

VISION

2050



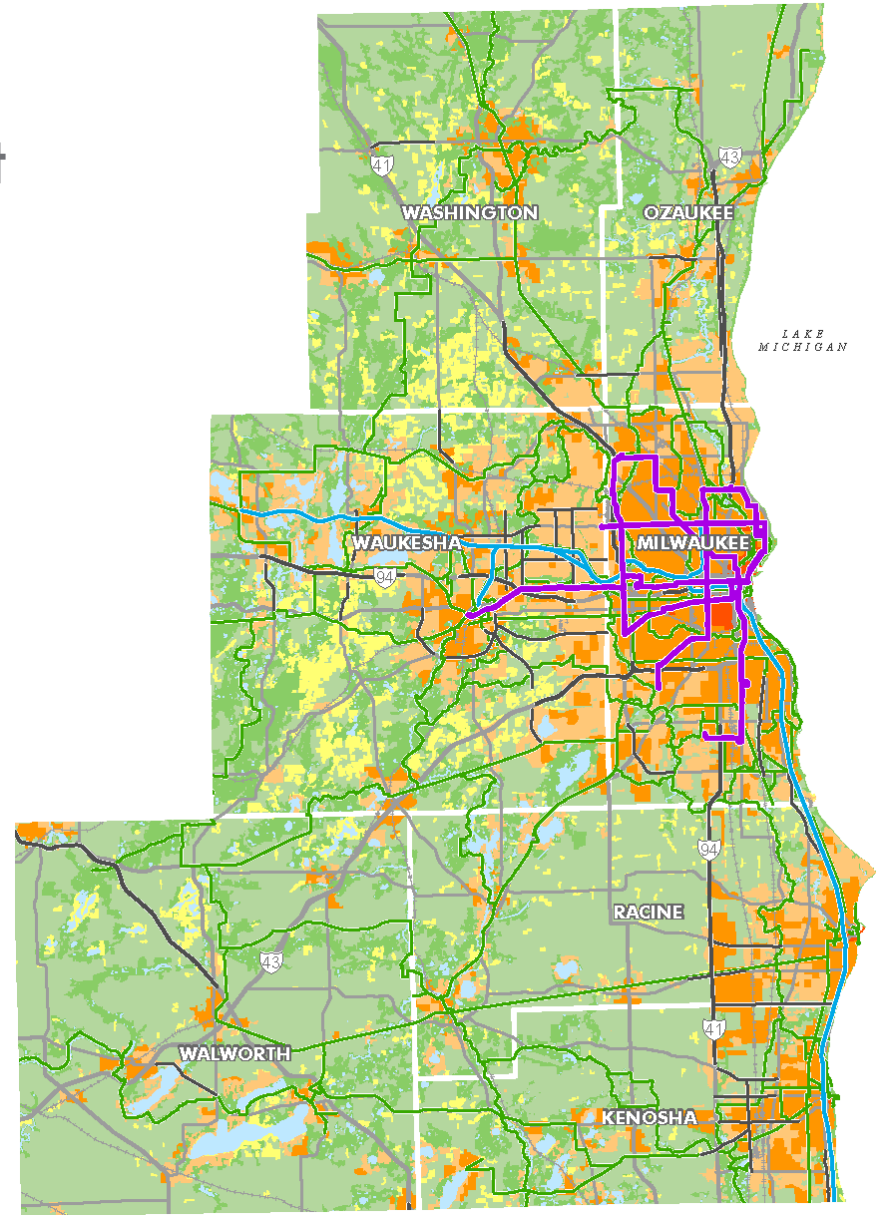
*One Region, Focusing on Our Future*

**TRANSPORTATION, PUBLIC WORKS,  
AND TRANSIT COMMITTEE**

**MAY 8, 2019**

# VISION 2050: A Plan for the Region

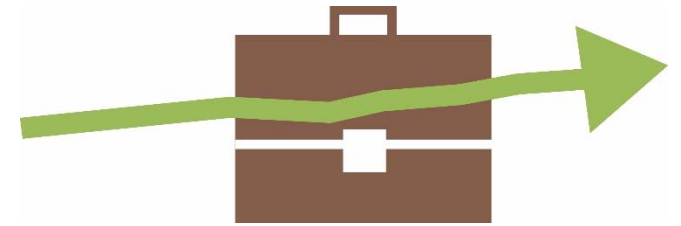
- ❑ Land Use Component
- ❑ Transportation Component
  - Public Transit
  - Bicycle and Pedestrian
  - Transportation Systems Management (TSM)
  - Travel Demand Management (TDM)
  - Arterial Streets and Highways
  - Freight Transportation



# Comparing to Our Peer Regions

□ The Region ranks as one of the:

- **Slowest growing** in employment, population, and income
- **Highest in racial disparities** in education, income, poverty
- **Lowest in levels of highway congestion** and travel delay
- **Highest in transit service decline**



□ The Region is one of the **few metro areas without rapid transit**

# Extensive Involvement in Plan Development

- ❑ **9 advisory committees** representing the 7 counties and 148 cities, villages, and towns in Southeastern Wisconsin and State and Federal governments
- ❑ **82 public workshops** with **1,600+ unique attendees**
- ❑ **1,400+ people** used interactive web tools to provide input
- ❑ **1,500+ residents** were interviewed in a preference survey
- ❑ **15,000+ households** participated in a household travel survey
- ❑ **8 community partners** assisted in gathering input from minority communities, low-income communities, and people with disabilities
- ❑ **9 task forces** focused on specific topics

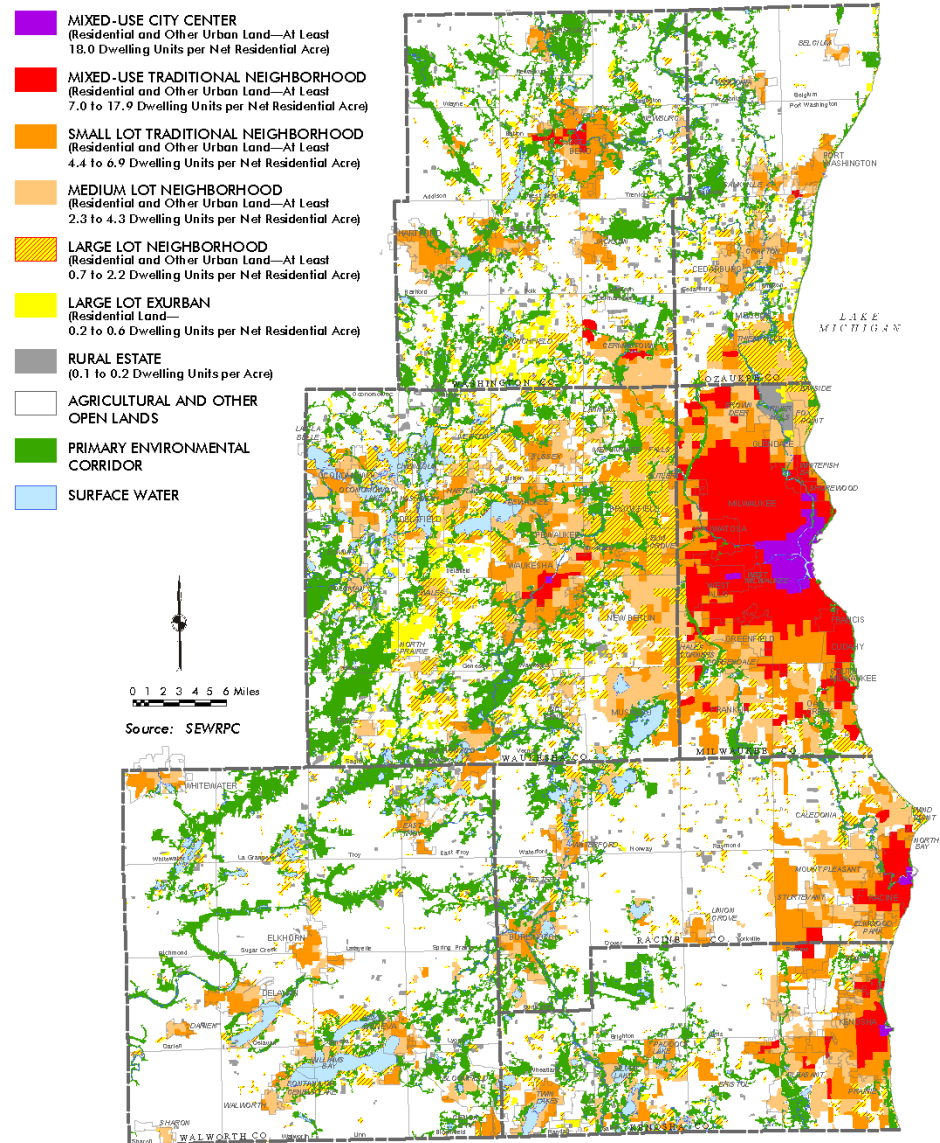


# Land Use

## Key Recommendations

- Focus new urban development in Region's urban centers
- Reverse trend in declining density and provide a mix of housing types and uses
- Create TOD near major transit stations

**ALMOST 90%**  
of residents  
**WANT** walkable  
neighborhoods  
(telephone survey result)





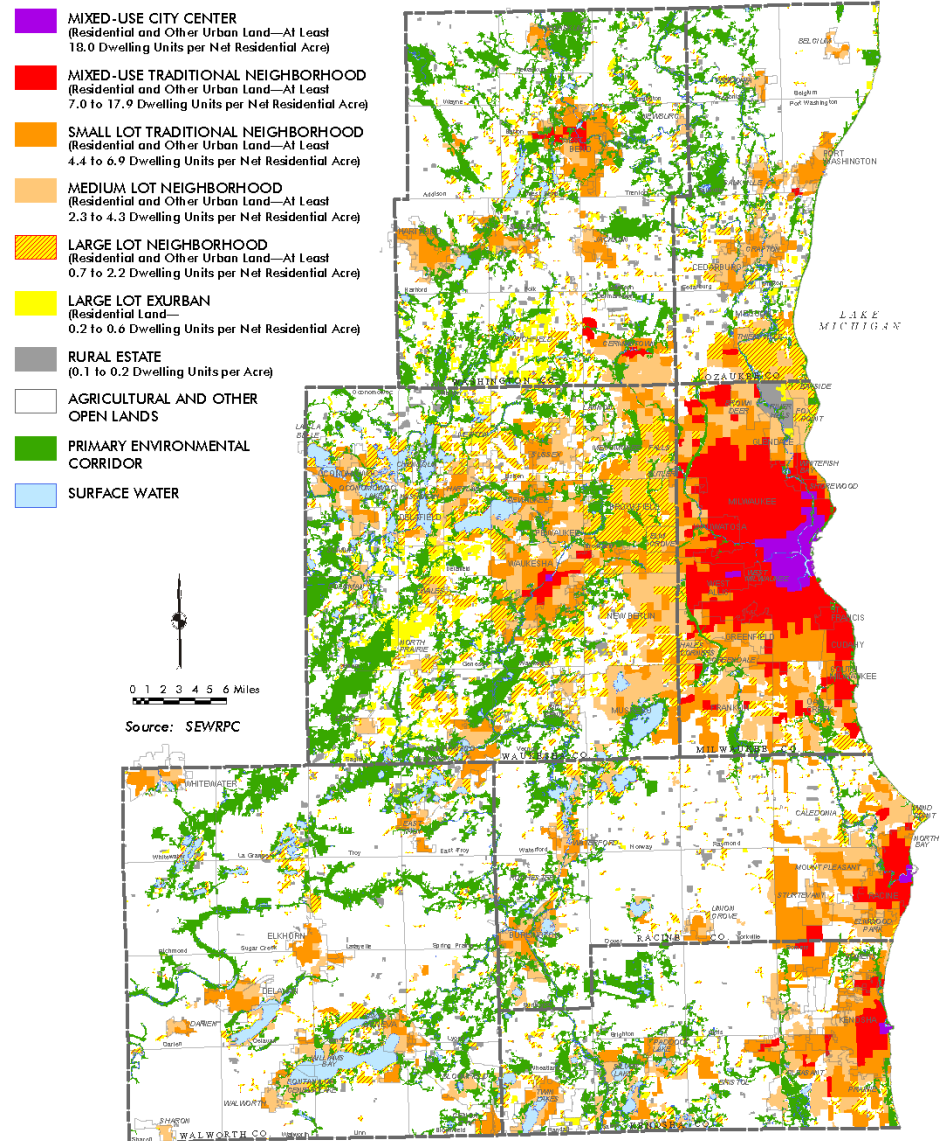
# Land Use (continued)

## Key Recommendations (continued)

- Preserve primary environmental corridors
- Preserve productive agricultural land
- Preserve areas with high groundwater recharge potential



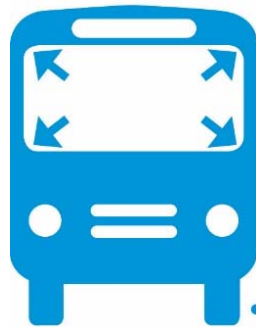
**OVER 90%**  
of residents think  
**IT IS IMPORTANT**  
to preserve natural  
and agricultural resources  
(telephone survey result)



# Public Transit

## Key Recommendations

- Develop rapid transit network
- Improve existing express bus service and add service in new corridors
- Increase frequency and expand service area of local transit
- Improve and expand commuter bus services
- Develop commuter rail



**63%**  
of residents believe that public transit services should be **"IMPROVED AND EXPANDED"**.  
(telephone survey result)

### 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

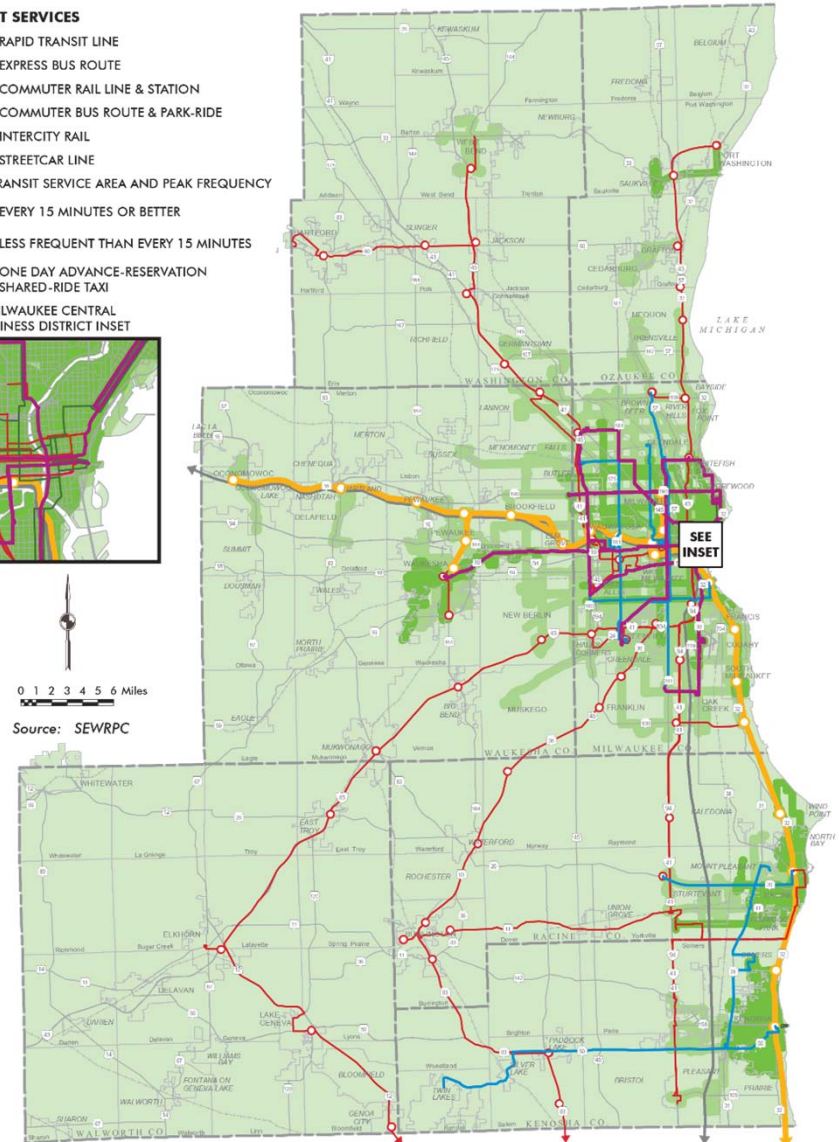
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

### MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC





# Bicycle and Pedestrian

## Key Recommendations

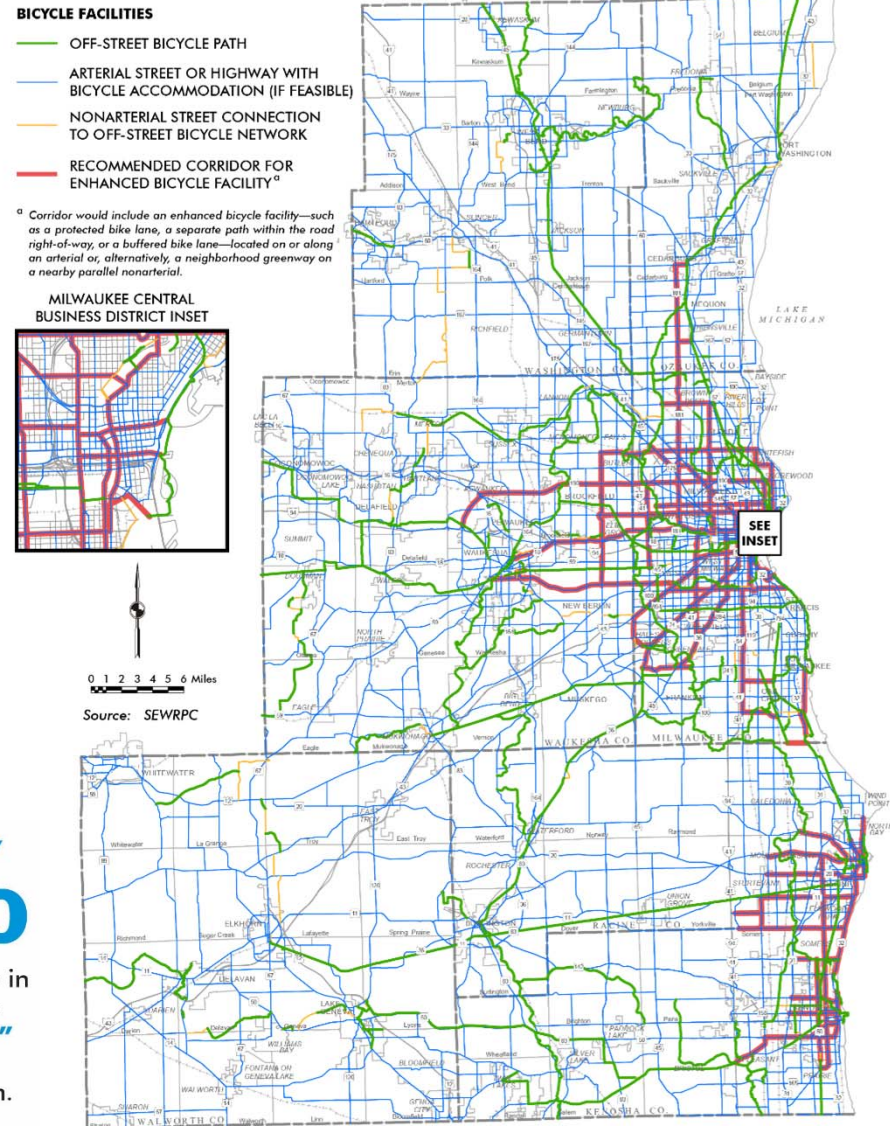
- Expand on-street bicycle network as surface arterial system is resurfaced and reconstructed
- Implement enhanced bicycle facilities in key regional corridors
- Expand off-street bicycle path system to provide a well-connected regional network



**62%**

of workshop attendees in Fall 2015 said it was **"VERY IMPORTANT"** to provide bicycle facilities in the Region.

(compared to 31% "Somewhat Important" and 7% "Not Important")





# Arterial Streets and Highways

## Key Recommendations

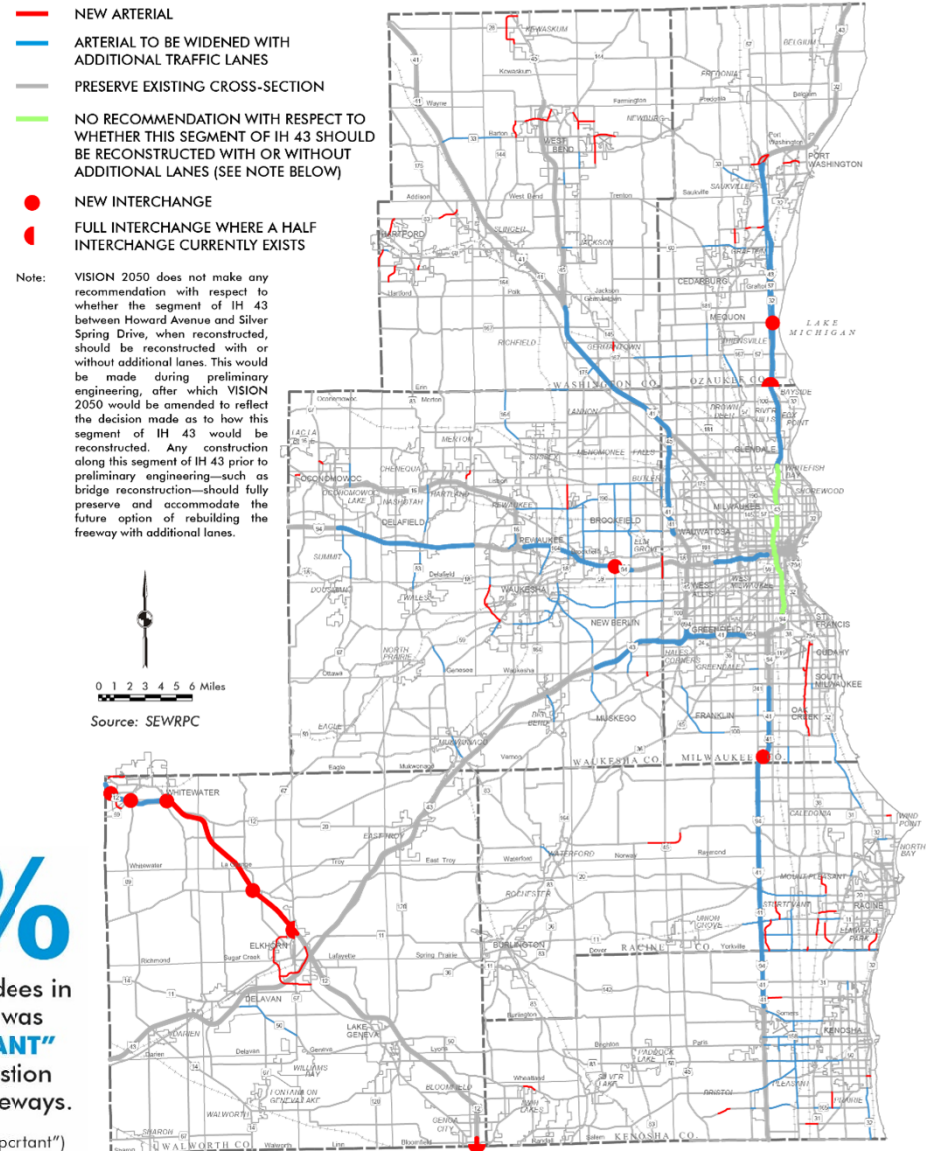
- Keep Region's arterial street and highway system in a state of good repair
- Incorporate complete streets concepts
- Strategically expand arterial capacity to address residual congestion
  - 7% recommended for widening (blue)
  - 2% new facilities (red)



**46%**

of workshop attendees in Fall 2015 said it was **"VERY IMPORTANT"** to address congestion on the Region's freeways.

(compared to 34% "Somewhat Important" and 20% "Not Important")



# Freight Transportation

- ❑ Key Recommendations
  - Pursue development of a new truck-rail intermodal facility in or near Southeastern Wisconsin
  - Improve accommodation of oversize/overweight shipments to, from, and within Southeastern Wisconsin
  - Construct Muskego Yard bypass
  - Address congestion and bottlenecks on regional highway freight network



# Fiscally Constrained Transportation Plan

- ❑ The Fiscally Constrained Transportation Plan (FCTP) is the “funded” portion of VISION 2050
- ❑ Given recent State budgets and long-standing limitations on local funding, the FCTP can't include a number of the transportation investments recommended in VISION 2050



# FCTP – Transit Impacts

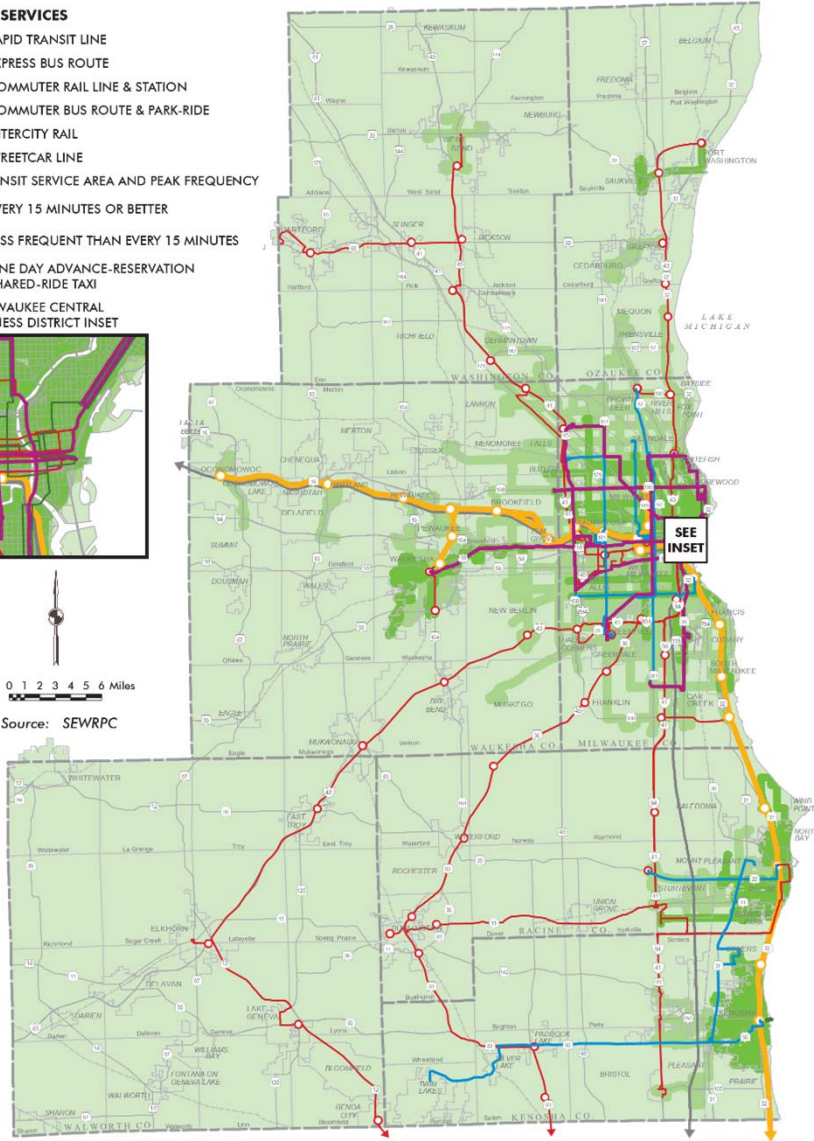
## TRANSIT SERVICES

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- LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY
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0 1 2 3 4 5 6 Miles

Source: SEWRPC



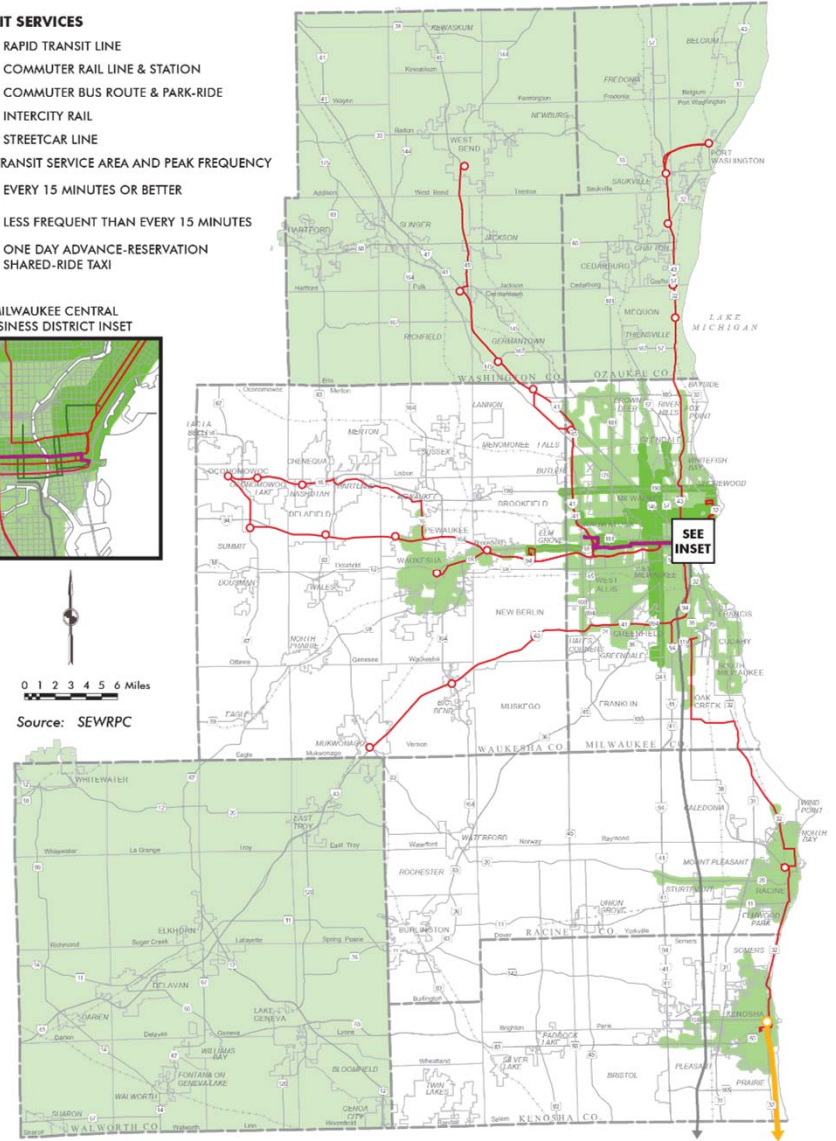
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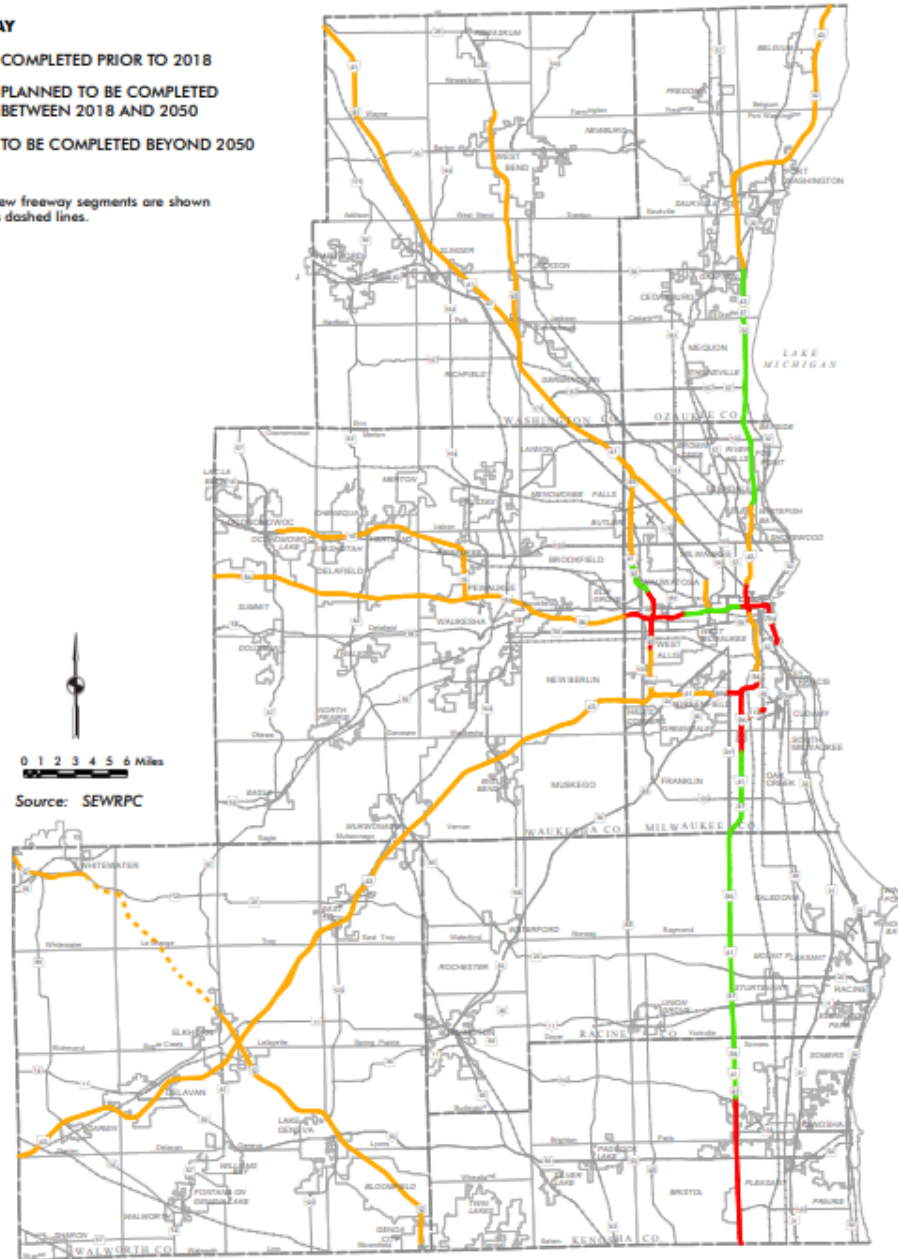


# FCTP – Freeway Impacts

## FREWAY

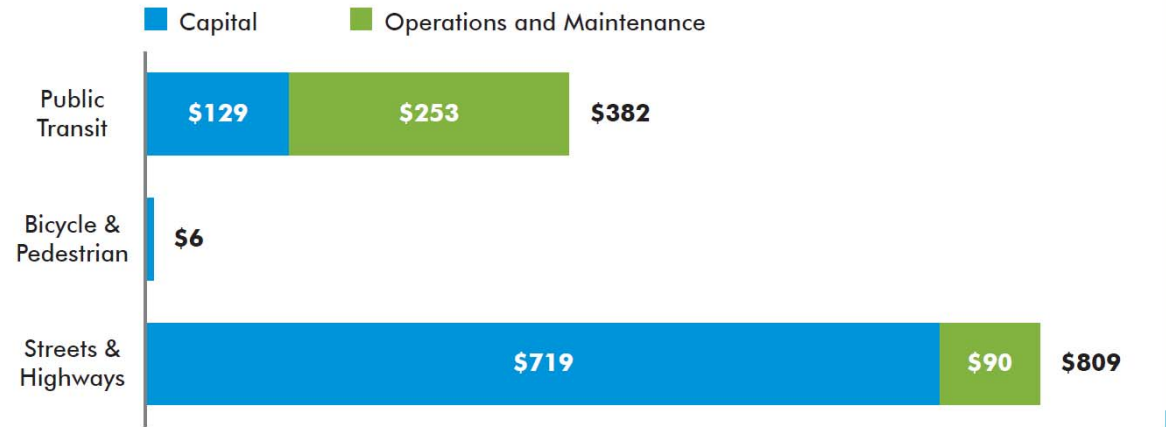
- COMPLETED PRIOR TO 2018
- PLANNED TO BE COMPLETED BETWEEN 2018 AND 2050
- TO BE COMPLETED BEYOND 2050

Note: New freeway segments are shown as dashed lines.

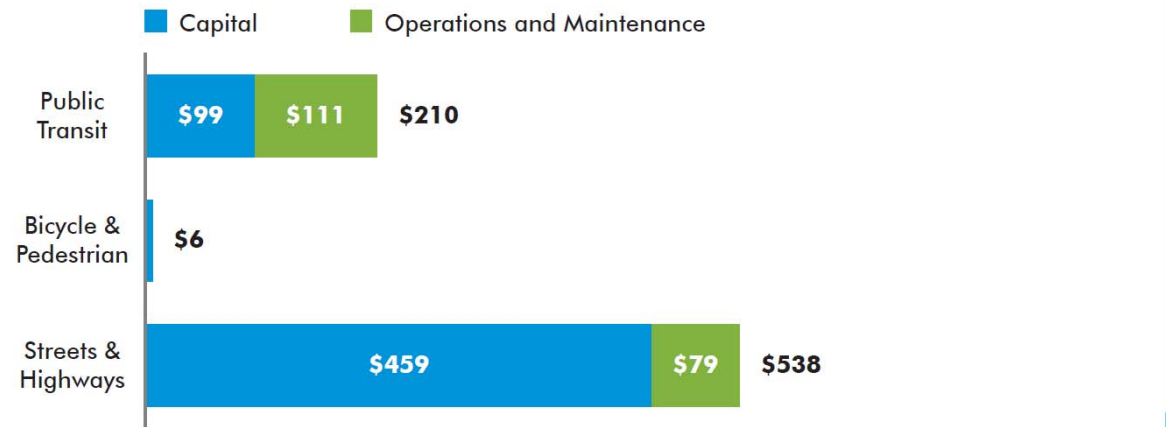


# Estimated Funding Shortfall

**FIGURE 5** | Transportation System Investment Required for VISION 2050 as Amended (Average Annual in Millions of 2017\$)



**FIGURE 6** | Funding Available for VISION 2050 as Amended (Average Annual in Millions of 2017\$)





# THANK YOU

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