

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2025-2028

BACKGROUND AND CONTEXT

This element constitutes the formal record of public involvement for the preparation and review of the 2025-2028 transportation improvement program (TIP). As part of developing the TIP, local engineers, planners, and transit operators within the Region were contacted in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urban areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urban area and of representatives of Federal and State transportation and environmental protection agencies. The TIP is reviewed by the Commission for consistency with the regional transportation plan.

The public comment period on the draft TIP extended from October 24, 2024, through November 22, 2024. A virtual public meeting was held on the draft TIP on November 7, 2022, during the comment period. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal Sentinel* on October 24, 2024, in the *Milwaukee Community Journal* on October 30, 2024, and in *El Conquistador* on October 24, 2024. Copies of these notices are included in Figure J.1 of this element. An email announcing the public meeting was sent to the Commission's email distribution list on October 29, 2024. A copy of the email is also included in Figure J.1.

In addition, beginning on October 24, 2024, copies of the draft *Transportation Improvement Program for Southeastern Wisconsin: 2025-2028* were posted on the Commission's website and were available for review at the Commission offices during normal business hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. A summary description of the draft TIP, notice of the public meeting on the draft TIP, and opportunity to submit comments electronically were also available on the Commission's website. A copy of the webpage posted on the Commission's website for the draft TIP, along with the webpages summarizing the TIP development and approval process, are included in Figure J.1. Comments on the TIP could also be submitted via email or the U.S. mail.

Additional outreach, including outreach to minority and low-income populations, included the Commission staff emailing members of the Commission's Environmental Justice Task Force (EJTF)

describing the purpose of the TIP, informing them of the availability of the draft TIP and the public meeting, and inviting them to comment on the draft TIP either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of over 100 groups and organizations that represent minority populations and low-income populations that are consulted regarding the most effective means and materials for interacting with their constituents, and that are informed of the Commission's public participation opportunities for its planning and programming activities, including the TIP. The Commission staff sent a letter to each of these groups and organizations briefly describing the purpose of the TIP, informing them of the availability of the draft TIP and the public information meeting, and inviting them to comment on the draft TIP. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments. Announcements of the availability of the draft TIP and of the public comment period and meeting on the draft TIP were sent via email to over 2,500 individuals who have signed up to receive electronic notices and newsletters.

Since the TIP is consistent with, and serves as a stage of implementation of, the regional transportation plan, most of the projects in the TIP receive public involvement and comment as part of the regional transportation planning process. Many projects in the TIP also receive public involvement and comment as part of a local annual or State biennial budget, capital improvement program or program of projects, and preliminary engineering and environmental process.

Figure J.2 provides a summary of, and attendance record for, the virtual public meeting. During the public comment period, 18 people provided written comments via the TIP website. Figure J.3 provides the comments received on the draft TIP.

SUMMARY OF COMMENTS

Summaries of the Written Comments Provided Electronically on the Draft TIP Website

- A total of 16 persons provided comment on the level of funding should be increased for projects other than, or at a similar level as, highway projects—particularly highway improvement (widening) projects. Specifically, 14 persons suggested that the level of funding for transit expansion projects be increased, 13 persons suggested that the level of funding for bicycle/pedestrian be increased, 5 persons suggested that the level of funding for environmental enhancement projects be increased, and 1 person suggested that the level of funding for safety projects be increased. Of the 16 persons providing such comments, 9 persons specifically suggested that the level of funding be reduced for highway projects, including highway expansion projects.

Response: The TIP is a list of all transportation projects that State and local governments propose to implement in the next four years with Federal U.S. Department of Transportation funding. The Commission only has discretion over the allocation of a very small proportion of federal funding. Therefore, the TIP reflects the priorities of State and local governments in Southeastern Wisconsin. During the compilation of the TIP, each implementing agency submits its projects for inclusion, and they are then reviewed by Commission staff for consistency with the recommendations of the regional transportation plan. The TIP is not intended to prioritize one mode over another; rather, the TIP reflects results of funding decisions already made through a variety of selection and project prioritization processes.

By State law, the Commission is an advisory regional planning agency, and cannot ensure funding for, or implementation of, any element of the regional transportation plan. VISION 2050—the current regional land use and transportation plan—recommends significant improvement to, and expansion of, public transit in the Region, including eight rapid transit lines, four commuter rail

lines, and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi services. However, under Federal transportation planning regulations, the Region's transportation plan can only include projects that can be funded with existing and reasonably expected revenues, given existing Federal and State restrictions on the use of those reasonably expected revenues for specific types of projects or services. Therefore, the portion of the transit recommendations of VISION 2050 that can be funded by these revenues is included in the Fiscally Constrained Transportation System (FCTS) for VISION 2050. Due to the funding gap between the VISION 2050 transit recommendations and the reasonably available revenues and consistent with the restrictions on the use of those revenues, transit service under the FCTS would be expected to decline in the Region over the next 30 years, with only a modest implementation of the transit expansion and improvement recommended under VISION 2050.

Like the FCTS, the TIP can only include projects that can be funded with existing and reasonably expected revenues, given existing and reasonably expected restrictions on the use of those revenues for specific types of projects and services. However, the \$792 million (or 22 percent of total expenditures) programmed over the four years of the draft TIP for transit projects are expected to essentially maintain the existing transit service, with some implementation of transit expansion projects. It is expected that transit operators will continue to work within the four years of the TIP to most efficiently operate their systems given current funding constraints, to avoid or minimize cuts in transit service.

Of the \$792 million, about \$12 million (or two percent) is programmed in the draft TIP for transit expansion activities, including projects related to the two bus rapid transit system projects in Milwaukee County. While these programmed expenditures are modest compared to the level of system expansion recommended in VISION 2050, such projects can further assist in traffic congestion mitigation, encourage economic development, reduce automobile dependence, and provide economic resilience, particularly in the corridors that they are located. Because transit operators are utilizing most of the available transit funding to maintain existing systems, future improvement and expansion requires action by the State and Federal governments to provide additional transit funds or allow local governments the ability to generate additional funds on their own (which they are currently not allowed to do).

The bicycle/pedestrian element of VISION 2050 recommends the development of a 700-mile network of off-street bicycle paths, the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-segment, and that pedestrian facilities be provided for safe, efficient, and accessible pedestrian travel. The TIP includes approximately \$53 million for stand-alone bicycle/pedestrian projects, which includes about \$26 million for new on-street bicycle facilities and off-street paths. These facilities would add approximately 22 miles to the existing on- and off-street bicycle network. These projects are in addition to many of the arterial street and highway resurfacing and reconstruction projects in the draft TIP that may provide new or improved bicycle and pedestrian accommodations as part of the projects.

With respect to safety, the draft TIP includes about \$96 million for stand-alone highway safety projects that would be expected to contribute to reduced crashes, including the number of fatalities and serious injuries. assist in the achievement of these targets. Other projects listed in the TIP—such as transit improvement and expansion, bicycle/pedestrian projects, and highway projects—can also contribute to reduced crashes. For example, the programmed arterial resurfacing, reconditioning, and reconstruction projects can include elements that reduce the

number of crashes, such as improving the roadway cross-section and the horizontal/vertical alignments, adding/modifying signage and pavement markings, and controlling access. In addition, the TIP projects related to the improvement and expansion of transit services and bicycle/pedestrian facilities are expected to reduce the growth in vehicle travel, conflicts, and crashes, as they encourage increased travel on safer facilities and safer services while reducing travel by automobile and demand on the Region's roadways.

Two persons commented that the TIP should not include projects that increase roadway capacity, like highway improvement projects, as they do not alleviate congestion, but induce additional travel.

Response: The highway improvement projects listed in the TIP are consistent with the FCTS of VISION 2050. As part of the development of VISION 2050, more efficient land use, expanded public transit, bicycle and pedestrian facilities, and transportation system management and travel demand management measures were considered first to address existing and probable future congestion prior to any consideration given to arterial street and highway system improvement and expansion. With respect to land use, VISION 2050 proposes that new development be at higher densities focused in areas within or adjacent to existing urban development served by public sanitary sewer and water systems, while avoiding development in the Region's environmentally sensitive areas and best remaining agricultural lands. VISION 2050 also proposes more than a doubling of transit service in the more densely developed areas of the Region, including the development of two commuter rail corridors and a network of eight rapid transit corridors (either bus rapid transit or streetcar extension operating as light rail). In addition, VISION 2050 proposes the development of a 700-mile network of off-street bicycle paths and the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-segment. Arterial street and highway system improvement and expansion—widening of arterials upon their reconstruction and new arterial facilities—was then considered to address the residual highway traffic volume and traffic congestion which may not be expected to be alleviated by the other measures.

The arterial system capacity expansion proposed in VISION 2050 represents about an 8 percent expansion in arterial system lane-miles over the next 35 years. The year 2050 arterial street and highway system is designed to serve the expected increase in vehicle miles traveled (VMT) in the Region of 23 percent by the year 2050 (even with the more than doubling of transit and a more compact development pattern proposed under the VISION 2050). Even with this expected growth in travel by the year 2050, implementation of the arterial highway improvements and expansion under VISION 2050 would be expected to maintain or slightly improve from current levels overall traffic congestion, travel time delay, and average trip times.

Other comments received:

- One person commented that: "The work of the Southeastern Wisconsin Regional Planning Commission itself is inequitable because of the representation on the Commission. Despite being the most populous county, Milwaukee has an under-represented proportion of presence on the Commission. The City of Milwaukee, the most populous in the region and state, is similarly treated with inequity regarding representations in decision-making. This lack of proportionate representation is inherently unjust and violates your requirement for equitable allocation of resources."

Response: Since the Commission was created in 1960, its governing structure has been mandated by State law and remains unchanged to this day. That structure involves equal representation on

the governing board from seven counties, a total of 21 members, three selected to represent each of the counties. One of the three members from each County is, by custom, a County Board Supervisor or County Executive, with two members from each county appointed by the Governor. One of the gubernatorial appointments comes from a list provided by the county. Each of the 21 members has a six year term.

For more than 50 years this board membership has officially sponsored a comprehensive regional planning process that by law produces plans that are advisory to the constituent county and local governments. In so doing, the SEWRPC board has relied very heavily upon a system of advisory committees—which for preparation of the regional transportation plan and the Milwaukee area transportation improvement program (TIP) are population-proportional—that work with the Commission staff in structuring and carrying out a broad variety of planning and programming activities. While the Commission board itself is responsible for the formal adoption of regional plans as required by State law, that board, without exception, has accepted the recommendations of its advisory committees that deal with the MPO function as the preparation and adoption of transportation plans and programs is pursued.

The Commission's Milwaukee urbanized area TIP Committee—which guides the development of the Milwaukee urbanized area TIP—is established on a population-proportional basis reflecting the population proportionality of each County and municipality within the Milwaukee urbanized area. The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, and include five members representing Milwaukee County (with four members appointed by the County Executive and one member appointed by the County Board Chair) and six members representing the City of Milwaukee (with five members appointed by the Mayor and one member appointed by the City Council President). The Milwaukee TIP Committee also includes representation from each of the five public transit operators within the Milwaukee urbanized area—Milwaukee County, Waukesha County, City of Waukesha, Washington County, and Ozaukee County.

The Commission's Environmental Justice Task Force (EJTF) was established in 2007 to enhance the consideration and integration of environmental justice throughout the regional planning process. The EJTF helps make recommendations on issues and analyses potentially relevant to the needs of population groups represented by the EJTF and identifies potential benefits and adverse effects of regional planning programs and activities with respect to those population groups. This task force also advises Commission staff and recommends methods to prevent the denial of, reduction in, or significant delay in the receipt of benefits while avoiding, minimizing, and mitigating disproportionately high and adverse health and environmental effects on population groups represented by the EJTF. The 15 voting members of the task force include one member representing each county, three members representing the City of Milwaukee, three members representing the three next largest cities in the Region, one member representing the remainder of the Region outside these four cities, and one member selected as an at-large representative. These members provide a diversity of perspectives and represent low-income populations, people of color, and people with disabilities.

- One person commented that IH 794 should be removed and that IH 94 should be maintained as a six-lane facility.

Response: The Wisconsin Department of Transportation (WisDOT) is currently working with Milwaukee County and the City of Milwaukee on a feasibility study of the IH 794 corridor from the

Milwaukee River to the Hoan Bridge. This study is evaluating alternatives of the IH 794 corridor to improve the freeway while also considering how the project could improve local street connectivity and safety for all modes of transportation. Public outreach activities include a project website (www.794lakeinterchange.wisconsin.gov) and public meetings that are being held at key stages of the study process. As described on the study's project website, while no decision to remove IH 794 has been made at this early stage of the study, freeway removal concepts, which would remove the interstate designation and utilize the at-grade street network, are currently being evaluated along with Replace-In-Kind and Freeway Improvement concepts. These alternatives will be evaluated based on purpose and need, stakeholder feedback, impacts, and other factors.

WisDOT has completed the preliminary engineering and environmental impact studies for the reconstruction of IH 94 between 70th Street and 16th Street with the completion of a Supplemental Final Environmental Impact Study (FEIS) for the project (www.wisconsin.gov/94eastwest). In the spring of 2024, the Federal Highway Administration (FHWA) signed the Supplemental Final EIS/Record of Decision, which includes the widening of this segment of IH 94 from six to eight traffic lanes. As part of the FEIS work conducted, WisDOT analyzed the benefits and impacts of a number of alternatives, including with and without the widening of IH 94, and conducted extensive public involvement to develop and select the preferred alternative. Based on these more detailed analyses, the reconstruction of IH 94 between 70th Street and 16th Street is included in the FCTS of VISION 2050, which was recently reviewed and updated earlier in June 2024.

- Two people indicated support for more enhanced bicycle facilities, and one of these commenters further indicated that these facilities should use physical barriers to increase bicyclist safety and to protect bicyclists from reckless drivers.

Response: The bicycle/pedestrian element of VISION 2050 recommends that on-street bicycle accommodation such as enhanced bicycle facilities (e.g. protected, buffered, and raised bicycle lanes and separate paths within a road right-of-way) be implemented, if feasible, as arterial streets and highways are resurfaced or reconstructed. Several current protected bicycle lanes exist in the City of Milwaukee that use concrete barriers or parked vehicles to physically separate bicyclists from vehicular travel lanes. The City of Milwaukee has recently implemented new protected bicycle lanes on Walnut Street from 20th Street to Vel R. Phillips Avenue and on 6th Street from Walnut Street to Brown Street that use concrete islands. The City has also completed protected bicycle lanes using concrete islands and a parking lane on Van Buren Street from Kilbourn Avenue to Brady Street with a second phase expected to be completed next year from Kilbourn Avenue to Wisconsin Avenue. Additionally, many arterial streets and highways in suburban and rural communities in the Region have constructed separate paths within a road right-of-way as either part of road construction projects or as stand-alone projects. The TIP includes six stand-alone protected bicycle lane projects and seven stand-alone projects that will implement separate paths within the road right-of-way.

Figure J.1
Notice of Virtual Public Meeting and Review Period

JOIN US AT A VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2025-2028 (TIP)*. The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years. Details of the draft TIP can be found at www.sewrpc.org/TIP.

Public comment can be provided by the following:

- **Virtual Public Meeting: Thursday, November 7, 2024, 5:00 – 6:00 pm**
Those interested in participating in the meeting will need to register in advance. More information on the virtual public meeting and on how to register can be found at www.sewrpc.org/TIP. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-3252.
- **Written Comments**
Comments may be provided via U.S. mail, email, or by phone through **November 22, 2024**, to:
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-3252

The public involvement activities and the length of public review and comment period described in this notice for the draft Transportation Improvement Program for Southeastern Wisconsin: 2025-2028 will satisfy the Federal Transit Administration public involvement requirements for the Program of projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

WNA:PLP ML-10524444

Milwaukee Journal Sentinel

October 24, 2024

Figure J.1 (Continued)

JOIN US AT A VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2025-2028* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years. Details of the draft TIP can be found at www.sewrpc.org/TIP.

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- **Written Comments**
Comments may be provided via U.S. mail, email, or by phone through **November 22, 2024**, to:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-3252

The public involvement activities and the length of public review and comment period described in this notice for the draft *Transportation Improvement Program for Southeastern Wisconsin: 2025-2028* will satisfy the Federal Transit Administration public involvement requirements for the Program of projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

Milwaukee Community Journal

October 30, 2024

Figure J.1 (Continued)

JOIN US AT A VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft **Transportation Improvement Program for Southeastern Wisconsin: 2025-2028 (TIP)**. The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years. Details of the draft TIP can be found at www.sewrpc.org/TIP.

Public comment can be provided by the following:

• **Virtual Public Meeting: Thursday, November 7, 2024, 5:00 – 6:00 pm**

Those interested in participating in the meeting will need to register in advance. More information on the virtual public meeting and on how to register can be found at www.sewrpc.org/TIP. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-3252.

• **Written Comments**

Comments may be provided via U.S. mail, email, or by phone through **November 22, 2024**, to:

**Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-3252**

The public involvement activities and the length of public review and comment period described in this notice for the draft Transportation Improvement Program for Southeastern Wisconsin: 2025-2028 will satisfy the Federal Transit Administration public involvement requirements for the Program of projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

El Conquistador

October 24, 2024

Figure J.1 (Continued)

ÚNASE A NOSOTROS EN UNA REUNIÓN PÚBLICA VIRTUAL

Se le invita a revisar y comentar el borrador del Programa de Mejora del Transporte para el Sureste de Wisconsin: 2025-2028 (TIP). El TIP enumera los proyectos de tránsito público y vialidad estatales y locales en los condados de Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington y Waukesha propuestos por los gobiernos estatales y locales para utilizar fondos de la Administración Federal de Tránsito y Carreteras durante los próximos cuatro años. Los detalles del borrador del TIP se pueden encontrar en www.sewrpc.org/TIP.

Los comentarios públicos pueden proporcionarse de las siguientes maneras:

- **Reunión pública virtual: jueves 7 de noviembre de 2024, de 5:00 a 6:00 p. m.**

Aquellas personas interesadas en participar en la reunión deberán registrarse con anticipación. Puede encontrar más información sobre la reunión pública virtual y sobre cómo registrarse en www.sewrpc.org/TIP. Las personas sin acceso a Internet pueden registrarse llamando a la oficina de la Comisión de lunes a viernes entre las 8:00 a. m. y las 4:30 p. m. al 262-953-3252.

- **Comentarios escritos**

Los comentarios se pueden enviar por correo postal, correo electrónico o por teléfono hasta el **22 de noviembre de 2024** a:

**Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org Phone: 262-953-3252**

Las actividades de participación pública y la duración del período de revisión y comentarios públicos descritos en este aviso para el borrador del Programa de Mejoras del Transporte para el Sudeste de Wisconsin: 2025-2028 satisfarán los requisitos de participación pública de la Administración Federal de Tránsito para el Programa de proyectos preparado por la Ciudad de Harford, la Ciudad de Kenosha, el Condado de Kenosha, el Condado de Milwaukee, la Ciudad de Milwaukee, el Condado de Ozaukee, la Ciudad de Racine, el Condado de Walworth, el Condado de Washington, el Condado de Waukesha, la Ciudad de Waukesha y la Ciudad de West Bend.

El Conquistador

October 24, 2024

Figure J.1 (Continued)



COMMENT ON THE DRAFT TIP NOW THROUGH NOVEMBER 22

DRAFT 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is prepared biennially by the Commission and provides a listing of the federally funded transportation projects proposed to be carried out by State and local governments over the next four years (2025-2028) in the seven-county Southeastern Wisconsin Region.

HEAR MORE AND TELL US WHAT YOU THINK

The draft TIP is available for review and comment through November 22, 2024. Comments can be provided during the virtual public informational meeting or by submitting written comments, as detailed below.

- **Virtual Public Informational Meeting** – A virtual public meeting on the draft TIP will be held Thursday, November 7, 2024, from 5:00 p.m. to 6:00 p.m. This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide comments in real time.

Those interested in participating in the meeting will need to register in advance. Individuals without internet access can register by calling the Commission’s office Monday-Friday between 8:00 a.m. and 4:30 p.m. at 262-953-3254.

[Click HERE to Register](#)

Figure J.1 (Continued)

• **Written Comments** – Comments may be provided through Friday, November 22, 2024, via U.S. mail, email, or using the comment form through the TIP webpage. Please contact:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org

To review the draft 2025-2028 TIP and provide comments, please visit sewrpc.org/tip or click on the link below:

Click HERE to Review the Draft 2025-2028 TIP

People needing disability-related accommodations are asked to contact the Commission office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access, review or interpretation of materials, active participation, or submission of comments.

Commission email eblast

October 29, 2024

Figure J.1 (Continued)



Transportation Improvement Program

The Transportation Improvement Program (TIP) is a listing of federally funded transportation projects proposed to be carried out by State and local governments over the next four years.


Draft 2025–2028 Transportation Improvement Program Available for Public Review

The Commission receives proposed TIP projects from local governments, the State, and transit agencies; the Commission only has discretion over the allocation of a very small proportion of federal funding.

The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. The TIP is not intended to prioritize one mode over another; rather, the TIP reflects results of funding decisions already made through a variety of selection and project prioritization processes.

Projects in the TIP are required to be consistent with VISION 2050, the Regional Transportation Plan (RTP); and, transit, arterial highway, and other improvement projects proposed to be implemented in the next four years with federal funding from the U.S. Department of Transportation must be listed in the TIP.

The TIP has the following elements:

1. [Draft Project Listing](#) (More detailed information about the projects listed in the draft 2025–2028 TIP is available on the [eTIP website](#) )
2. [Draft Project Status](#)
3. [Draft Financial Plan](#)
4. Draft Contribution of TIP toward achieving RTP and Federal performance goals
5. [Draft Equity Analysis](#)
6. Draft Public Involvement/Comment (coming soon)

Contacts

Christopher Hlebert, PE
MPO Director
262.953.3227

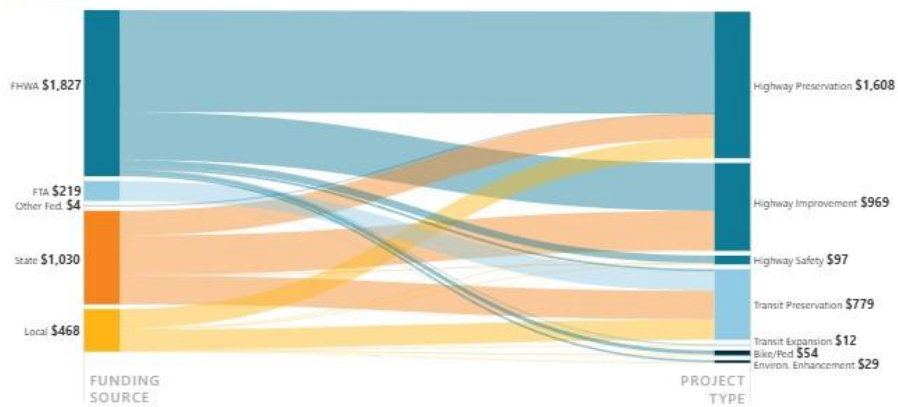
Ryan Hoel, PE
Chief Transportation Engineer
262.953.4285

Committees

- Advisory Committees on Transportation System Planning and Programming
 - Kenosha Urbanized Area
 - Milwaukee Urbanized Area
 - Racine Urbanized Area

Figure J.1 (Continued)

Programmed Expenditures by Source and Project Type: 2025-2028
 (\$ million)



Round Lake Beach
 Urbanized Area
 West Bend Urban Area

Related Links

[Open All](#)

- [+ Draft TIP Materials](#)
- [+ Current TIP Materials](#)
- [+ TIP Development and Approval](#)
- [+ MPO Project Selection](#)
- [+ Related Plans](#)
- [+ Proposed Amendments](#)
- [+ Adopted Amendments](#)

Public Information Meeting

The Commission hosted a virtual public meeting on the Draft 2025-2028 TIP on Thursday, November 7, 2024. A brief presentation was given by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide comments. The [meeting presentation slides](#) and [meeting recording](#) are now available.

Figure J.2
Virtual Public Meeting Summary and Attendance Record: Thursday, November 7, 2024

Virtual Public Meeting
November 7, 2024
5:00 p.m. – 6:00 p.m.

The virtual public meeting began with a brief presentation at 5:00 p.m. by Commission staff on the draft Transportation Improvement Plan for Southeastern Wisconsin: 2025-2028. Following the presentation, attendees had an opportunity to ask questions and provide written or oral comment in real time. A recording of the virtual public meeting can be found on the Commission's website at: https://www.sewrpc.org/SEWRPCFiles/Transportation/Files/tip/25-28_TIP/Draft_25-28-TIP-PIM-Recording.mp4

ATTENDANCE RECORD

Commission Staff

Joseph Delmagori	Senior Transportation Planner
Christopher T. Hiebert	MPO Director
Ryan W. Hoel	Chief Transportation Engineer
Benjamin R. McKay	Deputy Director
Nikki Payne	Chief Community Engagement Specialist

Attendees

Peter Burgelis	Alderman, District 11, City of Milwaukee
Randy Crump	CEO, Prism Technical Management & Marketing Services
Taylor Korslin	Citizen
Helen Lococo	Citizen
Sue Munger	Citizen
Magdelene Wagner	Public Works Director, City of Pewaukee

Figure J.3
Comments Submitted via Email or Online Form During Public Comment Period

FirstName: Chris
LastName: Erickson
Email: xxxxxxxxxxx

Organization:

Address:

City: Whitefish Bay

State: WI

Zip: 53217

Comments: It's shocking that some 2/3's of all expenditures here appears to be dedicated to car infrastructure. The only meaningful transportation alternative appears to only be to *preserve* mass-transit. Expansion of transit, bike/ped and environmental is a rounding error. These plans and funding sources are setting us up for a certain climate catastrophe, while allowing countless deaths and injuries go unabated. Appalling. Truly hope SEWRPC is doing what they can to flip these ratios, because this is going to be something our kids look at and wonder why we did nothing.

FirstName: Mark
LastName: Caballero
Email: xxxxxxxxxxx

Organization:

Address:

City: Glendale

State: WI

Zip:

Comments: The allocation percentages for transit, bike, and ped is too low. The value for highway expansion is too low compared to local needs for safe bike/ped routes to school and daily needs. Transit funding should be a priority.

Figure J.3 (Continued)

FirstName: Carl
LastName: Glasemeyer
Email: xxxxxxxxxx
Organization: 1000 Friends of Wisconsin
Address:
City: Milwaukee
State: WI
Zip: 53210

Comments: It deeply troubles me to see the region prioritize about a quarter of the transportation spending towards Highway Improvement, especially when this is a larger share than what is spent on transit projects. This is also occurring within the context of a shelved Connect 2 project in order to keep existing transit services staying afloat. I'd like to see transit funded at least match highway funding and highway funding only going to Preservation. Expanding our highways is expensive and creates a maintenance liability in the future.

FirstName: Matt
LastName: Brooks
Email: xxxxxxxxxx
Organization:
Address:
City: Milwaukee
State: wi
Zip: 53212

Comments: Excited for the bike/ped infrastructure upgrades. But still disappointed that 73% of money is going towards highways. Every person not traveling in a car is saving the government money. Would love to see 794 come down and 94 maintained at 6 lanes. Reckless drivers should hit infrastructure that wrecks their vehicle before killing someone. Not sure the scope of this organization, but please more concrete protection for bikes/peds. Paint and flex posts arent safe.

Figure J.3 (Continued)

FirstName: Tom
LastName: Hansberger
Email: xxxxxxxxxxx
Organization:
Address:
City: Milwaukee
State: WI
Zip: 53207

Comments: As a Milwaukee resident, I'm writing to ask you to stop the highway expansion. It's been demonstrated that it doesn't calm traffic because of induced demand. Also, it will make Milwaukee more dependent on cars and gas when we should be transitioning to renewable energies through public transit. Although I have a car, I would much rather take public transit if I could. Improving our public transportation infrastructure and cutting back on cars/highways would make Milwaukee much more accessible and safer for me.

FirstName: Jennifer
LastName: Abel
Email: xxxxxxxxxxx
Organization:
Address: 6714 W Wells St.
City: Wauwatosa
State: WI
Zip: 53213

Comments: I request that a higher percentage of funds in the 2025-2028 Transportation Improvement Program be allocated to transit improvement and enhancement and bike and pedestrian infrastructure. Currently only 0.4% of the TIP budget is aimed at transit expansion and 1.5% toward bike and pedestrian infrastructure. It is imperative to shift money toward these priorities for four reasons: 1. Transit and non-motorized transportation align with SEWRPC's Vision 2050 plan. 2. Transit and bike/pedestrian projects promote environmental enhancement of transportation options, something that is crucial as climate change continues to have a greater impact on all parts of the country. 3. Enhancing transit is an equitable choice and meets the needs of those who can't afford a car or can't drive due to disability. 4. Creating more transit options encourages people to choose buses over driving their cars when buses are dependable, run frequently, and are pervasive in a community. I urge you to reallocate TIP funding to ensure that transit improvement and bike/pedestrian projects receive the necessary support to make ours a thriving region.

Figure J.3 (Continued)

FirstName: Erin
LastName: Whitney
Email: xxxxxxxxxxxx
Organization:
Address: 1137 E. Center
City: Milwaukee
State: WI
Zip: 53212

Comments: Moving towards a 1 million city... I'm still hoping to see less public investment on infrastructure that serves private vehicles . And even more on expanding bike infrastructure and bus routes. This will not be an ideal city if we're still spending so much time relying on private vehicles. And public transportation needs to expand to residential. Thank you

FirstName: Melissa
LastName: Seidl
Email: xxxxxxxxxxxx
Organization:
Address:
City: Milwaukee
State: WI
Zip: 53208

Comments: It's very disappointing to see that 75% of all funding, 3 out of every 4 dollars, is going to highways, with 27% going to highway improvements that include expansions and lane additions. We are so deeply stuck in the past when it comes to thinking about transportation. Induced demand is a known phenomenon by now, and there are ample cases of cities/states adding freeway lanes and getting worse long-term traffic congestion as a result. The roads and highways are in such disrepair in part because of high VMT (and out of control vehicle weight), which increases the wear and tear. People have few feasible alternative options, so everyone who can (and many who can't) opts to drive to get everywhere, degrading our roadways. To lessen the burden on our roads and lengthen lifespans of infrastructure, we need to finally commit to diverse modes of transportation, and provide transit options that aren't merely viable, but are pleasant and attractive and preferred. If buses were more reliable and all the routes high-frequency, I would certainly use transit more and remove my car's burden on the streets. Similarly with biking options. And if there were real, time-competitive transit options (rail or otherwise) to move around the SE WI region, I would opt for those over driving whenever possible. I would like to see Wisconsin learn lessons that other states have already learned, and start getting creative and innovative, rather than continuing to add one more lane and then wondering why traffic doesn't get any better.

Figure J.3 (Continued)

FirstName: Anne
LastName: O'Connor
Email: xxxxxxxxxx
Organization: Milwaukee County Board of Supervisors
Address:
City: Milwaukee
State: WI
Zip:

Comments: Hi, please prioritize efforts that address climate change mitigation such as enhanced pedestrian and bike initiatives as well as transit. Please allocate more of the budget to reflect environmental support and de-prioritize highway expansion. Thank you!

FirstName: Jeff
LastName: Sponcia
Email: xxxxxxxxxx
Organization: Milwaukee County Department of Transportation
Address: 717 S 36th St
City: Milwaukee
State: WI
Zip: 53215

Comments: Is it possible for future TIP budgets to incorporate a budget for safe streets improvements, whether they're quick build or permanent? I know these TIP projects are largely resurfacing or reconstruction projects along with other needs from the region, including transit and paratransit, but does the region want to add or reallocate dollars to making safe streets infrastructure improvements at its most hazardous intersections or roadway segments, irrespective of those locations' current roadway conditions? Doing so can save lives.

Figure J.3 (Continued)

FirstName: Rebecca
LastName: Vest
Email: xxxxxxxxxxxx
Organization: N/A
Address: 2915 S. Herman Street
City: Milwaukee
State: WI
Zip: 53207

Comments:

Dear Southeastern Wisconsin Regional Planning Commission, As a registered nurse based in Milwaukee, I am writing to provide input on the Draft 2025-2028 Transportation Improvement Program. Thank you for the opportunity to comment on the budget allocation and funding priorities. I am concerned that the current allocation does not align with the priorities outlined in Vision 2050 or the principles of Vision Zero, both of which emphasize the importance of public transit expansion and the safety of bicyclists and pedestrians. According to the American Public Transportation Association (APTA), prioritizing public transit, bicycle, and pedestrian infrastructure—alongside strategies like transit-oriented development—can reduce traffic fatalities by 10-40%. Milwaukee currently ranks first among 70 major cities for speeding, with the highest rate of drivers cited for this offense, and recorded a devastating 111 traffic fatalities in 2022. The city's 2023 Crash Analysis Report highlights an epidemic of traffic violence, which poses a serious public health concern. Additionally, the National Highway Traffic Safety Administration warns that road-widening projects can exacerbate these issues by increasing traffic and crash risk, especially for pedestrians and cyclists, who face wider, more dangerous road crossings. Allocating more funds toward highway and lane expansions risks perpetuating these trends and further endangering our community. The health implications of such decisions are significant. Inducing more highway traffic can worsen health disparities, particularly for those living near major roadways. Studies from the Urban Institute indicate that individuals living within 500 to 1,000 feet of highways are at greater risk for lung disease, stroke, and premature birth due to air pollution. Many Milwaukee residents in these areas rely on public transit, biking, or walking as primary transportation modes. Underfunding these modes of travel restricts access to essential services such as healthcare, employment, and healthy food options, exacerbating existing inequities. Conversely, investing in public transit, bicycle lanes, pedestrian infrastructure, and environmental enhancements can profoundly benefit public health. Active transportation options can reduce rates of obesity, diabetes, heart disease, and mental illness. Safe and connected infrastructure fosters access to parks, libraries, and community spaces, promoting social interaction and reducing isolation, a key driver of mental health challenges. Our nation is grappling with a mental health crisis, rising social isolation, and an epidemic of metabolic diseases. These crises are closely tied to environmental factors such as air quality, physical activity opportunities, and access to vital services. To address these challenges and align with Vision Zero and Vision 2050, I urge you to significantly increase the budget allocation for environmental enhancements, bike and pedestrian infrastructure, and public transit expansion. Thank you for considering these critical public health perspectives as you finalize the transportation improvement program. Sincerely, Rebecca Vest

Figure J.3 (Continued)

FirstName: Tory
LastName: Kress
Email: xxxxxxxxxxxx
Organization:
Address:
City: Milwaukee
State: WI
Zip: 53211

Comments: Thank you for allowing public comment on the TIP. I encourage you to increase the amount of spending allocated to bike, ped, transit, and environmental enhancements and decrease spending on highway expansion. Increased spending on high expansion is not financially or environmentally sustainable.

FirstName: Nathaniel
LastName: Wurzer
Email: xxxxxxxxxxxx
Organization:
Address:
City: Milwaukee
State: WI
Zip:

Comments: This budget is completely unbalanced. Any other kind of transit and environmental considerations are basically ignored. It seems that what measly dollars were included for these is for the purpose of saying "look, here we are including all forms of transportation". I just saw a DOT sign over the highway bragging about how 504 lives were lost on WI roads this year. The definition of insanity is doing the same thing and expecting different results. SEWRPC should be ashamed.

Figure J.3 (Continued)

FirstName: Daniel
LastName: Welytok
Email: xxxxxxxxxxx

Organization:
Address: 2970 N. Bremen St.
City: Milwaukee
State: WI
Zip: 53212

Comments: I'm disappointed that the planning commission is dedicating such a large amount of money to highway "improvement." Expanding our already overbuilt highways will incur unsustainable infrastructure costs and encourage unsustainable development practices. Instead, the commission should be looking to shore up public transportation services and revive plans for bus rapid transit in Milwaukee. I would also like to see more investments in bike infrastructure such as the powerline trail.

FirstName: Sara
LastName: Pope
Email: xxxxxxxxxxx
Organization: Strong Towns
Address: 816 E Meinecke Ave
City: Milwaukee
State: WI
Zip: 53212

Comments: It would be great to see more investment in public transit, bike, and pedestrian infrastructure. Highway expansions are notoriously ineffective and only lead to greater expenses in the long run, due to induced demand and long term maintenance costs that cost more than the highways are worth. We need more public options that are efficient and convenient.

Figure J.3 (Continued)

FirstName: John
LastName: December
Email: xxxxxxxxxxxx
Organization:
Address: 1104 N Marshall St, Apt 303
City: Milwaukee
State: Wisconsin
Zip: 53202
submitUDF: Submit

Comments: Thank you for your work on the Draft Transportation Improvement Program: 2025-2028. The plan you have over-represents highway interests and under-represents multimodal bicycle, pedestrian, and public transit investments. Please re-align this plan accordingly and allocate much more of the budget for bike and pedestrian projects and public transit. The work of the Southeastern Wisconsin Regional Planning Commission itself is inequitable because of the representation on the Commission. Despite being the most populous county, Milwaukee has an under-represented proportion of presence on the Commission. The City of Milwaukee, the most populous in the region and state, is similarly treated with inequity regarding representations in decision-making. This lack of proportionate representation is inherently unjust and violates your requirement for equitable allocation of resources. Megan Kimble, in her recent book, *City Limits: Infrastructure, Inequality, and the Future of America's Highways* (2024), describes this specific form of under-representation of council seats in Metropolitan Planning Organizations (MPOs) (p. 283). This underrepresentation raises equity and ethical concerns regarding the actions of SEWRPC, particularly in how this plan is being implemented, with money going for highways when the needs of the region are to move away from highway-only travel. Kimble (p. 274) also describes how MPOs routinely use faulty reasoning when it comes to highway widening--despite knowing that when highways are widened, induced traffic (also called induced travel or generated traffic) fills in the added capacity, removing the supposed benefit of widening highways. Engaging in this logic to support highways is a violation of engineering ethics. There are ample, recent, and applicable studies, literature, and research that show how less dependence on automobile travel is imperative for our future. However, SEWRPC mires the region in circular logic--and endless support for highway expenses as a priority while silencing the voices of people in the region who wish for allocations of resources for the future in non-highway spending, particularly for pedestrian, bicycle, and public transit infrastructure. Thank you.

Figure J.3 (Continued)

FirstName: Deedee
LastName: Walla
Email: xxxxxxxxxxxx
Organization:
Address: 1851 N 5th St
City: Milwaukee
State: WI
Zip: 53212

Comments: I want to see more allocated to protected bike lanes. I've been able to commute more now that part of my trip is protected but there are still dangerous sections on the route. I also use transit and really like the BRT Connect 1. I want to see more development that is in line with places people want to go. And I also want a system like the freeway flyers back. More regional transit between cities like Milwaukee and Waukesha would be really great. I think the current allocations do not reflect my travel. I and the people I know at work and in my neighborhood want more modes of transit beyond just cars to get to work. I don't feel as safe on the roads as a pedestrian and I have heard many people say they'd walk or bike more if they felt safer to do so.

FirstName: Kallyn
LastName: Federspill
Email: xxxxxxxxxxxx
Organization: Urban Ecology Center
Address: 1500 E Park Place
City: Milwaukee
State: Wisconsin
Zip: 53211

Comments: Young people and families are attracted to cities that are walkable and bikable. Shifting our investment away from motor vehicle travel which is NOT safe, NOT time efficeint, NOT environmentally sustainable, and NOT cost effective and towards pedestrian travel will push Milwaukee into a city that people associate with outdoor recreation and health instead of unsafe and dirty. An achievable initiative to start this investment into pedestrial friendly travel would be to connect the north and south segments of the Oak Leaf Trail. The KK River Trial does not fully connect the north and south segments of the Oak Leaf which forces bikers and walkers out onto heavily trafficed roads. You have the power to make this a city that people want to move to and stay long term by creating spaces for safe and inviting travel and recreation. Thank you.