

Although I-94 largely bypasses the population centers of Kenosha and Racine Counties, many short trips originating and ending in population centers to the east appear to use short freeway segments as parts of longer, less direct routes that allow time savings. Wisconsin DOT traffic counts show large volumes of traffic entering and exiting I-94 between the Illinois state line and I-43 on a daily basis. From these data, we have calculated that the average vehicle using this section of I-94 travels only 10 miles out of a total length of 31 miles. During the peak traffic periods that determine design needs, the percentage of through traffic is even lower because much of through traffic occurs outside peak travel times and may even be actively avoiding peak periods (especially through the Chicago metropolitan region).

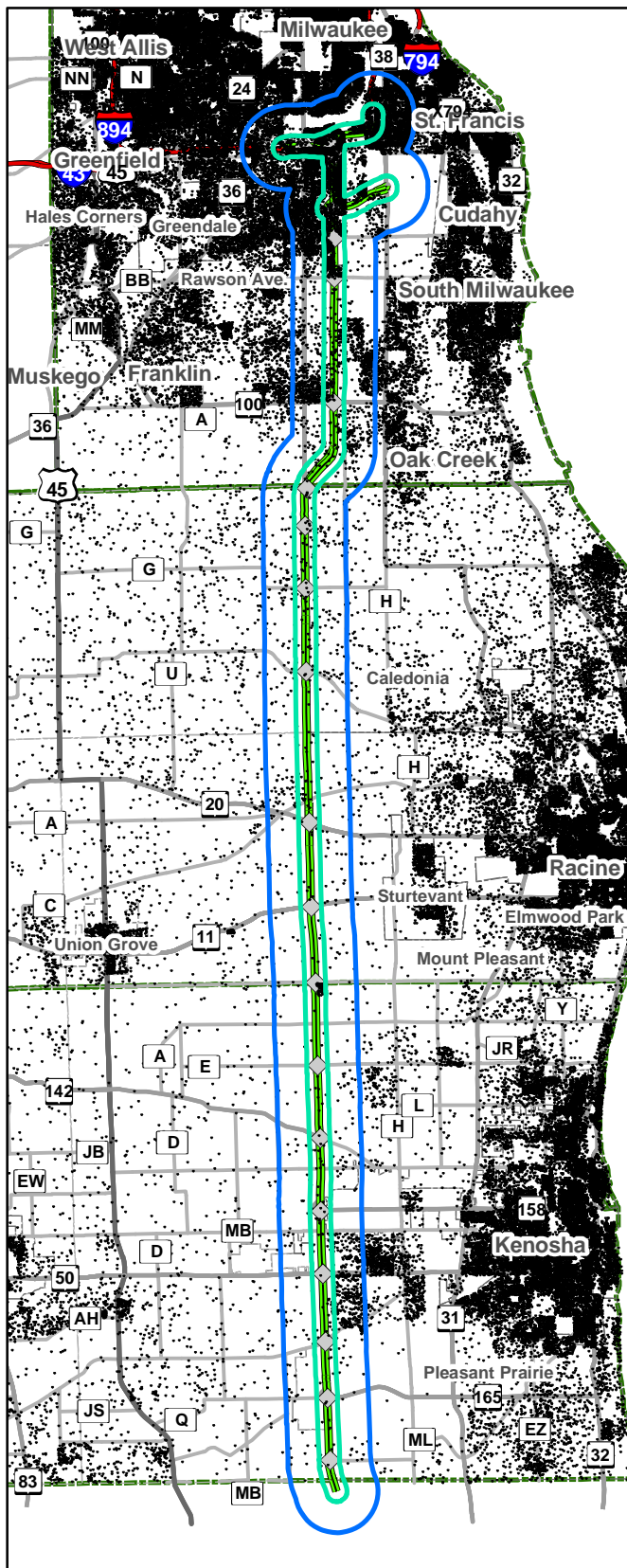
Increasing travel speeds on the freeway by increasing capacity will attract more short circuitous trips and increase regional VMT. The SEWRPC model files that are the basis of the DEIS analyses show 218,000 more regional VMT per weekday with widening I-94 than in the no build case.<sup>14</sup>

Because no trip begins or ends on an Interstate,, traffic would increase after widening not only on I-94 but also on intersecting roadways. These intersecting roadways are often the most congested points in the regional roadway system because they must accommodate multiple functions, including through traffic, access to the freeway, and access to significant commercial development near interchanges. While widening a freeway may improve travel time for the freeway users, travel times on the side roads accessing the freeway can deteriorate significantly. An example of this in the DEIS modeling is in Kenosha County at Wilmot Road east of I-94. For this roadway segment, the daily traffic volume is modeled as increasing from 17,500 to 22,800 with widening, a difference of 30 percent. This translates into a modeled increase in travel time of 14 seconds for every car using this 0.6-mile section of roadway.

As shown in the graphic on the next page, taken from the DEIS, the population in Racine and Kenosha Counties is primarily located well to the east of I-94. A greater emphasis on transit that serves these communities would help to mitigate the negative traffic impacts of widening I-94 on local roadways that intersect I-94 and on regional VMT/greenhouse gas emissions.

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<sup>14</sup> The increase of 218,000 VMT per day accounts only for rerouting. Studies of induced travel demand resulting from increased freeway capacity indicate that this is only a partial accounting. There also will be additional VMT due to different trip patterns and different land development. These factors are not accounted for in the DEIS modeling.



The corridor population is estimated by utilizing the Census 2000 population counts. This count is then converted into a population density based on the *SEWRPC Regional Land Use Inventory 2000* for each Census Block. The estimated population is then computed based on the amount of residential land within the I-94 corridor.

### Three-County Region

Entire three-county region is not shown.

Milwaukee 940,164  
 Racine 188,831  
 Kenosha 149,577  
 Total: 1,278,572

### One-Mile Corridor

Milwaukee 54,875  
 Racine 2,000  
 Kenosha 3,239  
 Total 60,114

### Quarter-Mile Corridor

Milwaukee 15,335  
 Racine 413  
 Kenosha 474  
 Total 16,222

1 Dot represents 5 Persons



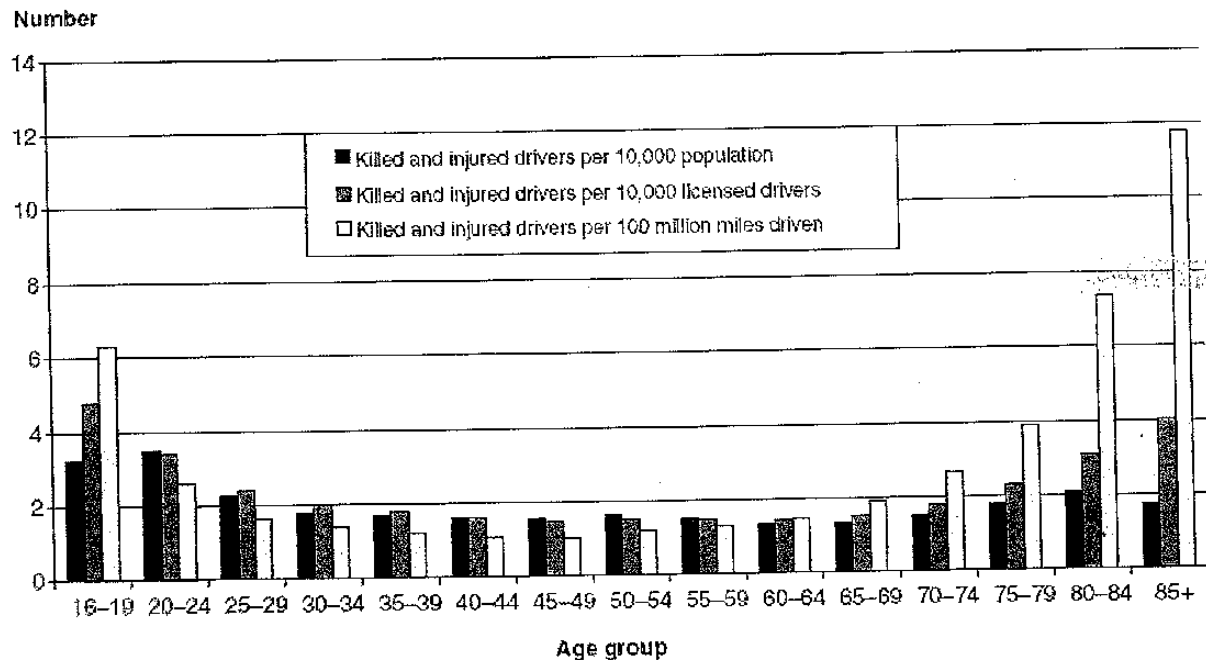
0 20,000 Feet

### 3. A Balanced Alternative for the 21<sup>st</sup> Century

#### 3.1 Transportation for an Aging Population

As discussed above, over half of the Milwaukee region's population between now and 2035 is projected to be people over 65, reaching a total of 500,000 persons aged 65 and over. AARP reports that 1 in 5 U.S. adults aged 65 and over do not drive.<sup>15</sup> If this ratio holds in the Milwaukee region, this will represent 100,000 persons in 2035, the DEIS analysis year.

As discussed above, seniors who continue to drive travel a much shorter distance over the course of a year, on average, than younger drivers. Many older people who do drive would be safer if they did not drive or drove less. Fatality and injury rates are very high for the oldest drivers, as shown in the figure below. For those 75-79, the fatality and injury rates per 100 million miles driven are about 3 times that of middle aged drivers; for those 85 and older, the rate is almost 10 times as great as for middle-aged drivers. These people are driving, at least in part, because of inadequate alternatives to driving.



Source: Fatal Accident Reporting System (FARS), National Highway Transportation Safety Administration (NHTSA) reported in Hadamies-Blomqvist, Liisa, "Safety of Older Persons in Traffic", in *Transportation in an Aging Society: A Decade of Experience* (Conference Proceedings 27), Transportation Research Board, 2004.

There are particular safety problems involving older drivers and freeways.

Although freeways have the highest safety level (lowest fatality rate) when compared with other types of highways in rural and urban areas, analyses of crashes in the vicinity of freeway interchanges have shown that drivers age 75 or older are overrepresented as the driver at fault in merging and weaving incidents.

<sup>15</sup> AARP, *Beyond 50.05: A Report to the Nation on Livable Communities: Creating Environments for Successful Aging*, 2005, p. 77.

. In a Michigan data set, older drivers also were cited most frequently for failing to yield and for improper lane use. Lunenfeld described interchanges as locations where a driver must process a large amount of directional information in a short period of time and at high speeds, while maintaining or modifying a position within the traffic stream. Unfamiliar locations exacerbate this condition. Erratic maneuvers resulting from driver indecisiveness in these situations include encroaching on the gore area and even backing up on the ramp or the through lane. In Lerner and Ratté's research, focus groups cited merging onto the freeway as the most difficult maneuver.<sup>16</sup>

These problems exist even though older drivers often adapt their driving to their reduced abilities. Adaptations include: driving less, avoid peak traffic periods, avoiding bad weather driving, avoiding night-time driving, driving more slowly, and longer gaps between cars.<sup>17</sup>

AARP supports older people driving, but encourages alternatives.

Communities should facilitate driving by older individuals by improving the travel environment, supporting driver education, and promoting safe driving throughout the life span.

Communities should take positive steps to enhance mobility options, including public transportation, walking and bicycling, and specialized transportation for individuals with varied functional capabilities and preferences.<sup>18</sup>

A balanced transportation system for the 21<sup>st</sup> century must provide transportation alternatives to freeway driving, including greatly improved public transportation.

### 3.2 Transportation for Economic Development

As discussed above, rail transit has been highly catalytic in encouraging substantial private investment and revitalization in urban centers. A balanced project for the 21<sup>st</sup> century includes needed reconstruction and safety improvements on I-94 but also a strong push towards transit and walkable transit oriented development (TOD). The cornerstone transit project in this corridor that will help spur TOD is the Kenosha-Racine-Milwaukee Commuter Rail Link.

Preliminary planning for the Kenosha-Racine-Milwaukee Commuter Link (KRM) indicates that:

Commuter rail may be expected to support, and assist in bringing about, planned development around its 9 stations of up to:

- 23,000 residential units
- 71,000 jobs
- 7.6 million square feet of retail space
- 4.7 million square feet of office space

Some of the above development and redevelopment may be specifically attributed to the implementation of commuter rail:

- 12,800 residential units
- 17,100 jobs

<sup>16</sup> Staplin, Loren. "Highway Enhancements to Improve Safety and Mobility of Older Road Users: Practical Applications." In *Transportation in an Aging Society: A Decade of Experience* (Conference Proceedings 27), Transportation Research Board, 2004.

<sup>17</sup> Smiley, Alison. "Adaptive Strategies of Older Drivers." In *Transportation in an Aging Society: A Decade of Experience* (Conference Proceedings 27), Transportation Research Board, 2004.

<sup>18</sup> AARP, 2005. p. 11.