

# Southeastern Wisconsin **Regional Planning Commission**



**2024**  
**REVIEW &  
UPDATE**  
OF VISION 2050

**Regional Land Use and  
Transportation  
Advisory Committees**

December 19, 2023

# 2024 Review & Update Process

We Are Here



**2024**  
**REVIEW &  
UPDATE**  
OF VISION 2050

# 2024 Review & Update Elements

- ✓ Review of VISION 2050 Recommendations and Implementation to Date
- ✓ Review of VISION 2050 Forecasts
- ✓ Review of Transportation System Performance
- ✓ **Updated VISION 2050 Recommendations**
- ✓ **Updated Financial Analysis**
- ✓ **Updated Equity Analysis**
- ✓ **Review of Targets for National Performance Measures**
- ❑ Updated Milwaukee Metro Area Peer Comparison

# Public Involvement

- Public input welcome throughout process
- Initial public notice and outreach began in September
  - Dedicated webpage for the 2024 Update
  - Newsletter, social media, community partner outreach
  - Virtual presentations
  - Environmental Justice Task Force
- Formal comment period on draft 2024 Update in early 2024
  - Additional outreach
  - Web-based engagement plus public and partner meetings

# Initial Input Received

- Public and stakeholder input
  - Need strategies to address climate change and resiliency
  - Reckless driving is a critical issue
  - Park-ride lot concerns include reduced usage and increased crime
  - E-bikes can increase viability of commuting by bike
  - Need to consider equity concerns related to potential revenue sources
  
- EJTF input
  - Note studies currently underway for Lake Interchange (I-794) and Reimagining of STH 175 and that plan will be amended as necessary to reflect study conclusions
  - Need to consider transit accessibility of people with disabilities
  - Worker transportation needed to jobs in the I-94 North-South corridor

# Proposed Plan Updates

- Staff reviewed current plan recommendations in relation to:
  - Plan implementation to date
  - Long-term impacts associated with recent events and trends
  - Input received to date
- Updates do not represent a major overhaul of the plan
  - Most recommendations have been reaffirmed and believed to be valid for long-range land use and transportation planning efforts

# Land Use Updates

## The plan will continue to recommend:











- Focusing on development in urban centers
- Reversing trend in declining density and providing a mix of housing types and uses
- Preserving primary environmental corridors and productive agricultural land

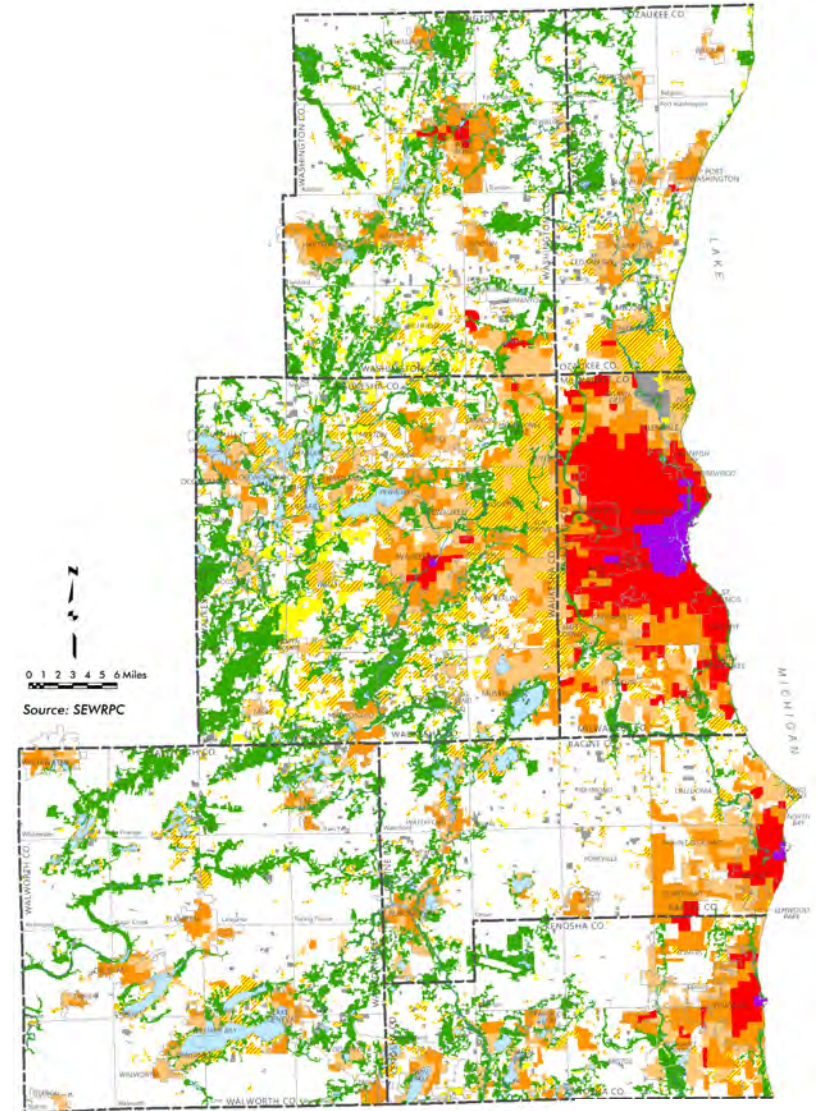
## Proposed changes:

- Minor changes to emphasize encouraging cluster subdivisions outside urban areas and to note that sustainability recommendations are most closely associated with environmental sustainability
- New recommendation (1.19) to preserve significant historic and cultural heritage sites



# Land Use Development Pattern

-  MIXED-USE CITY CENTER
-  MIXED-USE TRADITIONAL NEIGHBORHOOD
-  SMALL LOT TRADITIONAL NEIGHBORHOOD
-  MEDIUM LOT NEIGHBORHOOD
-  LARGE LOT NEIGHBORHOOD
-  LARGE LOT EXURBAN
-  RURAL ESTATE
-  AGRICULTURAL AND OTHER OPEN LANDS
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  SURFACE WATER



Updated 12/2023



# Public Transit Updates

## The plan will continue to recommend:

- Significant improvement and expansion of public transit, including commuter rail, rapid transit, 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

## Proposed changes:

- Recommend considering real-time paratransit service
- Highlight microtransit as way to improve access to suburban employment centers
- Recognize future updates to recommended transit system may be needed as studies progress and needs evolve



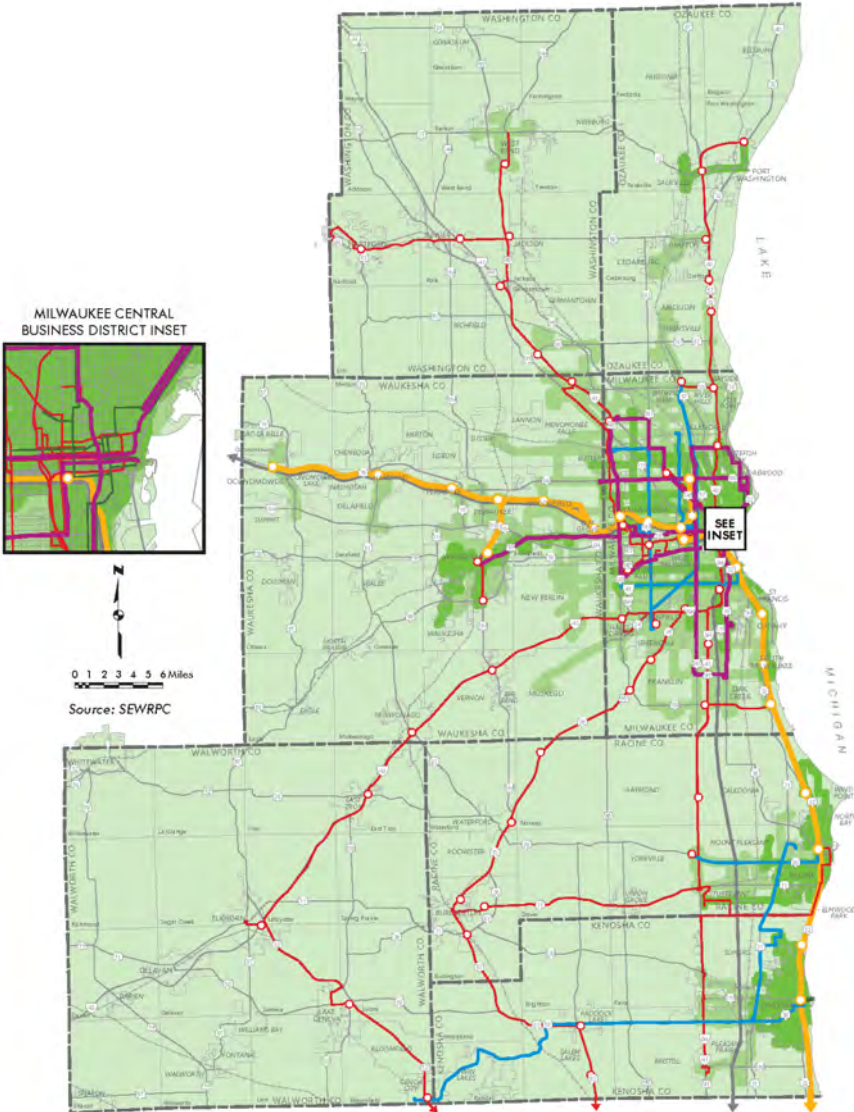
# Public Transit Services

## 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



# Streets & Highways Updates

## The plan will continue to recommend:






- 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

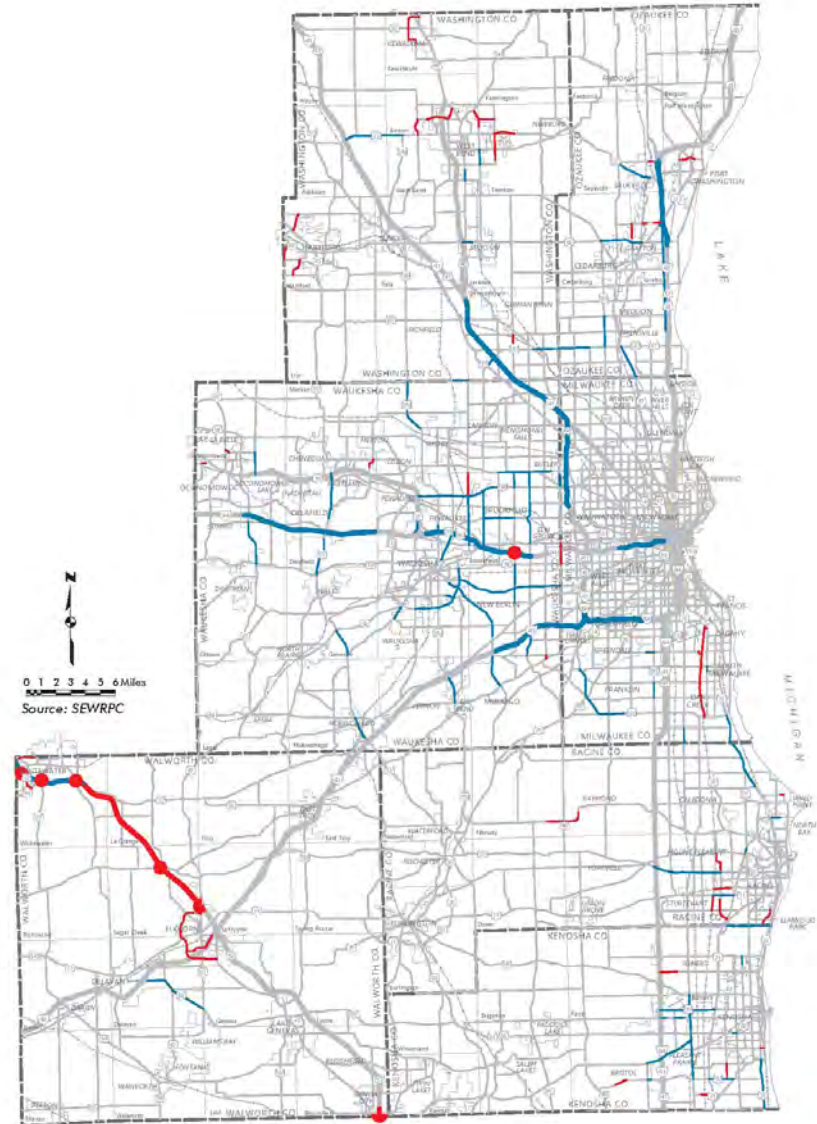
## Proposed changes:

- Acknowledge need to ensure resiliency of stormwater infrastructure to prevent roadway washout and collapse
- Recommend expanding electric vehicle charging network and accommodating other energy choices



# Streets & Highways System

-  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



# Bicycle & Pedestrian Updates

## The plan will continue to recommend:

- 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
- Expanding bike share and dockless scooter programs

## Proposed changes:

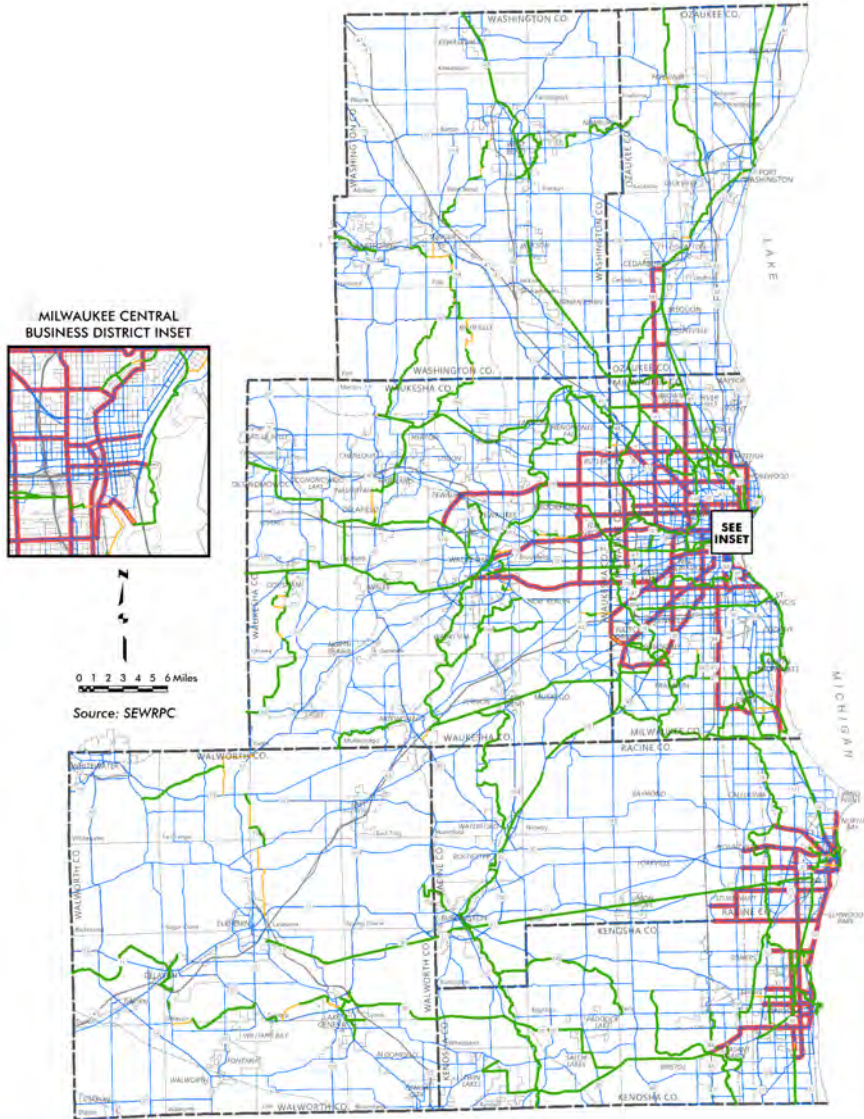
- Incorporate bicycle network changes associated with recently completed efforts
- Note the potential impact on implementing sidewalks due to Sojenhomer LLC v. Village of Egg Harbor court decision
- Emphasize accessible facilities for people with disabilities per new ADA Public Right-of-Way-Accessibility Guidelines





# Bicycle & Pedestrian 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



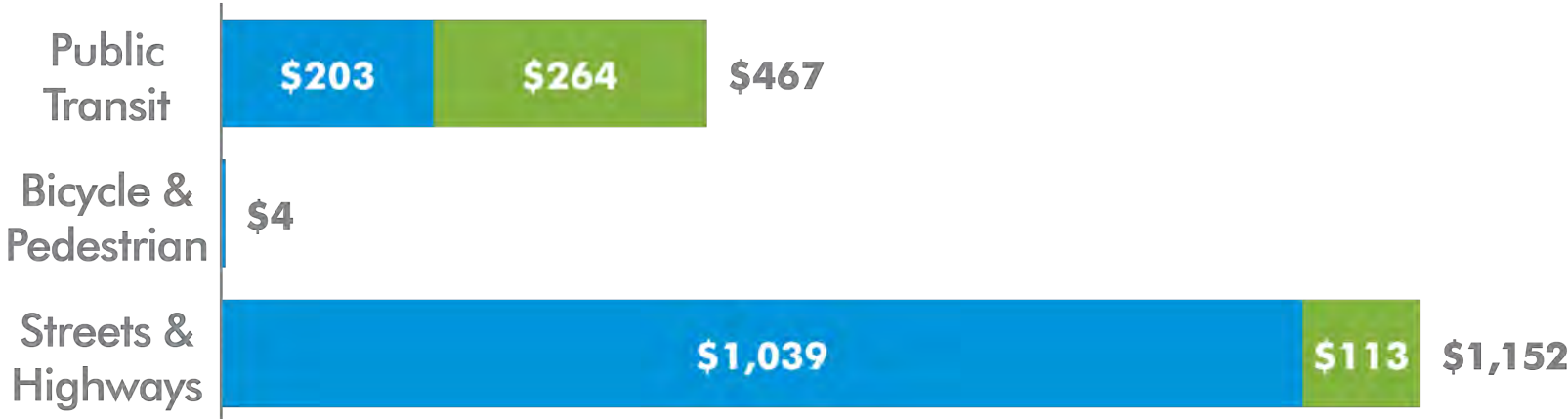
# TDM, TSM, and Freight Updates

- Travel Demand Management (TDM)
  - Recommend continuing and expanding CommuteWISE program to promote alternatives to drive-alone travel
  - Update to reflect FlexRide Milwaukee in the recommendation that encourages government entities to partner with private-sector shared mobility service providers
  - Recognize the role of e-bikes in supporting ability to commute by bike
- No major changes to the Transportation Systems Management (TSM) and Freight Transportation elements

# Funding Gap for Transportation System

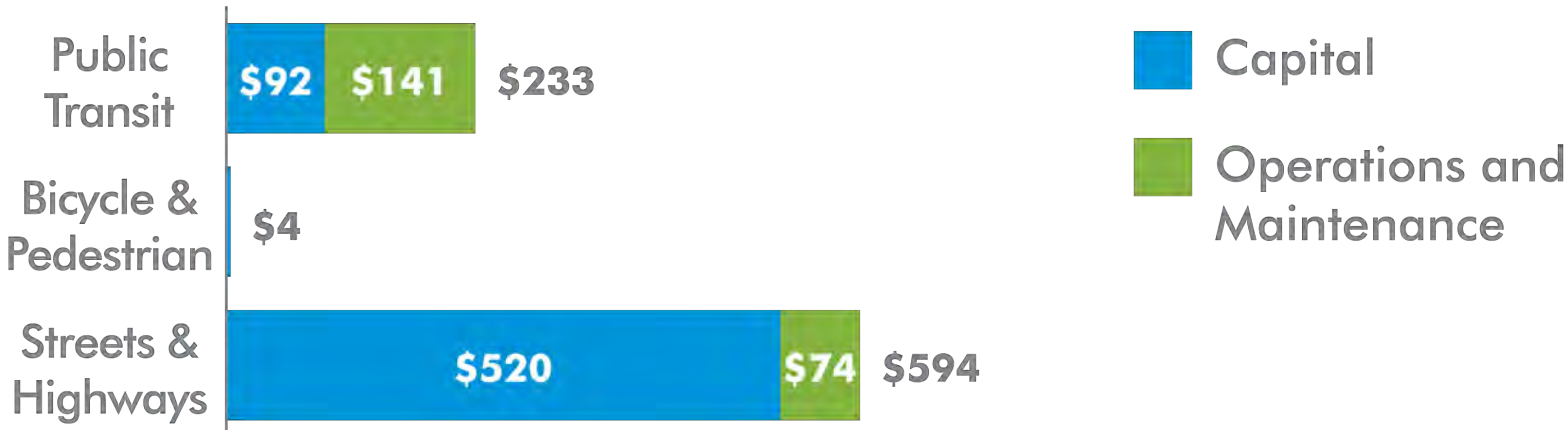
## Investment Required for VISION 2050 (as Updated)

Average Annual in Millions of 2022\$



## Funding Available for VISION 2050 (as Updated)

Average Annual in Millions of 2022\$





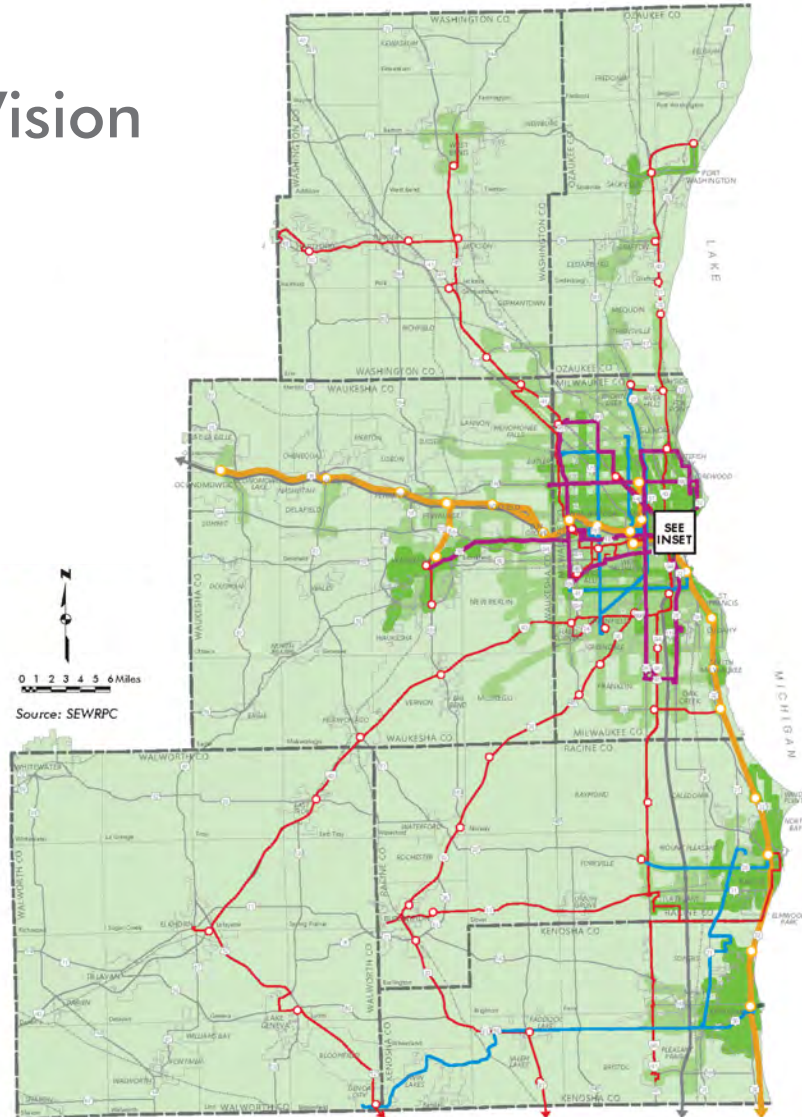
# Consequences of Insufficient Funding for Transit

Negative impacts from not improving transit:

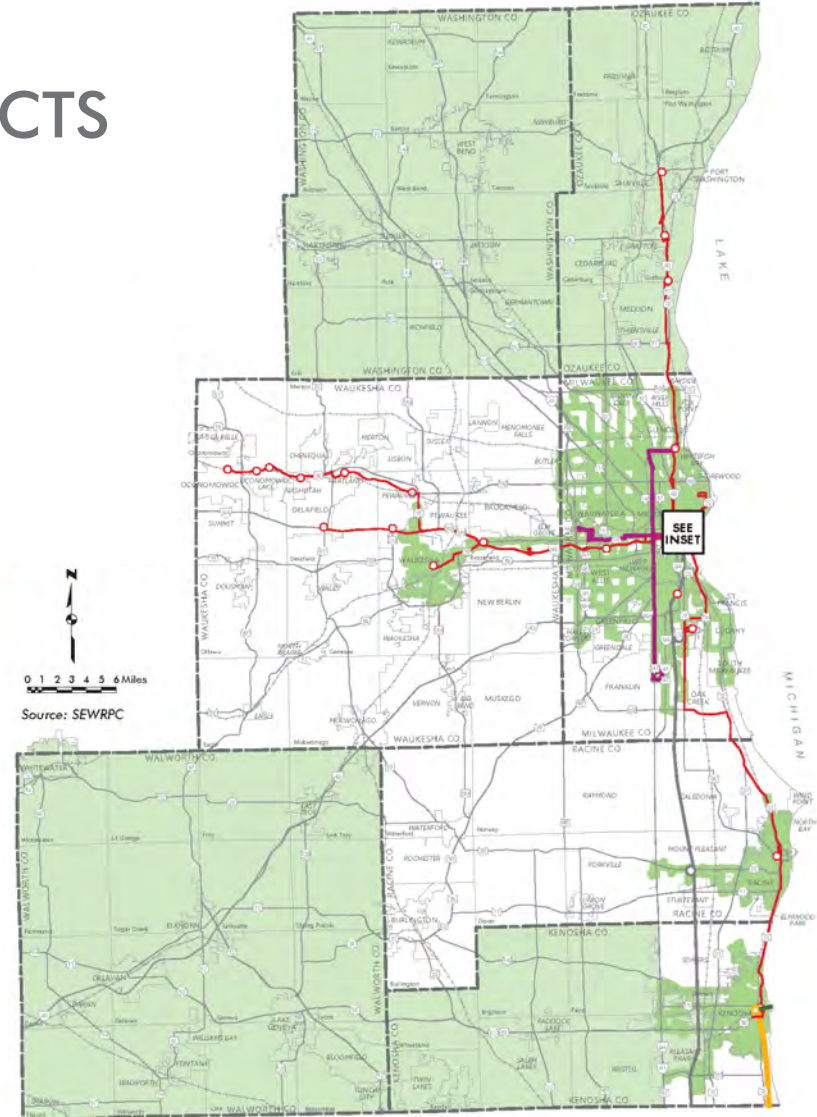
- Reduced access to jobs, healthcare, education, and other daily needs, particularly for households without access to a car, which is more likely to affect people of color and low-income residents
- Smaller labor force available to employers
- Reduced traffic carrying capacity in the Region's heavily traveled corridors
- Limited transit-oriented development and redevelopment
- Reduced ability to develop compact, walkable neighborhoods

# Fiscally Constrained Transit

Vision



FCTS



Updated 12/2023

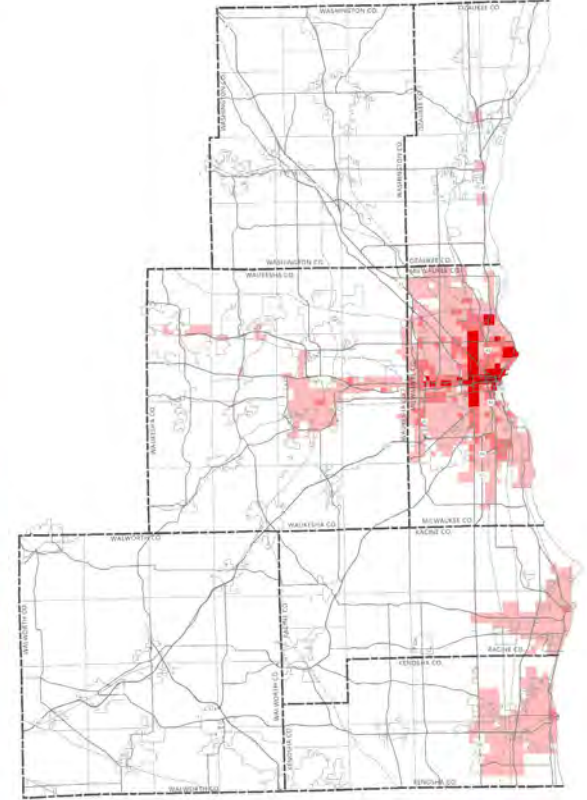
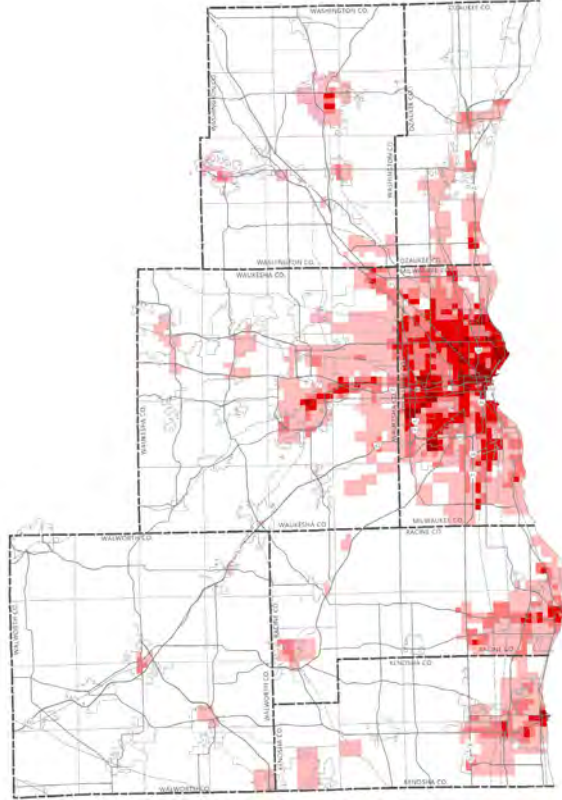
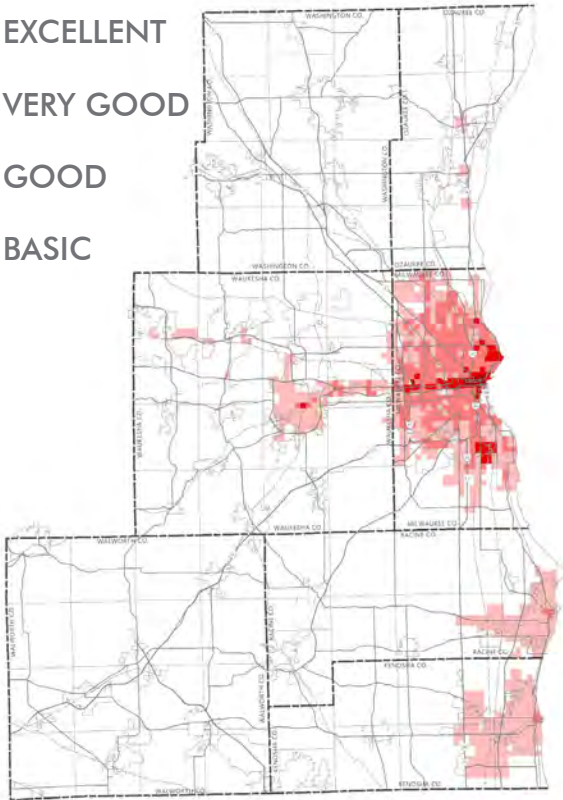
# Transit Service Quality

## Existing

## VISION 2050

## Fiscally Constrained

- EXCELLENT
- VERY GOOD
- GOOD
- BASIC



Updated 12/2023

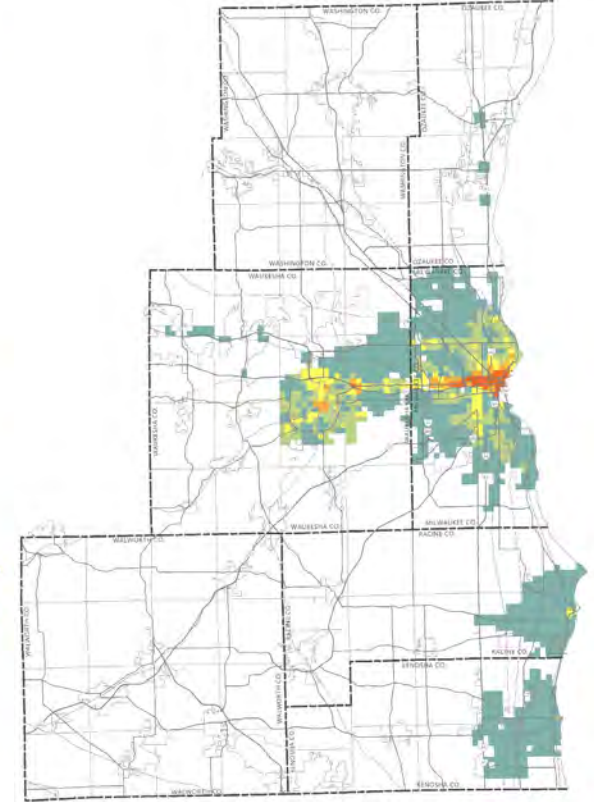
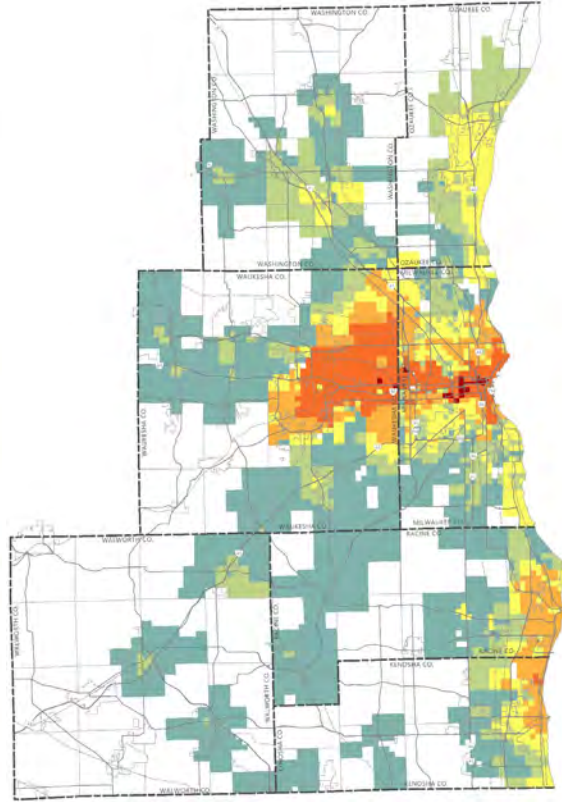
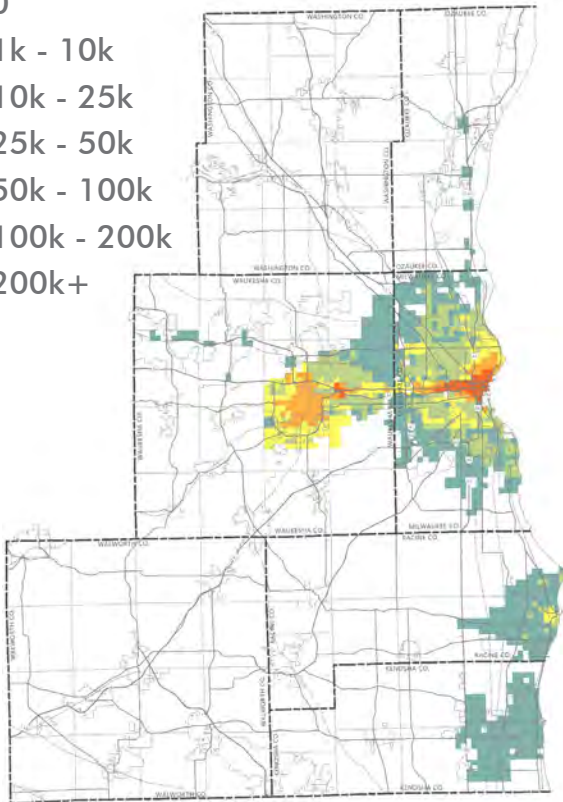
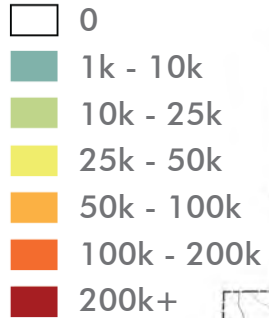


# Jobs Accessible in 30 Minutes Via Transit

## Existing

## VISION 2050

## Fiscally Constrained



Updated 12/2023

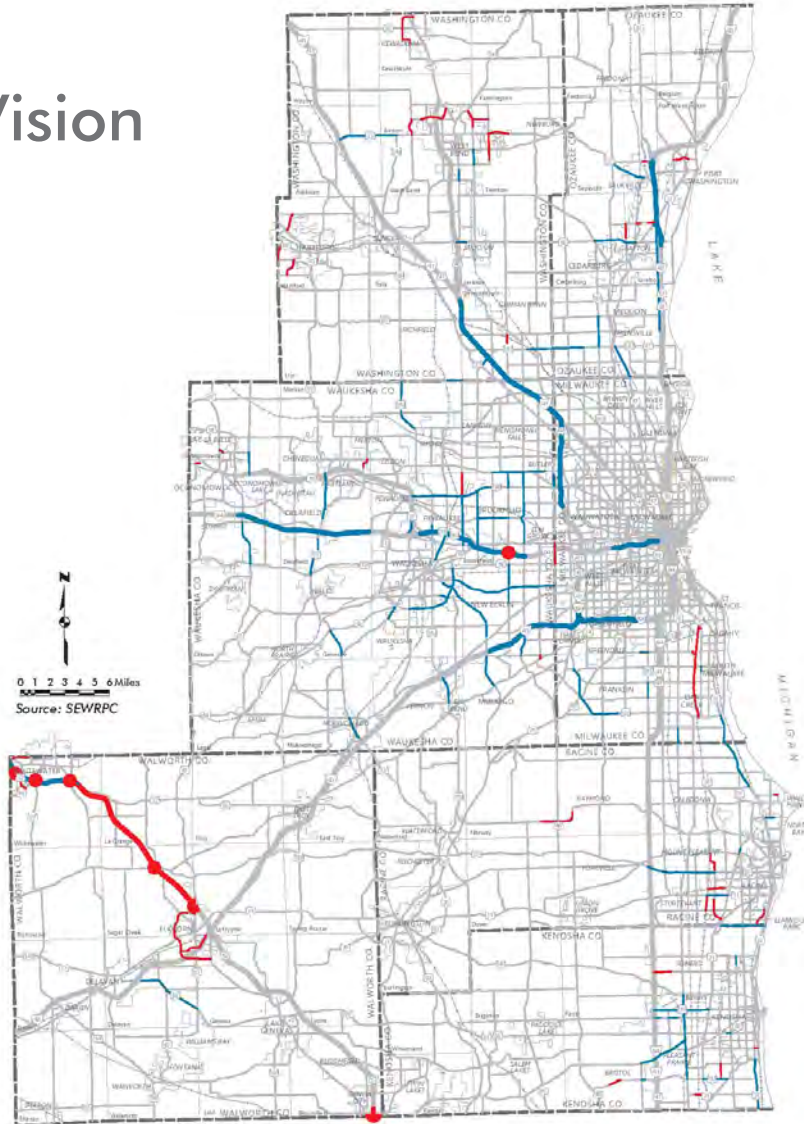
# Consequences of Insufficient Funding for Highways

Negative impacts from postponing freeway reconstruction and not adding capacity on highly congested segments:

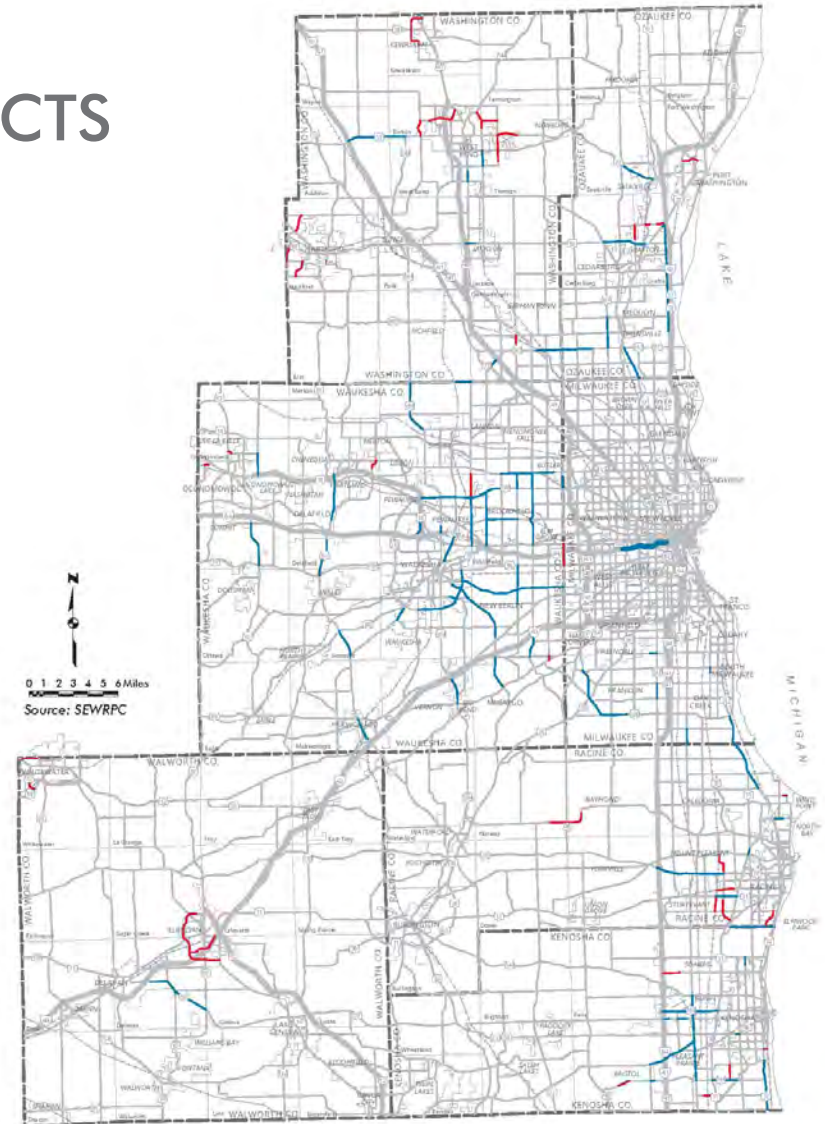
- Costly emergency repairs and inefficient pavement maintenance due to unnecessary (and increasingly ineffective) repaving projects
- Increased traffic congestion and travel delays, along with decreased travel reliability
- Increased crashes due to traffic congestion, outdated roadway design, and deteriorating roadway condition

# Fiscally Constrained Highways

Vision



FCTS



Updated 12/2023

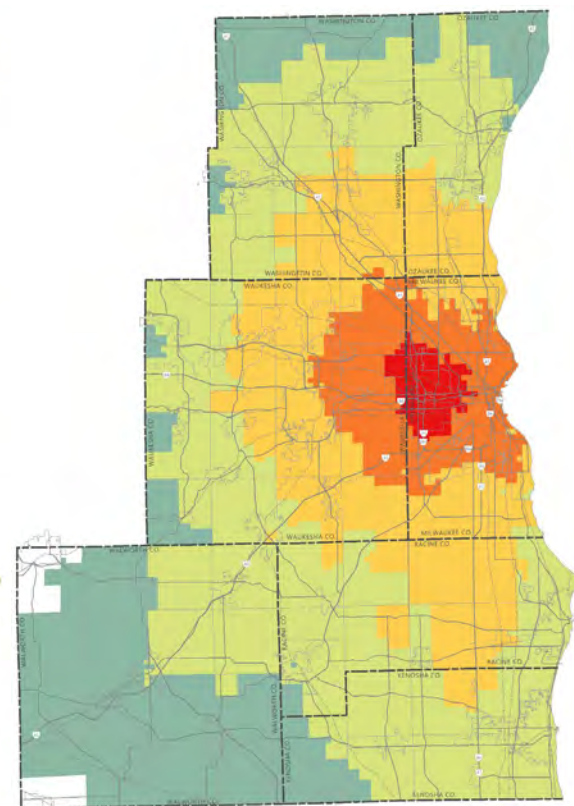
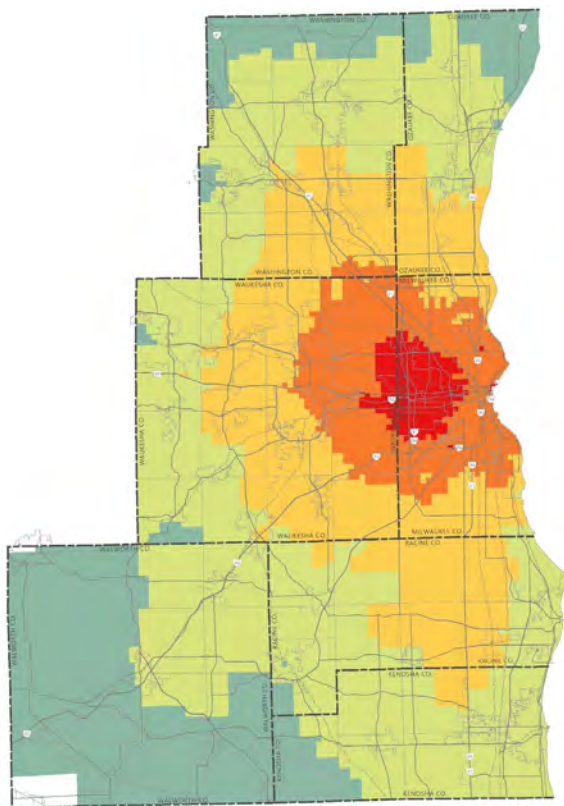
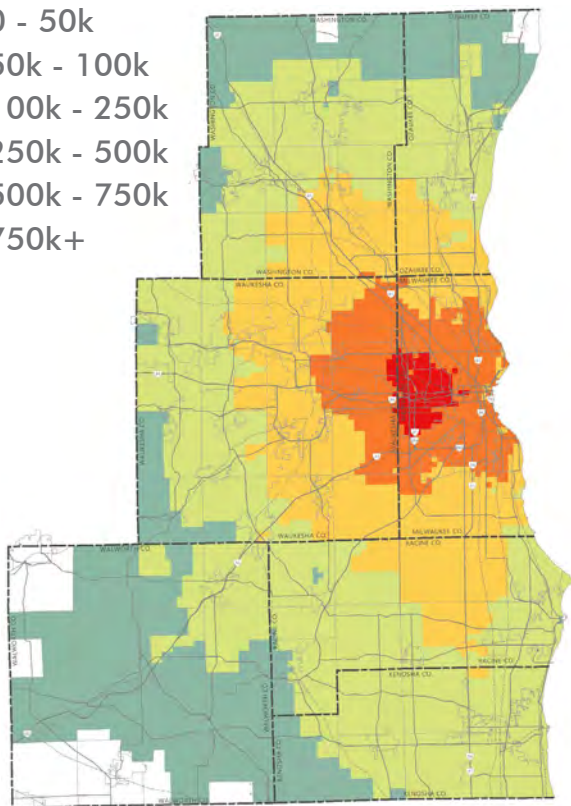
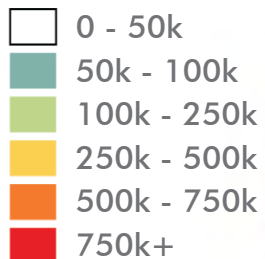


# Jobs Accessible in 30 Minutes Via Auto

## Existing

## VISION 2050

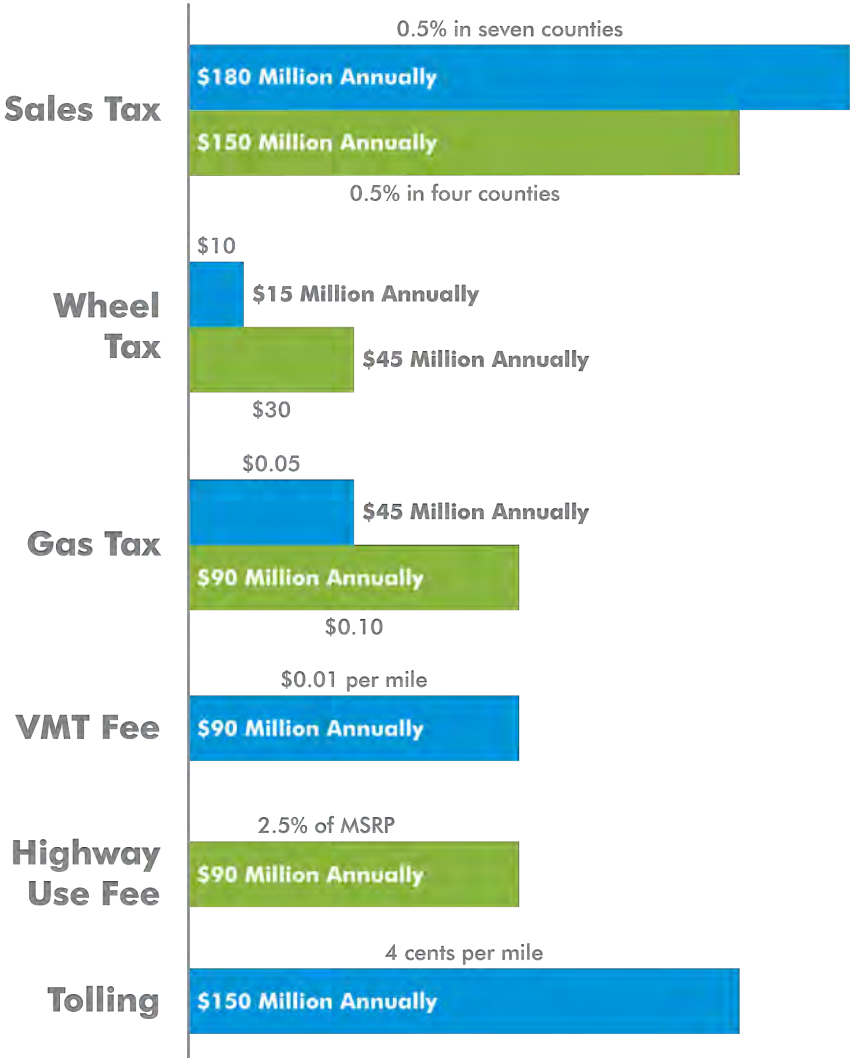
## Fiscally Constrained



Updated 12/2023

# Potential Revenue Sources to Address Funding Gap

## Potential Revenue Sources to Address Transportation Funding Gap (2022 Dollars)

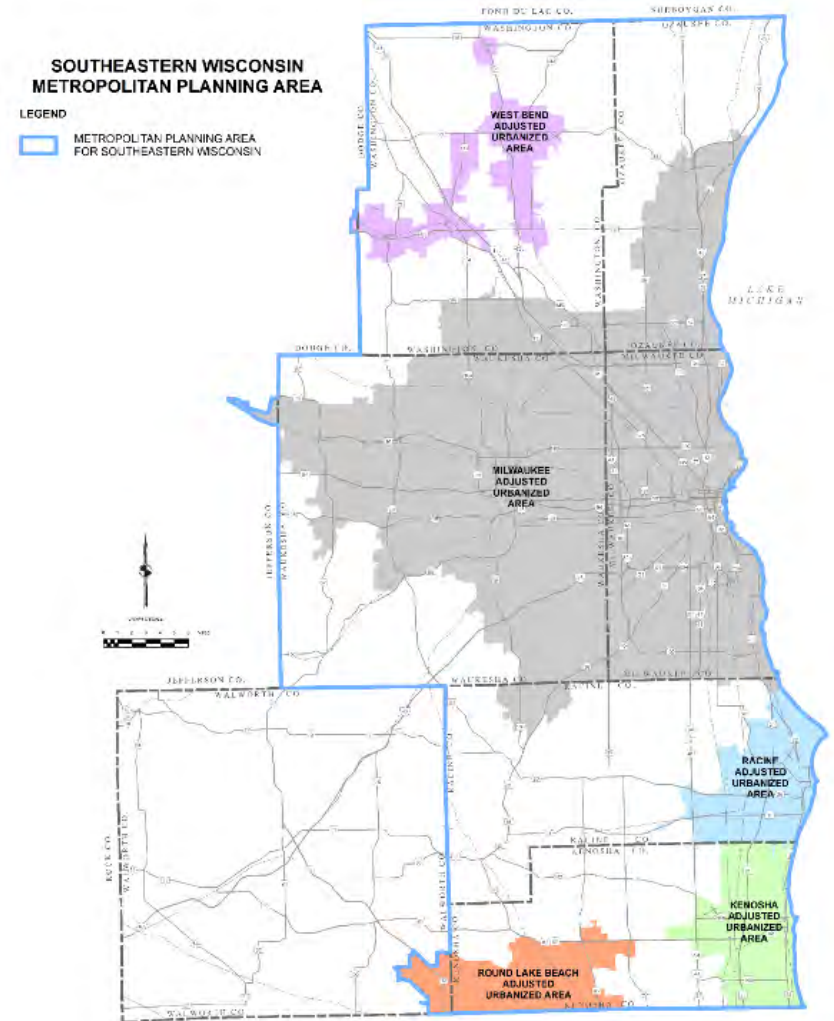




# Review of Federal Performance Targets

MAP-21, enacted in 2012, created a National performance management framework consisting of monitoring and target-setting for various transit and highway measures by States and MPOs, like the Commission

- Transit asset management and safety
- Highway safety
- NHS condition, reliability, and reduction in tail-pipe GHG emissions (recently created)
- Freight reliability
- CMAQ



Note: While all of Walworth County is not subject to the MPO planning requirements, it is included within the seven county SEWRPC Region, and as a practical matter included in all regional transportation planning activities.

# Commission Target-Setting Process

- Establish short-term areawide targets annually or every four years
  - FHWA established a four-year performance cycle for most FHWA targets (initial 2018-2021 and current 2022-2025)
- Base short-term targets on long-range targets to year 2050
- With exception of newly created NHS GHG-related measure, targets were established for all the National performance measures
- Review and update long-range and establish new short-term targets:
  - Four-Year Interim review and update (current effort to be completed in 2024)
  - Major review and update (next to be completed in 2028)
- 2024 Update includes:
  - Monitoring of progress towards achieving targets
  - Updates to long-term targets (due to corrections or better data)
  - Identifying short-term targets for current performance cycle

# Transit Asset Management Targets

- Transit operators required to complete transit asset management plans
- Commission staff established year 2050 targets, but established short-term targets based on available funding
- For 2021, achieved rolling revenue vehicle target, but did not achieve non-revenue and support facility targets

- Percentage of Revenue Vehicles at or Exceeding the Useful Life Benchmark (ULB)
- Percentage of Vehicles and Equipment at or Exceeding the ULB
- Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale
- Percentage of Track Segments Having Performance Restrictions

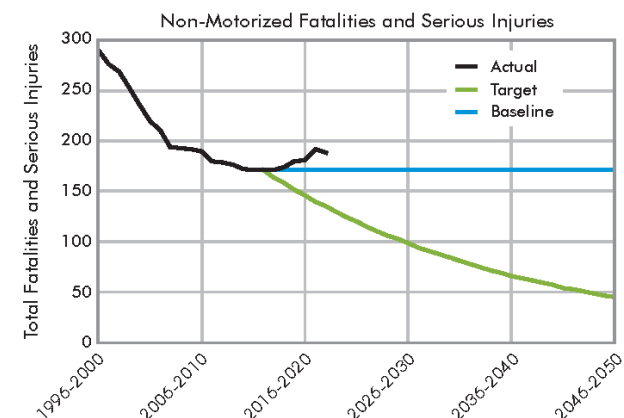
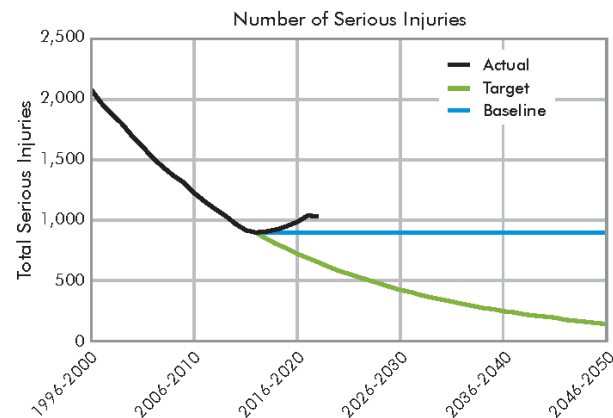
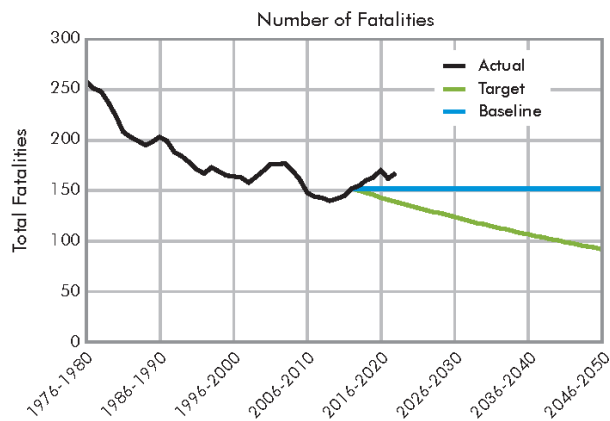
# Transit Safety Targets

- Transit operators required to complete Public Transportation Agency Safety Plans (PTASPs)
  - Commission staff established short-term and long-term targets based on PTASPs
  - Relatively new targets with progress towards achievement to be conducted for next update of VISION 2050
- Number of Reportable Fatalities
  - Rate of Reportable Fatalities per Vehicle-Revenue Mile
  - Number of Reportable Injuries
  - Rate of Reportable Injuries per Vehicle-Revenue Mile
  - Number of Reportable Events
  - Rate of Reportable Events per Vehicle-Revenue Mile
  - Mean Distance Between Major Mechanical Failures

# Highway Safety Targets

- Five targets based on continuation of long-term trend
- Updated number of serious injuries to reflect actual number
- Did not meet any target
- Targets still represent desirable reduction with awareness and recent efforts working to contribute to future reduction/achievement

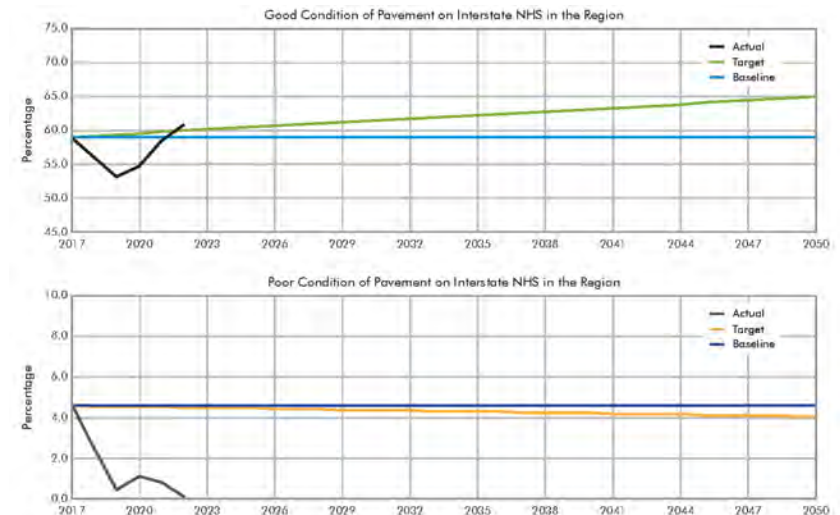
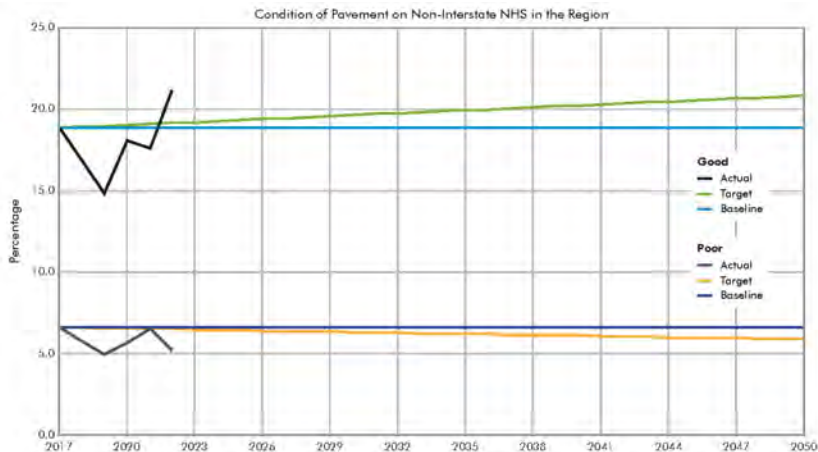
- Number of Fatalities
- Rate of Fatalities per 100 Million Vehicle-Miles Travelled (HVMVT)
- Number of Serious Injuries
- Rate of Serious Injuries per HVMVT
- Number of Non-Motorized (Pedestrians/Bicyclists) Fatalities and Serious Injuries



# NHS Pavement Condition Targets

- Four targets based on a 10% improvement between 2017 and 2050
- Targets met for targets related to “poor” pavement; targets met for “good” pavement in 2021 after not being met in previous years
- Increased funding from Bipartisan Infrastructure Law expected to contribute to short-term improvement of pavement condition of Regional NHS

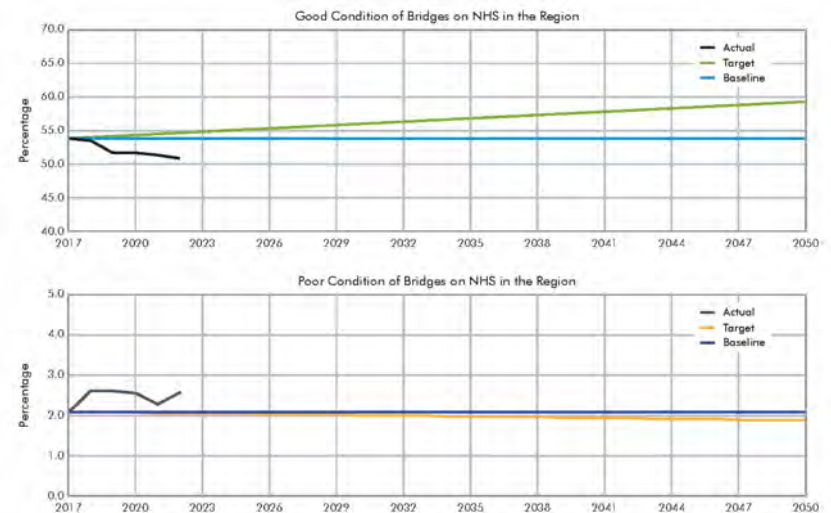
- Percentage of Interstate System Pavement in “Good” Condition
- Percentage of Interstate System Pavement in “Poor” Condition
- Percentage of Non-Interstate NHS Pavement in “Good” Condition
- Percentage of Non-Interstate NHS Pavement in “Poor” Condition



# NHS Bridge Condition Targets

- Two targets based on a 10% improvement between 2017 and 2050
- Updated number of bridges on roadways newly added to NHS not initially included in National Bridge Database for 2017 and 2018
- Targets for both performance measures have not been achieved
- Increased funding from Bipartisan Infrastructure Law is expected to contribute to short-term improvement of bridge condition of Regional NHS

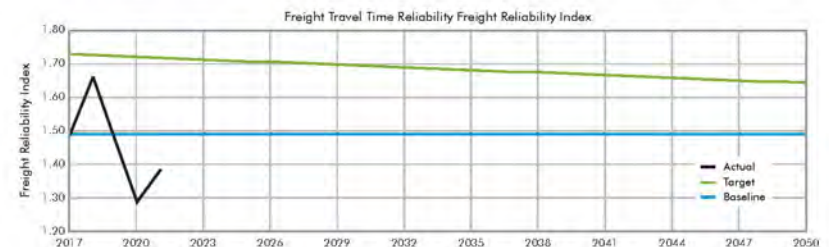
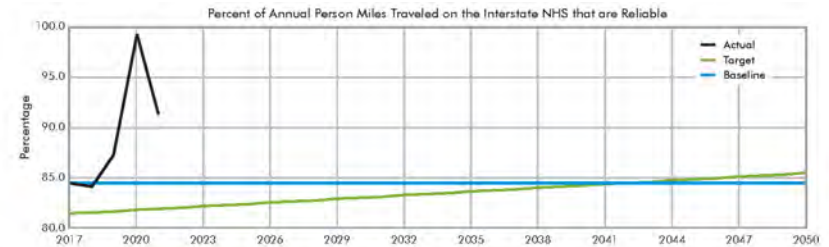
- Percentage of NHS Bridges in "Good" Condition
- Percentage of NHS Bridges in "Poor" Condition



# NHS and Freight Reliability Targets

- Three targets based on a 5% improvement between historical average and 2050
- Interstate and freight reliability targets were met, but target not met for Non-Interstate NHS reliability
- COVID-19 pandemic contributed to achievement/near achievement of targets
- Commission staff will continue to monitor these performance measures

- Percentage of Person-Miles Travelled on the Interstate NHS that were Reliable
- Percentage of Person-Miles Travelled on Non-Interstate NHS that were Reliable
- Freight Reliability Index

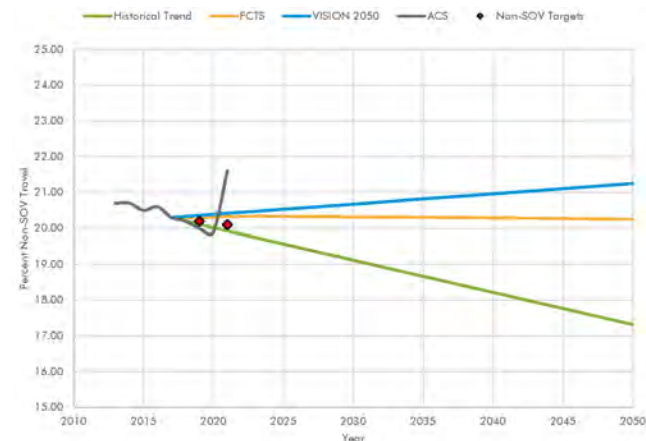
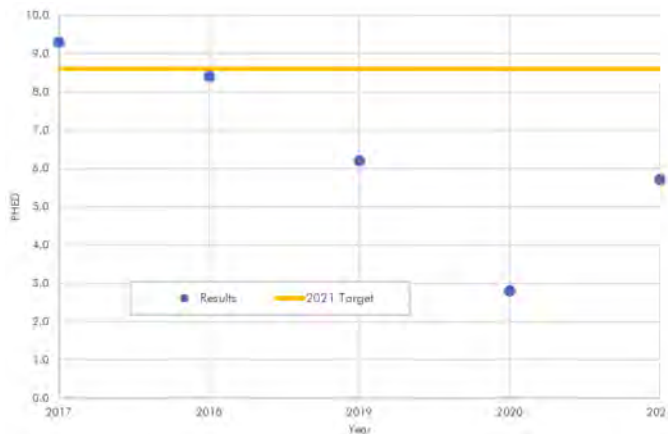




# Congestion Mitigation and Air Quality Improvement

- PHED and Non-SOV targets for Milwaukee UA and established jointly with WisDOT
  - Achieved year 2021 short-term targets
  - Established 2023 and 2025 short-term targets, as necessary, based on long-term targets
- Emission reduction targets set by Commission staff
  - Year 2021 targets not met
  - Based 2023 and 2025 targets based on selected projects and expected reductions from upcoming new projects

- Peak Hour Excessive Delay (PHED) Per Capita
- Percentage of Non-Single Occupancy Vehicles (Non-SOV)
- Estimate of Emission Reductions for Projects Funded by CMAQ



# Updated Equity Analysis



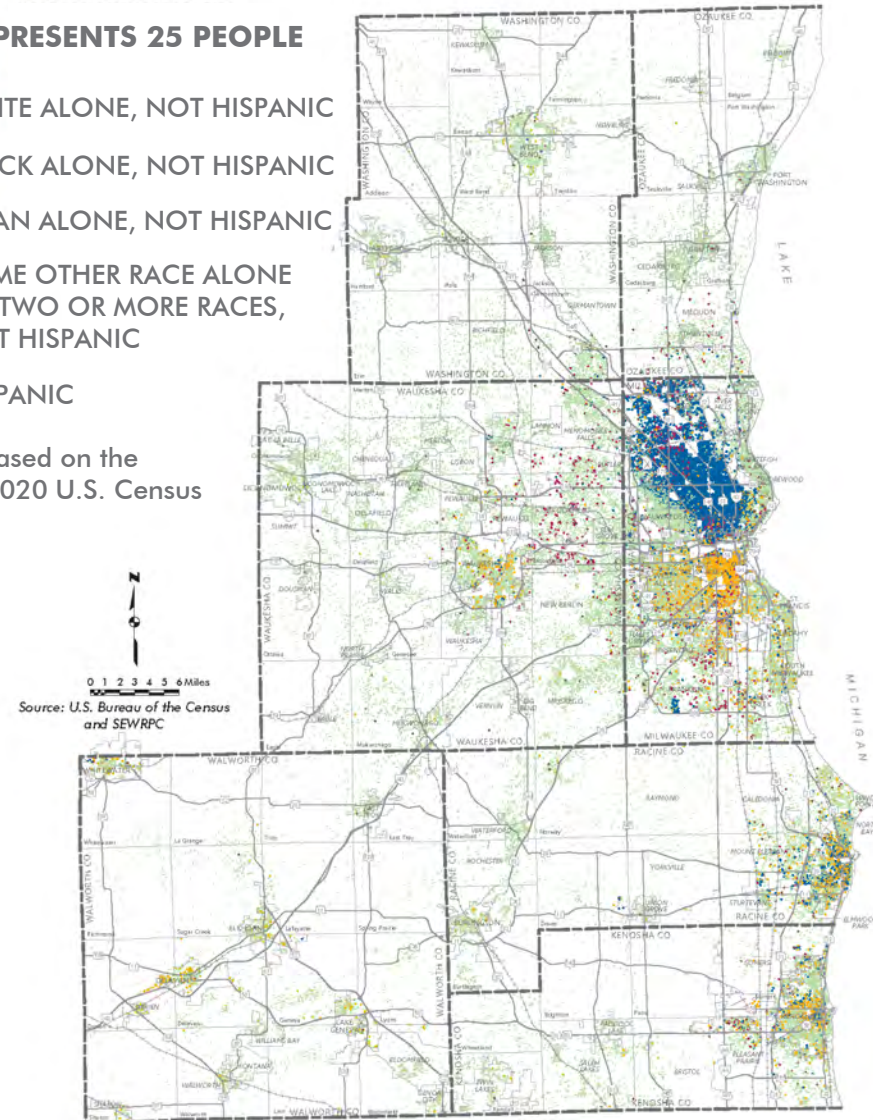
## Purpose:

- Evaluate whether the benefits and impacts of the recommended land use component and transportation system are shared fairly and equitably
- Do they serve to reduce the significant, long-standing disparities between whites and people of color?

### 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

Note: Based on the 2020 U.S. Census



Updated 12/2023

# Updated Equity Analysis

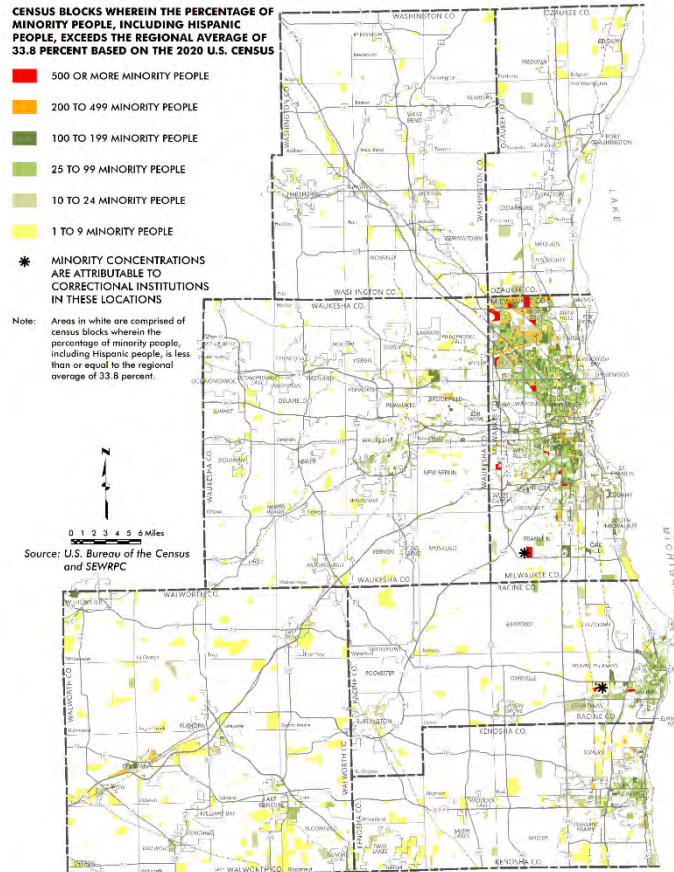
- Key land use findings
  - All recommendations would have a positive impact
  - None would have an adverse impact on people of color, low-income populations, and people with disabilities
  
- Key transportation findings
  - No area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements
  - VISION 2050 would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities
  - A disparate impact to these population groups is likely unless additional funding is provided for public transit

# Location and Travel Patterns

## ➤ Identify the location of people of color and low-income populations and their travel patterns

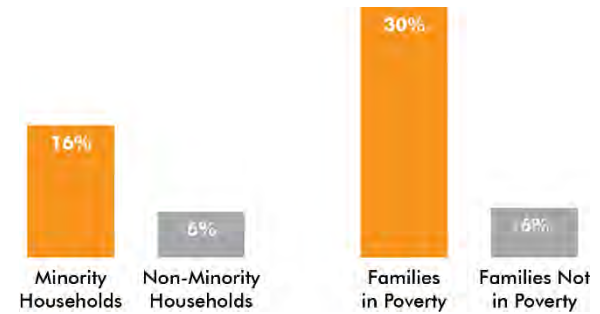
- Updated to year 2020 census and 2017-2021 ACS Data, as appropriate
- Travel patterns and need for transit essentially remained the same
- COVID increased the percentages of people working from home

Concentrations of Total Minority Population in the Region: 2020



Updated 12/2023

Percent of Population with No Vehicle Available



Percent increase working from home in Milwaukee County:

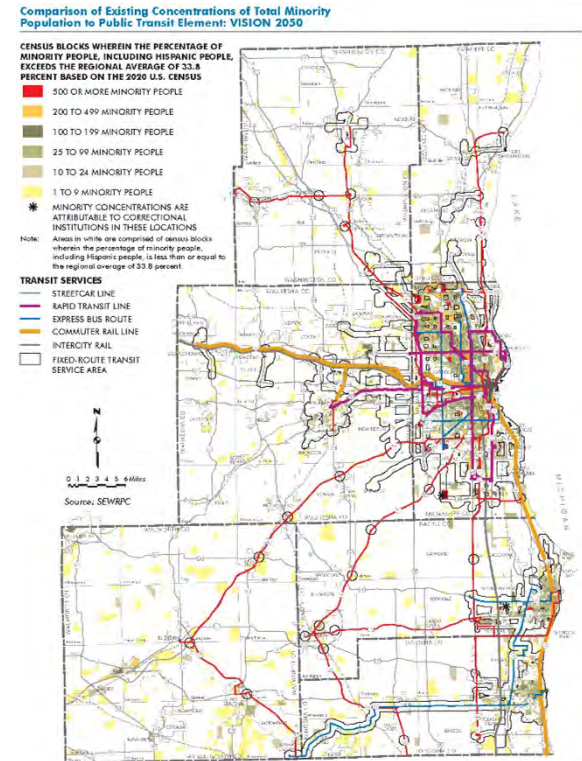




# Evaluate Benefits and Impacts

- Identify the benefits and impacts of alternative/planned highway and transit improvements on people of color and low-income populations

- Transit Service Extents
- Transit Service Quality
- Level of Accessibility
- Benefits/Impacts of Arterial Improvements
- Air Pollution Impacts



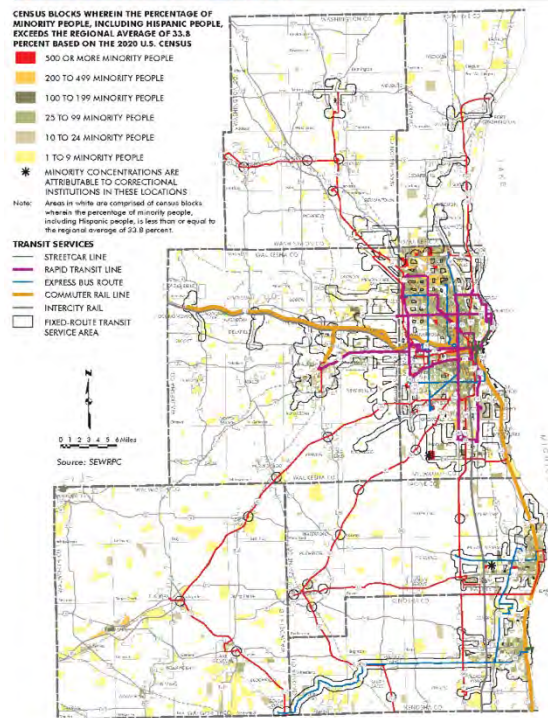
Updated 12/2023

# Transit Service Extents

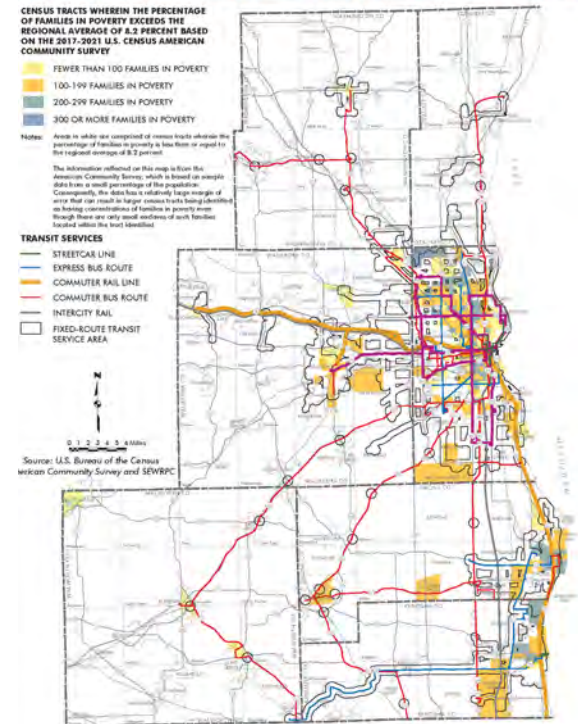
- Determine whether areas with concentrations of people of color and low-income populations are benefitting from being located within the planned transit service areas

- Year 2023 transit service includes CONNECT 1 BRT, recent reductions in commuter bus, and other recent service cuts
- FCTS transit system reflects 27th Street BRT, L-Line of the Hop Streetcar, and reductions
- No changes to VISION 2050 system

Comparison of Existing Concentrations of Total Minority Population to Public Transit Element: VISION 2050



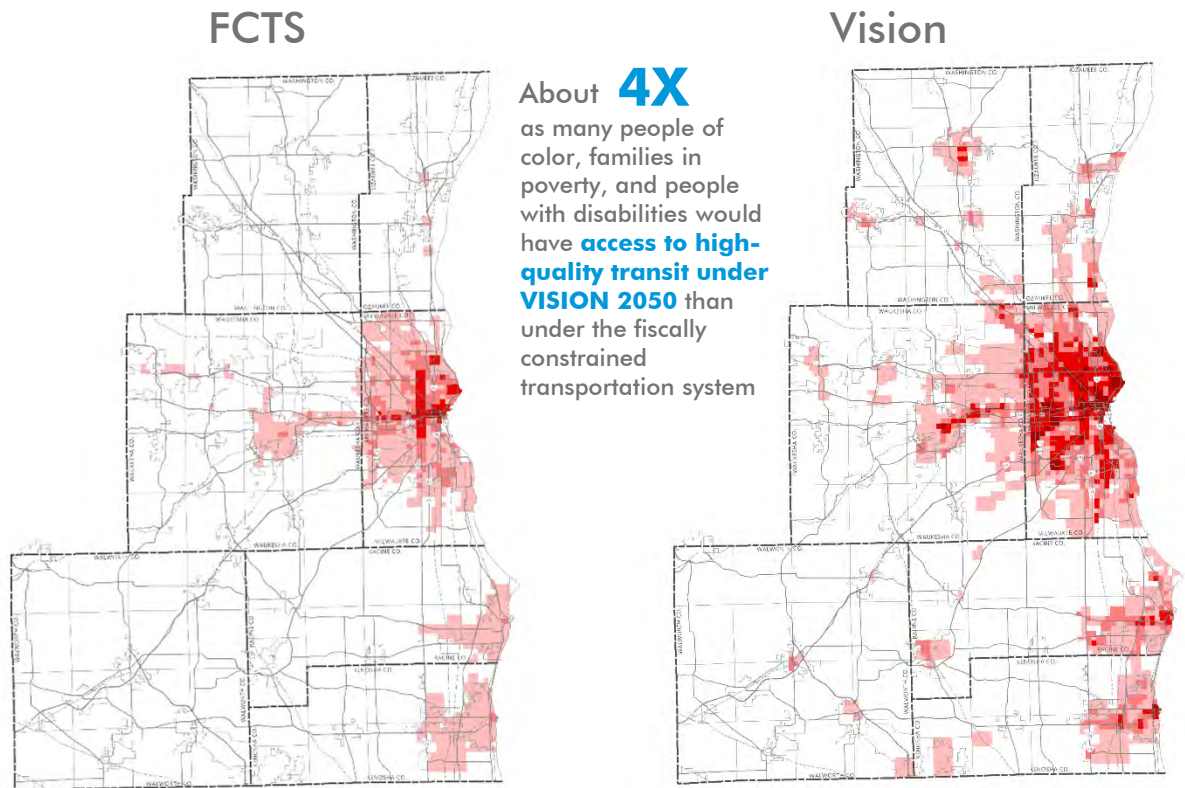
Comparison of Existing Concentrations of Families in Poverty to Public Transit Services: VISION 2050



# Transit Service Quality

- Determine whether people of color and low-income populations would benefit from planned transit service improvement and expansion

- Existing transit service quality less than reported in 2020
- Addition of 27th Street Corridor BRT to FCTS improves transit quality
- Transit quality for FCTS remains far less than VISION 2050 system

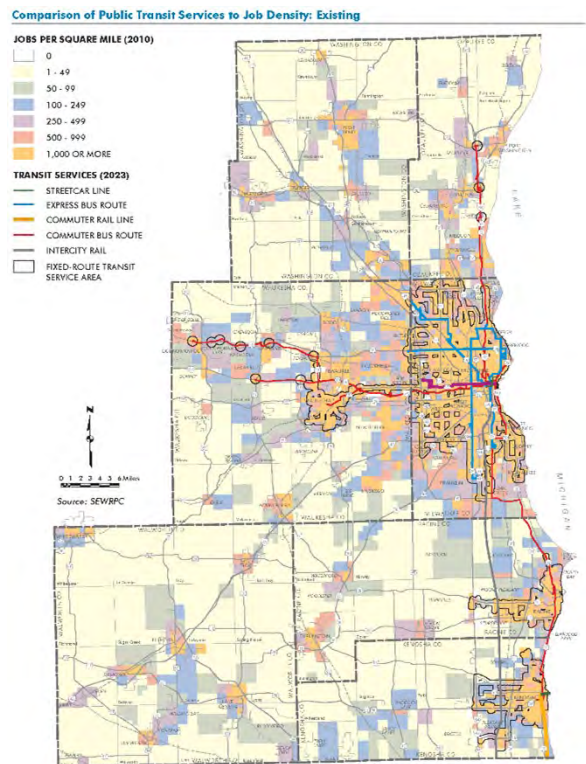
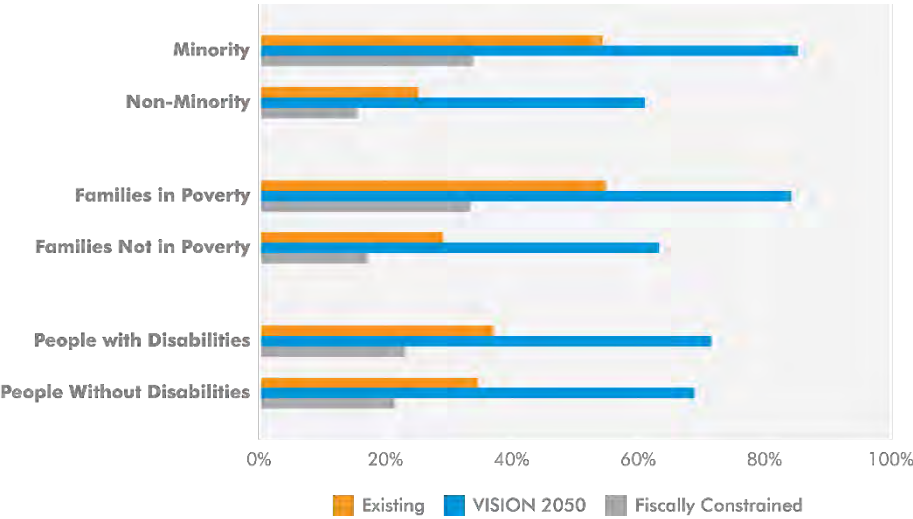




# Level of Accessibility

- Determine whether people of color and low-income populations would benefit from improved accessibility from planned highway/transit recommendations
  - While addition of 27<sup>th</sup> Street BRT corridor provides increased accessibility, overall FCTS accessibility remains far less than VISION 2050
  - Highway accessibility remains essentially unchanged under FCTS and VISION 2050

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

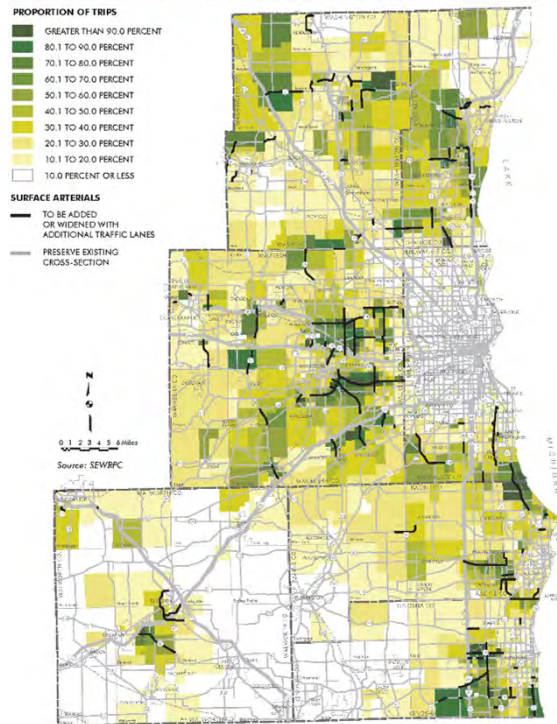




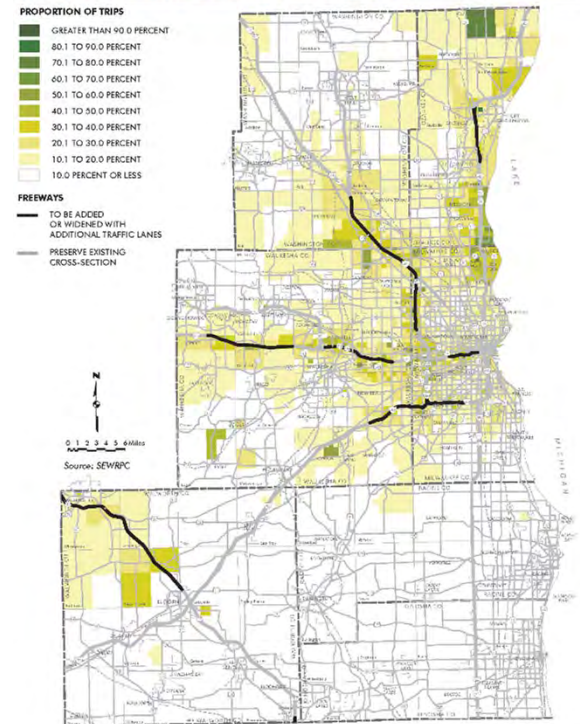
# Benefits of Arterial Improvements

- Identify the benefits of planned highway improvements/expansion to people of color and low-income populations
- Despite increased transit usage among people of color and low-income populations, auto is predominant mode by these groups
- Improving accessibility to jobs by auto benefits all groups
- Reducing freeway congestion improves safety

Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: VISION 2050



Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: VISION 2050

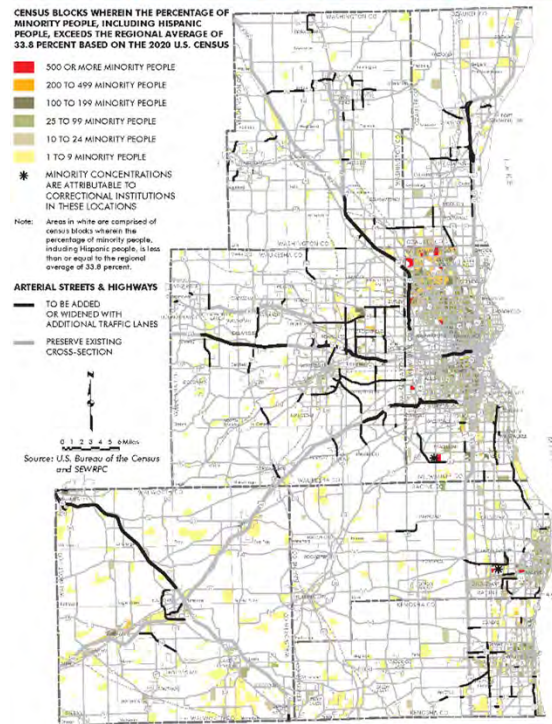


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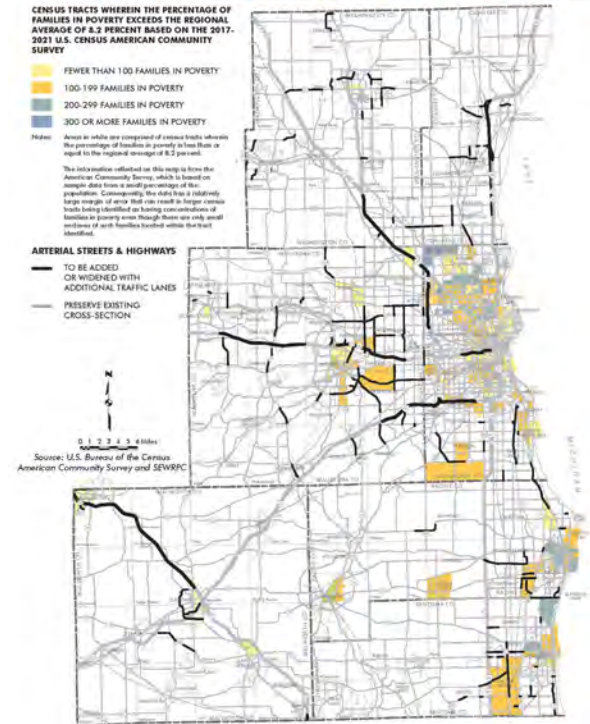
# Impacts of Arterial Improvements

- Identify the impacts of planned highway improvements/expansion on people of color and low-income populations
- Most recommended surface arterials are located outside areas with concentrations of people of color and low-income populations
- No group bears a disproportionate share of impacts from planned freeway widenings

Comparison of Existing Concentrations of Total Minority Population to Highway Element: VISION 2050



Comparison of Existing Concentrations of Families in Poverty to Highway Element: VISION 2050



Updated 12/2023

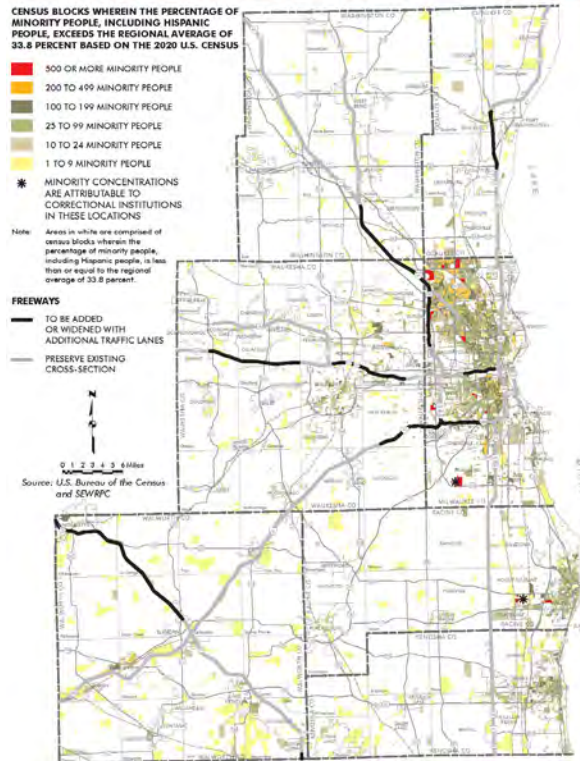


# Air Pollution Impacts

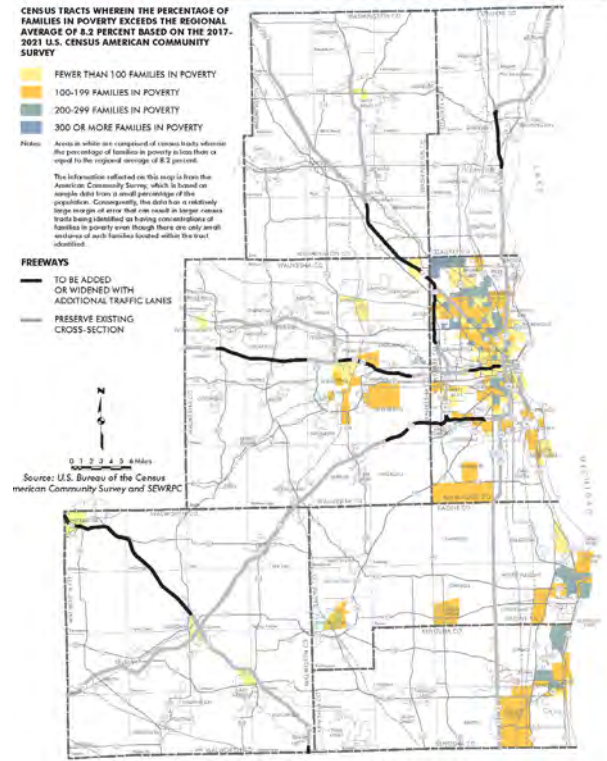
- Determine whether there may be disproportionate impact on minority and low-income populations with respect to transportation-related air pollution

- Air pollutant emissions in the Region have been declining and are expected to continue to decline
- Percentages of people of color and low-income populations residing in proximity to freeways are generally the same or within a few percentage points of other population groups

Comparison of Existing Concentrations of Total Minority Population to Freeways: VISION 2050



Comparison of Existing Concentrations of Families in Poverty to Freeways: VISION 2050



Updated 12/2023

# Next Steps

- January-March: Public & Stakeholder Input
  - Gather input on draft 2024 Update and updated financial analysis, equity analysis, and performance targets
  - Public meetings, community partner meetings, web-based engagement, and formal comment period
- March/April: Final Meeting of Advisory Committees
  - Review public comments and consider 2024 Update approval
- June: Commission Quarterly Meeting
  - Consider 2024 Update approval

# Learn More:

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