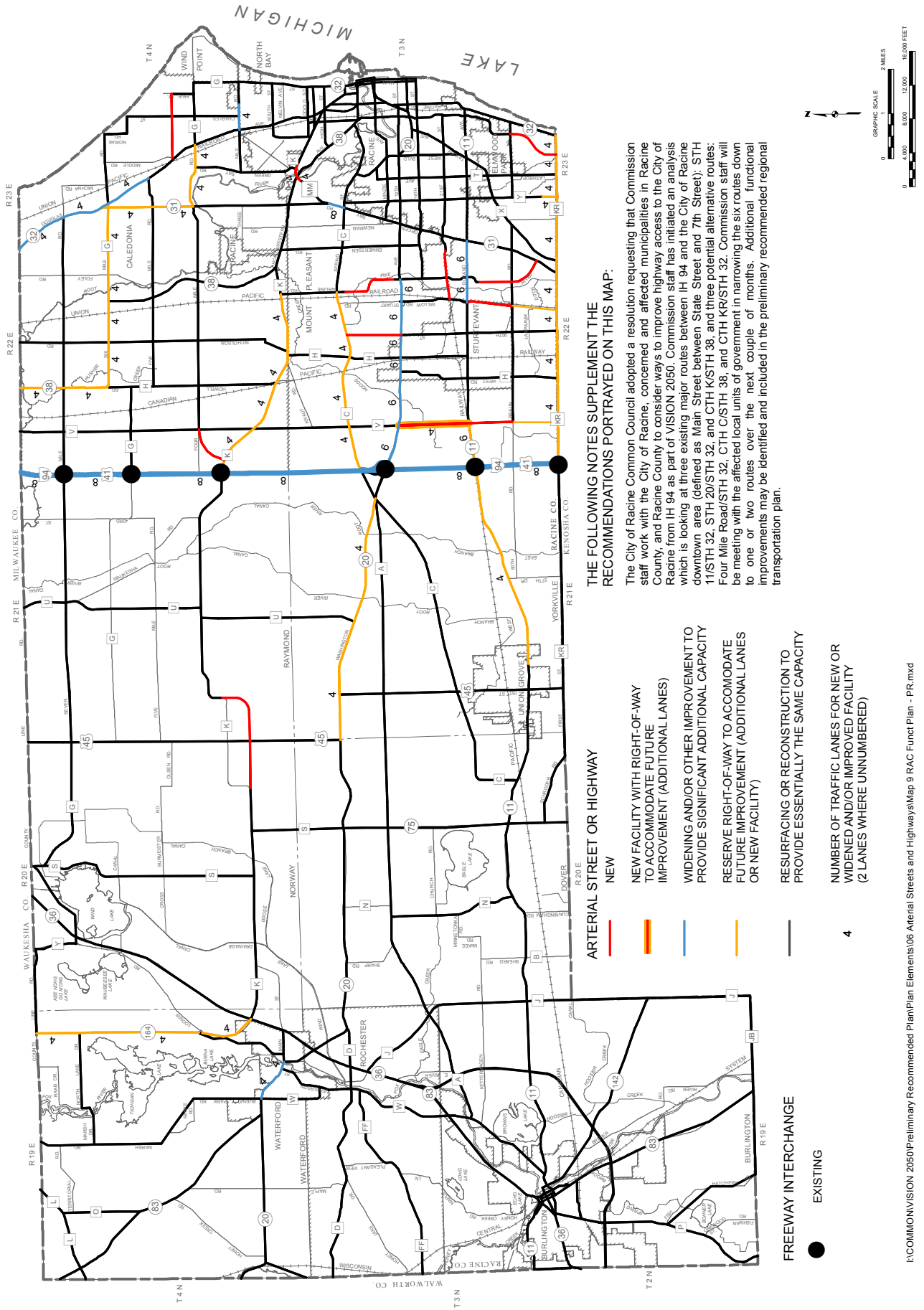


FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN



Map 9

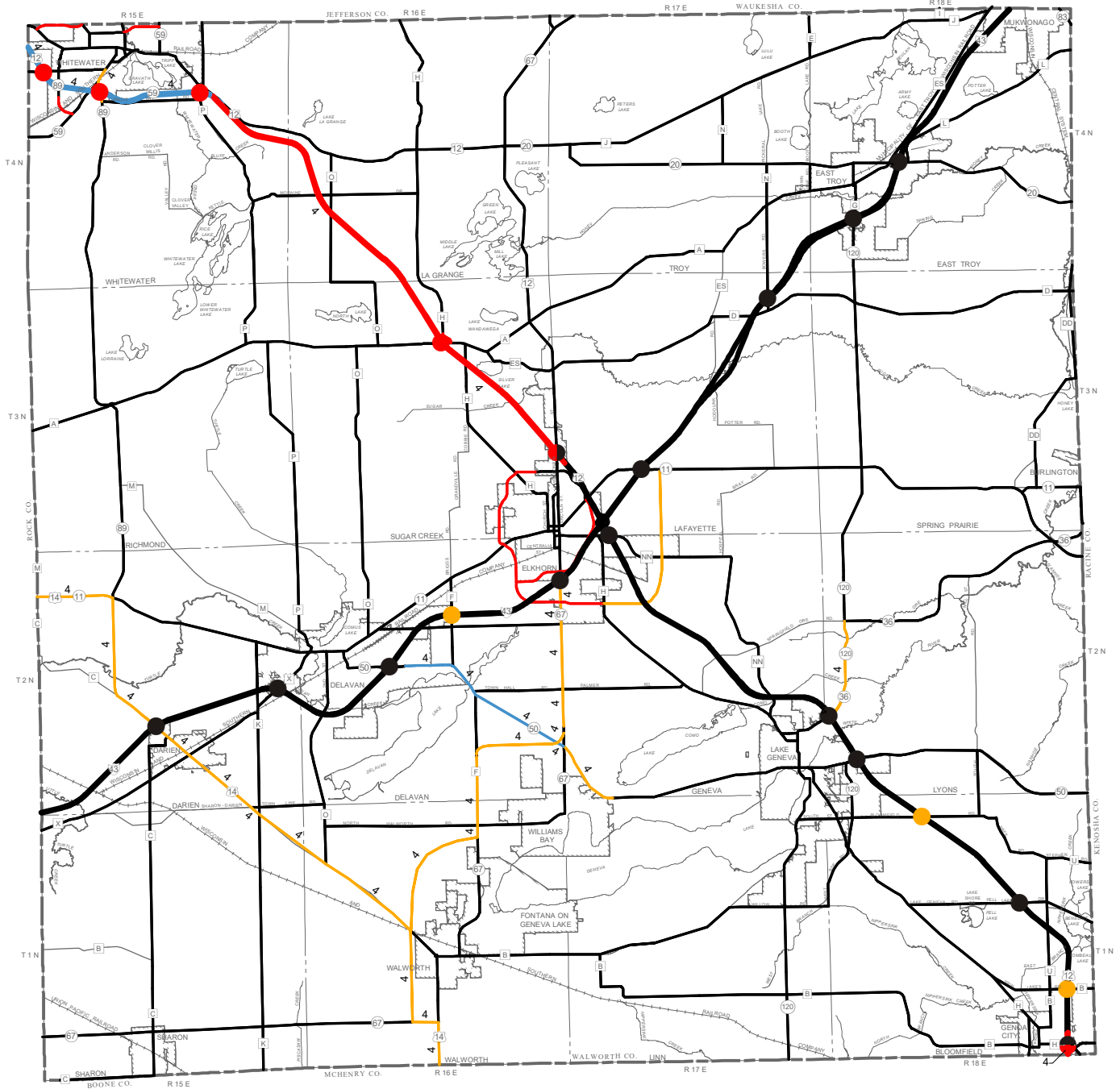
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN
RACINE COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN



Attachment 1 (continued)

Map 10

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

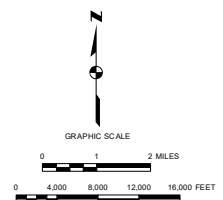


ARTERIAL STREET OR HIGHWAY

- 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 FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

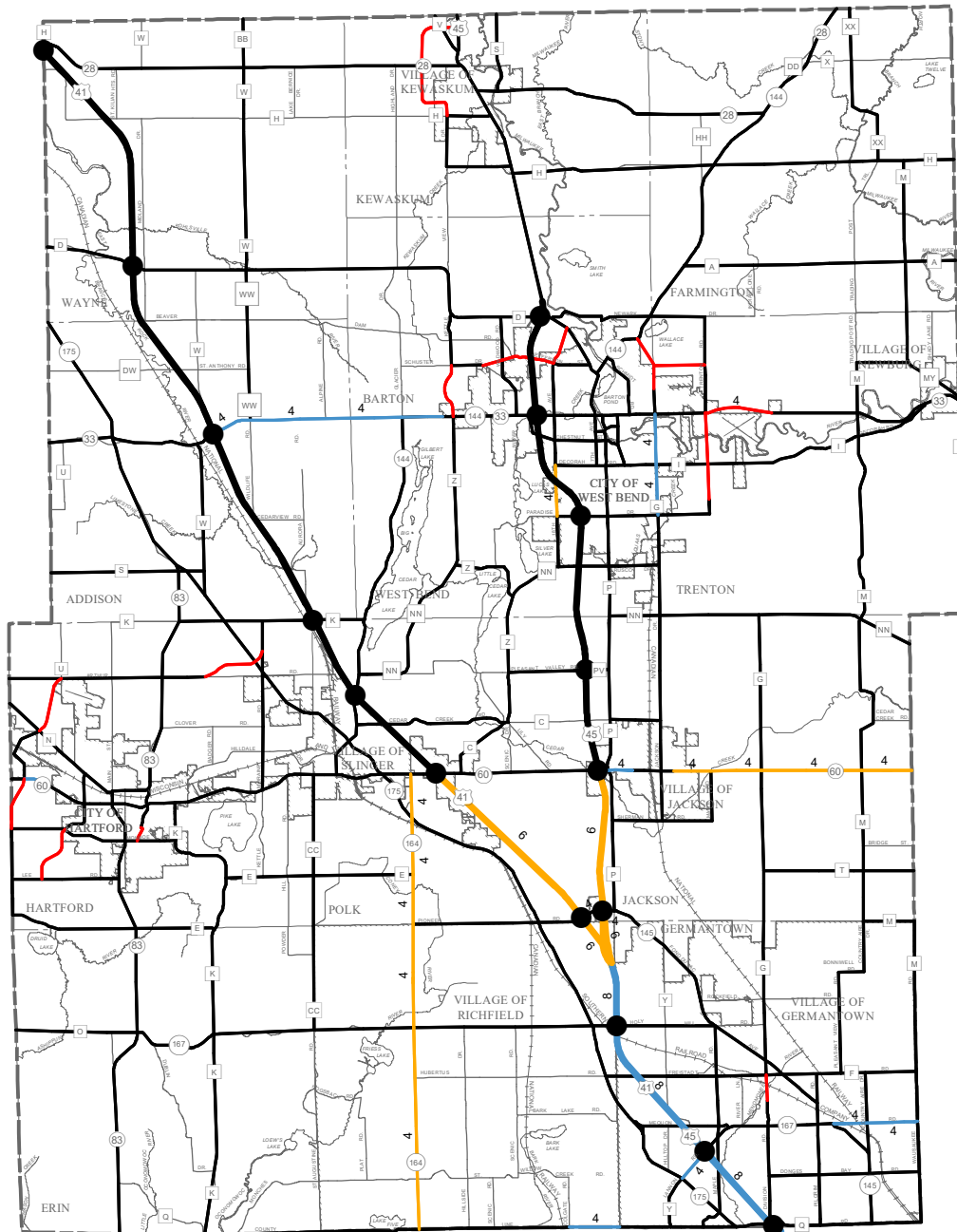
- NEW
- ◐ NEW HALF
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)
- EXISTING



Attachment 1 (continued)

Map 11

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



ARTERIAL STREET OR HIGHWAY

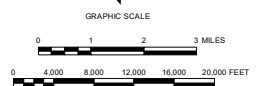
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

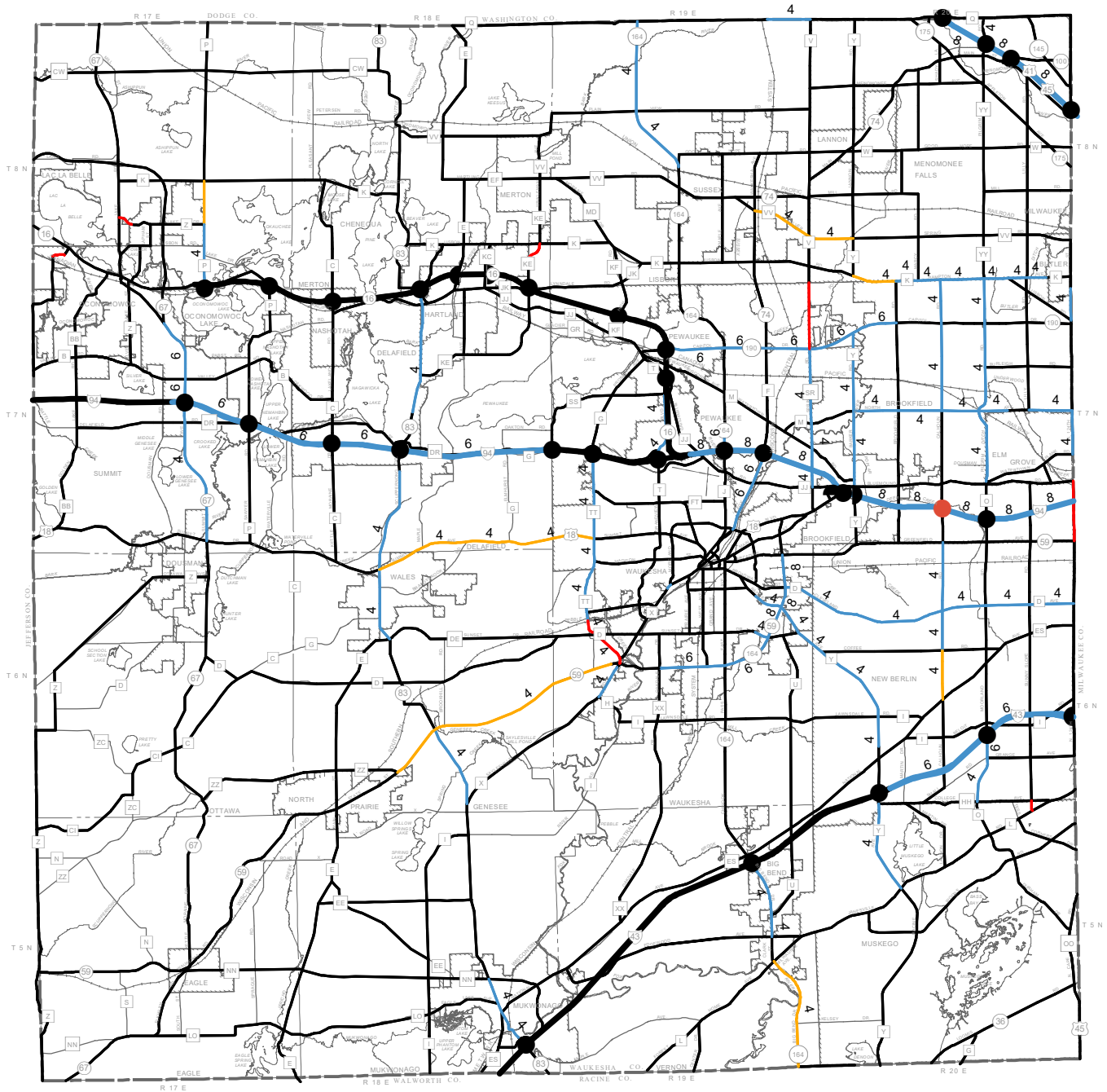
THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Commission staff was asked by the Washington County Jurisdictional Highway System Planning (JHSP) Committee, at their January 12, 2016 meeting to evaluate the impacts and costs of providing an east-west arterial facility north of the City of Hartford using Arthur Road (shown on the map) or a route which would extend Independence Avenue to CTH K using Turtle Road/CTH K. The results of this analysis will be presented to the JHSP Committee early in 2016 and if necessary, the preliminary recommended and/or final recommended regional transportation plan will be amended to reflect the preferred alignment for the northern east-west arterial route.
2. Commission staff was asked by the Washington County Jurisdictional Highway System Planning (JHSP) Committee, at their January 12, 2016 meeting to identify and evaluate potential routes to provide a bypass of the Village of Jackson. At the conclusion of this analysis, and at the request of the affected units of government, the preliminary recommended and/or final recommended regional transportation plan would be amended to include, as necessary, the conclusions and recommendations of the study.



Attachment 1 (continued)
Map 12

**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN
WAUKESHA COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED 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 FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING

