Outline of Presentation

- Overview of the review, update, reevaluation, and extension to year 2035 of regional transportation plan
- Recommended transportation plan
Process for Review, Update, Reevaluation and Extension of Regional Transportation Plan

- Guided by Advisory Committee with representatives of the seven counties and 147 municipalities of the Region, WisDOT and WisDNR, and U.S. DOT and U.S. EPA.
  - Met with each county jurisdictional highway system planning advisory committee.
- Consider forecast growth of the Region to the year 2035—jobs, population, and households.
- Review trends in travel, transportation system use, and transportation system development.
- Review implementation to date of regional transportation plans.
- Define guiding vision, principles, and objectives for transportation.
  - Provide a high quality multi-modal, comprehensive, integrated transportation system to promote maintenance and expansion of the Region’s economy and assist in providing a high quality of life for the Region’s residents.
• Designed to address existing and anticipated long-range future transportation needs, problems, and opportunities.

• Developed the regional transportation plan to serve, be consistent with, and promote implementation of, a more desirable future land use pattern.

• Considered the potential of more efficient land use and expanded public transit, systems management, bicycle and pedestrian facilities, and demand management to first alleviate traffic congestion (An alternative “TSM” plan). Highway improvements were only then considered to address any residual congestion.
Each plan element needs to be implemented to provide a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin.

- Public Transit
- Arterial Streets and Highways
  - Freeways
  - Surface Arterials
- Bicycle and Pedestrian Facilities
- Transportation Systems Management
- Travel Demand Management
Throughout the process extensive efforts were made to inform, and obtain input from the public.

- Four series of public meetings and hearings throughout southeastern Wisconsin
  - First series of public meetings held in August 2004
  - Public hearings on preliminary plan held in April 2006
- Four newsletters and summary brochures
- Website (www.sewrpc.org)
- Commission staff has conducted outreach to provide information about, and obtain input on, the regional plans and planning process:
  - Minority and low income populations
  - Business and industry
  - Freight transportation
  - Federal and State environmental resource agencies
Recommended Year 2035 Regional Transportation System Plan

- Five plan elements
  - Public Transit
  - Bicycle and Pedestrian Facilities
  - Systems Management
  - Demand Management
  - Arterial Streets and Highways
Recommended Year 2035 Regional Transportation System Plan—Public Transit Element

- Recommends a doubling of transit service from 69,000 to 138,000 vehicle-miles of service on an average weekday.
- Recommends development of true rapid and express transit systems.
Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)

• Rapid transit
  • A network of bus routes operating throughout the day and evening in both directions, at convenient service frequencies.
  • Stops every 3 to 5 miles to increase accessibility and facilitate reverse commuting.
  • 200 percent increase over existing service
• Express transit
  • A grid of limited-stop bus routes with service throughout the day and evening at convenient service frequencies.
  • Stop spacing of about every one-quarter to one-half mile.
Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)

- **Local transit**
  - Expansion of local transit service hours and frequency and extension to developing areas.
  - Approximately a 60 percent expansion over current local transit service.
• Upgrading to rail transit or bus guideways
  • Recommends consideration through the conduct of corridor studies of the upgrading of bus rapid transit service to commuter rail and bus express transit service to bus guideways or light rail.
• Guideways to be added to regional plan upon completion of corridor studies and at request of transit sponsor/operator.
  • Milwaukee downtown connector study - study underway of bus guideway express transit alternatives.
  • Kenosha-Racine-Milwaukee corridor—commuter rail corridor study under refinement.
• Proposed doubling of transit service over next 30 years

- Avoiding reduction of transit service during economic downturns
- Renewed level of State funding to public transit
- Dedicated local funding—Regional Transit Authority
Recommended Year 2035 Regional Transportation Plan—Bicycle and Pedestrian Facilities Element

- Bicycle accommodation should be considered and implemented as the 3,300 mile surface arterial street system is resurfaced and reconstructed segment by segment.
  - Paved and widened shoulders
  - Widened outside travel lanes
  - Bicycle lanes
  - Separate bicycle path

- Also recommends development of 575 miles of off-street bicycle/pedestrian paths connecting the Kenosha, Milwaukee, and Racine areas and urban communities with a population of 5,000 or more, nearly a threefold expansion of existing 203 miles of paths.
Recommended Year 2035 Regional Transportation Plan—Systems Management Element

• Recommends continuing and expanding efforts to operate and manage the existing street system as efficiently as possible, obtaining the maximum capacity from the existing street system.
  • Expansion of freeway traffic management system
    • Operations Monitoring and Control
    • Advisory Information
    • Incident Management
Recommended Year 2035 Regional Transportation Plan—Systems Management Element (continued)

• **Surface Arterial Management**
  - Expansion and enhancement of coordinated traffic signal systems
  - Curb lane parking restrictions
  - Access management
  - Regional and local operations improvement program
Recommended Year 2035 Regional Transportation Plan—Demand Management Element

- Recommends actions to encourage reductions in personal and vehicular travel.
  - Expansion from 49 to 74 park-ride lots
  - Exclusive HOV lanes at freeway on-ramps and surface street express bus lanes
  - Express transit signal priority
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element

- Over 11,000 miles of streets and highways within southeastern Wisconsin
  - Plan addresses the approximately 3,500 miles of existing streets and highways which are arterial streets and highways – principal function is to carry and move traffic.
    - Freeways – 270 miles
    - Surface Arterials – 3,200 miles
  - System improvement: widening existing facilities with additional lanes
    - 358 miles of widening including 127 miles of widened freeways (10 percent of the total planned arterial system in the year 2035)
  - System expansion: constructing new facilities
    - 88 miles of new arterial facilities (2 percent of the total planned arterial route-miles in the year 2035)
- In total, a proposed 12 percent expansion of arterial capacity over next 30 years (4 percent expansion of arterial lane miles).
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY

1. Subsequent to the completion of the regional transportation plan update and implementation, more detailed analyses will be conducted with the Ozaukee County jurisdictional transportation system planning advisory committee addressing traffic calming and potentially considering various alternatives, including constructing, widening, or realigning existing corridors, and improving or constructing other arterial streets.
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN RACINE COUNTY

1. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Racine County jurisdictional highway system planning advisory committee addressing STH 20/62 in the Village of Waterford and CTH K in Franksville and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve construct parallel arterials.
Functional Improvements in the Arterial Street and Highway System in Walworth County

- **Arterial Street or Highway**
  - **New**: Widen and/or other improvement to provide significant additional capacity
  - **Existing with Widening or Improvement to Accommodate Future Improvement**: Additional capacity or same capacity
  - **Existing with Relocation or Reconstruction to Provide Essentially the Same Capacity**: Relocation of traffic lanes for new widened and/or improved facility of lanes where unmigrated

- **Freeway Interchange**
  - **New**
  - **Half New**
  - **Existing**
  - **Reserved Right of Way to Accommodate Future Improvement**: Potential new interchange

The following notes supplement the recommendations portrayed on this map:

1. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Walworth County jurisdictional highway system planning advisory committee addressing STH 60 in the City of Lake Geneva and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

FUNCTIONAL IMPROVEMENTS IN THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:
1. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Washington County jurisdictional highway system planning advisory committee addressing STH 60 in the Village of Jackson and potentially considering various alternatives including de-encircling, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.
The following notes supplement the recommendations portrayed on this map:

1. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County transportation system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including de-restricting, restrict parking, widen with additional lanes, construct bypasses, and improve/construct parallel arterials.
• The plan recommends the addition of three new freeway interchanges.
  • Highland Road with IH 43
  • Drexel Avenue with IH 94
  • Calhoun Road with IH 94

• The plan recommends that WisDOT during the preliminary engineering for the reconstruction of IH 94 between the Stateline and the Mitchell Interchange examine connecting CTH K to the STH 50 and STH 158 interchanges with IH 94 in Kenosha County with collector-distributor roadways, the provision of an interchange with CTH ML in Kenosha County, and connecting CTH C to the STH 20 interchange with IH 94 in Racine County through collector-distributor roadways.

• The plan identifies three potential future interchanges. Should local governments preserve the necessary right-of-way and participate with WisDOT in preliminary engineering, and the preliminary engineering conclude with a recommendation to construct a potential interchange, the Regional Planning Commission, upon request of the concerned local government and WisDOT, would take action to amend the regional plan to recommend the construction of the interchange
  • CTH B with USH 12
  • Bloomfield Road with USH 12
  • CTH F with IH 43

• The plan recommends with respect to half freeway interchanges that WisDOT during the reconstruction of the freeway system:
  • Convert 27th Street with IH 94 and CTH P with IH 94 to full interchanges
  • Consider as an alternative, where conditions permit the combination of selected half interchanges into one full interchange—for example STH 100 and 124th Street with IH 43
  • Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
Each proposed arterial street and highway improvement and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government.

- The preliminary engineering will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government.

- In particular, the 127 miles of freeway widening proposed in the plan will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. Alternatives will be considered: rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. At the conclusion of the preliminary engineering, a determination would be made as to how the freeway would be reconstructed.
Evaluation of Recommended Year 2035 Transportation Plan

- Public Transit Service
  - Expanded Service availability
    - All day and evening service
    - Bi-directional service
  - Significantly improved service frequency
  - Faster service travel times
    - Rapid and express services
  - Connection of jobs and population, particularly minority and low income populations
The recommended plan will permit avoiding a doubling of traffic congestion over the next 30 years.

If planned improvements are limited to the public transit, bicycle and pedestrian, and systems and demand management plan (the TSM plan alternative), a doubling of traffic congestion would as well be expected, only marginally less than under a no-build alternative.
Evaluation of Recommended Year 2035 Transportation Plan (continued)

**Capital and Operating Costs (average annual)**

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<th>No-Build Plan</th>
<th>TSM Plan</th>
<th>Recommended Plan</th>
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<tr>
<td>Streets and Highways</td>
<td>$380 million</td>
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<td>Public Transit</td>
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<tr>
<td>Total</td>
<td>$518 million</td>
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<td>$675 million</td>
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- The annual cost of the recommended plan is about 30 percent greater than a no-build plan.
- Public transit costs represent about 34 percent of the recommended plan costs.
### Right of way acquisition impacts

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<td>100</td>
<td>Widened and new surface arterial streets</td>
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<tr>
<td>150</td>
<td>Rebuilding freeway system to modern design standards</td>
<td>(270 miles)</td>
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<tr>
<td>35</td>
<td>Rebuilding freeway system with additional lanes</td>
<td>(127 miles)</td>
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<td>2</td>
<td>Extending the USH 12 freeway in Walworth County</td>
<td>(13 miles)</td>
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</table>
Evaluation of Recommended Year 2035 Transportation Plan (continued)

• Air pollutant emissions
  • Ozone-related emissions: 2000-2035
    • 73 percent reduction—volatile organic compounds
    • 88 percent reduction—nitrogen oxides
  • Fine particulates and carbon monoxide: 2000-2035
    • 55 percent reduction
  • Air toxics: 2000-2035
    • 70 percent reduction
# SEWRPC Advisory Committee on Regional Transportation Planning

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