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
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
VISION 2050 Bicycle Network

- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NON-ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY
Updated Funding Analysis

Investment Required for VISION 2050
Average Annual in Millions of 2019$

<table>
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<tr>
<th>Category</th>
<th>Capital</th>
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<th>Total</th>
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Funding Available for VISION 2050
Average Annual in Millions of 2019$

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<th>Category</th>
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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

TRANSPORT 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

**TRANSPORT 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

EXISTING

VISION 2050

FISCALLY CONSTRAINED

VISION 2050
One Region, Focusing on Our Future
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
$385 million gap

- Fewer roads reconstructed, widened, or newly constructed
- More rehabs vs. reconstructions
Potential Revenue Sources to Address Funding Gap

- **Sales Tax**: $180 Million Annually (0.5% in seven counties)
- **Wheel Tax**: $15 Million Annually ($10), $45 Million Annually ($30), $45 Million Annually ($0.05)
- **Gas Tax**: $90 Million Annually ($0.10), $0.01 per mile
- **VMT Fee**: $90 Million Annually
- **Highway Use Fee**: $80 Million Annually (2.5% of MSRP)
- **Tolling**: $150 Million Annually (4 cents per mile)
Significant Racial Disparities

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.
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

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Minority Households</td>
<td>16%</td>
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<tr>
<td>Non-Minority Households</td>
<td>6%</td>
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<tr>
<td>Families in Poverty</td>
<td>30%</td>
</tr>
<tr>
<td>Families Not in Poverty</td>
<td>6%</td>
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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

- Minority
- Non-Minority
- Families in Poverty
- Families Not in Poverty
- People with Disabilities
- People Without Disabilities

Legend:
- Orange: Existing
- Blue: VISION 2050
- Gray: Fiscally Constrained
Future Challenges and Unknowns

• Autonomous Vehicles
• Acceleration of Remote Work
• Impacts of Climate Change
Thank You

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