

INTERIM REVIEW AND UPDATE OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



BROCHURE

MARCH 2010

The Regional Planning Commission is conducting an interim review and update of the year 2035 regional transportation plan. The regional transportation plan is intended to provide a vision and guide for transportation system development in the Region for 30 years into the future. The plan consists of five principal elements:

- Public Transit
- Bicycle and Pedestrian Facilities
- Transportation System Management
- Travel Demand Management
- Arterial Streets and Highways

The plan was adopted by the Commission in June 2006, and was published as SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. Individuals wishing to learn more about the plan may request copies of a newsletter summarizing the regional land use and transportation system plans, or visit the Commission's website at www.sewrpc.org/SEWRPC/Transportation.htm

The interim review and update will include the following steps:

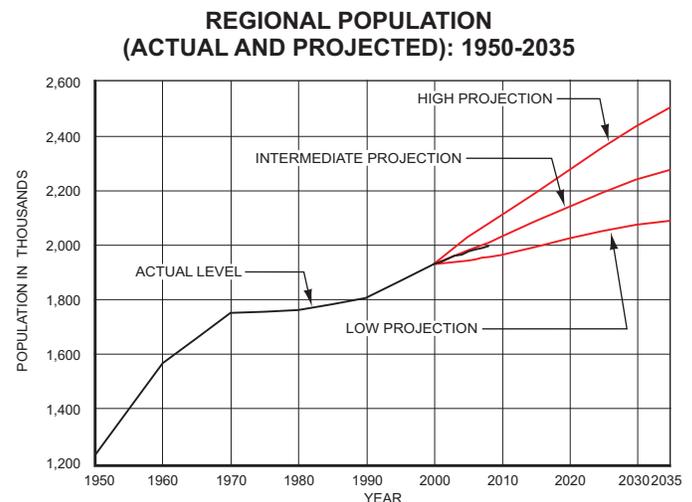
- Examine the forecasts underlying the plan
- Measure transportation system performance
- Assess the implementation to date of the regional transportation plan recommendations
- Determine whether it remains reasonable for the recommendations in the plan to be achieved over the next 25 years
- Consider potential amendments to the adopted year 2035 plan

The Commission will initiate a major review and reevaluation of the regional transportation plan in 2011, after major data collection efforts (including the year 2010 U.S. Census, year 2010 aerial photography, year 2010 land use inventory, and regional travel surveys) are complete.

REVIEW OF FORECASTS IN YEAR 2035 PLAN

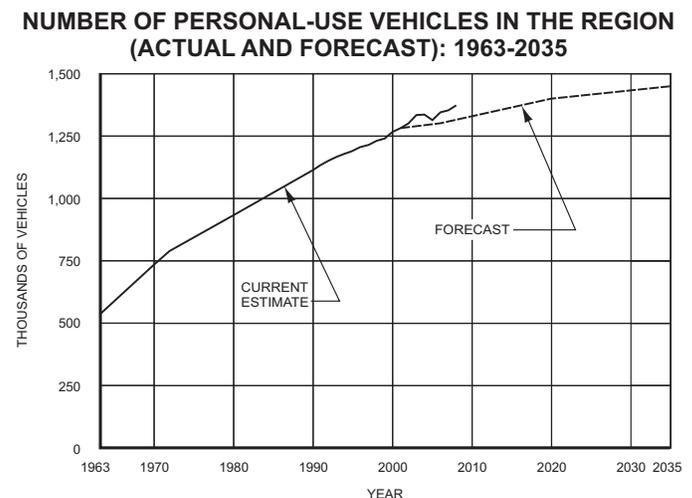
As part of the planning effort for the year 2035 transportation plan, Commission staff developed long-range demographic and economic forecasts (including population, households, and employment) and travel forecasts (vehicle-miles of travel, transit ridership, and personal vehicle availability). The year 2010 review process includes a comparison of these forecasts to more recent data (for example, see Figures 1 and 2). All the

Figure 1



Source: SEWRPC.

Figure 2



Source: SEWRPC.

forecasts are within reasonable range of the observed trends, and remain valid for long-range transportation planning.

REVIEW OF TRANSPORTATION SYSTEM PERFORMANCE

Trends in the measures used to assess the performance of the transportation system indicate little change in pavement and bridge condition, traffic congestion, vehicle traffic crashes and fatalities, arterial street and highway travel speeds and times, and transit travel times. Substantial reductions in all air pollutant emissions are estimated, particularly for ozone-related emissions, with the exception being an increase in greenhouse gas-related emissions and ammonia.

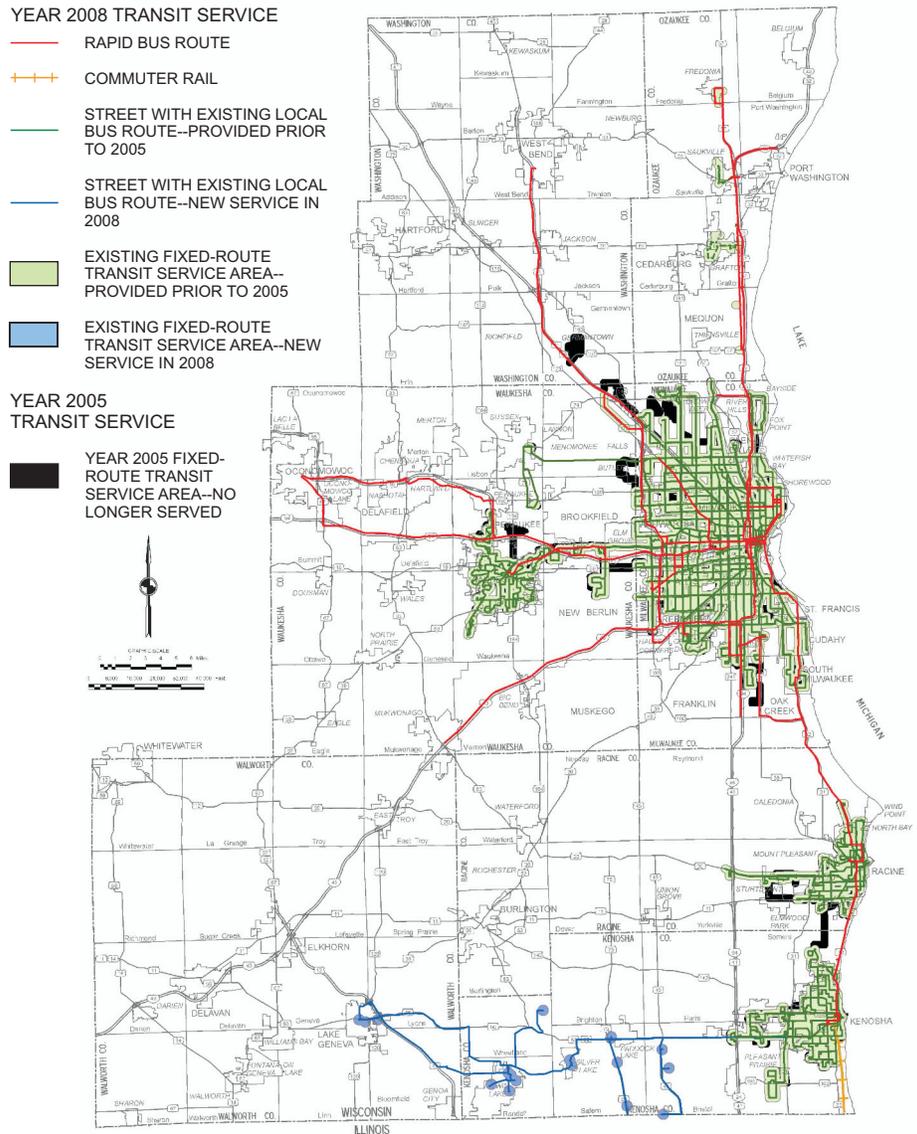
IMPLEMENTATION TO DATE OF YEAR 2035 PLAN

The plan is an ambitious long-range plan extending over about 30 years, and only about three and a half years have passed since the adoption of the regional transportation plan in June of 2006. Therefore, implementation of the plan recommendations should be expected to be limited. Moreover, the extent of plan implementation during this short term has been affected by both the economic downturn that began in 2008, and the lingering effects of the economic downturn that began in 2001.

- Public Transit**—The plan recommended increasing transit service levels beginning in 2008 by 2 percent annually through the year 2035, and limiting the increase in transit fares to the general rate of inflation. Since adoption of the regional transportation plan in 2006, transit service has declined by about 6 percent (measured in vehicle-miles of fixed route bus service), and transit fares have increased faster than inflation. The reduction in the areal extent of transit service is shown on Map 1. The plan recognized that the transit recommendations may only occur upon achieving State legislation for dedicated funding and a regional transit authority. State legislation was enacted in mid-2009 creating a commuter rail authority with dedicated local funding, and State legislation for a regional transit authority with dedicated local funding is being considered by the State legislature.

Map 1

CHANGES IN FIXED-ROUTE PUBLIC TRANSIT SERVICE PROVIDED IN THE REGION: 2005 AND 2008



Source: SEWRPC.

- Bicycle and Pedestrian Facilities**—The plan proposed that, as each segment of the surface arterial street system in the Region was resurfaced and reconstructed, the provision of bicycle accommodation be considered. Since the plan adoption, the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) now require consideration and provision of such bicycle accommodation on all Federally-funded State, county, and municipal street and highway projects, unless demonstrated to be prohibitive. The plan also recommended a 575-mile system of off-street bicycle paths throughout the Region. About 203 miles of this system existed in 2006, and another 35 miles have since been constructed.

- **Transportation Systems Management**—Recommendations that have been implemented since plan adoption for freeway traffic management include additional freeway ramp-meters, variable message signs and closed circuit television cameras, and a 511 travel information system. On the arterial street and highway system, additional traffic signal interconnection and coordination has occurred.
- **Travel Demand Management**—Plan recommendations that have been implemented to date include the expansion of park-ride lots, vanpool programs, transit system internet trip planners, automatic bus location systems, and the development of site specific transit-oriented development neighborhood plans for the nine proposed KRM commuter rail station areas.
- **Arterial Streets and Highways**—About 23 miles, or 5 percent, of the recommended 448 miles of arterial capacity expansion have been completed and are open to traffic. With respect to freeway reconstruction, there are four major freeway-to-freeway interchanges in Southeastern Wisconsin: the Marquette, Zoo, Mitchell, and Hale interchanges. The largest and most complicated, the Marquette Interchange, has been reconstructed. The Zoo Interchange is nearing completion of preliminary engineering. The Mitchell Interchange is being reconstructed as part of the reconstruction to be completed in 2016 of 30 miles of IH 94 between the Mitchell Interchange and the Wisconsin-Illinois state line.

UPDATES TO THE YEAR 2035 PLAN

The interim review and update process will consider several potential amendments to the adopted year 2035 regional transportation plan:

- A set of jurisdictional highway system planning amendments for Washington and Walworth Counties, as a result of the jurisdictional highway system planning efforts in those counties.
- The City of Milwaukee has asked that an amendment to the plan be considered which would remove from the 2035 plan the widening to eight lanes as part of the reconstruction of IH 94 between the Zoo and Marquette Interchanges in the City of Milwaukee, and of IH 43 between the Mitchell Interchange and Silver Spring Drive in the City of Milwaukee. Under this possible amendment, the regional transportation plan would continue to recommend that during the preliminary engineering for the reconstruction of these freeway segments, alternatives which would not provide additional traffic lanes would be evaluated, along with alternatives which would provide additional traffic lanes. If the preliminary engineering concluded that additional traffic lanes not be pro-

ADVISORY COMMITTEE

The Advisory Committee on Regional Transportation System Planning will provide guidance for this planning effort. It also will promote coordination, serving as a direct liaison between the regional planning effort and the government entities responsible for future implementation.

Fred Abadi	Director of Public Works, City of Waukesha
Sandra K. Beaupre	Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
John M. Bennett	City Engineer, City of Franklin
Scott Brandmeier	Director of Public Works/Village Engineer, Village of Fox Point
Allison M. Bussler	Director of Public Works, Waukesha County
Shane Crawford	Deputy County Administrator—Central Services, Walworth County
Brian Dranzik	Commissioner, Southeastern Wisconsin Regional Planning Commission; and Fiscal & Policy Administrator, Milwaukee County Department of Transportation and Public Works
Robert R. Dreblow	Highway Commissioner, Ozaukee County
Jon Edgren	Highway Commissioner, Washington County
Thomas M. Grisa, PE	Director of Public Works, City of Brookfield
Anita Gulotta-Connelly	Managing Director, Milwaukee County Transit System
Richard M. Jones	Commissioner of Public Works/City Engineer, City of Racine
William A. Kappel	Director of Public Works, City of Wauwatosa
Michael M. Lemens	Director, Engineering Division, Public Works Department, City of Kenosha
Jeffrey J. Mantes	Commissioner, Department of Public Works, City of Milwaukee
Bharat Mathur	Acting Regional Administrator, Region 5, U.S. Environmental Protection Agency
Dwight E. McComb	Planning and Program Development Engineer, Federal Highway Administration, U.S. Department of Transportation
Gloria L. McCutcheon	Regional Director, Southeast Region, Wisconsin Department of Natural Resources
John H. Melby, Jr.	Director, Bureau of Air Management, Wisconsin Department of Natural Resources
George E. Melcher	Director, Department of Planning and Development, Kenosha County
Jeffrey Polenske, PE	City Engineer, Department of Public Works, City of Milwaukee
David Prott	Director of Public Works, Racine County
Sheri Schmit	Systems Group Planning Manager, Southeast Region, Wisconsin Department of Transportation
Marisol Simón	Regional Administrator, Federal Transit Administration, Region 5, U.S. Department of Transportation
Jack Takerian	Interim Director, Department of Transportation and Public Works, Milwaukee County
Wallace Thiel	Village Administrator, Village of Hartland

vided, the plan under this amendment would not be changed. If the preliminary engineering concluded that these freeway segments should be widened, then the regional plan with this proposed amendment would require an amendment to include the additional lanes.

- A comparison was made of the costs of implementing the plan and existing and anticipated revenues. This comparison indicated that in both current year and

year-of-expenditure dollars, the capital and operating costs of both the highway and transit elements of the plan are reasonably consistent with existing and anticipated revenues. The anticipated existing available transit revenues include the attainment within the next few years (as proposed in current regional transit authority legislation) of the ultimate provision of a regional transit authority funded by a local dedicated funding source, a 0.5 percent sales tax. Such authority and dedicated funding would be adequate to fully implement the transit element of the regional plan.

- Other amendments suggested by the Advisory Committee or the public may be considered as well.

FOR MORE INFORMATION OR TO MAKE A COMMENT

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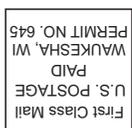
PUBLIC INFORMATIONAL MEETING

You are invited to attend the upcoming informational meeting on the review and update of the year 2035 regional transportation plan. At the meeting, you can learn more about the planning effort, discuss it with Commission staff, and comment on the work performed to date.

Tuesday, March 30, 2010, 4:30-6:30 pm
Milwaukee Downtown Transit Center
Harbor Lights Room
909 E. Michigan Street, Milwaukee

The meeting will be in an "open house" format, allowing you to attend at any time during the two-hour timeframe. PowerPoint presentations summarizing the plan and the plan review and update underway will be played repeatedly throughout the meeting. Attendees will have the opportunity to leave written comments, or speak to a court reporter or Commission staff for oral comments.

Persons with special needs are asked to contact the Commission office at (262) 547-6721 a minimum of 72 hours before the meeting so that appropriate arrangements can be made regarding access, review or interpretation of materials, or submission of comments.



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