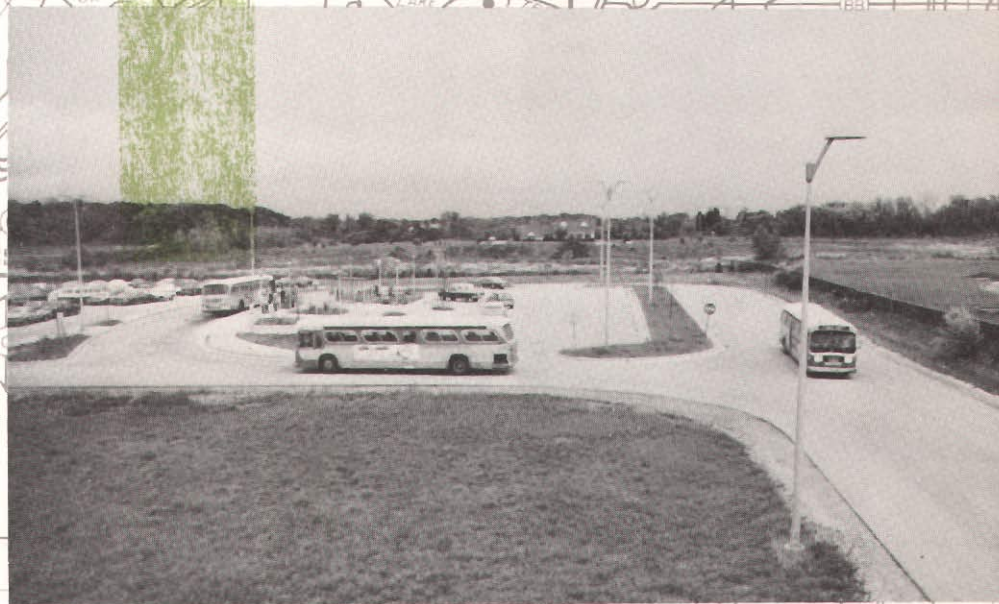


A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN 1981



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COMMUNITY ASSISTANCE PLANNING REPORT
NUMBER 50

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE
KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS
IN SOUTHEASTERN WISCONSIN: 1981

Prepared by the

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June 1981

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June 21, 1981

TO: Local Units of Government in the Kenosha, Milwaukee, and Racine Urbanized Areas

The Commission in December 1977 adopted a transportation systems management plan aimed at finding ways to more effectively use existing transportation facilities to accommodate travel demand. As a short-term transportation planning effort, this systems management plan needs to be brought up to date annually. Revisions of the initial plan were accordingly made in 1978, 1979, and again in 1980. The Commission is pleased to transmit herewith the 1981 transportation systems management plan. The recommendations set forth in this plan relate primarily to traffic engineering and transit improvements and to detailed design studies focusing on the operation of the regional transportation system in heavily urbanized areas.

Your attention is particularly directed to the summary of the report printed on green paper and found immediately after the Table of Contents. We believe that you will find from a review of this summary that significant progress has been made by the various transportation system management agencies in all three urbanized areas toward implementation of the various projects and studies included in the 1981 transportation systems management plan. You will also note that this new plan carries forward many of the multi-year projects and studies that were included in last year's plan, while adding new transportation systems management projects that have been derived from the ongoing planning process.

This new transportation systems management plan was approved by the Intergovernmental Coordinating and Advisory Committee on Transportation Systems Planning and Programming for the Milwaukee Urbanized Area at its meeting on December 1, 1980, and by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha and Racine Urbanized Areas at their joint meeting held on December 1, 1980. The plan was formally adopted by the Regional Planning Commission at its quarterly meeting held this date.

As is true of all the Commission's work, the 1981 transportation systems management plan is advisory to the local, state, and federal units and agencies of government. In its continuing role of acting as a center for the coordination of transportation planning and plan implementation activities within the Region, the Commission stands ready to work with the various units and agencies of government in implementing the recommendations contained herein.

Respectfully submitted,



Kurt W. Bauer
Executive Director

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MANAGEMENT SUMMARY

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN: 1981

A transportation systems management plan (TSM) examines the operations and management of the existing transportation systems, including highway and public mass transit, in a region and proposes ways to enhance the efficiency of those existing systems. On December 19, 1977, the Southeastern Wisconsin Regional Planning Commission, acting on the recommendation of the Intergovernmental Coordinating and Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas, adopted the Region's first formal TSM plan for the year 1978. That first regional TSM plan built upon the planning for the efficient operation and management of the Region's transportation systems which has been conducted by local transportation operating and implementing agencies in southeastern Wisconsin for many years, expanding that effort in functional scope and across jurisdictional and modal lines. The initial TSM plan has been amended and extended annually.

The 1981 TSM plan has two objectives: 1) to provide a status report on the progress made during 1980 in the implementation of those projects and studies recommended for action during the transportation improvement program (TIP) annual element; and 2) to present an updated plan of TSM actions for the years 1981 through 1985.

Status of 1980 TSM Plan Recommendations

As documented in Chapter II of this report, significant progress has been made in implementing the TSM projects and in undertaking the TSM planning studies recommended in the 1980 plan. About 50 percent of the 231 TSM projects recommended for full or partial implementation during 1980 have been completed as programmed in the 1980 TSM

plan or are underway at this time. Of the remaining projects recommended for full or partial implementation in 1980, about 32 percent were deferred for implementation in 1981 or later, with the other 18 percent consisting of 41 projects being dropped from further consideration for implementation. Of the 38 improved transit service-oriented projects recommended for full or partial implementation during 1980, 26 have been completed as programmed or are underway.

Progress was made during 1980 toward implementation of one of the "stub end" freeway treatments called for in the initial TSM plan. Intergovernmental agreement was achieved with respect to the precise way in which to connect the uncompleted freeway ramps at the Hillside Interchange on IH 43 to the surface arterial street system. In addition, design investigations began with respect to a "stub end" treatment at the current terminus of the Stadium Freeway-North. Intergovernmental consensus has not as yet been achieved, however, with respect to proposed "stub end" treatments for the Park Freeway-East and the Lake Freeway-North at the end of the Hoan Memorial Bridge. Also in 1980, improvements were made in providing public transit service. In the City of Kenosha, local bus service was improved by reducing headways during most nonpeak hours from 60 minutes to 30 minutes. In Milwaukee County four new transit routes were initiated during the year and improved service was provided on several other routes. In the Racine area, a new bus route was added to serve the urbanizing portion of the Town of Caledonia. Additional improvements were made in the UBUS and UPARK programs serving the University of Wisconsin-Milwaukee, including the establishment of a new UBUS "Freeway Flyer" route from Hales Corners. Progress also continued to be made in implementing projects pertaining

to park-ride lots and park-and-pool lots, and the installation of transit shelters.

During 1980, significant progress was also made in completing studies recommended under previous TSM plans. During 1980 the SEWRPC completed a five-year transit development program for the City of Waukesha which was approved by the Waukesha electorate in a referendum and which should lead to the reestablishment of public transit service in that City in 1981. In addition, the SEWRPC completed a transit improvement program for the Waukesha County Board of Supervisors. On the basis of this program, the County Board placed sufficient monies in the 1981 budget to expand the commuter-oriented bus service from Waukesha County communities to Milwaukee County, as well as to initiate the extension of Milwaukee County local transit service routes to such major regional centers as the Brookfield Square Shopping Center and the New Berlin Industrial Park. The Commission also completed a traffic management plan for the City of Oconomowoc and made significant progress toward completing the Milwaukee Northwest Side/Ozaukee County transportation improvement study and the work time rescheduling study. Milwaukee County completed a transit system service study which includes a five-year program for transit service route improvements and extensions throughout the County. Because of a lack of adequate planning funds, the proposed freeway traffic management study has been indefinitely postponed.

1981 TSM Plan Recommendations

The 1981 TSM plan, as detailed in Chapter III of this report, recommends the implementation of 245 projects and 13 studies at an estimated total cost of \$556,297,900 over the five-year period of 1981-1985. The 1981 plan represents an increase of approximately \$102 million over the total cost of the 1980 plan over the comparable five-year time period. The increase in the 1981 plan costs occurs largely in the Milwaukee and Racine urbanized areas, for which

substantial increases in costs--nearly \$482 million, up from \$369 million--for improved transit service actions are included in the 1981 plan. In addition, in the Milwaukee urbanized area alone spot street and highway improvements have increased in cost from \$9.5 million to \$17.3 million, and park-ride and park-and-pool lot projects are up from \$10.7 million in 1980 to \$11.8 million in the 1981 plan. It is estimated that \$141,358,200 of the total plan cost will be spent on 179 of the 245 recommended projects and on all 13 studies during the annual element of the 1981-1985 TIP for the Region, which is in general 21 months for all Federal Highway Administration-funded projects and 12 months for all other projects and all studies.

In the 1981 TSM plan, the individual TSM projects are grouped into 23 categories of TSM actions, which are presented in approximate order of priority. Exhibit A depicts in summary form the detailed 1981 TSM plan recommendations, including implementing agency responsibilities, sources of funding, and an implementation schedule.

It is difficult to determine precisely what portion of each of the 23 categories of projects, or of each particular project, contributes to the more efficient operation of the highway system in the Region as compared to what portion contributes to the more efficient operation of the Region's transit systems. This difficulty reflects the fact that the only mode of intraregional public transit in the Region is the motor coach which, of course, operates over the public street and highway system. A rough estimate of the portion of the 1981 TSM plan-recommended expenditures aimed primarily at highways is \$47 million, or approximately 10 percent of all expenditures. The estimated amount targeted for public transit in the 1981 TSM plan is \$429 million, or nearly 90 percent of the recommended expenditures. Some of this apparent imbalance is due to the manner in which information is gathered for the TSM plan and the concurrent TIP. All of the

Exhibit A

SUMMARY OF 1981 TSM RECOMMENDATIONS

TSM Action (listed in approximate order of priority)	Total Projects and Studies in Region in TSM	Lead Agency	Source of Federal Funds if Required	Estimated Total Project Costs/1980 Annual Element Costs in TIP if Different from Total (in \$1,000)	Recommended Implementation
Freeway Traffic Management System	10 Projects 1 Study	Wisconsin Department of Transportation (WisDOT)/SEWRPC WisDOT/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP) FAI/FAP	\$ 662.3/60.0 728.8/304.0	Continued implementation Undertake study
"Stub End" Freeway Treatments	3 Projects	WisDOT/Milwaukee County/City of Milwaukee	FAI/FAP	6,180.0/3,150.0	Continued implementation and design studies
Improved Transit Service	51 Projects	Various	Urban Mass Transportation Administration (UMTA), Section 3, Section 5	493,396.8/112,158.6	Continued implementation
Traffic Signing, Pavement Marking, and Signalization	89 Projects	Various	Various - Identified in TIP	9,989.3/5,283.3	Continued implementation
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	28 Projects	WisDOT/Milwaukee County/Ozaukee County	FAI/FAP	11,860.0/2,382.0	Continued implementation
Transit Route Evaluation	2 Studies	SEWRPC	UMTA, Section 8	--	Updated Milwaukee Transit System Planning Program (TSPP) by 12/31/80; Kenosha TSPP by 12/31/81; Racine TSPP by 12/31/81
Spot Street and Highway Improvements	49 Projects	Various	Various - Identified in TIP	17,907.7/3,222.0	Continued implementation
UBUS/UPARK	Included under Action 3	Milwaukee County/ University of Wisconsin-Milwaukee (UWM)	Included under Action 3	Included under Action 3	Continued implementation
Arterial Studies	2 Studies	WisDOT/City of Milwaukee	UMTA, Section 8/Federal Highway Administration, Urban Planning (FHWA PL)	826.0	Continued implementation
Downtown Shuttle Services	Included under Action 18	Milwaukee County	UMTA Section 3	Included under Action 18	Continued implementation
Transit Shelters	3 Projects	City of Kenosha/ Milwaukee County/ Shorewood	UMTA Section 3, Section 5	\$ 1,200.0/640.0	Continued implementation
Carpool and Vanpool Promotion	3 Projects	WisDOT/Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	245.0	Continued implementation
Pedestrian and Bicycle Provisions	5 Projects	Various	Various - Identified in TIP	418.0/358.0	Continued implementation
Miscellaneous Low- Capital Actions	1 Project 1 Study	City of Milwaukee	Various - Identified in TIP	285.8/131.1	Continued implementation
Bus Stop Location Study	1 Project	Milwaukee County/ City of Milwaukee	FHWA, Safer Off System (SOS), UMTA, Section 3, Section 8	460.0	Continued implementation
Downtown Parking Rate Structure Study	1 Study	City of Milwaukee	Local funds	15.0	Completion by 12/31/81
Taxi Fare and Regulation Study	--	City of Milwaukee	UMTA Section 8	--	Continued implementation
Exclusive Bus Lanes	1 Project	City of Milwaukee	UMTA Section 3	12,000.0	Implementation as part of downtown transportation center and arterials study
Commuter-Impacted Permit Parking	1 Project	City of Milwaukee	Local funds	10.0	Continued implementation
Community Assistance Traffic Engineering and Transit Planning	4 Studies	SEWRPC	UMTA, Section 18/FHWA 402 Safety Funds	113.2	Continued implementation
Work Time Rescheduling Study	1 Study	SEWRPC	UMTA, Section 8/FHWA PL Environmental Protection Agency (EPA) Section 175	Depends on decision to conduct second phase of study	Completion by 12/1/81
Energy Emergency Contingency Plan	1 Study	SEWRPC	UMTA, Section 8/FHWA PL	Depends on scope of study recommended by prospectus	Completion of prospectus by May 1, 1981; study to follow
Weekend and Special Event Traffic Planning	--	SEWRPC	UMTA, Section 3/FHWA PL	--	Completion of prospectus as funding and staff time become available; study to follow
Total	245 Projects 13 Studies	--	--	\$556,297.9 141,358.2	--

Source: SEWRPC.

operating deficits of the four public transit operators in the Region are included in the TSM plan instead of just that portion of the operating deficits directly attributable to efforts to improve transit service and increase internal transit management efficiency, simply because a breakdown of such efforts was not available. However, even considering this, the 1981 TSM plan has a heavy emphasis on public transit.

While the costs of the 1981 TSM plan recommendations are large, it must be remembered that much of the TSM plan is a catalog of actions which currently are

being, and for many years have continually been, implemented in the Region. The 1981 TSM plan recommendations, which include a wide variety of operations, management, construction, design, and planning activities, will require the continued close cooperation and involvement of all large and many small transportation operating and implementing agencies in southeastern Wisconsin. Much has been accomplished in TSM implementation and planning in the Region in 1980, and the 1981 TSM plan update represents another ambitious agenda of transportation systems management actions for 1981 and beyond.

Chapter I

INTRODUCTION

BACKGROUND

On December 19, 1977, the Southeastern Wisconsin Regional Planning Commission (SEWRPC), acting on the recommendation of the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas, adopted the first transportation systems management (TSM) plan for the Region.¹ The adoption of this plan added an important new element to the overall transportation system plan for the Region, which now consists of both a short-range TSM element and a long-range transportation system development element. The development of the new TSM plan element was accomplished through the cooperative efforts of the Southeastern Wisconsin Regional Planning Commission, the Wisconsin Department of Transportation, the various concerned local units of government throughout the Region, and the operators of the publicly owned mass transportation systems in the Region.

The goal of these TSM Planning efforts was to develop, as part of a continuing planning process, a short-range plan, which would:

1. Provide for the more immediate transportation needs of the Region by making more efficient use of the existing transportation system;
2. Identify needed traffic engineering, public transportation, regulatory, pricing, management,

operational, and other relatively low-capital improvements to the existing transportation system, not including new capital-intensive transportation facilities; and

3. Be consistent with the area's comprehensive, long-range land use and transportation system plans and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives.

On December 7, 1978, the SEWRPC adopted a 1979 TSM plan update and extension as documented in SEWRPC Community Assistance Planning Report No. 26, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979. That report included a summary of the progress made toward implementing the projects and studies included in the initial 1978 TSM plan, carrying forward many of the multiyear studies and projects included in that plan while including new TSM projects derived from the ongoing process.

SEWRPC Community Assistance Planning Report No. 34, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980, was adopted by the Commission on December 6, 1979. The third report of its kind, the 1980 TSM plan represented the continuing local commitment toward improving the people-moving efficiency of the existing regional transportation system.

The approval of the 1980 TSM plan element, and of the 1980-1984 transportation improvement program (TIP), which serves to implement the TSM and long-range plans, by the three Intergovernmental Coordinating and Advisory Committees; their adoption by the Regional

¹See SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978.

Planning Commission; and the formal transmittal of the plan and program to the concerned local, state, and federal units and agencies of government represent a commitment by the Commission and its constituent units and agencies of government to the TSM planning process, and therefore to:

1. Carrying out, to the extent practicable, the TSM projects programmed for implementation in the 1980-1984 TIP for the Region;
2. Undertaking, to the extent practicable, the TSM-related studies recommended in the 1980 TSM plan element as part of a continuing transportation systems management process;
3. Monitoring the progress of TSM plan implementation and reporting the results of completed TSM planning studies and project implementation; and
4. Regularly updating the TSM plan to maintain a three- to five-year planning horizon.

In line with these commitments, this document provides a progress report on the TSM-related activities pursued in the Region during 1980 and presents an updated TSM plan element for the period 1981 through 1985.

TSM PLANNING PROCESS

The procedures used to prepare this progress report on the 1980 TSM activities in the Region and the 1981 TSM plan element update were similar to those followed in developing previous TSM plan elements. The Regional Planning Commission and Wisconsin Department of Transportation staffs contacted each of the various local units and agencies of government identified in the 1980 TSM plan element as having plan implementation responsibilities. In meetings with representatives of these local units and agencies of government, the current status (through 1980) of every TSM-type

project or study recommended for implementation under each of the 23 categories of TSM actions identified in the 1980 TSM plan element was reviewed. Specific information requested concerning each project or study recommended in the adopted 1980 TSM plan and each project subsequently included in the adopted TIP and its 1980 annual element included: progress made toward implementing or completing the project or study, those project or study activities anticipated to continue into the future (1981 through 1985), the estimated cost of future project or study activities, the anticipated source of funds, and the project or study completion schedule.

In addition, each concerned transportation agency and local unit of government in the Region was contacted and asked to provide certain specific information concerning any new transportation-related projects or studies of a TSM nature it proposed to implement in either the 1981 annual element of the TIP or the subsequent years (through 1985) of an updated TIP for the Region, or, in the case of studies, through its planning work programs. Specific information requested concerning each newly proposed project or study included: an identification of the responsible implementing agency for the proposed project or study; a description of the proposed project or study; the location of the proposed project or study; the estimated cost of the proposed project or study; the anticipated source of funding; and the planning document source from which the project or study is derived (e.g., current adopted local transit developmental programs, TOPICS plans, the regional transportation plan for the transportation handicapped, and other regional or local planning studies).

Proposed projects or studies which clearly represent actions to improve the "existing" regional transportation system and which are of a traffic engineering, public transportation, regulatory, pricing, management, operational, or other relatively low-capital improve-

ment nature--not including new transportation facilities or major changes in existing facilities--are categorized by the Regional Planning Commission staff as transportation systems management actions and become the basis for updating the current TSM plan element. A review of these newly proposed TSM-type projects and studies is then made by the staff of the Regional Planning Commission to determine whether each is consistent with the area's comprehensive, long-range land use and transportation system plans, and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives. Those projects and studies determined to be in conformance or not in conflict with the adopted long-range land use and transportation system plans or the above-mentioned goals and objectives adopted in the area are incorporated into the 1981 updated TSM plan element for the Region. Projects and studies included in the updated TSM plan element for the Region are programmed for implementation and prioritized in the TSM plan element based on anticipated available funding, which is determined by the responsible implementing agency or unit of government for the project or study. The draft TSM plan element is then presented for approval to the three Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming--one each for the Kenosha, Milwaukee, and Racine urbanized areas. Following modification and approval by these Committees, the plan is presented to the Regional Planning Commission for adoption. Following such adoption of the updated TSM plan element, the five-year program of prioritized projects and studies contained in the TSM element and the five-year program of prioritized projects representing new transportation facilities or major changes in existing facilities derived from the adopted long-range transportation system development plan element are consolidated into a single comprehensive transportation improvement program document. Ultimately, following review and approval by the three Intergovernmental Coordinating and Advisory

Committees and adoption by the Regional Planning Commission, this document represents the current five-year transportation improvement program for the Region.

The 1980 TSM plan represented an ambitious, integrated, short-range transportation improvement effort, focusing on the systematic identification of TSM problems and deficiencies, and on a rational methodology for evaluating alternative solutions to the identified problems. The 1981 TSM plan represents a review of TSM work completed and in progress during calendar year 1980 in the Region in accordance with the 1980 plan, and an extension of needed management measures into calendar year 1981.

The integrated short-range transportation planning process described in the 1980 TSM plan is being implemented in the following way. As the Commission participates with the other transportation planning and plan implementing agencies in the Region on various TSM planning and design studies, the Commission applies the short-range transportation planning process, establishing linkages between various related planning programs, and urging, where applicable, the use of common procedures, methodologies, and data collection and analysis techniques. This process is expected to be further strengthened during 1981. The 1982 TSM plan update, to be prepared late in 1981, will document progress toward implementing the envisioned short-range transportation planning process, and may reevaluate and reformulate that process in light of the experience gained to that date.

SCHEME OF PRESENTATION

This report consists of three chapters and a management summary. Following this introductory chapter, Chapter II discusses the status of each of the projects and studies contained in the adopted 1980 TSM plan. Chapter III presents the 1981 TSM plan. The management summary, printed on green paper in the front of the document, presents an overview of the entire report.

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Chapter II

IMPLEMENTATION STATUS OF 1981 TSM ACTIONS

INTRODUCTION

The 1980 TSM plan, adopted by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas (see Appendix A) and the Regional Planning Commission, recommended the implementation of 290 projects and the conduct of 14 studies under 23 separate categories of TSM actions. The total cost of completing these projects over the five-year (1980-1984) TSM plan period was estimated to be \$470 million. Based on the local priorities established for beginning these projects and studies, 229 projects, involving an estimated total cost of \$112 million, had stages that were programmed for implementation in the 1980 annual element of the 1980-1984 transportation improvement program (TIP) for the Region. The remaining 61 projects were programmed for implementation over the remaining four years of the 1980-1984 TIP. In addition, all 14 planning and design studies recommended in the 1980 TSM for 1980 implementation were included in the Regional Planning Commission's 1980 Overall Work Program (OWP) and/or other agency planning work programs. This chapter discusses the status of the projects and studies recommended under each of the 23 categories of TSM actions in the adopted 1980 TSM plan for the Region.

ACTION 1--FREEWAY TRAFFIC MANAGEMENT SYSTEM

This action was proposed as a method of managing the operation of the Milwaukee area freeway system in a fully integrated manner by: 1) furnishing to drivers information concerning current traffic conditions, including, in addition to information on traffic flow conditions, the presence of incidents such as accidents and stalled vehicles

that may interfere with the smooth flow of traffic; and 2) constraining access to the freeway system during peak travel hours to reduce freeway traffic congestion, improve traffic flow, and facilitate the movement of transit and other high-occupancy vehicles. The adopted 1978 TSM plan for the Region recommended that the current program of installing freeway ramp meters in Milwaukee County be continued, and that a prospectus be completed for a study to determine the cost-effectiveness of implementing an areawide freeway traffic management system in the Milwaukee urbanized area.

In 1979 the Commission completed and published the Milwaukee Area Freeway Traffic Management System Study Prospectus, which identified the need for a study of areawide freeway traffic management and outlined the scope, content, and cost of such a study. The prospectus, formally approved by the Regional Planning Commission on June 7, 1979, recommended that the entire cost of the study be funded using preliminary engineering funds from the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). However, on August 31, 1979, the Commission was informed by WisDOT that the FHWA had found the project to be ineligible for preliminary engineering funds and that FHWA planning funds should be used instead. At the end of 1979, the Commission reopened this decision with the FHWA and again requested preliminary engineering funds for the conduct of the study. In early 1980, extended discussion took place between the Commission, the FHWA, and the WisDOT, resulting in the identification of a portion of the activity outlined in the prospectus as being eligible for preliminary engineering funds. Because of the lack of planning funds for the remaining portion of the project, however, the study, as outlined in the prospectus, was postponed indefinitely.

The Milwaukee area freeway system ramp-metering program, which WisDOT began in 1969, continued through 1980. This program involves the installation of freeway ramp-metering equipment at new locations and the replacement of old ramp-meter controllers with equipment which utilizes microprocessor-based circuitry and thereby provides the capability necessary to store traffic-related data and support a centralized system management and support facility. The program includes 21 ramp-metering installations operating on a local control basis, and provides preferential treatment for mass transit vehicles at three locations (see Map 1). Although no ramp meters were installed during 1980, by the end of the year 16 of the 21 existing ramp-metering installations had been upgraded to use the new microprocessor-based control equipment.

There were five freeway traffic management projects programmed for implementation in the 1980 annual element of the TIP. As shown in Table 1, all five of the projects were deferred because of a lack of state and federal funds. The proposed study of a freeway traffic management system for the Milwaukee urban area has been deferred until such time as funds for the conduct of the study can be obtained.

ACTION 2--"STUB END" FREEWAY TREATMENTS

The 1980 TSM plan recommended that planning and design studies be completed for each of the existing "stub end" freeways in Milwaukee County, consistent with the recommendations contained in the long-range regional transportation plan. The scope of such studies was envisioned to range from the detailed physical design of freeway ramp and surface street modifications to subregional multimodal transportation planning studies of alternative improved transportation facilities and services in the "stub end" areas of uncompleted freeways. Planning and/or design studies for such "stub end" freeways were to be initiated as soon as possible, with the completion

date for each study to be dependent upon the nature and complexity of the task. The plan further recommended that the Wisconsin Department of Transportation and the Regional Planning Commission share responsibility for any necessary planning studies to be conducted in conjunction with "stub end" freeway design work.

Map 2 shows the location of the six freeway "stub ends" in Milwaukee County. The following is a brief report on the status of the two freeway "stub end" projects contained in the annual element of the 1980-1984 TIP as of the end of 1980 (see Table 2).

Stadium Freeway-South

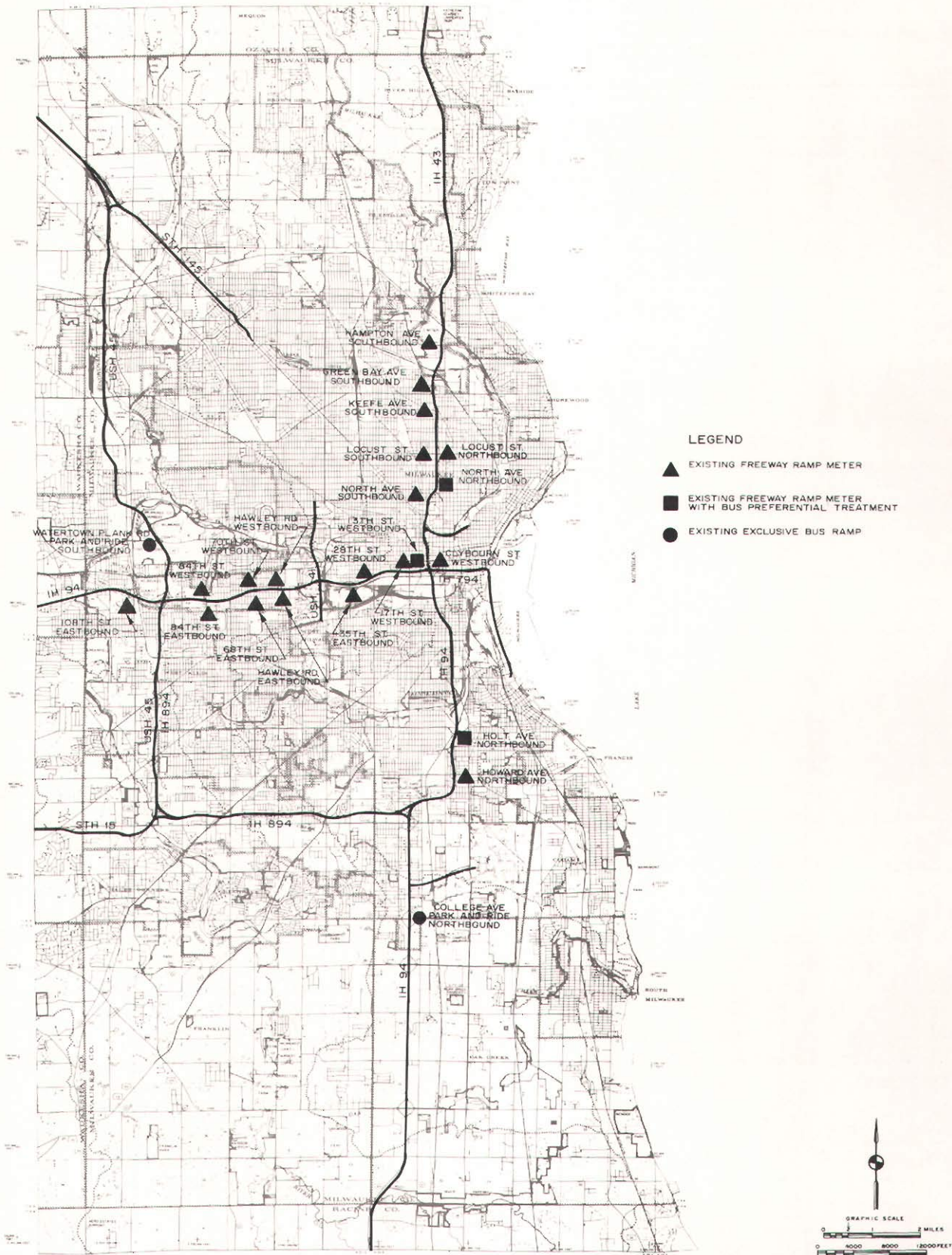
The year 2000 regional transportation system plan contains a recommendation in the "lower tier" of the plan that the Stadium Freeway-South be extended south from the current terminus at W. National Avenue to a terminus in the vicinity of W. Lincoln Avenue, and that work proceed immediately toward the construction of this facility. In cooperation with the WisDOT, Milwaukee County has assumed responsibility for the preparation of detailed design plans for this facility, including an appropriate "stub end" treatment at W. Lincoln Avenue. No specific "stub end" designs had been advanced for public review by the end of 1980, and design work on the project has been held in abeyance due to the lack of state and federal funding for construction of the freeway facility.

Lake Freeway-South

The long-range regional transportation system plan also recommends as a part of the "lower tier" of the plan that the Lake Freeway-South be extended south from the current terminus at E. Car ferry Drive to a terminus in the vicinity of E. Layton Avenue. The WisDOT has indicated that financial resources will likely not be available in the near future to construct the facility as recommended. The WisDOT also indicated that it might be possible to conduct a feasibility study that would be aimed at the possible construction of a surface

Map 1

MILWAUKEE COUNTY FREEWAY TRAFFIC MANAGEMENT SYSTEM-- FREEWAY RAMP METERS: 1980



Source: Wisconsin Department of Transportation and SEWRPC.

Table 1

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
FREEWAY CONTROL SYSTEM PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	INSTALLATION OF A FREEWAY TRAFFIC MANAGEMENT SYSTEM ON THE N-S FREEWAY FROM S COUNTY L TO THE MARQUETTE INTERCHANGE (13.90 MI.)	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING AND UPGRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 94 (E-W FREEWAY) MOORLAND RD TO MARQ. INTCHG (MILW & WAUK CO)	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING AND UPGRADING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 43 MARQ. INTCHG TO N CO. LINE IN MILWAUKEE CO (11.20 MI)	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 894 (ZOO & AIRPORT FRWY) FROM ZOO INTCHG TO MIT. INTCHG IN MILWAUKEE CO (9.5 MI)	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 794 FROM MARQUETTE INTCHG TO E LINCOLN AVE IN CITY/ MILWAUKEE (3.70 MI)	DEFERRED	STATE OF WISCONSIN

Source: SEWRPC.

arterial in the corridor of the planned freeway, thus effecting a kind of "stub end" treatment. The WisDOT indicated, however, that such a study would have to be formally requested by the City of Milwaukee and Milwaukee County, and be concurred in by the Regional Planning Commission. As of the end of 1980, neither the City nor the County of Milwaukee had taken any formal steps to request the WisDOT to undertake such a feasibility study.

Lake Freeway-North

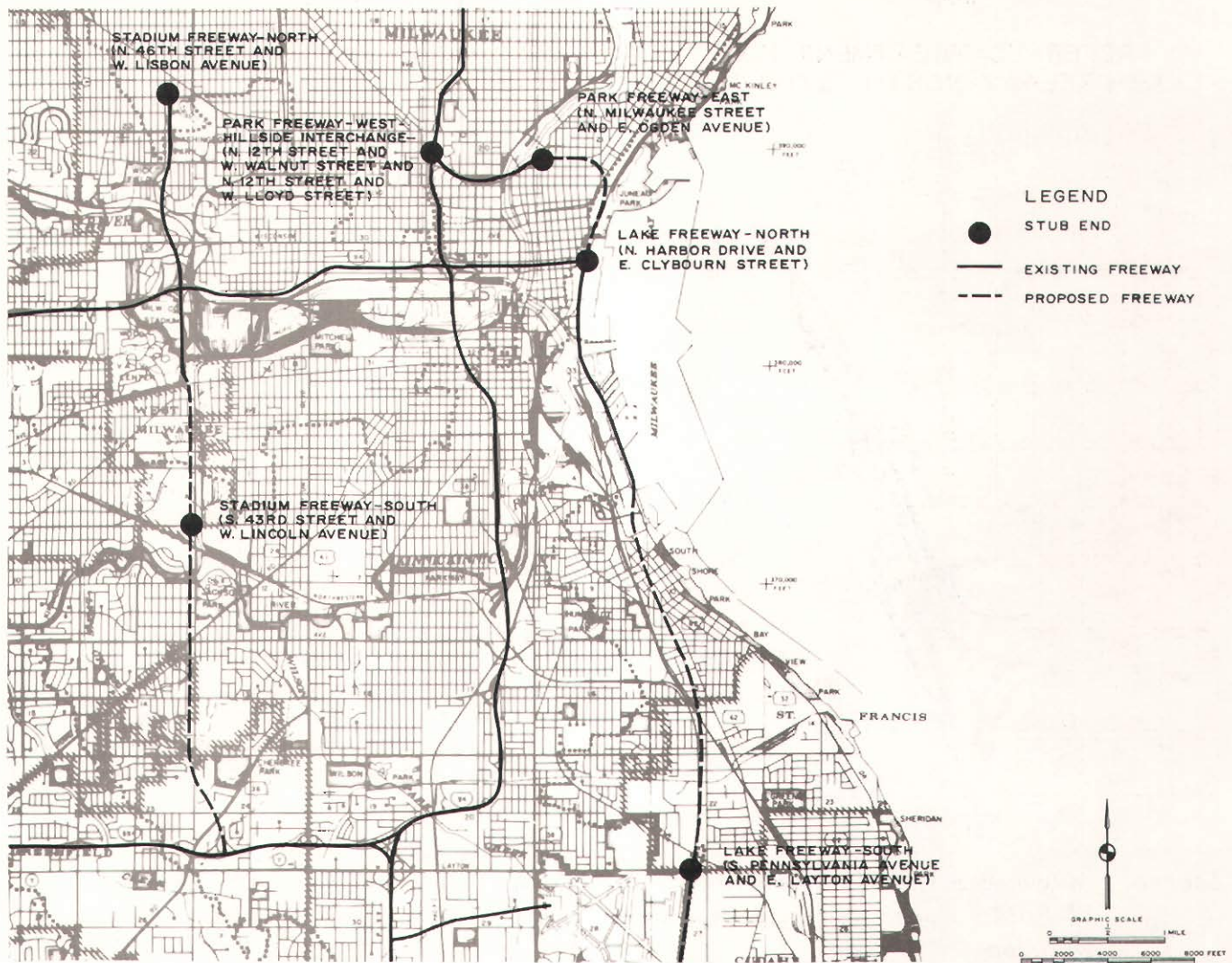
As reported in the 1978 TSM document, the WisDOT took the lead in developing alternative designs for the treatment of the freeway "stub end" at the north end of the Hoan Memorial Bridge on Milwaukee's lakefront. In October 1978 the

Milwaukee County Board of Supervisors selected from among five alternative designs, a preferred "stub end" treatment (see Map 3). Under this alternative, the remaining uncompleted ramps at the interchange would be "brought down" and connected to Lincoln Memorial Drive. The alternative also includes the construction of a new Lincoln Memorial Drive-Mason Street Bridge. The action of the County Board was subsequently vetoed by the Milwaukee County Executive. The County Board then overrode the County Executive's veto late in 1978. As of the end of 1980, the City of Milwaukee had not formally acted on the proposal.

During 1979, the State Legislature acted to include in the 1979-1980 biennial budget, monies sufficient to reconstruct

Map 2

FREEWAY "STUB END" LOCATIONS IN MILWAUKEE COUNTY



Source: SEWRPC.

Table 2

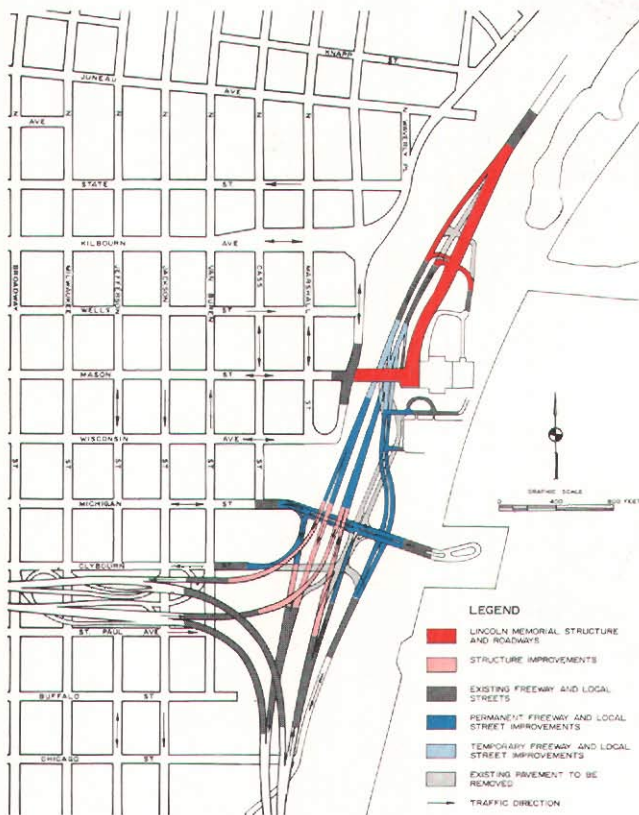
IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN: "STUB END" FREEWAY TREATMENT PROJECTS

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF A CONNECTION FROM THE N-S FREEWAY AT THE HILLSIDE INTERCHANGE WEST TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	UNDERWAY	STATE OF WISCONSIN
	CONST. OF A CONNECTION FROM THE STADIUM FWY. AT W. LISBON AVE. AND W. NORTH AVE. TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	UNDERWAY	STATE OF WISCONSIN

Source: SEWRPC.

Map 3

PREFERRED TREATMENT FOR LAKE FREEWAY-NORTH "STUB END"



Source: Milwaukee County Department of Public Works, Transportation Division.

the Lincoln Memorial Drive-Mason Street Bridge. The Legislature directed the WisDOT to design and construct the new bridge as quickly as possible. A public hearing was held on October 29, 1979, regarding the location and design of the bridge reconstruction. The existing Lincoln Memorial Drive-Mason Street Bridge, closed to vehicular traffic since November of 1976 because of structural inadequacies, is scheduled for reconstruction in 1981, along with the road work necessary to connect the bridge to N. Prospect Avenue and N. Lincoln Memorial Drive. Completion of the bridge replacement project would allow both vehicular and pedestrian access to Milwaukee County's War Memorial/Art Center and the Lake Michigan lakefront. In

addition, the design of the bridge provides for the completion of the Park-Lake Freeway Loop, as recommended in the "upper tier" of the adopted transportation system plan, and for the connection between N. Harbor Drive and N. Lincoln Memorial Drive. The design of the bridge also provides for the completion of the recommended "stub end" treatment at the north end of the Hoan Memorial Bridge.

It should be noted that the 1981-1985 transportation improvement program for the Milwaukee urbanized area does not include the project that would connect the remaining uncompleted ramps at the Lake Interchange to Lincoln Memorial Drive. This "stub end" project had been programmed for implementation in the 1980-1984 transportation improvement program. The project was not submitted by the WisDOT for inclusion in the new program, and has also been dropped from the six-year statewide highway improvement program prepared by the WisDOT. This action by WisDOT reflects the lack of agreement among all governing bodies concerning implementation of the "stub end" proposal.

Park Freeway-East

As reported in the 1978 TSM document, the WisDOT prepared five alternative designs for a "stub end" treatment of the Park Freeway-East in the vicinity of N. Broadway and N. Van Buren Streets. The alternatives were submitted formally to the City and County of Milwaukee for reaction. As of the end of 1980, neither the City nor the County of Milwaukee had taken formal action on the WisDOT proposals.

Stadium Freeway-North

Freeway "stub end" treatments for the Stadium Freeway-North at the current terminus in the vicinity of N. 47th Street and W. Lisbon Avenue in the City of Milwaukee are to be prepared as part of the Milwaukee Northwest Side/Ozaukee County transportation improvement study. The WisDOT began preparation of alternative designs for this "stub end" treatment during 1979. Presentation of the alternative designs is scheduled for

presentation to the Commission advisory committee guiding the conduct of the northwest side study late in 1980.

Park Freeway-West

The WisDOT has been charged with the responsibility for preparing alternative plans for the Hillside Interchange "stub end" as a part of the Milwaukee Northwest Side/Ozaukee County transportation improvement study. Alternative plan designs for resolving the freeway "stub end" problems at the Hillside Interchange were completed and presented to the Commission's advisory committee for the Milwaukee northwest side study early in 1980. The committee recommended Alternative 3A, as shown on Map 4. Subsequently, the recommended alternative was formally approved by the Milwaukee Common Council and the Milwaukee County Board. Detailed plans and specifications for the project are now being prepared, with construction scheduled for 1982.

ACTION 3--IMPROVED TRANSIT SERVICE

The 1980 TSM plan recommended the continued implementation and improvement of publicly owned mass transportation services in the Kenosha, Milwaukee, and Racine urbanized areas of the Region. In accordance with this recommendation, 41 different transit-related projects of a service preservation, improvement, and expansion nature were proposed for implementation in the adopted 1980 TSM plan. Of the 41 projects recommended for implementation, 38 projects were programmed for implementation in the 1980 annual element of the adopted TIP. The remaining projects were programmed for implementation during the 1981 through 1984 time period. Of the 38 projects programmed for implementation in the 1980 annual element of the TIP, 22 projects have been completed, 4 projects are underway, and 12 projects have been postponed. Table 3 summarizes the current status of the improved transit service projects in the Region that were programmed for implementation in the 1980 annual element of the adopted TIP.

The transit-related projects that have been implemented essentially as programmed in the 1980 annual element of the adopted TIP have resulted in transit service improvements both to the general public and to the elderly and handicapped people living in the more urbanized areas of the Region. The following is a brief description of the major local transit projects implemented during 1980.

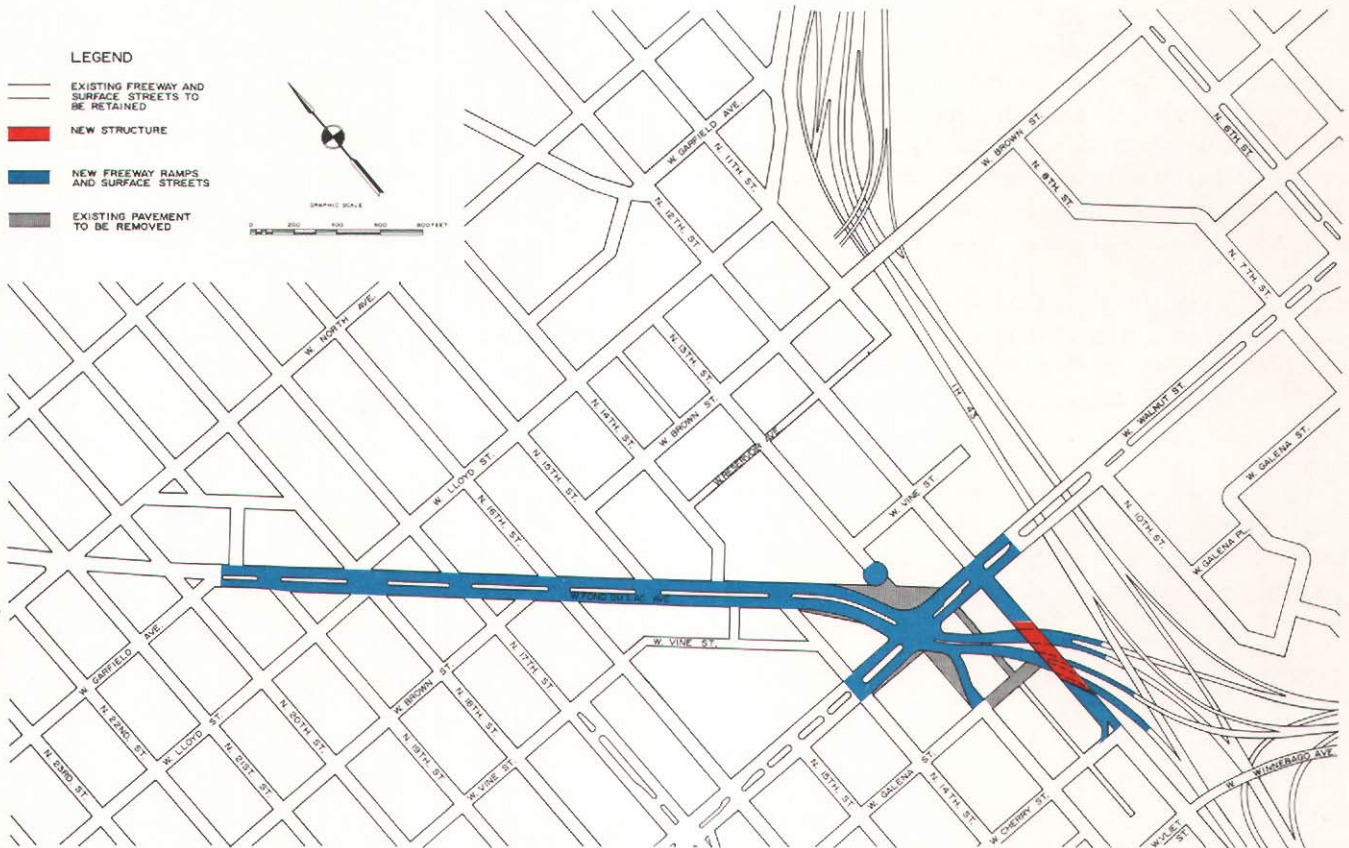
City of Kenosha

During 1980 the City of Kenosha applied for and received a Section 5 operating assistance grant in the amount of \$712,915 from the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA), for use in financing 50 percent of the deficit incurred by the operation of the local transit system. With the aid of these federal funds, the Kenosha Transit Commission was able to continue to provide residents of the City of Kenosha with local bus service operating from 6:00 a.m. to 7:00 p.m., Monday through Saturday. Bus service is not available on Sundays and holidays. The significant changes made in transit service during 1980 concerned frequency of bus operation. During 1979 bus service was operated on 30-minute headways during peak travel hours and 60-minute headways at all other times. In 1980 local bus service was improved with the provision of 30-minute headways during 10 hours of the day, with 60-minute headways during the remaining three hours. The local bus routes currently operated by the Kenosha Transit Commission are shown on Map 5. Regular local service is provided for a \$0.30 base adult fare, with a special \$0.10 fare offered to elderly and handicapped persons during weekday nonpeak periods of travel and all day on Saturdays. Children under six years of age ride free.

As of February 1980, the Kenosha transit bus fleet consisted of 28 buses, none of which are wheelchair lift-equipped. Regulations promulgated by the UMTA pursuant to Section 504 of the Rehabili-

Map 4

NORTH-SOUTH FREEWAY HILLSIDE INTERCHANGE ALTERNATIVE NO. 3A



Source: Wisconsin Department of Transportation, District 2.

tation Act of 1973 state that public transit systems receiving federal financial assistance must replace or modify existing transportation services that discriminate on the basis of handicap. These regulations, issued on May 31, 1979, require that all new transit vehicles purchased for use by the operator be equipped with lifts or ramps to accommodate the handicapped, and that all transit systems not achieving accessibility by 1982 program actions which will result in an accessible system no later than 1989. In the interim, the regulations provide for the provision of a substitute specialized transportation service for the handicapped and elderly. Within the service area of the Kenosha Transit System, this specialized transportation service is provided by the

Kenosha Achievement Center (KAC). In accordance with the 504 regulations, a transition plan must be developed for each urbanized area and submitted to the UMTA by July 2, 1980. To fulfill that requirement, the Regional Planning Commission, upon the request of the Kenosha Transit Commission, prepared SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume One, Kenosha Urbanized Area, published in September 1980.

The public transit system accessibility plan for Kenosha was formally adopted during 1980 by the Common Council of the City of Kenosha and by the Commission. This plan amended the previously adopted transportation plan for the elderly and handicapped in the Region. The amendment

Table 3

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
IMPROVED TRANSIT SERVICE PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	PURCHASE OF VEHICLES FOR PROVIDING SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE	COMPLETED	STATE OF WISCONSIN
	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/HANDICAPPED IN KENOSHA COUNTY	COMPLETED	KENOSHA COUNTY
	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	COMPLETED	C/KENOSHA
	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & HANDICAPPED PEOPLE IN THE KENOSHA URBANIZED AREA	COMPLETED	C/KENOSHA
	REHABILITATION OF THE C&NW RAILROAD STATION IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
	PURCHASE 5 NEW BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	DEFERRED	C/KENOSHA
MILWAUKEE URBANIZED AREA	PURCHASE OF VEHICLES FOR PRIVATE NON-PROFIT AGENCIES TO PROVIDE SPECIALIZED TRANSP. SERVICES FOR E&H PEOPLE IN MILWAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PURCHASE NEW BUSES FOR THE MILWAUKEE CO TRANSIT SYSTEM 180 VEH-1980, 100 VEH-1981, 50 VEH-1982, 50 VEH-1983, 50 VEH-1984	COMPLETED	MILWAUKEE COUNTY
	PURCHASE ROUTE SUPERVISOR VEHICLES FOR MIL CO TRANSIT SYSTEM 13 VEH-1980, 6 VEH-1981, 6 VEH-1982, 6 VEH-1983, 6 VEH-1984	COMPLETED	MILWAUKEE COUNTY
	PURCHASE OF MISCELLANEOUS OFFICE AND GARAGE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	COMPLETED	MILWAUKEE COUNTY
	PROVISION OF A HANDICAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	COMPLETED	MILWAUKEE COUNTY

Table 3 (continued)

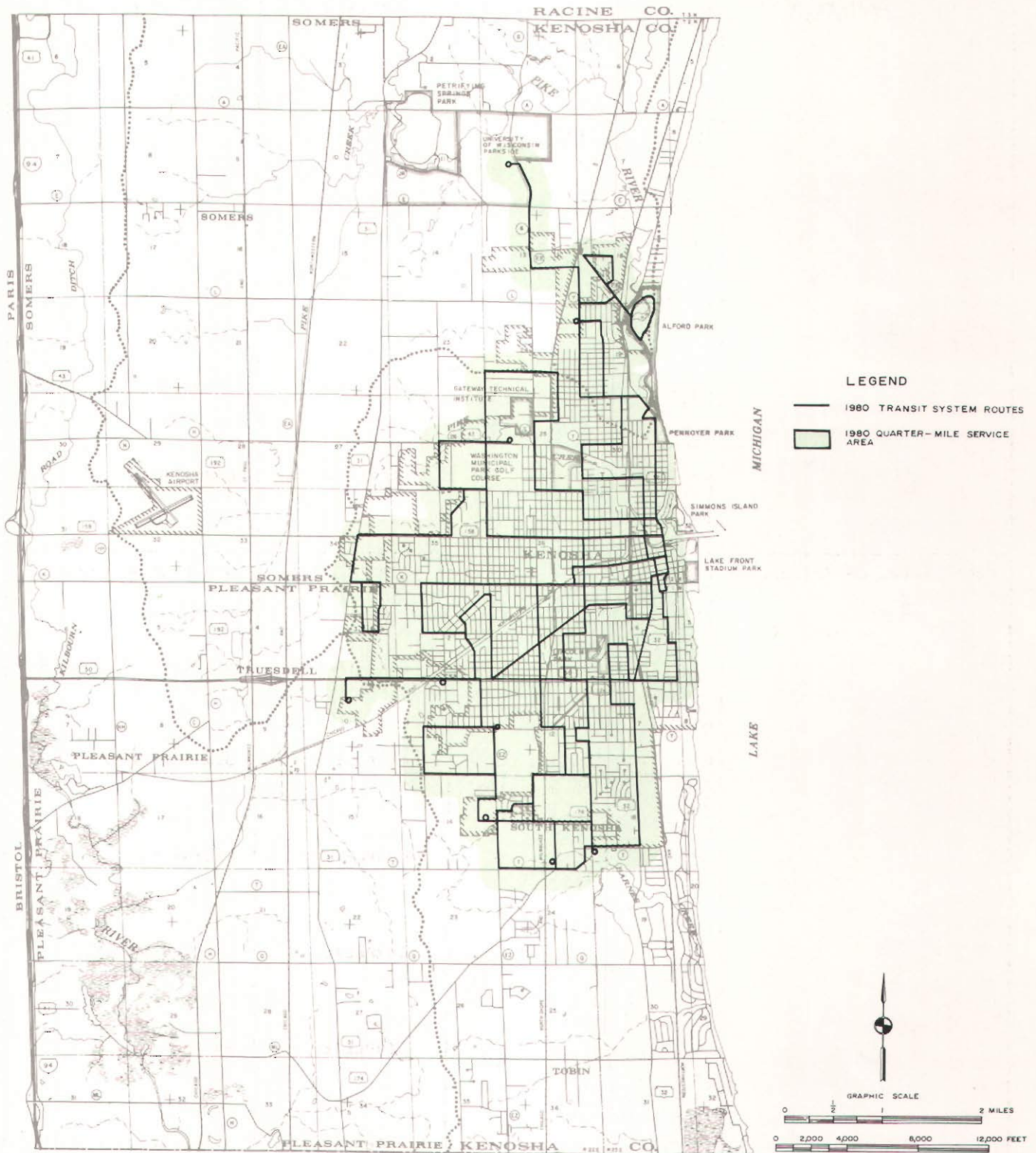
AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	COMPLETED	WAUKESHA COUNTY
	PROVISION OF USER-SIDE SUBSIDY AND DEMAND RE- SPONSIVE TRANSPORTATION FOR ELDERLY AND HANDI- CAPPED IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE	COMPLETED	WAUKESHA COUNTY
	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	UNDERWAY	MILWAUKEE COUNTY
	IMPLEMENTATION OF MANAGEMENT INFORMATION SYSTEM STUDY RECOMMENDATIONS BY THE MILWAUKEE COUNTY TRANSIT SYSTEM	UNDERWAY	MILWAUKEE COUNTY
	CONST BUS MAINT/STORAGE FACILITY AT PROPSD MIL CTY TRANSIT SYSTEM WATERTOWN PLANK ROAD MAINT/OPERATING FAC AT COUNTY INSTITUTIONS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A MAIN- TENANCE/STORAGE FACIL- ITY AT THE FOND DU LAC AVE OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	UNDERWAY	MILWAUKEE COUNTY
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDI- CAPPED PEOPLE IN OZAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED PEOPLE IN WASHINGTON COUNTY	DEFERRED	STATE OF WISCONSIN
	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDI- CAPPED PEOPLE IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	ACQUISITION OF PHYSICAL ASSET AND RELATED ITEMS OF THE MILWAUKEE AND SUBURBAN TRANSPORT CORPORATION	DEFERRED	MILWAUKEE COUNTY
RACINE URBANIZED AREA	OPERATING SUBSIDY FOR THE CITY OF RACINE TRANSIT SYSTEM	COMPLETED	C/RACINE
	PROVISION OF DEMAND- RESPONSIVE TRANSPORTA- TION SERVICE FOR E&H PEOPLE IN THE CITY OF RACINE THROUGH LINCOLN LUTHERAN SPEC. TRANSP.	COMPLETED	C/RACINE

Table 3 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RACINE URBANIZED AREA (CONTINUED)	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDI- CAPPED PEOPLE	DEFERRED	STATE OF WISCONSIN
	REHABILITATION OF C&NW RAILROAD TRACKAGE BETWEEN THE CITIES OF RACINE AND KENOSHA IN RACINE AND KENOSHA COUNTIES	DEFERRED	C/RACINE
	CHICAGO AREA COMMUTER RAIL SERVICE EXTENSION OPERATING SUBSIDY (A JOINT CITY OF RACINE AND CITY OF KENOSHA PROJECT) (10.00MI)	DEFERRED	C/RACINE
	REHABILITATION OF THE C&NW RAILROAD STATION IN THE CITY OF RACINE	DEFERRED	C/RACINE
	CONSTRUCTION OF MODIFICATIONS TO THE KENTUCKY ST OPERATING GARAGE OF THE CITY OF RACINE TRANSIT SYSTEM	DEFERRED	C/RACINE
	PURCHASE OF 17 NEW BUSES FOR THE RACINE TRANSIT SYSTEM 10 VEH-1980, 7 VEH-1981	DEFERRED	C/RACINE
RURAL AREAS OF THE REGION	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	COMPLETED	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	COMPLETED	OZAUKEE COUNTY
	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ HANDICAPPED PEOPLE IN RACINE COUNTY	COMPLETED	RACINE COUNTY
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	COMPLETED	WALWORTH COUNTY
	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/ HANDICAPPED PEOPLE IN WASHINGTON COUNTY	COMPLETED	WASHINGTON COUNTY
	PURCHASE OF ONE VAN FOR THE PROVISION OF SPECIALIZED TRANSPORTA- TION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE IN WALWORTH COUNTY	DEFERRED	STATE OF WISCONSIN

Map 5

CITY OF KENOSHA TRANSIT SYSTEM SERVICE AREA: 1980



Source: SEWRPC.

deletes from the plan a previously proposed retrofitting project that would add wheelchair lifts and appurtenances to the existing Kenosha bus fleet. In its place, the new plan indicates that Kenosha should gradually make its fleet accessible to the handicapped through the purchase of new buses with wheelchair lifts as the current buses are replaced and as the system fleet is expanded.

As part of a "special efforts" strategy for handicapped persons, the City of Kenosha, in 1980, programmed the purchase of five new wheelchair lift-equipped buses to be used to expand the transit system bus fleet. Also in 1980, the Kenosha Transit System programmed \$20,000 for use in expanding the hours of operation of the 15-passenger wheelchair lift-equipped van operating in the Kenosha Transit System service area such that it operates from 8:30 a.m. to 8:00 p.m. weekdays and from 7:30 a.m. to 8:00 p.m. Saturdays. It is recommended that the Kenosha Transit System increase the funding level to \$47,600 in 1981 to enable the KAC to operate a second 15-passenger wheelchair lift-equipped van.

Milwaukee County

During 1980 Milwaukee County applied for and received a Section 5 bus-related capital assistance grant of \$2,900,440 from the UMTA. These funds were or will be used to purchase seven supervisory vehicles; purchase miscellaneous office and garage equipment; purchase and install a management information system; purchase and install 150 bus passenger shelters; purchase and install a new two-way communication system for route supervisors; and initiate detailed planning and design activities for the proposed Watertown Plank Road operating/maintenance facility.

Also during 1980, Milwaukee County applied for and received an amended Section 3 capital assistance grant of \$5,500,000 from the UMTA. The original application, submitted in 1979 and requesting \$12,434,873 in UMTA funds, had been pending owing to a shortage of Sec-

tion 3 funds. The amended grant funds will be used for the construction of the new facilities at the Fond du Lac operating complex, to purchase miscellaneous office and garage equipment for the complex, and to purchase six wheelchair lift-equipped buses and 14 bus radios.

Finally, during 1980 Milwaukee County applied for and received a Section 5 operating assistance grant totaling \$10,600,000 from the UMTA. These monies were used to finance about 36 percent of the local transit system operating deficit for 1980. Milwaukee County was, with the aid of these funds, able to preserve and maintain bus service in Milwaukee County based on the following fare structure: adults, \$0.50 per ride; children 6 to 11 years of age, \$0.25 per ride; children under 6, free; and elderly and handicapped persons, \$0.25 during weekday nonpeak hours of transit operation and all day on weekends. In addition, weekly passes are issued at a cost of \$5.00, and free one-hour transfers are provided.

Local transit service was improved during 1980 through minor changes to three bus routes (Routes 50, 68, and 73), and through expanded service by the extension of three bus routes (Routes 28, 51, and 76). Route 28 (108th Street) was extended from W. Blue Mound Road to W. Oklahoma Avenue. Route 51 (Oklahoma Avenue) was extended from S. 107th Street to Wollmer Road. Route 76 was extended from S. 76th Street to W. Grange Avenue. Additionally, these operating assistance funds from the UMTA allowed the Milwaukee County Transit System to expand service through the addition of four new routes. Route 16, a new UBUS route, provides expanded service along portions of W. Forest Home Avenue, W. Grange Avenue, S. 108th Street, and W. Greenfield Avenue directly to the University of Wisconsin-Milwaukee. Route 24, a new route between the Bayshore Shopping Center and the Milwaukee central business district on Wisconsin Avenue, provides service along N. Santa Monica Boulevard, N. Wilson Drive, and N. Humboldt Boulevard. Route 29 is a new

route instituted in 1980 to provide local bus service between the Village of Brown Deer and the Northridge Shopping Center. The fourth new route, along E. and W. Layton Avenue, provides crosstown service between the Southridge Shopping Center/S. 76th Street and S. Lake Drive. In August 1980, Route 24 was combined with Route 31, and the Route 24 designation was discontinued. Map 6 indicates the routes on which service improvements and expansions were made in 1980. During 1980 scheduled vehicle miles of service were increased by 7 percent over those provided during 1979, while route miles were also increased by nearly 7 percent.

During 1980, Milwaukee County continued implementation of the capital improvement recommendations of the Milwaukee County Transit System facilities requirements study, which was completed in July 1978. The study recommended the construction of a new heavy maintenance/administration facility and the construction and/or remodeling of five operating garages. The Kinnickinnic operating garage project continued, with the completion of the transportation building, the acquisition of adjacent property for site expansion, the completion of construction plans for the entire complex, and the demolition of the former transportation building. A master plan and construction plans for the Fond du Lac complex redevelopment project were prepared. Late in 1980, the preparation of a master plan for the Watertown Plank Road complex began.

A brief description of the projects recommended for implementation in the Milwaukee County Transit System facilities requirements study, along with proposed schedules and funding requirements, is presented below:

Kinnickinnic Operating Garage Project: The completion of the maintenance building and the service building addition, along with some employee parking facilities, is scheduled for 1981. The completion of storage building additions, the remaining employee parking, and all sitework, along with the remaining demolition, is scheduled for 1982.

PROPOSED PROJECT COMPLETION SCHEDULE

1981

- Complete maintenance building
- Complete service building addition
- Construct storage building addition
- Construct employee parking facilities

1981-1985

- Complete storage building addition
- Complete remaining demolition
- Complete employee parking facilities

PROPOSED FEDERAL FUNDING SCHEDULE

1981

- \$3,500,000 UMTA Section 3 and UMTA Section 5

1982-1985

- \$1,100,000 UMTA Section 3 and UMTA Section 5

Watertown Plank Road (Milwaukee County Institution Grounds) Operating Garage and Heavy Maintenance/Administration Facility Project: The final design and engineering for the operating garage portion of the complex, begun in late 1980, is scheduled for completion in 1981. Under a proposed accelerated implementation schedule, construction of the operating garage will begin in 1981 and be completed in 1982. Also under the proposed accelerated program, final design of the heavy maintenance/administration facility will be started in 1981, with construction expected to begin in 1982 or 1983.

PROPOSED PROJECT COMPLETION SCHEDULE (ACCELERATED)

1981

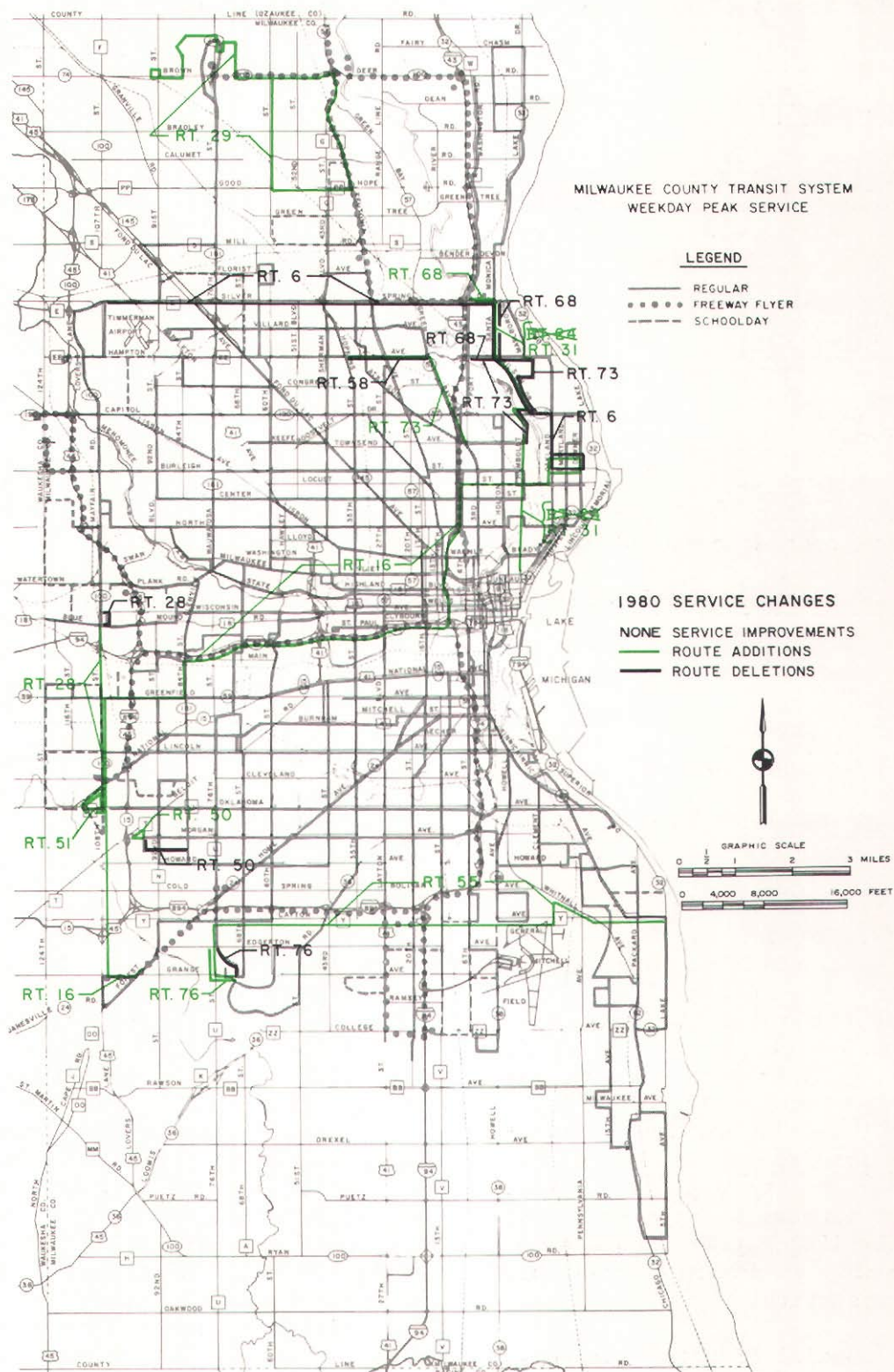
- Complete master plans
- Prepare construction plans for operating garage
- Begin construction of operating garage
- Begin construction plans for remainder of complex

1982-1985

- Complete operating garage
- Construct heavy maintenance and administration facility

Map 6

MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE IMPROVEMENTS: 1980



Source: Milwaukee County Department of Public Works,
Transportation Division.

PROPOSED FEDERAL FUNDING SCHEDULE (ACCELERATED)

1981

-\$3,870,000 UMTA Section 3 and UMTA Section 5

1982-1985

-\$19,700,000 UMTA Section 3

Fiebrantz Operating Garage: The design and construction of a transportation building is planned between 1982 and 1985.

PROPOSED PROJECT COMPLETION SCHEDULE

1981

-No activities

1982-1985

-Design a transportation building
-Construct a transportation building

PROPOSED FEDERAL FUNDING SCHEDULE

1981

-None

1982-1985

-\$900,000 UMTA Section 3 or Section 5

General Mitchell Field Operating Garage Project: No planning is scheduled until at least 1986.

Special Efforts: To meet the Section 504 handicapped accessibility requirements noted earlier, the Regional Planning Commission, at the request of the Milwaukee County Transit System, prepared SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County. Because Milwaukee County expects to meet the 50 percent minimum bus accessibility requirements by 1982, it will not be required to provide an interim accessible transportation service.

As part of a "special efforts" strategy, the Milwaukee County Transit System, as recommended in the regional transporta-

tion plan and the more recent transit accessibility plan, plans to purchase only lift-equipped buses for fleet renewal to enable the Transit System to offer totally accessible service on all routes during the base operating period. With the delivery of 150, 40-foot buses in 1980, the Transit System now has a fleet of 250 wheelchair lift-equipped buses, all with a capacity of 45-50 passengers. Additionally, the Transit System is expecting to take delivery of 20, 40-foot, 40- to 45-passenger wheelchair lift-equipped buses. Approval has also been granted by the UMTA for the purchase of another six 40-foot, 45- to 50-passenger wheelchair lift-equipped buses, with a delivery date in 1981 expected.

The regional plan also recommends that Milwaukee County implement a user-side subsidy program for those handicapped people who live too far from, or for other reasons are unable to use, the accessible fixed route transit service. A user-side program has been in effect since 1978 in Milwaukee County and is proposed to be continued in 1981.

City of Racine

During 1980 the City of Racine applied for and received a Section 5 operating assistance grant from the U. S. Department of Transportation, Urban Mass Transportation Administration, in the amount of \$619,000 for use in financing 50 percent of the total 1980 deficit incurred by the operation of the local transit system. With the aid of these funds, the City of Racine Transit and Parking Commission was able to continue to provide the City of Racine and its environs with local transit service operated at 30-minute headways Monday through Saturday. Bus service is not provided on Sundays and holidays. Service is provided for a \$0.25 base adult fare, with a special \$0.10 fare offered to elderly and handicapped persons during nonpeak hours of operation. There is no fare charged for children under five years of age or for transfers between routes. A significant expansion of the transit service was made in 1980 with

the addition of a bus route serving a part of the Town of Caledonia. The local transit system operated within the Racine urbanized area during 1980 is shown on Map 7.

At the request of the Racine Transit and Park Commission, the Regional Planning Commission prepared during 1980 a plan to meet the previously discussed Section 504 handicapped accessibility requirements. This plan, set forth in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Three, Racine Urbanized Area, was published in September 1980 and adopted by the Common Council of the City of Racine and the Commission. The plan serves to amend the previously adopted transportation plan for the elderly and handicapped in the Region. The amendment deletes from the plan a previously proposed retrofitting project that would add wheelchair lifts and appurtenances to the existing Racine bus fleet. In its place, the new plan indicates that Racine should gradually make its fleet accessible to the handicapped through the purchase of new buses with wheelchair lifts as the current buses are replaced and as the system fleet is expanded. Recommendations in the plan call for one-half of the peak-period bus fleet to be equipped with wheelchair lifts or ramps and other devices to accommodate the handicapped by July 1987. Such accommodation is to be accomplished through vehicle replacement as the fleet ages. The report also describes the use of an interim accessible transportation service provided by the Lincoln Lutheran Specialized Transportation (LLST) program, which will serve the needs of handicapped persons until the City of Racine's public transportation program becomes accessible. During 1980, the City of Racine budgeted \$60,000 toward the continuation of the specialized transportation service provided by LLST as part of its "special efforts" strategy.

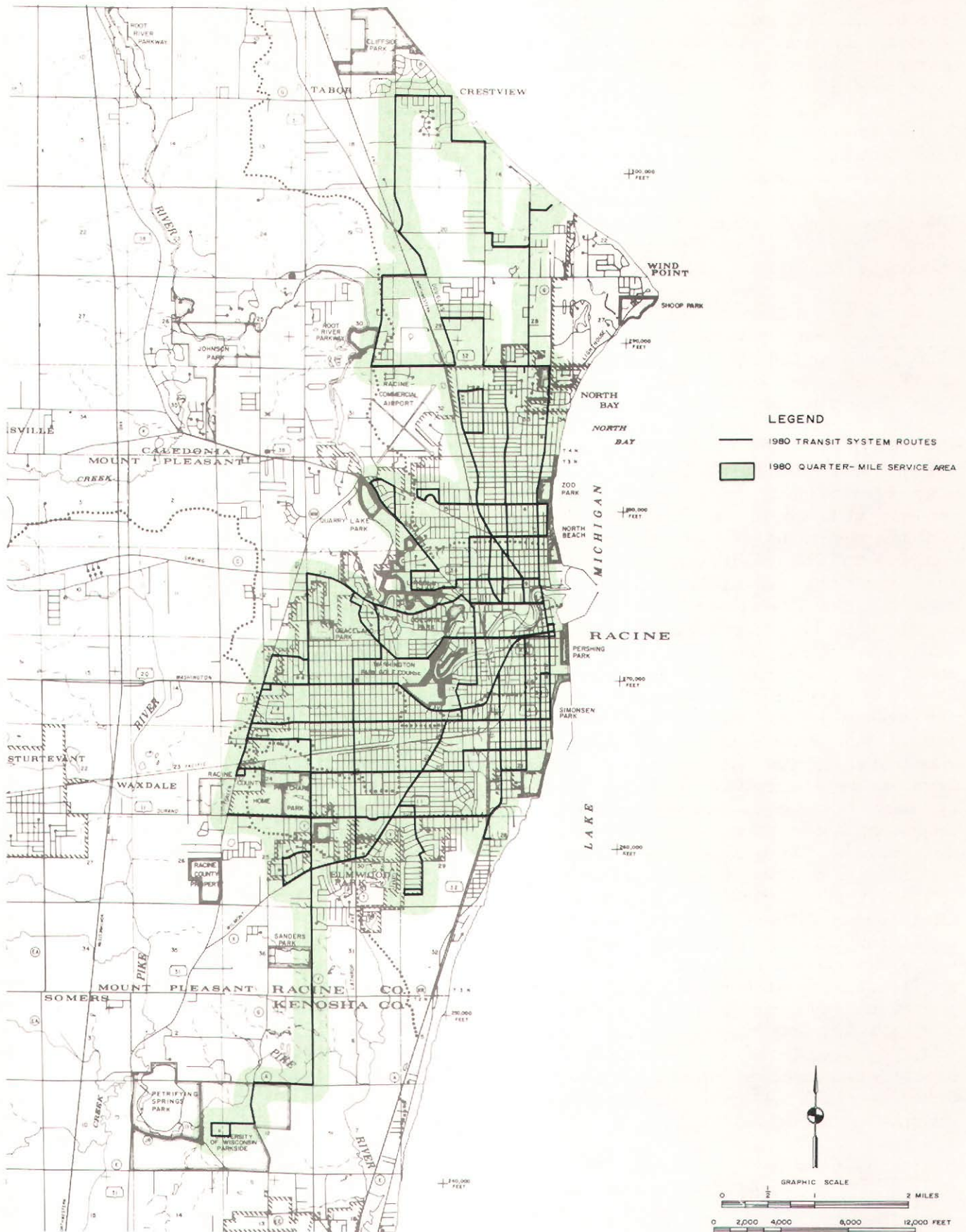
Waukesha County

During 1980 Waukesha County applied for and received a Section 5 operating

assistance grant in the amount of \$102,000 from the U. S. Department of Transportation, Urban Mass Transportation Administration, for use in financing 50 percent of the total deficit incurred by the operation of the commuter bus services provided by Wisconsin Coach Lines-Waukesha, Inc. These federal funds enabled the Waukesha County Highway and Transportation Commission to continue to provide "Freeway Flyer" express transit service over three commuter-oriented bus routes operated between Oconomowoc, Waukesha, and the Milwaukee central business district (CBD). Of the three routes, one route, originating within the City of Waukesha, provides both Freeway Flyer and express service. This route provides express transit service between the City of Waukesha and the City of Brookfield over E. Moorland Boulevard and W. Blue Mound Road, while also providing Freeway Flyer transit service via IH 94 to downtown Milwaukee. A second route originating in the City of Waukesha provides express transit service to downtown Milwaukee through the Cities of New Berlin, Brookfield, and West Allis. Both routes originate at the Union Bus Depot in the City of Waukesha and provide the only public transit service to the Brookfield Square Shopping Center, a major regional shopping center. The Greyhound Bus Depot is the terminus of both commuter bus routes in the Milwaukee CBD. Bus service on the two Waukesha/Milwaukee routes is provided seven days a week, including holidays. The third bus route in the Waukesha County Public Transportation Program is operated over STH 16, CTH JJ, and IH 94 between the City of Oconomowoc and the Milwaukee CBD. Freeway Flyer service is provided over a major portion of the route, with service operating from Monday through Friday only. The location of the three commuter bus routes, as operated in 1980, is shown on Map 8.

Fares charged for the commuter bus services in 1980 remained dependent upon the distance traveled, and ranged from a minimum one-way fare of \$0.85 to a maximum one-way fare of \$1.25 for travel

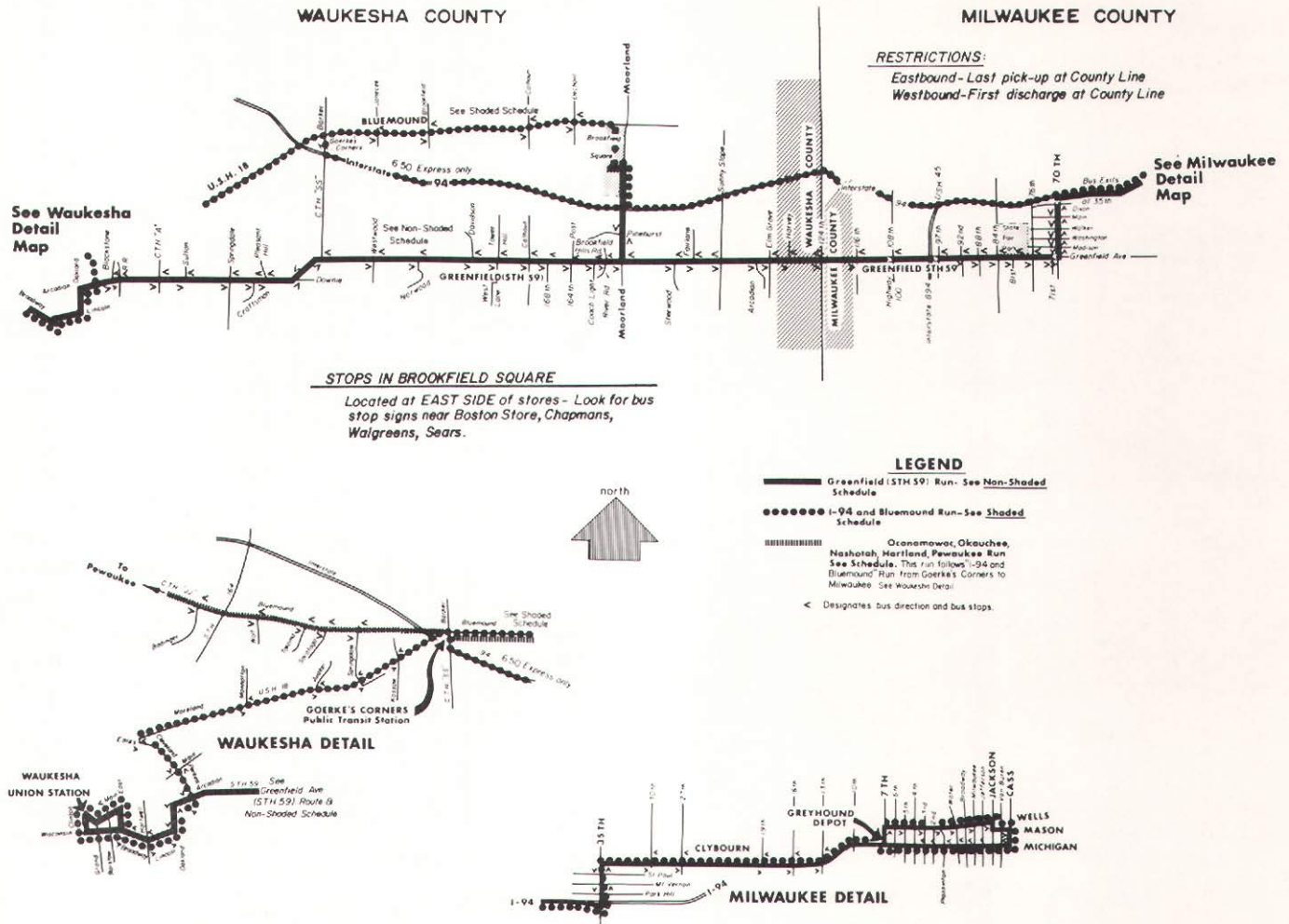
CITY OF RACINE TRANSIT SYSTEM SERVICE AREA: 1980



Source: City of Racine and SEWRPC.

Map 8

WAUKESHA COUNTY COMMUTER BUS SYSTEM: 1980



Source: Waukesha County Highway Department.

between the City of Waukesha and downtown Milwaukee, and a \$2.25 one-way fare was charged for travel between the City of Oconomowoc and downtown Milwaukee. This represents an average increase of 11 percent over the fares charged in 1979. Total transit ridership for the commuter bus services is expected to increase from the 1979 ridership level of 206,200 revenue passengers to approximately 210,000 revenue passengers in 1980, or about 2 percent.

During 1980 the Regional Planning Commission conducted two studies and published two reports directly relating to

the provision of public transportation services in the Waukesha area. The first report, SEWRPC Community Assistance Planning Report No. 31, Waukesha Area Transit Development Program: 1981-1985, is a revision of SEWRPC Community Assistance Planning Report No. 12, Waukesha Area Transit Development Program: 1977-1981, and was prepared at the request of the mayor of the City of Waukesha. The transit development program described in this report is based upon an inventory and evaluation of the existing transit services, an analysis of the present and probable future needs for transit service, and an examination of the costs

attendant to a number of alternative means of meeting those needs. The five-year transit development program recommended for the Waukesha area calls for the reestablishment of a fixed route bus system in 1981 to serve the public transportation needs of the residents of the City of Waukesha and its environs. The second report, prepared at the request of the Waukesha County Board of Supervisors, analyzes the need for additional public transit services which could be readily implemented to serve the residents of Waukesha County. The findings and recommendations of the Regional Planning Commission for these services are set forth in SEWRPC Community Assistance Planning Report No. 44, Proposed Public Transit Service Improvements: 1980, Waukesha County, Wisconsin. (See Action 20 below for a more detailed description of these two reports.)

In response to the U. S. Department of Transportation's Final Rule 49 CFR Part 27, the Regional Planning Commission published a transition plan in September 1980 that, in accordance with Section 504 of the 1973 Rehabilitation Act, would render Waukesha County's commuter-oriented public transit system accessible to the handicapped. This report, documented as SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Four, Milwaukee Urbanized Area/Waukesha County, recommends that the County purchase wheelchair lift-equipped buses for lease to the private transit operator for use in the operation of the commuter bus routes (see Action 20). Since this action does not ensure that a minimum of 50 percent of the buses operated during peak periods of service will meet the accessibility requirements by July 1982, Waukesha County must provide an interim accessible service to meet the needs of the handicapped. It was thus further recommended that under its adopted "special efforts" strategy Waukesha County continue to provide commuter-oriented, specialized, demand-responsive transportation service to wheelchair-bound and semi-ambulatory

persons who cannot use the vehicles of the subsidized commuter bus service. During 1980 Waukesha County programmed \$6,000 in state and county funds for continuation of the commuter-oriented specialized transportation service.

ACTION 4--TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION

The 1980 TSM plan recommended that 125 projects involving traffic signing, pavement marking, and signalization be undertaken at various locations throughout the Region. Of the 125 projects recommended for implementation in the 1980 TSM, 105 projects were programmed for implementation in the 1980 annual element of the adopted TIP. The remaining 20 projects were programmed in the TIP for implementation over the four-year period 1981-1984. Of the 105 projects programmed for implementation in the 1980 annual element of the TIP, 35 projects were completed, 15 were underway, 33 were postponed, and 22 were dropped from further consideration. Table 4 summarizes the current status of the traffic signing, pavement marking, and signalization projects in the Region that were programmed for implementation in the 1980 annual element of the adopted TIP.

ACTION 5--PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOTS

The 1980 TSM plan recommends the continued development of park-ride and/or park-and-pool lots throughout the Region to encourage transit use and ride-sharing. In line with this recommendation, 21 park-ride and/or park-and-pool lot construction projects were proposed for implementation in the adopted 1980 TSM plan. Of these 21 projects, 15 were programmed for implementation in the 1980 annual element of the adopted TIP. The remaining 6 projects were programmed in the TIP for implementation over the four-year period 1981-1984. Of the 15 projects programmed for implementation in the 1980 annual element of the TIP,

Table 4

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
KENOSHA URBANIZED AREA	RECONDITIONING OF TRAFFIC SIGNALS ON STH 50 AT THE STH 31 INTERSECTION IN KENOSHA COUNTY	COMPLETED	STATE OF WISCONSIN
	CITYWIDE RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
	CITYWIDE PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF KENOSHA	COMPLETED	C/KENOSHA
MILWAUKEE URBANIZED AREA	INSTALLATION OF CROSSING GATES AND SIGNALS ON THE C&NW RR/ CMST&P RR CROSSINGS AT N 107TH ST AND W BROWN DEER RD IN MILWAUKEE	COMPLETED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT ELM GROVE RD IN THE VILLAGE OF ELM GROVE	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT 124TH ST IN THE VILLAGE OF ELM GROVE	COMPLETED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNS ON THE INTERSTATE SYSTEM IN MILWAUKEE, RACINE AND KENOSHA COUNTIES	COMPLETED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNALS ON USH 18 AT THE CALHOUN RD INTERSECTION IN THE CITY OF BROOKFIELD	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE STH 145 INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 74 AT THE FOUNTAIN BLVD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MAIN ST INTERSECTION IN THE CITY OF WAUKESHA	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF RAILROAD GATE CROSSINGS AND SIGNALS AT THE C&NW RR CROSSING ON SILVER SPRING DR IN THE CITY OF MILWAUKEE	COMPLETED	C/MILWAUKEE

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OF SIGNALS ON E OAKWOOD RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	COMPLETED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON FITZSIMMONS RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	COMPLETED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON E OAKWOOD RD AT THE CROSSING WITH THE C&NW RR MAIN LINE IN OAK CREEK	COMPLETED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON E ELM RD AT THE CROSSING WITH THE NEW LINE OF THE C&NW RR IN OAK CREEK	COMPLETED	C/OAK CREEK
	INSTALLATION OF SIGNALS ON FOREST HILL AVE AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	COMPLETED	C/OAK CREEK
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG S 76TH ST FROM W NATIONAL AVE TO W GREENFIELD AVE IN WEST ALLIS	COMPLETED	C/WEST ALLIS
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG W GREENFIELD AVE FROM S 77TH ST TO S 68TH ST IN THE CITY OF WEST ALLIS	COMPLETED	C/WEST ALLIS
	SIGNAL MODIFICATION AT THE INTERSECTION OF SILVER SPRING DR AND SANTA MONICA IN THE VILLAGE OF WHITEFISH BAY	COMPLETED	V/WHITEFISH BAY
	INSTALLATION OF TRAFFIC SIGNALS AND RECONSTRUCTION OF THE INTERSECTION OF CTH A AND CTH F IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF BROOKFIELD	COMPLETED	C/BROOKFIELD
	PAVEMENT MARKING OF VARIOUS ROADS IN THE VILLAGE OF GRAFTON	UNDERWAY	V/GRAFTON
	PAVEMENT MARKING OF VARIOUS CTH'S IN MILWAUKEE COUNTY	UNDERWAY	MILWAUKEE COUNTY
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	INSTALLATION OF STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE
	PAVEMENT MARKING OF STH 32 (CHICAGO AVE) FROM MARQUETTE AVE TO COLLEGE AVE IN THE CITY OF SOUTH MILWAUKEE (1.60 MI)	UNDERWAY	C/SOUTH MILWAUKEE
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON AND OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	UNDERWAY	C/WAUWATOSA
	PAVEMENT MARKING ON LAKE DR FROM SOUTH VILLAGE LIMITS TO SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY (2.0 MI)	UNDERWAY	V/WHITEFISH BAY
	RECONDITIONING OF TRAFFIC SIGNALS ON STH 59 AT THE SUNSET DR INTERSECTION IN THE CITY OF WAUKESHA	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF SIGNALS AT THE INTERSECTION OF STH 57 AND FALLS ROAD IN THE VILLAGE OF GRAFTON	DEFERRED	V/GRAFTON

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	PAVEMENT MARKINGS FOR VARIOUS LOCAL STREETS IN THE VILLAGE OF BROWN DEER	DEFERRED	V/BROWN DEER
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	DEFERRED	C/CUDAHY
	PAVEMENT MARKING AT VARIOUS LOCATIONS OFF THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	DEFERRED	C/CUDAHY
	MODIFICATION OF SIGNALS ON BRADLEY RD AT THE C&NW T CO CROSSING IN THE VILLAGE OF FOX POINT	DEFERRED	V/FOX POINT
	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF FRANKLIN	DEFERRED	C/FRANKLIN
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE CITY OF GLENDALE	DEFERRED	C/GLENDALE
	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGH WAY SYSTEM IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF GREENFIELD	DEFERRED	C/GREENFIELD
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF HALES CORNERS	DEFERRED	V/HALES CORNERS
	INSTALLATION OF SIGNALS ON E PUETZ RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	DEFERRED	C/OAK CREEK
	PAVEMENT MARKING AND SIGNING OF 14 RR CROSSINGS IN THE CITY OF OAK CREEK	DEFERRED	C/OAK CREEK
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	DEFERRED	C/WAUWATOSA

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONDITIONING OF SIGNALS AT TWO RAILROAD CROSSINGS ON THE FEDERAL-AID SYSTEM IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	DEFERRED	C/WEST ALLIS
	INSTALLATION OF RR SIGNALS AT C&NW T CO CROSSING OF GREENFIELD AVE NEAR 42ND ST IN THE VILLAGE OF W MILWAUKEE & CITY OF MILWAUKEE	DEFERRED	V/WEST MILWAUKEE
	PAVEMENT MARKING ON VARIOUS STREETS IN THE VILLAGE OF GERMANTOWN	DEFERRED	V/GERMANTOWN
	PAVEMENT MARKING ON VARIOUS ROADS IN THE VILLAGE OF SUSSEX	DEFERRED	V/SUSSEX
	INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF STH 57 AND LINCOLN AVENUE IN THE CITY OF CEDARBURG	PROJECT DROPPED	C/CEDARBURG
	MODIFICATION OF SIGNALS ON GREENTREE RD AT THE C&NW T CO CROSSING IN THE VILLAGE OF FOX POINT	PROJECT DROPPED	V/FOX POINT
	RECONDITIONING OF THE TRAFFIC SIGNALS ON W GRANGE AVE AT THE SOUTHEAST ENTRANCE TO SOUTHRIDGE IN THE VILLAGE OF GREENDALE	PROJECT DROPPED	V/GREENDALE
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF GREENFIELD	PROJECT DROPPED	C/GREENFIELD
	PAVEMENT MARKING AT VARIOUS LOCATIONS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF HALES CORNERS	PROJECT DROPPED	V/HALES CORNERS
	TRAFFIC SIGNAL IMPROVEMENTS AT EIGHT LOCATIONS IN THE CITY OF MILWAUKEE	PROJECT DROPPED	C/MILWAUKEE
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE VILLAGE OF RIVER HILLS	PROJECT DROPPED	V/RIVER HILLS
	PAVEMENT MARKING OF SCHOOL CROSSWALKS ON VARIOUS LOCAL STREETS IN THE VILLAGE OF SHOREWOOD	PROJECT DROPPED	V/SHOREWOOD

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	INTERCONNECTION OF SIGNALS ON STH 190 (E CAPITOL DR) FROM WILSON TO LAKE DR IN THE VILLAGE OF SHOREWOOD (1.07 MI)	PROJECT DROPPED	V/SHOREWOOD
	PAVEMENT MARKING ON VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WEST ALLIS	PROJECT DROPPED	C/WEST ALLIS
	PAVEMENT MARKING ON W GREENFIELD AVE FROM S 49TH ST TO S 38TH ST IN THE VILLAGE OF WEST MILWAUKEE (0.70 MI)	PROJECT DROPPED	V/WEST MILWAUKEE
	INTERCONNECTION OF TRAFFIC SIGNALS ALONG SILVER SPRING DR FROM N PORT WASHINGTON RD TO N LAKE DR IN WHITEFISH BAY (0.90 MI)	PROJECT DROPPED	V/WHITEFISH BAY
	PAVEMENT MARKING AT VARIOUS LOCATIONS ON VILLAGE STREETS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF WHITEFISH BAY	PROJECT DROPPED	V/WHITEFISH BAY
	PAVEMENT MARKING OF VARIOUS LOCAL STREETS OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF WHITEFISH BAY	PROJECT DROPPED	V/WHITEFISH BAY
RACINE URBANIZED AREA	INSTALLATION OF TRAFFIC SIGNALS ON STH 20 AT THE EMMERTSEN RD INTERSECTION IN THE CITY OF RACINE	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	COMPLETED	C/RACINE
	INSTALLATION OF TRAFFIC SIGNALS/INTERCONNECT ON STH 31 AT THE 16TH ST, 21ST ST, AND GRACELAND INTERSECTIONS IN RACINE COUNTY	UNDERWAY	STATE OF WISCONSIN
	RECONDITIONING TRAFFIC SIGNALS ON STH 32 AT THE DURAND RD INTERSECTION IN THE CITY OF RACINE	DEFERRED	STATE OF WISCONSIN
	RECONDITIONING TRAFFIC SIGNALS ON STH 11 AT THE STH 31 INTERSECTION IN RACINE COUNTY	DEFERRED	STATE OF WISCONSIN
	PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF RACINE	DEFERRED	C/RACINE
RURAL AREAS OF THE REGION	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE C&NW RR CROSSING IN THE VILLAGE OF SHARON	COMPLETED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH Q AT THE SOO LINE RAILROAD CROSSING IN THE TOWN OF RICHFIELD	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 67 AND THACKERY TRAIL IN THE CITY OF OCONOMOWOC	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS IN CTH DE AT THE MILWAUKEE ROAD CROSSING IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 50 AND STH 192 IN KENOSHA COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 164 AND CTH SS IN WAUKESHA COUNTY	COMPLETED	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING FOR PAVEMENT MARKING PROJECTS THROUGHOUT DOT DISTRICT 2	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 20 AND CTH H IN RACINE COUNTY	COMPLETED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF GRAND AVE SPRING ST IN THE CITY OF PORT WASHINGTON	COMPLETED	C/PORT WASHINGTON
	RECONDITION TRAFFIC SIGNALS AT THE INTERSECTION OF STH 60 AND STH 83 IN THE CITY OF HARTFORD	COMPLETED	C/HARTFORD
	INSTALLATION OF TRAFFIC SIGNALS ON STH 33 AT THE 18TH ST INTERSECTION IN THE CITY OF WEST BEND	COMPLETED	C/WEST BEND
	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 28 AT THE C&NW RR CROSSING IN THE VILLAGE OF KEWASKUM	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH T AT THE C&NW RR CROSSING (WEST MAINLINE) IN KENOSHA COUNTY	DEFERRED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 60 AT THE CTH I INTERSECTION IN OZAUKEE COUNTY	DEFERRED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF WATERFORD	DEFERRED	T/WATERFORD
	PAVEMENT MARKING ON VARIOUS TOWN AND COUNTY ROADS IN WALWORTH COUNTY	DEFERRED	WALWORTH COUNTY
	PAVEMENT MARKING ON VARIOUS COUNTY ROADS IN WASHINGTON COUNTY	DEFERRED	WASHINGTON COUNTY
	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF JACKSON IN WASHINGTON COUNTY	DEFERRED	T/JACKSON
	RECONDITIONING OF TRAFFIC SIGNALS ON USH 45 AT THE STH 33 INTERSECTION IN THE CITY OF WEST BEND	DEFERRED	C/WEST BEND
	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF LISBON	DEFERRED	T/LISBON
	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF VERNON	DEFERRED	T/VERNON
	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 AT VARIOUS LOCATIONS IN RACINE AND KENOSHA COUNTIES	PROJECT DROPPED	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS ON STH 50 AT THE INTERSECTION WITH WRIGHT ST IN THE CITY OF DELAVAN	PROJECT DROPPED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON HOOSIER CR ROAD AT THE SOU LINE RR CROSSING IN THE TOWN OF BURLINGTON	PROJECT DROPPED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH K AT THE C&NW RR CROSSING IN OZAUKEE COUNTY	PROJECT DROPPED	STATE OF WISCONSIN
	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH A AT THE C&NW RR CROSSING IN OZAUKEE COUNTY	PROJECT DROPPED	STATE OF WISCONSIN
	INSTALLATION OF CROSS- ING GATES AND SIGNALS ON CTH H AT THE CMSTP&P RR IN KENOSHA COUNTY	PROJECT DROPPED	STATE OF WISCONSIN

Table 4 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION (CONTINUED)	RECONDITIONING OF RR SIGNALS AT THE STH 28 AND C&NW CROSSING NEAR KEWASKUM	PROJECT DROPPED	STATE OF WISCONSIN
	RECONDITIONING OF TRAFFIC SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF WEST BEND	PROJECT DROPPED	C/WEST BEND

Source: SEWRPC.

1 project has been completed, 8 were underway, 4 were postponed, and 2 were dropped from further consideration (see Table 5).

ACTION 6--TRANSIT ROUTE EVALUATION

This action represents a continuing program of studies to be undertaken by the Cities of Racine and Kenosha and the Counties of Milwaukee and Waukesha--the four local transit operators in the Region--to assess the merits of: 1) maintaining and/or expanding their current systems of transit routes; and 2) providing new types of transit services. The 1980 TSM plan recommended that each public transit operator in the Region carry on such a program of continuing transit route evaluation studies. The plan further recommended that, in conjunction with these ongoing transit route evaluation studies, each of the four transit operators maintain and periodically update five-year transit system plans and programs (TSPP), which set forth proposed five-year transit system operating programs and capital improvement programs for preserving, improving, and expanding its transit operations and services.

City of Kenosha

The 1980 TSM plan recommended that the City of Kenosha, with technical assistance from the Regional Planning Commission, begin preparation during 1980 of an updated and extended transit de-

velopment program. Because of the extensive effort required to prepare the Section 504 handicapped accessibility transit plan, it was not possible to begin preparation of the updated transit development program during the year. The transit development program updating effort was accordingly rescheduled for 1981.

Milwaukee County

Milwaukee County continued the process of updating the Milwaukee area transit development program into a transit system plan and program. This program is intended to document annual recommendations for service improvements, fleet and equipment acquisition, and operating facility rehabilitation and construction. As such, the report is heavily dependent upon the recommendations emanating from the Milwaukee Transit Facilities Requirements Study, the Milwaukee County Transit System Service Study, the Milwaukee County Transit System Management Information System Study, and the Milwaukee County Bus Stop Location Study. All these special studies have been completed, and a brief summary of the status of each follows:

1. The final report of the Milwaukee Transit Facilities Requirements Study was published in June 1979. The actions recommended relative to the expansion and development of transit operating facilities are in various stages of implementation (see Action 3).

Table 5

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE
AND PARK-AND-POOL LOT PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF A PARK-RIDE FACILITY ON STH 15 AT THE MOORLAND RD INTERCHANGE IN WAUKESHA COUNTY	UNDERWAY	STATE OF WISCONSIN
	CONSTRUCTION OF A PARK AND POOL LOT AT THE USH 41 INTERCHANGE WITH LANNON ROAD IN WASHINGTON COUNTY	UNDERWAY	STATE OF WISCONSIN
	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON IH 94 AT COLLEGE AVE. IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (EAST-WEST FREEWAY) AT STATE FAIR PARK (84TH ST INTERCHANGE) IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON STH 15 (ROCK FREEWAY) NEAR THE STH 100 INTERCHANGE IN THE VILLAGE OF HALES CORNERS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (ZOO FREEWAY) AT THE NATIONAL AVE INTERCHANGE IN THE CITY OF WEST ALLIS	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE GOOD HOPE RD INTERCHANGE IN THE CITY OF MILWAUKEE	UNDERWAY	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT 27TH STREET INTERCHANGE IN THE CITY OF GREENFIELD	DEFERRED	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT CAPITOL DRIVE INTERCHANGE IN THE CITY OF WAUWATOSA	DEFERRED	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE SILVER SPRING DRIVE INTERCHANGE IN THE CITY OF MILWAUKEE	DEFERRED	MILWAUKEE COUNTY
	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (AIRPORT FREEWAY) AT THE 76TH ST INTERCHANGE IN THE CITY OF GREENFIELD	PROJECT DROPPED	MILWAUKEE COUNTY
	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON USH 45 AT WATERTOWN PLANK ROAD IN THE CITY OF WAUWATOSA	PROJECT DROPPED	MILWAUKEE COUNTY

Table 5 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
RURAL AREAS OF THE REGION	CONSTRUCTION OF A PARK- RIDE LOT AT THE INTER- SECTION OF STH 57 AND STH 84 IN OZAUKEE COUNTY	COMPLETED	OZAUKEE COUNTY
	CONSTRUCTION OF A PARK- POOL LOT ON IH 94 AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	UNDERWAY	STATE OF WISCONSIN
	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE LOT AT STH 67 AND DELAFIELD ROAD IN WAUKSHA COUNTY	DEFERRED	STATE OF WISCONSIN

Source: SEWRPC.

2. The Transit System Service Study is essentially completed, with only final documentation of a technical report remaining to be finished by the end of 1980. A summary report documenting the 30 groups of separate improvements recommended to meet transit service policies, to make existing transit service more efficient, and to serve the estimated 1985 transit demand has been adopted in principle by the Milwaukee County Board of Supervisors.

The list of the 30 independent improvements has been divided into three priority groupings and will serve as a guide to service improvements for 1981 through 1985. A major objective of the study was to develop methodologies for an ongoing program of monitoring bus routes and services, as well as for annually updating the five-year plan and program. This monitoring and updating phase will be ongoing in 1981.

3. The Management Information System Study was completed in 1980, with the final report recommending sub-

stantial computerization of various transit administrative and operating information. Funding for implementing the study recommendations was included in the 1980 Milwaukee County budget, and a UMTA Section 5 capital assistance grant has been received. The installation of the computer at the Transit System general offices and the initiation of the management information system are scheduled for early 1981.

4. The Bus Stop Location Study has been completed and is being kept current in preparation for the new bus stop sign implementation program. This capital improvement project is awaiting funding from the UMTA under the Section 3 program.

Two other special transit studies relating to the development of the new five-year transit development program for Milwaukee County have been completed. One is the Downtown Transportation Center Study, which determined the feasibility of an automobile-free transit mall on a portion of Wisconsin Avenue. This concept is being actively

pursued by the City of Milwaukee in conjunction with the Grand Avenue downtown shopping mall development. The other special study, A Transportation Plan for the Transportation Handicapped, was completed, and included three primary recommendations: equipping the bus fleet with wheelchair lifts, establishing a user-side subsidy program, and providing specialized transit service through a coordinated effort with the private nonprofit agencies. All three recommendations are being implemented.

City of Racine

The 1980 TSM plan recommended that the City of Racine, with technical assistance from the Regional Planning Commission, begin preparation during 1980 of an updated and extended transit development program. Because of the extensive effort required to prepare the Section 504 handicapped accessibility transit plan, it was not possible to begin preparation of the updated transit development program during the year. The transit development program updating effort was accordingly rescheduled for 1981.

City of Waukesha

During 1980, the Regional Planning Commission published two reports that were intended to help the City of Waukesha reestablish transit service and Waukesha County to improve such service. At the request of the Waukesha County Transportation Coordinating Committee, the Commission prepared a short-range public transit service improvement plan for Waukesha County. The findings and recommendations of this plan are set forth in SEWRPC Community Assistance Planning Report No. 44, Proposed Public Transit Service Improvements: 1980, Waukesha County, Wisconsin. Included in the report are estimates of future ridership levels, costs, energy savings, and the air quality impacts of each route, along with recommendations for expansion of the existing public transit services. This report also presents the reaction of the general public to the proposed transit services as provided at public informational meetings and hearings.

The second report, prepared by the Regional Planning Commission at the request of the City of Waukesha, assessed the feasibility of reestablishing a fixed route bus system in 1981 to serve the public transportation needs of the residents of the City of Waukesha and its environs. The transit development program described in this report, documented as SEWRPC Community Assistance Planning Report No. 31, Waukesha Area Transit Development Program: 1981-1985, is based upon an inventory and evaluation of the existing transit services, an analysis of the present and probable future needs for transit service, and an examination of the costs attendant to a number of alternative means of meeting those needs. Put to a citywide referendum on April 1, 1980, the recommendations as set forth in the report were approved by 69 percent of the electorate, and the plan was subsequently adopted on May 6, 1980, by the Waukesha Common Council.

ACTION 7--SPOT STREET AND HIGHWAY IMPROVEMENTS

The 1980 TSM plan recommended that 66 projects of a spot street or highway improvement nature be undertaken at various locations throughout the Region. Of the 66 projects recommended for implementation in the 1980 TSM, 49 projects were programmed for implementation in the 1980 annual element of the adopted TIP. The remaining 17 projects were programmed in the TIP for implementation over the four-year period 1981-1984. Of the 49 projects programmed for implementation in the 1980 annual element of the TIP, 15 projects were completed, 3 were underway, 16 were postponed, and 15 were dropped from further consideration. Table 6 summarizes the current status of all spot street and highway improvement projects programmed for implementation in the 1980 annual element of the TIP for the Milwaukee and Racine urbanized areas and the rural areas of the Region.

ACTION 8--UBUS/UPARK

This action represents a program of improving local public transit service

Table 6

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
SPOT STREET AND HIGHWAY IMPROVEMENT PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	RECONSTRUCTION OF ACCESS ROADS TO USH 18 FROM PEWAUKEE RD AND BARKER RD IN THE TOWN OF BROOKFIELD AND CITY OF WAUKESHA (1.1 MI)	COMPLETED	STATE OF WISCONSIN
	CITYWIDE RECONSTRUCTION OF CITY STREETS AT VARIOUS LOCATIONS IN THE CITY OF CEDARBURG	COMPLETED	C/CEDARBURG
	CHANNELIZATION AND SIGNAL MODIFICATION AT VARIOUS CTH INTER SECTIONS IN MILWAUKEE COUNTY	COMPLETED	MILWAUKEE COUNTY
	RECONSTRUCTION OF THE INTERSECTION OF DEAN RD AND LAKE DR IN THE VILLAGE OF FOX POINT	COMPLETED	V/FOX POINT
	RECONSTRUCTION OF THE INTERSECTION OF GREEN TREE RD AND LAKE DR IN THE VILLAGE OF FOX POINT	COMPLETED	V/FOX POINT
	RECONSTRUCTION OF THE INTERSECTION OF WEST GRANGE AVE AT NEW BERLIN RD IN THE VILLAGE OF HALES CORNERS	COMPLETED	V/HALES CORNERS
	INSTALLATION OF STREET LIGHTING ALONG W OKLAHOMA AVE FROM S 108TH ST TO S 93RD ST IN THE CITY OF WEST ALLIS (0.90 MI)	COMPLETED	C/WEST ALLIS
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF N SANTA MONICA BLVD AND SILVER SPRING DR IN WHITEFISH BAY	COMPLETED	V/WHITEFISH BAY
	RECONSTRUCTION AT VARIOUS LOCATIONS FOR SPOT IMPROVEMENTS ON COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY
	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MUSKEGO	COMPLETED	C/MUSKEGO
	RECONSTRUCTION WITH ADDITIONAL LANES OF W NATIONAL AVE AT THE GLENGARRY RD INTERSECTION IN THE CITY OF NEW BERLIN	COMPLETED	C/NEW BERLIN
	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF SILVER SPRING DR AND 25TH ST IN THE CITY OF GLENDALE	UNDERWAY	C/GLENDALE

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	CONSTRUCTION OF TURN Lanes AT THE INTERSECTION OF SILVER SPRING DR AND DEXTER AVE IN THE CITY OF GLENDALE	UNDERWAY	C/GLENDALE
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AT W WALKER ST IN THE CITY OF WEST ALLIS	UNDERWAY	C/WEST ALLIS
	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 74 AT THE CTH J INTERSECTION IN WAUKESHA COUNTY	DEFERRED	STATE OF WISCONSIN
	RECONSTRUCTION WITH TURNING LANES OF THE STH 57 INTERSECTION WITH 17TH AVENUE	DEFERRED	V/GRAFTON
	CONSTRUCTION OF TURN Lanes AT THE INTERSECTION OF GREEN BAY RD AND SCHROEDER DR IN THE VILLAGE OF BROWN DEER	DEFERRED	V/BROWN DEER
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AND W RAMSEY AVE IN THE VILLAGE OF GREENDALE	DEFERRED	V/GREENDALE
	RESURFACING & CHANNELIZATION OF S HOWELL AVE NORTH OF W GRANGE AVE TO HOWARD AVE IN THE CITY OF MILWAUKEE (1.71 MI)	DEFERRED	C/MILWAUKEE
	INSTALLATION OF GATES AT THE C&NW T CO (NEW LINE) CROSSING OF E DREXEL AVE IN THE CITY OF OAK CREEK	DEFERRED	C/OAK CREEK
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF CHICAGO AVE AND HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	DEFERRED	C/SOUTH MILWAUKEE
	RECONSTRUCTION OF THE INTERSECTION OF SUNNY SLOPE RD AND NATIONAL AVE IN THE CITY OF NEW BERLIN	DEFERRED	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE LILLY RD INTERSECTION WITH BURLEIGH RD IN THE CITY OF BROOKFIELD	DEFERRED	C/BROOKFIELD
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD AT THE HAMPTON AVE INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	V/MENOMONEE FALLS

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE PILGRIM RD INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	V/MENOMONEE FALLS
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF AN AREA 300 FEET WEST OF THE COUNTY LINE ON GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS	DEFERRED	V/MENOMONEE FALLS
	RECONSTRUCTION WITH TURNING LANES OF THE CALHOUN ROAD AND CTH D INTERSECTION IN THE CITY OF NEW BERLIN	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION WITH TURNING LANES OF THE CTH ES AND SUNNY SLOPE ROAD IN THE CITY OF NEW BERLIN	DEFERRED	C/NEW BERLIN
	RECONSTRUCTION AND INSTALLATION OF TRAFFIC SIGNALS AT THE INTER- SECTION OF STH 74 AND CTH VV IN THE VILLAGE OF SUSSEX	DEFERRED	V/SUSSEX
	RECONSTRUCTION FOR SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS ON STATE TRUNK HIGHWAYS IN MILWAUKEE COUNTY	PROJECT DROPPED	STATE OF WISCONSIN
	RECONSTRUCTION OF S 51ST ST ONE-HALF MILE SOUTH OF W DREXEL AVE IN THE CITY OF FRANKLIN (0.20 MI)	PROJECT DROPPED	C/FRANKLIN
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF W GRANGE AVE AND S 76TH ST IN THE VILLAGE OF GREENDALE	PROJECT DROPPED	V/GREENDALE
	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S PENNSYLVANIA AVE AND E PUETZ RD IN THE CITY OF OAK CREEK	PROJECT DROPPED	C/OAK CREEK
	RECONSTRUCTION OF THE INTERSECTION OF E PUETZ RD AT 15TH AVE IN THE CITY OF OAK CREEK	PROJECT DROPPED	C/OAK CREEK
	RECONSTRUCTION WITH ADDITIONAL LANES AT THE INTERSECTION OF S CHICAGO RD AT W PUETZ RD IN THE CITY OF OAK CREEK	PROJECT DROPPED	C/OAK CREEK
	RECONSTRUCTION OF THE INTERSECTION OF N LAKE DR AND SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY	PROJECT DROPPED	V/WHITEFISH BAY

Table 6 (continued)

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA (CONTINUED)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF PILGRIM ROAD AND CTH Q IN THE VILLAGE OF GERMANTOWN	PROJECT DROPPED	V/GERMANTOWN
	RECONSTRUCTION FOR SAFETY IMPROVEMENTS TO THE INTERSECTION OF CTH ES AND CTH Y IN WAUKESHA COUNTY	PROJECT DROPPED	WAUKESHA COUNTY
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	PROJECT DROPPED	WAUKESHA COUNTY
	RECONSTRUCTION AT VARIOUS LOCATIONS ALONG GRANGE AVE IN THE CITY OF NEW BERLIN (0.10 MI)	PROJECT DROPPED	C/NEW BERLIN
RACINE URBANIZED AREA	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF DOMANIK DRIVE AND SPRING STREET IN THE CITY OF RACINE	COMPLETED	C/RACINE
RURAL AREAS OF THE REGION	RECONSTRUCTION OF THE CROSSING, APPROACHES, AND SIGNALS ON REDDELIEN RD AT THE MILW ROAD CROSSING IN OCONOMOWOC TOWN	COMPLETED	STATE OF WISCONSIN
	RECONSTRUCTION OF THE INTERSECTION OF SIH 50 AND CTH F IN THE TOWN OF DELAVAN	COMPLETED	WALWORTH COUNTY
	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 AT THE DECORAH RD INTERSECTION IN THE CITY OF WEST BEND (0.10 MI)	COMPLETED	C/WEST BEND
	RECONSTRUCTION OF THE TOWN RD BRIDGE AT THE FOX RIVER IN THE TOWN OF WATERFORD	DEFERRED	T/WATERFORD
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH HM FROM THE ILLINOIS STATE LINE TO CTH Z IN KENOSHA COUNTY (1.20 MI)	PROJECT DROPPED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH CJ FROM USH 45 TO CTH MB IN KENOSHA COUNTY (2.00 MI)	PROJECT DROPPED	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH A FROM CTH D TO IH 94 IN KENOSHA COUNTY (3.20 MI)	PROJECT DROPPED	KENOSHA COUNTY
	RECONSTRUCTION OF THE INTERSECTION OF CTH ES AND TOWNLINE ROAD IN THE VILLAGE OF EAST TROY	PROJECT DROPPED	V/EAST TROY

Source: SEWRPC.

to the University of Wisconsin-Milwaukee (UWM) campus and promoting transit use as an alternative to commuting to the campus by automobile. The UWM campus is located in Milwaukee County on the east side of the City of Milwaukee, approximately three miles north of the Milwaukee central business district (CBD). The total fall semester enrollment of approximately 25,900 students plus an additional 4,000 faculty and staff members makes UWM one of the largest trip generators in southeastern Wisconsin. The campus is extremely compact, and only 1,880 parking spaces are provided on campus for the estimated 10,000 automobiles which are driven to the campus each day.

The UWM Parking and Transit Office has responsibility for reducing vehicular traffic to the campus each day and for decreasing the traffic and parking congestion in surrounding residential neighborhoods. The University, therefore, has adopted a policy of promoting public transit as an alternative to driving an automobile to campus. Working closely with the Milwaukee County Transit System (MCTS), the University has established two major transit programs: UBUS and UPARK. These programs are characterized by no-transfer, direct-to-UWM bus service, including service from areas not formerly served, and park-ride facilities.

While the UBUS program emphasizes local bus service, the UPARK system emphasizes park-ride service. The University leases plots of land two to three miles from the campus and provides frequent shuttle bus service between these parking lots and the campus. Parking at these lots is provided at no cost, and shuttle fares are \$0.05 per ride. The MCTS contributed to the program by extending several nonstop "Freeway Flyer" bus routes to the University from county-owned park-ride lots on the outskirts of the County.

Incremental expansion of the UBUS/UPARK program since its inception in 1973 has been successful in reducing the parking and traffic pressure in the UWM area.

Total annual ridership has grown from about 240,800 in the 1973-1974 school year to about 1,084,414 in the 1979-1980 school year. The 1980 TSM plan recommended that the highly successful UBUS/UPARK program at UWM be continued, improved, and expanded.

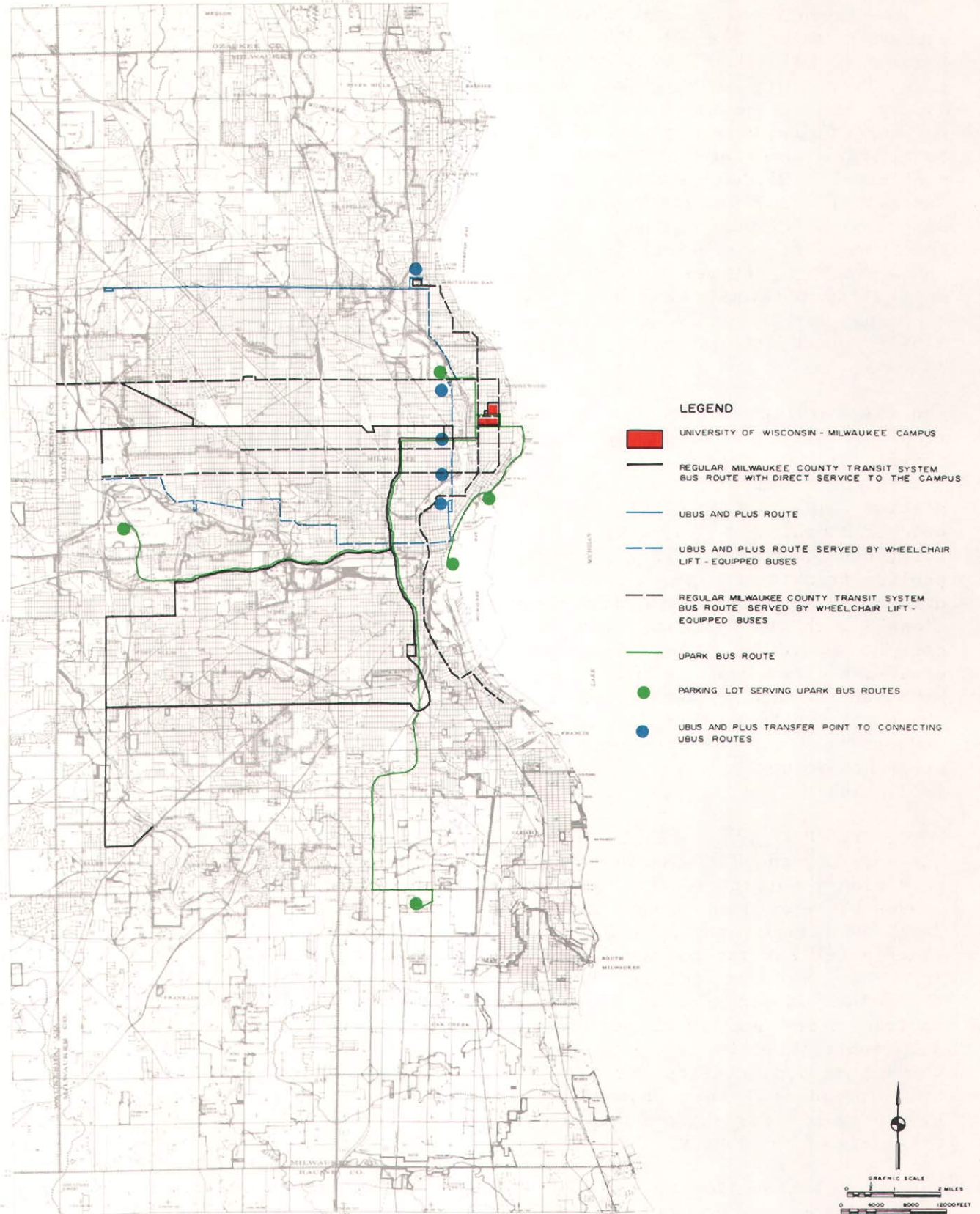
In 1980 the University introduced a new program called UBUS-Plus, under which a commuter rides on a UBUS route plus a Milwaukee County Transit System bus route to get to UWM. Bus schedules of the connecting routes have been programmed so that there is little or no waiting required in the transfer process. The UBUS fare of \$0.35 applies to these routes as well as to the regular UBUS routes (a UBUS fare ticket is required). Two MCTS routes have been expanded and improved so that they will connect with established UBUS routes. These are the Route 63 Silver Spring Drive bus route, which replaces the old Silver Spring UBUS route, and the Route 31 Humboldt Boulevard bus route, which is an extension of the Route 31 Mayfair route.

A new UBUS route was initiated in 1980 with the addition of the Route 16--Hales Corners UBUS bus route. This is an express route which utilizes IH 94 to bring commuters from Hales Corners via S. 108th Street to the UWM campus. Service provided by the UBUS/UPARK program in Milwaukee County is shown on Map 9, and a comparison of 1979-1980 services and 1980-1981 services is provided in Table 7.

Further reduction in the parking and traffic congestion around the campus can be obtained through the use of the University's UPOOL program, in which those students wishing to carpool are matched with like persons. Carpoolers--three or more riders per vehicle--receive preferential, long-term parking spaces. Because of the students' changing class schedules, it is necessary that those students interested in carpooling re-apply each semester for participation in the program. The first semester of the 1980-1981 school year had 131 student applications on file.

Map 9

UNIVERSITY OF WISCONSIN-MILWAUKEE UBUS/UPARK ROUTES: 1980



Source: University of Wisconsin-Milwaukee and SEWRPC.

Table 7

**UNIVERSITY OF WISCONSIN-MILWAUKEE
UBUS SYSTEM IMPROVEMENT AND EXPANSION: 1979-1980**

Year	UBUS/UPARK Route Operating:	Park- Ride	Full Express	Evening Service	Summer Service	Direct to UWM Service	UWM Commuters Only	Bus Route Open to Public	New Route Configuration	Skip Stop Express	Wheelchair Lift- Equipped	UBUS- Plus Route	Per Ride Fare
1979- 1980	UBUS												
	Route 5 Oklahoma Avenue	X		X		X		X		X			\$0.35
	Route 6 Silver Spring Drive					X		X					0.35
	Route 15 Oakland-Delaware			X	X	X		X					0.35
	Route 21 North Avenue			X		X		X			X		0.35
	Route 22 Center Street			X	X	X		X					0.35
	Route 60 Burleigh Street			X		X		X					0.35
	Route 62 Capitol Drive			X	X	X		X			X		0.35
	UPARK and Ride												
	Route 4 Summerfest	X	X			X	X						0.05
	Route 8 Capitol/Humboldt	X	X	X		X	X						0.05
	Route 9 McKinley Marina	X	X			X	X		X				0.05
	Route 40-U College Avenue	X	X			X		X					0.45
	Route 41-U Watertown Plank Road	X	X			X		X					0.45
	Route 44-U West Allis- Treasure Island	X	X			X		X					0.45
	UBUS												
1980- 1981	Route 5 Oklahoma Avenue	X		X		X		X		X			0.35
	Route 15 Oakland-Delaware			X	X	X		X			X		0.35
	Route 16 Hales Corners					X		X	X	X			0.35
	Route 21 North Avenue			X		X		X			X		0.35
	Route 22 Center Street			X	X	X		X			X		0.35
	Route 31 Humboldt Boulevard			X	X			X	X			X	0.35
	Route 60 Burleigh Street			X		X		X					0.35
	Route 62 Capitol Drive			X	X	X		X			X		0.35
	Route 63 Silver Spring Drive			X	X			X	X			X	0.35
	UPARK and Ride												
	Route 4 Summerfest- McKinley Marina	X	X			X		X					0.05
	Route 8 Capitol/Humboldt	X	X	X		X		X					0.05
	Route 40-U College Avenue	X	X			X		X	X				0.45
	Route 41-U Watertown Plank Road	X	X			X		X					0.45

Source: University of Wisconsin-Milwaukee.

In addition to working with the MCTS to expand the UBUS/UPARK program in 1979, the University continued to aggressively market the program through advertisements placed in the campus newspaper and in other periodicals. While the UBUS/UPARK program is operated solely in Milwaukee County, the entire University population is encouraged to use the services. Commuters residing outside the County are urged to park and ride public transit to the campus. Three times per year the University also promotes, via a mailer to students and University personnel residing in Waukesha County, the Wisconsin Coach Lines commuter bus service, which provides service from Waukesha County to the Milwaukee CBD, with connections to UWM provided by the MCTS.

ACTION 9--ARTERIAL STUDIES

The 1980 TSM plan recommended that a prospectus be prepared for a planning study of major intercommunity arterials in the Region currently experiencing traffic congestion and related problems, as well as of those arterials having the potential to experience traffic operational problems. The objectives of such a study would be to design and evaluate alternative methods of making more efficient use of the major arterial street and highway system serving the Milwaukee urbanized area and to recommend actions to improve traffic movement.

The Wisconsin Department of Transportation was to assume responsibility for

preparation of the prospectus for the arterials study. To date, the prospectus has not been prepared, owing to higher priority work being conducted by the Department.

The Department is, however, seeking to rapidly implement a series of transportation systems management plan recommendations that have been developed for the N. 76th Street (STH 181) corridor from Harwood Avenue in the City of Wauwatosa to Mequon Road (STH 167) in the City of Mequon under the Commission's Milwaukee Northwest Side/Ozaukee County transportation improvement study. This arterial facility was one of 20 arterial stretches with severe traffic problems identified under that study. Transportation systems management plans for the congested intersections of each of the 20 arterial stretches have been, or are in the process of being, identified to assist in abating such problems. The Department has begun the detailed design and engineering of the recommended actions for N. 76th Street which is necessary prior to their implementation. In addition, the Department will extend the planning analyses already conducted by the Commission to examine midblock problems in addition to the intersection traffic problems already considered, and will analyze such additional actions as the replacement of motorist advisory signs along the route. The Wisconsin Department of Transportation activity will culminate in the preparation of preliminary engineering plans for construction projects along this heavily traveled arterial route.

ACTION 10--DOWNTOWN SHUTTLE SERVICES

The 1980 TSM plan recommended the continuation of the Milwaukee downtown central business district shuttle bus project and the further implementation of actions as necessary to improve and expand this service. Existing shuttle bus service is shown on Map 10. Consistent with this recommendation, plans for the future improvement and expansion of this shuttle bus service have been

developed as part of the Milwaukee County Downtown Transportation Center Study for the Milwaukee County Transit System (see Action 6). The transportation center plan includes proposals for the creation of a transit mall on Wisconsin Avenue extending from N. Water Street to N. 6th Street, and the provision of an exclusive contraflow bus lane on W. Wells Street. The 1980 TSM plan recommended proceeding with the design and construction of a transit mall on Wisconsin Avenue, having a preliminary estimated total cost of \$6,300,000.

During 1980, the City of Milwaukee completed design studies for a proposed Wisconsin Avenue transit mall project and prepared a grant application package for UMTA funding of the project. At year's end, the grant application materials were pending review by the Milwaukee County Board of Supervisors and the Regional Planning Commission.

ACTON 11--TRANSIT SHELTERS

The 1980 TSM plan recommended the implementation of three transit shelter and bench projects. One of the projects, though programmed for implementation over the four-year period 1981-1984, was completed during 1980. Of the two remaining projects, both programmed for implementation in the 1980 annual element of the adopted TIP, one was completed and the other was postponed. Table 8 lists these two transit shelter and bench projects and their status. Presented below is a brief description of the project that was completed in the 1980 annual element of the adopted TIP.

Milwaukee County

During 1980 Milwaukee County received a Section 5 capital assistance grant of \$2,900,440 from the UMTA. A portion of this funding enabled the County to purchase and install 150 bus passenger shelters. Contracts were awarded early in 1980 for the fabrication and delivery of the shelter "kits," for the installation of concrete pads, and for the erection of the shelters. Installation of the 150 shelters was completed by the

MILWAUKEE COUNTY TRANSIT SYSTEM
DOWNTOWN SHUTTLE BUS SERVICE: 1980



Table 8

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
TRANSIT SHELTER PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF 150 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY IN 1980 AND 80 PER YEAR DURING 1981-1984	COMPLETED	MILWAUKEE COUNTY
	CONSTRUCTION OF A BUS STOP SHELTER AT THE INTERSECTION OF PORT WASHINGTON RD AND BROWN DEER RD IN THE VILLAGE OF BAYSIDE	DEFERRED	V/BAYSIDE (PART)

Source: SEWRPC.

end of 1980, bringing to 351 the total number of bus passenger shelters existing in Milwaukee County (see Map 11).

ACTION 12--CARPOOL AND VANPOOL PROMOTION

The 1980 TSM plan recommended that two projects, one involving the Milwaukee metropolitan area carpooling program and the other the WisDOT vanpool program, be undertaken. Both of the projects were programmed for implementation in the 1980 annual element of the adopted TIP. Of these two projects, one was completed and the other was underway (see Table 9). At the outset of its renewed carpool program, Milwaukee County substituted the term "ride-sharing" for the term "carpool" to increase the scope of the program to include both the vanpool and transit aspects of ride-sharing. Throughout 1980 the County continued to conduct its ride-sharing program. A letter signed by the County Executive was sent to 140 of the largest employers in the area, requesting their support of ride-sharing by: 1) providing the names of interested employees for matching purposes; and 2) helping to distribute ride-sharing materials. In addition, ride-sharing promotional and informational materials were distributed to approximately 450 companies. Ride-share

staff made appearances at two Milwaukee Metropolitan Association of Commerce meetings to promote ride-sharing within member companies, and met individually with representatives of 33 companies in the metropolitan area. The ride-share staff worked closely with the Milwaukee Private Industry Council to provide comprehensive and coordinated transportation information and services to companies in the Oak Creek industrial complex. Presently, 17 companies are actively involved.

During the first year of the program, over \$57,000 of public service advertising promoting ride-sharing was donated by the local media. More than 560 ride-sharing announcements were made by participating stations, which included WTMJ Radio and TV, WQFM Radio, WVTM TV, and WXJY Radio. Information on the ride-sharing program was sent to 81 newspapers and radio stations located within an area bounded by Illinois on the south, the City of Madison on the west, and the City of Sheboygan on the north. The material was targeted to people who make long-distance trips into the Milwaukee area. A later news release was sent to the media that serve the outlying suburbs of the Milwaukee urbanized area. This release was designed to promote the use of the park-and-pool

lots located at various freeway interchanges outside Milwaukee County. The releases showed the location of these park-and-pool lots and provided the names of bus companies for those lots with transit service available to them.

During the year, more than 2,000 people formally applied for carpool matching services. In response to these applications, more than 1,300 persons were provided with lists of persons who were willing to share rides and had trip origin, trip destination, and work schedule compatibility. Late in 1980, a mailout survey was conducted to update and revise the carpool matching data files and assess the attitudes of participants in this program.

The Milwaukee County ride-sharing program, to be conducted over three years, has an annual element funding of \$75,000. Funding for the program is on a 75 percent federal and 25 percent local basis, with the federal share coming from Federal Aid Urban funds.

During 1980 the WisDOT received more than a dozen inquiries from Milwaukee area companies concerning its federally supported vanpool program. One company submitted an application for a vanpool project. The van is on order; however, because of a federal freeze on funds, approvals of the application were not completed until late October 1980. One other large employer, located in the Milwaukee central business district, has been studying the commuting problems of its employees. The WisDOT District Office is assisting it in the design of a vanpool project as an element of a total employee commuting program.

In April 1979, the University of Wisconsin-Extension Office of Statewide Transportation Programs and the University of Wisconsin-Milwaukee, Center for Urban Transportation Studies, completed and published a report entitled Innovative Approaches for Transportation Energy Conservation at Major Trip Generators. The following recommendations were made in the study:

1. Financial assistance should be provided to individuals as well as to employers under the WisDOT vanpool program.
2. A public agency should provide technical assistance to firms initiating ride-sharing programs. Technical assistance is available through the Milwaukee County ride-sharing program with additional support from the WisDOT District Office.
3. Ride-sharing programs should be tailored to the needs of firms, particularly larger ones. The technical assistance provided under recommendation No. 2 is designed to address the unique problems of all individual companies.
4. Legislative action should be taken to define the various forms of ride-sharing, exempt carpools and vanpools from economic regulation, and define employer liability in ride-sharing programs. Partial action was taken by the Wisconsin Legislature during 1980 concerning the definition of various forms of ride-sharing and the modification of vehicle licensing regulations.

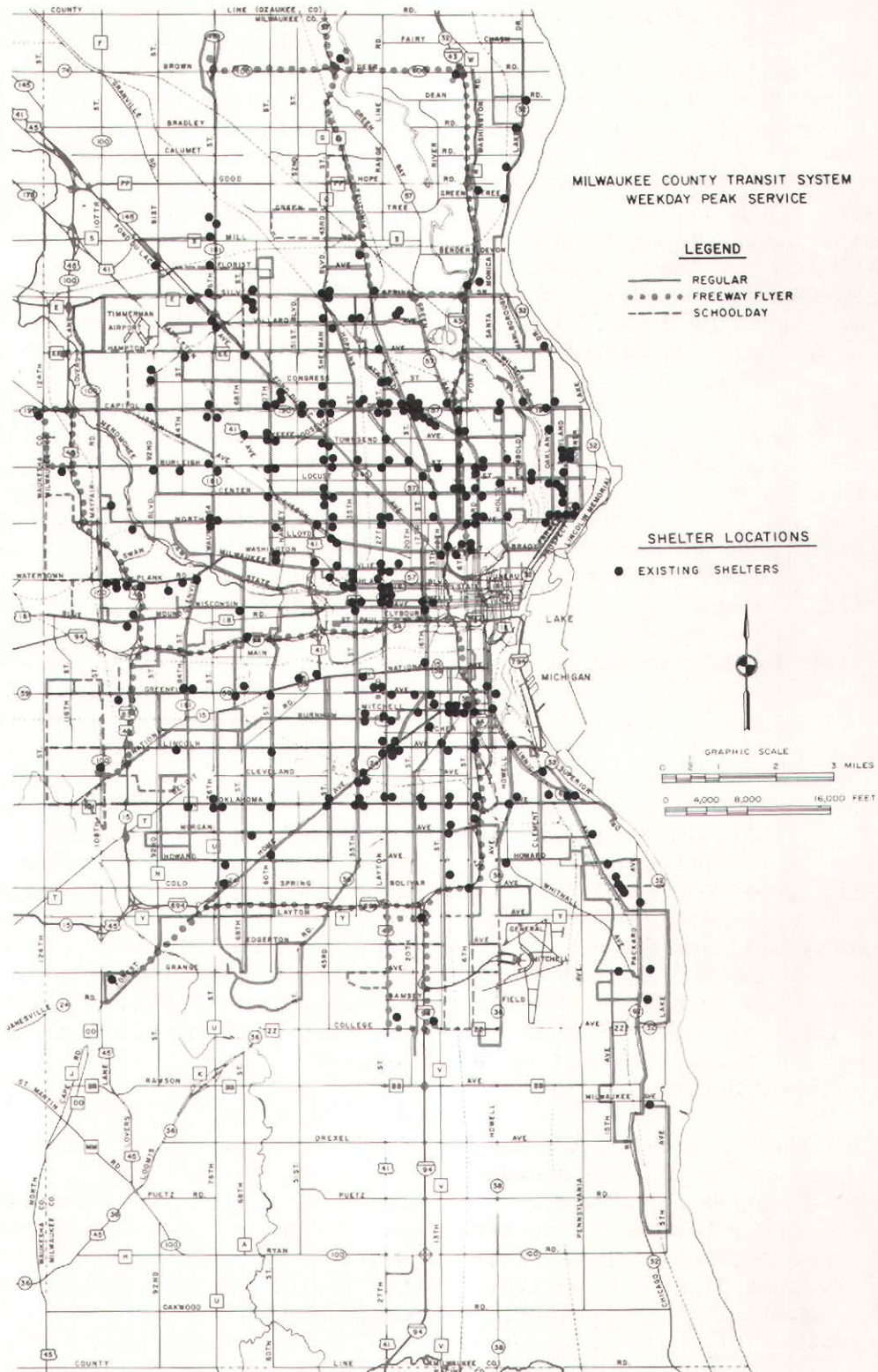
In 1980, the University of Wisconsin-Milwaukee, Center for Urban Transportation Studies, conducted two workshops to promote and give technical assistance in the operation of vanpools. These workshops were attended by about 90 persons representing 75 firms. The Center also assisted 36 firms in developing vanpool programs.

ACTION 13--PEDESTRIAN AND BICYCLE PROVISIONS

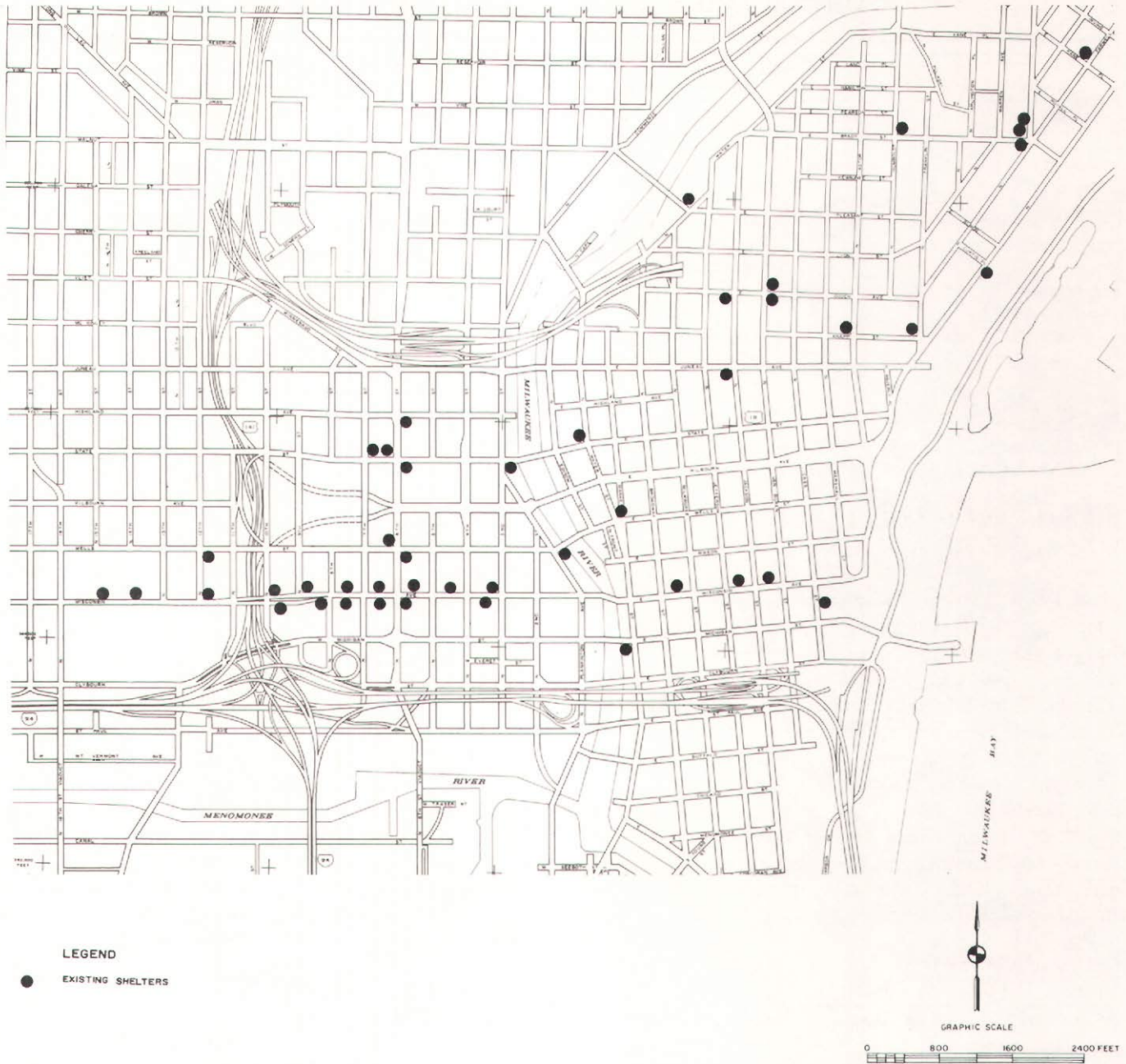
The 1980 TSM plan recommended that 11 pedestrian and bicycle projects be undertaken at various locations throughout the Region. Of these 11 projects, 9 were programmed for implementation in the 1980 annual element of the adopted TIP. Of the 9 projects programmed for implementation in the 1980 annual element of

Map 11

MILWAUKEE COUNTY TRANSIT SYSTEM EXISTING BUS STOP SHELTER AND BENCH LOCATIONS



Map 11 (continued)



Source: Milwaukee County Department of Public Works,
Transportation Division; and SEWRPC.

Table 9

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
CARPOOL AND VANPOOL PROMOTION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONTINUED OPERATION OF THE MILWAUKEE AREA CARPOOL MATCHING AND PROMOTION PROGRAM	COMPLETED	MILWAUKEE COUNTY
	CONDUCT OF A COUNTYWIDE VANPOOL SUPPORT AND PROMOTION PROGRAM IN MILWAUKEE COUNTY	UNDERWAY	STATE OF WISCONSIN

Source: SEWRPC.

the TIP, 5 were completed, 3 were postponed, and 1 was dropped from further consideration (see Table 10).

ACTION 14--MISCELLANEOUS LOW-CAPITAL ACTIONS

The 1980 TSM plan recommended that two low-capital actions, generally categorized as miscellaneous actions to improve the efficiency of the existing street and highway system, be undertaken in the Milwaukee urbanized area, both of which were programmed for implementation in the 1980 annual element of the adopted TIP. Table 11 and the following section summarize the progress made toward implementing the actions included in the 1980 annual element of the adopted TIP.

Citywide Accident Study in the City of Milwaukee

A total of \$72,600 in local funding was programmed for a City of Milwaukee accident study in 1980. The City of Milwaukee is using the ongoing study as a means of identifying deficiencies in the existing transportation system by roadway segment, intersection, and travel corridor. A ranking method was established to quantify and rank volume-to-capacity (V/C) ratios, link accident rates and frequencies, and transit routing needs. Statistical analysis, which compares the citywide average accident

rates with street segments or intersections having high accident rates, onsite investigations, and the use of time-lapse photography at high accident locations are being used to identify and design recommendations for reducing accidents at those locations with high accident rates.

City of Milwaukee Traffic Counts Project

The City of Milwaukee completed its annual traffic count project in 1980. A total of \$20,000 was programmed in 1980 for the project, which measured traffic flow at various sites throughout the City. The information gathered provides a data base for traffic engineering studies and many transportation planning activities, and is available to public and private interests upon request.

ACTION 15--BUS STOP LOCATION STUDY

The 1980 TSM plan recommends the continued implementation of the bus stop location improvement program. One project was programmed for implementation in the 1980 annual element of the TIP (see Table 12).

During 1980 the Milwaukee County Transit System published the completed Bus Stop Location Study. This study, funded by the Urban Mass Transportation Adminis-

Table 10

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
PEDESTRIAN AND BICYCLE PROVISION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	CONSTRUCTION OF THE BEAVER CREEK BIKEWAY FROM DEERWOOD DR TO THE WEPCO R-O-W IN THE VILLAGE OF BROWN DEER (0.30 MI)	COMPLETED	V/BROWN DEER
	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 36 AT SCOUT LAKE IN THE VILLAGE OF GREENDALE	COMPLETED	V/GREENDALE
	INSTALLATION OF PEDESTRIAN SIGNALS AT THE INTERSECTION OF S HOWELL AVE AND W PUETZ RD IN THE CITY OF OAK CREEK	COMPLETED	C/OAK CREEK
	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	COMPLETED	C/BROOKFIELD
	CONSTRUCTION OF BICYCLE PATHS ALONG RANGE LINE RD FROM RANGE LINE CT TO SCHOOLS IN THE CITY OF MEQUON (1.75 MI)	DEFERRED	C/MEQUON
	CONSTRUCTION OF BIKE PATH ALONG JEAN NICOLET RD FROM NICOLET HIGH SCHOOL TO GREEN TREE RD IN THE CITY OF GLENDALE (0.40 MI)	DEFERRED	C/GLENDALE
	CONSTRUCTION OF BIKE-PATH FROM PILGRIM RD TO LONGWOOD AVE IN THE VILLAGE OF MENOMONEE FALLS (3.80 MI)	DEFERRED	V/MENOMONEE FALLS
	CONSTRUCTION OF BIKEWAY ALONG N LAKE DR FROM DEAN RD TO BROWN DEER RD IN THE VILLAGE OF BAYSIDE (0.50 MI)	PROJECT DROPPED	V/BAYSIDE (PART)
RURAL AREAS OF THE REGION	CONSTRUCT BIKE PATH BY CTH C FROM DELAFIELD TO NASHOTAH IN WAUKESHA COUNTY	COMPLETED	WAUKESHA COUNTY

Source: SEWRPC.

tration through a Section 8 planning grant, had three objectives: to conduct a comprehensive inventory of bus stop locations currently used in the Milwaukee County Transit System; to evaluate each bus stop location for proper identification and for correction of any deficiencies; and to plan for the im-

plementation of the placement of new bus stop signs. In conjunction with the Bus Stop Location Study, the State of Wisconsin sponsored the Bus Stop Sign Demonstration Project, principally to develop and demonstrate an improved bus stop sign that would incorporate information necessary for the public to use

Table 11

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
MISCELLANEOUS LOW-CAPITAL ACTION PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	VEHICLE COUNTING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	COMPLETED	C/MILWAUKEE
	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	UNDERWAY	C/MILWAUKEE

Source: SEWRPC.

Table 12

**IMPLEMENTATION STATUS OF THE ANNUAL ELEMENT
OF THE 1980-1984 TRANSPORTATION SYSTEMS MANAGEMENT PLAN:
BUS STOP LOCATION STUDY PROJECTS**

AREA OF THE REGION	PROJECT DESCRIPTION	STATUS OF PROJECT ANNUAL ELEMENT	IMPLEMENTING AGENCY
MILWAUKEE URBANIZED AREA	PURCHASE & INSTALLATION OF NEW BUS STOP SIGNS SYSTEMWIDE ON THE MILWAUKEE COUNTY TRANSIT SYSTEM	DEFERRED	MILWAUKEE COUNTY

Source: SEWRPC.

the Milwaukee County Transit System more easily and efficiently. A final design was selected, and special messages attendant to each of the signs were prepared. All work necessary to facilitate the actual fabrication and installation of the signs was completed. It is anticipated that Milwaukee County, contingent upon the approval of a UMTA Section 3 capital grant, will proceed with the implementation of the bus stop sign replacement program in the coming years.

**ACTION 16--DOWNTOWN
PARKING RATE STRUCTURE STUDY**

An investigation of measures to encourage short-term parking in the Mil-

waukee central business district (CBD), while simultaneously discouraging long-term commuter parking, is the objective of this TSM action. Special consideration would also be given to the effects of downtown parking rate changes on transit ridership.

The 1980 TSM plan recommended that the downtown parking rate structure study, undertaken in 1979 by the City of Milwaukee, Department of Public Works, be completed. Revisions to the study were made during 1980, and it is expected to be completed in January 1981. At that time, it will be sent to the Milwaukee Common Council for consideration and, hopefully, approval.

ACTION 17--TAXI FARE AND REGULATION STUDY

The 1980 TSM plan recommended that the City of Milwaukee Common Council continue to implement the recommendations of the taxi fare and regulation study, which was completed in 1979. The study analyzed and evaluated the existing taxi fare and regulation structure in the City of Milwaukee and examined the potential for innovative fare and regulation policies. The final report documenting the results of the study is expected to be published early in 1981.

In conjunction with this report, a feasibility study was completed which recommended zone fare/shared-ride taxi service in the City of Milwaukee. Pursuant to this recommendation, the City of Milwaukee taxicab ordinances were amended to allow for zone fare/shared-ride taxicab service. The amended ordinances were adopted on January 15, 1980, by the Common Council.

ACTION 18--EXCLUSIVE BUS LANES

As recommended in the 1980 TSM plan, planning for implementation of exclusive bus lanes outside the City of Milwaukee central business district (CBD) will proceed as part of the arterial studies--TSM Action 9.

Within the Milwaukee CBD, Milwaukee County's Downtown Transportation Center Study proposes exclusive bus lanes on various CBD streets in conjunction with the development of a Wisconsin Avenue transit mall. Also in 1980, the Milwaukee County Transit System Service Study identified several street segments as possibly warranting exclusive bus lanes, parking restrictions, or tow-away zones based on the projected 1985 volume of buses. To date, no action has been taken to create exclusive bus lanes within Milwaukee County.

ACTION 19--COMMUTER- IMPACTED PERMIT PARKING

As in many major United States cities, severe parking problems have developed

over the years in residential areas abutting major traffic generators in the City of Milwaukee. Commuter vehicles circulating within these residential areas in an effort to find a parking space increase residential street traffic volumes and create a higher accident potential. As a deterrent to long-term commuter parking in these areas, hourly parking restrictions have been posted. These restrictions, however, also limit the time local residents can park in front of their homes. To alleviate the adverse impact of these parking restrictions on local residents, the City of Milwaukee adopted an ordinance in 1975 allowing residents in a designated commuter-impacted residential area to obtain a special permit to park in excess of the posted hourly restrictions.

The 1980 TSM plan recommended that the successful commuter-impacted parking permit program be maintained and expanded in the City of Milwaukee. In 1980, the City designated the John Marshall High School-W. Capitol Drive business area, shown on Map 12, as a commuter-impacted residential area, making another 730 residential units eligible for the commuter-impacted resident parking permit program.

In addition, the N. 24th Street-W. Capitol Drive business area, shown on Map 13, was designated by the City as a commuter-impacted residential area. Sixty residential units in this area were, as a result, made eligible for the commuter-impacted resident parking permit program.

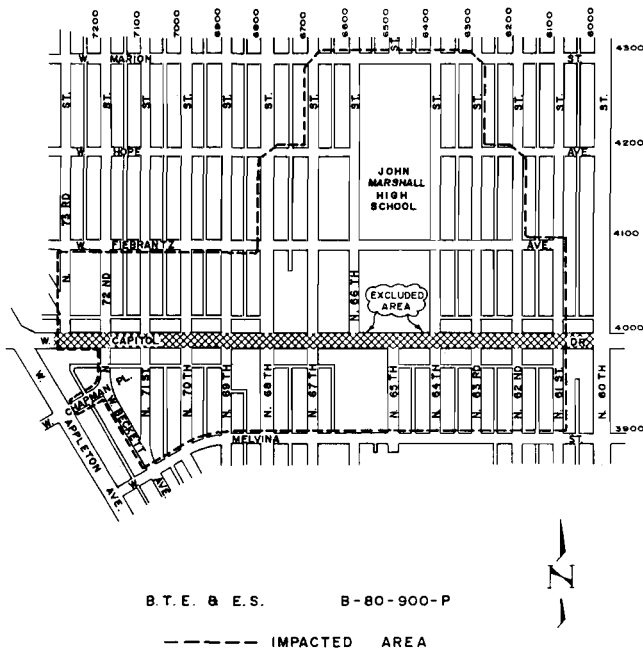
These two areas bring to 14 the total number of commuter-impacted residential areas in the City of Milwaukee.

ACTION 20--COMMUNITY ASSISTANCE TRAFFIC ENGINEERING AND TRANSIT PLANNING

The purpose of this TSM action is to offer Commission staff planning assistance to communities within the Region that request help in dealing with local traffic engineering, transit, or other transportation-related planning pro-

Map 12

**JOHN MARSHALL HIGH SCHOOL-
W. CAPITOL DRIVE BUSINESS AREA
COMMUTER PARKING-IMPACTED AREA**



Source: *City of Milwaukee Bureau of Traffic Engineering and Electrical Services.*

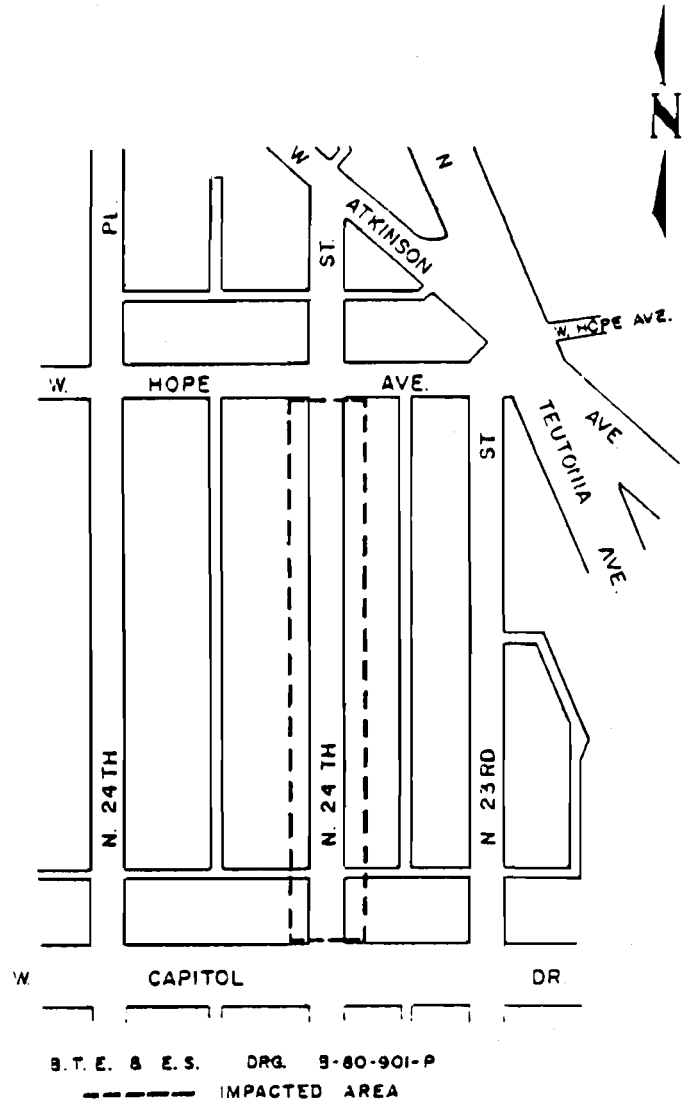
grams. The 1980 TSM plan recommends that a program of offering technical assistance, as well as staff and financial support, to local transportation implementing agencies and units of government be continued.

**City of Oconomowoc
Traffic Management Study**

On July 20, 1980, the City of Oconomowoc adopted SEWRPC Community Assistance Planning Report No. 28, Oconomowoc Area Traffic Management Plan, completed in December 1979. This action provided the City of Oconomowoc and its environs with a recommended series of coordinated short-range, low-cost, traffic engineering actions that will provide for the safer and more efficient operation of the existing transportation system, thereby alleviating existing traffic problems. The traffic management plan

Map 13

**N. 24TH STREET AND W. CAPITOL DRIVE
COMMUTER PARKING-IMPACTED AREA**



Source: *City of Milwaukee Bureau of Traffic Engineering and Electrical Services.*

was prepared within the framework of the adopted long-range regional transportation plan to ensure that the recommendations of the traffic management plan do not foreclose future implementation of transportation system improvements which will be necessary when the practical limits of operational improvements have been reached.

The study area, consisting of the City of Oconomowoc and its immediate environs, encompasses approximately 16 square miles, of which 5.49 square miles are within the Oconomowoc city limits (see Map 14). As part of the study, information on the existing street and highway system, as well as those factors which directly affect the location, design, and operation of that system, were analyzed. To accomplish these analyses, inventories of land use and of the physical and operational characteristics of the transportation system facilities were conducted.

The land use data indicated that the major concentrations of residential and commercial development are centered within the City of Oconomowoc. These concentrations result in relatively intense travel activity within the central business district (CBD). Because of the limited number of direct arterial routes traversing the study area, it was found that on an average weekday about 46,900 vehicle trips, approximately 48 percent of the total vehicle trips generated within the area on an average weekday, must pass through the Oconomowoc CBD.

In order to accurately assess the efficiency and/or utilization of streets and highways in the study area, the following factors were analyzed: traffic volume-to-roadway capacity ratios; intersection load factors--that is, the percentage of a series of traffic signal cycles that is fully utilized; intersection delay; average operating speeds; the incidence of traffic accidents; and, most importantly, vehicle traffic volumes, which serve to quantify the existing demand on a community transportation system. The heaviest traffic volumes were found to exist along STH 16 and STH 67, with volumes ranging from 13,000 to 16,000 vehicles and 4,500 to 14,000 vehicles, respectively.

Other components affecting the Oconomowoc transportation system include: 1) utilization of public parking facilities in the Oconomowoc CBD, and 2) the operations of the Chicago, Milwaukee, St.

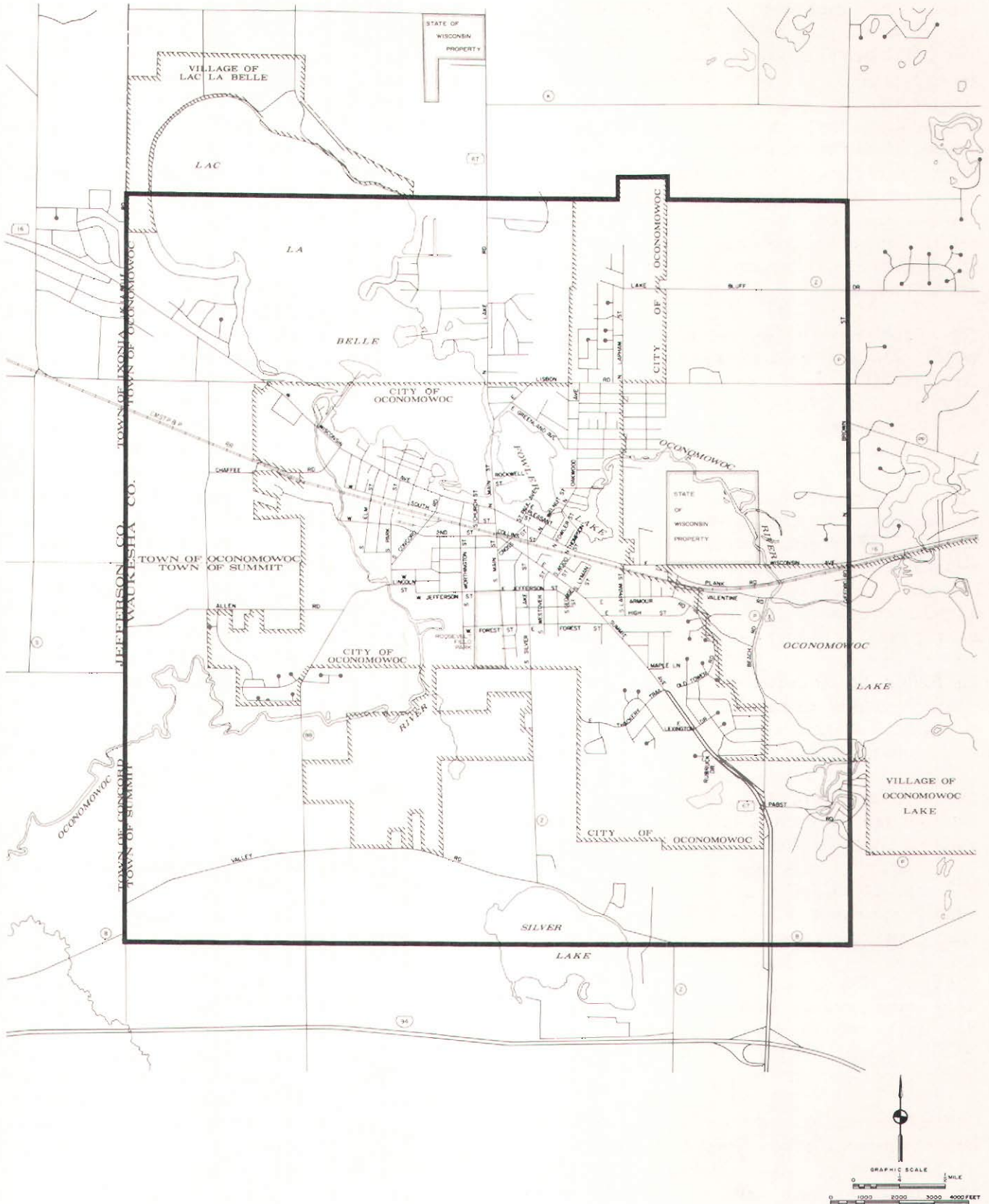
Paul & Pacific Railroad, which traverses the study area in an east-west direction. Both on-street and off-street parking problems were analyzed, and shortages in both long- and short-term parking spaces were identified. Delays incurred by railroad crossing activity averaged 1.25 minutes, and were compounded by malfunctioning train detection and railroad crossing gate equipment.

As part of the study process, a set of transportation system objectives was formulated, each with a set of standards, or performance indicators, for measuring the satisfaction of the objectives. The standards were used to assess the efficiency of, and to identify traffic problems on, the existing system, and to evaluate alternative traffic management actions designed to alleviate the identified problems. Based on the application of the objectives and standards to the transportation system inventory data, vehicular traffic problems were identified, as shown on Map 15, with the two principal arterials (STH 16 and STH 67) found to experience the majority of the traffic problems. Citizen identification of these problems--that is, problem identification by those who regularly use and are familiar with the system--served as a valuable source of information and agreed closely with the identification resulting from the study process.

Transportation problems were identified at 29 locations in the Oconomowoc study area. Through the use of traffic engineering techniques, a total of 60 traffic management actions were recommended to alleviate them (see Table 13 and Map 16). The majority of the alternative traffic management actions recommended in the report are of a low-capital, short-range, operational nature; however, it is important to recognize that the ability to improve the level of existing transportation service through the implementation of traffic management actions has a definite limit. Therefore, the study also makes certain high-capital investment recommendations, repre-

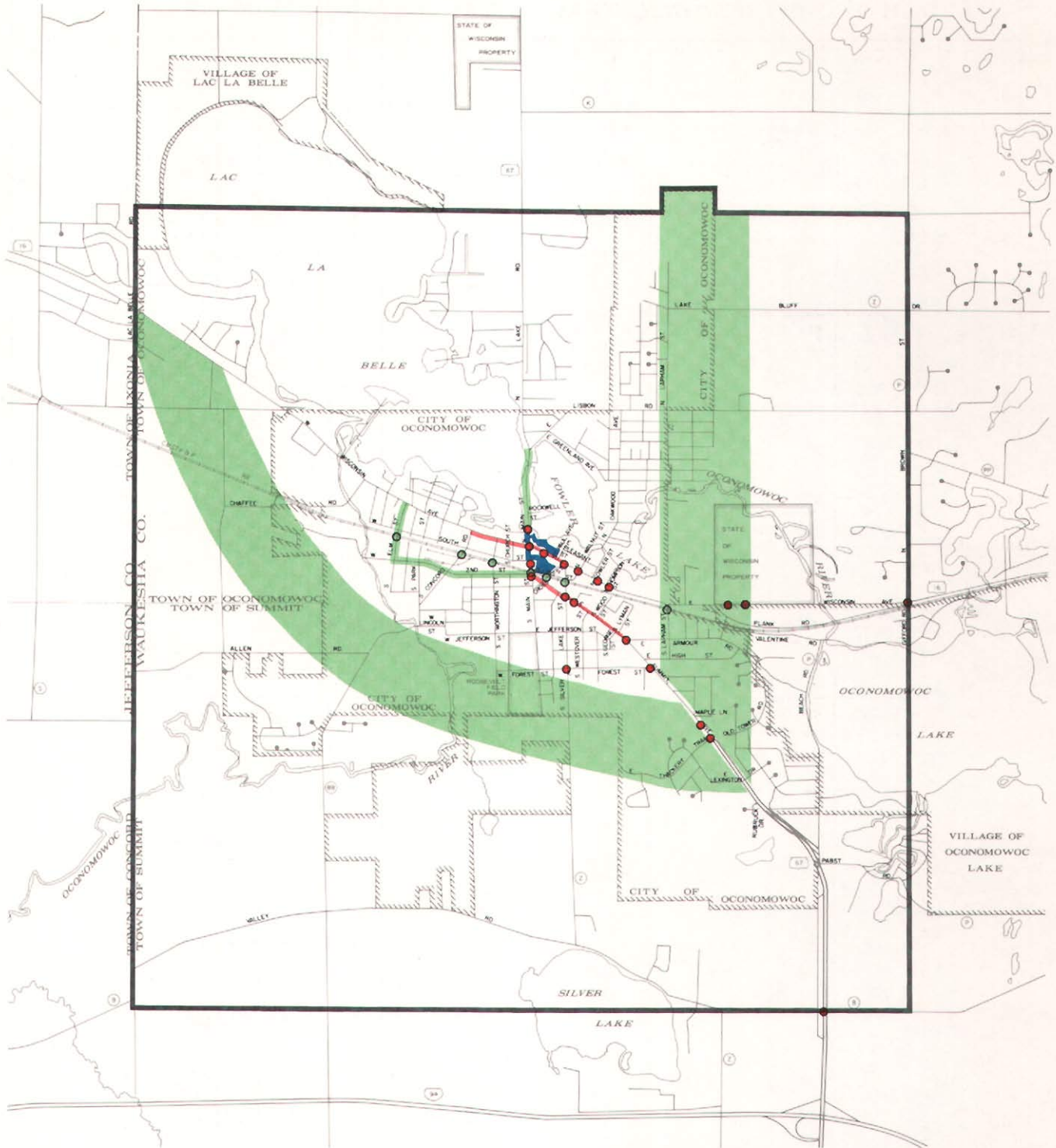
Map 14

OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA



Source: SEWRPC.

TRAFFIC PROBLEMS ON THE TRANSPORTATION SYSTEM OF THE OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA: 1979



LEGEND

CONGESTION OR TRAVEL DELAY
RELATED TRAFFIC PROBLEM

TRAFFIC ACCIDENT PROBLEM

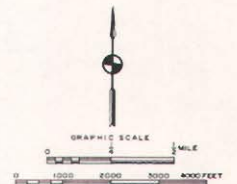
ARTERIAL SERVICE TRAFFIC
PROBLEM

TRAVEL CORRIDOR RELATED

SITE RELATED

PARKING PROBLEM

STUDY AREA BOUNDARY



Source: SEWRPC.

Table 13

**SUMMARY OF TRAFFIC MANAGEMENT ACTIONS
RECOMMENDED TO MITIGATE OR SOLVE
THE TRANSPORTATION SYSTEM PROBLEMS
IN THE OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA**

Traffic Problem	Number on Map 16	Problem Location	Recommended Traffic Management Actions	Capital Cost (1979 dollars)	Implementation	
					Agency	Priority
Accidents/ Congestion	1	Intersection STH 16 with CTH P	● Improve street lighting	\$ 12,000	Wisconsin Department of Transportation Waukesha County	7
			● Relocate advance warning sign	100		
			Subtotal	\$ 12,100		
	2	STH 16—CTH P to Plank Road	● Install channelization	\$ 20,000	Wisconsin Department of Transportation Wisconsin Department of Transportation	8
			● Skidproof roadway surface	2,400		
			Subtotal	\$ 22,400		
	3	STH 16—N. Thompson Street to S. Wood Street	● Strictly enforce speed limit	\$ --	City of Oconomowoc City of Oconomowoc City of Oconomowoc	18
			● Maintain pavement marking	--		
			● Skidproof roadway surface	8,300		
			Subtotal	\$ 8,300		
	4	STH 16—N. Fowler Street to N. Thompson Street	● Strictly enforce speed limit	\$ --	City of Oconomowoc City of Oconomowoc City of Oconomowoc	11
			● Maintain pavement marking	--		
			● Skidproof roadway surface	12,000 ^a		
			Subtotal	\$ 12,000		
	5	Intersection STH 16 with Walnut Street	● Modify existing traffic signals	\$ 800	City of Oconomowoc City of Oconomowoc City of Oconomowoc City of Oconomowoc	6
			● Revise traffic signal sequence	--		
			● Improve street lighting	3,500 ^b		
			● Interconnect traffic signals	--		
			Subtotal	\$ 4,300		
	6	Intersection STH 16 with S. Silver Lake Street	● Modify existing traffic signals	\$ 600	City of Oconomowoc City of Oconomowoc City of Oconomowoc	12
			● Retime traffic signal sequence	--		
			● Interconnect traffic signals	-- ^b		
			Subtotal	\$ 600		
	7	STH 16—Main Street to St. Paul Street	● Install advance warning signs	\$ 100	City of Oconomowoc City of Oconomowoc City of Oconomowoc	3
			● Eliminate one parking space	100		
			● Restrict driveway operations	400		
			Subtotal	\$ 600		
	8	Intersection STH 16 with STH 67	● Improve street lighting	\$ 3,500	City of Oconomowoc City of Oconomowoc City of Oconomowoc	1
			● Install turning guidelines	100		
			● Modify existing traffic signals	800		
			● Retime traffic signal sequence	--	City of Oconomowoc City of Oconomowoc City of Oconomowoc	
			● Interconnect traffic signals	10,500		
			● Delineate a downtown bypass route on W. 2nd Street and S. Concord Road	600		
			● Install and interconnect traffic signals at intersection of STH 16 and S. Concord Road	32,000	City of Oconomowoc City of Oconomowoc/ Waukesha County	19
			● Officially map and construct east-west arterial bypass in southern portion of study area	-- ^c		
			● Officially map and construct north-south STH 16 freeway bypass in eastern portion of study area	-- ^c	City of Oconomowoc/ Wisconsin Department of Transportation	20
			● Implement work time rescheduling	--		21
			Subtotal	\$ 47,500		
	9	Intersection STH 67 with CTH B	● Install signal beacons	\$ 2,000	Wisconsin Department of Transportation Wisconsin Department of Transportation Wisconsin Department of Transportation	10
			● Install advance warning signs	200		
			Subtotal	\$ 2,200		

Table 13 (continued)

Traffic Problem	Number on Map 16	Problem Location	Recommended Traffic Management Actions	Capital Cost (1979 dollars)	Implementation	
					Agency	Priority
Accidents/ Congestion	10	Intersection STH 67 with E. Thackery Trail	<ul style="list-style-type: none"> ● Install traffic signals ● Improve street lighting ● Reduce speed limit ● Install advance warning signs 	\$ 31,100 ^d 9,000 400 200	Wisconsin Department of Transportation City of Oconomowoc Wisconsin Department of Transportation Wisconsin Department of Transportation	5
			Subtotal	\$ 40,700		
	11	STH 67—E. Thackery Trail Trail to E. Maple Lane	<ul style="list-style-type: none"> ● Improve street lighting 	\$ 15,000	City of Oconomowoc	16
	12	Intersection STH 16 with E. Forest Street	<ul style="list-style-type: none"> ● Strictly enforce 15-mph school-zone speed limit ● Skidproof roadway surface 	\$ -- 9,000 ^a	City of Oconomowoc City of Oconomowoc	15
			Subtotal	\$ 9,000		
	13	Intersection STH 67 with E. Armour Road	<ul style="list-style-type: none"> ● Reconstruct roadway curb ● Install pavement marking 	\$ 15,000 700	City of Oconomowoc City of Oconomowoc	13
			Subtotal	\$ 15,700		
	14	STH 67—S. Silver Lake Street to S. Westover Street	<ul style="list-style-type: none"> ● Install advance warning signs ● Skidproof roadway surface 	\$ 200 15,000 ^a	City of Oconomowoc City of Oconomowoc	4
			Subtotal	\$ 15,200		
	15	Intersection STH 67 with S. Silver Lake Street	<ul style="list-style-type: none"> ● Retime traffic signal sequence ● Reconstruct westbound approach to provide an exclusive right-turn lane ● Interconnect traffic signals ● Modify existing signals ● Install pavement markings 	\$ -- 50,000 ^e -- ^b 5,000 100	City of Oconomowoc City of Oconomowoc City of Oconomowoc City of Oconomowoc City of Oconomowoc	2
			Subtotal	\$ 55,100		
Arterial Service	16	Intersection STH 67 with W. 2nd Avenue	<ul style="list-style-type: none"> ● Install advance warning sign 	\$ 100	City of Oconomowoc	14
	17	Intersection STH 16 with W. South Street	<ul style="list-style-type: none"> ● Install pavement markings 	\$ 150	City of Oconomowoc	9
	18	Intersection E. Forest Street with S. Silver Lake Street	<ul style="list-style-type: none"> ● Install pavement markings 	\$ 100	City of Oconomowoc	17
	19	East-west arterial street spacing deficiency problem in the southern portion of the study area	<ul style="list-style-type: none"> ● Officially map proposed east-west arterial bypass ● Construct east-west arterial bypass 	\$ -- 2.4 to 3.1 million	City of Oconomowoc/ Waukesha County Waukesha County	1 5
			Subtotal	2.4 to 3.1 million		
	20	North-south arterial street spacing deficiency problem in the eastern portion of the study area	<ul style="list-style-type: none"> ● Officially map proposed north-south STH 16 Freeway bypass ● Construct north-south STH 16 Freeway bypass 	\$ -- 23 million	City of Oconomowoc Wisconsin Department of Transportation	1 7
			Subtotal	\$ 23 million		
	21	Truck traffic on local access road problem on S. Elm Road between W. Wisconsin Avenue (STH 16) and W. 2nd Street	<ul style="list-style-type: none"> ● Restrict trucking on S. Elm Street, divert truck traffic to S. Concord Road, and restrict parking on S. Concord Road from W. Wisconsin Avenue to W. 2nd Street between 8:00 a.m. and 4:30 p.m. ● Construct a new land access street from the Oconomowoc industrial park to proposed east-west bypass 	\$ 1,100 120,000	City of Oconomowoc City of Oconomowoc	4 6
			Subtotal	\$ 121,100		

Table 13 (continued)

Traffic Problem	Number on Map 16	Problem Location	Recommended Traffic Management Actions	Capital Cost (1979 dollars)	Implementation	
					Agency	Priority
Arterial Service	22	Conflict between through and local traffic problems on arterial streets and highways in the study area	<ul style="list-style-type: none">● Officially map proposed east-west and north-south bypasses● Construct east-west and north-south bypasses	\$ -- ^c	City of Oconomowoc/ Waukesha County Waukesha County/ Wisconsin Department of Transportation	1 5/7
	23	Traffic delay problems at the at-grade railroad track and arterial street and highway crossings	<ul style="list-style-type: none">● Officially map proposed east-west and north-south bypasses● Construct east-west and north-south bypasses	\$ -- ^c	City of Oconomowoc/ Waukesha County Waukesha County/ Wisconsin Department of Transportation	1 5/7
			<ul style="list-style-type: none">● Install constant time warning devices at S. Main Street (STH 67) and S. Silver Lake Street crossings of the Milwaukee Road tracks	30,000	City of Oconomowoc	3
			<ul style="list-style-type: none">● Remove stop signs at crossing gate-protected at-grade crossings	650	City of Oconomowoc	2
			Subtotal		\$ 30,650	
Parking Supply	24	East Side of N. St. Paul Street from the Fowler public parking facility entrance to E. Wisconsin Avenue (STH 16)	<ul style="list-style-type: none">● Change parking restriction from 15 minutes to one hour and install three parking meters	\$ 600	City of Oconomowoc	3
	25	South Side of E. Collins Street from S. Cross Street to S. Silver Lake Street	<ul style="list-style-type: none">● Remove two-hour parking restriction and parking meters to allow all-day unrestricted parking	\$ 500	City of Oconomowoc	4
	26	North Side of W. South Street immediately west of S. Main Street (STH 67)	<ul style="list-style-type: none">● Change all-day parking restriction to allow three metered, 8:00 a.m. to 3:30 p.m., 15-minute restricted parking spaces	\$ 600	City of Oconomowoc	1
	27	West Side of S. Cross Street from E. Collins Street to E. Wisconsin Avenue (STH 16)	<ul style="list-style-type: none">● Remove all-day parking restriction to allow all-day unrestricted parking south of South parking facility entrance	\$ 100	City of Oconomowoc	2
	28	Fowler public parking facility	<ul style="list-style-type: none">● Change 10 of the eight-hour parking stall restrictions to two-hour restrictions	\$ 300	City of Oconomowoc	5
	29	South or Fowler public parking facility	<ul style="list-style-type: none">● Construct a parking structure	\$ 1,200,000	City of Oconomowoc	6
Total				\$27,014,900 to \$27,714,900		

^a Implementation of this traffic management action should occur only if the other recommendations for this location do not effectively mitigate or solve the problem.

^b Interconnection of traffic signals in the Oconomowoc central business district area has a total capital cost of approximately \$10,500 for all five signalized intersections.

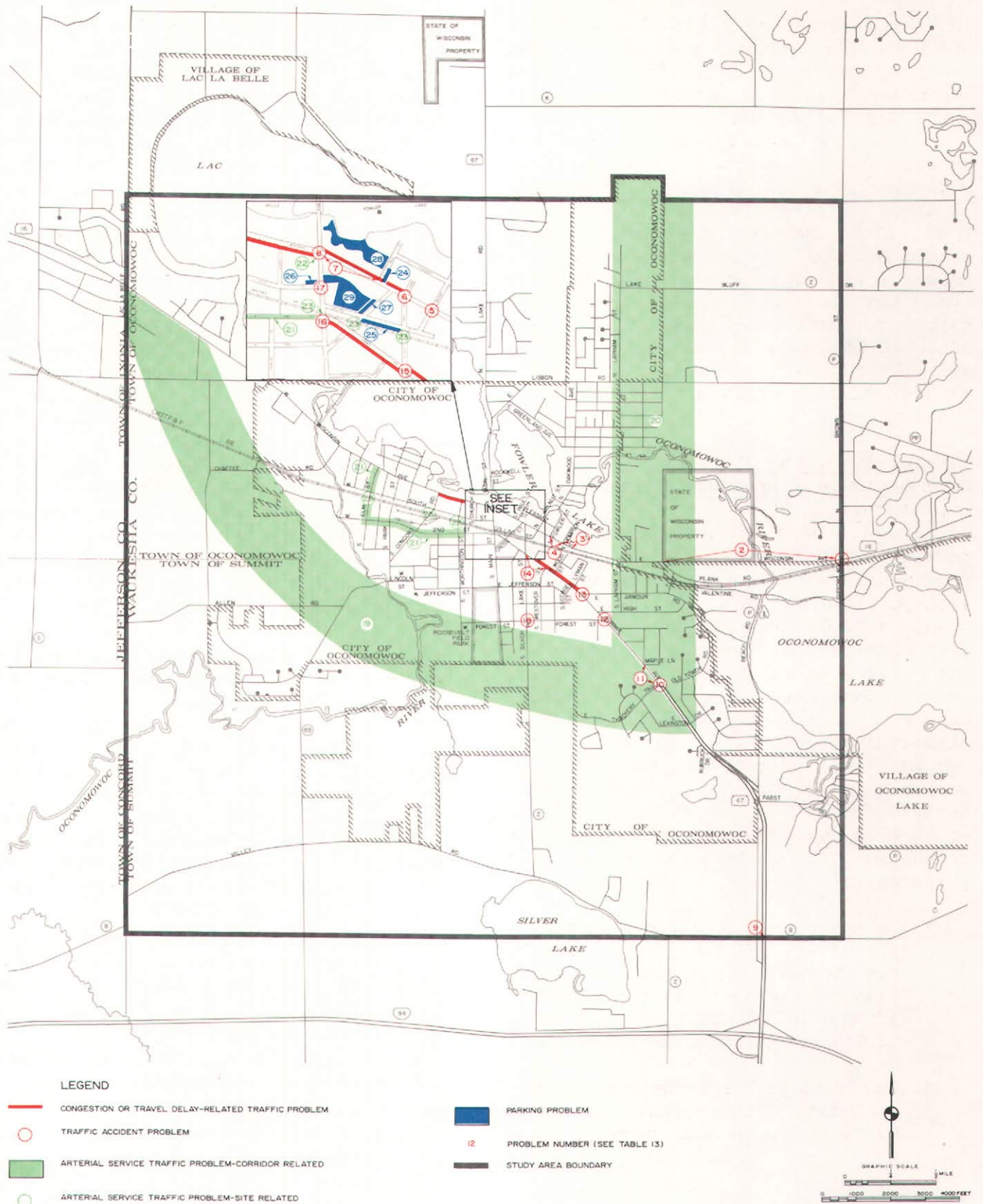
^c The capital cost of constructing the proposed east-west arterial bypass and the north-south STH 16 freeway bypass—which would be approximately \$2.4 million to \$3.1 million and \$23 million, respectively—has been included in the arterial street spacing deficiency problem costs.

^d A contract in the amount of \$31,100 was signed by the State of Wisconsin for the installation of traffic signals at this intersection prior to completion of this study.

^e The westbound approach to this intersection was reconstructed with an exclusive right-turn lane and opened to traffic prior to completion of this study.

Source: SEWRPC.

LOCATION OF TRAFFIC MANAGEMENT ACTIONS
RECOMMENDED TO MITIGATE OR SOLVE
TRANSPORTATION SYSTEM PROBLEMS
IN THE OCONOMOWOC TRAFFIC MANAGEMENT STUDY AREA: 1980



Source: SEWRPC.

senting long-term solutions to certain of the traffic problems expected to occur as the Oconomowoc area continues to develop.

In keeping with the regional objectives of improving ambient air quality and reducing motor fuel consumption, each recommended traffic management action was evaluated to determine what impact it would have on carbon monoxide and hydrocarbon pollutant emissions from motor vehicles and on motor consumption. As shown in Table 14, the net impact of the traffic management actions recommended in the plan on air quality and motor fuel consumption would be: a reduction of about 331 tons per year in carbon monoxide emissions; a reduction of about 28 tons per year in hydrocarbon emissions; and a reduction of about 61,000 gallons per year in motor fuel consumption.

Milwaukee Northwest Side/ Ozaukee County Transportation Improvement Study

As a result of the Commission's action to delete the Park Freeway-West and the Stadium Freeway-North from the regional transportation system plan, a special study was undertaken in cooperation with the Wisconsin Department of Transportation, Ozaukee County, Milwaukee County, and the concerned local units of government within those two counties and concerned citizens of the best way to meet the existing and probable future transportation needs of the area proposed to be served by these two freeways in the absence of these freeways. The study was conducted for the following two purposes:

1. To identify in a definitive manner the effect of the removal of the two freeways from the long-range plan on the northwestern quadrant of the Milwaukee urbanized areas of Ozaukee and Milwaukee Counties.
2. To explore alternative means, including low-capital intensive systems management measures and more capital-intensive surface

arterial improvements, of providing an improved level of transportation service to the affected area within acceptable limits of cost and negative social, economic, and environmental impacts.

Seven basic transportation system development and management objectives were used to define formally the basic transportation needs of the study area: land use accessibility; economic and energy efficiency; safety; quick and convenient travel; minimum disruption of the community and natural resource base; the provision of an appropriate level of transportation services; and aesthetics. The extent to which each of these objectives is currently being met in the study area was quantitatively determined by measuring the performance of the system against standards supporting each of the seven objectives. Based upon this analysis, the existing transportation system problems of the study area were defined in terms of specific arterial streets and highways exhibiting particularly severe safety and congestion problems (see Table 15). Those areas with arterial street and highway transportation problems are indicated on Map 17.

Based on comments made at three public hearings, one held in Ozaukee County and two in Milwaukee County, additional problems as perceived by residents and public officials of the study area were cited. These additional problems pertain to eight arterial street segments that warrant consideration for short-range improvement under the study, principally based on the traffic frequency and accident rate on these segments. These eight arterial segments are:

1. W. North Avenue from N. 35th Street to the North-South Freeway (IH 43);
2. W. Lisbon Avenue from N. Sherman Boulevard to W. Walnut Street;
3. W. Wisconsin Avenue from N. 35th Street to N. 16th Street;

Table 14

**IMPACT OF RECOMMENDED TRAFFIC MANAGEMENT ACTIONS
ON AIR QUALITY AND MOTOR FUEL CONSUMPTION
IN THE OCONOMOWOC AREA**

Problem or Problem Location	Recommended Traffic Management Actions	Effect on Vehicular		
		Emissions (tons per year)		Fuel Consumption (gallons per year)
		Carbon Monoxide	Hydrocarbons	
Main Street and Wisconsin Avenue	● Retime traffic signal sequence	- 0.65	- 0.32	- 120
E. Summit Avenue and E. Thackery Trail	● Install traffic signals ● Reduce speed limit	9.93 11.05	1.07 1.02	13,470 - 6,570
E. Wisconsin Avenue and S. Silver Lake Street	● Retime traffic signal sequence	- 0.48	- 0.05	- 290
E. Summit Avenue and S. Silver Lake Street	● Retime traffic signal sequence ● Reconstruct westbound approach to intersection to provide for an exclusive right-turn lane	- 0.82 - 1.90	- 0.09 - 0.20	- 320 - 670
E. Wisconsin Avenue— Plank Road to CTH P	● Install channelization	- 1.96	- 0.17	- 1,450
East-West Arterial Street Spacing Deficiency	● Construct east-west arterial bypass	- 131.30	- 9.69	- 27,600
North-South Arterial Street Spacing Deficiency	● Construct north-south STH 16 freeway bypass	- 172.70	- 15.46	- 4,930
Truck Traffic on Land Access Streets	● Construct a new land access street from Oconomowoc industrial park to proposed east-west arterial bypass	- 1.07	- 0.09	- 840
Railroad Crossing Vehicle Delays	● Install constant time warning devices at S. Main Street and S. Silver Lake Street crossings of the Milwaukee Road tracks ● Remove stop signs at selected Milwaukee Road at-grade street crossings	- 1.13 - 6.06	- 0.12 - 0.93	- 100 - 21,890
Arterial Streets and Highways in the Oconomowoc CBD	● Interconnect traffic signals	- 32.50	- 2.73	- 9,370
All Arterial Streets and Highways in the Oconomowoc Study Area	● Reschedule the work time starting and quitting times of approximately 250 employees of the major public and private employers in the study area	- 1.41	- 0.08	- 360
Total		- 331.00	- 27.84	- 61,040

Source: SEWRPC.

Table 15

**STANDARD ARTERIAL STREETS AND HIGHWAYS
WITHIN THE MILWAUKEE NORTHWEST SIDE/OZAUKEE COUNTY STUDY AREA
EXHIBITING SEVERE TRAFFIC PROBLEMS**

Study Area Standard Arterial Streets and Highways	Length (miles)	Percent of Study Area Portion Arterial System	Percent of Total Study Area Arterial System
Milwaukee County Portion			
N. 76th Street from W. Harwood Avenue to W. Bradley Road	8.0	3.0	1.8
W. Capitol Drive from N. 76th Street to the North-South Freeway (IH 43).	4.4	1.6	1.0
N. Mayfair Road (STH 100) from the East-West Freeway (IH 94) to W. Capitol Drive	4.3	1.6	1.0
N. Sherman Boulevard from W. Lisbon Avenue to W. Silver Spring Drive.	4.4	1.6	1.0
W. Silver Spring Drive from W. Appleton Avenue to N. Teutonia Avenue.	4.1	1.5	1.0
N. 35th Street from the East-West Freeway (IH 94) to W. Capitol Drive.	4.0	1.5	1.0
N. 27th Street from the East-West Freeway (IH 94) to N. Teutonia Avenue.	4.8	1.8	1.0
W. Vliet Street and Milwaukee Avenue from N. 20th Street to Harwood Avenue	3.4	1.2	0.8
Related street segments proceeding from the terminus of the Stadium Freeway-North "stub end" including W. Lisbon Avenue from N. Sherman Boulevard to its intersection with N. 60th Street, W. Center Street from its intersection with W. Lisbon Avenue to N. 76th Street, N. 60th Street from its intersection with W. Center Street to W. Capitol Drive, and W. Appleton Avenue from its intersection with W. Lisbon Avenue to N. 76th Street.	5.9	2.2	1.4
W. Hampton Avenue from N. 92nd Street to the North-South Freeway (IH 43)	5.6	2.0	1.2
W. Fond du Lac Avenue from N. 20th Street to W. Capitol Drive.	2.8	1.0	0.6
W. North Avenue from N. 124th Street to N. 76th Street	3.0	1.0	0.6
Subtotal	54.7	20.0	12.4
Ozaukee County Portion			
STH 57 from Donges Bay Road to Highland Road	3.2	2.0	0.8
STH 57 from Pioneer Road (CTH C) to the intersection of Washington Street (STH 60) and Grafton Avenue (STH 57)	4.0	2.4	0.8
Subtotal	7.2	4.4	1.6
Total	61.9	--	14.0

Source: SEWRPC.

4. W. Fond du Lac Avenue from W. Capitol Drive to N. 60th Street;

5. N. 20th Street from W. Hopkins Street to W. North Avenue;

6. N. 107th Street from W. Good Hope Road to W. Brown Deer Road;

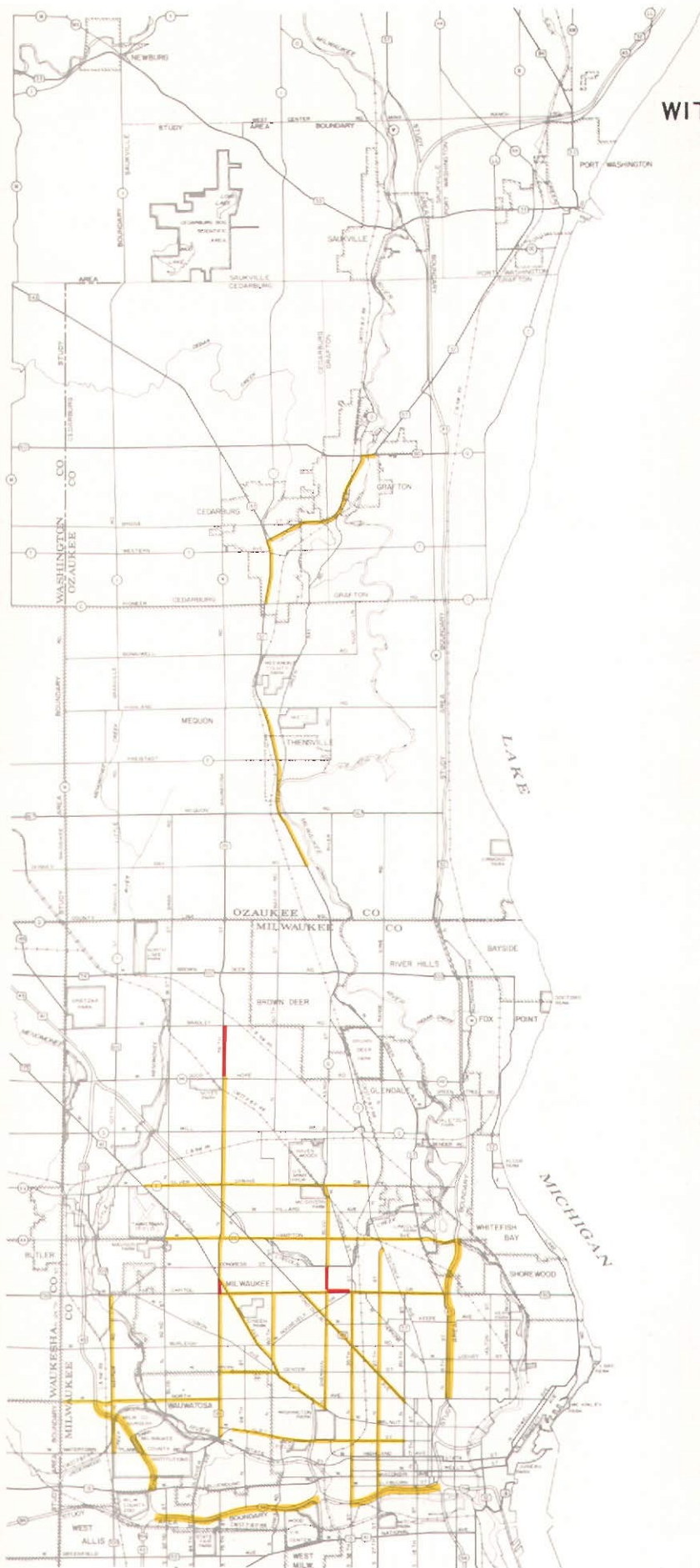
7. W. Brown Deer Road from N. 91st Street to N. 76th Street; and

8. W. Good Hope Road from N. Teutonia Avenue to N. 76th Street.

At year's end, the study had progressed to the point where the potential future

Map 17

ARTERIAL STREETS AND HIGHWAYS
WITHIN THE MILWAUKEE NORTHWEST SIDE/
OZAUKEE COUNTY TRANSPORTATION
IMPROVEMENT STUDY AREA WITH
TRANSPORTATION PROBLEMS: 1978



LEGEND

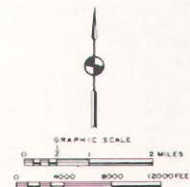
FREEWAY SYSTEM

PROBLEM REACH

STANDARD ARTERIAL STREET SYSTEM

SEVERE SEGMENT WITHIN
PROBLEM REACH

PROBLEM REACH



Source: SEWRPC.

RETURN TO
SOUTHEASTERN WISCONSIN
REGIONAL PLANNING
PLANNING UNIT

transportation system problems in the study area were being assessed, and alternative plans for both short-range transportation system management actions and long-range transportation system improvements were being prepared.

City of Milwaukee TSM Planning Program

The Commission's community assistance traffic engineering and transit planning program recognizes that additional funds are needed by the City of Milwaukee to finance an expansion of and systematic approach to ongoing TSM activities, and to undertake design and planning studies of TSM activities. Thus, included in the Regional Planning Commission's 1980 Overall Work Program was a total amount of \$90,000--\$36,000 in UMTA Section 9 planning funds, \$36,000 in FHWA funds, and \$18,000 in city funds. Under this program, the City of Milwaukee serves as a liaison and coordinates TSM projects among various city agencies, the Regional Planning Commission, and other governmental agencies, including such activities as the preparation of attendance rosters, report preparation, and project review and implementation. Personnel from the City also assist the Regional Planning Commission in the preparation of the annual TSM plan for the Milwaukee area.

Specific duties performed under various TSM projects include:

1. Review of other agency reports concerning proposed projects.
2. Determination of areawide impacts and effects of various TSM projects.
3. Preparation of study reports and proposals for existing and proposed TSM projects.
4. Traffic analysis and flow determination.
5. Geometric design and plan preparation for various TSM-type street projects.

6. Promotion of TSM activities to business and community groups, including an outreach program where necessary.

General areas of TSM activity include:

1. Participation in TSM planning and design studies, including the freeway traffic management system study, "stub end" freeway treatment studies, transit route evaluation, arterial studies, work time rescheduling study, Milwaukee Northwest Side/Ozaukee County transportation improvement study, and energy emergency contingency plan preparation.
2. Completion of the Bus Stop Location Study.
3. Completion of a downtown public parking rate structure study.
4. Completion of the Milwaukee Taxifare and Regulation Study (not funded under this program).
5. Preparation of a feasibility study on traffic signal timing in the Milwaukee central business district.

Specific planning efforts undertaken during 1980 included the following:

1. The City of Milwaukee processed construction permits for 150 bus shelters that were to be erected by Milwaukee County. The bus shelters are expected to improve ridership on the Milwaukee County Transit System and increase its attractiveness to potential bus users.
2. The City of Milwaukee completed a proposal for establishing a computer-assisted traffic signal timing strategy. Data were collected on the intersection of Capitol Drive and Fond du Lac Avenue for this demonstration project, which will serve to lessen traffic congestion and accidents.

3. The City's collection of traffic flow data to be used as input in an off-line computerized traffic signal timing program called TRANSYT was deferred. An important aspect of the TRANSYT program is its ability to employ data on transit vehicle operation. Traffic flow data were collected on a study area bounded on the north by Vliet Street, on the south by the East-West Freeway, on the east by IH 43, and on the west by the Stadium Freeway-North. The project has been deferred until the reconstruction of the 27th Street viaduct is completed in 1981.

Waukesha Area Transit

Development Program--1981-1985

In 1979 the Commission was asked by the Mayor of the City of Waukesha and the Waukesha Mass Transit Citizens and Technical Coordinating and Advisory Committee to prepare a report which would review and revise the transit development program prepared by the Commission for the Committee during 1975 and 1976.¹ The new report, SEWRPC Community Assistance Planning Report No. 31, Waukesha Area Transit Development Program: 1981-1985, has been completed, and sets forth the Committee's recommendations for the reestablishment of transit service in the City of Waukesha during calendar year 1981. Put to a citywide referendum on April 1, 1980, the Committee's recommendations were accepted by 69 percent of the City of Waukesha electorate and adopted on May 6, 1980, by the Waukesha Common Council.

The transit development program is a five-year action plan designed to achieve the maximum practical level of public transit service in the Waukesha area by providing a viable alternative to the private automobile and increased

mobility to those special population groups that must rely on public transportation.

A fixed route, cycle schedule transit service designed to provide a medium level of service area coverage was chosen from among the four transit service alternatives reviewed by the Committee. The Committee's recommendation was based upon the extent to which this alternative possessed service qualities associated with the following five attributes: 1) equity, or the ability to serve all population groups; 2) costs; 3) quality; 4) fare; and 5) flexibility. In addition, a probability of implementation factor was assigned to each alternative to address the problems associated with the uncertainty of plan implementation.

The transit system recommended under the plan consists of nine radial fixed routes originating at the outer limits of the City of Waukesha and terminating at a common transfer point in the Waukesha central business district. The nine routes that constitute the recommended transit system, along with the three county-subsidized commuter bus routes serving the study area, are shown on Map 18. The total capital project costs for the proposed system approximate \$680,100 in 1980 dollars, of which 80 percent, or \$544,100, represents the federal share, and 20 percent, or \$136,000, represents the local share.

In order to initiate transit service in the City of Waukesha during calendar year 1981, the study calls for the retention of a qualified transit management firm to oversee the daily operation of the proposed system, and the creation of a new city staff position, Transit Coordinator. The Transit Coordinator would work with the management firm in coordinating all efforts necessary for initiating the proposed transit service, including equipment and labor procurement, and would also assume responsibilities associated with operation of the transit system, including planning, budget preparation, and preparation of

¹See SEWRPC Community Assistance Planning Report No. 12, Waukesha Area Transit Development Program: 1977-1981.

Map 18



grants, agreements, and documents required to secure state and federal transit assistance funds. The City of Waukesha is presently working toward completing these tasks in order to begin operation of the proposed system in 1981.

Proposed Public

Transit Service Improvements--1980

Waukesha County, Wisconsin: At the request of the Waukesha County Transportation Coordinating Committee in February 1980, the Regional Planning Commission undertook an analysis of additional public transit services which could be readily implemented to serve the residents of Waukesha County. The results of that analysis have been documented in SEWRPC Community Assistance Planning Report No. 44, Proposed Public Transit Service Improvements: 1980, Waukesha County, Wisconsin.

Seven potential bus routes which could be utilized to provide public transit service between Waukesha and Milwaukee Counties, and which are supported by recommendations contained in the Commission's adopted long-range transportation plan, were presented to members of the Committee in February 1980 and, subsequently, analyzed by the Commission staff. In completing the initial analysis and preparing the initial transit service proposal for the Committee's review, the Commission also included a bus route not presented at the February meeting, but considered to have potential for generating significant levels of transit ridership. Of the eight potential fixed bus routes contained in the initial proposal, five were proposed to provide modified rapid or "Freeway Flyer" transit service between the Village of Menomonee Falls, the City of Brookfield, the City of New Berlin, the City of Oconomowoc, the Village of Mukwonago, and the Milwaukee central business district, and three were proposed to provide local bus service from Milwaukee County to the Village of Butler, the Brookfield Square Shopping Center, and the New Berlin Industrial Park.

In order to obtain public reaction and comment on the proposal for the improvement and expansion of public transit service in Waukesha County, the Committee held a series of four public informational meetings at the various communities affected by the proposed transit services, followed by a formal public hearing held in the Waukesha County Office Building. All four meetings and the hearing were held late in the spring of 1980. Based upon a review and analysis of the public comments concerning suggested route changes and the provision of additional local transit service, the Commission staff recommended that certain modifications be incorporated into the original transit service proposal. The amended recommended plan is shown on Map 19.

Waukesha County is presently negotiating with two public transit operators--the Milwaukee County Transit System and Wisconsin Coach Lines, Inc.--with which it could contract for provision of the proposed services. Pending favorable outcome of these negotiations, Waukesha County intends to begin providing transit service over the proposed routes early in 1981.

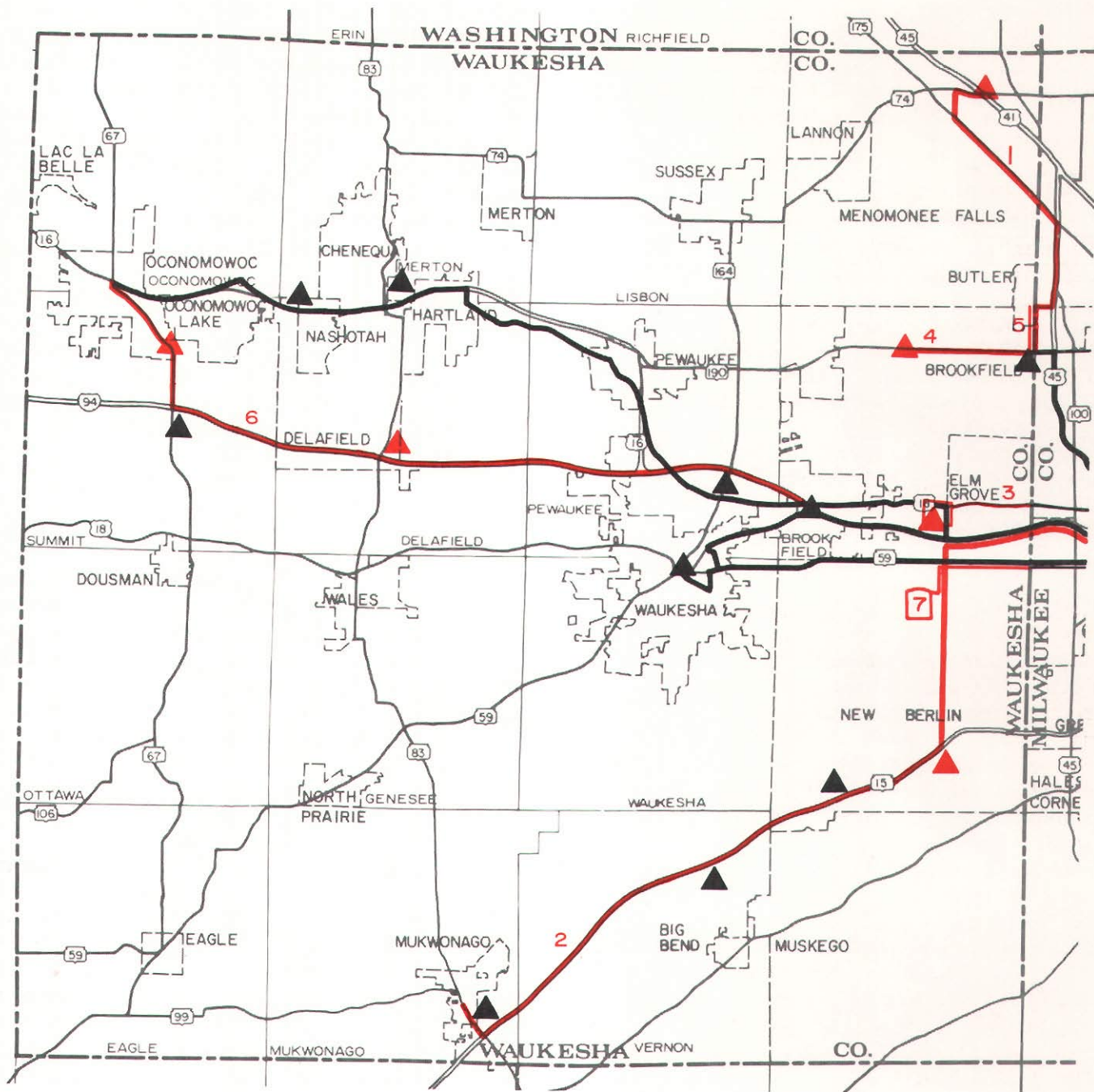
Elderly and Handicapped

Transit Planning Assistance

On May 31, 1979, the U. S. Department of Transportation (DOT) issued a final rule, in accordance with Section 504 of the Rehabilitation Act of 1973, prohibiting discrimination on the basis of handicap in connection with all programs and activities receiving federal financial assistance through the DOT.² The final rule requires that recipients

²See Final Rule 49 CFR Part 27, Nondiscrimination on the Basis of Handicap in Federally Assisted Programs and Activities Receiving or Benefiting from Federal Financial Assistance, May 31, 1979.

FINAL RECOMMENDED BUS ROUTES FOR WAUKESHA COUNTY



LEGEND

BUS ROUTES

EXISTING

- LOCAL
- COMMUTER/FREEWAY FLYER

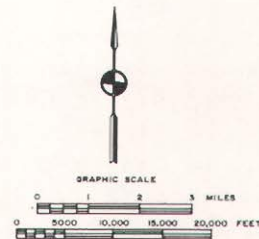
PROPOSED

- LOCAL
- COMMUTER/FREEWAY FLYER

2 ROUTE NUMBER

PARKING FACILITIES FOR COMMUTERS

- ▲ EXISTING
- ▲ PROPOSED



Source: SEWRPC.

of federal funds, including public transit operators, conduct their respective federally assisted programs and activities such that, when viewed in their entirety, they are accessible to handicapped persons. Very briefly, the major provisions of the Section 504 rules as they pertain to federally assisted public transit operations are as follows:

1. All buildings and other fixed facilities used by a transit system must be made accessible to handicapped persons and particularly to wheelchair-bound persons no later than July 1, 1982.
2. By July 1, 1982, one-half of all buses in service during the peak hour must contain wheelchair lifts to make them accessible to handicapped persons. The UMTA may extend the time period for meeting this requirement for up to seven additional years, or until July 1, 1989, upon a showing of good cause. If the July 1, 1982, deadline cannot be met, the transit operator must offer an interim special service to accommodate the transportation needs of wheelchair-bound persons in particular. This service would no longer be required once the mainline bus fleet is made accessible.
3. Transit system services, policies, and practices must be modified as necessary to ensure nondiscrimination on the basis of handicap.
4. A transition plan for each urbanized area receiving federal financial assistance for transit services must be completed, adopted by the local transit operator and metropolitan planning organization, and submitted to the UMTA by July 2, 1980. A transition plan is defined as a staged multi-year planning document which identifies the transportation-related capital improvement projects and modifications to fixed facilities, vehicles, equipment, services,

policies, and practices to be undertaken to eliminate any existing discrimination against handicapped persons and to facilitate the achievement of accessibility by the July 2, 1982, deadline set forth in the final rule.

During 1980 the Regional Planning Commission worked with the four public operators in the three urbanized areas of the Region and with the local handicapped population of the communities served by the federally assisted public transit operators to prepare the federally mandated transition plans for each urbanized area. The following sections describe the major recommendations of each plan.

Kenosha Urbanized Area: Recommendations for making the federally assisted public transit system operating within the Kenosha urbanized area, the Kenosha Transit System, accessible to handicapped persons are set forth in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume One, Kenosha Urbanized Area. The plan, summarized briefly in Table 16, was adopted by the Common Council of the City of Kenosha on July 21, 1980, and by the Regional Planning Commission on September 11, 1980. The transition plan for the Kenosha Transit System contains the following major findings and recommendations:

1. The Kenosha bus fleet is expected to be expanded with the acquisition of five new buses in 1981 and six buses each year in 1984, 1986, and 1987. These buses are to contain wheelchair lifts. By 1987 the City will then meet the federal requirement that one-half of the peak-period bus fleet be accessible to the handicapped.
2. Until 1987, when the bus fleet will be accessible, the City of Kenosha is to provide an interim specialized service for handicapped persons. It is recommended that the City continue to support

Table 16

TRANSITION PLAN SUMMARY FOR THE KENOSHA TRANSIT SYSTEM

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations			
				Federal	State	Local	Total
Transit Service Provision	Transit System Operating Characteristics	Current operating characteristics considered non-discriminatory to handicapped persons	--	--	--	--	--
Transit System Equipment and Facilities	Buses	No vehicles in existing fleet are accessible to wheelchair-bound handicapped persons	City of Kenosha to undertake staged acquisition of new wheelchair lift-equipped buses over the period 1980-1987 ^b	\$147,200 ^c	--	\$ 36,800 ^c	\$184,000 ^c
			City of Kenosha to develop a prioritized list of bus routes for assignment of accessible buses prior to July 1981	--	--	--	--
			City of Kenosha through the Kenosha Achievement Center to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the Kenosha Transit System from July 2, 1982, until bus fleet accessibility is achieved by July 1987	\$142,368 ^d	\$323,928 ^d	\$ 80,280 ^d	\$546,576 ^d
	Kenosha Transit System Bus Storage and Maintenance Garage; Kenosha Municipal Joint-Use Comfort Station in Downtown Shopping Mall; and City's One Bus Passenger Waiting Shelter	Full extent of accessibility barriers currently unknown	City of Kenosha to complete a study in 1981 to identify accessibility barriers in all buildings and facilities used in the operation and administration of the Kenosha Transit System, and to set forth an implementation schedule for making necessary modifications	--	--	\$ 15,000	\$ 15,000
			City of Kenosha to ensure that all future bus passenger waiting shelters installed in the Kenosha Transit System service area are accessible to the handicapped	--	--	--	--
	Former Waukesha County Courthouse	Full extent of accessibility barriers currently unknown	At the request of SEMRPC, Waukesha County to complete a study in 1981 to identify accessibility barriers and set forth an implementation schedule for making necessary building modifications	--	--	\$ 3,500	\$ 3,500
			Irrespective of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981	--	--	\$ 30,000	\$ 30,000
Transit System Policies and Practices	Hiring and Employment	Current policies and practices considered nondiscriminatory to handicapped persons	--	--	--	--	--
	Safety and Emergency Procedures	No current policy requiring bus operators to provide assistance to handicapped passengers in boarding, alighting from, or moving in bus	The Kenosha Transit System to study the need for, and consequences of, establishing a policy requiring all bus drivers to provide assistance upon request or when need is evident	--	--	--	--
			Prior to initiation of service with wheelchair lift-equipped vehicles in 1981, the Kenosha Transit System to develop a written procedure for transporting wheelchair-bound individuals	--	--	--	--
		No formal procedure for evacuation of bus passengers during emergencies	The Kenosha Transit System to develop a written procedure for bus passenger evacuation by July 1981	--	--	--	--
	Sensitivity and Safety Training	Bus operators receive minimal bus passenger assistance training	Following establishment of a formal policy on passenger assistance recommended above, the Kenosha Transit System to: a. develop a bus passenger assistance training program for new operators b. provide continuing training, including passenger assistance training, annually to all bus operators c. provide instruction in passenger assistance training to bus operator trainers	--	--	--	--

Table 16 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Sensitivity and Safety Training (continued)	Bus Operators receive minimal bus passenger assistance training (continued)	Prior to initiation of service with accessible buses, operators to receive instruction on safe use of accessibility features and measures for securing wheelchair-bound passengers	--	--	--	--
	Accommodations for Companions or Aides of Handicapped Travelers	Current policy requires companions or aides to pay full fare for their transportation	The Kenosha Transit System to adopt a policy to allow companions or aides of handicapped travelers to ride for the same half fare in effect for elderly and handicapped persons during nonpeak hours	--	--	--	--
	Intermodal Coordination of Transportation Providers	Current efforts considered nondiscriminatory and adequate	The Kenosha Transit System to consider providing accessible fixed-route bus service on routes which interface with other public and private transit operators when and if the transit services are made accessible	--	--	--	--
	Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped Persons	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons	Need for improved public information program and mobility training	The Kenosha Transit System, in 1981, to develop a comprehensive public information program for providing transit system information to potential handicapped users	--	--	--	--
			The Kenosha Transit System to ensure that an adequate amount of bus schedules is on buses at all times	--	--	--	--
			The Kenosha Transit System to expand its telecommunications system to include teletypewriter services for use by deaf individuals	\$ 500	\$ 333	\$ 167	\$ 1,000
			After delivery of new accessible buses, the Kenosha Transit System to cooperate in scheduling the available accessible buses for use by handicapped groups for mobility training	--	--	--	--
			The Kenosha Transit System to, beginning in 1981, employ or contract for the services of a mobility trainer to instruct handicapped persons in the use of buses	\$ 8,500	\$ 5,667	\$ 2,833	\$ 17,000 (annually)
	Leasing, Rental, Procurement, and Related Administrative Practices	Current practices considered nondiscriminatory and adequate	--	--	--	--	--
	Involvement of Existing Private and Public Operators of Transit and Paratransit in Planning for and Providing Other Accessible Transportation Modes and Appropriate Services	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Regulatory Reforms to Permit and Encourage Accessible Services	No regulatory constraints prevent achievement of accessibility	--	--	--	--	--

Table 16 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Management Supervision of Accessibility Features and Vehicles	No supervisory procedures have been needed or exist	The Kenosha Transit System to monitor the daily operation of accessible vehicles to be able to quickly respond to disruptions in service caused by use of, or malfunction of, accessibility features on buses	--	--	--	--
			All supervisory personnel of the Kenosha Transit System to be trained in the normal and emergency operation of accessibility features on buses	--	--	--	--
			The Kenosha Transit System to monitor and adequately maintain accessibility features in system facilities	--	--	--	--
	Maintenance and Security Assessment	No procedures have been needed or exist	The Kenosha Transit System to implement by July 1981 a maintenance program for wheelchair-lift devices on buses	--	--	--	--
			The Kenosha Transit System to ensure that bus stops are of adequate length and have snow removed to allow operation of accessibility features on buses	--	--	--	--
			The Kenosha Transit System to ensure that accessibility features installed in system facilities are maintained in operable condition	--	--	--	--
	Labor Agreements and Work Rules	Bus operators not required to physically assist passengers or call out street names as approaching bus stops	The Kenosha Transit System to meet with employee union to consider work rules requiring bus operator to physically assist bus passengers and call out street names as approaching bus stops	--	--	--	--
	Appropriate Insurance Coverage	Current insurance coverage considered adequate	--	--	--	--	--

^aAll costs are presented in 1980 constant dollars and are allocated among funding sources, assuming the continued availability of sufficient federal and state funds based on current funding allocation formulas. No project costs are shown where it is assumed a recommendation can be implemented by existing staff or does not involve significant expenditures, unless otherwise noted.

^bThe schedule for achieving bus fleet accessibility for the Kenosha Transit System is as follows:

Year of Grant Application	Year of Bus Delivery	Number of New Buses	Cumulative Accessible Fleet	Percent of Total Fleet Accessible	Percent of Peak-Period Fleet Accessible
1980	1981	5	5	15	13
1982	1984	6	11	31	30
1984	1986	6	17	42	42
1985	1987	6	23	56	53

^cCosts shown include only the costs of accessibility features for 23 buses at \$8,000 per bus.

^dCosts shown represent total costs for the years 1982-1987 (based on 1980 constant dollars) for Project Accessibility which is operated by the Kenosha Achievement Center. The Kenosha Transit System would contribute an annual amount of \$47,600 in support of the accessible 24-hour advance reservation door-to-door service provided by the project to elderly and handicapped persons residing in the Kenosha urbanized area.

Source: SEWRPC.

the provision of such a service through the Kenosha Achievement Center (KAC), with the KAC adding one more vehicle for this purpose.

3. The City of Kenosha should conduct a building survey in 1981 to identify existing accessibility barriers in all buildings and facilities used in the administration of the transit system and

prepare an implementation schedule for making any necessary building modifications.

4. The Kenosha Transit System should develop a formal policy concerning such matters as driver sensitivity and safety training so that at such time as the City of Kenosha begins to take delivery of wheelchair lift-equipped buses, the bus

drivers will be trained in the use and operation of the lifts.

5. The Kenosha Transit System should expand its communications network to include teletypewriter service for hearing-impaired individuals.
6. The Kenosha Transit System should contract for the services of a mobility trainer to instruct handicapped persons in the use of buses.

Milwaukee Urbanized Area: Separate transition plans were prepared for each of the federally subsidized, general public transit operations within the Milwaukee urbanized area. Recommendations for making the Milwaukee County Transit System accessible to handicapped persons are set forth in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County. The plan, summarized briefly in Table 17, was formally adopted by the Milwaukee County Board of Supervisors on July 17, 1980, and by the Regional Planning Commission on June 20, 1980, and contains the following major findings and recommendations:

1. The bus fleet replacement and expansion program for the Milwaukee County Transit System is expected to result in a 61.4 percent accessible bus fleet by July 2, 1982. The number of accessible buses in the system bus fleet should be sufficient to guarantee that 50 percent of the buses used during the peak periods of system operation are accessible to handicapped persons. Therefore, Milwaukee County would not be required to provide an interim accessible transportation service after July 2, 1982.
2. Milwaukee County should continue to implement the present program of transit system building improvements and modifications in

accordance with current federal, state, and local handicapped accessibility design standards.

3. Milwaukee County should implement a park-ride lot handicapped barrier elimination program, which would include providing for designated handicapped parking, curb ramps at bus boarding islands, and accessible bus passenger waiting shelters and public telephone facilities.
4. Milwaukee County should provide sufficient funds to employ or contract for the services of a mobility trainer to instruct handicapped persons in the use of buses.
5. Milwaukee County should develop a bus passenger assistance training module in the current driver training program and establish one additional bus operator training position to deal specifically with handicapped-related activities.
6. Milwaukee County should expand its daily communications network to include teletypewriter service for hearing-impaired individuals.

Recommendations for making the commuter-oriented bus service provided by Wisconsin Coach Lines, Inc., with federal assistance obtained through Waukesha County accessible to handicapped persons are set forth in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Four, Milwaukee Urbanized Area/Waukesha County. The plan, summarized briefly in Table 18, was formally adopted by the Waukesha County Board of Supervisors on July 15, 1980, and by the Regional Planning Commission on September 11, 1980, and contains the following major findings and recommendations:

1. Waukesha County is expected to purchase five new accessible buses for lease to the private operator in 1987. It is anticipated that

Table 17

TRANSITION PLAN SUMMARY FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting, g Section 504 Regulations			
				Federal	State	Local	Total
Transit Service Provision	Transit System Services	Service is nondiscriminatory to handicapped people; some outlying areas of Milwaukee County do not yet receive transit service	Consideration should be given in MCTS ^a service planning to non-fixed route bus services in low density areas	-- ^h	--	--	--
			Federal officials to require public transportation impact statement for future publicly subsidized housing projects	--	--	--	--
			All units of government within Milwaukee County to discourage housing development for elderly and handicapped persons in areas unserved by public transportation	--	--	--	--
Transit System Policies and Practices	Hiring and Employment	Current policies and practices considered nondiscriminatory to handicapped persons	MTS, Inc., to develop and make available during 1981 the physical job requirements associated with each transit system employment category	--	--	--	--
	Safety and Emergency Procedures	Current policies and practices considered nondiscriminatory to handicapped persons	MTS, Inc., to develop during 1980 a procedure for evacuating bus passengers during emergencies	--	--	--	--
	Sensitivity and Safety Training	Bus operators receive minimal bus passenger assistance training	Milwaukee County to provide funds to establish one additional bus operator trainer position in 1981. This individual would specialize in handicapped-related activities	\$15,900	\$10,600	\$ 5,300	\$31,800 (annually)
			MTS, Inc., to develop bus passenger assistance training module during 1981				
			MTS, Inc., to provide annual refresher training to all bus operators beginning in 1981				
			MTS, Inc., to provide bus passenger assistance training in 1981 to bus operator trainers	\$34,900	\$23,200	\$11,600	\$69,700 (annually)
	Accommodations for Companions or Aides of Handicapped Travelers	Current policies and practices considered nondiscriminatory and adequate	--	--	--	--	--
	Intermodal Coordination of Transportation Providers	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped Persons	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons	Perceived need for handicapped person mobility training and improved public information program	Milwaukee County to employ or contract for the services in 1981 of a mobility trainer to instruct handicapped persons in the use of buses	--	--	\$40,000	\$40,000 (annually)
			The responsibilities of the proposed bus operator trainer proposed above to include: •serving as a liaison between MTS, Inc., and local health and social service agencies •providing information to elderly and handicapped persons •scheduling accessible buses for use by handicapped groups and representative agencies	--	--	--	--
			MTS, Inc., to develop comprehensive public information program beginning in 1981 that considers the special needs of all types of handicapped persons	--	--	--	--
			MTS, Inc., to continuously review bus schedule information with a view toward making this information more readable and understandable to all types of handicapped persons	--	--	--	--

Table 17 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^{f, g}			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons (continued)	Perceived need for handicapped person mobility training and improved public information program (continued)	MTS, Inc., to develop and make available beginning in 1981 a bus passenger comment and suggestion form	--	--	--	--
			MTS, Inc., to continuously ensure an adequate supply of bus schedules on buses at all times	--	--	--	--
			Milwaukee County to provide funds to hire one additional information clerk in 1981	\$10,500	\$ 7,000	\$ 3,500	\$21,000 (annually)
			Milwaukee County to provide funds in 1981 to purchase and install a teletypewriter service (TTY) at MCTS general office building	\$ 500	\$ 333	\$ 167	\$ 1,000
	Leasing, Rental, Procurement, and Related Administrative Practices	Current practices considered nondiscriminatory and adequate	--	--	--	--	--
	Involvement of Private and Public Operators of Transit and Paratransit in Planning for and Providing Other Accessible Modes and Appropriate Services	Effective use of other transportation resources could be improved	The elderly and handicapped advisory committee established to monitor the implementation of the transition plan to consider the concerns of existing private and public operators of transit and paratransit services in Milwaukee County in an advisory capacity (see below)	--	--	--	--
	Regulatory Reforms to Permit and Encourage Accessible Services	No regulatory constraints prevent achievement of accessibility	--	--	--	--	--
	Management Supervision of Accessibility Features and Vehicles	Only wheelchair users are allowed to use the wheelchair lift	Milwaukee County to allow semi-ambulatory persons to use wheelchair lifts in 1981 on a one-year trial basis on all accessible routes	--	--	--	--
			MTS, Inc., to paint footprints in 1981 on lift platform to aid in avoiding possible personal injury to standees	--	--	--	--
		Kneeling feature used only when bus passenger requests it	Milwaukee County to require use of kneeling feature beginning in 1981 whenever an elderly or handicapped person gets on or off the bus at street level	--	--	--	--
	Maintenance and Security Assessment	Electrical and mechanical problems occur in operating the wheelchair lift	MTS, Inc., to install in 1981 a protective cover or shield over wheelchair lift control box on the 100 wheelchair lift-equipped Fixible buses in the current bus fleet	--	--	\$ 500	\$ 500
			MTS, Inc., to investigate in 1981 the feasibility of installing a bumper to protect the wheelchair lift from being damaged	--	--	--	Not yet known
	Labor Agreements and Work Rules	Vacancies in certain transit system employment classifications and responsibilities that could be performed by handicapped person must be filled by existing employees on seniority basis	MTS, Inc., and employee union to consider appropriate changes to existing labor agreement which would facilitate the hiring of handicapped persons. Such consideration should be made during the next normal contract negotiation in 1982	--	--	--	Cost to be determined through labor contract negotiations process
		Bus operators not required to physically assist bus passengers if requested	MTS, Inc., and employee union to consider work rule requiring bus operators to physically assist bus passengers if requested. Such consideration should be made during the next normal contract negotiation in 1982	--	--	--	Cost to be determined through labor contract negotiations process
	Appropriate Insurance Coverage	Current insurance coverage considered adequate	--	--	--	--	--

Table 17 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^{f, g}			
				Federal	State	Local	Total
Other Transit System Policy and Practice Issues	Management-Related Issues	Public understanding of and involvement in decision-making process is inadequate	Milwaukee County to study and better define transit system management roles and responsibilities in 1981	--	--	--	--
			Milwaukee County to develop and make available to consumers the management and organizational structure of the transit system in 1981	--	--	--	--
			Milwaukee County to establish formal linkages between transit system management and the public in 1981	--	--	--	--
			Milwaukee County to establish an elderly and handicapped citizens advisory committee to monitor implementation of the transition plan and review and comment on any matter referred to it by the Milwaukee County Executive, the Milwaukee County Board of Supervisors, the Milwaukee County Commission for Handicapped and Disabled Persons, or the Milwaukee County Commission on Aging	--	--	--	--
			Milwaukee County to establish technical advisory committee to conduct analyses and provide information requested by elderly and handicapped citizens advisory committee (see above)	--	--	--	--
	Number of Wheelchair Tie-Down Locations on Accessible Buses	Single wheelchair tie-down location per bus is a barrier to use of the transit system by handicapped people	Milwaukee County, subject to the availability of federal and/or state demonstration funds, to add second wheelchair tie-down location to all buses on one route for a one-year demonstration	\$18,700	--	--	\$18,700
		Current wheelchair tie-down cannot be adjusted to accommodate battery-operated wheelchairs	UMTA to require bus and physical assistive device manufacturers to research and develop a universally suitable device for securing wheelchairs	--	--	--	--
	Rear Entrance Wheelchair Lift Device Locations on Buses	Insufficient bus loading zone space at bus stops to enable use of wheelchair lifts	MCTS to develop a solution in 1981 to the existing problem of inadequate space at existing bus stop loading zones for those buses in its current bus fleet with rear entrance wheelchair lifts	--	--	--	--
			UMTA to require bus manufacturers to locate wheelchair lift device at the front door of newly designed buses	--	--	--	--
	Bus Passenger and Operator Concern for Special Needs of Elderly and Handicapped	Public not relinquishing bus seats to elderly and handicapped persons	MCTS to strengthen wording on priority bus seating signs, prominently display the signs, and require operators to request adherence to the seating	--	--	--	--
		Bus operators not calling out street names as approaching bus stops	MTS, Inc., to enforce existing policy requiring bus operators to call out street names as approaching bus stops	--	--	--	--
		Bus operators not responding to bus stop buzzer on bus	MTS, Inc., to prohibit bus operators from turning off bus stop buzzer	--	--	--	--
			MTS, Inc., to inform bus operators of problems that elderly and handicapped people have moving quickly to door to get off bus	--	--	--	--
			MTS, Inc., to instruct bus operators to be aware of indications of an elderly or handicapped person's desire to get off bus	--	--	--	--
Transit System Buildings	Cold Spring Heavy Maintenance Shops/General Offices Complex	Accessibility barriers determined to exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones, fire alarms, lighting switches	The Cold Spring facility is scheduled to be replaced by a new fully accessible facility at the Milwaukee County Institution grounds in 1983. If the schedule is maintained, no major work to make the existing facility accessible is envisioned	--	--	--	--

Table 17 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^{f, g}			
				Federal	State	Local	Total
Transit System Buildings (continued)	Cold Spring Heavy Maintenance Shops/General Offices Complex (continued)	Accessibility barriers determined to exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones, fire alarms, lighting switches (continued)	Milwaukee County to make W. McKinley Boulevard building entrance at N. 40th Street accessible in 1980	--	--	\$ 1,000	\$ 1,000
			Milwaukee County to make W. Highland Boulevard building entrance accessible in 1981	--	--	\$10,000	\$10,000
			Milwaukee County to make further building accessibility modifications in 1984 if the new Institution grounds facility is not under construction in 1983 ^d	--	--	\$83,200	\$83,200
	W. Fiebrantz Street Operating Garage	Accessibility barriers determined to exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones, fire alarms, lighting switches	Milwaukee County to study in 1980 the feasibility of relocating information and bus pass and ticket sales office to an accessible ground floor level	--	--	--	--
			MTS, Inc., to provide an accessible ready fare outlet in the vicinity of this facility during the period 1980-1984 or until the accessibility modifications to the facility are completed	--	--	--	--
			Milwaukee County to make building accessibility modifications in 1984 ^d	\$31,500	--	\$ 7,900	\$39,400
	W. Fond du Lac Avenue Bus Operating Garage	Accessibility barriers determined to exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones, fire alarms, lighting switches	The Fond du Lac Avenue facility is scheduled to be replaced by a new, fully accessible facility on the same site in 1981. Accordingly, no work to make the existing facility accessible is envisioned	--	--	--	--
			MTS, Inc., to provide an accessible ready-fare outlet in vicinity of this facility during the period 1980-1981 or until the new facility is completed	--	--	--	--
	S. Kinnickinnic Avenue Bus Operating Garage	Accessibility barriers exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones, fire alarms, lighting switches	The Kinnickinnic Avenue facility is to be replaced by a new, fully accessible facility on the same site in 1980. Accordingly, no work to make the existing facility accessible is envisioned	--	--	--	--
	Milwaukee County Courthouse and Courthouse Annex	Accessibility barriers determined to exist; e.g., nonaccessible building entrances, toilet facilities, drinking fountains, telephones	Milwaukee County to complete building accessibility modifications in 1980	--	--	\$185,200	\$185,200
Ready Fare Outlets	Former Waukesha County Courthouse/SEWRPC Offices	Full extent of accessibility barriers currently unknown	At request of SEWRPC, Waukesha County to complete study in 1981 to identify existing accessibility barriers and set forth an implementation schedule for making building modifications	--	--	\$ 3,500	\$ 3,500
			Irrespective of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981	--	--	\$30,000	\$30,000
	Ready Fare Outlets	Number and location of existing accessible ready fare outlets currently unknown	Milwaukee County to develop and make available to consumers in 1981 a list of all accessible ready fare outlets	--	--	--	--
			Milwaukee County to give preference to accessible facilities in establishing additional ready fare outlets	--	--	--	--
Transit Vehicles	Buses	Vehicle fleet not yet fully accessible; 55 (11 percent) of the 499 buses currently in service during weekday peak periods are wheelchair lift-equipped	Milwaukee County to undertake staged acquisition of new wheelchair lift-equipped buses over the period 1977-1982 ^c	\$3,663,000 ⁱ	--	\$915,800 ⁱ	\$4,578,800 ⁱ

Table 17 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^{f, g}			
				Federal	State	Local	Total
Transit Vehicles (continued)	Buses (continued)	Vehicle fleet not yet fully accessible; 55 (11 percent) of the 499 buses currently in service during weekday peak period are wheelchair lift-equipped (continued)	Milwaukee County to assign accessible buses to routes in the following priority order: 1) routes serving major travel destinations of handicapped persons; 2) routes serving areas of greatest resident concentrations of handicapped persons; 3) routes with highest overall ridership volume ^d	--	--	--	--
Other Transit Facilities	Bus Passenger Waiting Shelters	All existing shelters considered accessible	Milwaukee County to make every reasonable effort to ensure that future shelters with benches provide adequate sidewall protection for wheelchair users	--	--	--	--
	Park-Ride Lots	Accessibility barriers exist; e.g., lack of designated handicapped parking spaces, lack of curb ramps to bus boarding islands, public telephones	Wisconsin DOT and Milwaukee County to make accessibility modifications in 1981 ^e	--	--	\$ 7,100	\$ 7,100

^aMCTS is the abbreviation for the Milwaukee County Transit System

^bIt is recommended by the Steering Committee of the Milwaukee County Executive's Task Force on Transportation for the Elderly and Handicapped that any modifications based on recommendations contained in the Milwaukee County Facilities and Buildings Survey/Accessibility for the Handicapped report prepared by Flad and Associates, Inc., to be made by Milwaukee County to transit system buildings, be undertaken through consultation with an advisory panel of persons with varying degrees and types of handicap.

^cProjected accessible bus acquisition schedule:¹

Grant Application Year	Bus Delivery Year	Number of Buses	Cumulative Accessible Fleet	Minimum	
				Percent Accessible Total Fleet	Percent Accessibility Peak-Period Fleet
1977	1979	100	101	18	11
1978	1980	150	251	39	29
1979	1981	130	381	53	39
1980	1982	100	481	61	50
1981	1983	100	581	68	59
1982	1984	50	631	70	61

¹The acquisition of wheelchair lift-equipped buses does not necessarily lead to full fleet accessibility. If the wheelchair lift is not "in-service," i.e., capable of being used by a handicapped person, on a minimum of 50 percent of the buses operating during peak periods of transit ridership by July 1982, transit system accessibility will not have been achieved. At present, problems of insufficient bus loading zone space at bus stops prevent the wheelchair lifts on 150 buses--with the lifts located in the rear door--of the 251 wheelchair lift-equipped buses in the transit system bus fleet from being utilized (bus operators have not yet been given keys to operate the lifts), and electrical/mechanical problems with the lifts on the remaining 101 accessible buses have limited the number of buses actually "in-service" with operating wheelchair lifts to 55 (11 percent of the current peak-period bus fleet). These "in-service" accessible buses currently operate on six "guaranteed accessible" bus routes of the Milwaukee County Transit System's 31 local service bus routes. These problems will have to be resolved in a timely manner if the minimum percent accessible peak-period fleet timetable set forth in the transition plan is to be met.

^dPrioritized list of bus routes to be made accessible: Routes 10, 11, 14, 18, 21, 23, 27, 62, 71, 76, 80, 51, 15, 31, 66, 30, 19, 35, 12, 20, 60, 22.

^ePark-ride lot accessibility program:

Lot Name	Project Description	Implementing Agency
North Shore	Delineate and reserve two parking spaces for handicapped parking Construct curb ramps for handicapped access to boarding island Relocate bus passenger waiting shelter to an accessible site on bus boarding island Widen walkways on bus boarding island	Wisconsin Department of Transportation
Brown Deer	Delineate and reserve two parking spaces for handicapped parking Construct curb ramps for handicapped access to boarding island	Milwaukee County
Watertown Plank Road	Delineate and reserve two parking spaces for handicapped parking Construct curb ramps for handicapped access to boarding island	Milwaukee County
College Avenue	Delineate and reserve two parking spaces for handicapped parking	Wisconsin Department of Transportation
Holt Avenue	Already fully accessible	--
Northridge Shopping Center	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County
Brown Deer Road Treasure Island	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County

Footnotes to Table 17 (continued)

Lot Name	Project Description	Implementing Agency
Capitol Drive Treasure Island	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County
West Allis Treasure Island	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County
Hales Corners K-Mart	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County
Northland Shopping Center	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County
Spring Mall	Delineate and reserve two parking spaces for handicapped parking	Milwaukee County

^fAll costs expressed in January 1980 dollars.

^gProject cost allocations among the proposed funding sources shown in the table assume the continued availability of sufficient federal and state funds based on current funding allocation formulas.

^hNo project costs are shown in those cases where it is assumed a recommendation can be implemented by existing staff and/or the recommendation does not involve significant capital equipment or facility expenditures.

ⁱBus costs include only the costs of wheelchair lifts and bus kneeling feature.

Source: SEWRPC.

use of these lift-equipped vehicles will meet the federal requirement that one-half of the peak-period bus fleet be accessible to the handicapped by 1989.

2. Until 1987, Waukesha County, through the County Department of Aging, is to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the commuter bus fleet.
3. Waukesha County should conduct a survey in 1981 to identify existing accessibility barriers in all buildings and facilities used in the administration of the commuter transit service and prepare an implementation schedule for making any necessary modifications.
4. Waukesha County should study the need for and consequences of establishing a policy requiring all bus drivers to provide assistance to handicapped persons. Pending the outcome of this study, the County would develop a driver safety training and sensitivity program so that bus drivers will be trained in the use of the wheelchair lifts at that time when lift-equipped vehicles are placed in use.

Racine Urbanized Area: Recommendations for making the federally assisted public transit system in the Racine urbanized area, the Belle Urban System, accessible to handicapped persons are set forth in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Three, Racine Urbanized Area. The plan, summarized briefly in Table 19, was formally adopted by the Common Council of the City of Racine on July 15, 1980, and by the Regional Planning Commission on September 11, 1980, and contains the following major findings and recommendations:

1. The bus fleet replacement and expansion program for the city-owned bus fleet calls for expansion of the fleet in 1983 with the purchase of 17 new buses, and the replacement of three buses in the fleet in 1988. Buses purchased to make these adjustments would be wheelchair lift-equipped. Therefore, by 1989 the Belle Urban System would meet the federal requirement that one-half of the peak-period bus fleet be accessible to handicapped persons.
2. Until 1988 when the bus fleet will be accessible, the City of Racine is to continue to provide an interim specialized service for the

Table 18

TRANSITION PLAN SUMMARY FOR THE WAUKESHA COUNTY TRANSIT SYSTEM

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit Service Provision	Transit System Operating Characteristics	Current operating characteristics considered nondiscriminatory to handicapped persons	--	--	--	--	--
Transit System Equipment and Facilities	Buses	No vehicles in Wisconsin Coach Lines, Inc., fleet are accessible to wheelchair-bound handicapped persons	Waukesha County to purchase new wheelchair lift-equipped buses for lease to private operator ^b	\$40,000 ^c	--	\$10,000 ^c	\$50,000 ^c
			Waukesha County to assign accessible buses to scheduled commuter bus runs having the greatest potential for use by handicapped persons	--	--	--	--
			Waukesha County through the Waukesha County Department of Aging to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the commuter bus routes from July 2, 1982, until bus fleet accessibility is achieved in July 1987	\$65,700 ^d	\$77,118 ^d	\$25,182 ^d	\$168,000 ^d
	Waukesha County Courthouse, Waukesha County Office Building, Wisconsin Coach Lines, Inc., Operating Complex	Full extent of accessibility barriers unknown	Waukesha County to complete a study in 1981 to identify accessibility barriers in all buildings and facilities used in operation and administration of the commuter bus routes and set forth an implementation schedule for making necessary modifications	--	--	\$15,000	\$ 15,000
	Former Waukesha County Courthouse	Full extent of accessibility barriers unknown	At the request of SEWRPC, Waukesha County to complete a study in 1981 to identify accessibility barriers and set forth an implementation schedule for making necessary building modifications	--	--	\$ 3,500	\$ 3,500
			Regardless of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981	--	--	\$30,000	\$ 30,000
	Authorized Commuter Ticket Outlets	Number of accessible ticket outlets unknown	Waukesha County to determine in 1981 which ticket outlets are accessible to handicapped persons and make available a list of all accessible ticket outlets	--	--	--	--
			Waukesha County to give preference to accessible facilities in establishing new commuter ticket outlets	--	--	--	--
	Park-Ride Lots	Full extent of accessibility barriers unknown	Waukesha County to complete a study in 1981 to identify accessibility barriers at park-ride facilities and set forth an implementation schedule for making necessary modifications	--	--	\$ 1,000	\$ 1,000
Transit System Policies and Practices	Hiring and Employment	Current policies and practices considered nondiscriminatory to handicapped persons	--	--	--	--	--
	Safety and Emergency Procedures	No current policy requiring bus operators to provide assistance to handicapped passengers in boarding, alighting from, or moving in bus	Waukesha County to study the need for and consequences of establishing a policy requiring all bus drivers to provide assistance upon request or when need is evident	--	--	--	--
		No formal procedure for evacuation of bus passengers during emergencies	Waukesha County to develop a written procedure for bus evacuation by July 1981	--	--	--	--
	Sensitivity and Safety Training	Bus operators receive minimal bus passenger assistance training	Following establishment of a formal policy on passenger assistance recommended above, Waukesha County to: a. develop a bus passenger assistance training program for new operators; b. provide continuing training, including passenger assistance training, annually to all bus operators; and c. provide instruction in passenger assistance training to bus operator trainers	--	--	--	--

Table 18 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Sensitivity and Safety Training (continued)	Bus operators receive minimal bus passenger assistance training (continued)	Prior to initiation of service with accessible buses, operators to receive instruction on safe use of accessibility features and measures for securing wheelchair-bound passengers	--	--	--	--
	Accommodations for Companions or Aides of Handicapped Travelers	Current policy does not address discounted fares for aides or companions	Waukesha County to adopt a policy to allow companions or aides of handicapped travelers to ride free during nonpeak hours	--	--	--	--
	Intermodal Coordination of Transportation Providers	Current efforts considered nondiscriminatory and adequate	Waukesha County to work with the Milwaukee County Transit System to coordinate bus stops of commuter routes with stops of the accessible routes of the Milwaukee County Transit System	--	--	--	--
	Coordination with Social Service Agencies that Provide Support Transportation for Handicapped Persons	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons	Need for improved public information program and mobility training	Waukesha County to develop a comprehensive public information program for providing transit system information to potential handicapped users	--	--	--	--
			Waukesha County to ensure that an adequate amount of bus schedules is on buses at all times	--	--	--	--
			After delivery of new accessible buses, Waukesha County to cooperate in scheduling the available accessible buses for use by handicapped groups for mobility training	--	--	--	--
	Leasing, Rental, Procurement, and Related Administrative Practices	Current practices considered nondiscriminatory and adequate	--	--	--	--	--
	Involvement of Existing Private and Public Operators of Transit and Paratransit in Planning for and Providing Other Accessible Modes and Appropriate Services	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Regulatory Reforms to Permit and Encourage Accessible Services	No regulatory restraints prevent achievement of accessibility	--	--	--	--	--
	Management Supervision of Accessibility Features and Vehicles	No supervisory procedures have been needed or exist	Waukesha County to monitor the daily operation of accessible vehicles to be able to quickly respond to disruptions in service or malfunction of accessibility features on buses	--	--	--	--
			All supervisory personnel of Wisconsin Coach Lines, Inc., to be trained in normal and emergency operation of accessibility features on buses	--	--	--	--
			Waukesha County to monitor and adequately maintain accessibility features in system facilities	--	--	--	--

Table 18 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendation	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Maintenance and Security Assessment	No procedures have been needed or presently exist	Wisconsin Coach Lines, Inc., to implement by July 1987 a maintenance program for wheelchair lift-equipped devices on buses	--	--	--	--
			Waukesha County to seek to ensure that bus stops are of adequate length and have snow removed to allow operation of accessibility features on buses	--	--	--	--
			Waukesha County to ensure that accessibility features installed in system facilities are maintained in operating condition	--	--	--	--
	Labor Agreements and Work Rules	Bus operators not required to physically assist passengers or call out street names as approaching bus stops	Wisconsin Coach Lines, Inc., to meet with employee union to consider work rules requiring bus operators to physically assist bus passengers and call out street names as approaching bus stops	--	--	--	--
	Appropriate Insurance Coverage	Current insurance coverage considered adequate	--	--	--	--	--

^aAll costs are presented in 1980 constant dollars and are allocated among funding sources, assuming the continued availability of sufficient federal and state funds based on current funding allocation formulas. No project costs are shown where it is assumed a recommendation can be implemented by existing staff or does not involve significant expenditures, unless otherwise noted.

^bThe schedule for achieving bus fleet accessibility for the subsidized commuter bus routes is as follows:

Year of Grant Application	Year of Bus Delivery	Number of New Buses	Cumulative Accessible Fleet	Total Assigned Bus Fleet	Percent of Total Fleet Accessible	Percent of Peak-Period Fleet Accessible
1985	1987	5	5	9	56	50

^cCosts shown include only the costs of accessibility features for five buses at \$10,000 per bus.

^dCosts shown represent total costs for the years 1982-1987 (based on 1980 constant dollars) for the specialized commuter-oriented transportation service operated by the Waukesha County Department of Aging. Waukesha County, through its general public transportation program, would contribute an annual amount of \$22,000 in support of the accessible, 24-hour advance reservation, door-to-door service provided by the program to elderly and handicapped persons residing in Waukesha County along the commuter bus routes, subject to the annual approval of the Waukesha County Board of Supervisors.

Source: SEWRPC.

handicapped. This service is recommended to continue to be operated through the countywide Lincoln Lutheran Specialized Transportation program with funding support provided by the City of Racine. The present level of service provided by this program was deemed to be adequate.

3. The City of Racine should complete a building survey in 1981 to identify existing accessibility barriers in all buildings and facilities used in the administration of the transit system, and prepare an implementation schedule for making any building modifications.

4. The Racine transit system should begin to develop a formal policy concerning such matters as driver

sensitivity and safety training so that at such time as the City of Racine begins to take delivery of wheelchair lift-equipped buses, the drivers will be trained in the use and operation of the lifts.

5. The City of Racine transit system should expand its communications network to include teletypewriter service for hearing-impaired individuals.

ACTION 21--WORK TIME RESCHEDULING STUDY

The 1980 TSM plan recommended that efforts continue on a work time rescheduling study for the Milwaukee urbanized area. Four factors were identified as contributing to the need for such a study: 1) the existing problems of peak-period transportation congestion

Table 19

TRANSITION PLAN SUMMARY FOR THE BELLE URBAN SYSTEM

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting ^a Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit Service Provision	Transit System Operating Characteristics	Current operating characteristics considered nondiscriminatory to handicapped persons	--	--	--	--	--
Transit System Equipment and Facilities	Buses	No vehicles in fleet are accessible to wheelchair-bound handicapped persons	City of Racine to undertake staged acquisition of new wheelchair lift-equipped buses over the period 1981-1988 ^b	\$ 160,000 ^c	--	\$ 40,000 ^c	\$ 200,000 ^c
			City of Racine to develop a prioritized list of bus routes for assignment of accessible buses prior to July 1983	--	--	--	--
			City of Racine to provide an interim accessible transportation service for handicapped persons who cannot use the buses of the Belle Urban System from July 2, 1982, until bus fleet accessibility is achieved in July 1988	--	\$ 478,800 ^d	\$1,631,000 ^d	\$2,109,800 ^d
	Racine City Hall, Kentucky Street Operating Complex, Bus Passenger Waiting Shelters	Full extent of accessibility barriers currently unknown	City of Racine to complete a study in 1981 to identify accessibility barriers in all buildings and facilities used in the operation and administration of the Belle Urban System, and to set forth an implementation schedule for making necessary modifications	--	--	\$ 15,000	\$ 15,000
	Former Waukesha County Courthouse	Full extent of accessibility barriers currently unknown	At the request of SENRPC, Waukesha County to complete a study in 1981 to identify accessibility barriers and set forth an implementation schedule for making necessary building modifications	--	--	\$ 3,500	\$ 3,500
			Irrespective of the schedule called for above, Waukesha County to provide an accessible building entrance and toilet facilities in 1981	--	--	\$ 30,000	\$ 30,000
Transit System Policies and Practices	Hiring and Employment	Current policies and practices considered nondiscriminatory to handicapped persons	--	--	--	--	--
	Safety and Emergency Procedures	No current policy requiring bus operators to provide assistance to handicapped passengers in boarding, alighting from, or moving in bus	The Belle Urban System to study the need for, and consequences of, establishing such a policy	--	--	--	--
			Prior to initiation of service with wheelchair lift-equipped vehicles in 1983, the Belle Urban System to develop a written procedure for transporting wheelchair-bound individuals	--	--	--	--
		No formal procedure for evacuation of bus passengers during emergencies	The Belle Urban System to develop a written procedure for bus passenger evacuation by July 1981	--	--	--	--
	Sensitivity and Safety Training	Bus operators receive minimal bus passenger assistance training	Following establishment of a formal policy on passenger assistance recommended above, the Belle Urban System to: a. develop a bus passenger assistance training program for new operators b. provide continuing training, including passenger assistance training, annually to all bus operators c. provide instruction in passenger assistance training to bus operator trainers	--	--	--	--
			Prior to initiation of service with accessible buses, operators to receive instruction on safe use of accessibility features and measures for securing wheelchair bound passengers	--	--	--	--
	Accommodations for Companions or Aides of Handicapped Travelers	Current policy requires companions or aides to pay full fare for their transportation	The Belle Urban System to adopt a policy to allow companions or aides of handicapped travelers to ride free during nonpeak hours	--	--	--	--

-continued-

Table 19 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Intermodal Coordination of Transportation Providers	Current efforts considered nondiscriminatory and adequate	After accessible service is initiated in 1983, the Belle Urban System to consider providing it on routes connecting with accessible fixed route bus service provided by other public and private transit operators	--	--	--	--
	Coordination with Social Service Agencies that Provide or Support Transportation for Handicapped persons	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Comprehensive Marketing Considerate of the Travel Needs of Handicapped Persons	Need for improved public information program	The Belle Urban System to develop a comprehensive public information program for providing transit system information to potential handicapped users	--	--	--	--
			The Belle Urban System to ensure that an adequate amount of bus schedules is on buses at all times	--	--	--	--
			The Belle Urban System to expand its telecommunications system to include teletypewriter services for use by deaf individuals	--	--	\$ 1,000	\$ 1,000
			After delivery of new accessible buses, the Belle Urban System to cooperate in scheduling the available accessible buses for use by handicapped groups for mobility training	--	--	--	--
	Leasing, Rental, Procurement, and Related Administrative Practices	Current practices considered nondiscriminatory and adequate	--	--	--	--	--
	Involvement of Private and Public Operators of Transit and Paratransit in Planning for and Providing Other Accessible Modes and Appropriate Services	Current efforts considered nondiscriminatory and adequate	--	--	--	--	--
	Regulatory Reforms to Permit and Encourage Accessible Services	No regulatory constraints prevent achievement of accessibility	--	--	--	--	--
	Management Supervision of Accessibility Features and Vehicles	No supervisory procedures have been needed or exist	The Belle Urban System to monitor the daily operation of accessible vehicles to be able to quickly respond to disruptions in service caused by use or malfunction of accessibility features on buses	-- ^e	-- ^e	-- ^e	-- ^e
			All supervisory personnel of the Belle Urban System to be trained in the normal and emergency operation of accessibility features on buses	--	--	--	--
			The Belle Urban System to monitor and adequately maintain accessibility features in system facilities	-- ^e	-- ^e	-- ^e	-- ^e
	Maintenance and Security Assessment	No procedures have been needed or exist	The Belle Urban System to implement by July 1983 a maintenance program for wheelchair-lift devices on buses	-- ^e	-- ^e	-- ^e	-- ^e
			The Belle Urban System to ensure that bus stops are of adequate length and have snow removed to allow operation of accessibility features on buses	-- ^e	-- ^e	-- ^e	-- ^e
			The Belle Urban System to ensure that accessibility features installed in system facilities are maintained in operable condition	-- ^e	-- ^e	-- ^e	-- ^e

Table 19 (continued)

Accessibility Analysis Category	Accessibility Analysis Element	Accessibility Assessment	Recommendations	Estimated Incremental Cost Attributable to Meeting Section 504 Regulations ^a			
				Federal	State	Local	Total
Transit System Policies and Practices (continued)	Labor Agreements and Work Rules	Bus operators not required to physically assist passengers or call out street names as approaching bus stops	The Belle Urban System to meet with employee union to consider work rules requiring bus operators to physically assist bus passengers and call out street names as approaching bus stops	-- ^e	-- ^e	-- ^e	-- ^e
	Appropriate Insurance Coverage	Current insurance coverage considered adequate	--	--	--	--	--

^aAll costs are presented in 1980 constant dollars and are allocated among funding sources, assuming the continued availability of sufficient federal and state funds based on current funding allocation formulas. No project costs are shown where it is assumed a recommendation can be implemented by existing staff or does not involve significant expenditures, unless otherwise noted.

^bThe schedule for achieving bus fleet accessibility for the Belle Urban System is as follows:

Year of Grant Application	Year of Bus Delivery	Number of New Buses	Cumulative Accessible Fleet	Percent of Total Fleet Accessible	Percent of Peak-Period Fleet Accessible
1981	1983	17	17	40	43
1986	1988	3	20	47	51

^cCosts shown include only the costs of accessibility features for 20 buses at \$10,000 per bus.

^dCosts shown represent total costs for the years 1982-1988 for the countywide Lincoln Lutheran Specialized Transportation program, assuming the 1980 expenditure level. The City of Racine would contribute an annual amount of \$60,000 in support of the accessible demand-responsive service provided by the program to elderly and handicapped persons residing in the City of Racine, subject to the annual approval of the City of Racine Common Council.

^eCosts associated with this recommendation cannot be estimated at this time.

Source: SEWRPC.

in the Milwaukee urbanized area; 2) the potential of work time rescheduling to reduce peak-period transportation system congestion in the Milwaukee area through the spreading of travel demand over the peak hours of travel during the day; 3) the potential of work time rescheduling to improve air quality and reduce motor fuel consumption; and 4) the possibility that implementation of a work time rescheduling program might disrupt the existing complex travel pattern in the Milwaukee urbanized area and actually interfere with the work and other trip purpose staggering already occurring. The study being conducted by the Regional Planning Commission provides for the option of termination during its early stages if it is determined from the initial analyses that the potential for significant benefits from additional work time rescheduling in the Milwaukee area is minimal.

During 1980 significant progress was made toward reaching the optional ter-

mination point. Surveys to assess employer work schedules and work time rescheduling attitudes were conducted and analyses of the survey results begun. Toward the end of 1980 work had progressed to the point where existing peak-hour transportation problems had been documented and an analysis begun of the potential of work time rescheduling to help resolve such problems. It is anticipated that the study will be completed in 1981.

ACTION 22--ENERGY EMERGENCY CONTINGENCY PLAN

The 1980 TSM plan recommended that the Regional Planning Commission undertake an energy emergency contingency planning program as soon as possible. Intensive Commission staff efforts on other TSM studies, however, particularly the Milwaukee Northwest Side/Ozaukee County transportation improvement study, precluded any significant staff effort being directed toward energy emergency

contingency planning during the year. Accordingly, it is now envisioned that this planning effort will begin early in 1981.

ACTION 23--WEEKEND AND SPECIAL EVENT TRAFFIC PLAN

Scheduled special events such as sports events, rock concerts, Summerfest, and predictable peak-directional traffic flows created by weekend recreational travel cause disturbances in the operation of the regional transportation system. Although some preparations are made for such occurrences, concentrated special-purpose transit, traffic, and intermodal planning could be undertaken to alleviate, at least to some extent, the negative traffic and transit impacts created by weekend and special event traffic peaks. The 1980 TSM plan recommended that this weekend and special

event planning program prospectus, to be prepared by the SEWRPC, be indefinitely delayed owing to the demands of higher priority work.

SUMMARY

This chapter has provided a progress report on the status of TSM projects programmed for implementation in the 1980 annual element of the 1980-1984 TIP for the Region, and on the continuing TSM planning studies recommended to be undertaken in the 1980 TSM plan for the Region. Significant progress has been made in implementing projects and planning studies recommended under most of the 23 categories of TSM actions. The work completed to date provides a basis of support on which to build TSM implementation and planning in the Region in 1981 and the years to follow.

Chapter III

A TRANSPORTATION SYSTEMS MANAGEMENT PLAN FOR THE KENOSHA, MILWAUKEE, AND RACINE URBANIZED AREAS IN SOUTHEASTERN WISCONSIN

INTRODUCTION

Presented herein is the 1981 transportation systems management plan for southeastern Wisconsin. This plan is similar to the 1980 plan and, as in the 1980 plan, the various projects and studies which comprise the plan have been grouped under 23 categories of TSM actions. The projects listed in each category have been updated to reflect a new five-year plan implementation period, extending from 1981 through 1985. The projects included in the 1981 plan are the result of a continuing and cooperative transportation systems management planning effort over the past year, an effort involving the Southeastern Wisconsin Regional Planning Commission, the Wisconsin Department of Transportation (WisDOT), the various units and agencies of local government throughout the Region, and the operators of publicly owned transit systems in the Region. The plan includes:

1. New projects and studies proposed for the first time to be implemented during the 1981 through 1985 period;
2. Those projects and studies programmed for implementation in the 1980 annual element of the adopted transportation improvement program for the Region which were started but not completed in 1980;
3. Deferred projects and studies programmed for implementation in the 1980 annual element of the adopted transportation improvement program for the Region, but not undertaken for a variety of reasons; and
4. Projects and studies included in the 1980 transportation systems management plan and programmed for implementation during the 1980 through 1984 period in the adopted

1980 through 1984 transportation improvement program for the Region.

Each project or study included in the 1981 transportation systems management plan has been reviewed by the Regional Planning Commission staff and determined to be either in conformance or not in conflict with the adopted regional land use and transportation system development plans for southeastern Wisconsin, and the area's overall social, economic, environmental, system performance, and energy conservation goals and objectives. The plan itself represents a continuing local commitment toward improving the efficiency of the existing regional transportation system.

The description of the plan which follows includes: a brief summary of the types of projects and studies which have been grouped under each of the 23 categories of actions in the 1981 TSM plan; the goals and objectives of these projects and studies; and the level of proposed project and study activity expected to occur between 1981 and 1985. As appropriate, tables are also provided for each action category which list and describe each project and study proposed to be implemented in the Kenosha, Milwaukee, and Racine urbanized areas and the rural areas of the Region, the proposed project or study's estimated cost, the anticipated source of project or study funds, and the proposed year of implementation.

ACTION 1--FREEWAY TRAFFIC MANAGEMENT SYSTEM

The 1981 TSM plan recommends continued ramp-metering control installation as warranted, along with the upgrading of the existing ramp-metering system to provide for centralized freeway control

Table 20

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
FREEWAY CONTROL SYSTEM PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	PRELIM. ENG. OF A FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH-94 (N-S FREEWAY) FROM S COUNTY L TO THE MARQUETTE INTERCHANGE (13.90 MI.)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 13.1 FED 117.5 (FAI) TOTAL 130.6
	2	CONDUCT OF A PLANNING STUDY FOR A FREEWAY TRAFFIC CONTROL SYSTEM FOR THE MILWAUKEE URBAN AREA (JOINT WIS DOT & SEWRPC PROJECT)	STATE OF WISCONSIN	LOCAL .0 STATE 53.6 FED 250.4 (FAI) TOTAL 304.0	LOCAL .0 STATE 109.3 FED 619.5 (FAI) TOTAL 728.8
	3	PRELIM. ENG. FOR RECONDITIONING OF FRWY. TRAF-MANAGEMENT SYSTEM ON IH 94 (E-W FREEWAY) MOORLAND RD TO MARQ. INTCHG (MILW & WAUK CO)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 12.1 FED 108.5 (FAI) TOTAL 120.6
	4	PRELIM. ENG. FOR RECONDITIONING OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 43 MARQ. INTCHG TO N CO. LINE IN MILWAUKEE CO (11.20 MI)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 12.7 FED 113.9 (FAI) TOTAL 126.6
	5	PRELIM. ENG. OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 894 (ZOO & AIRPORT FRWY) FROM ZOO INTCHG TO MIT. INTCHG IN MILWAUKEE CO (9.5 M)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 10.7 FED 96.3 (FAI) TOTAL 107.0
	6	PRELIM. ENG. OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON IH 794 FROM MARQUETTE INTCHG TO E LINCOLN AVE IN CITY OF MILWAUKEE (3.70 MI.)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 4.8 FED 43.2 (FAI) TOTAL 48.0
	7	PRELIM. ENG. OF FREEWAY TRAFFIC MANAGEMENT SYSTEM ON USH 45 (ZOO FREEWAY) FROM THE ZOO INTCHG TO W CO. LINE IN MILWAUKEE CO (9.50 MI)	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAP) TOTAL .0	LOCAL .0 STATE 11.4 FED 34.2 (FAP) TOTAL 45.6
	8	PRELIMINARY ENG. FOR INSTALLATION OF RAMP METERS ON IH 94(N-S FRWY) AT LAPHAM, BECHER, AND HOLT	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE .9 FED 8.1 (FAI) TOTAL 9.0
	9	PRELIMINARY ENG. FOR INTERCONNECT FOR EXISTING LOCAL CONTROLLERS ON IH 94 (E-W FRWY) FROM MOORLAND RD TO THE MARQUETTE INTERCHANGE	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE .2 FED 1.9 (FAI) TOTAL 2.1
	10	REPLACE RAMP METER CONTROLLERS ON IH 43 (N-S FREEWAY) SOUTHBOUND AT FIVE EXISTING LOCATIONS IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE 6.0 FED 54.0 (FAI) TOTAL 60.0	LOCAL .0 STATE 6.0 FED 54.0 (FAI) TOTAL 60.0
	11	PRELIM. ENG. TO INSTALL RAMP METERS ON IH 43 (N-S FRWY) S.D. BND. AT GOOD HOPE, GREEN BAY & STATE STS. & INTERCONNECT EXIST. LOCAL CONTROLLERS	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL .0 STATE 1.3 FED 11.5 (FAI) TOTAL 12.8
REGION TOTAL 11 ACTIONS				LOCAL .0 STATE 59.6 FED 304.4 TOTAL 364.0	LOCAL .0 STATE 182.5 FED 1208.6 TOTAL 1391.1

Source: SEWRPC.

and surveillance capabilities. Eleven freeway ramp-metering projects are proposed for implementation by the WisDOT during the five-year 1981 through 1985 TSM plan period. These projects are identified in Table 20. In addition, the 1981 TSM plan recommends that despite problems in securing planning

funds, the previously proposed SEWRPC freeway traffic management study continue to be programmed over the five-year period, and efforts be made at an appropriate time to again secure funding for this important study. Together the 11 projects, including one study, identified in Table 20 would have a total

Table 21

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
"STUB END" FREEWAY TREATMENT PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF A CONNECTION FROM IH-43 (N-S FREEWAY) AT THE HILLSIDE INTERCHG WEST TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	STATE OF WISCONSIN	LOCAL STATE 310.0 FED 2790.0 (FAI) TOTAL 3100.0	LOCAL STATE 610.0 FED 5490.0 (FAI) TOTAL 6100.0
	2	CONST. OF A CONNECTION FROM THE STADIUM FWY. AT W. LISBON AVE. AND W. NORTH AVE. TO THE EXISTING SURFACE ARTERIAL STREET SYSTEM	STATE OF WISCONSIN	LOCAL STATE 12.5 FED 37.5 (FAP) TOTAL 50.0	LOCAL STATE 12.5 FED 37.5 (FAP) TOTAL 50.0
	3	CONSTRUCTION OF AN INTERIM RAMP CONNECTION AT THE EASTERN STUB END OF PARK FREEWAY (EAST) AT JACKSON ST IN MILWAUKEE (0.20 MI)	STATE OF WISCONSIN	LOCAL STATE 0.0 FED 0.0 (FAP) TOTAL 0.0	LOCAL STATE 30.0 FED 0.0 (FAP) TOTAL 30.0
REGION TOTAL 3 ACTIONS				LOCAL STATE 322.5 FED 2827.5 TOTAL 3150.0	LOCAL STATE 622.5 FED 5527.5 TOTAL 6180.0

Source: SEWRPC.

cost of about \$1.45 million. Two of the 11 WisDOT projects, together with the SEWRPC study, have been included in the 21-month annual element.

ACTION 2--"STUB END" FREEWAY TREATMENTS

The 1981 TSM plan recommends the continuation of the various planning, design, and construction efforts that are underway to better utilize the uncompleted ends of the Stadium, Lake, and Park Freeways. It is expected that final design of the "stub end" freeway project at the Hillside Interchange on the Park West Freeway will be completed during 1981, and that construction of this project will begin in 1982. In addition, a final design study should begin in 1981 on a "stub end" treatment for the Stadium Freeway-North.

The future of the remaining "stub end" projects is uncertain. As shown in Table 21, the WisDOT has included in the 1981 through 1985 TIP a project for the preliminary engineering for the construction of interim ramps at the eastern end of the Park Freeway. As noted earlier in this report, however, there is not yet agreement among all governmental agencies concerned as to the proper course

of action for this project. It should be noted that the WisDOT has not included in the 1981 through 1985 TIP a project that would complete a "stub end" treatment at the north end of the Hoan Bridge on the Lake Freeway. Accordingly, this project is not reflected in Table 21. The TSM plan recommends, however, that, if possible, work continue on achieving an intergovernmental consensus as to the Lake Freeway-North "stub end" project. Determination of the disposition of the remaining two "stub ends" will have to await: 1) funding approval in the case of the Stadium Freeway-South; and 2) determination by involved local units of government in the case of the Lake Freeway-South that a planning/design study is warranted and desired in the manner discussed in Chapter II of this report.

ACTION 3--IMPROVED TRANSIT SERVICES

The 1981 TSM plan recommends the continued provision, improvement, and expansion of local general public bus services by the Cities of Kenosha and Racine, and the Counties of Milwaukee and Waukesha, as well as the continued provision, improvement, and expansion of the specialized transportation services

that exist throughout the Region for elderly and handicapped people. All these publicly supported transportation services are considered to be important parts of the regional transportation system because they have the potential to offer an efficient and economical means of transportation to the general public, as well as to elderly and/or handicapped people and able-bodied people of all ages who are on low incomes, unable to drive, or reside in autoless households. As a result of these recommendations, 51 transit service improvement projects are proposed for implementation by various local agencies and units of government throughout the Region. The cost of these 51 projects has been estimated to total \$493.4 million. Table 22 provides a description of each project and its estimated total cost.

ACTION 4--TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION

The 1981 TSM plan recommends the continued implementation of traffic signing, pavement marking, and signalization as necessary to improve the operating efficiency of the existing street and highway system. As a result, a total of 89 new or continuing projects of this type, having a total estimated cost of \$10.0 million, are recommended for implementation during the 1981 through 1985 period. Table 23 provides a description of the traffic signing, pavement marking, and signalization projects proposed for implementation in the 1981 TSM plan for the Kenosha, Milwaukee, and Racine urbanized areas and the rural areas of the Region.

ACTION 5--PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE AND PARK-AND-POOL LOTS

The 1981 TSM plan recommends the continued implementation of park-ride and/or park-and-pool lot construction projects, as necessary, to improve the efficiency of the local publicly owned transit systems in the Region. As a

result, 28 new or continuing projects of this type, having a total estimated cost of \$11.8 million, are recommended for implementation during the 1981 through 1985 period. Table 24 provides a description of the park-ride and/or park-and-pool lot construction projects proposed for implementation in the 1981 TSM plan for the Milwaukee urbanized area and the rural areas of the Region.

ACTION 6--TRANSIT ROUTE EVALUATION

The 1981 TSM plan recommends that the ongoing program of transit service planning by the four public transit operators in the Region, including ongoing studies of routes and schedules and periodic recommendations of changes in such routes and schedules as may be found desirable, be continued. It is further recommended that, drawing on these ongoing studies, each transit operator maintain and periodically update a five-year transit system plan and program (TSPP) of proposed operations and service modifications and improvements, facility and equipment replacement and improvements, and expansion. It specifically recommends that the City of Kenosha, with technical assistance from the Regional Planning Commission, complete the preparation of an updated TSPP during 1981. It is also recommended that the City of Racine prepare a major update of its TSPP in 1981, with the assistance of the Regional Planning Commission. Finally, it is recommended that Milwaukee County implement and monitor the service improvement recommendations made in the transit system service study.

ACTION 7--SPOT STREET AND HIGHWAY IMPROVEMENTS

The 1981 TSM plan recommends the continued implementation of projects of a "spot" street and highway improvement nature to improve the operating efficiency of the existing street and highway system. As a result, a total of 49 new or continuing projects of this type, having a total estimated cost of

Table 22

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
IMPROVED TRANSIT SERVICE PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
KENOSHA URBANIZED AREA	1	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (UMTA 1682) TOTAL	LOCAL STATE FED (UMTA 1682) TOTAL
	2	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 325.0 STATE 482.0 FED 807.0 (UMTA5) TOTAL 1614.0	LOCAL 1992.3 STATE 2952.7 FED 4947.0 (UMTA5) TOTAL 9894.0
	3	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & HANDICAPPED PEOPLE IN THE KENOSHA URBANIZED AREA	C/KENOSHA	LOCAL 18.9 STATE 61.4 FED 22.5 (UMTA5) TOTAL 102.8	LOCAL 37.8 STATE 122.8 FED 45.0 (UMTA5) TOTAL 205.6
	4	REHABILITATION OF THE C&NW RAILROAD STATION IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL 45.0 STATE .0 FED 180.0 (UMTA5) TOTAL 225.0	LOCAL 45.0 STATE .0 FED 180.0 (UMTA5) TOTAL 225.0
	5	PURCHASE 5 NEW BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL 150.0 STATE .0 FED 600.0 (UMTA5) TOTAL 750.0	LOCAL 150.0 STATE .0 FED 600.0 (UMTA5) TOTAL 750.0
	6	EXPANSION OF TRANSIT MAINTENANCE FACILITY FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL .0 STATE .0 FED .0 (UMTA3) TOTAL .0	LOCAL 45.0 STATE .0 FED 180.0 (UMTA3) TOTAL 225.0
MILWAUKEE URBANIZED AREA	7	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (UMTA 1682) TOTAL .0	LOCAL 5.0 STATE .0 FED 20.0 (UMTA 1682) TOTAL 25.0
	8	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED PEOPLE IN WASHINGTON COUNTY	STATE OF WISCONSIN	LOCAL 12.0 STATE .0 FED 48.0 (UMTA 1682) TOTAL 60.0	LOCAL 12.0 STATE .0 FED 48.0 (UMTA 1682) TOTAL 60.0
	9	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES TO ELDERLY AND HANDICAPPED PEOPLE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL 7.0 STATE .0 FED 28.0 (UMTA 1682) TOTAL 35.0	LOCAL 7.0 STATE .0 FED 28.0 (UMTA 1682) TOTAL 35.0
	10	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL 24.0 STATE .0 FED 96.0 (UMTA 1682) TOTAL 120.0	LOCAL 24.0 STATE .0 FED 96.0 (UMTA 1682) TOTAL 120.0
	11	CONSTRUCTION OF A TRANSIT STATION ON LOMIS RD AT GRANGE AVE IN THE VILLAGE OF GREENDALE	STATE OF WISCONSIN	LOCAL .0 STATE .0 FED .0 (FAI) TOTAL .0	LOCAL 7.0 STATE .0 FED 63.0 (FAI) TOTAL 70.0
	12	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 15893.0 STATE 13000.0 FED 8707.0 (UMTA5) TOTAL 37600.0	LOCAL 196565.0 STATE 65000.0 FED 43535.0 (UMTA5) TOTAL 305100.0
	13	PURCHASE NEW BUSES FOR THE MILWAUKEE CO TRANSIT SYSTEM 71 VEH-1981, 100 VEH-1982, 100 VEH-1983, 100 VEH-1984, 100 VEH-1985	MILWAUKEE COUNTY	LOCAL 2343.0 STATE .0 FED 9372.0 (UMTA3) TOTAL 11715.0	LOCAL 17127.0 STATE .0 FED 68508.0 (UMTA3) TOTAL 85635.0
	14	PURCHASE ROUTE SUPERVISOR VEHICLES FOR MIL CO TRANSIT SYSTEM 6 VEH-1981, 6 VEH-1982, 6 VEH-1983, 6 VEH-1984, 6 VEH-1985	MILWAUKEE COUNTY	LOCAL 8.1 STATE .0 FED 32.2 (UMTA3) TOTAL 40.3	LOCAL 45.0 STATE .0 FED 180.0 (UMTA3) TOTAL 225.0
	15	CONSTRUCTION OF A NEW BUS MAINTENANCE AND STORAGE FACILITY AT THE KINNICKINNIC AVE STATION OF THE MILW. COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL 900.0 STATE .0 FED 3600.0 (UMTA3) TOTAL 4500.0	LOCAL 1362.5 STATE .0 FED 5450.0 (UMTA3) TOTAL 6812.5

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	16	PURCHASE OF MISCELLANEOUS OFFICE AND GARAGE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	176.0 .0 706.0 882.0	LOCAL STATE FED (UMTA3) TOTAL	176.0 .0 706.0 882.0
	17	PROVISION OF A HANDI-CAPPED USER-SIDE SUBSIDY AND IMPROVEMENT OF DEMAND-RESPONSIVE ELDERLY TRANSPORTATION IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED TOTAL	748.0 452.0 .0 1200.0	LOCAL STATE FED TOTAL	748.0 452.0 .0 1200.0
	18	IMPLEMENTATION OF MANAGEMENT INFORMATION SYSTEM STUDY RECOMMENDATIONS BY THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	145.6 .0 582.4 728.0	LOCAL STATE FED (UMTA3) TOTAL	145.6 .0 582.4 728.0
	19	ACQUISITION OF PHYSICAL ASSET AND RELATED ITEMS OF THE MILWAUKEE AND SUBURBAN TRANSPORT CORPORATION	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	3200.0 .0 12800.0 16000.0	LOCAL STATE FED (UMTA3) TOTAL	3200.0 .0 12800.0 16000.0
	20	CONSTRUCTION OF A NEW TRANSPORTATION BUILDING AT THE FIEBRANTZ OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (UMTA3) TOTAL	212.0 .0 848.0 1060.0
	21	INSTALLATION OF TWO WAY RADIO EQUIPMENT IN AUTOS AND BUSES AND RELATED EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	58.9 .0 235.6 294.5	LOCAL STATE FED (UMTA3) TOTAL	58.9 .0 235.6 294.5
	22	PURCHASE 30 ARTICULATED BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	1521.5 128.5 6600.0 8250.0	LOCAL STATE FED (UMTA3) TOTAL	1521.5 128.5 6600.0 8250.0
	23	INDUSTRIAL BUS ROUTE DEMONSTRATION PROJECT-- S.E. MILWAUKEE COUNTY (WISDOT TSM PROGRAM)	MILWAUKEE COUNTY	LOCAL STATE FED TOTAL	25.0 75.0 .0 100.0	LOCAL STATE FED TOTAL	25.0 75.0 .0 100.0
	24	REHABILITATE 50 BUSES OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA5) TOTAL	400.0 .0 1600.0 2000.0	LOCAL STATE FED (UMTA5) TOTAL	400.0 .0 1600.0 2000.0
	25	CONST BUS MAINT/STORAGE FACILITY AT PROSP MIL CTY TRANSIT SYSTEM WATERTOWN PLANK ROAD MAINT/OPERATING FAC AT COUNTY INSTITUTIONS	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	2915.8 .0 11663.2 14579.0	LOCAL STATE FED (UMTA3) TOTAL	6147.0 .0 24588.0 30735.0
	26	CONSTRUCTION OF A MAINTENANCE/STORAGE FACILITY AT THE FOND DU LAC AVE OPERATING STATION OF THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3) TOTAL	875.0 .0 3500.0 4375.0	LOCAL STATE FED (UMTA3) TOTAL	1151.7 .0 4606.8 5758.5
	27	OPERATING ASSISTANCE FOR THE WAUKESHA COUNTY TRANSIT SERVICE PROVIDED BY WISCONSIN COACH LINES	WAUKESHA COUNTY	LOCAL STATE FED (UMTA5) TOTAL	76.1 95.8 171.9 343.8	LOCAL STATE FED (UMTA5) TOTAL	76.1 95.8 171.9 343.8
	28	PROVISION OF USER-SIDE SUBSIDY AND DEMAND RESPONSIVE TRANSPORTATION FOR ELDERLY AND HANDI-CAPPED IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE FED TOTAL	7.5 67.5 .0 75.0	LOCAL STATE FED TOTAL	7.5 67.5 .0 75.0
	29	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE	WAUKESHA COUNTY	LOCAL STATE FED TOTAL	1.8 16.2 .0 18.0	LOCAL STATE FED TOTAL	1.8 16.2 .0 18.0
	30	OPERATING ASSISTANCE FOR WAUKESHA COUNTY FOR NEW TRANSIT SERVICE PROVIDED BY MILWAUKEE COUNTY TRANSIT SYSTEM	WAUKESHA COUNTY	LOCAL STATE FED (UMTA5) TOTAL	93.4 50.1 143.5 286.9	LOCAL STATE FED (UMTA5) TOTAL	93.4 50.1 143.5 286.9

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	31	OPERATING ASSISTANCE FOR THE WAUKESHA CITY TRANSIT SYSTEM	C/WAUKESHA	LOCAL 180.8 STATE 52.0 FED 232.8 (UMTA5) TOTAL 465.5	LOCAL 341.0 STATE 116.8 FED 457.8 (UMTA5) TOTAL 915.5		
	32	INSTALLATION OF 475 BUS STOP SIGNS, 5 PASSENGER SHELTERS, CONSTRUCTION OF STORAGE FACILITY, AND INSTALL BASE RADIO 1981 BUY 10 BUSES 1982-1985	C/WAUKESHA	LOCAL 27.2 STATE .0 FED 108.8 (UMTA5) TOTAL 136.0	LOCAL 136.0 STATE .0 FED 544.0 (UMTA5) TOTAL 680.0		
RACINE URBANIZED AREA	33	PURCHASE OF VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICE TO ELDERLY AND HANDICAPPED PEOPLE IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL 12.0 STATE .0 FED 48.0 (UMTA 1682) TOTAL 60.0	LOCAL 12.0 STATE .0 FED 48.0 (UMTA 1682) TOTAL 60.0		
	34	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 270.0 STATE 394.0 FED 664.0 (UMTA5) TOTAL 1328.0	LOCAL 1900.0 STATE 2828.0 FED 4728.0 (UMTA5) TOTAL 9456.0		
	35	REHABILITATION OF C&NW RAILROAD TRACKAGE BETWEEN THE CITIES OF RACINE AND KENOSHA IN RACINE AND KENOSHA COUNTIES	C/RACINE	LOCAL 115.0 STATE 200.0 FED 1260.0 (UMTA3) TOTAL 1575.0	LOCAL 115.0 STATE 200.0 FED 1260.0 (UMTA3) TOTAL 1575.0		
	36	CHICAGO AREA COMMUTER RAIL SERVICE EXTENSION OPERATING SUBSIDY (A JOINT CITY OF RACINE AND CITY OF KENOSHA PROJECT) (10.00MI)	C/RACINE	LOCAL 150.0 STATE .0 FED 450.0 (UMTA5) TOTAL 600.0	LOCAL 450.0 STATE .0 FED 750.0 (UMTA5) TOTAL 1200.0		
	37	REHABILITATION OF THE C&NW RAILROAD STATION IN THE CITY OF RACINE	C/RACINE	LOCAL 50.0 STATE .0 FED 200.0 TOTAL 250.0	LOCAL 50.0 STATE .0 FED 200.0 TOTAL 250.0		
	38	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & HANDICAPPED IN THE RACINE URBANIZED AREA	C/RACINE	LOCAL 10.1 STATE 26.0 FED 36.1 (UMTA5) TOTAL 72.2	LOCAL 20.2 STATE 52.0 FED 72.2 (UMTA5) TOTAL 144.4		
	39	CONSTRUCTION OF MODIFICATIONS TO THE KENTUCKY ST OPERATING GARAGE OF THE CITY OF RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 12.3 STATE .0 FED 49.0 (UMTA5) TOTAL 61.3	LOCAL 12.3 STATE .0 FED 49.0 (UMTA5) TOTAL 61.3		
	40	CONSTRUCTION OF 100 CONCRETE WAITING PADS AT BUS STOPS AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 3.3 STATE .0 FED 13.2 (UMTA5) TOTAL 16.5		
	41	PURCHASE AND INSTALL A PAINT BOOTH IN RACINE TRANSIT SYSTEM GARAGE	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 10.2 STATE .0 FED 40.8 (UMTA5) TOTAL 51.0		
	42	PURCHASE OF EQUIPMENT FOR MAJOR REPAIRS OF BUSES OF THE RACINE TRANSIT SYSTEM	C/RACINE	LOCAL .0 STATE .0 FED .0 (UMTA5) TOTAL .0	LOCAL 15.1 STATE .0 FED 60.5 (UMTA5) TOTAL 75.6		
	43	PURCHASE OF 10 NEW BUSES FOR THE RACINE TRANSIT SYSTEM	C/RACINE	LOCAL 184.0 STATE 96.0 FED 960.0 (UMTA5) TOTAL 1200.0	LOCAL 184.0 STATE 96.0 FED 960.0 (UMTA5) TOTAL 1200.0		
RURAL AREAS OF THE REGION	44	PURCHASE VEHICLES TO PROVIDE SPECIALIZED TRANSPORTATION SERVICES FOR ELDERLY AND HANDICAPPED PEOPLE IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL 6.0 STATE .0 FED 24.0 (UMTA 1682) TOTAL 30.0	LOCAL 6.0 STATE .0 FED 24.0 (UMTA 1682) TOTAL 30.0		
	45	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/HANDICAPPED IN KENOSHA COUNTY	KENOSHA COUNTY	LOCAL 42.9 STATE 9.5 FED .0 TOTAL 52.4	LOCAL 42.9 STATE 9.5 FED .0 TOTAL 52.4		

Table 22 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION (CONTINUED)	46	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN OZAUKEE COUNTY	OZAUKEE COUNTY	LOCAL STATE FED	2.3 22.7 0	LOCAL STATE FED	2.3 22.7 0
				TOTAL	25.0	TOTAL	25.0
	47	PROVISION OF SPECIALIZED DEMAND-RESPONSIVE TRANS. SERVICES FOR ELDERLY/HANDICAPPED PEOPLE IN RACINE COUNTY	RACINE COUNTY	LOCAL STATE FED	229.5 70.5 0	LOCAL STATE FED	229.5 70.5 0
				TOTAL	300.0	TOTAL	300.0
	48	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & HANDICAPPED PEOPLE IN WALWORTH COUNTY	WALWORTH COUNTY	LOCAL STATE FED	3.3 32.6 0	LOCAL STATE FED	3.3 32.6 0
				TOTAL	35.8	TOTAL	35.8
	49	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND-RESPONSIVE TRANS. SERVICES FOR ELDERLY/HANDICAPPED PEOPLE IN WASHINGTON COUNTY	WASHINGTON COUNTY	LOCAL STATE FED	2.9 29.4 0	LOCAL STATE FED	2.9 29.4 0
				TOTAL	32.4	TOTAL	32.4
	50	OPERATING ASSISTANCE FOR THE HARTFORD CITY TRANSIT SYSTEM	C/HARTFORD	LOCAL STATE FED	13.5 6.9 11.0	LOCAL STATE FED	27.0 13.7 21.9
				TOTAL	31.3	TOTAL	62.7
	51	PURCHASE OF ONE VEHICLE IN 1981 FOR THE OPERATION OF THE HARTFORD CITY TRANSIT SYSTEM	C/HARTFORD	LOCAL STATE FED	1.9 1.0 7.5	LOCAL STATE FED	1.9 1.0 7.5
				TOTAL	9.4	TOTAL	9.4
REGION TOTAL 51 ACTIONS				LOCAL STATE FED	31284.3 19328.1 69546.5	LOCAL STATE FED	234957.0 72400.8 186039.1
				TOTAL	112158.6	TOTAL	493396.8

Source: SEWRPC.

\$17.9 million, are recommended for implementation during the 1981 through 1985 period. Table 25 provides a description of the "spot" street and highway improvement projects proposed for implementation in the updated 1981 TSM plan for the Milwaukee and Racine urbanized areas and the rural areas of the Region. No such projects have been proposed for the Kenosha urbanized area.

ACTION 8--UBUS/UPARK

The 1981 TSM plan recommends that the UBUS and UPARK programs be continued, improved, and expanded where appropriate. Tables 26 and 27 indicate the University's future plans to further expand the UBUS/UPARK programs and the costs of these programs and sources of funds. To date, no goal has been established by the University as to the optimal percentage of transit commuters in the University population.

ACTION 9--ARTERIAL STUDIES

The 1981 TSM plan recommends that the Wisconsin Department of Transportation complete, by May 1, 1981, the arterial study TSM demonstration project which began on November 1, 1980, as an implementation activity flowing out of the Milwaukee Northwest Side/Ozaukee County transportation improvement study. The initial phase of this project includes the detailed design of specific improvements for N. 76th Street (STH 181) from Harwood Avenue in the City of Wauwatosa to Mequon Road in the City of Mequon (see Table 28). After appropriate review and approvals, implementation will proceed on improvement projects on a priority order basis.

In addition, the 1981 TSM plan recommends that Milwaukee County plan for implementation those arterials outside the central business district that were

Table 23

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
TRAFFIC SIGNING, PAVEMENT MARKING, AND SIGNALIZATION PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
KENOSHA URBANIZED AREA	1	INSTALLATION OF TRAFFIC SIGNALS ON STH 32 (SHERIDAN RD) AT 91ST ST IN THE CITY OF KENOSHA	C/KENOSHA	LOCAL	.0	LOCAL	30.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	30.0
MILWAUKEE URBANIZED AREA	2	RECONDITIONING OF TRAFFIC SIGNS ALONG IH 43 FROM MILWAUKEE TO GRAFTON	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	3.0
				FED	.0	FED	27.0
				(HHL)		(HHL)	
				TOTAL	.0	TOTAL	30.0
	3	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 167 AT THE MILWAUKEE ROAD CROSSING IN THE CITY OF MEQUON	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	5.0	STATE	5.0
				FED	45.0	FED	45.0
				(RHGC)		(RHGC)	
				TOTAL	50.0	TOTAL	50.0
	4	RECONDITIONING OF TRAFFIC SIGNALS ON STH 190 AT CALHOUN RD IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL	2.5	LOCAL	2.5
				STATE	2.5	STATE	2.5
				FED	45.0	FED	45.0
				(HHL)		(HHL)	
				TOTAL	50.0	TOTAL	50.0
	5	INSTALLATION OF TRAFFIC SIGNALS ON STH 36 AT THE USH 45 AND CTH 00 INTERSECTION IN THE CITY OF MUSKEGO	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	4.0	STATE	4.0
				FED	36.0	FED	36.0
				(HHL)		(HHL)	
				TOTAL	40.0	TOTAL	40.0
	6	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 (E-W AND N-S FREEWAY) FROM THE WEST CO LINE TO MADISON ST IN WEST ALLIS & MILWAUKEE (8.65 MI)	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	63.0
				FED	.0	FED	569.0
				(FAI)		(FAI)	
				TOTAL	.0	TOTAL	632.0
	7	RECONDITIONING OF TRAFFIC SIGNS ON IH 94 (N-S FREEWAY) FROM MADISON ST TO THE SO. CO. LINE IN MILWAUKEE & OAK CREEK (13.0 MI)	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	63.0
				FED	.0	FED	569.0
				(FAI)		(FAI)	
				TOTAL	.0	TOTAL	632.0
	8	RECONDITIONING OF TRAFFIC SIGNS ON IH 894 (ZOO & AIRPORT FREEWAY) FROM ZOO INTCHG TO MITCHELL INTERCHANGE IN MILWAUKEE CO (9.35 MI)	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	63.0
				FED	.0	FED	569.0
				(FAI)		(FAI)	
				TOTAL	.0	TOTAL	632.0
	9	RECONDITIONING OF TRAFFIC SIGNS ON IH-43 (N-S FREEWAY) FROM MARQUETTE INTCHG TO LEXINGTON IN CITIES OF MILWAUKEE & GLENDALE	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	15.0
				FED	.0	FED	135.0
				(FAI)		(FAI)	
				TOTAL	.0	TOTAL	150.0
	10	INSTALLATION OF NEW SIGNAL SYSTEMS AT THE IH 94 INTERCHANGES WITH 108TH ST AND RAWSON AVE IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	5.5	STATE	5.5
				FED	49.5	FED	49.5
				(HHL)		(HHL)	
				TOTAL	55.0	TOTAL	55.0
	11	INSTALLATION OF SIGNAL SYSTEM AT THE INTERSECTION OF STH 24 (FOREST HOME AVE) AND 84TH ST IN THE CITY OF GREENFIELD	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	4.0	STATE	4.0
				FED	36.0	FED	36.0
				(HHL)		(HHL)	
				TOTAL	40.0	TOTAL	40.0
	12	RECONDITIONING OF TRAFFIC SIGNALS ON STH 59 AT THE SUNSET DR INTERSECTION IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	35.0	STATE	35.0
				FED	.0	FED	.0
				TOTAL	35.0	TOTAL	35.0
	13	RECONDITON OF CMSTP&P SIGNALS AT HUMBOLDT AVE CROSSING, SOUTH OF NORTH AVE IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	1.0	STATE	1.0
				FED	.0	FED	.0
				TOTAL	1.0	TOTAL	1.0
	14	INSTALLATION OF CANTILEVERED SIGNALS ON MORELAND BLVD AT THE SOO CROSSING IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	7.0	STATE	7.0
				FED	63.0	FED	63.0
				(RHGC)		(RHGC)	
				TOTAL	70.0	TOTAL	70.0
	15	INSTALLATION OF GATES AND CANTILEVERED SIGNALS ON GRAND AVE AT THE SOO CROSSING IN THE CITY OF WAUKESHA	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	8.0	STATE	8.0
				FED	72.0	FED	72.0
				(RHGC)		(RHGC)	
				TOTAL	80.0	TOTAL	80.0

Table 23 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA (CONTINUED)	16	SIGNAL MODIFICATION OF THE INTERSECTION OF STH 190 (CAPITOL DR) AND LILLY RD IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL STATE FED (HHL) TOTAL	LOCAL STATE FED (HHL) TOTAL
	17	INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF STH 60 AND 17TH AVE IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (HHL) TOTAL	LOCAL STATE FED (HHL) TOTAL
	18	INSTALLATION OF SIGNALS AT THE INTERSECTION OF STH 57 AND FALLS ROAD IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (HHL) TOTAL	LOCAL STATE FED (HHL) TOTAL
	19	PAVEMENT MARKING OF VARIOUS ROADS IN THE VILLAGE OF GRAFTON	V/GRAFTON	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	20	PAVEMENT MARKING OF VARIOUS CTH'S IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	21	CHANNELIZATION AND SIGNAL MODIFICATION AT THREE CTH INTERSECTIONS IN MILWAUKEE COUNTY (TWO ON S.13TH STREET) (ONE ON W GOOD HOPE RD)	MILWAUKEE COUNTY	LOCAL STATE FED (HHL) TOTAL	LOCAL STATE FED (HHL) TOTAL
	22	CHANNELIZATION AND SIGNAL MODIFICATIONS AT VARIOUS CTH INTERSECTIONS IN MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED (HHL) TOTAL	LOCAL STATE FED (HHL) TOTAL
	23	PAVEMENT MARKINGS FOR VARIOUS LOCAL STREETS IN THE VILLAGE OF BROWN DEER	V/BROWN DEER	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	24	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	C/CUDAHY	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	25	PAVEMENT MARKING AT VARIOUS LOCATIONS OFF THE FEDERAL AID HIGH WAY SYSTEM IN THE CITY OF CUDAHY	C/CUDAHY	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	26	MODIFICATION OF SIGNALS ON BRADLEY RD AT THE CENW T CO CROSSING IN THE VILLAGE OF FOX POINT	V/FOX POINT	LOCAL STATE FED (RHGC) TOTAL	LOCAL STATE FED (RHGC) TOTAL
	27	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF FRANKLIN	C/FRANKLIN	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	28	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	29	PAVEMENT MARKING ON LOCAL STREETS AT VARIOUS LOCATIONS OFF THE FEDERAL-AID SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL
	30	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGH WAY SYSTEM IN THE VILLAGE OF GREENDALE	V/GREENDALE	LOCAL STATE FED (PM) TOTAL	LOCAL STATE FED (PM) TOTAL

Table 23 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	31	PAVEMENT MARKING ON VARIOUS LOCAL STREETS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF GREENFIELD	C/GREENFIELD	LOCAL STATE FED (PM) TOTAL	.0 .0 14.0 14.0	LOCAL STATE FED (PM) TOTAL	.0 .0 14.0 14.0
	32	PAVEMENT MARKING AT VARIOUS LOCATIONS ON THE FEDERAL AID HIGHWAY SYSTEM IN THE VILLAGE OF HALES CORNERS	V/HALES CORNERS	LOCAL STATE FED (PM) TOTAL	.0 .0 2.0 2.0	LOCAL STATE FED (PM) TOTAL	.0 .0 2.0 2.0
	33	PAVEMENT MARKING AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (PM) TOTAL	.0 .0 220.0 220.0	LOCAL STATE FED (PM) TOTAL	.0 .0 220.0 220.0
	34	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	50.0 .0 .0 50.0	LOCAL STATE FED TOTAL	110.0 .0 .0 110.0
	35	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	290.0 .0 .0 290.0	LOCAL STATE FED TOTAL	725.0 .0 .0 725.0
	36	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	30.0 .0 .0 30.0	LOCAL STATE FED TOTAL	75.0 .0 .0 75.0
	37	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	100.0 .0 .0 100.0	LOCAL STATE FED TOTAL	220.0 .0 .0 220.0
	38	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	90.0 .0 .0 90.0	LOCAL STATE FED TOTAL	270.0 .0 .0 270.0
	39	FEASIBILITY STUDY FOR A COMPUTERIZED TRAFFIC SIGNAL CONTROL SYSTEM IN THE CENTRAL BUSINESS DISTRICT OF THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (OTHER FHWA) TOTAL	145.0 .0 355.0 500.0	LOCAL STATE FED (OTHER FHWA) TOTAL	283.6 .0 678.4 962.0
	40	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON FEDERAL AID SYSTEM IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (HHL) TOTAL	27.5 .0 247.5 275.0	LOCAL STATE FED (HHL) TOTAL	57.5 .0 517.5 575.0
	41	INSTALLATION OF STREET NAME SIGNS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED TOTAL	300.0 .0 .0 300.0	LOCAL STATE FED TOTAL	900.0 .0 .0 900.0
	42	RELOCATION OF RAILROAD CROSSING SIGNALS AT GRADE CROSSING ON N. 13 TH ST SOUTH OF ST. PAUL AVE	C/MILWAUKEE	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0
	43	SIGNAL TIMING OPTIMIZATION PROJECT FOR VARIOUS STREETS IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED (OTHER FHWA) TOTAL	.0 .0 59.3 59.3	LOCAL STATE FED (OTHER FHWA) TOTAL	.0 .0 59.3 59.3
	44	INSTALLATION OF SIGNALS ON E PUETZ RD AT THE CROSSING OF THE NEW LINE OF THE C&NW RR IN OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC) TOTAL	.0 2.5 22.5 25.0	LOCAL STATE FED (RHGC) TOTAL	.0 2.5 22.5 25.0
	45	PAVEMENT MARKING AND SIGNING OF 14 RR CROSSINGS IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE FED (RHGC) TOTAL	.4 .0 3.6 4.0	LOCAL STATE FED (RHGC) TOTAL	.4 .0 3.6 4.0

Table 23 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	46	PAVEMENT MARKING OF STH 32 (CHICAGO AVE) FROM FOREST HILL AVE TO OAK CREEK IN THE CITY OF SOUTH MILWAUKEE (1.80 MI)	C/SOUTH MILWAUKEE	LOCAL STATE FED (PM) TOTAL	.0 25.0 25.0	LOCAL STATE FED (PM) TOTAL	.0 25.0 25.0
	47	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED TOTAL	75.0 .0 75.0	LOCAL STATE FED TOTAL	75.0 .0 75.0
	48	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF W BLUEMOUND RD AND N 121ST ST IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED TOTAL	.0 .0 .0	LOCAL STATE FED TOTAL	23.0 .0 23.0
	49	PAVEMENT MARKING AT VARIOUS LOCATIONS ON AND OFF THE FEDERAL AID HIGHWAY SYSTEM IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE FED (PM) TOTAL	.0 5.0 5.0	LOCAL STATE FED (PM) TOTAL	.0 5.0 5.0
	50	RECONDITIONING OF SIGNALS AT TWO RAILROAD CROSSINGS ON THE FEDERAL-AID SYSTEM IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (RHGC) TOTAL	.0 4.0 36.0 40.0	LOCAL STATE FED (RHGC) TOTAL	.0 4.0 36.0 40.0
	51	PAVEMENT MARKING ON VARIOUS LOCAL STREETS IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE FED (PM) TOTAL	.0 34.0 34.0	LOCAL STATE FED (PM) TOTAL	.0 34.0 34.0
	52	INSTALLATION OF RR SIGNALS AT C&NW T CO CROSSING OF GREENFIELD AVE NEAR 42ND ST IN THE VILLAGE OF W MILWAUKEE & CITY OF MILWAUKEE	V/WEST MILWAUKEE	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0	LOCAL STATE FED (RHGC) TOTAL	5.0 .0 45.0 50.0
	53	PAVEMENT MARKING ON LAKE DR FROM SOUTH VILLAGE LIMITS TO SILVER SPRING DR IN THE VILLAGE OF WHITEFISH BAY (2.0 MI)	V/WHITEFISH BAY	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0
	54	PAVEMENT MARKING ON VARIOUS STREETS IN THE VILLAGE OF GERMANTOWN	V/GERMANTOWN	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0	LOCAL STATE FED (PM) TOTAL	.0 .0 20.0 20.0
	55	CHANNELIZATION AND SIGNAL MODIFICATION OF THE INTERSECTION OF CTH A AND CTH Y IN THE TOWN OF PEWAUKEE	WAUKESHA COUNTY	LOCAL STATE FED (HHL) TOTAL	19.5 .0 85.5 105.0	LOCAL STATE FED (HHL) TOTAL	19.5 .0 85.5 105.0
	56	CHANNELIZATION AND SIGNAL MODIFICATION OF THE INTERSECTION OF CTH A AND CTH D IN THE TOWN OF WAUKESHA	WAUKESHA COUNTY	LOCAL STATE FED (HHL) TOTAL	21.0 .0 99.0 120.0	LOCAL STATE FED (HHL) TOTAL	21.0 .0 99.0 120.0
	57	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF NORTH AVE AND CALHOUN RD IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE FED TOTAL	30.0 .0 30.0	LOCAL STATE FED TOTAL	30.0 .0 30.0
	58	RECONDITIONING OF CROSSING GATES AND SIGNALS AT THE MARCY RD CROSSING OF THE C&NW RR IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED (RHGC) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (RHGC) TOTAL	.0 4.0 36.0 40.0
	59	PAVEMENT MARKING ON VARIOUS ROADS IN THE VILLAGE OF SUSSEX	V/SUSSEX	LOCAL STATE FED (PM) TOTAL	.0 .0 4.0 4.0	LOCAL STATE FED (PM) TOTAL	.0 .0 4.0 4.0
	60	INSTALLATION OF TRAFFIC SIGNALS ON USH 18 AT THE MANHATTAN DR INTERSECTION IN THE CITY OF WAUKESHA	C/WAUKESHA	LOCAL STATE FED (HHL) TOTAL	.0 .0 .0 .0	LOCAL STATE FED (HHL) TOTAL	4.0 .0 36.0 40.0

Table 23 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RACINE URBANIZED AREA	61	RECONDITIONING TRAFFIC SIGNALS ON STH 32 AT THE DURAND RD INTERSECTION IN THE CITY OF RACINE	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 2.0 18.0	LOCAL STATE FED (HHL)	.0 2.0 18.0
				TOTAL	20.0	TOTAL	20.0
	62	INSTALLATION OF TRAFFIC SIGNALS ON STH 11 AT THE KENTUCKY ST INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 .0 .0	LOCAL STATE FED (HHL)	.0 2.5 22.5
				TOTAL	.0	TOTAL	25.0
	63	RECONDITIONING TRAFFIC SIGNALS ON STH 11 AT THE STH 31 INTERSECTION IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 5.0 15.0	LOCAL STATE FED (FAP)	.0 5.0 15.0
				TOTAL	20.0	TOTAL	20.0
RURAL AREAS OF THE REGION	64	INSTALLATION OF TRAFFIC SIGNALS/INTERCONNECT ON STH 31 AT THE 16TH ST, 21ST ST, AND GRACELAND INTERSECTIONS IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED	.0 80.0 .0	LOCAL STATE FED	.0 80.0 .0
				TOTAL	80.0	TOTAL	80.0
	65	INSTALLATION OF MOTION DETECTORS ON CMST & P AT THE STH 11 CROSSING IN THE VILLAGE OF STURTEVANT	STATE OF WISCONSIN	LOCAL STATE FED	.0 15.0 .0	LOCAL STATE FED	.0 15.0 .0
				TOTAL	15.0	TOTAL	15.0
	66	PAVEMENT MARKING AT VARIOUS LOCATIONS IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED (PM)	.0 .0 33.0	LOCAL STATE FED (PM)	.0 .0 33.0
				TOTAL	33.0	TOTAL	33.0
	67	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH C AT THE MILWAUKEE ROAD CROSSING IN RACINE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 .0 .0	LOCAL STATE FED (RHGC)	.0 6.5 58.5
				TOTAL	.0	TOTAL	65.0
	68	RECONDITIONING OF TRAFFIC SIGNALS ON USH 12 FROM THE ILLINOIS STATE LINE TO THE CITY OF ELKHORN IN WALWORTH COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 3.0 27.0	LOCAL STATE FED (HHL)	.0 3.0 27.0
				TOTAL	30.0	TOTAL	30.0
	69	INSTALLATION OF CROSSING GATES AND SIGNALS ON STH 28 AT THE C&NW RR CROSSING IN THE VILLAGE OF KEWASKUM	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 6.0 54.0	LOCAL STATE FED (RHGC)	.0 6.0 54.0
				TOTAL	60.0	TOTAL	60.0
	70	INSTALLATION OF CROSSING GATES AND SIGNALS ON CTH T AT THE C&NW RR CROSSING (WEST MAINLINE) IN KENOSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 4.5 40.5	LOCAL STATE FED (RHGC)	.0 4.5 40.5
				TOTAL	45.0	TOTAL	45.0
	71	INSTALLATION OF TRAFFIC SIGNALS ON STH 60 AT THE CTH 1 INTERSECTION IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 .0 .0	LOCAL STATE FED (HHL)	.0 4.0 36.0
				TOTAL	.0	TOTAL	40.0
	72	PAVEMENT MARKING PROJECTS THROUGHOUT DOT DISTRICT 2	STATE OF WISCONSIN	LOCAL STATE FED (PM)	.0 .0 430.0	LOCAL STATE FED (PM)	.0 .0 430.0
				TOTAL	430.0	TOTAL	430.0
	73	INSTALLATION OF CANTILEVERED SIGNALS ON STH 67 AT C&NW CROSSING IN THE TOWN OF SUMMIT	STATE OF WISCONSIN	LOCAL STATE FED	.0 52.0 .0	LOCAL STATE FED	.0 52.0 .0
				TOTAL	52.0	TOTAL	52.0
	74	INSTALLATION OF GATES AND SIGNALS ON SCENIC OR AT CMST&P CROSSING IN THE TOWN OF POLK	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 8.4 75.6	LOCAL STATE FED (RHGC)	.0 8.4 75.6
				TOTAL	84.0	TOTAL	84.0
	75	RECONDITIONING OF CMST&P SIGNALS AT THE STH 83 CROSSING IN THE CITY OF HARTFORD	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	.0 4.5 40.5	LOCAL STATE FED (RHGC)	.0 4.5 40.5
				TOTAL	45.0	TOTAL	45.0

Table 23 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION (CONTINUED)	76	INSTALLATION OF CANTILEVERED SIGNALS ON PLEASANT HILL RD AT THE CMST&P CROSSING IN THE TOWN OF RICHFIELD	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	-0 3.0 27.0	LOCAL STATE FED (RHGC)	-0 3.0 27.0
				TOTAL	30.0	TOTAL	30.0
	77	INSTALLATION OF CANTILEVERED SIGNALS ON WATER ST AT THE C&NW CROSSING IN THE CITY OF WEST BEND	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	-0 7.0 63.0	LOCAL STATE FED (RHGC)	-0 7.0 63.0
				TOTAL	70.0	TOTAL	70.0
	78	INSTALLATION OF 12 INCH LENSES AT VARIOUS SDO, CMST&P AND C&NW SIGNAL CROSSINGS WITHIN THE REGION	STATE OF WISCONSIN	LOCAL STATE FED (RHGC)	-0 3.0 27.0	LOCAL STATE FED (RHGC)	-0 3.0 27.0
				TOTAL	30.0	TOTAL	30.0
	79	CHANNELIZATION AND SIGNAL INSTALLATION OF THE INTERSECTION OF STH 31 AND CTH E IN THE TOWN OF SOMERS	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	-0 7.0 63.0	LOCAL STATE FED (HHL)	-0 7.0 63.0
				TOTAL	70.0	TOTAL	70.0
	80	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF WATERFORD	T/WATERFORD	LOCAL STATE FED (PM)	-0 -0 11.0	LOCAL STATE FED (PM)	-0 -0 11.0
				TOTAL	11.0	TOTAL	11.0
	81	PAVEMENT MARKING ON VARIOUS TOWN AND COUNTY ROADS IN WALWORTH COUNTY	WALWORTH COUNTY	LOCAL STATE FED (PM)	-0 -0 230.0	LOCAL STATE FED (PM)	-0 -0 230.0
				TOTAL	230.0	TOTAL	230.0
	82	CHANNELIZATION AND SIGNAL MODIFICATION OF THE INTERSECTION OF WALWORTH AVE AND 7TH ST IN THE CITY OF DELAVAN	C/DELAN	LOCAL STATE FED (HHL)	4.1 -0 36.9	LOCAL STATE FED (HHL)	4.1 -0 36.9
				TOTAL	41.0	TOTAL	41.0
	83	PAVEMENT MARKING ON VARIOUS COUNTY ROADS IN WASHINGTON COUNTY	WASHINGTON COUNTY	LOCAL STATE FED (PM)	-0 -0 50.0	LOCAL STATE FED (PM)	-0 -0 50.0
				TOTAL	50.0	TOTAL	50.0
	84	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF JACKSON IN WASHINGTON COUNTY	T/JACKSON	LOCAL STATE FED (PM)	-0 -0 20.0	LOCAL STATE FED (PM)	-0 -0 20.0
				TOTAL	20.0	TOTAL	20.0
	85	RECONDITIONING OF TRAFFIC SIGNALS ON USH 45 AT THE STH 33 INTERSECTION IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED	50.0 -0 -0	LOCAL STATE FED	50.0 -0 -0
				TOTAL	50.0	TOTAL	50.0
	86	INSTALLATION OF SIGNALS ON USH 45 (MAIN ST) AT THE INTERSECTION WITH VINE ST IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED (HHL)	-0 -0 -0 -0	LOCAL STATE FED (HHL)	7.0 -0 63.0 -0
				TOTAL	-0	TOTAL	70.0
	87	INSTALLATION OF SIGNALS ON USH 45 (MAIN ST) AT THE INTERSECTION WITH PARADISE DR IN THE CITY OF WEST BEND	C/WEST BEND	LOCAL STATE FED (HHL)	-0 -0 -0 -0	LOCAL STATE FED (HHL)	7.0 -0 63.0 -0
				TOTAL	-0	TOTAL	70.0
	88	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF LISBON	T/LISBON	LOCAL STATE FED (PM)	-0 -0 10.0	LOCAL STATE FED (PM)	-0 -0 10.0
				TOTAL	10.0	TOTAL	10.0
	89	PAVEMENT MARKING ON VARIOUS ROADS IN THE TOWN OF VERNON	T/VERNON	LOCAL STATE FED (PM)	-0 -0 9.0	LOCAL STATE FED (PM)	-0 -0 9.0
				TOTAL	9.0	TOTAL	9.0
REGION TOTAL 89 ACTIONS				LOCAL STATE FED TOTAL	1288.1 282.6 3712.6 5283.3	LOCAL STATE FED TOTAL	2970.2 506.6 6512.5 9989.3

Source: SEWRPC.

Table 24

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
PARK-RIDE LOTS WITH EXPRESS TRANSIT SERVICE
AND PARK-AND-POOL LOT PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF A PARK-RIDE FACILITY ON LAYTON AVE AT 20TH ST IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	4.0 36.0	LOCAL STATE FED (FAI)	4.0 288.0
				TOTAL	40.0	TOTAL	320.0
	2	CONSTRUCTION OF A PARK-RIDE FACILITY ON LAKE DR AT LUNHAM IN THE CITY OF ST FRANCIS	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 .0	LOCAL STATE FED (FAI)	.0 495.0
				TOTAL	.0	TOTAL	550.0
	3	CONSTRUCTION OF A PARK-RIDE FACILITY ON PORT WASHINGTON RD NEAR CARDINAL STRICH COLLEGE IN THE VILLAGE OF FOX POINT	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	4.0 36.0	LOCAL STATE FED (FAI)	4.0 477.0
				TOTAL	40.0	TOTAL	530.0
	4	CONSTRUCTION OF A PARK-RIDE FACILITY ON RAWSON AV AT 76TH AT IN THE CITY OF FRANKLIN	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	1.0 9.0	LOCAL STATE FED (FAI)	1.0 261.0
				TOTAL	10.0	TOTAL	290.0
	5	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH-894 (AIRPORT FREEWAY) AT LUDMIS RD INTCHG IN THE CITY OF GREENFIELD	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 45.0	LOCAL STATE FED (FAI)	.0 540.0
				TOTAL	50.0	TOTAL	600.0
	6	CONSTRUCTION OF A TRANSIT STATION ON IH 43 (NORTH-SOUTH FREEWAY) AT THE LOCUST ST INTERCHANGE IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 .0	LOCAL STATE FED (FAI)	.0 313.0
				TOTAL	.0	TOTAL	350.0
	7	CONSTRUCTION OF A PARK-RIDE FACILITY ON I-94 (EAST-WEST FRWY) NEAR VETERANS ADMIN COMPLEX IN THE VILLAGE OF WEST MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 .0	LOCAL STATE FED (FAI)	.0 198.0
				TOTAL	.0	TOTAL	220.0
	8	CONSTRUCTION OF A TRANSIT STATION ON I-43 (NORTH-SOUTH FREEWAY) AT NORTH AVE IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 .0	LOCAL STATE FED (FAI)	.0 297.0
				TOTAL	.0	TOTAL	330.0
	9	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 43 (NORTH-SOUTH FREEWAY) AT THE SILVER SPRING DR INTERCHANGE IN THE CITY OF GLENDALE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 .0	LOCAL STATE FED (FAI)	.0 792.0
				TOTAL	.0	TOTAL	880.0
	10	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON IH-43 AT BROWN DEER RD IN THE VILLAGE OF RIVER HILLS	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 198.0	LOCAL STATE FED (FAI)	.0 198.0
				TOTAL	220.0	TOTAL	220.0
	11	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (NORTH-SOUTH FREEWAY) AT THE RYAN RD INTERCHANGE IN OAK CREEK	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 621.0	LOCAL STATE FED (FAI)	.0 621.0
				TOTAL	690.0	TOTAL	690.0
	12	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 894 (ZOO FREEWAY) AT THE NATIONAL AVE INTERCHANGE IN THE CITY OF WEST ALLIS	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 180.0	LOCAL STATE FED (FAI)	.0 675.0
				TOTAL	200.0	TOTAL	750.0
	13	CONSTRUCTION OF A PARK-RIDE FACILITY ON IH 94 (EAST-WEST FREEWAY) AT STATE FAIR PARK (84TH ST INTERCHANGE) IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (FAI)	.0 225.0	LOCAL STATE FED (FAI)	.0 225.0
				TOTAL	250.0	TOTAL	250.0
	14	CONSTRUCTION OF A PARK-RIDE FACILITY ON STH 15 AT THE MOORLAND RD INTERCHANGE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 12.0	LOCAL STATE FED (FAP)	.0 87.0
				TOTAL	16.0	TOTAL	116.0
	15	CONSTRUCTION OF A PARK AND POOL LOT AT THE USH 41 INTERCHANGE WITH LANNON ROAD IN WASHINGTON COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	.0 19.5	LOCAL STATE FED (FAP)	.0 19.5
				TOTAL	26.0	TOTAL	26.0

Table 24 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA (CONTINUED)	16	CONSTRUCTION OF A PARK-RIDE LOT NEAR THE IH 94 INTERCHANGE WITH MOORLAND ROAD IN WAUKSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL 15.0	LOCAL STATE FED (FAI) TOTAL 525.0
	17	CONSTRUCT PARK-RIDE LOT AT IH 43 (N-S FREEWAY) AND STH 167 IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL 0.0	LOCAL STATE FED (FAI) TOTAL 895.0
	18	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE FACILITY ON IH 94 AT COLLEGE AVE. IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL 40.0	LOCAL STATE FED (FAI) TOTAL 40.0
	19	CONSTRUCTION OF A PARK-RIDE FACILITY ON STH 15 (ROCK FREEWAY) NEAR THE STH 100 INTERCHANGE IN THE VILLAGE OF HALES CORNERS	MILWAUKEE COUNTY	LOCAL STATE FED (FAI) TOTAL 20.0	LOCAL STATE FED (FAI) TOTAL 20.0
	20	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE GOOD HOPE RD INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL 270.0	LOCAL STATE FED (FAP) TOTAL 630.0
	21	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT CAPITOL DRIVE INTERCHANGE IN THE CITY OF WAUWATOSA	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL 100.0	LOCAL STATE FED (FAP) TOTAL 1200.0
	22	CONSTRUCTION OF A PARK-RIDE FACILITY ON USH 45 (ZOO FREEWAY) AT THE SILVER SPRING DRIVE INTERCHANGE IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL 80.0	LOCAL STATE FED (FAP) TOTAL 680.0
	23	CONSTRUCTION OF A PARK-RIDE FACILITY ON N 60TH ST AT WEST BURLEIGH ST IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL 0.0	LOCAL STATE FED (FAP) TOTAL 260.0
	24	CONSTRUCTION OF A PARK-RIDE FACILITY AT TIMMERMAN AIRPORT IN THE CITY OF MILWAUKEE	MILWAUKEE COUNTY	LOCAL STATE FED (FAP) TOTAL 60.0	LOCAL STATE FED (FAP) TOTAL 360.0
	25	CONSTRUCTION OF A PARK-POOL LOT ON IH 94 AT THE STH 83 INTERCHANGE IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL 145.0	LOCAL STATE FED (FAI) TOTAL 145.0
RURAL AREAS OF THE REGION	26	CONSTRUCTION TO ADD CAPACITY TO EXISTING PARK-RIDE LOT AT STH 67 AND DELAFIELD ROAD IN WAUKSHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL 60.0	LOCAL STATE FED (FAI) TOTAL 60.0
	27	CONSTRUCT PARK-RIDE LOT AT IH 43 (N-S FREEWAY) AND STH 60 IN OZAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAI) TOTAL 0.0	LOCAL STATE FED (FAI) TOTAL 873.0
	28	CONSTRUCTION OF A PARK-RIDE LOT NEAR THE I 43 AND CTH C INTERCHANGE IN THE TOWN OF GRAFTON	OZAUKEE COUNTY	LOCAL STATE FED TOTAL 50.0	LOCAL STATE FED TOTAL 50.0
	REGION TOTAL 28 ACTIONS			LOCAL STATE FED TOTAL 2382.0	LOCAL STATE FED TOTAL 11860.0

Source: SEWRPC.

Table 25

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
SPOT STREET AND HIGHWAY IMPROVEMENT PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CHANNELIZATION OF THE INTERSECTION OF STH 32 (CHICAGO RD) AND PUETZ RD IN THE CITY OF OAK CREEK	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	27.0 24.3	LOCAL STATE FED (HHL)	27.0 24.3
				TOTAL	27.0	TOTAL	27.0
	2	CHANNELIZATION AT VARIOUS LOCATIONS ALONG STH 181 (76TH ST) IN THE CITY OF MILWAUKEE	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	11.0 99.0	LOCAL STATE FED (HHL)	11.0 99.0
				TOTAL	110.0	TOTAL	110.0
	3	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 74 AT THE CTH J INTERSECTION IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 .0	LOCAL STATE FED (HHL)	.0 27.0
				TOTAL	.0	TOTAL	30.0
	4	RESURFACING OF STH 145 FROM USH 41 TO CTH F IN WASHINGTON AND WAUKESHA COUNTIES (6.43MI)	STATE OF WISCONSIN	LOCAL STATE FED	.0 .0	LOCAL STATE FED	.0 .0
				TOTAL	.0	TOTAL	30.0
	5	RESURFACING AND STRUCTURE IMPROVEMENTS ON IH 94 FROM CTH 55 TO THE MILWAUKEE COUNTY LINE IN WAUKESHA COUNTY (13.00MI)	STATE OF WISCONSIN	LOCAL STATE FED	.0 621.0	LOCAL STATE FED	.0 10278.0
				TOTAL	690.0	TOTAL	11420.0
	6	CHANNELIZATION ON STH 190 (CAPITOL DR) AT TWO LOCATIONS IN THE CITY OF BROOKFIELD	STATE OF WISCONSIN	LOCAL STATE FED (HHL)	.0 63.0	LOCAL STATE FED (HHL)	.0 63.0
				TOTAL	70.0	TOTAL	70.0
	7	RECONSTRUCTION WITH TURNING LANES OF THE STH 57 INTERSECTION WITH 17TH AVENUE	V/GRAFTON	LOCAL STATE FED (HHL)	.0 .0	LOCAL STATE FED (HHL)	3.5 31.5
				TOTAL	.0	TOTAL	35.0
	8	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF GREEN BAY RD AND SCHROEDER DR IN THE VILLAGE OF BROWN DEER	V/BROWN DEER	LOCAL STATE FED (HHL)	2.0 18.0	LOCAL STATE FED (HHL)	2.0 18.0
				TOTAL	20.0	TOTAL	20.0
	9	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF SILVER SPRING DR AND 25TH ST IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL STATE FED (HHL)	1.5 13.5	LOCAL STATE FED (HHL)	1.5 13.5
				TOTAL	15.0	TOTAL	15.0
	10	CONSTRUCTION OF TURN LANES AT THE INTERSECTION OF SILVER SPRING DR AND DEXTER AVE IN THE CITY OF GLENDALE	C/GLENDALE	LOCAL STATE FED (HHL)	1.5 13.5	LOCAL STATE FED (HHL)	1.5 13.5
				TOTAL	15.0	TOTAL	15.0
	11	CHANNELIZATION AT TWO INTERSECTIONS ON USH 45 (108TH ST) IN THE VILLAGE OF HALES CORNERS	V/HALES CORNERS	LOCAL STATE FED (HHL)	6.0 54.0	LOCAL STATE FED (HHL)	6.0 54.0
				TOTAL	60.0	TOTAL	60.0
	12	RESURFACING OF S CLEMENT AVE FROM E HOWARD AVE TO S KINNICKINNIE AVE IN THE CITY OF MILWAUKEE (0.40 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU)	12.5 37.5	LOCAL STATE FED (FAU)	120.0 360.0
				TOTAL	50.0	TOTAL	480.0
	13	RESURFACING & CHANNELIZATION OF S HOWELL AVE NORTH OF W GRANGE AVE TO HOWARD AVE IN THE CITY OF MILWAUKEE (1.71 MI)	C/MILWAUKEE	LOCAL STATE FED (FAU)	25.0 75.0	LOCAL STATE FED (FAU)	250.0 750.0
				TOTAL	100.0	TOTAL	1000.0
	14	RESURFACING OF S 1ST ST FROM W FLORIDA ST TO W PITTSBURGH AVE IN THE CITY OF MILWAUKEE (0.14 MI)	C/MILWAUKEE	LOCAL STATE FED (FAP)	.0 .0	LOCAL STATE FED (FAP)	4.2 12.6
				TOTAL	.0	TOTAL	16.8
	15	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S CHASE AVE STRUCTURE OVER C&NW RR RIGHT-OF-WAY IN THE CITY OF MILWAUKEE (0.03 MI)	C/MILWAUKEE	LOCAL STATE FED (BRF)	158.0 632.0	LOCAL STATE FED (BRF)	158.0 632.0
				TOTAL	790.0	TOTAL	790.0

Table 25 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA (CONTINUED)	16	RESURFACING OF N 60TH ST FROM W ROOSEVELT DR TO W CAPITOL DR IN THE CITY OF MILWAUKEE (1.01 MI)	C/MILWAUKEE	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 37.5 FED 112.5 (FAU) TOTAL 150.0
	17	RESURFACING OF S 16TH ST FROM W MITCHELL ST TO W GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.32 MI)	C/MILWAUKEE	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 9.6 FED .0 (FAU) TOTAL 38.4
	18	RESURFACING OF W WINNEBAGO ST FROM N 7TH ST TO N 10TH ST IN THE CITY OF MILWAUKEE (0.22 MI)	C/MILWAUKEE	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 25.5 FED .0 (FAU) TOTAL 102.3
	19	RESURFACING OF W LISBON AVE FROM CMT&P RR RIGHT-OF-WAY TO N. 40TH ST IN THE CITY OF MILWAUKEE (0.61 MI)	C/MILWAUKEE	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 18.3 FED .0 (FAU) TOTAL 73.2
	20	TRANSPORTATION SYSTEM MANAGEMENT PROJECTS INCLUDING THOSE IDENTIFIED BY THE CITYWIDE TSM STUDY AND THE NORTH WEST SIDE STUDY	C/MILWAUKEE	LOCAL STATE 35.0 FED .0 (COMB) 105.0 TOTAL 140.0	LOCAL STATE 125.0 FED .0 (COMB) 375.0 TOTAL 500.0
	21	TRANSPORTATION SYSTEM MANAGEMENT PROJECTS INCLUDING THOSE IDENTIFIED BY THE CITYWIDE TSM STUDY AND THE NORTH WEST SIDE STUDY	C/MILWAUKEE	LOCAL STATE 17.5 FED 52.5 TOTAL 70.0	LOCAL STATE 37.5 FED 212.5 TOTAL 250.0
	22	INSTALLATION OF GATES AT THE CENW T CO (NEW LINE) CROSSING OF E DREXEL AVE IN THE CITY OF OAK CREEK	C/OAK CREEK	LOCAL STATE 2.2 FED .0 (RHGC) 19.8 TOTAL 22.0	LOCAL STATE 2.2 FED .0 (RHGC) 19.8 TOTAL 22.0
	23	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF CHICAGO AVE AND MANTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	C/SOUTH MILWAUKEE	LOCAL STATE 23.0 FED .0 (HHL) 207.0 TOTAL 230.0	LOCAL STATE 23.0 FED .0 (HHL) 207.0 TOTAL 230.0
	24	RECONSTRUCTION OF THE HARWOOD AVE BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA	C/WAUWATOSA	LOCAL STATE .0 FED .0 TOTAL .0	LOCAL STATE 320.0 FED .0 TOTAL 320.0
	25	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF S 60TH ST AT W WALKER ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE 18.6 FED .0 (HHL) 167.4 TOTAL 186.0	LOCAL STATE 38.6 FED .0 (HHL) 347.4 TOTAL 386.0
	26	RECONSTRUCTION WITH ADDITIONAL LANES OF W NATIONAL AVE AT THE INTERSECTION WITH S 76TH ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 15.0 FED .0 (FAU) TOTAL 60.0
	27	RECONSTRUCTION WITH ADDITIONAL LANES OF W GREENFIELD AVE AT THE INTERSECTION WITH S 76TH ST IN THE CITY OF WEST ALLIS	C/WEST ALLIS	LOCAL STATE .0 FED .0 (FAU) TOTAL .0	LOCAL STATE 25.0 FED .0 (FAU) TOTAL 100.0
	28	RECONSTRUCTION WITH ADDITIONAL LANES OF THE INTERSECTION OF CTH JJ AND SPRINGDALE RD IN WAUKESHA COUNTY	WAUKESHA COUNTY	LOCAL STATE .0 FED .0 (HHL) TOTAL .0	LOCAL STATE 20.0 FED .0 (HHL) TOTAL 200.0
	29	RECONSTRUCTION WITH ADDITIONAL LANES OF THE LILLY RD INTERSECTION WITH BURLEIGH RD IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE 12.0 FED .0 TOTAL 12.0	LOCAL STATE 12.0 FED .0 TOTAL 12.0
	30	CHANNELIZATION OF MEDIAN OPENING ON CAPITOL DR (15TH 190), EAST OF 144TH ST IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL STATE 8.0 FED .0 (HHL) 72.0 TOTAL 80.0	LOCAL STATE 8.0 FED .0 (HHL) 72.0 TOTAL 80.0

Table 25 (continued)

AREA OF THE REGION	NO.	PROJECT	IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
		DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA (CONTINUED)	31	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LILLY RD AT THE HAMPTON AVE INTERSECTION IN MENOMONEE FALLS AND BROOKFIELD	V/MENOMONEE FALLS	LOCAL STATE FED (FAU)	20.0 0.0 60.0	LOCAL STATE FED (FAU)	20.0 0.0 60.0
				TOTAL	80.0	TOTAL	80.0
	32	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH Q AT THE PILGRIM RD INTERSECTION IN MENOMONEE FALLS AND GERMANTOWN	V/MENOMONEE FALLS	LOCAL STATE FED (HHL)	7.0 0.0 63.0	LOCAL STATE FED (HHL)	7.0 0.0 63.0
				TOTAL	70.0	TOTAL	70.0
	33	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MARCY RD AT THE VILLARD AVE INTERSECTION IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	44.0 0.0 0.0
				TOTAL	0.0	TOTAL	44.0
	34	RECONSTRUCTION WITH NO ADDITIONAL LANES OF AN AREA 300 FEET WEST OF THE COUNTY LINE ON GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS	V/MENOMONEE FALLS	LOCAL STATE FED	25.0 0.0 0.0	LOCAL STATE FED	25.0 0.0 0.0
				TOTAL	25.0	TOTAL	25.0
	35	CONSTRUCTION OF SWARTZ RD SOUTH FROM BEEHEIM RD IN THE CITY OF NEW BERLIN (0.50 MI)	C/NEW BERLIN	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	60.0 0.0 0.0
				TOTAL	0.0	TOTAL	60.0
	36	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CALHOUN RD FROM NATIONAL AVE TO BELOIT RD IN THE CITY OF NEW BERLIN (0.90 MI)	C/NEW BERLIN	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	25.0 0.0 0.0
				TOTAL	0.0	TOTAL	25.0
	37	RECONSTRUCTION FOR SPOT IMPROVEMENTS AT VARIOUS LOCATIONS ALONG BERES RD IN THE CITY OF NEW BERLIN (0.10 MI)	C/NEW BERLIN	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	15.0 0.0 0.0
				TOTAL	0.0	TOTAL	15.0
	38	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W NATIONAL AVE AT THE COFFEE RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	12.0 0.0 0.0
				TOTAL	0.0	TOTAL	12.0
	39	RECONSTRUCTION WITH TURNING LANES OF THE CALHOUN ROAD AND CTH D INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED (HHL)	0.0 0.0 0.0 0.0	LOCAL STATE FED (HHL)	4.0 0.0 36.0 0.0
				TOTAL	0.0	TOTAL	40.0
	40	RECONSTRUCTION WITH TURNING LANES OF THE NATIONAL AVE AND SUNNY SLOPE RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED (HHL)	0.0 0.0 0.0 0.0	LOCAL STATE FED (HHL)	11.2 0.0 100.8 0.0
				TOTAL	0.0	TOTAL	112.0
	41	RECONSTRUCTION WITH TURNING LANES OF THE NATIONAL AVE AND CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	C/NEW BERLIN	LOCAL STATE FED (HHL)	0.0 0.0 0.0 0.0	LOCAL STATE FED (HHL)	5.2 0.0 46.8 0.0
				TOTAL	0.0	TOTAL	52.0
	42	RECONSTRUCTION AND INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF STH 74 AND STH 164 IN THE VILLAGE OF SUSSEX	V/SUSSEX	LOCAL STATE FED (HHL)	7.0 0.0 63.0	LOCAL STATE FED (HHL)	13.5 0.0 121.5
				TOTAL	70.0	TOTAL	135.0
RACINE URBANIZED AREA	43	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KINZIE AVE EAST OF CHICAGO ST IN THE CITY OF RACINE	C/RACINE	LOCAL STATE FED	0.0 0.0 0.0	LOCAL STATE FED	85.0 0.0 0.0
				TOTAL	0.0	TOTAL	85.0
	44	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE INTERSECTION OF 16TH STREET AND MEMORIAL DR	C/RACINE	LOCAL STATE FED (FAU)	0.0 0.0 0.0 0.0	LOCAL STATE FED (FAU)	40.0 0.0 120.0 0.0
				TOTAL	0.0	TOTAL	160.0

Table 25 (continued)

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RACINE URBANIZED AREA (CONTINUED)	45	RECONSTRUCTION OF THE INTERSECTION OF NORTH MEMORIAL DRIVE AND STATE TO PROVIDE TURN LANES	C/RACINE	LOCAL	.0	LOCAL	25.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	25.0
	46	RECONSTRUCTION OF THE INTERSECTION OF TAYLOR AVE. AND WASHINGTON AVE TO PROVIDE TURN LANES	C/RACINE	LOCAL	.0	LOCAL	35.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	35.0
RURAL AREAS OF THE REGION	47	CHANNELIZATION ON STH 16 FROM THE ECONOMO WOC LIMITS TO CTH P IN WAUKESHA COUNTY	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	20.0	STATE	20.0
				FED	.0	FED	.0
				TOTAL	20.0	TOTAL	20.0
	48	MODIFICATION OF THE INTERSECTION OF STH 36 AND CTH D IN THE TOWN OF ROCHESTER	STATE OF WISCONSIN	LOCAL	.0	LOCAL	.0
				STATE	2.0	STATE	2.0
				FED (HHL)	18.0	FED (HHL)	18.0
				TOTAL	20.0	TOTAL	20.0
	49	RECONSTRUCTION OF THE TOWN RD BRIDGE AT THE FOX RIVER IN THE TOWN OF WATERFORD	T/WATERFORD	LOCAL	50.0	LOCAL	50.0
				STATE	.0	STATE	.0
				FED (BRF)	200.0	FED (BRF)	200.0
				TOTAL	250.0	TOTAL	250.0
REGION TOTAL 49 ACTIONS				LOCAL	431.8	LOCAL	1740.8
				STATE	2626.2	STATE	14736.7
				FED		FED	
				TOTAL	3222.0	TOTAL	17907.7

Source: SEWRPC.

considered in the transit service study for exclusive bus lanes, parking restrictions, or tow-away zones. The determination of such arterials was based on projected 1985 bus volumes. The street segments concerned are identified in Table 29. As recommended under the year 2000 regional transportation system plan, four of these arterial segments are being considered for use as exclusive bus lanes. Table 30 presents these segments, along with the other arterials recommended for exclusive bus lanes, parking restrictions, and tow-away zones in the regional transportation plan.

ACTION 10--DOWNTOWN SHUTTLE SERVICES

The 1981 TSM plan recommends the continuation of Milwaukee County's downtown shuttle bus service and the further implementation of actions as necessary to improve or expand this service. Consistent with this recommendation, plans for the future improvement of the shuttle bus service are being developed

in conjunction with the planning and design of a transit mall on Wisconsin Avenue. The proposed transit mall, extending from N. Water Street to N. Sixth Street, should be substantially completed by 1982 (see Map 20), as reported under Action 18.

ACTION 11--TRANSIT SHELTERS

The 1981 TSM plan recommends the continued implementation of transit passenger shelter projects in the urbanized areas of the Region. In line with this recommendation, Milwaukee County plans to request to amend the UMTA Section 5 capital grant received in 1980 to allow the purchase and installation of an additional 150 shelters. In addition, Milwaukee County applied for a Section 3 capital assistance grant in 1979 to fund, among other items, the purchase and installation of 100 shelters. This application is still pending with the UMTA. When the grant is awarded, this shelter project will be implemented.

Table 26

PROPOSED UBUS/UPARK PROGRAM EXPANSION FOR 1980 TO 1984

Year	Service	Expansion
1979-1980	1. UBUS Service: UPARK Service:	Capitol, Center, Burleigh, North Oakland, Oklahoma, Silver Spring Capitol/Humboldt, College Avenue, McKinley Marina, Summerfest, Watertown Plank Road, West Allis Treasure Island
1980-1981	2. UBUS Service: UPARK Service: Special Service:	Same as No. 1 plus Downer and Hampton Same as No. 1 plus Northwest Streaker Same as No. 1
1981-1982	3. UBUS Service: UPARK Service: Special Service:	Same as No. 2 plus Capitol Express Same as No. 2 plus Bluemound/Zoo Streaker Same as No. 2 plus Vanpool
1982-1983	4. UBUS Service: UPARK Service: Special Service:	Same as No. 3 plus Cudahy/South Milwaukee Same as No. 3 Same as No. 3
1983-1984	5. UBUS Service: UPARK Service: Special Service:	Same as No. 4 plus Greenfield Same as No. 4 Same as No. 4

Source: University of Wisconsin-Milwaukee.

Table 27

PROGRAMMABLE COSTS AND SOURCES OF PROGRAM FUNDS
FOR THE UBUS/UPARK PROGRAMS: 1979-1984

Costs and Sources of Funds	1979-1980	1980-1981	1981-1982	1982-1983	1983-1984
Revenues					
Student Fees	\$ 72,518	\$ 80,000	\$ 85,000	\$ 95,000	\$105,000
General Revenue (state tax fund)	225,000	235,000	245,000	255,000	270,000
Fares	268,750	320,000	341,750	355,750	373,250
Total	\$566,268	\$635,000	\$671,750	\$705,750	\$748,250
Expenses					
Salaries	\$ 39,000	\$ 40,000	\$ 42,500	\$ 45,000	\$ 48,000
Marketing and Supplies	22,000	23,000	24,000	25,000	27,000
UPARK/UBUS (bus tickets)	355,250	405,250	420,250	440,250	465,250
UPARK/UBUS (charter)	216,600	283,800	362,200	377,200	402,200
Auxiliary Administration	10,000	12,000	13,500	15,000	16,500
Total	\$642,850	\$764,050	\$862,450	\$902,450	\$958,950
Loss	\$ 76,582	\$129,050	\$190,700	\$196,700	\$210,700
Prior Year's Surplus	\$ 76,582	\$129,050^a	\$190,700^a	\$196,700^a	\$210,700^a

^aParking surplus funds.

Source: University of Wisconsin-Milwaukee.

Table 28

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
ARTERIAL STUDIES PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)	
	NO.	DESCRIPTION		ANNUAL ELEMENT	TOTAL TIP
MILWAUKEE URBANIZED AREA	1	76TH STREET (USH 181) CORRIDOR TSM ACTIONS FROM HARWOOD AVENUE TO MEQUON ROAD (STH 167)	STATE OF WISCONSIN	LOCAL STATE FED (FAU) 175.0 525.0	LOCAL STATE FED (FAU) 175.0 525.0
				TOTAL 700.0	TOTAL 700.0
	2	CONSTRUCTION OF EXCLUSIVE BUS LANES ON WISCONSIN, PROSPECT AND FARWELL AVES IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL STATE FED 31.5 94.5 .0	LOCAL STATE FED 31.5 94.5 .0
				TOTAL 126.0	TOTAL 126.0
REGION TOTAL 2 ACTIONS				LOCAL STATE FED 31.5 269.5 525.0	LOCAL STATE FED 31.5 269.5 525.0
				TOTAL 826.0	TOTAL 826.0

Source: SEWRPC.

Table 29

**EXCLUSIVE TRANSIT LANES ON STANDARD ARTERIAL STREETS
IN THE MILWAUKEE URBANIZED AREA
AS RECOMMENDED UNDER THE YEAR 2000
REGIONAL TRANSPORTATION SYSTEM PLAN**

Arterial Street			Exclusive Transit Lane				Remarks
Name	Limits		Type	Direction	Duration	Number of Buses in Peak Hour	
	From	To					
N. 27th Street	W. St. Paul Avenue	W. Capitol Drive	Curb Lane	Southbound	6:00 a.m.-6:00 p.m.	19	Requires removal of curb parking. Requires removal of curb parking.
			Curb Lane	Northbound	6:00 a.m.-6:00 p.m.	26	
N. Farwell Avenue	E. Ogden Avenue	E. North Avenue	Curb Lane	Southbound	6:00 a.m.-9:00 a.m.	37	Requires removal of curb parking.
				Southbound	3:00 p.m.-6:00 p.m.	44	
N. Prospect Avenue	E. Kilbourn Avenue	E. North Avenue	Curb Lane	Northbound	6:00 a.m.-9:00 a.m.	38	Requires removal of curb parking.
				Northbound	3:00 p.m.-6:00 p.m.	44	
Kenwood Boulevard	N. Downer Avenue	N. Oakland Avenue	Curb Lane	Westbound	6:00 a.m.-6:00 p.m.	119	Requires removal of curb parking.
E. and W. Wells Street	N. Prospect Avenue	N. 10th Street	Contra-flow Curb Lane	Westbound	All day	68	Requires removal of curb parking, median construction, and replacement of Wells Street Bridge over Milwaukee River.
W. Wisconsin Avenue	N. 10th Street	N. 35th Street	Curb Lane	Eastbound	6:00 a.m.-9:00 a.m.	75	Requires removal of curb parking.
				Westbound	3:00 p.m.-6:00 p.m.	98	

Source: SEWRPC.

Table 30

**STANDARD ARTERIAL STREET SEGMENTS
RECOMMENDED FOR EXCLUSIVE BUS LANES,
PARKING RESTRICTIONS, OR TOW-AWAY ZONES
OUTSIDE THE CENTRAL BUSINESS DISTRICT**

Arterial Street Name	Limits	
	From	To
W. Wisconsin Avenue	N. 10th Street	N. 35th Street
N. Prospect Avenue	E. North Avenue	E. Kilbourn Avenue
N. Farwell Avenue	E. North Avenue	E. Ogden Avenue
Kenwood Boulevard	N. Downer Avenue	N. Oakland Avenue
Kinnickinnic Avenue and S. 1st Street	Pryor Avenue	The Milwaukee River
N. 6th Street	Lloyd Street	Edgerton Avenue
Fond du Lac Avenue	N. 54th Street	N. 17th Street
N. 17th Street	Fond du Lac Avenue	W. Wisconsin Avenue
Forest Home Avenue	S. 76th Street	S. 16th Street
S. 76th Street	Southridge Shopping Center	Forest Home Avenue

Source: Milwaukee County and SEWRPC.

Table 31 lists the three transit passenger shelter and bench projects, one located in the Kenosha urbanized area and two located in the Milwaukee urbanized area, proposed for implementation in the 1981 TSM plan. The cost of implementing these projects is estimated to be \$1.2 million.

ACTION 12--CARPOOL AND VANPOOL PROMOTION

The 1981 TSM plan recommends that the Milwaukee Metropolitan Area Ridesharing Program and WisDOT vanpool program be continued, as indicated in Table 32, at an estimated cost of \$245,000. Milwaukee urbanized area employers presently having ride-sharing programs should be encouraged to assist adjacent employers in promoting ride-sharing concepts. In addition, it is recommended that the results and recommendations of the study of innovative approaches to energy conservation completed by the University of Wisconsin, with funding from the Wisconsin Office of State Planning and Energy, be carefully considered during 1981 in

the continued operation and possible modification of the carpool and vanpool programs.

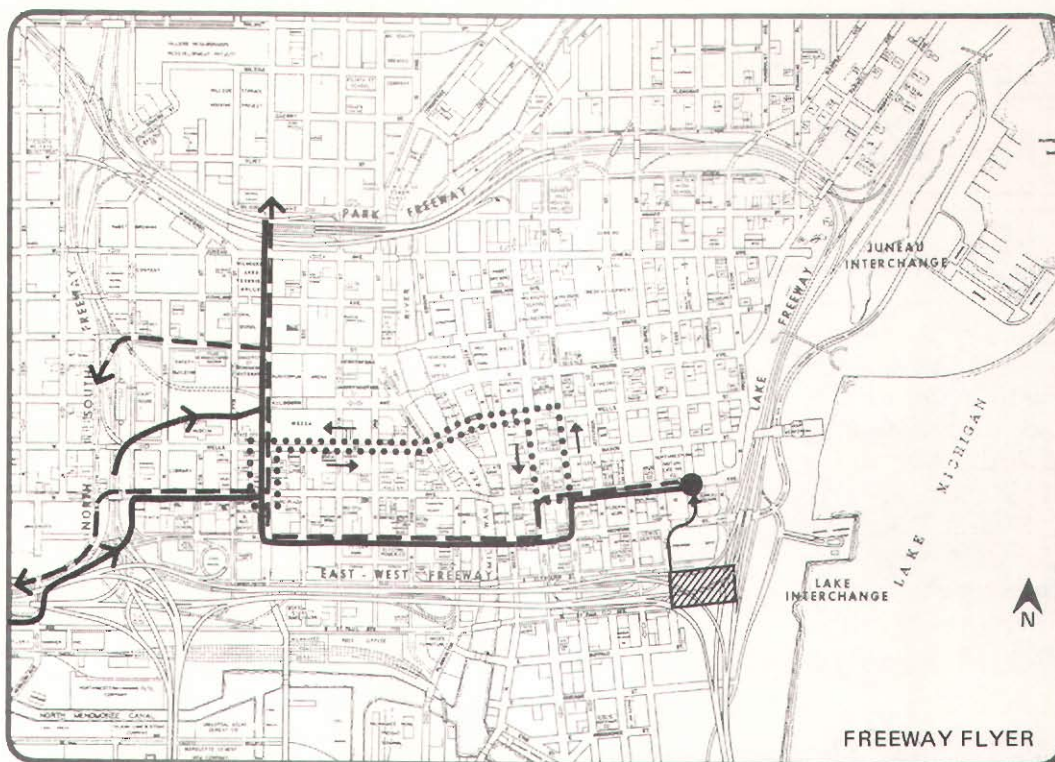
ACTION 13--PEDESTRIAN AND BICYCLE PROVISIONS

The 1981 TSM plan recommends the continued implementation of pedestrian and bicycle projects to increase the ease and safety of pedestrian and bicycle travel in the Region. As a result, a total of five new or continuing projects of this type, having a total estimated cost of \$418,000, are recommended for implementation during the five-year 1981-1985 period. Table 33 lists the pedestrian and bicycle projects proposed for implementation in the Region.

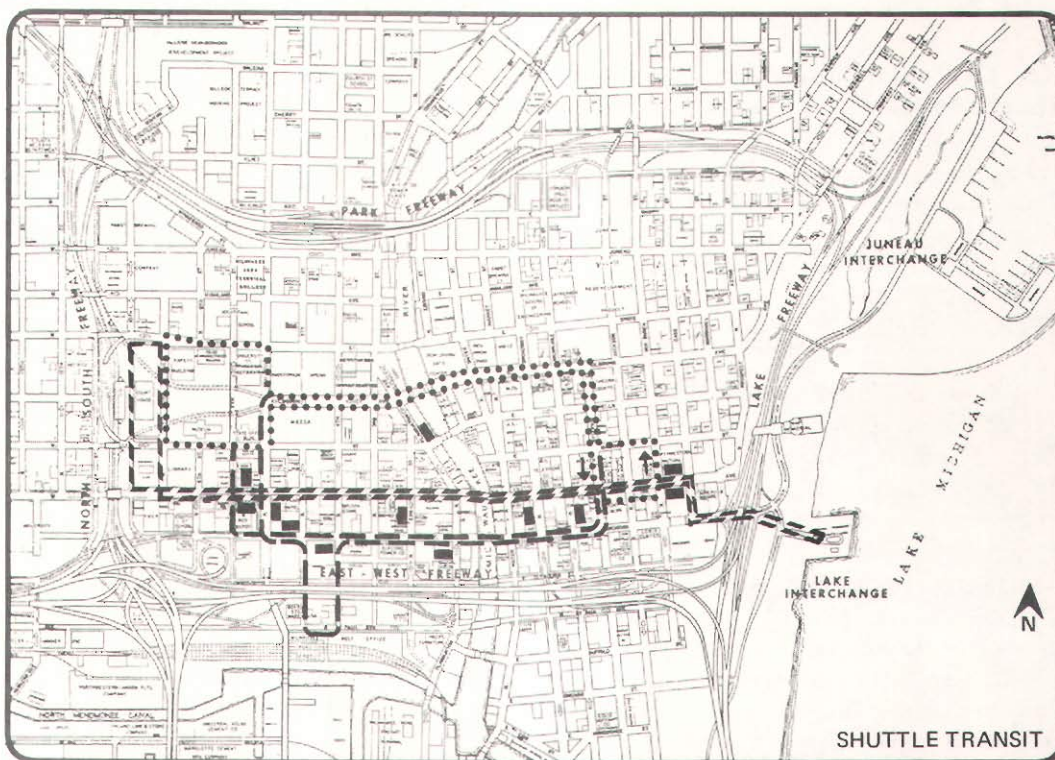
ACTION 14--MISCELLANEOUS LOW-CAPITAL ACTIONS

The 1981 TSM plan recommends the continued implementation of various low-capital projects generally categorized by the Regional Planning Commission

Map 20
RECOMMENDED TRANSPORTATION CENTER PLAN
FOR DOWNTOWN MILWAUKEE



- A.M. ROUTES
- - - P.M. ROUTES
- ▨ BUS MARSHALLING FACILITY
- ULTIMATELY, ADD TWO ROUTES ON WELLS STREET, WITH W.B. TRANSIT ONLY LANE



- KILBOURN AVE. ROUTE - MIDDAY
- - - KILBOURN AVE. ROUTE EXTENSIONS FOR A.M. / P.M. HOURS AND SPECIAL EVENTS
- . - . WISCONSIN AVE. ROUTE

NOT SHOWN: Transit Mall on Wisconsin Ave. - Water to 6th St. Local Transit - Same Routes as Existing

Source: Milwaukee County Department of Public Works,
Transportation Division

Table 31

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
TRANSIT SHELTER PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
KENOSHA URBANIZED AREA	1	CONSTRUCTION OF 12 BUS SHELTERS FOR THE CITY OF KENOSHA TRANSIT SYSTEM	C/KENOSHA	LOCAL STATE FED (UMTA5)	15.0 0.0 60.0 TOTAL 75.0	LOCAL STATE FED (UMTA5)	15.0 0.0 60.0 TOTAL 75.0
MILWAUKEE URBANIZED AREA	2	CONSTRUCTION OF 150 BUS STOP SHELTERS AT VARIOUS LOCATIONS IN MILWAUKEE COUNTY IN 1981 AND 150 BUS STOP SHELTERS IN 1982	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	112.0 0.0 448.0 TOTAL 560.0	LOCAL STATE FED (UMTA3)	224.0 0.0 896.0 TOTAL 1120.0
	3	CONSTRUCTION OF A BUS STOP SHELTER AT THE INTERSECTION OF PORT WASHINGTON RD AND BROWN DEER RD IN THE VILLAGE OF BAYSIDE	V/BAYSIDE (PART)	LOCAL STATE FED (FAU)	1.2 0.0 3.8 TOTAL 5.0	LOCAL STATE FED (FAU)	1.2 0.0 3.8 TOTAL 5.0
REGION TOTAL 3 ACTIONS				LOCAL STATE FED	128.2 0.0 511.8 TOTAL 640.0	LOCAL STATE FED	240.2 0.0 959.8 TOTAL 1200.0

Source: SEWRPC.

Table 32

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
CARPOOL AND VANPOOL PROMOTION PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONDUCT OF A COUNTYWIDE VANPOOL SUPPORT AND PROMOTION PROGRAM IN MILWAUKEE COUNTY	STATE OF WISCONSIN	LOCAL STATE FED (FAP)	10.0 0.0 30.0 TOTAL 40.0	LOCAL STATE FED (FAP)	10.0 0.0 30.0 TOTAL 40.0
	2	CONTINUED OPERATION OF THE MILWAUKEE AREA CARPOOL MATCHING AND PROMOTION PROGRAM	MILWAUKEE COUNTY	LOCAL STATE FED (FAU)	36.3 0.0 108.8 TOTAL 145.0	LOCAL STATE FED (FAU)	36.3 0.0 108.8 TOTAL 145.0
	3	PURCHASE 4 PARATRANSIT VEHICLES FOR MILWAUKEE COUNTY	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	12.0 0.0 48.0 TOTAL 60.0	LOCAL STATE FED (UMTA3)	12.0 0.0 48.0 TOTAL 60.0
REGION TOTAL 3 ACTIONS				LOCAL STATE FED	58.3 0.0 186.8 TOTAL 245.0	LOCAL STATE FED	58.3 0.0 186.8 TOTAL 245.0

Source: SEWRPC.

staff as miscellaneous actions to improve the existing street and highway system in the Region. As a result, two projects of this type, having a total estimated cost of \$286,000, are recommended for implementation during the five-year 1981-1985 period. Table 34 lists the miscellaneous low-capital projects proposed for implementation in the Region.

ACTION 15--BUS STOP LOCATION STUDY

The 1981 TSM plan recommends the continued implementation of the bus stop location improvement program. As a result, one project, having a total estimated cost of \$460,000, is recommended for implementation during the five-year 1981-1985 period. Table 35 describes this project, with its associated costs.

Table 33

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
PEDESTRIAN AND BICYCLE PROVISION PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF BICYCLE PATHS AT VARIOUS LOCATIONS IN THE CITY OF MEQUON (1.75 MI)	C/MEQUON	LOCAL	.0	LOCAL	20.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	.0	TOTAL	20.0
	2	CONSTRUCTION OF BIKEWAY AND INSTALLATION OF BICYCLE STORAGE FACILITIES IN MILWAUKEE CO	MILWAUKEE COUNTY	LOCAL	65.0	LOCAL	65.0
				STATE	.0	STATE	.0
				FED	195.0	FED	195.0
				(MB)		(MB)	
				TOTAL	260.0	TOTAL	260.0
	3	CONSTRUCTION OF BIKE PATH ALONG JEAN NICOLET RD FROM NICOLET HIGH SCHOOL TO GREEN TREE RD IN THE CITY OF GLENDALE (0.40 MI)	C/GLENDALE	LOCAL	20.0	LOCAL	20.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	20.0	TOTAL	20.0
	4	CONSTRUCTION OF A CITYWIDE BIKEPATH SYSTEM IN THE CITY OF BROOKFIELD	C/BROOKFIELD	LOCAL	40.0	LOCAL	80.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	40.0	TOTAL	80.0
	5	CONSTRUCTION OF BIKE-PATH FROM PILGRIM RD TO LONGWOOD AVE IN THE VILLAGE OF MENOMONEE FALLS (3.80 MI)	V/MENOMONEE FALLS	LOCAL	38.0	LOCAL	38.0
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	38.0	TOTAL	38.0
REGION TOTAL 5 ACTIONS				LOCAL	163.0	LOCAL	223.0
				STATE	.0	STATE	.0
				FED	195.0	FED	195.0
				TOTAL	358.0	TOTAL	418.0

Source: SEWRPC.

Table 34

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
MISCELLANEOUS LOW-CAPITAL ACTION PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	81.1	LOCAL	235.8
				STATE	.0	STATE	.0
				FED	.0	FED	.0
				TOTAL	81.1	TOTAL	235.8
	2	NEIGHBORHOOD TRAFFIC RESTRAINT DEMONSTRATION PROJECT IN AREA OF THE CITY OF MILWAUKEE	C/MILWAUKEE	LOCAL	12.5	LOCAL	12.5
				STATE	37.5	STATE	37.5
				FED	.0	FED	.0
				TOTAL	50.0	TOTAL	50.0
REGION TOTAL 2 ACTIONS				LOCAL	93.6	LOCAL	248.3
				STATE	37.5	STATE	37.5
				FED	.0	FED	.0
				TOTAL	131.1	TOTAL	285.8

Source: SEWRPC.

Table 35

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
BUS STOP LOCATION STUDY PROJECT**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	PURCHASE & INSTALLATION OF NEW BUS STOP SIGNS SYSTEMWIDE ON THE MILWAUKEE COUNTY TRANSIT SYSTEM	MILWAUKEE COUNTY	LOCAL STATE FED (UMTA3)	92.0 0.0 368.0	LOCAL STATE FED (UMTA3)	92.0 0.0 368.0
				TOTAL	460.0	TOTAL	460.0
REGION TOTAL 1 ACTIONS				LOCAL STATE FED	92.0 0.0 368.0	LOCAL STATE FED	92.0 0.0 368.0
				TOTAL	460.0	TOTAL	460.0

Source: SEWRPC.

ACTION 16--DOWNTOWN PARKING RATE STRUCTURE STUDY

The 1981 TSM plan recommends that the City of Milwaukee complete the study of Milwaukee's central business district parking rate structure that was initiated in 1979. The purpose of this study is to investigate measures that promote short-term parking and transit use while also discouraging long-term commuter parking in the downtown central business district.

ACTION 17--TAXI FARE AND REGULATION STUDY

The 1981 TSM plan recommends that the City of Milwaukee Common Council continue to implement the recommendations of the taxi fare and regulation study which was completed during 1979. As described in Chapter II of this report, a feasibility study was done on shared-ride, zone-fare taxicab service in the City of Milwaukee, and, as a result, the City of Milwaukee's taxicab ordinances were amended to allow for this service. The City of Milwaukee Common Council adopted this ordinance on January 15, 1980.

ACTION 18--EXCLUSIVE BUS LANES

The 1981 TSM plan recommends that the W. Wisconsin Avenue street segment from N. 8th Street to N. 35th Street, as

identified in Milwaukee County's transit system service study, be considered for development as an exclusive bus lane. This recommendation is consistent with the recommended year 2000 regional transportation system plan that provides for exclusive bus lanes on W. Wisconsin Avenue in the central business district (CBD). Exclusive transit lanes within the Milwaukee CBD are also recommended in the year 2000 regional transportation plan for the arterial segment on E. and W. Wells Street from N. Prospect Avenue to N. 10th Street, as indicated in Table 29. The 1981 TSM plan recommends that implementation of this project proceed also. However, close coordination of implementation of this project with implementation of the City of Milwaukee's proposed downtown redevelopment project on W. Wisconsin Avenue will be required (see Table 36). Table 36 sets forth the project to be completed during 1981--the reconstruction of W. Wisconsin Avenue from N. Plankinton Avenue to N. 6th Street as a transit mall.

ACTION 19--COMMUTER- IMPACTED PERMIT PARKING

The 1981 TSM plan recommends that the apparently successful commuter-impacted parking permit program, developed and administered by the City of Milwaukee, be continued and extended to other areas of the City where commuter traffic and parking disrupt the residential charac-

Table 36

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
EXCLUSIVE BUS LANE PROJECT**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
MILWAUKEE URBANIZED AREA	1	CONSTRUCTION OF A TRANSIT MALL ON WEST WISCONSIN AVE FROM N. PLANKINTON AVE TO N. 6 TH ST IN THE CITY OF MILWAUKEE (0.39 MI)	C/MILWAUKEE	LOCAL 2400.0 STATE .0 FED 9600.0 (UMTA3)		LOCAL 2400.0 STATE .0 FED 9600.0 (UMTA3)	
				TOTAL 12000.0		TOTAL 12000.0	
REGION TOTAL 1 ACTIONS				LOCAL 2400.0 STATE .0 FED 9600.0		LOCAL 2400.0 STATE .0 FED 9600.0	
				TOTAL 12000.0		TOTAL 12000.0	

Source: SEWRPC.

ter of a neighborhood and its local street system. In line with this recommendation, the City of Milwaukee is currently investigating additional areas of the City to determine, based on criteria approved by the Common Council (see Appendix B), whether they qualify as commuter-impacted areas eligible for special resident permit parking privileges. It is further recommended that other communities throughout the Region experiencing similar traffic congestion and parking problems in residential areas consider like actions to those being pursued by the City of Milwaukee.

ACTION 20--COMMUNITY ASSISTANCE TRAFFIC ENGINEERING AND TRANSIT PLANNING

The 1981 TSM plan recommends that the ongoing community assistance traffic engineering and transit planning program be continued through 1981. As part of the Regional Planning Commission's 1981 Overall Work Program (OWP), the Commission staff will assist the City of West Bend and the City of Hartford in the preparation of traffic management plans. Funding for the West Bend traffic management study totals \$9,500, including \$6,650 in Federal Highway Administration (FHWA) funds and \$2,850 in city funds. Funding for the Hartford traffic management study totals \$60,000--\$42,000 in

FHWA funds and \$18,000 in city funds. Both studies are expected to be completed in 1981.

In addition, it is anticipated that the Commission will conduct rural transit planning programs in Walworth and Washington Counties. These two projects, described in Table 37, are estimated to cost a total of \$44,000, and will use UMTA Section 18 funds.

ACTION 21--WORK TIME RESCHEDULING STUDY

The 1981 TSM plan recommends that the work time rescheduling study be completed during 1981. It is expected that sometime early in 1981 the study will have reached the decision point--the point at which a determination will be made to proceed with, or terminate, the study, based on an evaluation of the feasibility and efficiency of work time rescheduling. Should the study proceed with alternative schemes being developed, the target completion date will be December 1, 1981.

ACTION 22--ENERGY EMERGENCY CONTINGENCY PLAN

The 1981 TSM plan recommends that the Commission begin in 1981 an energy emergency contingency planning program.

Table 37

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS
IN THE 1981-1985 TRANSPORTATION IMPROVEMENT PROGRAM:
COMMUNITY ASSISTANCE TRAFFIC ENGINEERING
AND TRANSIT PLANNING PROJECTS**

AREA OF THE REGION	PROJECT		IMPLEMENTING AGENCY	COST AND SOURCE OF FUNDS(\$000)			
	NO.	DESCRIPTION		ANNUAL ELEMENT		TOTAL TIP	
RURAL AREAS OF THE REGION	1	TRANSIT PLANNING ASSISTANCE FOR WALWORTH COUNTY	WALWORTH COUNTY	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	.0
				FED	18.7	FED	18.7
	TOTAL		18.7	TOTAL		18.7	
	2	TRANSIT PLANNING ASSISTANCE FOR WASHINGTON COUNTY	WASHINGTON COUNTY	LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	.0
FED				25.0	FED	25.0	
TOTAL		25.0	TOTAL		25.0		
REGION TOTAL 2 ACTIONS				LOCAL	.0	LOCAL	.0
				STATE	.0	STATE	.0
				FED	43.7	FED	43.7
				TOTAL	43.7	TOTAL	43.7

Source: SEWRPC.

The program should be guided by an appropriate advisory committee, and should be based upon a study design to be prepared early in the year.

ACTION 23--WEEKEND AND SPECIAL EVENT TRAFFIC PLAN

The 1981 TSM plan recommends an indefinite delay of the proposed prospectus for a weekend and special event traffic planning program because of its low priority ranking among other Commission and local projects. This action can be reconsidered at such time as it appears that funding and staff time will become available.

SUMMARY

The detailed recommendations contained in the 1981 TSM plan call for the implementation of 245 projects and 13 studies, as summarized in Table 38. The total estimated cost of the 245 projects and 13 studies is \$556 million, with

\$141 million expected to be spent on 179 projects and the 13 studies either during the 1981 calendar year (studies and transit projects) or prior to October 1, 1982 (highway projects), to correspond to the annual element of the 1981-1985 transportation improvement program. A detailed breakdown of recommended projects and studies and expenditures by area of the Region is presented in Table 39.

Again in 1981, the TSM recommendations, which include a wide variety of operations/management, construction, design, and planning activities, will require the cooperation and involvement of all large and many small transportation implementing agencies in southeastern Wisconsin. As documented in Chapter II of this report, much was accomplished in TSM implementation and planning in the Region in 1980. The 1981 TSM plan update represents another ambitious agenda of transportation systems management actions for the Region.

Table 38

SUMMARY OF 1981 TSM RECOMMENDATIONS

TSM Action (listed in approximate order of priority)	Total Projects and Studies in Region in TSM	Lead Agency	Source of Federal Funds if Required	Estimated Total Project Costs/1980 Annual Element Costs in TIP if Different from Total (in \$1,000)	Recommended Implementation
Freeway Traffic Management System	10 Projects 1 Study	Wisconsin Department of Transportation (WisDOT)/SEWRPC WisDOT/SEWRPC	Federal Aid Interstate and Federal Primary Highway Funds (FAI/FAP) FAI/FAP	\$ 662.3/60.0 728.8/304.0	Continued implementation Undertake study
"Stub End" Freeway Treatments	3 Projects	WisDOT/Milwaukee County/City of Milwaukee	FAI/FAP	6,180.0/3,150.0	Continued implementation and design studies
Improved Transit Service	51 Projects	Various	Urban Mass Transportation Administration (UMTA), Section 3, Section 5	493,396.8/112,158.6	Continued implementation
Traffic Signing, Pavement Marking, and Signalization	89 Projects	Various	Various - Identified in TIP	9,989.3/5,283.3	Continued implementation
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	28 Projects	WisDOT/Milwaukee County/Ozaukee County	FAI/FAP	11,860.0/2,382.0	Continued implementation
Transit Route Evaluation	2 Studies	SEWRPC	UMTA, Section 8	--	Updated Milwaukee Transit System Planning Program (TSPP) by 12/31/80; Kenosha TSPP by 12/31/81; Racine TSPP by 12/31/81
Spot Street and Highway Improvements	49 Projects	Various	Various - Identified in TIP	17,907.7/3,222.0	Continued implementation
UBUS/UPARK	Included under Action 3	Milwaukee County/ University of Wisconsin-Milwaukee (UWM)	Included under Action 3	Included under Action 3	Continued implementation
Arterial Studies	2 Studies	WisDOT/City of Milwaukee	UMTA, Section 8/Federal Highway Administration, Urban Planning (FHWA PL)	826.0	Continued implementation
Downtown Shuttle Services	Included under Action 18	Milwaukee County	UMTA Section 3	Included under Action 18	Continued implementation
Transit Shelters	3 Projects	City of Kenosha/ Milwaukee County/ Shorewood	UMTA Section 3, Section 5	\$ 1,200.0/640.0	Continued implementation
Carpool and Vanpool Promotion	3 Projects	WisDOT/Milwaukee County	Federal Aid Urban System (FAU) and Vanpool	245.0	Continued implementation
Pedestrian and Bicycle Provisions	5 Projects	Various	Various - Identified in TIP	418.0/358.0	Continued implementation
Miscellaneous Low- Capital Actions	1 Project 1 Study	City of Milwaukee	Various - Identified in TIP	285.8/131.1	Continued implementation
Bus Stop Location Study	1 Project	Milwaukee County/ City of Milwaukee	FHWA, Safer Off System (SOS), UMTA, Section 3, Section 8	460.0	Continued implementation
Downtown Parking Rate Structure Study	1 Study	City of Milwaukee	Local funds	15.0	Completion by 12/31/81
Taxi Fare and Regulation Study	--	City of Milwaukee	UMTA Section 8	--	Continued implementation
Exclusive Bus Lanes	1 Project	City of Milwaukee	UMTA Section 3	12,000.0	Implementation as part of downtown transportation center and arterial's study
Commuter-Impacted Permit Parking	1 Project	City of Milwaukee	Local funds	10.0	Continued implementation
Community Assistance Traffic Engineering and Transit Planning	4 Studies	SEWRPC	UMTA, Section 18/FHWA 402 Safety Funds	113.2	Continued implementation
Work Time Rescheduling Study	1 Study	SEWRPC	UMTA, Section 8/FHWA PL Environmental Protection Agency (EPA) Section 175	Depends on decision to conduct second phase of study	Completion by 12/1/81
Emergency Contingency Plan	1 Study	SEWRPC	UMTA, Section 8/FHWA PL	Depends on scope of study recommended by prospectus	Completion of prospectus by May 1, 1981; study to follow
Weekend and Special Event Traffic Planning	--	SEWRPC	UMTA, Section 3/FHWA PL	--	Completion of prospectus as funding and staff time become available; study to follow
Total	245 Projects 13 Studies	--	--	\$556,297.9 141,358.2	--

Source: SEWRPC.

Table 39

RECOMMENDED TSM PROJECTS AND EXPENDITURES BY AREA: 1981-1985

TSM Action Category (listed in approximate order of priority)	Total Project Cost and Number of Projects/Annual and Number of Projects (if different from total, \$1,000's)					Element Project Cost total, \$1,000's)
	Kenosha Urbanized Area	Milwaukee Urbanized Area	Racine Urbanized Area	Rural Areas	Regional Projects	Total
Freeway Traffic Management System	--	1,391.1(11)/ 364.0(2)	--	--	--	1,391.1(11)/ 364.0(2)
"Stub End"	--	6,180.0(3)/ 3,150.0(2)	--	--	--	6,180.0(3)/ 3,150.0(2)
Freeway Treatments	--	467,409.7(26)/ 103,804.0(23)	14,089.8(11)/ 5,146.5(8)	547.7(8)/ 516.8(8)	--	493,396.8(51)/ 112,158.6(43)
Improved Transit Service	11,349.6(6)/ 2,691.8(4)	8,154.3(59)/ 3,748.3(50)	193.0(6)/ 168.0(5)	1,612.0(23)/ 1,367.0(19)	--	9,989.3(89)/ 5,283.3(74)
Traffic Signing, Pavement Marking, and Signalization	30.0(1)/ 0.0(0)	10,732.0(24)/ 2,127.0(17)	--	1,128.0(4)/ 255.0(3)	--	11,860.0(28)/ 2,382.0(20)
Park-Ride Lots with Express Transit Service and Park-and-Pool Lots	--	--	--	Included under Action 20	--	--
Transit Route Evaluation	--	--	--	290.0(3)	--	--
Spot Street and Highway Improvements	--	17,312.7(42)/ 2,932.0(22)	305.0(4)/ 0.0(0)	--	--	17,907.7(49)/ 3,222.0(25)
UBUS/UPARK	--	Included under Action 3	--	--	--	--
Arterial Studies	--	826.0(2)	--	--	--	826.0(2)
Downtown Shuttle Services	--	Included under Action 18	--	--	--	--
Transit Shelters	75.0(1)	1,125.0(2)/ 565.0(2)	--	--	--	1,200.0(3)/ 640.0(3)
Carpool and Vanpool Promotion	--	245.0(3)	--	--	--	245.0(3)
Pedestrian and Bicycle Provisions	--	418.0(5)/ 358.0(4)	--	--	--	418.0(5)/ 358.0(4)
Miscellaneous	--	285.8(2)/ 131.1(2)	--	--	--	285.8(2)/ 131.1(2)
Low-Capital Actions	--	460.0(1)	--	--	--	460.0(1)
Bus Stop Location Projects	--	15.0(1)	--	--	--	15.0(1)
Downtown Parking	--	--	--	--	--	--
Rate Structure Study	--	--	--	--	--	--
Taxi Fare and Regulation Study	--	--	--	--	--	--
Exclusive Bus Lanes	--	12,000.0(1)	--	--	--	12,000.0(1)
Commuter Impacted	--	10.0(1)	--	--	--	10.0(1)
Permit Parking	--	--	--	113.2(4)	--	113.2(4)
Community Assistance	--	--	--	--	--	--
Traffic Engineering and Transit Planning	--	--	--	--	--	--
Work Time Rescheduling Study	--	--	--	--	Depends on decision to conduct second phase of study	--
Energy Emergency Contingency Plan	--	--	--	--	Depends on scope of study recommended by prospectus	--
Weekend and Special Event Traffic Planning	--	--	--	--	Study postponed indefinitely	--
Total	11,454.6(8)/ 2,766.8(5)	526,564.6(183)/ 130,735.4(133)	14,587.8(21)/ 5,314.5(13)	3,690.9(42)/ 2,541.5(37)	--	556,297.9(254)/ 141,358.2(188)

Source: SEWRPC.

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APPENDICES

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Appendix A

ADVISORY COMMITTEE MEMBERSHIPS

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

George C. Berteau.....	Chairman, Southeastern Wisconsin Acting Chairman Regional Planning Commission
Kurt W. Bauer.....	Executive Director, Southeastern Secretary Wisconsin Regional Planning Commission
Arne L. Gausmann.....	Director, Bureau of Systems Planning, Wisconsin Department of Transportation
Donald K. Holland.....	Director of Public Works, City of Kenosha
Edward A. Jenkins.....	Transportation Director, City of Kenosha
Francis J. Pitts.....	Member, Kenosha County Board of Supervisors; Commissioner, Southeastern Wisconsin Regional Planning Commission
Gene A. Scharfenorth.....	Highway Commissioner, Kenosha County
Harvey Shebesta.....	District Director, Wisconsin Department of Transportation
Herbert R. Teets.....	Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Theodore G. Weigle, Jr.....	Regional Director, U. S. Department of Transportation, Urban Mass Transportation Administration

Nonvoting Technical Staff Members

John M. Hartz.....	Director, Bureau of Transit, Wisconsin Department of Transportation
Wolfgang H. Klassen.....	Director, Southeast District, Bureau of Air Management, Wisconsin Department of Natural Resources
Michael N. Treitman.....	Chief of Transportation and Planning, U. S. Environmental Protection Agency

**INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE MILWAUKEE URBANIZED AREA**

George C. Berteau.....	Chairman, Southeastern Wisconsin Acting Chairman Regional Planning Commission
F. Thomas Ament.....	County Board Chairman, Milwaukee County
Ralph A. Becker.....	Director of Public Works, City of New Berlin
William C. Carey.....	Assistant Director, Department of Fiscal Liaison, City of Milwaukee
Vencil F. Demshar.....	Highway Commissioner, Waukesha County
William R. Drew.....	Commissioner, Department of City Development, City of Milwaukee
Herbert A. Goetsch.....	Commissioner, Department of Public Works, City of Milwaukee
Joseph M. Hutsteiner.....	Chairman, Transportation and Public Works Committee, Milwaukee County Board of Supervisors
Joseph C. LaPorte.....	Mayor, City of Waukesha
Edwin J. Laszewski, Jr.....	City Engineer, City of Milwaukee
J. William Little.....	Administrator, City of Wauwatosa
William E. Meaux.....	First Vice-Chairman, Milwaukee County Board of Supervisors
Henry F. Mixter.....	President, Village of Whitefish Bay
Nick T. Paulos.....	Village Engineer, Village of Greendale
Harout O. Sanasarian.....	Second Vice-Chairman, Milwaukee County Board of Supervisors
John E. Schumacher.....	City Engineer, City of West Allis
Gerald Schwerm.....	Director of Transportation, Milwaukee County
Betty L. Voss.....	Alderman, City of Milwaukee
Vacancy.....	North Shore Suburbs
Vacancy.....	South Shore Suburbs

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE MILWAUKEE URBANIZED AREA
(continued)

Nonvoting Technical Staff Members

Kurt W. Bauer.....	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning
	Commission
Robert W. Brannan.....	Deputy Director, Department of
	Public Works, Milwaukee County
Thomas J. Hart.....	Director, Bureau of Program
	Management, Wisconsin Department
	of Transportation
John M. Hartz.....	Director, Bureau of Transit,
	Wisconsin Department of
	Transportation
Wolfgang H. Klassen.....	Director, Southeast District,
	Bureau of Air Management,
	Wisconsin Department of
	Natural Resources
Henry M. Mayer.....	Managing Director, Milwaukee
	Transport Services, Inc.
Victoria M. Potter.....	Director, Office of State Energy
	and Planning, Wisconsin
	Department of Administration
Harvey Shebesta.....	District Director, Wisconsin
	Department of Transportation
Herbert R. Teets.....	Wisconsin Division Administrator,
	U. S. Department of Transportation,
	Federal Highway Administration
Theodore G. Weigle, Jr.....	Regional Director, U. S. Department
	of Transportation, Urban Mass
	Transportation Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE RACINE URBANIZED AREA

George C. Berteau.....	Chairman, Southeastern Wisconsin
Acting Chairman	Regional Planning Commission
Kurt W. Bauer.....	Executive Director, Southeastern
Secretary	Wisconsin Regional Planning
	Commission
James J. Blazek.....	City Engineer, City of Racine
Jon J. Dederich.....	Plan Commissioner, Village of
	Elmwood Park

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING
FOR THE RACINE URBANIZED AREA
(continued)

Arne L. Gausmann.....	Director, Bureau of Systems Planning, Wisconsin Department of Transportation
Clair W. Jenn.....	Traffic Engineer, City of Racine
LeRoy H. Jerstad.....	President, Village of North Bay
John Margis, Jr.....	Highway Commissioner, Racine County
Lloyd C. Meier.....	President, Village of Wind Point
Herman L. Nelson.....	Trustee, Village of Sturtevant
Harvey Shebesta.....	District Director, Wisconsin Department of Transportation
Herbert R. Teets.....	Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Theodore G. Weigle, Jr.....	Regional Director, U. S. Department of Transportation, Urban Mass Transportation Administration
Robert F. White.....	Supervisor, Town of Mt. Pleasant

Nonvoting Technical Staff Members

John M. Hartz.....	Director, Bureau of Transit, Wisconsin Department of Transportation
Wolfgang H. Klassen.....	Director, Southeast District, Bureau of Air Management, Wisconsin Department of Natural Resources
Michael N. Treitman.....	Chief of Transportation and Planning, U. S. Environmental Protection Agency

Appendix B

CRITERIA FOR ESTABLISHING A RESIDENT PERMIT PARKING AREA FOR COMMUTER-IMPACTED AREAS

For a residential area to be eligible for residential permit parking, that area must meet the following criteria:

one-quarter mile of any of its boundaries that provides an alternative to automotive commuting.

1. The impacted residential area shall contain residential frontage of approximately 1,800 linear feet and abut a street parking capacity of 150 legal spaces. The entire length of a street segment between adjacent intersections shall be included in determining affected areas. For purposes of this criterion, a legal parking space shall be 20 linear feet, and parking shall not be banned for more than four hours during the time between 7:00 a.m. and 7:00 p.m.
2. The area shall already have had extensive parking regulations in effect for at least one year (immediately preceding the establishment of an impacted area) to attempt to control or regulate the parking and commuting problems.
3. During the period from 7:00 a.m. to 7:00 p.m. on a typical weekday (except Saturday and Sunday), the number of vehicles parked or standing, legally or illegally, on the streets in the area that are registered in the name of a person residing outside the area shall equal or exceed 20 percent of the available legal space in the area. That parking condition must remain for three consecutive hours.
4. The area must be served with regular mass transit service within
5. Prior to an area being recommended as a resident permit parking area, the following factors as listed in the ordinance also shall be considered:
 - a. The necessity of reducing automobile commuting and its accompanying energy waste and air pollution.
 - b. The possibility of a reduction in total vehicle miles of travel in the affected area.
 - c. The likelihood of alleviating traffic congestion, illegal parking, and related health and safety hazards.
 - d. The desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith.
 - e. The need for parking regulations to maintain the stability of neighborhoods.
6. Areas designated as eligible for such permits shall be reviewed annually by the Commissioner of Public Works to determine if such eligibility still exists in order to accomplish the intent of this ordinance.

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Appendix C

LIST OF ABBREVIATION CODES FOR TABLES 1 TO 6, 8 TO 12, 20 TO 25, 28, AND 31 TO 37

IMPLEMENTING AGENCY

C/ represents "City of"
V/ represents "Village of"
T/ represents "Town of"

SOURCE OF FUNDS (Federal Fund Codes)

FED	-Federal
AAF	-Advanced Acquisition Funds
BRF	-Bridge Replacement Funds
COMB	-Combination of BRF and FAU
FAI	-Federal Aid Interstate Funds
FAP	-Federal Aid Primary Funds
FAS	-Federal Aid Secondary Funds
FAU	-Federal Aid Urban Funds
HBF	-Highway Beautification Funds
HHL	-High Hazard Location Funds
MB	-Model Bikeway Funds
PM	-Pavement Marking Funds
RO	-Roadside Obstacle Funds
RHGC	-Rail-Highway Grade Crossing Funds
SAFE	-Safety Funds
SOS	-Safer Off System Funds
OTHER FED	-Federal funding programs not sponsored by FHWA or UMTA (Economic Development Administration funds and Urban Development Action Grants are examples)
OTHER FHWA	-FHWA funding program other than those listed (includes certain limited demonstration funds)
UMTA3	-UMTA Section 3 Funds
UMTA5	-UMTA Section 5 Funds
UMTA 16B1	-UMTA Section 16B(1) Funds
UMTA 16B2	-UMTA Section 16B(2) Funds

PROJECT DESCRIPTION

CTH	-County trunk highway
IH	-Interstate highway
STH	-State trunk highway
M or MI	-Miles