

Southeastern Wisconsin **Regional Planning Commission**



VISION 2050 and Preparing for the Future

2021 Southeast Wisconsin Transportation Symposium

October 8, 2021

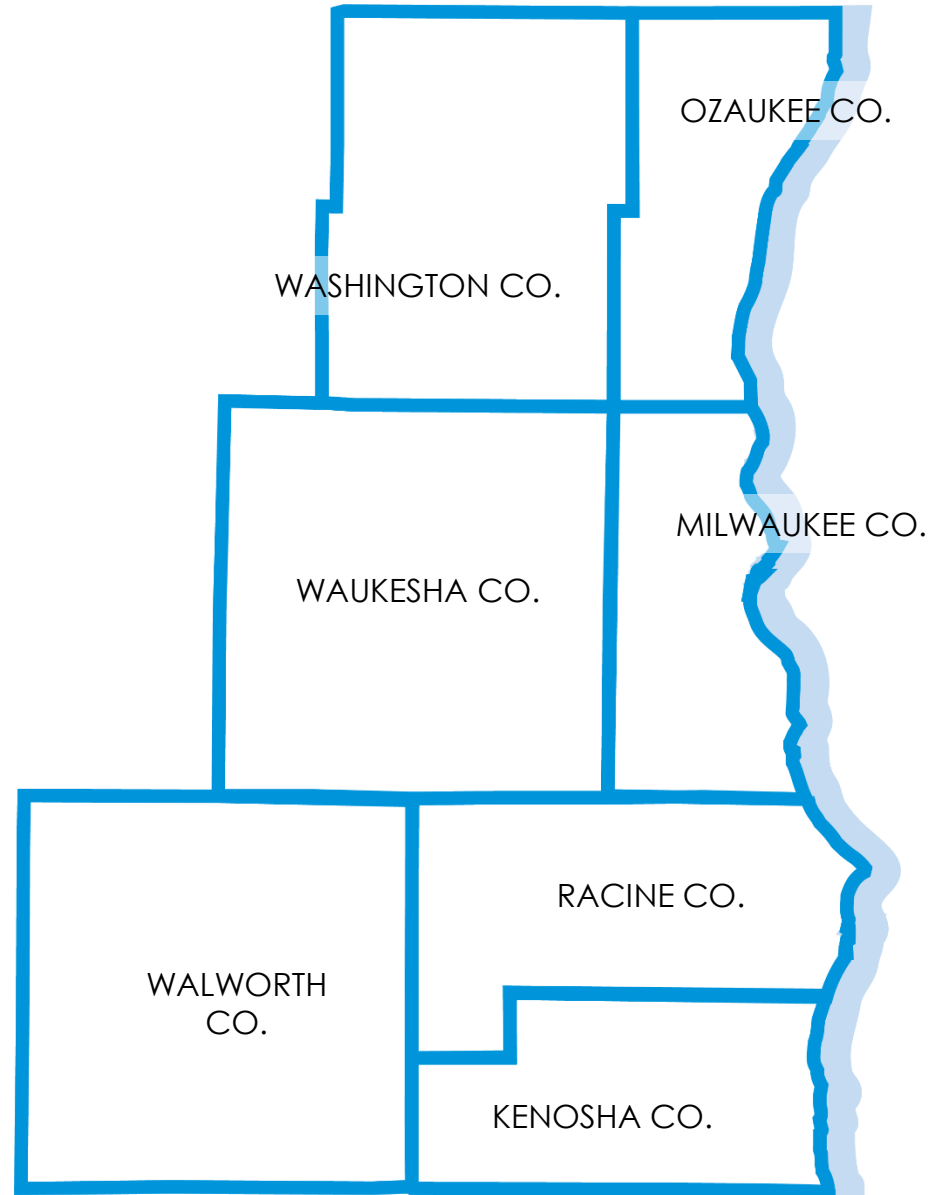
About SEWRPC

7 counties

150 local governments

2 million people

1.3 million jobs



About SEWRPC

Official areawide planning
agency for SE Wisconsin

Advisory



Comparing to Our Peer Regions

- **Slow population and job growth**
- **Significant racial disparities**
- **An unbalanced transportation system**



What is VISION 2050?



- Region's long-range land use and transportation plan
- Makes recommendations to local and State government regarding land development and transportation
- Outlook to the year 2050

Land Use

The plan recommends:

- Focus new urban development in urban centers
- Increased density and provide a mix of housing types and uses
- Preserve primary environmental corridors and agricultural land



Bicycle and Pedestrian

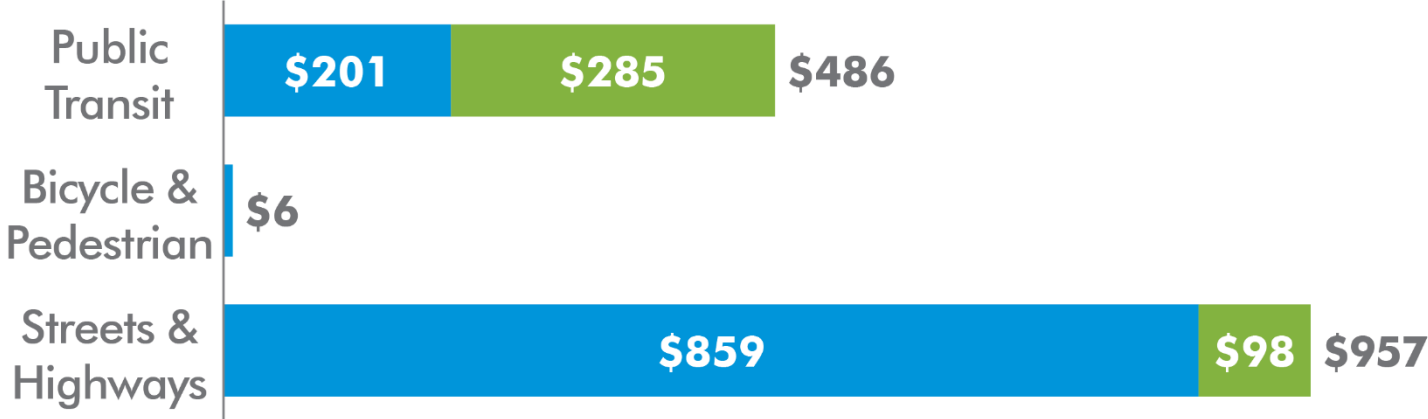
The plan recommends:

- Expanding the on-street bicycle network, including enhanced bicycle facilities in key regional corridors
- Expanding off-street paths to provide a well-connected network
- Providing sidewalks in areas of existing or planned urban development
- Minimizing crashes involving bicyclists and pedestrians

Updated Funding Analysis

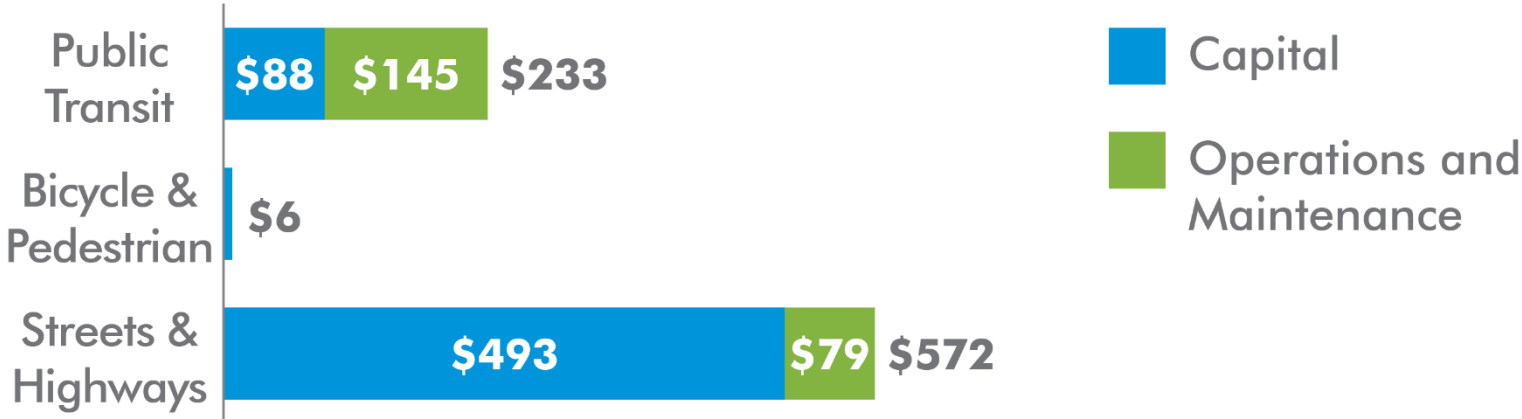
Investment Required for VISION 2050

Average Annual in Millions of 2019\$



Funding Available for VISION 2050

Average Annual in Millions of 2019\$



Public Transit









The plan recommends:




- Significant improvement and expansion of the public transit system, including commuter rail, rapid transit, and improved fixed and flexible transit services
- Programs to improve access to suburban employment
- “Transit first” designs on urban streets
- Other initiatives to promote transit use and improve quality of service

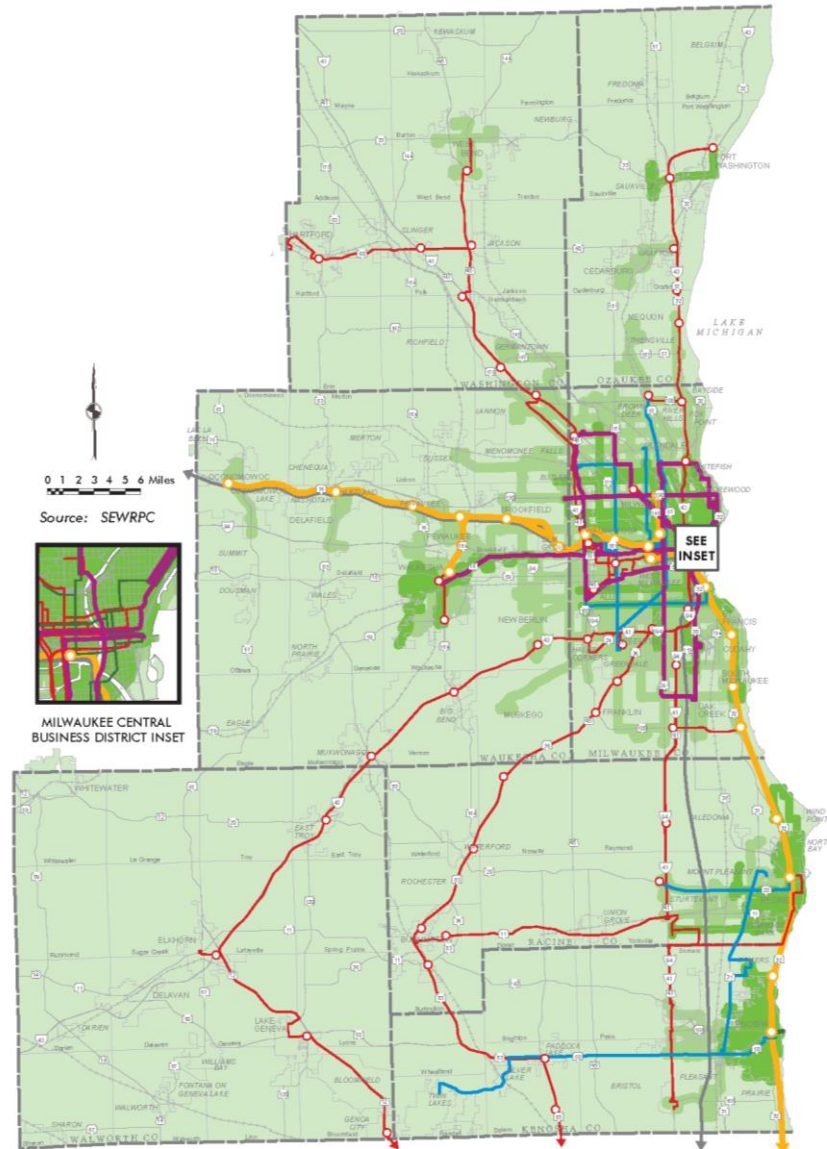
VISION 2050 Transit Services

TRANSIT SERVICES

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







LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

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






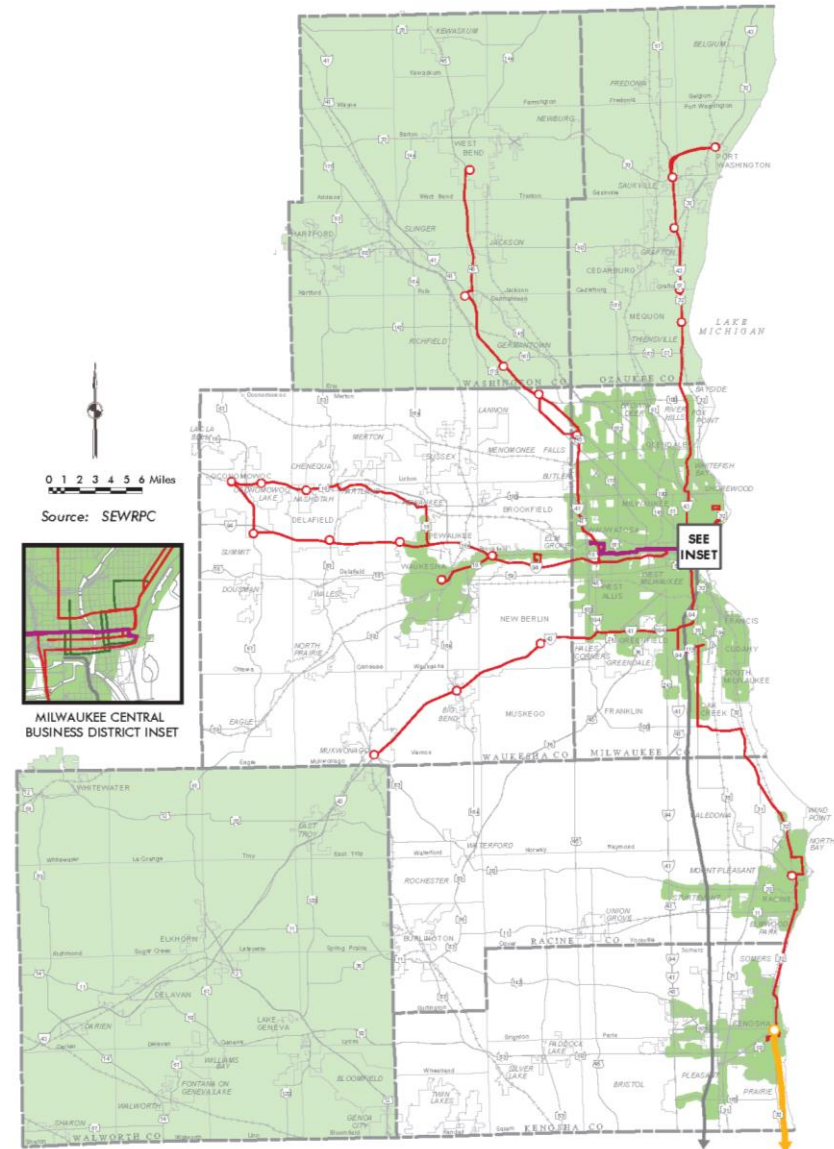
Transit Services: Fiscally Constrained System

TRANSIT SERVICES

-  RAPID TRANSIT LINE
-  EXPRESS BUS ROUTE (NONE)
-  COMMUTER RAIL LINE & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  INTERCITY RAIL
-  STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

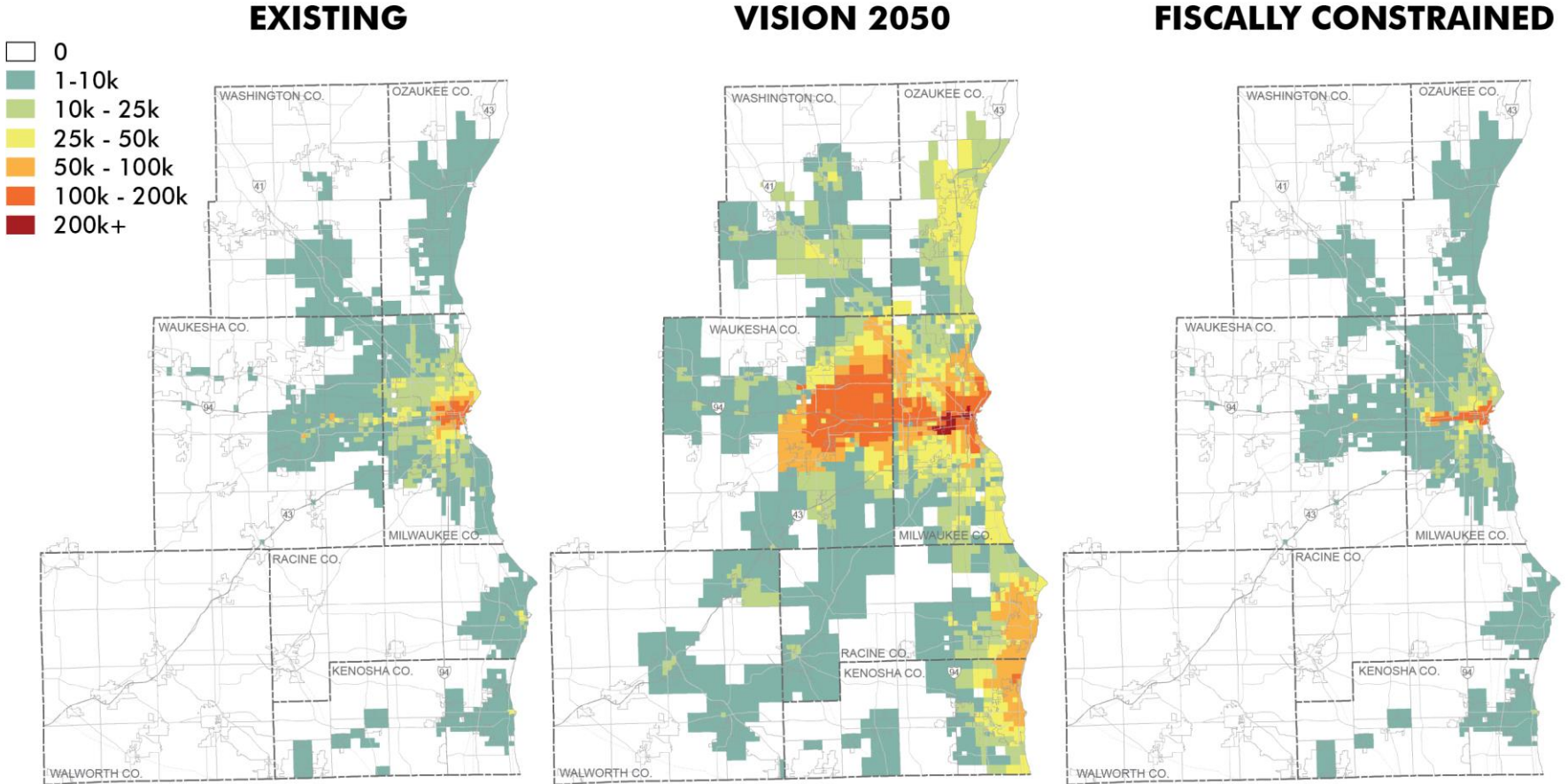
-  EVERY 15 MINUTES OR BETTER (NONE)
-  LESS FREQUENT THAN EVERY 15 MINUTES
-  ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI



\$250 million gap

*35 percent reduction
in existing service*

Jobs Accessible Within 30 Minutes Via Transit









Streets and Highways

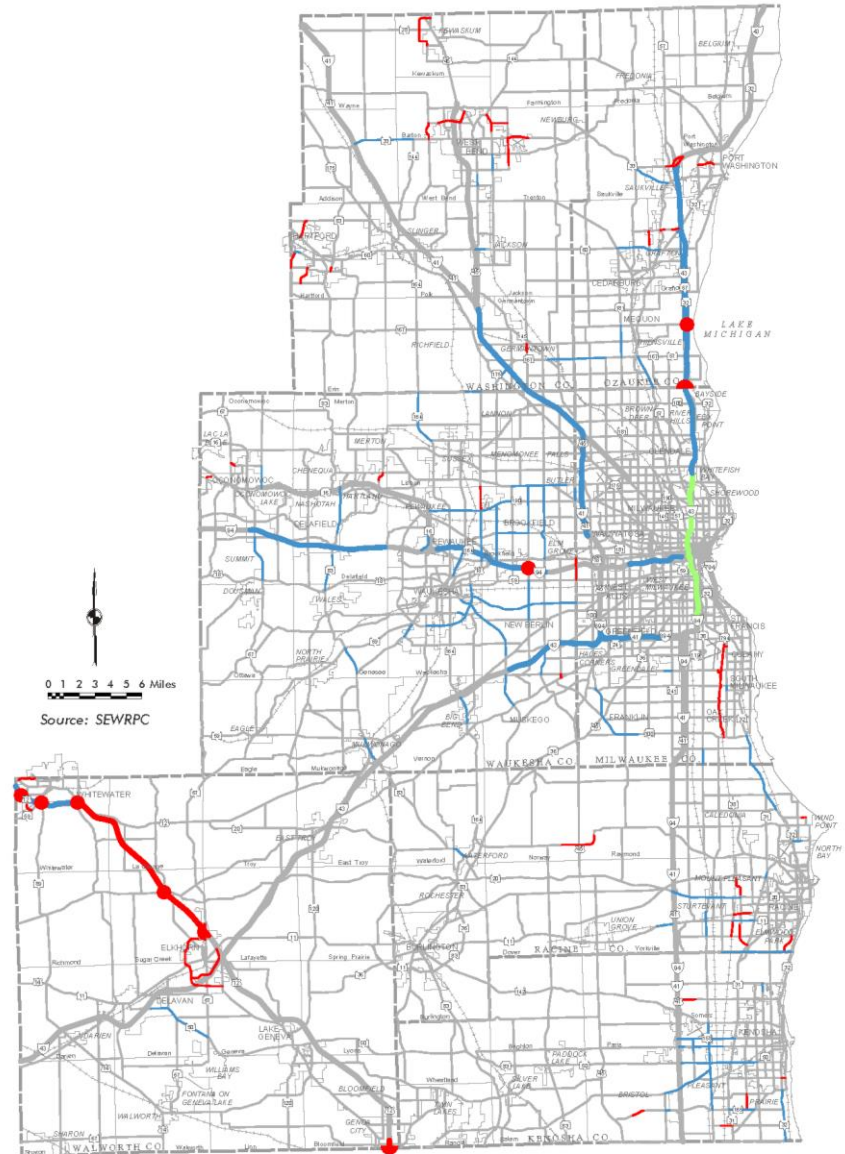


The plan recommends:

- Keeping arterial street and highway system in state of good repair
- Incorporating complete streets concepts
- Strategically expanding arterial capacity to accommodate all roadway users and address residual congestion
- Minimizing total traffic crashes, along with crashes involving fatalities and serious injuries—including through reducing reckless driving

Streets and Highways: VISION 2050

-  NEW ARTERIAL
-  ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
-  PRESERVE EXISTING CROSS-SECTION
-  NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES
-  NEW INTERCHANGE
-  FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

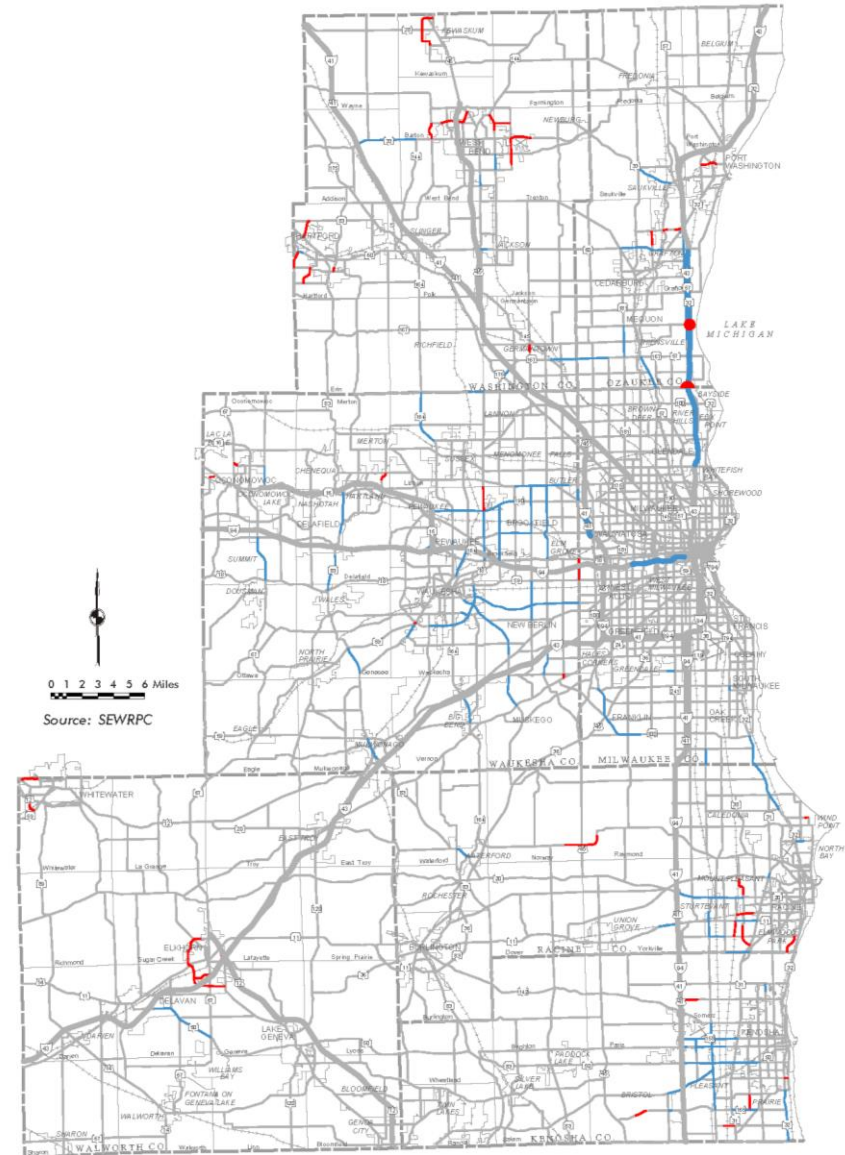


Streets and Highways: Fiscally Constrained System

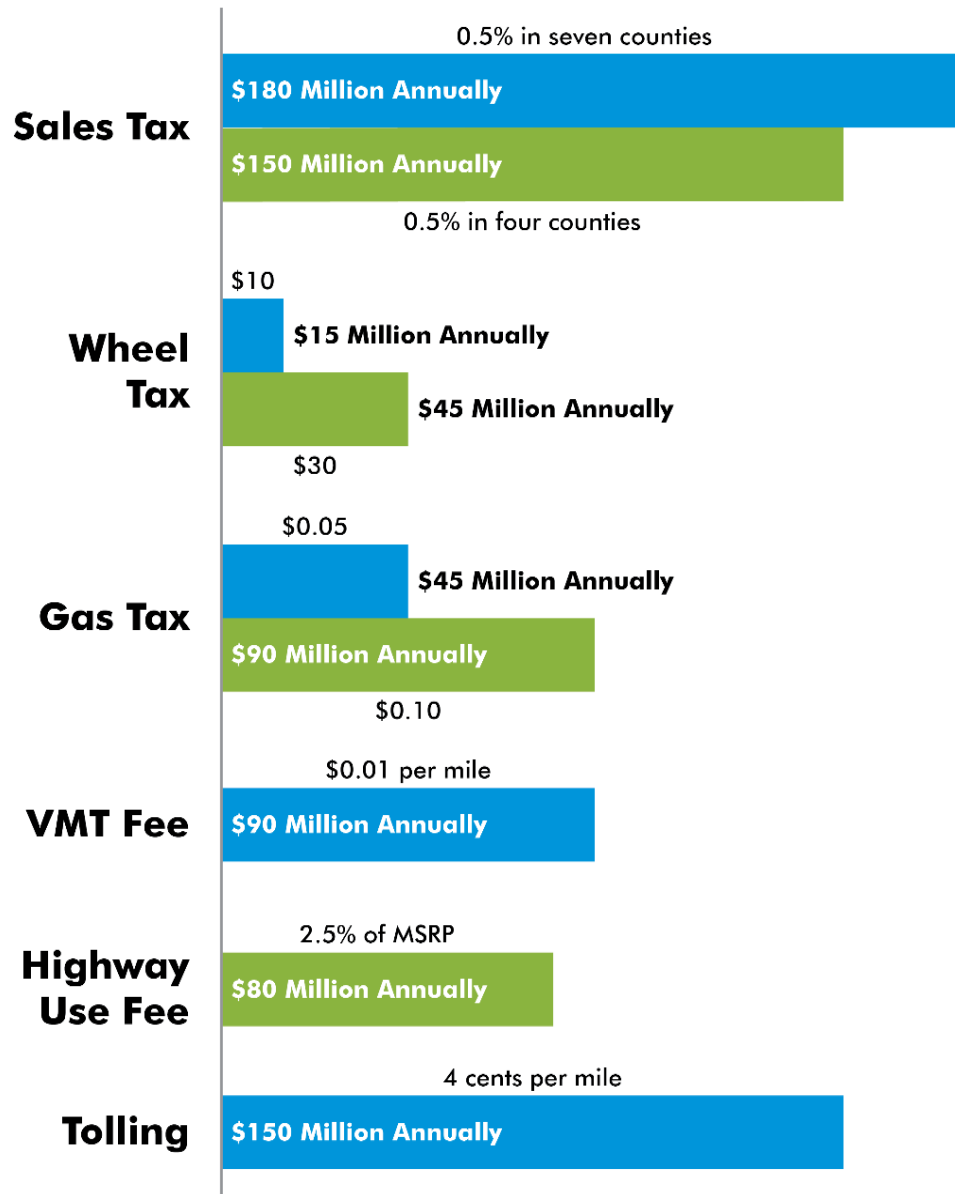
- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- NEW INTERCHANGE
- FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

\$385 million gap

- Fewer roads reconstructed, widened, or newly constructed*
- More rehabs vs. reconstructions*



Potential Revenue Sources to Address Funding Gap



Significant Racial Disparities

POPULATION BY RACE AND ETHNICITY

In the Milwaukee metro area, people of color are:

4.5 X less likely than whites to have a high school diploma

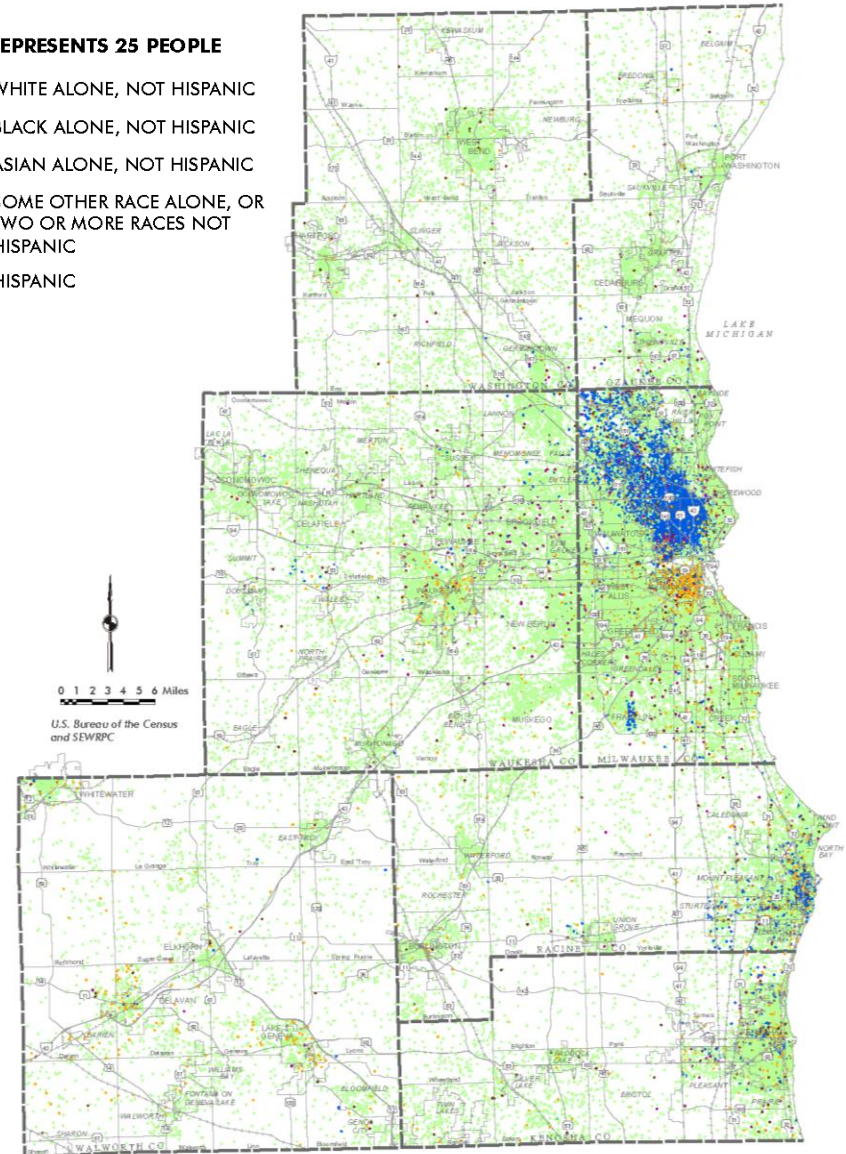
2 X less likely than whites to have a bachelor's degree

4.1 X more likely than whites to have incomes at or below the poverty level

Racial disparities are more pronounced in the Milwaukee metro area than in almost all other U.S. metro areas.

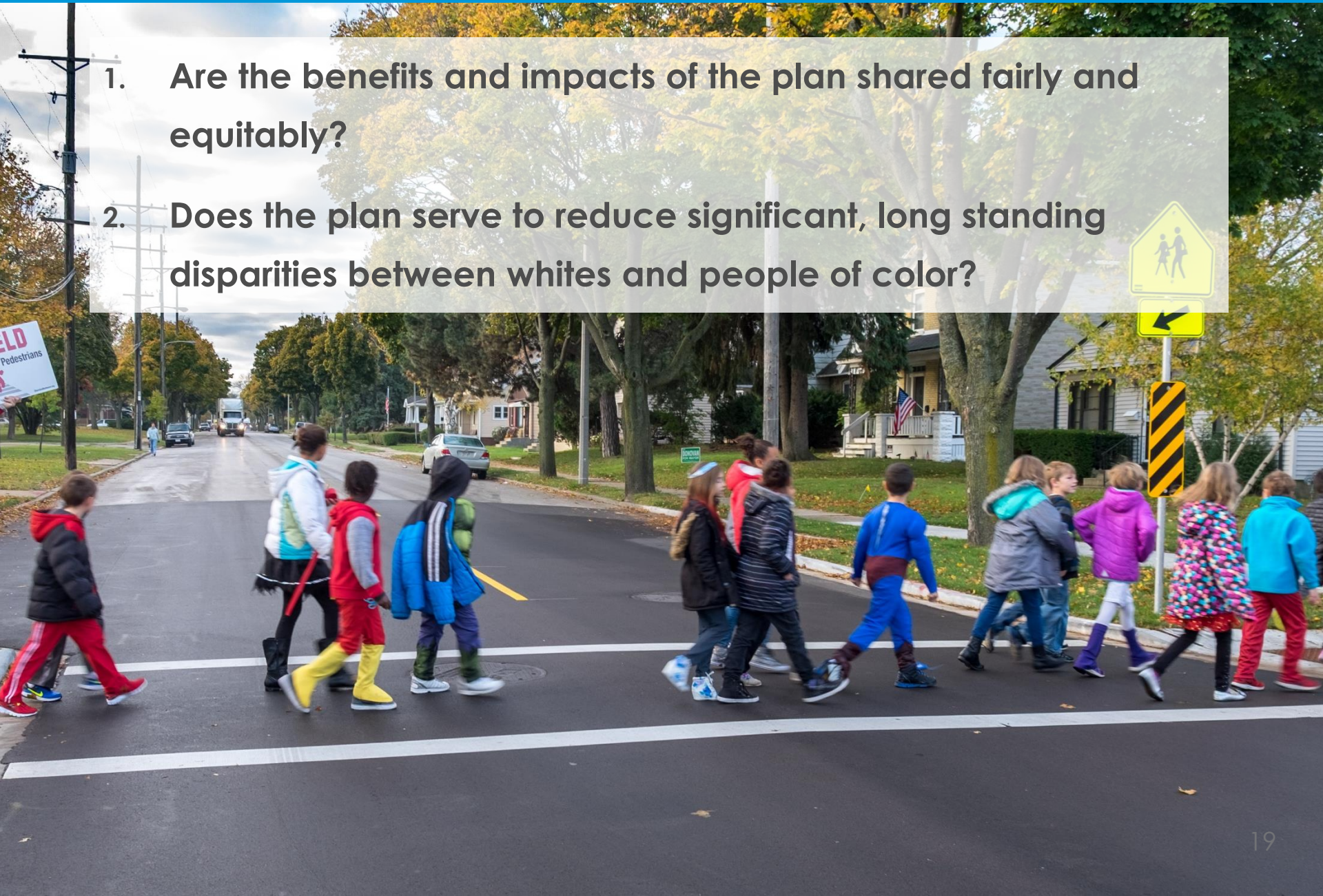
1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC



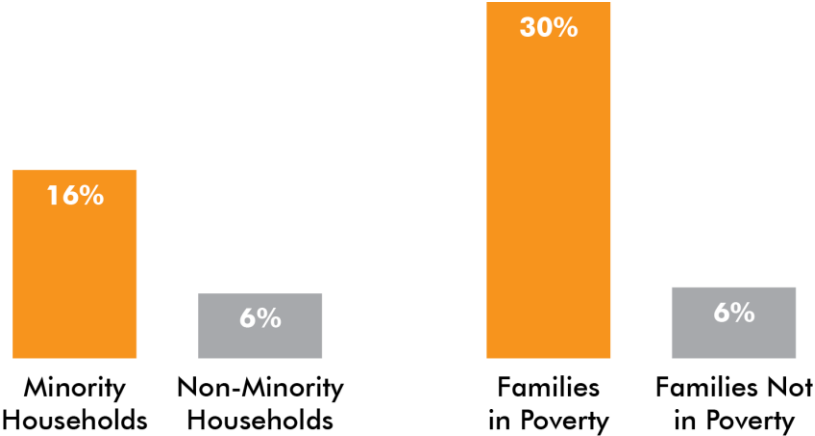
Purpose of the Equity Analysis

1. Are the benefits and impacts of the plan shared fairly and equitably?
2. Does the plan serve to reduce significant, long standing disparities between whites and people of color?



Equity Analysis Findings

Percent of Population with No Vehicle Available



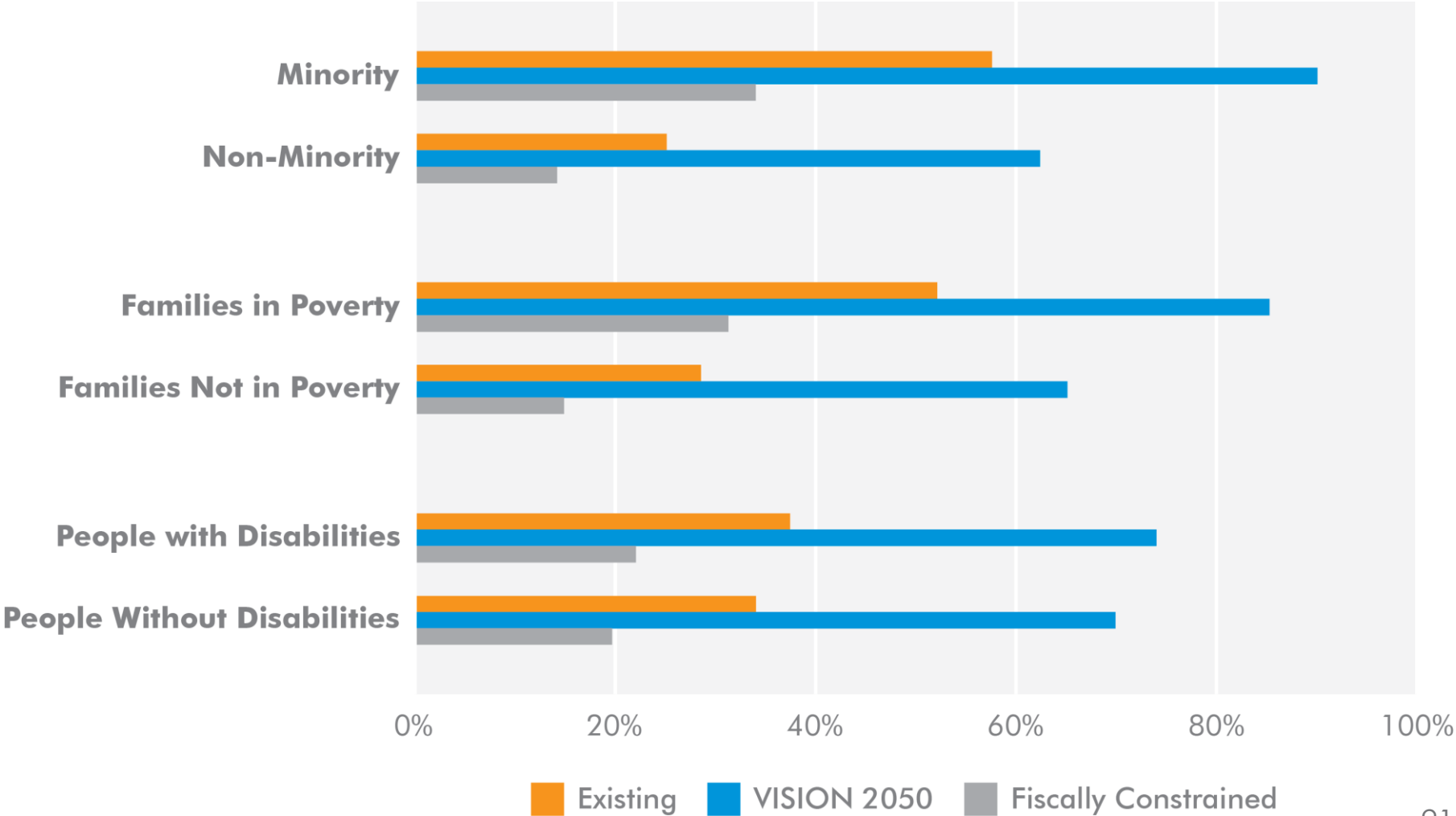
About

4x

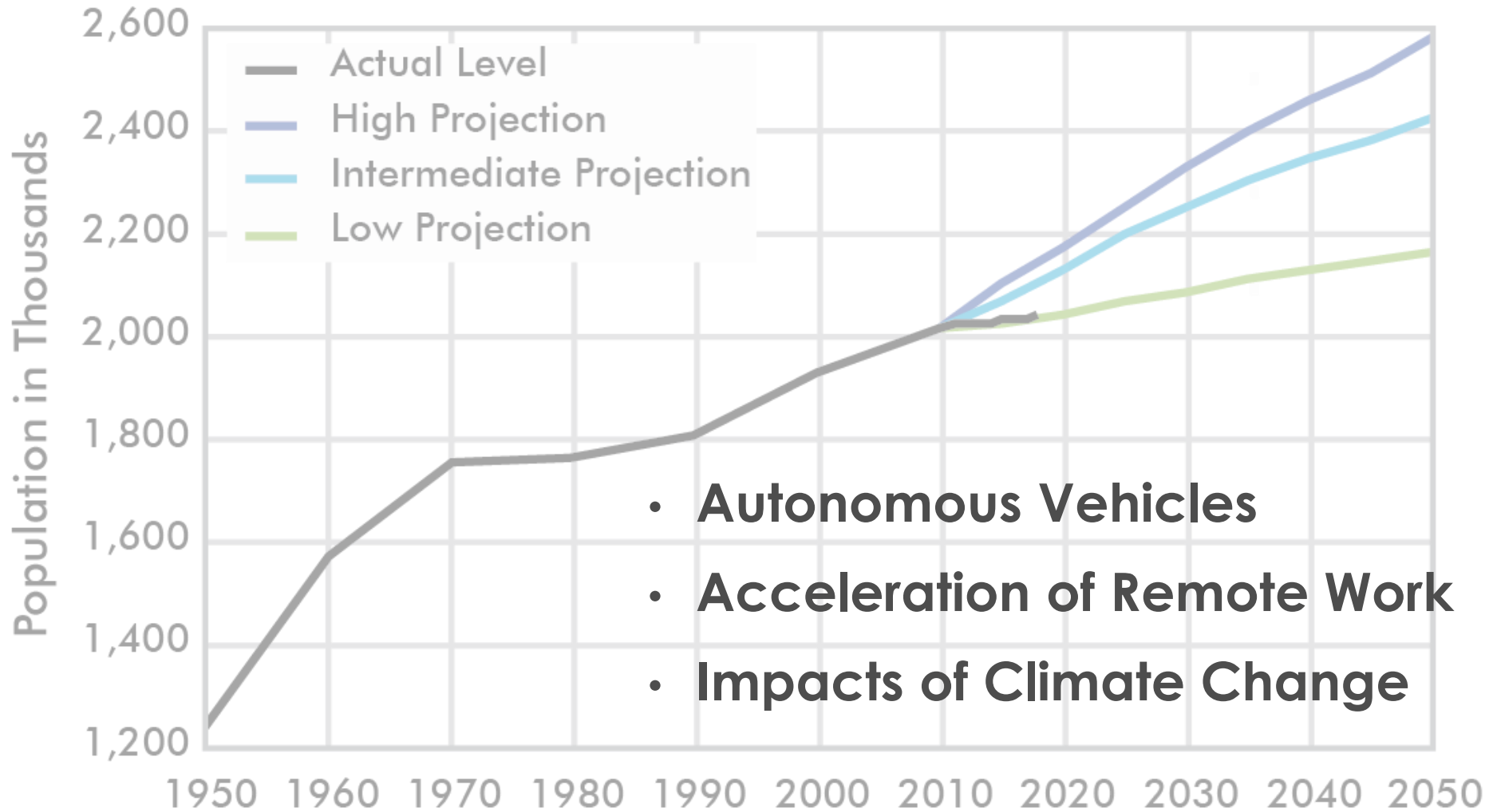
as many people of color, families in poverty, and people with disabilities would have **access to high-quality transit under VISION 2050** than under the fiscally constrained transportation system

Equitable Access to Jobs

Percent of Populations with Access to 10,000 or More Jobs Within 30 Minutes by Transit



Future Challenges and Unknowns



Thank You

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