



Recommended Year 2035 Regional Transportation Plan





Introduction

- **Southeastern Wisconsin Regional Planning Commission**
 - **Official areawide public infrastructure planning agency for the seven county southeastern Wisconsin Region**
 - **Recently completed the 5th generation Regional transportation system plan for southeastern Wisconsin**
 - **A comprehensive, multi-modal, balanced, integrated transportation plan which addresses existing and anticipated long range 30 year future problems, needs and opportunities**



Introduction (continued)

- **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.**
 - **Included extensive public involvement and outreach including Advisory Committee, task forces, website, newsletters, presentations and meetings, and outreach to minority and low income population groups, business community, and others.**



Introduction (continued)

- **Quantitatively forecast the growth in region travel and traffic, and quantitatively tested the ability of the transportation system and potential alternative transportation plans to accommodate future travel and traffic.**
- **Explicitly 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. Highway improvements were only then considered to address any residual congestion.**
- **Developed the regional transportation plan to serve, be consistent with, and promote implementation of, a more desirable future regional land use pattern.**



Recommended Year 2035 Regional Transportation System Plan

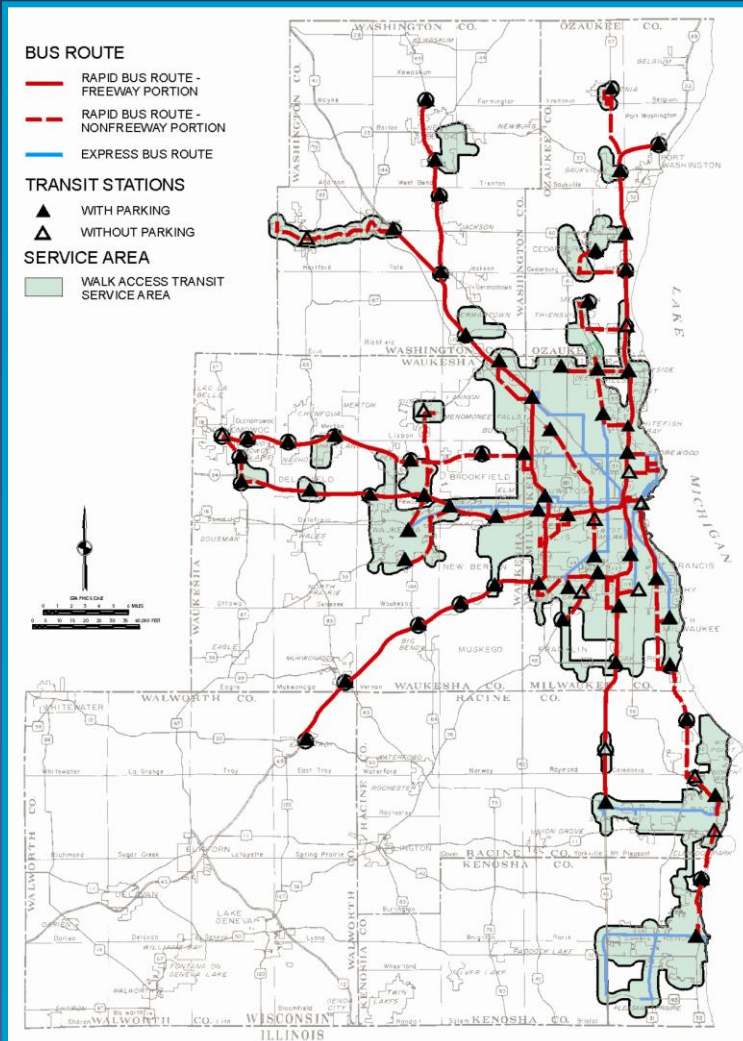
- **Five plan elements**
 - **Public Transit**
 - **Bicycle and Pedestrian Facilities**
 - **Systems Management**
 - **Demand Management**
 - **Arterial Streets and Highways**
 - **Freeways**
 - **Surface Arterials**





Recommended Year 2035 Regional Transportation System Plan—Public Transit Element

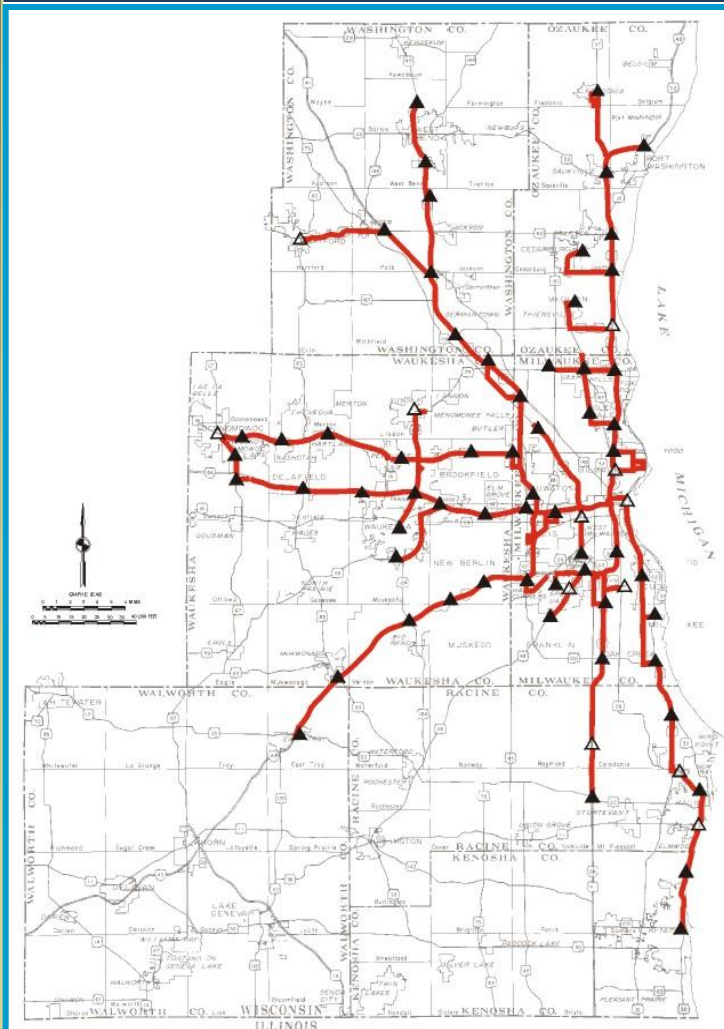
PUBLIC TRANSIT PLAN: 2035



- 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



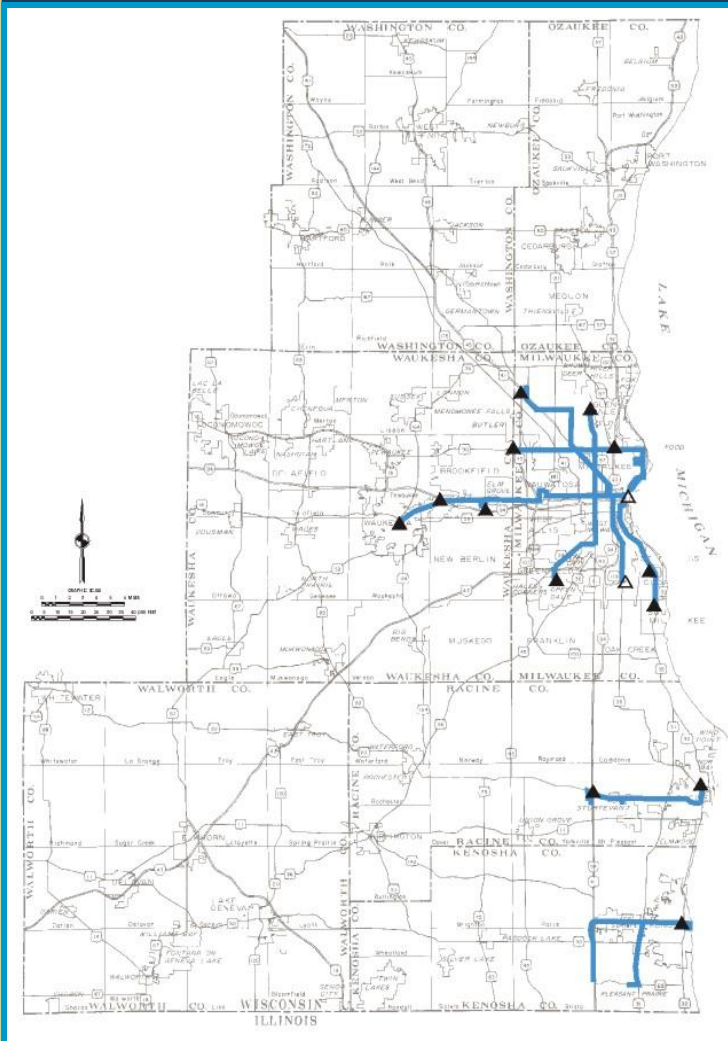
Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)



- **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**



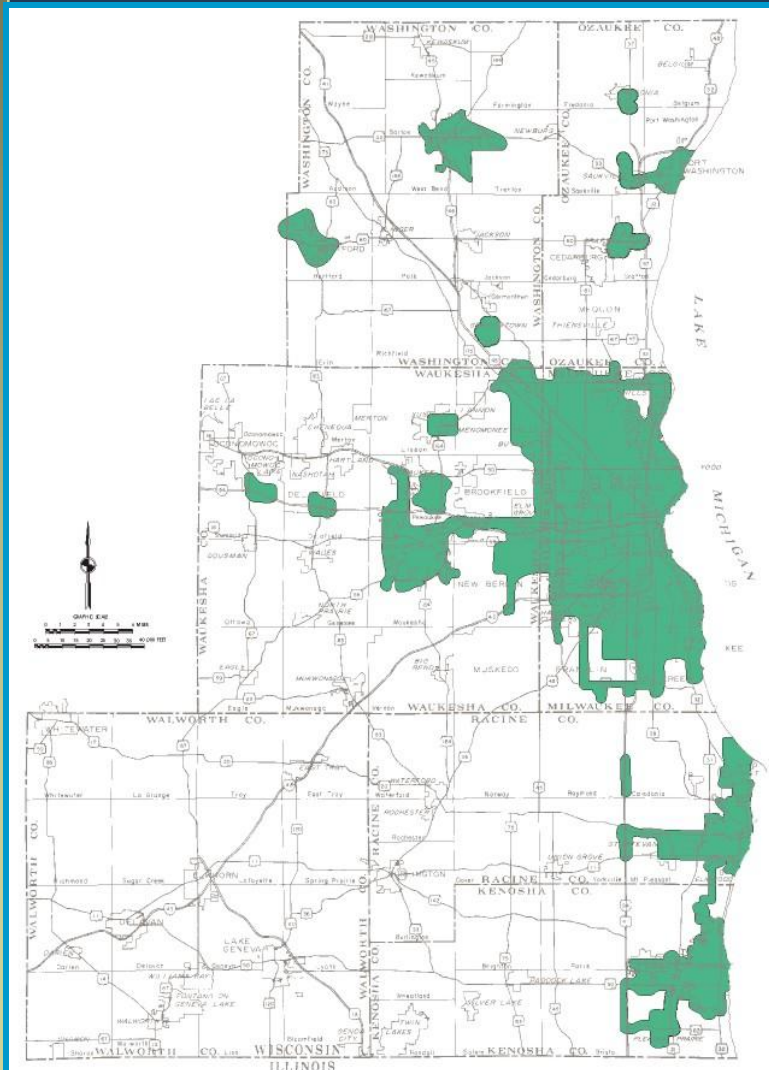
Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)



- **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.**



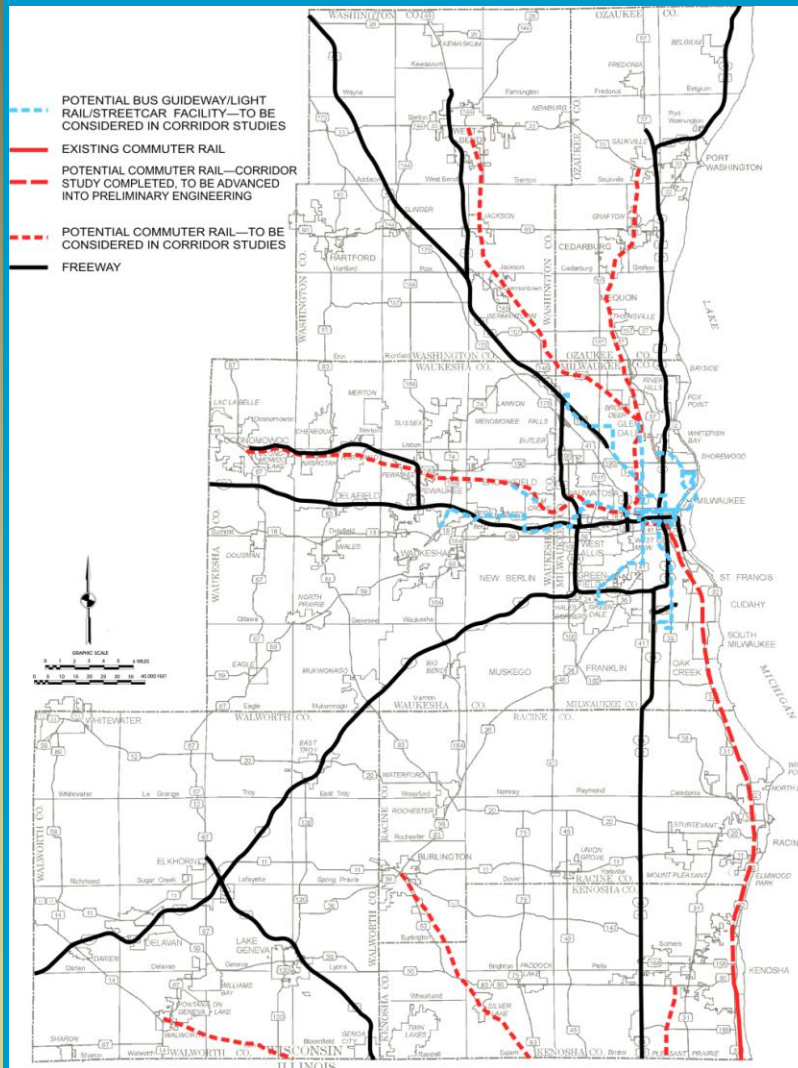
Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)



- **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.**



Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)

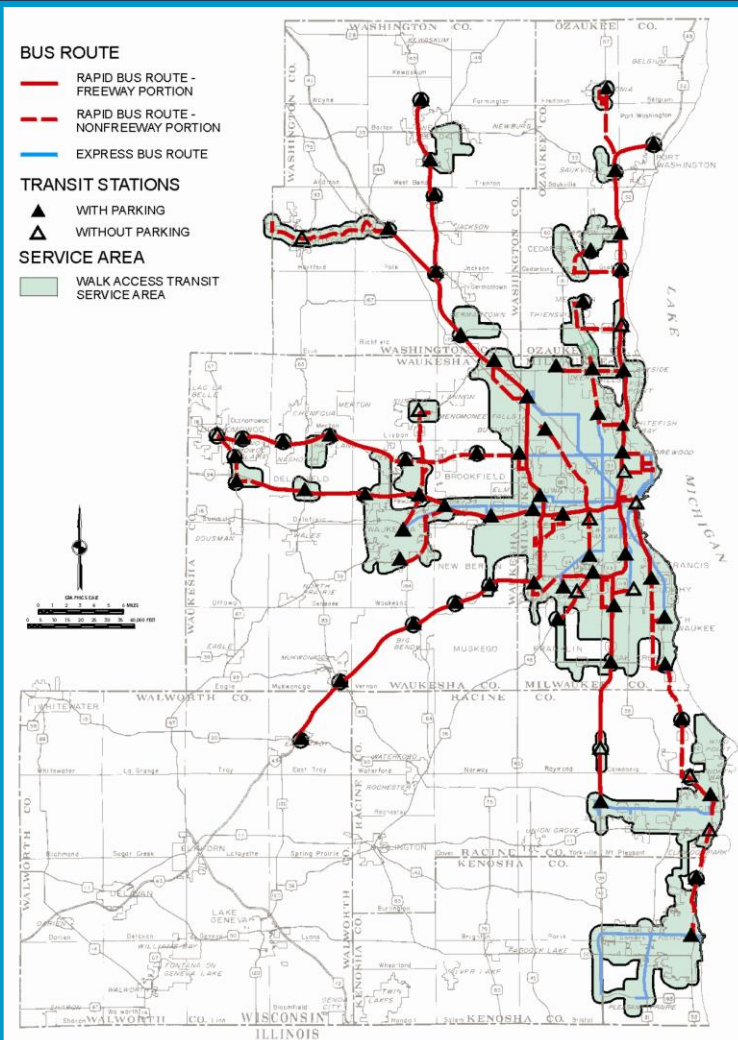


- **Upgrading to rail transit or bus guideways**
 - **Recommends consideration through the conduct of corridor studies of the upgrading of bus rapid transit service to commuter rail and bus express transit service to bus guideways or light rail.**
 - **Guideways to be added to regional plan upon completion of corridor studies and at request of transit sponsor/operator.**
 - **Kenosha-Racine-Milwaukee corridor—commuter rail corridor study.**



Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)

PUBLIC TRANSIT PLAN: 2035

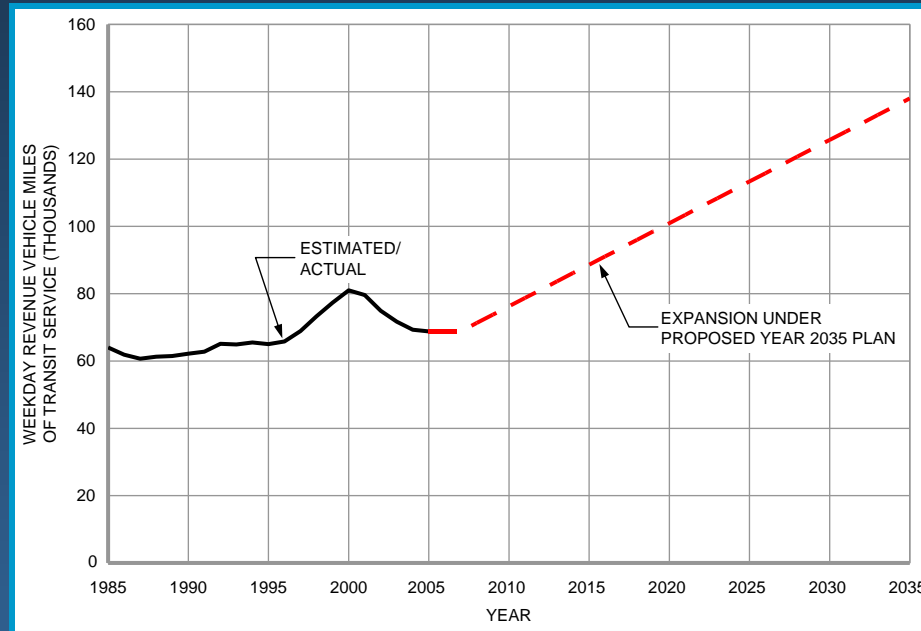


- **Other improvements**
 - **Reserved surface street bus lanes—rapid and express bus routes**
 - **Traffic signal priority—rapid and express bus routes**
 - **Expanded pass/discount programs**
 - **Joint marketing/single website**



Recommended Year 2035 Regional Transportation Plan—Public Transit (continued)

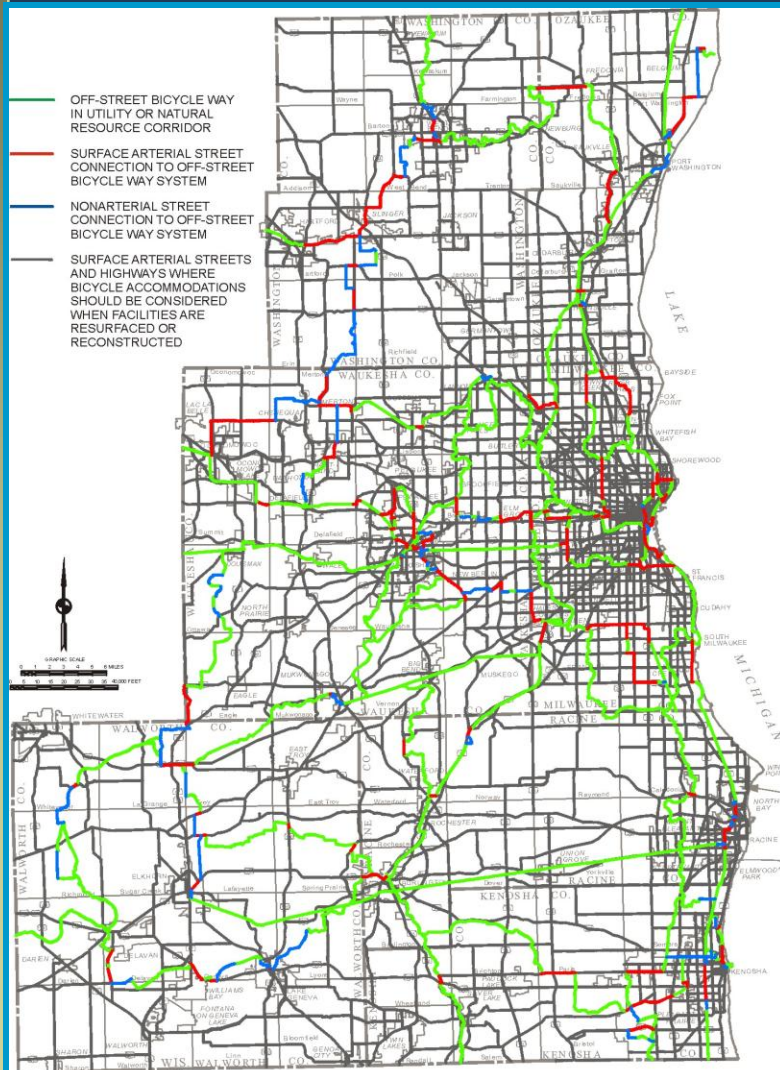
- **Proposed doubling of transit service over next 30 years**



- **Will require**
 - **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**
- **Continued expansion of the existing 203 mile system of off-street bicycle/pedestrian paths connecting the Kenosha, Milwaukee, and Racine areas and urban communities with a population of 5,000 or more, to a planned system eventually totaling 575 miles.**

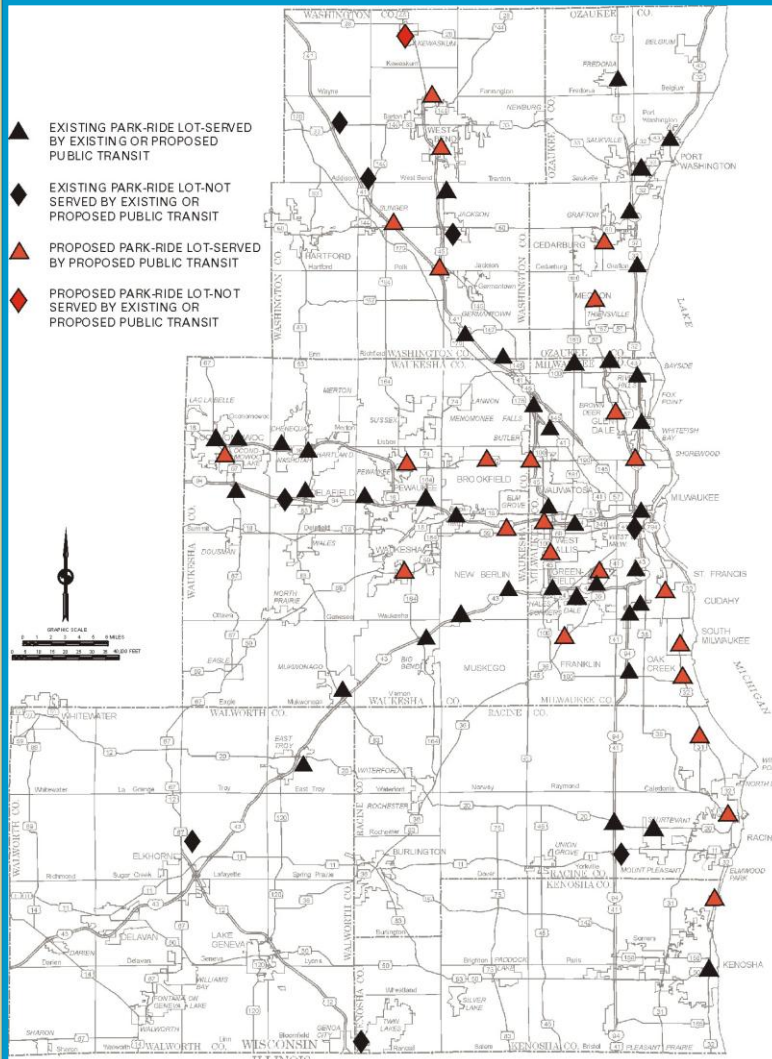


Recommended Year 2035 Regional Transportation Plan—Systems Management Element

- **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**
 - **Improved Surface Arterial Management**
 - **Expansion and enhancement of coordinated traffic signal systems**
 - **Regional and local operations improvement program**
 - **Access management**



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**
 - **HOV preferential treatment**
 - **Ramp-meter bypass lanes**
 - **Preferential parking**
 - **Expansion of area vanpool program**
 - **“Cash-out” employer-paid parking**
 - **Encourage user fee based street and highway funding**
 - **Aggressive promotion program**



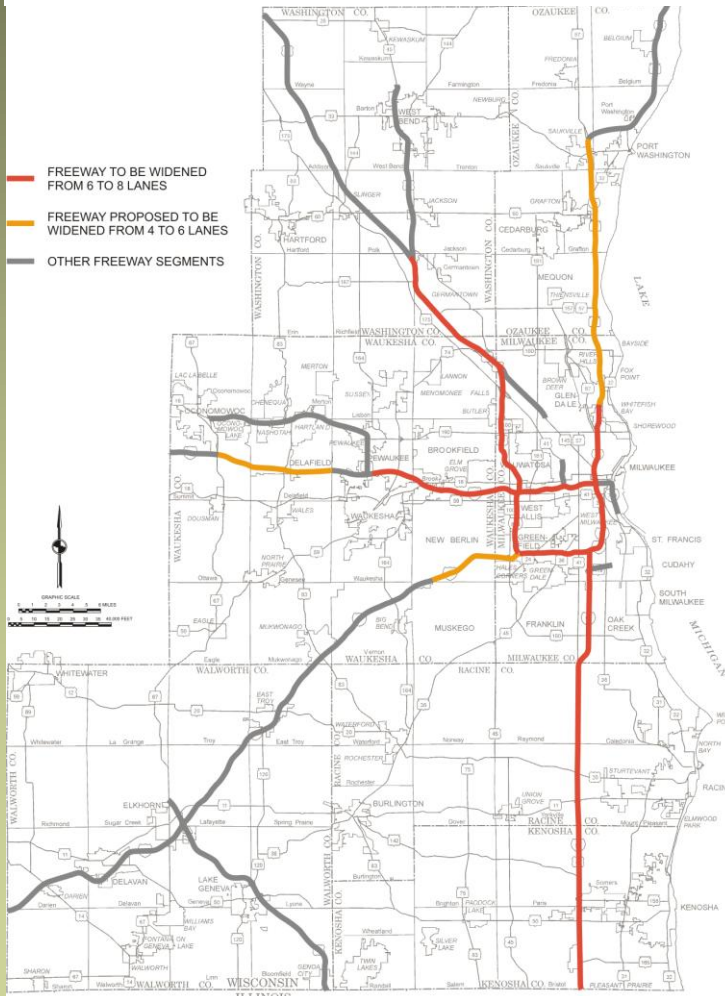
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element

- **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**
- **Freeway System Recommendations**
 - **Reconstruct as needed segment-by-segment to accomplish total system rebuild over next 30 to 40 years.**
 - **Reconstruction should be to modern design standards replacing the current outmoded design and addressing the current extensive design deficiencies.**



Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

FREEWAY SEGMENTS PROPOSED TO BE WIDENED WITH ADDITIONAL LANES DURING RECONSTRUCTION



- **Freeway System Recommendations (continued)**
 - **Reconstruct 127 miles of 270 mile system with two additional traffic lanes (one in each direction)**
 - **127 miles of freeway are those currently experiencing or projected to experience traffic congestion.**
 - **The two additional lanes can almost entirely be built within existing freeway right-of-way, while increasing freeway traffic carrying capacity by 33 to 50 percent at an increase in construction cost of about 13 percent.**



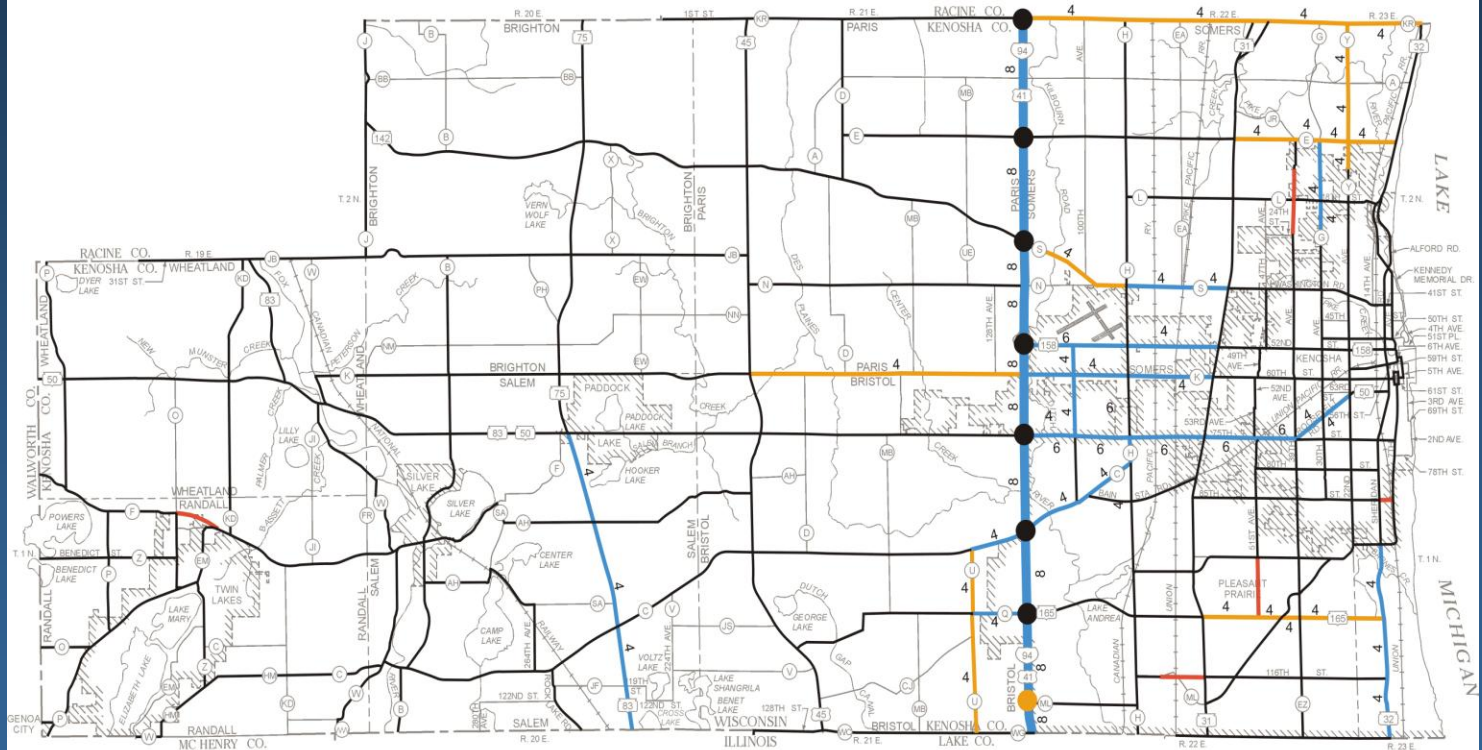
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

- **Surface Arterial Recommendations**
 - **System improvement: 231 miles or about 7 percent of existing surface arterials are proposed to be reconstructed with additional lanes**
 - **System expansion: 88 miles of new arterial facilities are proposed to be constructed, representing about a 3 percent expansion of the total surface arterial route-miles.**
 - **In total—both freeways and surface arterials—the plan represents a 4 percent expansion of total arterial lane miles over the next 30 years.**



Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

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

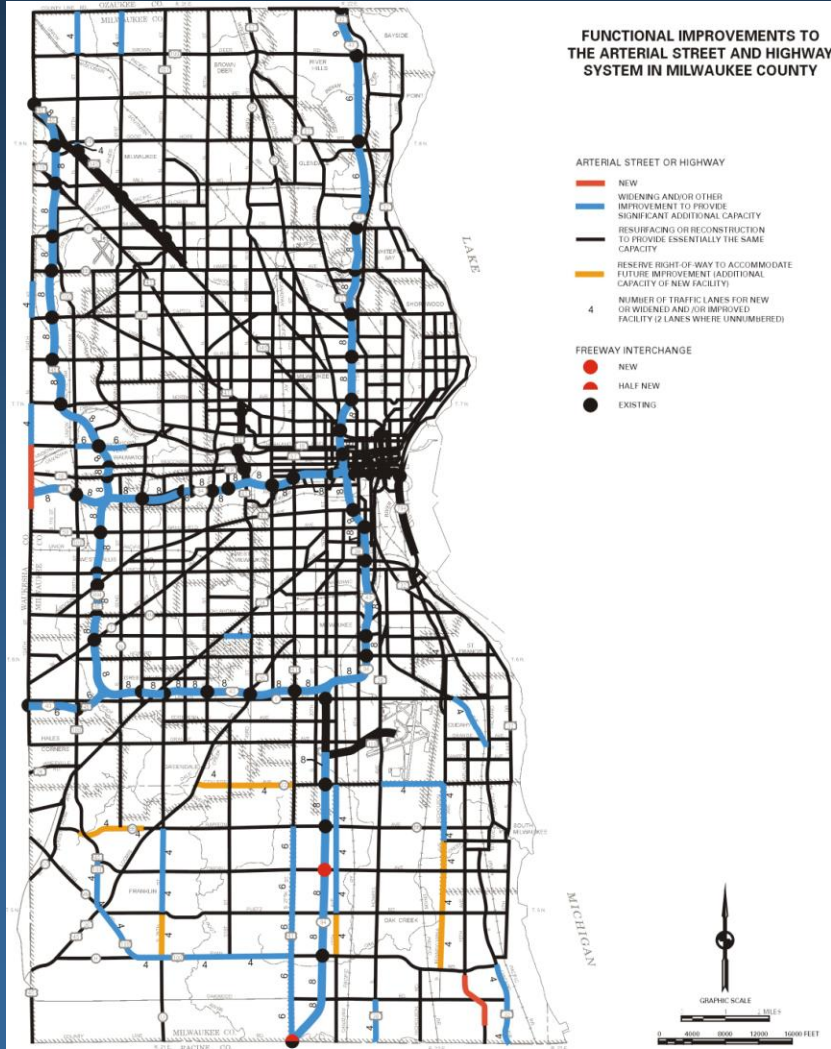


- | | |
|---|---|
| <p>ARTERIAL STREET OR HIGHWAY</p> <ul style="list-style-type: none"> — NEW — WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY — RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY) — RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED) | <p>FREWAY INTERCHANGE</p> <ul style="list-style-type: none"> ● EXISTING ● RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE) |
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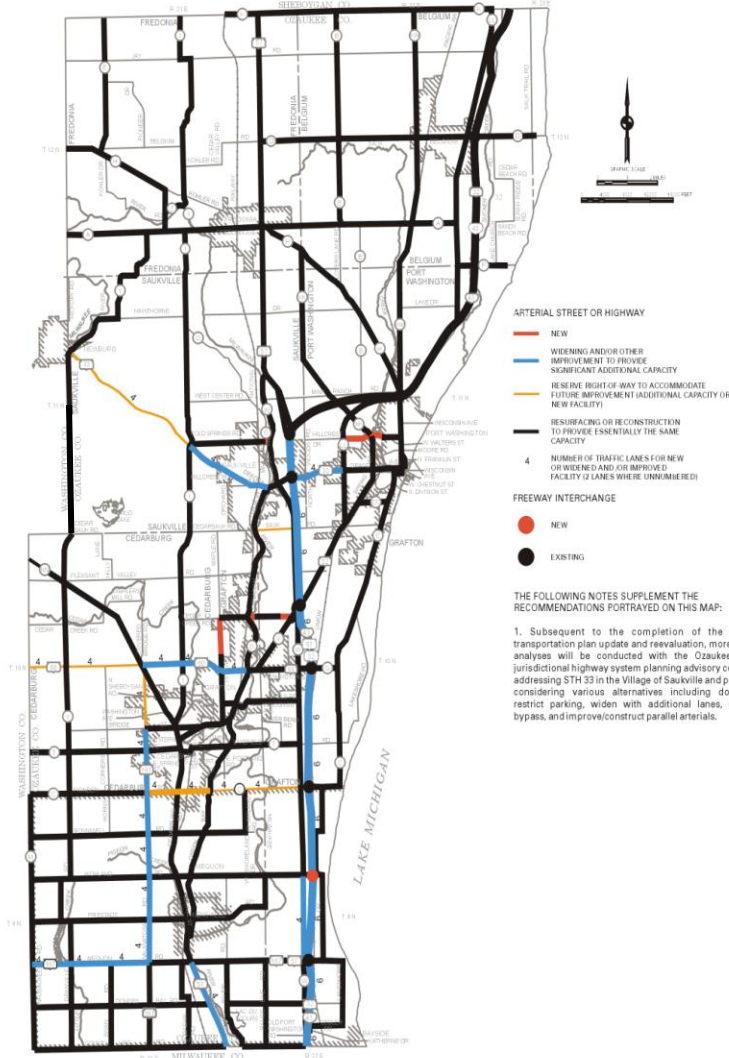
Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)





Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

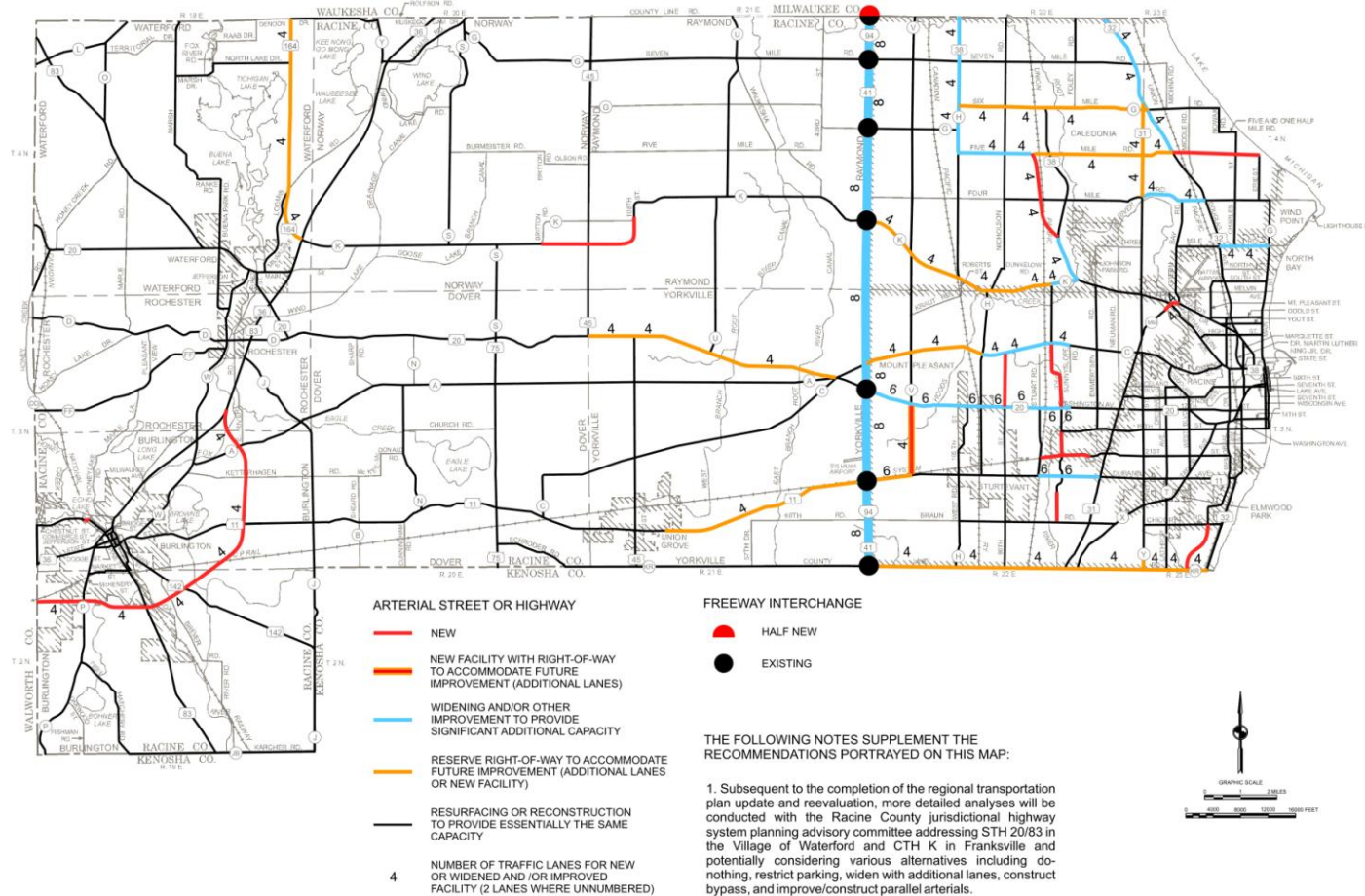
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY





Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

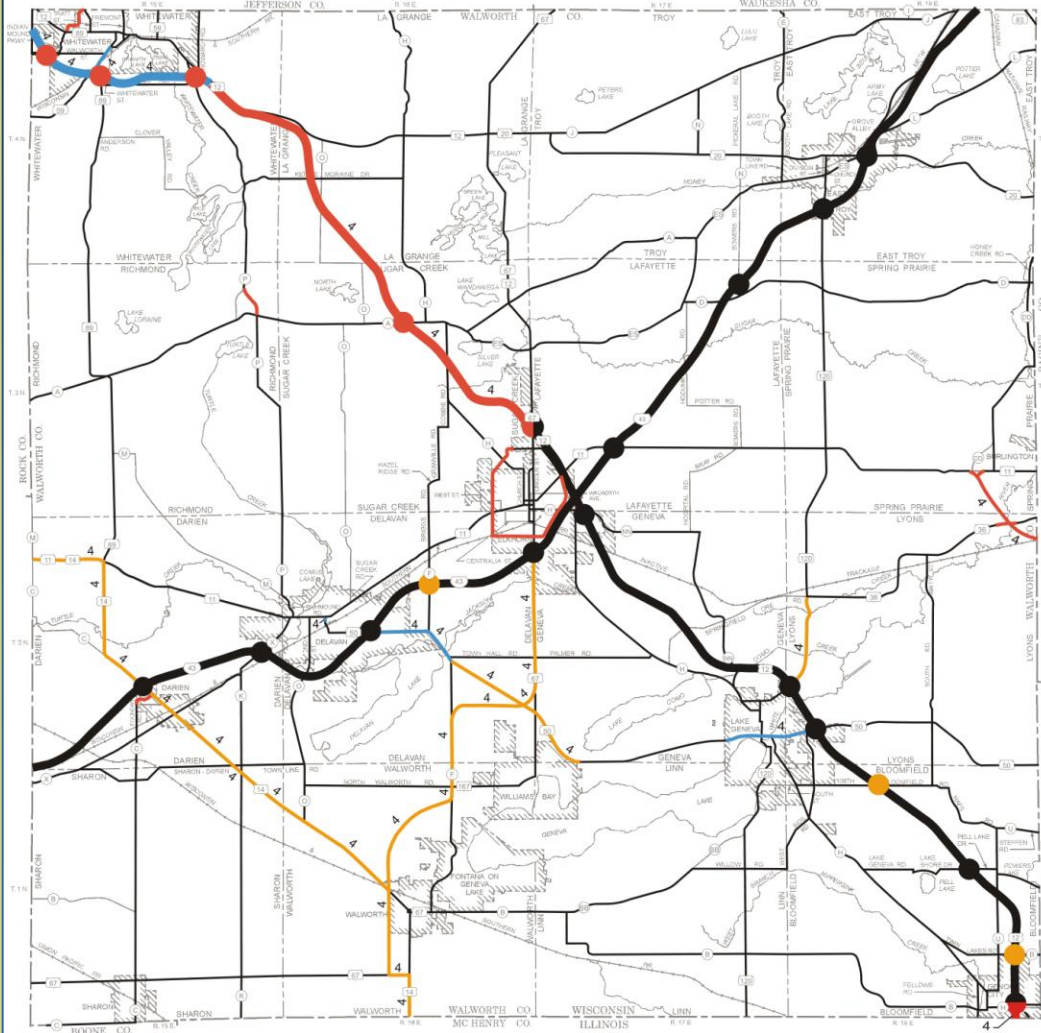
FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN RACINE COUNTY





Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

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



- ARTERIAL STREET OR HIGHWAY**
- NEW
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
 - 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)
- FREEWAY INTERCHANGE**
- NEW
 - ◐ HALF NEW
 - EXISTING
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

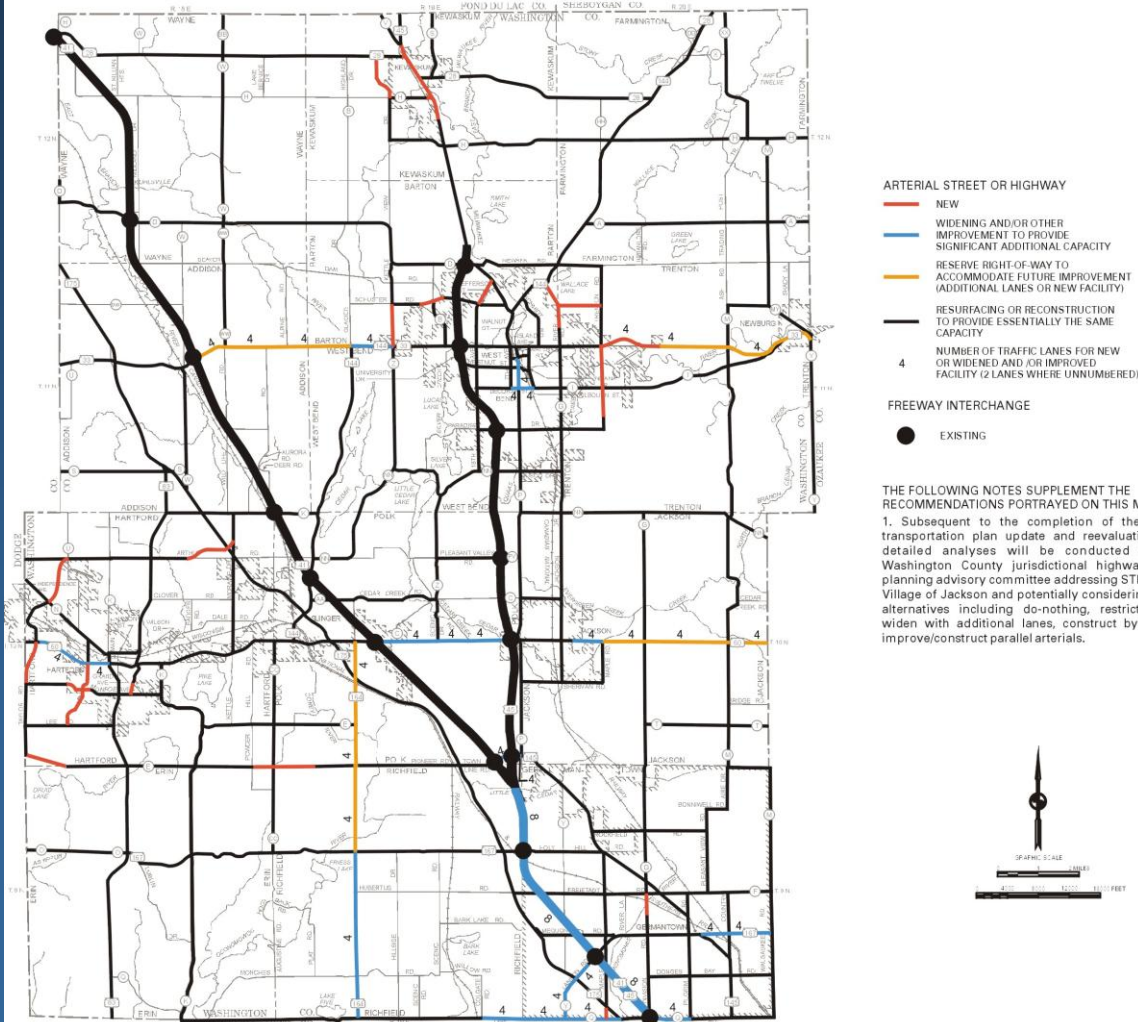
1. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analysis will be conducted with the Walworth County jurisdictional highway system planning advisory committee addressing STH 50 in the City of Lake Geneva and potentially considering various alternatives 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)

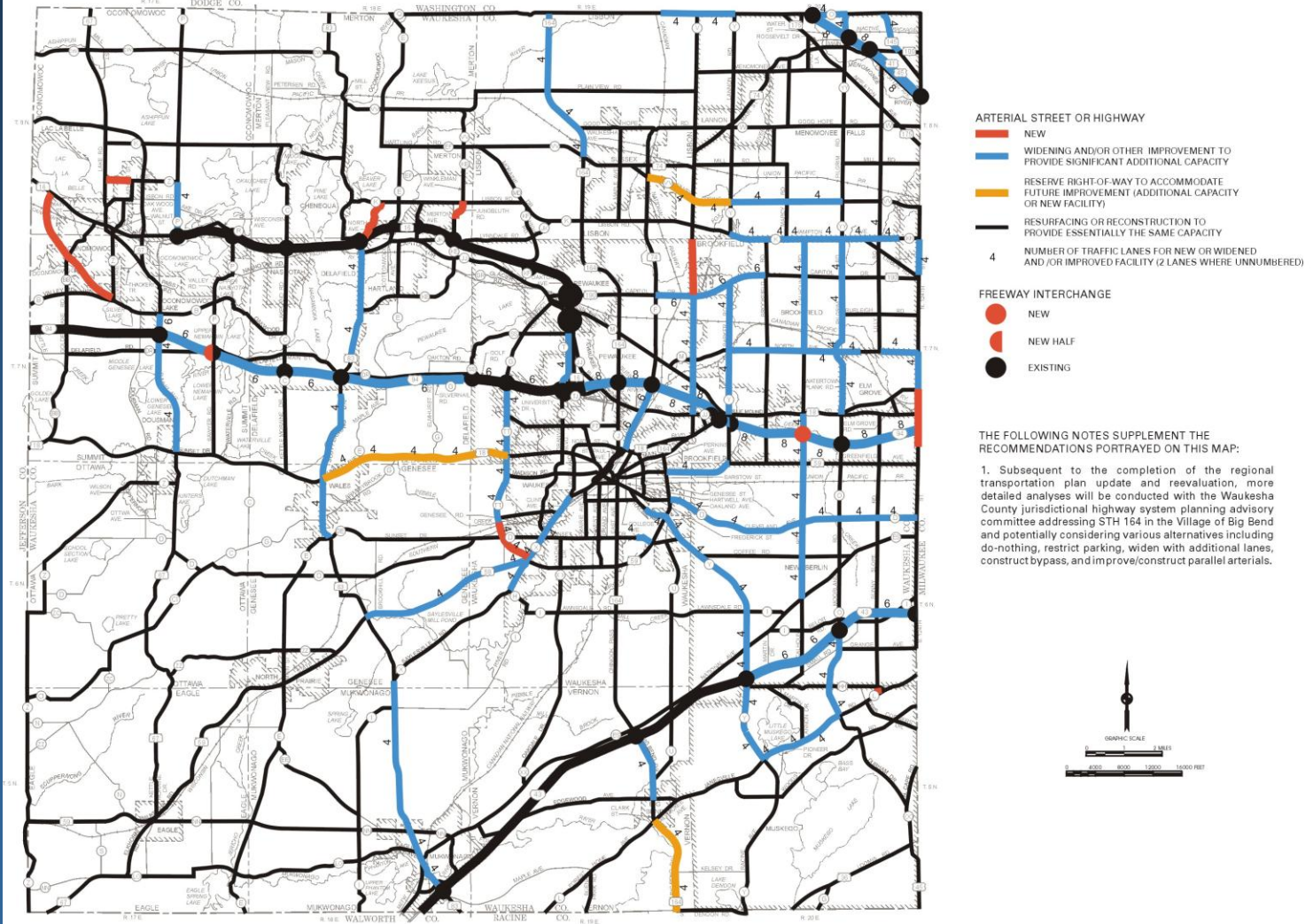
FUNCTIONAL IMPROVEMENTS IN THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY





Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

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





Recommended Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

- **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.**

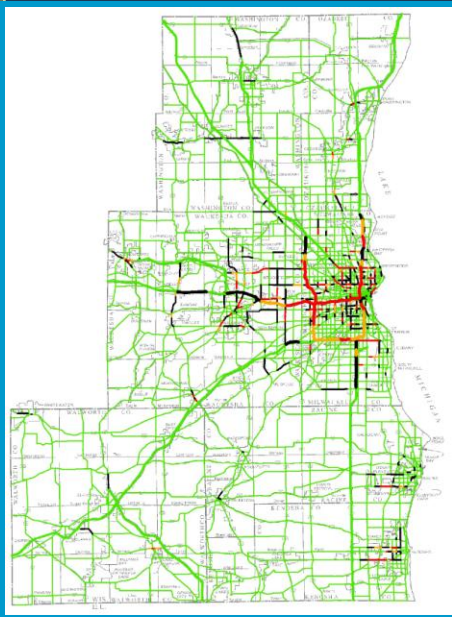


Year 2035 Regional Transportation Plan—Arterial Street and Highway Element (continued)

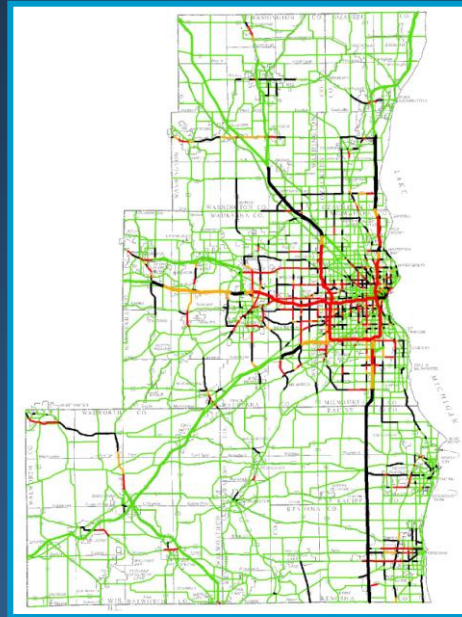
- **Each proposed arterial street and highway improvement and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government.**
 - **The preliminary engineering will consider alternatives and impacts, and final decisions 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.**



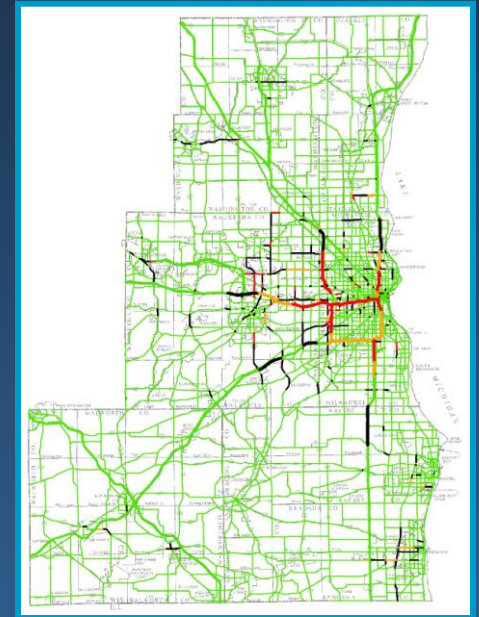
Evaluation of Recommended Year 2035 Transportation Plan



Existing 2001



TSM Plan Forecast 2035



Recommended Plan Forecast 2035

- **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 elements of the regional plan (a TSM Plan alternative), a doubling of traffic congestion would 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)

	<u>No-Build Plan</u>	<u>Recommended Plan</u>
• Streets and Highways	\$380 million	\$446 million
• Public Transit	\$138 million	\$229 million
• Total	\$518 million	\$675 million

- The annual cost of the recommended plan is about 30 percent greater than a no-build plan, and about 10 percent greater than current expenditures.



Evaluation of Recommended Year 2035 Transportation Plan (continued)

- Right of way acquisition impacts**

Number of Homes

100	Widened and new surface arterial streets (304 miles)
150	Rebuilding freeway system to modern design standards (270 miles)
35	Rebuilding freeway system with additional lanes (127 miles)
2	Extending the USH 12 freeway in Walworth County (13 miles)



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**



Impacts on Minority and Low-Income Populations

- **An evaluation was conducted of whether minority and low-income populations within Southeastern Wisconsin receive a disproportionate share of the estimated impacts—both costs and benefits—of the regional transportation system plan. The findings were as follows:**
 - **Arterial Streets and Highways**
 - **No area of the region, or minority or low-income community, disproportionately bears the impact of the recommended year 2035 plan arterial street and highway capacity improvements.**
 - **While some segments of the freeway system, including those proposed to be widened, are located adjacent to minority and low income populations, the vast majority of the freeway system and the freeway segments proposed to be widened are not adjacent to minority populations. Also, the vast majority of census blocks having an above average concentration of a minority population are not located adjacent or in proximity to the freeway system, or freeway segments proposed to be widened under the recommended plan.**
 - **The residences and businesses which are estimated to need to be acquired under the recommended plan—particularly those required for additional lanes—are not disproportionately located in areas with above county or regional averages of minority or low income populations.**



Impacts on Minority and Low-Income Populations (continued)

- **There is not a significant over-representation of minority and low income populations in areas located in proximity to freeways proposed to be widened within each county. With respect to the Region as a whole, there is greater minority and low-income population in areas adjacent to freeways proposed to be widened:**

	Regional Percentage of Total Population	Percentage Population in Proximity to a Freeway
Black/African American Persons	14.3	18.1
American Indian and Alaskan Native Persons	0.9	1.1
Asian and Pacific Islander Persons	2.2	2.9
Other Minority Persons	3.6	4.9
Hispanic Persons	6.5	9.2
Total Minority Persons	23.5	30.7
Families in Poverty	7.2	8.3



Impacts on Minority and Low-Income Populations (continued)

- **Transportation air pollutant emissions are projected to significantly decline regionwide even with a projected increase in traffic. The reductions in emissions on central Milwaukee County freeways adjacent to minority and low income populations may be greater than regionwide reductions, as traffic increases on these freeways may be less than regionwide increases in traffic.**
- **The arterial street and highway system accessibility to employment under the recommended year 2035 regional transportation system plan may be expected to be about the same as that under the existing system. Thus, the recommended plan may be expected to avoid the decline in highway accessibility to employment opportunities, particularly with respect to central Milwaukee County.**
- **The freeway segments in proximity to minority and low-income populations will see a reduction in congestion and attendant rear-end collision rates.**



Impacts on Minority and Low-Income Populations (continued)

- **Public Transit**
 - **The public transit recommendations of the regional transportation plan would, in particular, serve minority and low-income populations within Southeastern Wisconsin. The public transit element would also directly serve those areas of the region with the highest job densities, with almost all of the major economic activity centers in the Region being served by the public transit recommendations of the regional transportation system plan. Thus the transit element of the regional transportation system plan would, in particular, connect minority and low-income populations with jobs.**
 - **The public transit recommendations of the regional transportation system plan are directed toward improving transit service in central Milwaukee County. The public transit recommendations of the regional transportation system plan include significant expansion of service coverage, hours, frequency, and speed.**



SEWRPC Advisory Committee on Regional Transportation Planning

Frederick J. Patrie, Chairman	Director of Public Works, Kenosha County
Sandra K. Beaupre	Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
John M. Bennett	City Engineer, City of Franklin
Donna L. Brown	Systems Planning Group Manager, District 2, Wisconsin Department of Transportation
Allison Bussler	Chief of Staff, Waukesha County Executive's Office
Shane Crawford	Public Works Director, Walworth County Public Works Department
Robert R. Dennik	Deputy Chief of Staff, Milwaukee County Executive's Office
Robert R. Dreblow	Highway Commissioner, Ozaukee County
Paul A. Feller	Director of Public Works, City of Waukesha
Thomas M. Grisa	Director of Public Works, City of Brookfield
Richard M. Jones	Commissioner of Public Works, City of Racine
William A. Kappel	Director of Public Works, City of Wauwatosa
Kevin K. Kessler	Acting Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Glenn M. Lampark	Director of Public Works, Racine County
Michael M. Lemens	Director of Engineering, City of Kenosha
Jeffrey J. Mantes	Commissioner of Public Works, City of Milwaukee
Bharat Mathur	Acting Regional Administrator, Region 5, U.S. Environmental Protection Agency
Dwight E. McComb	Planning and Program Development Engineer, Federal Highway Administration, U. S. Dept. of Transportation
Gloria L. McCutcheon	Southeast Region Director, Wisconsin Department of Natural Resources
Larry Moore	Community Partnership Coordinator, City of Milwaukee Housing Authority
Kenneth M. Pesch	Highway Commissioner, Washington County
Jeffrey S. Polenske	City Engineer, City of Milwaukee
Marisol Simón	Regional Administrator, Region V, Federal Transit Administration, U. S. Department of Transportation
Wallace C. Thiel	Village Administrator, Village of Hartland
George A. Torres	Director of Transportation and Public Works, Department of Parks and Public Infrastructure, Milwaukee County
Sandra Rusch Walton	Director, Injury and Violence Prevention Program, Milwaukee Health Department, City of Milwaukee
Kenneth J. Warren	Managing Director, Milwaukee County Transit System