

## Appendix H

### **EVALUATION OF THE IMPACTS OF THE RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN ON MINORITY AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN**

#### **INTRODUCTION**

The regional transportation plan provides advisory recommendations with respect to public transit, transportation systems and demand management, bicycle and pedestrian facilities, and arterial streets and highways. Each plan recommendation will undergo further detailed consideration and study by the responsible level and unit of government—State, county, or municipal—in preliminary engineering and environmental studies for each arterial street and highway project, and in short-range planning and programming for each public transit recommendation for improvement and expansion. Ultimately, the responsible level and unit of government—State, county, or municipal—will determine whether and when each plan recommendation may proceed to implementation.

This appendix to this report provides an evaluation of whether the minority and low-income populations within Southeastern Wisconsin receive a disproportionate share of the estimated impacts—both costs and benefits—of the recommended regional transportation system plan. The recommended plan includes improvement to the public transit, bicycle and pedestrian, transportation systems management, and travel demand management elements of the regional transportation plan plus arterial street and highway capacity expansion. Estimates of the magnitude and location of the minority and low-income populations are obtained from data available in the decennial U.S. Census of Population, and are shown on Maps H-1 through H-7 and in Tables H-1 through H-3. The low-income population was defined as families with income below federally-defined poverty levels.

Table H-4 presents the work commuting patterns in the year 2000 from county of residence to county of work for the minority population of the Region and compares these patterns to those of the white population. The commuting patterns of the minority and white populations are very similar, with few exceptions. With respect to mode of travel to and from work, the minority population utilized carpooling and public transit more than the white population (See Table H-5). However, driving alone, and automobile travel including both driving alone and carpooling, were the predominant modes of travel for work travel for both white and minority populations of the Region.

#### **ARTERIAL STREET AND HIGHWAY ELEMENT OF THE RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN**

The planned arterial street and highway system under the recommended regional transportation system plan totals 3,637 route-miles. Approximately 88 percent, or 3,191 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 358 route-miles of the total year 2035 arterial street and highway system are recommended for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 88 route-miles, or about 2 percent of the total arterial system mileage, are proposed new arterial facilities.

Each proposed arterial street and highway improvement, expansion, and preservation project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or municipal government at the conclusion of preliminary engineering.

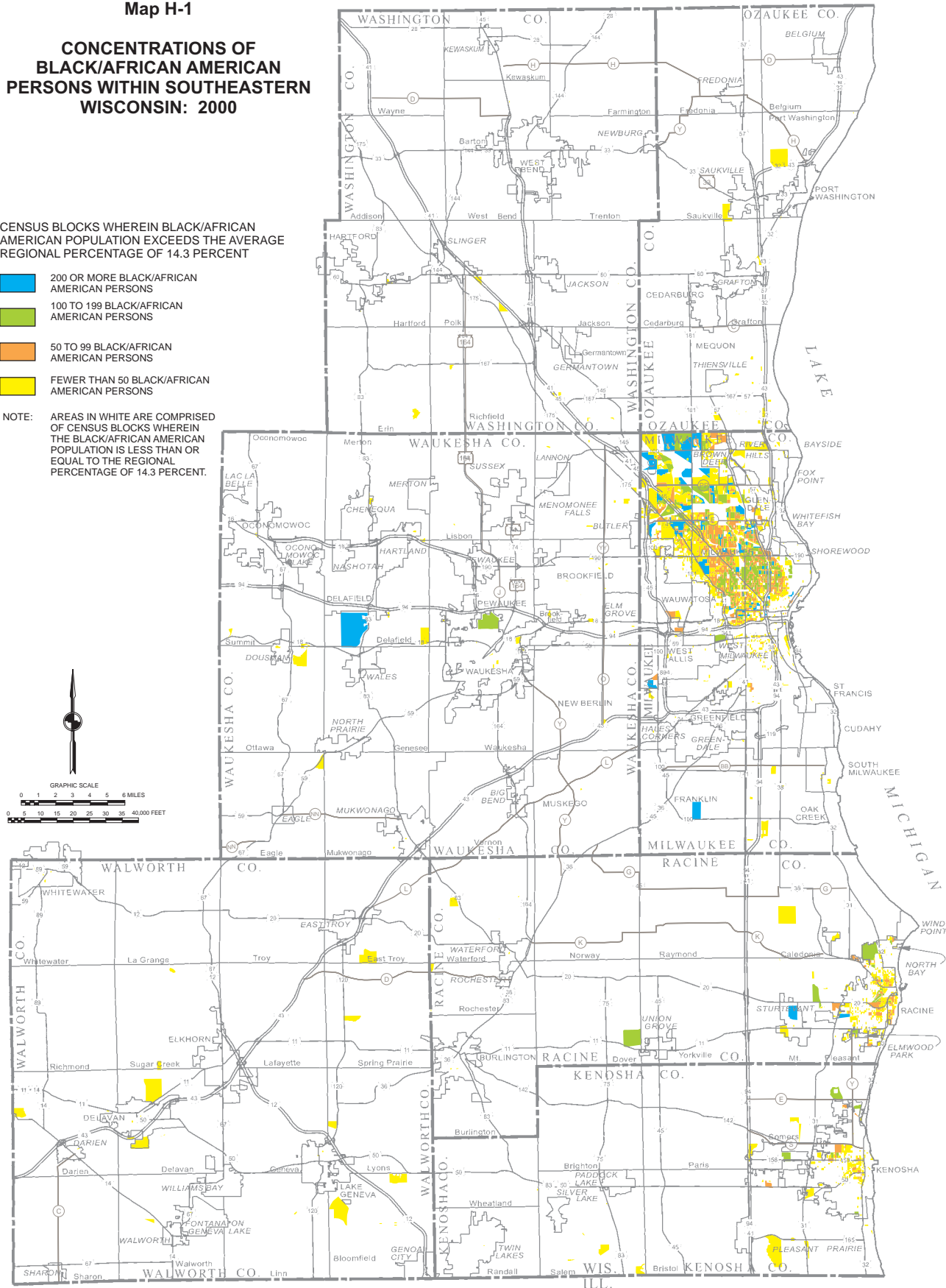
Map H-1

# **CONCENTRATIONS OF BLACK/AFRICAN AMERICAN PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN BLACK/AFRICAN AMERICAN POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 14.3 PERCENT

- 200 OR MORE BLACK/AFRICAN AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN AMERICAN PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE BLACK/AFRICAN AMERICAN POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 14.3 PERCENT.

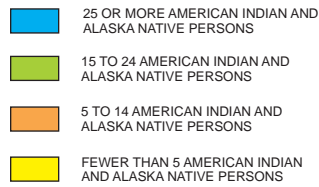


Source: U.S. Bureau of the Census and SEWRPC.

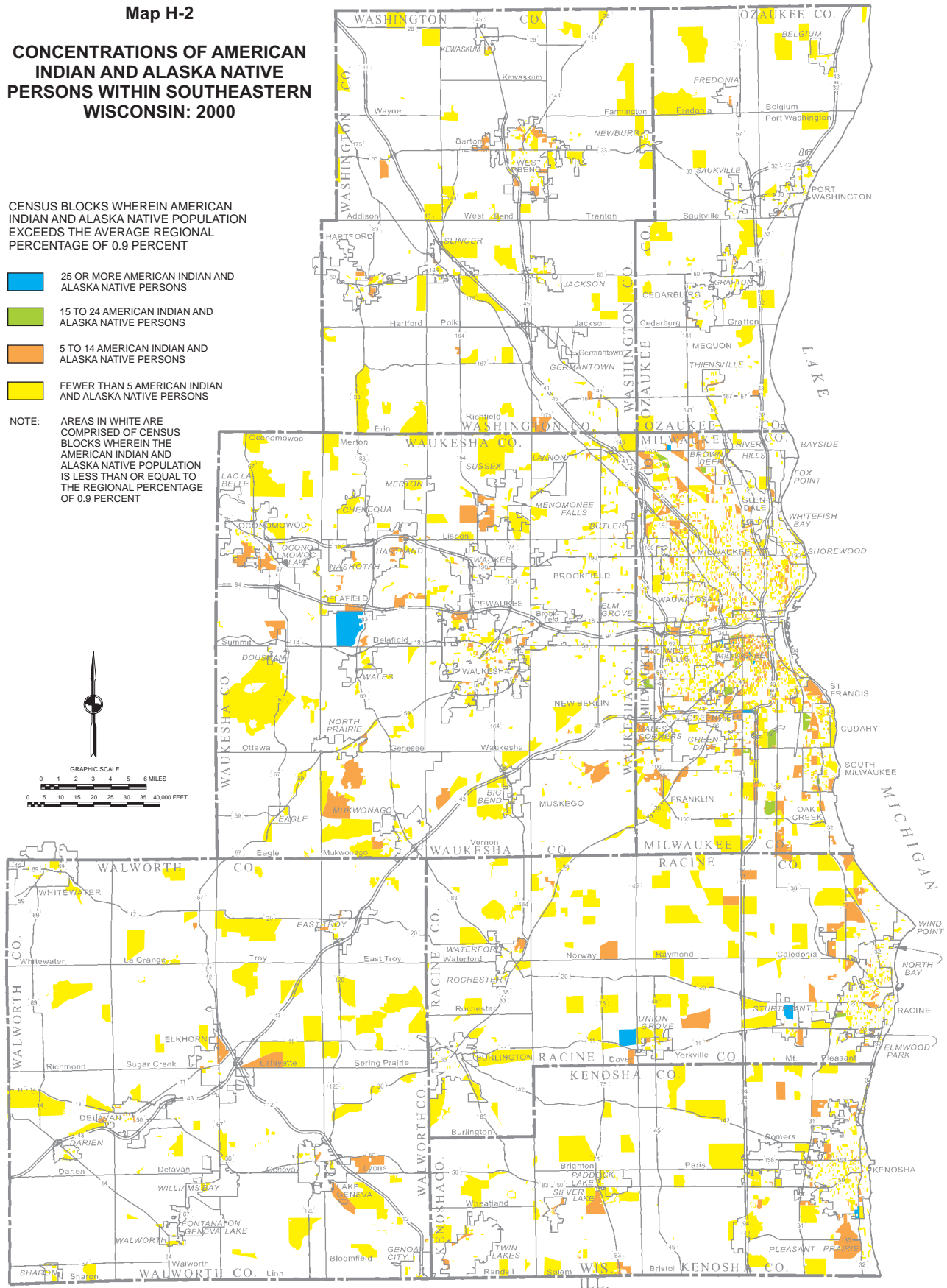
Map H-2

**CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT



NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE AMERICAN INDIAN AND ALASKA NATIVE POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 0.9 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

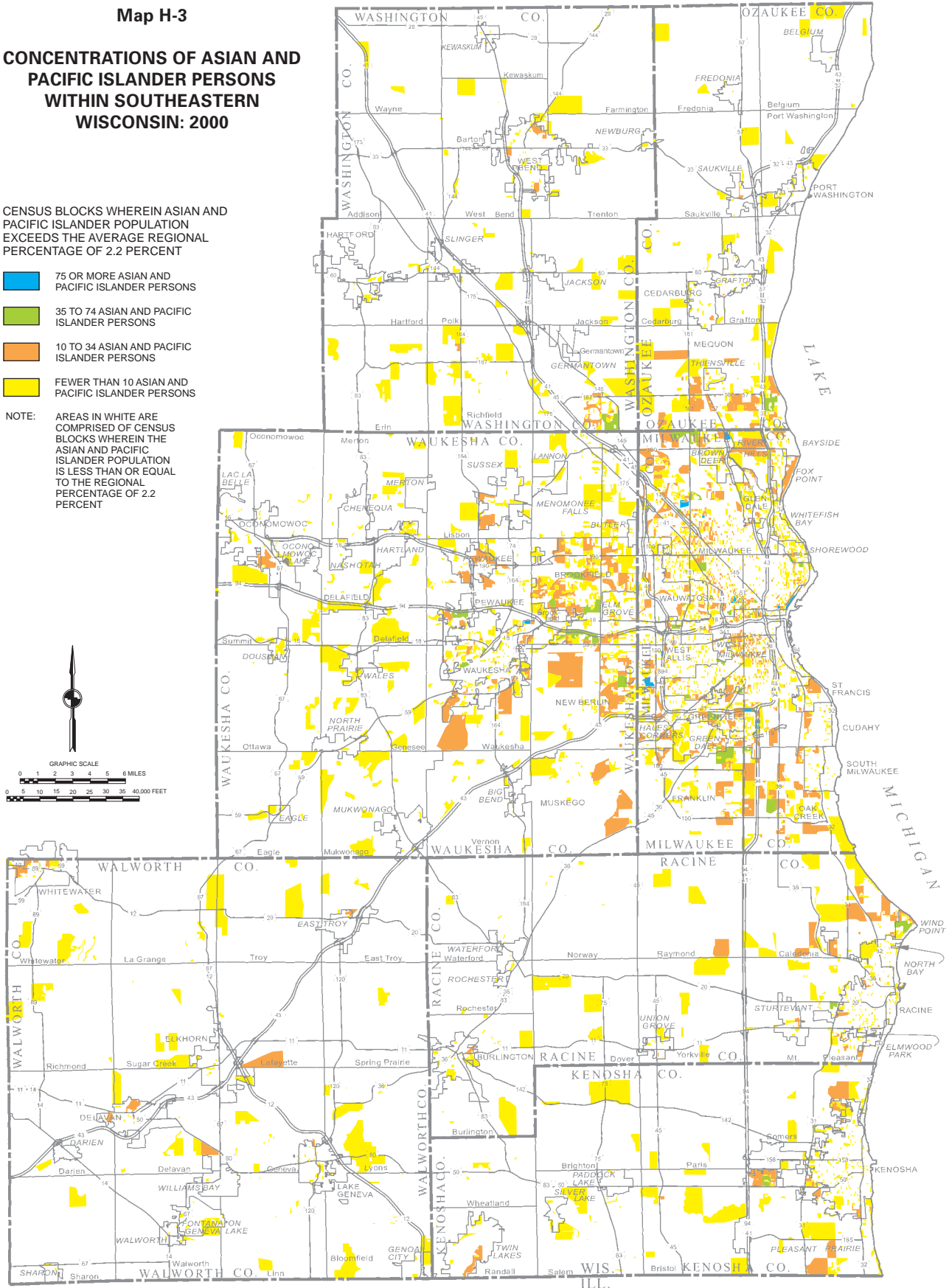
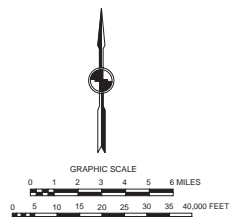
Map H-3

**CONCENTRATIONS OF ASIAN AND  
PACIFIC ISLANDER PERSONS  
WITHIN SOUTHEASTERN  
WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN ASIAN AND  
PACIFIC ISLANDER POPULATION  
EXCEEDS THE AVERAGE REGIONAL  
PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND  
PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND PACIFIC  
ISLANDER PERSONS
- 10 TO 34 ASIAN AND PACIFIC  
ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND  
PACIFIC ISLANDER PERSONS

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
ASIAN AND PACIFIC  
ISLANDER POPULATION  
IS LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE OF 2.2  
PERCENT

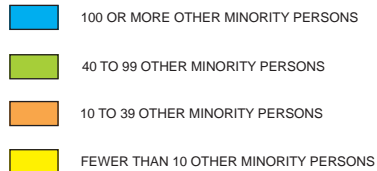


Source: U.S. Bureau of the Census and SEWRPC.

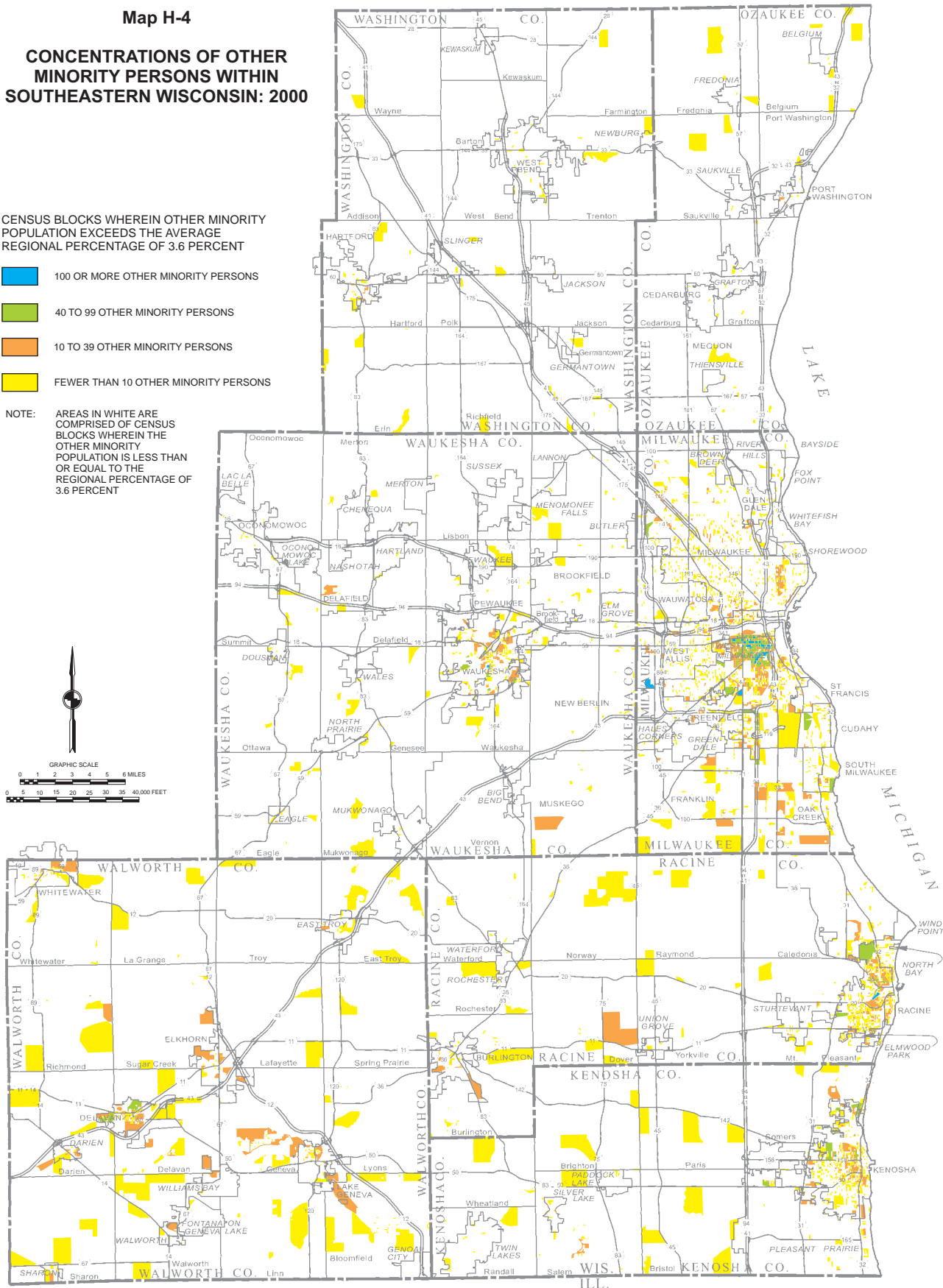
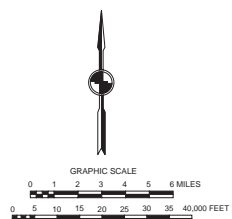
Map H-4

# CONCENTRATIONS OF OTHER MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN OTHER MINORITY  
POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 3.6 PERCENT



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
OTHER MINORITY  
POPULATION IS LESS THAN  
OR EQUAL TO THE  
REGIONAL PERCENTAGE OF  
3.6 PERCENT

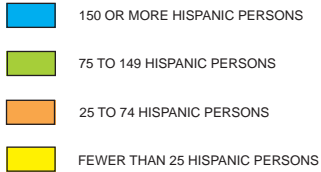


Source: U.S. Bureau of the Census and SEWRPC.

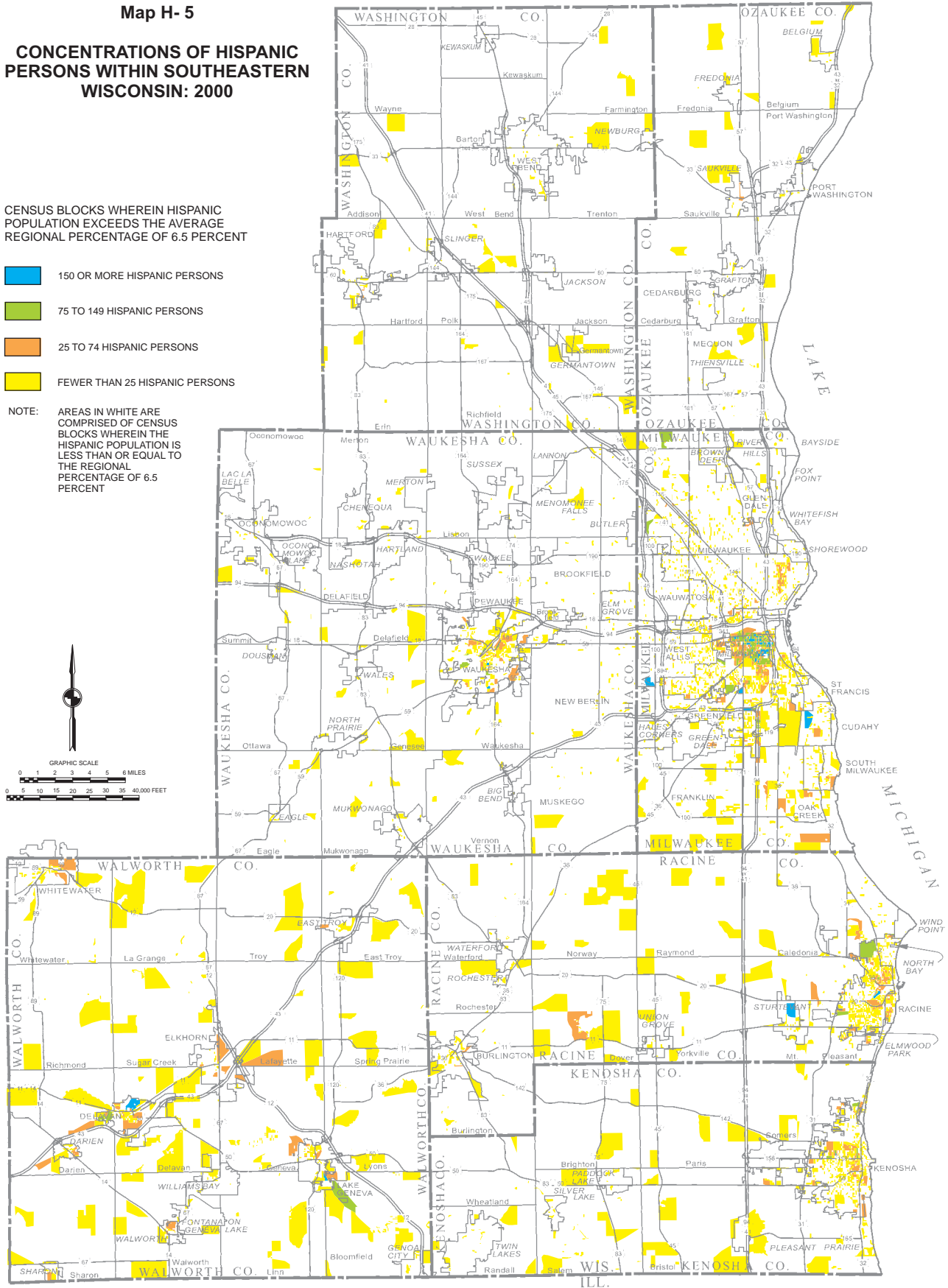
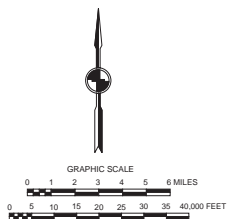
Map H- 5

**CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT



NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE HISPANIC POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 6.5 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

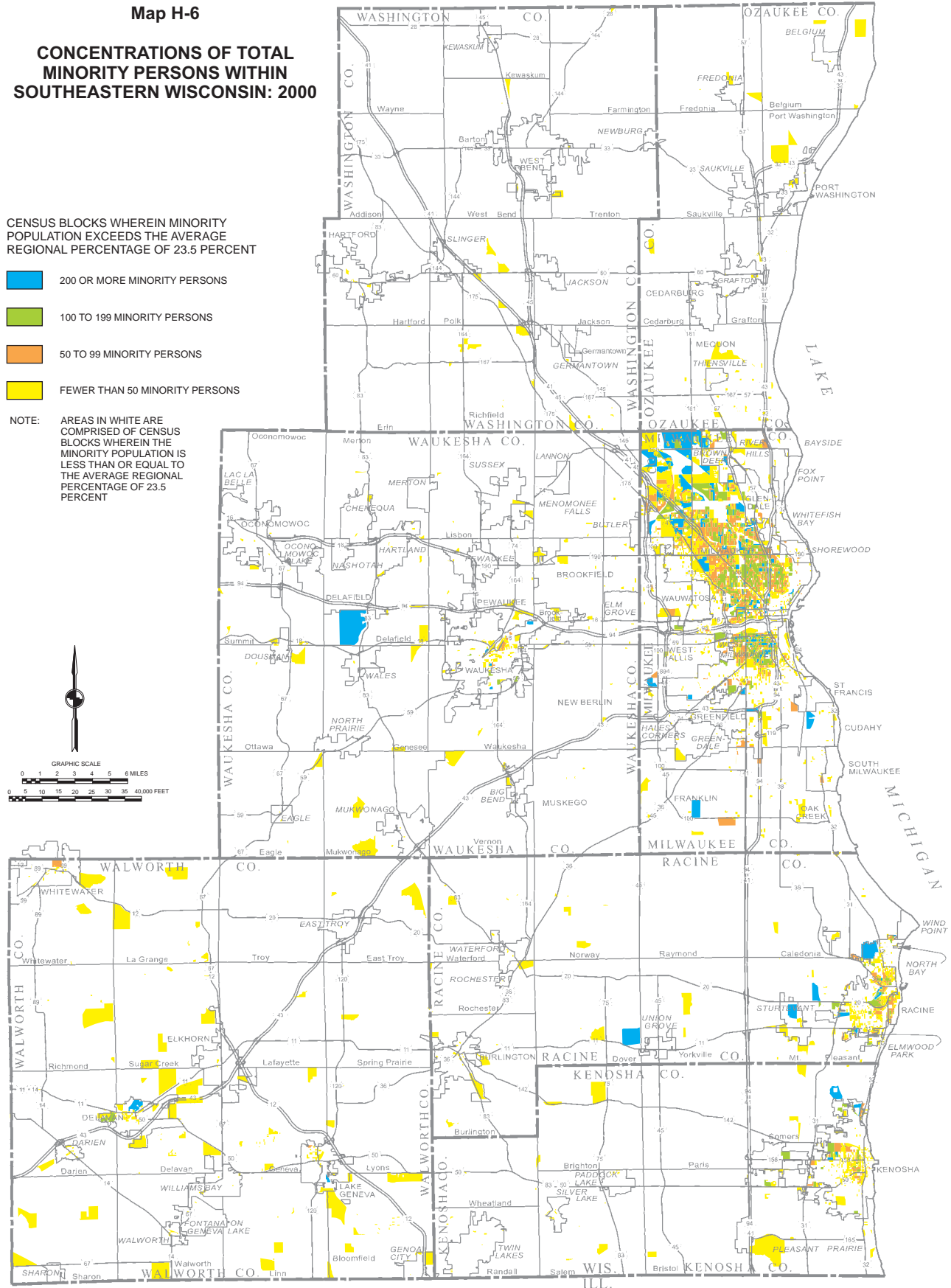
Map H-6

# **CONCENTRATIONS OF TOTAL MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN MINORITY  
POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 23.5 PERCENT

- 200 OR MORE MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 50 TO 99 MINORITY PERSONS
- FEWER THAN 50 MINORITY PERSONS

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
MINORITY POPULATION IS  
LESS THAN OR EQUAL TO  
THE AVERAGE REGIONAL  
PERCENTAGE OF 23.5  
PERCENT

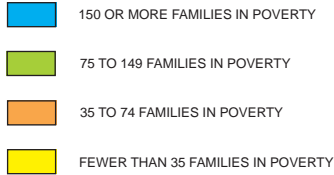


Source: U.S. Bureau of the Census and SEWRPC.

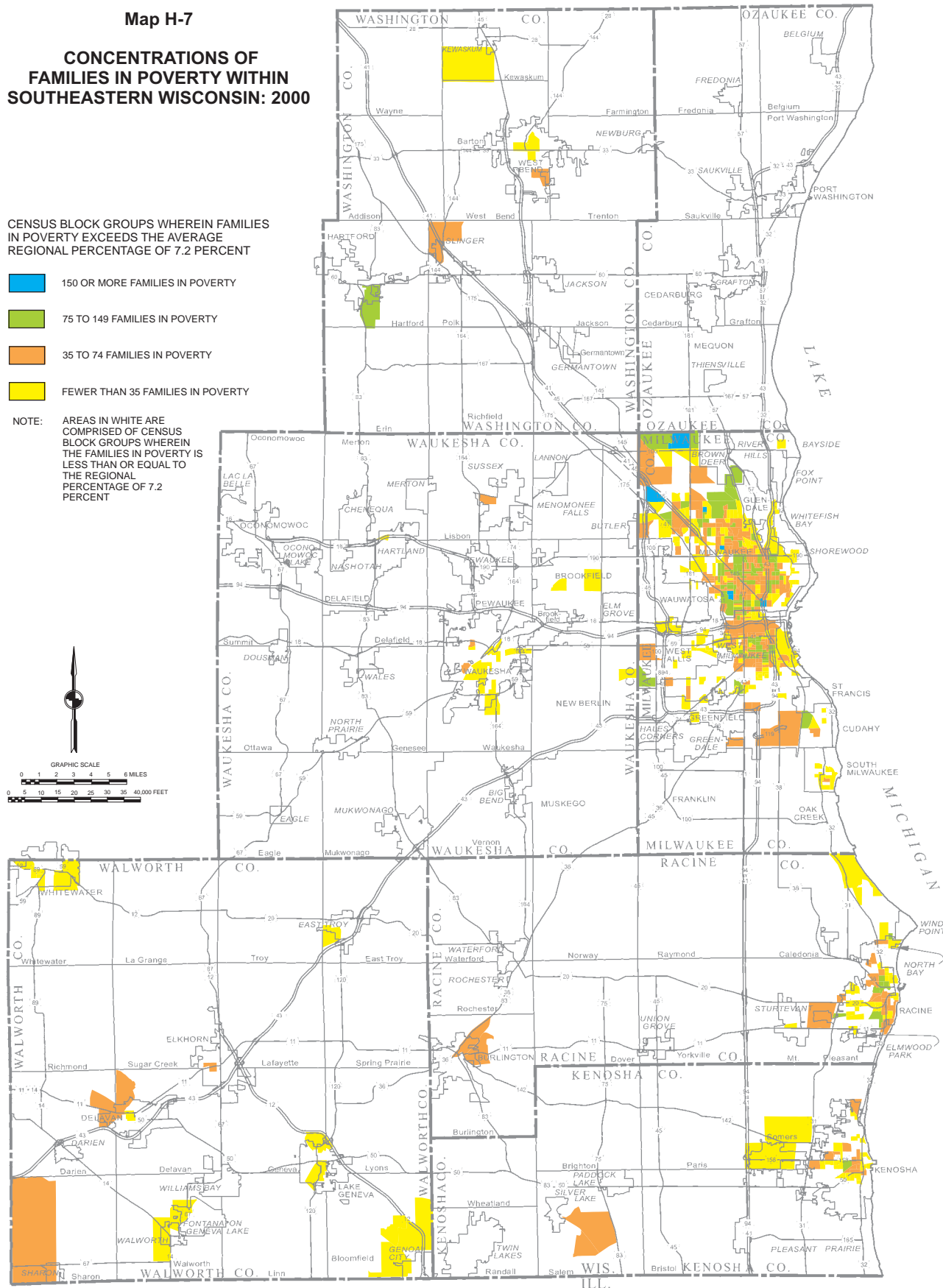
Map H-7

**CONCENTRATIONS OF  
FAMILIES IN POVERTY WITHIN  
SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCK GROUPS WHEREIN FAMILIES  
IN POVERTY EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 7.2 PERCENT



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCK GROUPS WHEREIN  
THE FAMILIES IN POVERTY IS  
LESS THAN OR EQUAL TO  
THE REGIONAL  
PERCENTAGE OF 7.2  
PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

Table H-1

**POPULATION BY RACE IN THE REGION BY COUNTY: 2000**

| County          | White     |                     | Nonwhite                  |                     |                                      |                     |                               |                     |            |                     | Total<br>Population |
|-----------------|-----------|---------------------|---------------------------|---------------------|--------------------------------------|---------------------|-------------------------------|---------------------|------------|---------------------|---------------------|
|                 |           |                     | Black/African<br>American |                     | American Indian and<br>Alaska Native |                     | Asian and Pacific<br>Islander |                     | Other Race |                     |                     |
|                 | Number    | Percent of<br>Total | Number                    | Percent of<br>Total | Number                               | Percent of<br>Total | Number                        | Percent of<br>Total | Number     | Percent of<br>Total |                     |
| Kenosha .....   | 134,737   | 90.1                | 8,629                     | 5.8                 | 1,314                                | 0.9                 | 1,930                         | 1.3                 | 5,990      | 4.0                 | 149,577             |
| Milwaukee ..... | 633,446   | 67.4                | 240,113                   | 25.5                | 11,907                               | 1.3                 | 28,930                        | 3.1                 | 48,227     | 5.1                 | 940,164             |
| Ozaukee .....   | 80,186    | 97.4                | 917                       | 1.1                 | 335                                  | 0.4                 | 1,131                         | 1.4                 | 382        | 0.5                 | 82,317              |
| Racine .....    | 159,582   | 84.5                | 21,100                    | 11.2                | 1,448                                | 0.8                 | 1,885                         | 1.0                 | 8,168      | 4.3                 | 188,831             |
| Walworth .....  | 89,584    | 95.5                | 983                       | 1.0                 | 495                                  | 0.5                 | 859                           | 0.9                 | 2,946      | 3.1                 | 93,759              |
| Washington .... | 115,491   | 98.3                | 641                       | 0.5                 | 587                                  | 0.5                 | 938                           | 0.8                 | 659        | 0.6                 | 117,493             |
| Waukesha .....  | 348,496   | 96.6                | 3,480                     | 1.0                 | 1,733                                | 0.5                 | 6,497                         | 1.8                 | 4,013      | 1.1                 | 360,767             |
| Region          | 1,561,522 | 80.8                | 275,863                   | 14.3                | 17,819                               | 0.9                 | 42,170                        | 2.2                 | 70,385     | 3.6                 | 1,932,908           |

NOTE: As part of the 2000 Federal census, individuals could be reported as being of more than one race. The figures on this table indicate the number of persons reported as being of a given race (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race sum to more than the total population for each area.

Source: U.S. Bureau of the Census and SEWRPC.

Table H-2

**HISPANIC POPULATION IN THE REGION BY COUNTY: 2000**

| County           | Total Population | Hispanic Population |                             |
|------------------|------------------|---------------------|-----------------------------|
|                  |                  | Number              | Percent of Total Population |
| Kenosha .....    | 149,577          | 10,757              | 7.2                         |
| Milwaukee .....  | 940,164          | 82,406              | 8.8                         |
| Ozaukee .....    | 82,317           | 1,073               | 1.3                         |
| Racine .....     | 188,831          | 14,990              | 7.9                         |
| Walworth .....   | 93,759           | 6,136               | 6.5                         |
| Washington ..... | 117,493          | 1,529               | 1.3                         |
| Waukesha .....   | 360,767          | 9,503               | 2.6                         |
| Region           | 1,932,908        | 126,394             | 6.5                         |

NOTE: Persons of Hispanic origin may be of any race.

Source: U.S. Bureau of the Census and SEWRPC.

**Potential Adverse Impacts**

Automobile and truck traffic on arterial streets and highways emit air pollutants and noise. Transportation system air pollutant emissions have been declining even with increasing traffic, and are projected to continue to decline even with the projected 40 percent regionwide increase in traffic under the plan. As shown in Table H-6, Ozone – related emissions are projected to decline by over 70 percent, fine particulates and carbon monoxide by over 50 percent, and air toxics by 70 percent. The proposed arterial street and highway capacity improvements under the recommended regional transportation system plan are shown on Map H-8. An assessment was conducted to determine whether the arterial street and highway capacity improvements under the recommended plan were disproportionately located in areas of the Region with concentrations of minority and low-income populations. Maps H-9 through H-15 compare the location of the recommended plan proposed arterial capacity expansion projects to the location of minority and low-income populations. This comparison indicates that no area of the Region, or minority or low-income community, disproportionately bears the impact of the recommended plan arterial street and highway capacity improvements.

Table H-3

**FAMILIES WITH INCOME BELOW THE POVERTY  
LEVEL IN THE REGION BY COUNTY: 2000**

| County           | Total Families | Families With Income<br>Below the Poverty Level |                              |
|------------------|----------------|---|------------------------------|
|                  |                | Number  | Percent of Total<br>Families |
| Kenosha .....    | 38,671         | 2,094   | 5.4                          |
| Milwaukee .....  | 226,685        | 26,454  | 11.7                         |
| Ozaukee .....    | 23,153         | 391   | 1.7                          |
| Racine .....     | 50,052         | 2,908   | 5.8                          |
| Walworth .....   | 23,388         | 1,078   | 4.6                          |
| Washington ..... | 32,953         | 867   | 2.6                          |
| Waukesha .....   | 101,008        | 1,674   | 1.7                          |
| Region           | 495,910        | 35,466  | 7.2                          |

NOTE: The U.S. Bureau of the Census uses a set of money income thresholds that vary by family size and composition to determine poverty status. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered to be below poverty. Poverty is not defined for people in military barracks, institutional group quarters, or for unrelated individuals under age 15, such as foster children.

**POVERTY THRESHOLDS BY SIZE OF FAMILY AND NUMBER OF RELATED  
CHILDREN UNDER 18 YEARS OF AGE FOR PURPOSES OF THE 2000 CENSUS**

| Size of family unit                     | Weighted<br>Average<br>Thresholds | Related Children Under 18 Years |          |          |          |          |          |          |          |                  |
|---|-----------------------------------|---------------------------------|----------|----------|----------|----------|----------|----------|----------|------------------|
|   |                                   | None                            | One      | Two      | Three    | Four     | Five     | Six      | Seven    | Eight<br>or more |
| One person (unrelated individual) ..... | \$8,501                           | --                              | --       | --       | --       | --       | --       | --       | --       | --               |
| Under 65 years .....                    | 8,667                             | \$8,667                         | --       | --       | --       | --       | --       | --       | --       | --               |
| 65 years and over .....                 | 7,990                             | 7,990                           | --       | --       | --       | --       | --       | --       | --       | --               |
| Two persons .....                       | 10,869                            | --                              | --       | --       | --       | --       | --       | --       | --       | --               |
| Householder under 65 years .....        | 11,214                            | 11,156                          | \$11,483 | --       | --       | --       | --       | --       | --       | --               |
| Householder 65 years and over .....     | 10,075                            | 10,070                          | 11,440   | --       | --       | --       | --       | --       | --       | --               |
| Three persons .....                     | 13,290                            | 13,032                          | 13,410   | \$13,423 | --       | --       | --       | --       | --       | --               |
| Four persons .....                      | 17,029                            | 17,184                          | 17,465   | 16,895   | \$16,954 | --       | --       | --       | --       | --               |
| Five persons .....                      | 20,127                            | 20,723                          | 21,024   | 20,380   | 19,882   | \$19,578 | --       | --       | --       | --               |
| Six persons .....                       | 22,727                            | 23,835                          | 23,930   | 23,436   | 22,964   | 22,261   | \$21,845 | --       | --       | --               |
| Seven persons .....                     | 25,912                            | 27,425                          | 27,596   | 27,006   | 26,595   | 25,828   | 24,934   | \$23,953 | --       | --               |
| Eight persons .....                     | 28,967                            | 30,673                          | 30,944   | 30,387   | 29,899   | 29,206   | 28,327   | 27,412   | \$27,180 | --               |
| Nine persons or more .....              | 34,417                            | 36,897                          | 37,076   | 36,583   | 36,169   | 35,489   | 34,554   | 33,708   | 33,499   | \$32,208         |

Source: U.S. Bureau of the Census and SEWRPC.

A more detailed evaluation of the potential for disproportionate adverse impacts due to the reconstruction of the freeway system was conducted with respect to minority and low-income populations. The locations of concentrations of minority and low-income populations within the Region were compared to the locations of existing freeway segments proposed to be widened under the recommended year 2035 regional transportation system plan. Also, the location and amount of estimated right-of-way acquisition under the recommended plan within areas with above average concentrations of minority and low-income populations was determined.

Table H-4

**PERCENTAGE DISTRIBUTION OF EMPLOYED REGION RESIDENTS  
BY COUNTY OF RESIDENCE, COUNTY OF WORK, AND RACE: YEAR 2000**

| Race           | County of Residence | County of Work |           |         |        |          |            |          |       | Total |
|----------------|---------------------|----------------|-----------|---------|--------|----------|------------|----------|-------|-------|
|                |                     | Kenosha        | Milwaukee | Ozaukee | Racine | Walworth | Washington | Waukesha | Other |       |
| Total Minority | Kenosha             | 80.6           | 6.5       | --      | 11.3   | --       | --         | 1.6      | --    | 100.0 |
|                | Milwaukee           | 0.3            | 85.5      | 1.8     | 0.6    | 0.3      | 1.1        | 9.9      | 0.5   | 100.0 |
|                | Ozaukee             | --             | 35.7      | 50.0    | --     | --       | 7.1        | 7.1      | 0.1   | 100.0 |
|                | Racine              | 5.9            | 7.6       | 0.8     | 82.4   | 0.8      | --         | 1.7      | 0.8   | 100.0 |
|                | Walworth            | --             | 3.6       | --      | 3.6    | 82.1     | --         | 3.6      | 7.1   | 100.0 |
|                | Washington          | --             | 23.5      | 5.9     | --     | --       | 47.1       | 17.6     | 5.9   | 100.0 |
|                | Waukesha            | --             | 30.8      | --      | 1.1    | --       | 1.1        | 65.9     | 1.1   | 100.0 |
| White          | Kenosha             | 79.2           | 4.2       | 0.2     | 12.9   | 1.3      | --         | 1.6      | 0.6   | 100.0 |
|                | Milwaukee           | 0.4            | 79.7      | 1.7     | 1.4    | 0.2      | 1.0        | 14.9     | 0.7   | 100.0 |
|                | Ozaukee             | --             | 34.7      | 52.2    | 0.2    | 0.2      | 4.5        | 5.5      | 2.7   | 100.0 |
|                | Racine              | 6.8            | 16.1      | 0.5     | 68.7   | 2.1      | 0.3        | 5.2      | 0.3   | 100.0 |
|                | Walworth            | 2.0            | 5.6       | --      | 5.6    | 71.6     | 0.3        | 7.6      | 7.3   | 100.0 |
|                | Washington          | 0.2            | 22.6      | 7.3     | 0.2    | 0.2      | 50.8       | 15.6     | 3.1   | 100.0 |
|                | Waukesha            | 0.2            | 32.0      | 0.7     | 0.7    | 0.7      | 1.6        | 62.4     | 1.7   | 100.0 |

Source: U.S. Census Transportation Planning Package and SEWRPC.

Automobile and truck traffic on arterial streets and highways emit air pollutants and noise. To evaluate whether the Region's minority and low-income populations are disproportionately represented in areas in proximity to proposed widened freeways, the proportion of each county's and the Region's total population that is a member of a minority population or is low-income was compared to the proportion of each county's and the Region's population that resides in areas located in proximity to the freeways proposed to be widened under the recommended plan. For this analysis, the Region was divided into census blocks. Those census blocks, as shown on Map H-16, located within one-half to three-fourths of a mile adjacent to the freeway system, or bisected by a freeway segment, were considered as located in proximity to the freeway system. For analysis of the low-income population, census block data is not available, so census block group data was used.

The results of this analysis, as presented in Table H-7, indicate that within each county the percentage of the total population located in proximity to the freeways proposed to be widened under the regional plan that is of a minority population—Black/African American, American Indian or Alaskan Native, Asian or Pacific Islander, Other Minority, Hispanic, and total minority population—or of low-income is generally similar (equal or only a few percent lower or higher) to the percentage of the total population of each county which is of a minority or low-income population. On a regional level, the percentage of the total population located in proximity to proposed widened freeways that is of each minority group population or of low-income is a few percent higher—between 0.2 and 3.8 percent higher—than the percentage of the total population in the seven-county Region that is of a minority population. For example, about 18.1 percent of the population adjacent to proposed widened freeways are Black/African American, and about 14.3 percent of the total Region population is Black/African American. Also, on a regional level, about 30.7 percent of the population that is located in proximity to freeways are minorities, as compared to about 23.7 percent of the total Region population that are minorities. Thus, this analysis would appear to indicate that there is not a significant over-representation of minority and low-income populations in areas located in proximity to the freeways proposed to be widened within each county. With respect to the Region as a whole, there is a greater minority and low-income population in areas adjacent to freeways proposed to be widened.

Table H-5

## DISTRIBUTION OF EMPLOYED PERSONS BY COUNTY OF WORK, RACE, AND MODE OF TRAVEL: YEAR 2000

| Race  | Mode of Travel | County of Work |           |         |        |          |            |          |
|---|----------------|----------------|-----------|---------|--------|----------|------------|----------|
|   |                | Kenosha        | Milwaukee | Ozaukee | Racine | Walworth | Washington | Waukesha |
| White alone,<br>NonHispanic                           | Drive alone    | 83.2           | 82.0      | 83.5    | 85.6   | 79.6     | 82.8       | 86.9     |
|   | Carpool        | 9.3            | 8.8       | 8.1     | 8.1    | 8.6      | 9.5        | 7.5      |
|   | Bus            | 0.6            | 3.1       | 0.1     | 0.7    | 0.3      | 0.5        | 0.5      |
|   | Other          | 3.6            | 4.2       | 3.9     | 2.7    | 6.3      | 2.7        | 1.9      |
|   | Worked at Home | 3.3            | 1.9       | 4.4     | 2.9    | 5.2      | 4.5        | 3.2      |
|   | Total          | 100.0          | 100.0     | 100.0   | 100.0  | 100.0    | 100.0      | 100.0    |
| Black or African<br>American alone                    | Drive alone    | 65.6           | 59.0      | 64.9    | 63.9   | 66.8     | 60.1       | 75.2     |
|   | Carpool        | 17.8           | 15.5      | 26.3    | 17.9   | 9.7      | 25.0       | 13.0     |
|   | Bus            | 5.2            | 19.5      | 7.7     | 9.8    | 13.6     | 13.5       | 9.7      |
|   | Other          | 9.8            | 3.8       | 0.8     | 6.7    | 9.9      | 1.4        | 1.9      |
|   | Worked at Home | 1.6            | 2.2       | 0.3     | 1.7    | 0.0      | 0.0        | 0.2      |
|   | Total          | 100.0          | 100.0     | 100.0   | 100.0  | 100.0    | 100.0      | 100.0    |
| Asian alone   | Drive alone    | 78.1           | 69.2      | 67.8    | 74.1   | 65.1     | 86.0       | 80.8     |
|   | Carpool        | 14.9           | 14.0      | 27.8    | 23.3   | 20.4     | 9.2        | 13.4     |
|   | Bus            | 0.0            | 5.6       | 0.0     | 0.0    | 0.0      | 0.0        | 0.4      |
|   | Other          | 4.4            | 9.4       | 0.7     | 1.9    | 13.0     | 4.8        | 2.5      |
|   | Worked at Home | 2.6            | 1.8       | 3.7     | 0.7    | 1.5      | 0.0        | 2.9      |
|   | Total          | 100.0          | 100.0     | 100.0   | 100.0  | 100.0    | 100.0      | 100.0    |
| Other Race alone or<br>Two or More Races <sup>a</sup> | Drive alone    | 73.9           | 68.2      | 69.8    | 83.4   | 70.7     | 76.6       | 80.8     |
|   | Carpool        | 10.8           | 16.2      | 15.9    | 12.0   | 25.4     | 13.0       | 12.2     |
|   | Bus            | 0.0            | 8.8       | 0.0     | 2.6    | 0.0      | 0.0        | 3.0      |
|   | Other          | 9.6            | 5.3       | 7.9     | 1.6    | 2.8      | 0.9        | 2.9      |
|   | Worked at Home | 5.7            | 1.5       | 6.4     | 0.4    | 1.1      | 9.5        | 1.1      |
|   | Total          | 100.0          | 100.0     | 100.0   | 100.0  | 100.0    | 100.0      | 100.0    |
| Hispanic  | Drive alone    | 65.6           | 60.2      | 57.1    | 69.9   | 62.1     | 61.2       | 67.6     |
|   | Carpool        | 24.9           | 21.7      | 34.1    | 20.1   | 25.3     | 33.7       | 24.0     |
|   | Bus            | 1.0            | 11.1      | 1.8     | 4.4    | 1.3      | 1.0        | 2.4      |
|   | Other          | 6.9            | 6.0       | 5.1     | 4.7    | 9.0      | 3.1        | 4.8      |
|   | Worked at Home | 1.6            | 1.0       | 1.9     | 0.9    | 2.3      | 1.0        | 1.2      |
|   | Total          | 100.0          | 100.0     | 100.0   | 100.0  | 100.0    | 100.0      | 100.0    |

NOTE: Includes travel from outside the seven-county Southeastern Wisconsin Regional Planning Commission Region.

<sup>a</sup> Includes persons identifying themselves as two or more races, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, or other race.

Source: U.S. Census Transportation Planning Package and SEWRPC.

Table H-6

EXISTING AND RECOMMENDED YEAR 2035 TRANSPORTATION  
SYSTEM PLAN AIR POLLUTANT EMISSIONS AND FUEL CONSUMPTION

| Existing Year 2001 and Forecast Year 2035 Air Pollutant Emissions<br>(Tons per Hot Summer Weekday) |   |                                 |                    |                   |                               |                   |         |                  |              |          |         |              |
|--|---|---------------------------------|--------------------|-------------------|-------------------------------|-------------------|---------|------------------|--------------|----------|---------|--------------|
|  | Volatile<br>Organic<br>Compounds <sup>a</sup> | Nitrogen<br>Oxides <sup>a</sup> | Carbon<br>Monoxide | Carbon<br>Dioxide | Fine<br>Particulate<br>Matter | Sulfur<br>Dioxide | Ammonia | 1,3<br>Butadiene | Acetaldehyde | Acrolein | Benzene | Formaldehyde |
| Existing 2001  | 50.03   | 114.23                          | 592.48             | 12,368.0          | 1.77                          | 2.77              | 4.84    | 0.20             | 0.43         | 0.03     | 1.40    | 0.63         |
| 2035<br>Recommended<br>Plan  | 13.50   | 13.36                           | 264.88             | 12,677.0          | 0.80                          | 0.59              | 6.55    | 0.05             | 0.11         | 0.01     | 0.36    | 0.17         |

<sup>a</sup> Estimated 1990 emissions were 154.6 tons of volatile organic compounds and 136.3 tons of nitrogen oxides. Estimated 1999 emissions were 61.3 tons of volatile organic compounds and 118.0 tons of nitrogen oxides.

Source: SEWRPC.

Map H-8

**PROPOSED ARTERIAL STREET  
AND HIGHWAY CAPACITY  
IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION  
SYSTEM PLAN**

**ARTERIAL STREETS AND HIGHWAYS**

- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED TO BE WIDENED  
WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

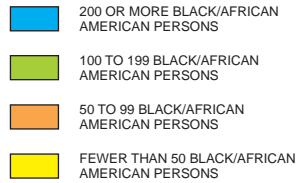


Source: SEWRPC.

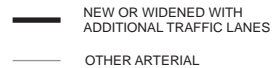
Map H-9

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF BLACK/AFRICAN  
AMERICAN PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PLANNED ARTERIAL STREET AND HIGHWAY  
CAPACITY IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

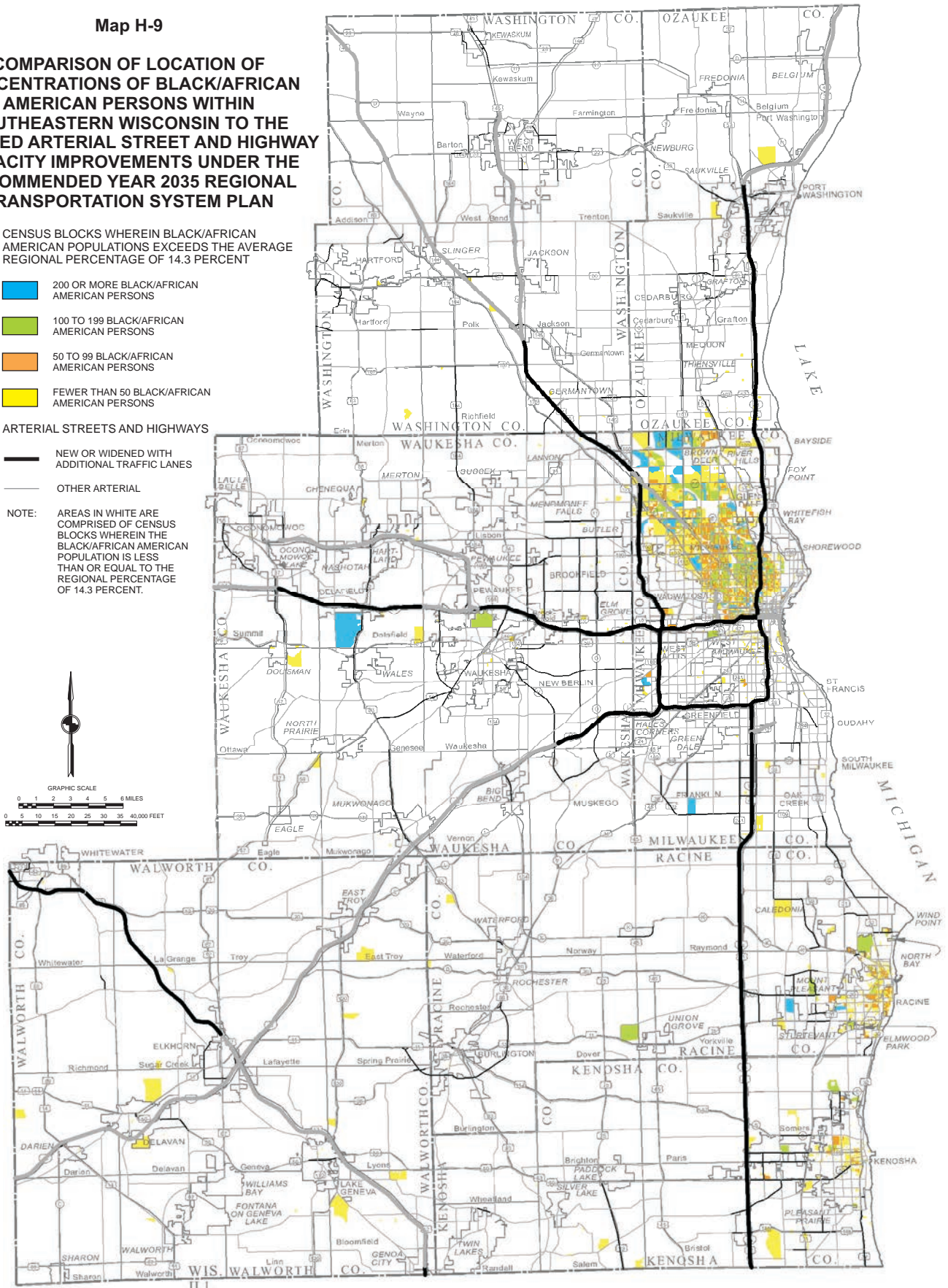
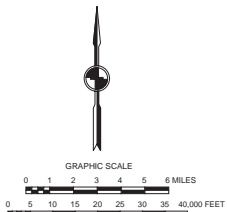
CENSUS BLOCKS WHEREIN BLACK/AFRICAN  
AMERICAN POPULATIONS EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 14.3 PERCENT



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
BLACK/AFRICAN AMERICAN  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 14.3 PERCENT.

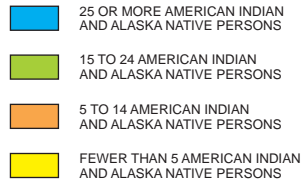


Source: U.S. Bureau of the Census and SEWRPC.

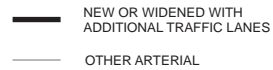
Map H-10

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PLANNED ARTERIAL STREET AND HIGHWAY  
CAPACITY IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

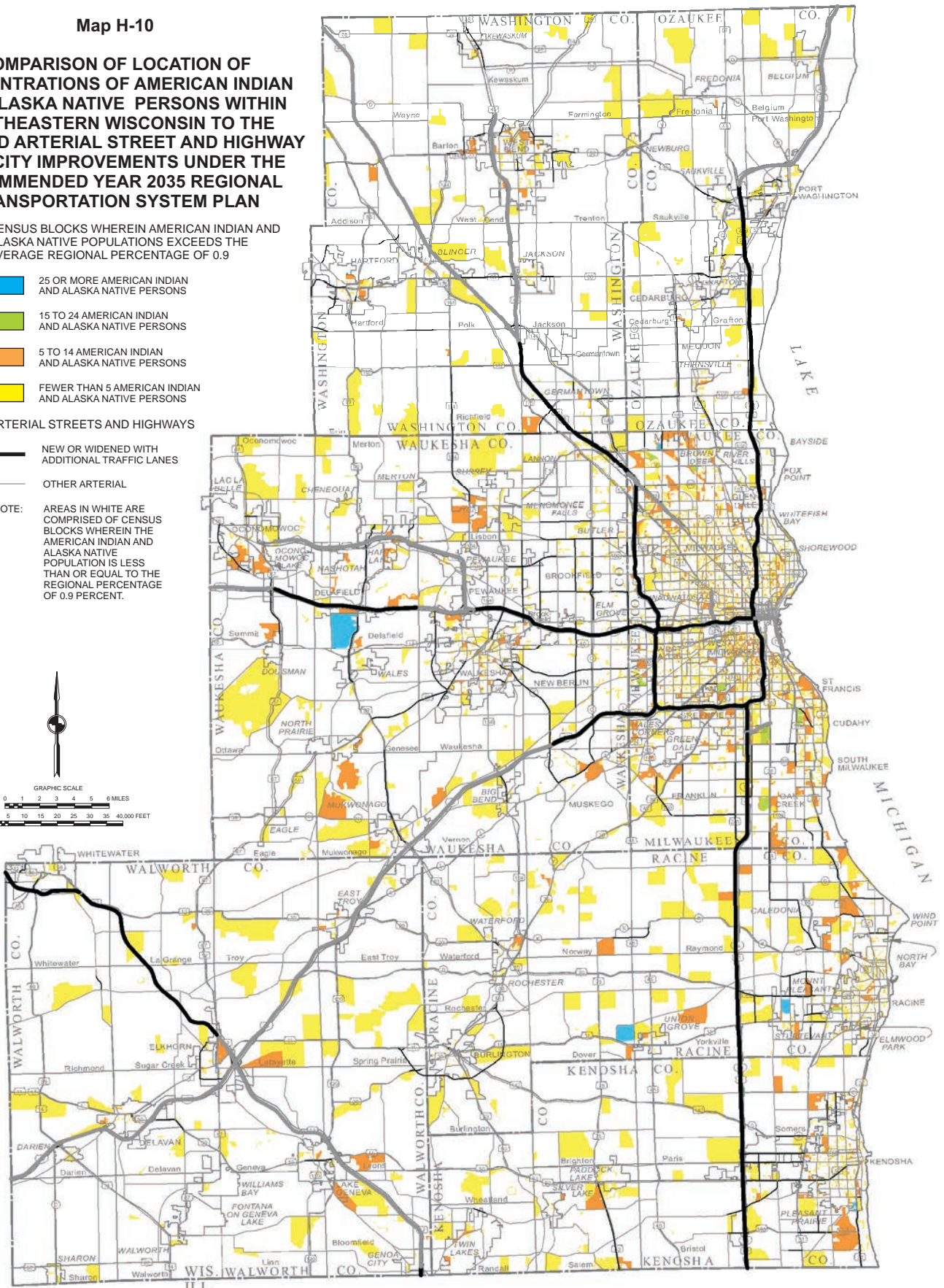
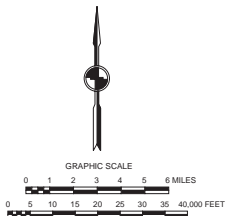
CENSUS BLOCKS WHEREIN AMERICAN INDIAN  
AND ALASKA NATIVE POPULATIONS EXCEEDS THE  
AVERAGE REGIONAL PERCENTAGE OF 0.9



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
AMERICAN INDIAN AND  
ALASKA NATIVE  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 0.9 PERCENT.

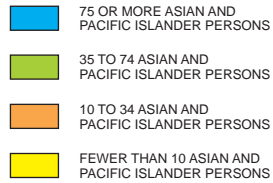


Source: U.S. Bureau of Census and SEWRPC.

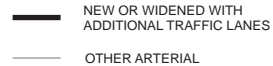
Map H-11

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF ASIAN AND PACIFIC  
ISLANDER PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PLANNED ARTERIAL STREET AND HIGHWAY  
CAPACITY IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

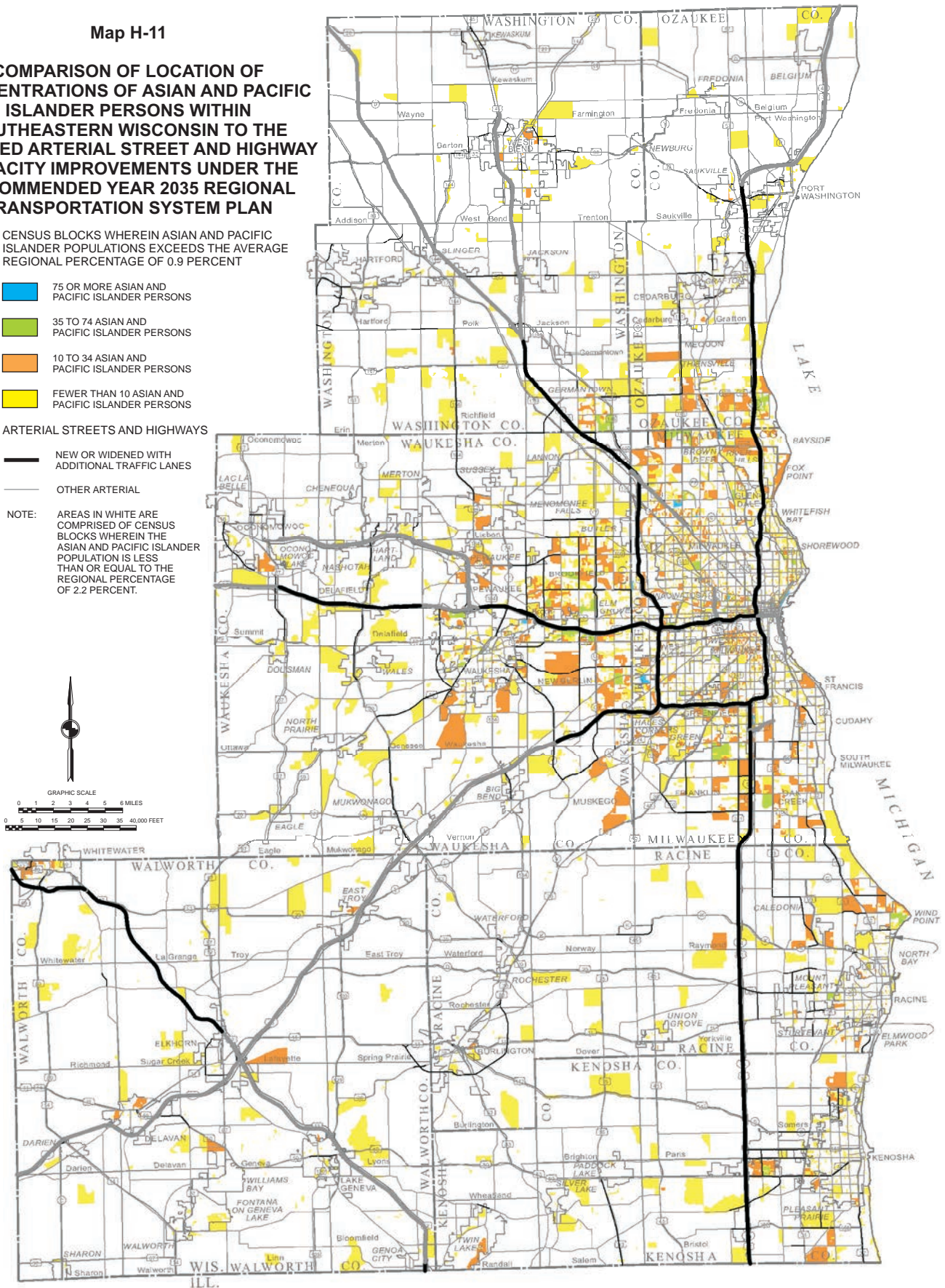
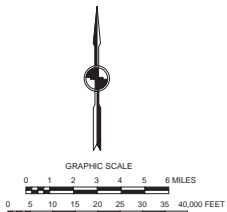
CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC  
ISLANDER POPULATIONS EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 0.9 PERCENT



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
ASIAN AND PACIFIC ISLANDER  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE OF  
2.2 PERCENT.

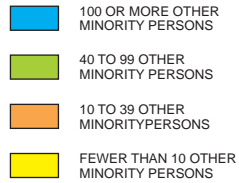


Source: U.S. Bureau of the Census and SEWRPC.

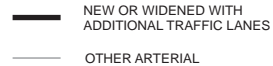
Map H-12

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF OTHER MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE PLANNED ARTERIAL  
STREET AND HIGHWAY CAPACITY  
IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

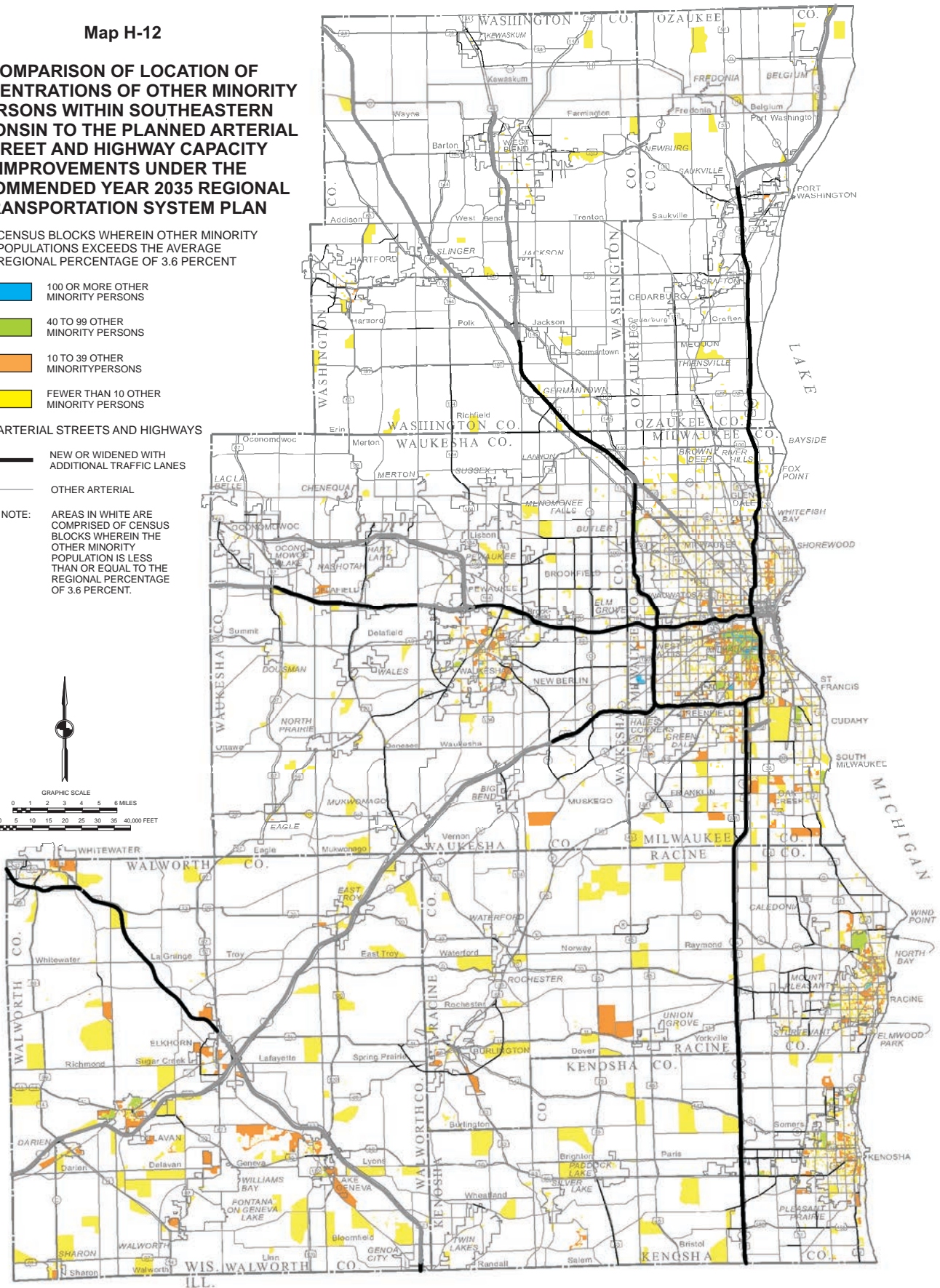
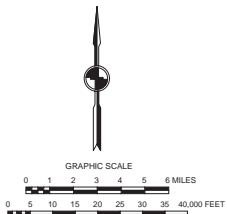
CENSUS BLOCKS WHEREIN OTHER MINORITY  
POPULATIONS EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 3.6 PERCENT



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
OTHER MINORITY  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 3.6 PERCENT.

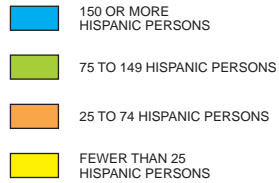


Source: U.S. Bureau of Census and SEWRPC.

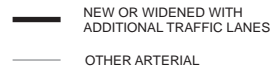
Map H-13

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF HISPANIC PERSONS  
WITHIN SOUTHEASTERN WISCONSIN TO THE  
PLANNED ARTERIAL STREET AND HIGHWAY  
CAPACITY IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

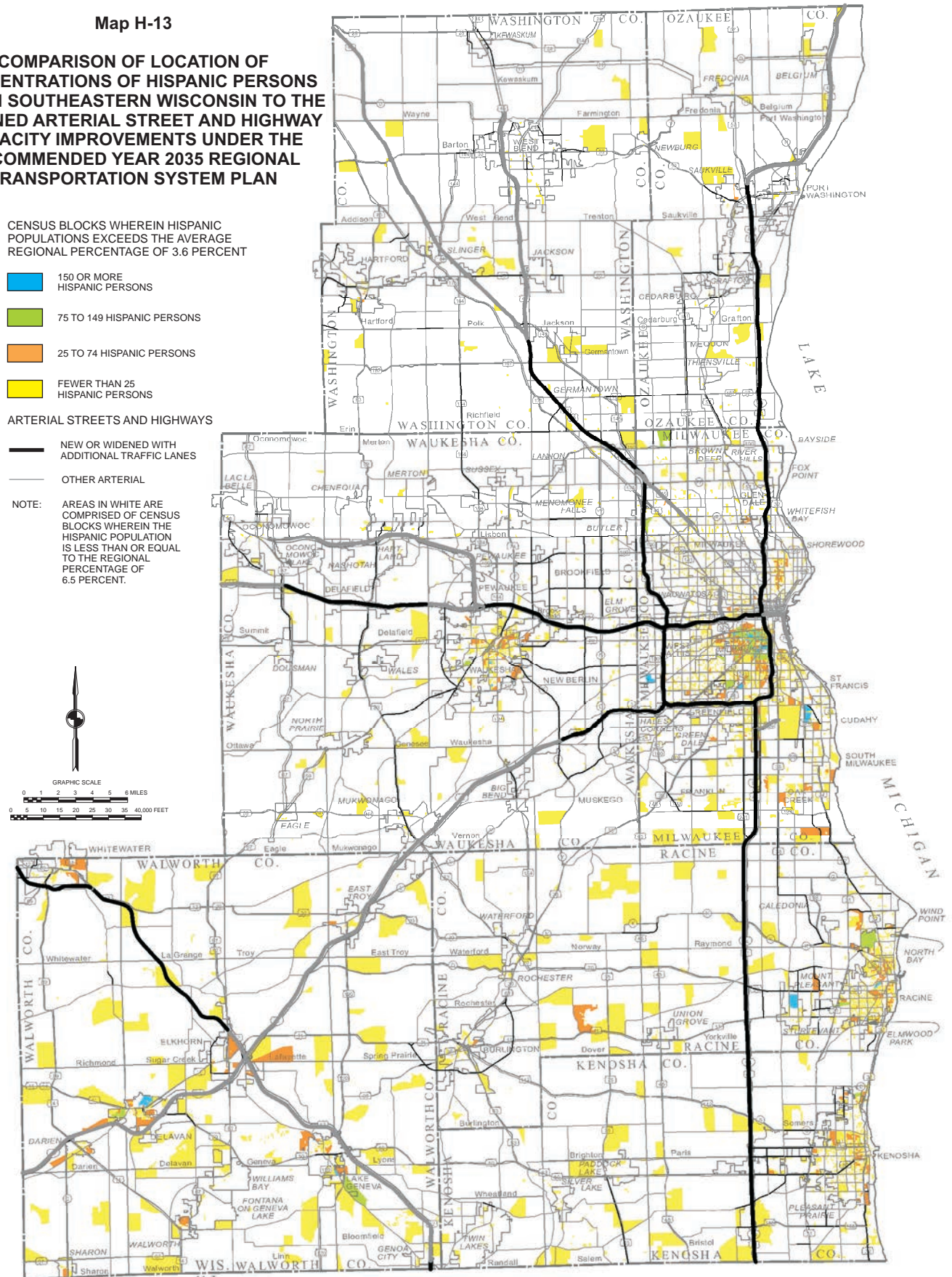
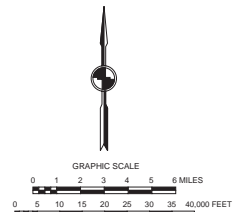
CENSUS BLOCKS WHEREIN HISPANIC  
POPULATIONS EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 3.6 PERCENT



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
HISPANIC POPULATION  
IS LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE OF  
6.5 PERCENT.

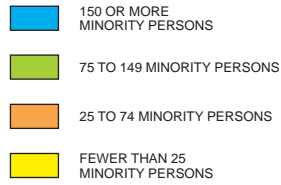


Source: U.S. Bureau of Census and SEWRPC.

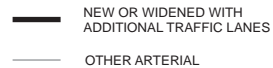
Map H-14

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF TOTAL MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE PLANNED ARTERIAL  
STREET AND HIGHWAY CAPACITY  
IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

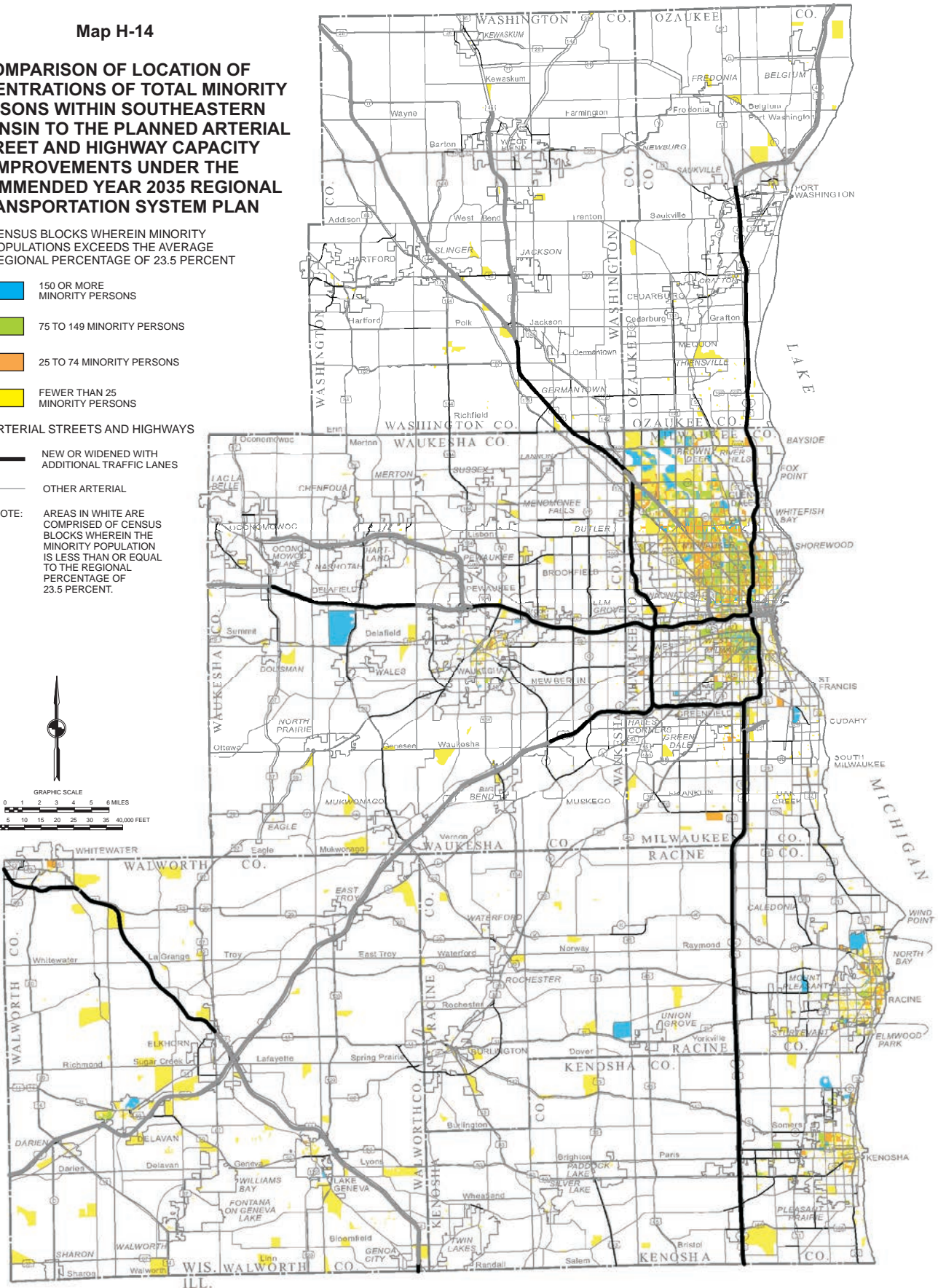
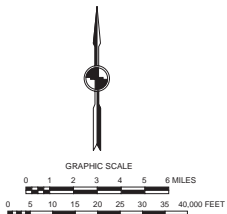
CENSUS BLOCKS WHEREIN MINORITY  
POPULATIONS EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 23.5 PERCENT



ARTERIAL STREETS AND HIGHWAYS



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
MINORITY POPULATION  
IS LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE OF  
23.5 PERCENT.



Source: U.S. Bureau of Census and SEWRPC.

Map H-15

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF FAMILIES IN  
POVERTY WITHIN SOUTHEASTERN  
WISCONSIN TO THE PLANNED ARTERIAL  
STREET AND HIGHWAY CAPACITY  
IMPROVEMENTS UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

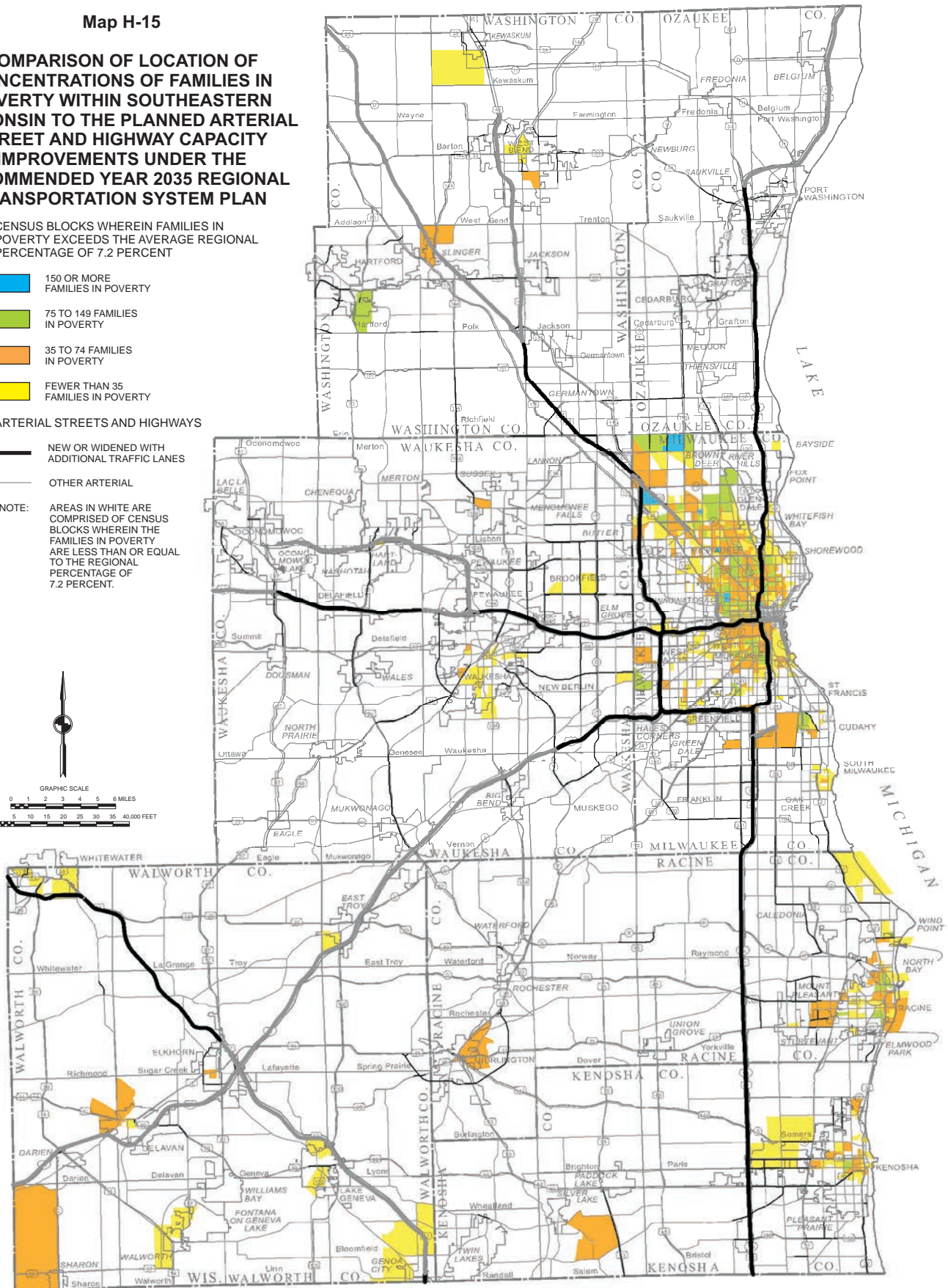
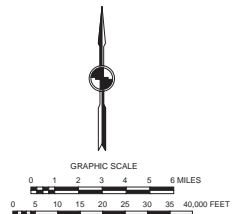
CENSUS BLOCKS WHEREIN FAMILIES IN  
POVERTY EXCEEDS THE AVERAGE REGIONAL  
PERCENTAGE OF 7.2 PERCENT

- 150 OR MORE  
FAMILIES IN POVERTY
- 75 TO 149 FAMILIES  
IN POVERTY
- 35 TO 74 FAMILIES  
IN POVERTY
- FEWER THAN 35  
FAMILIES IN POVERTY

**ARTERIAL STREETS AND HIGHWAYS**

- NEW OR WIDENED WITH  
ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
FAMILIES IN POVERTY  
ARE LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE OF  
7.2 PERCENT.



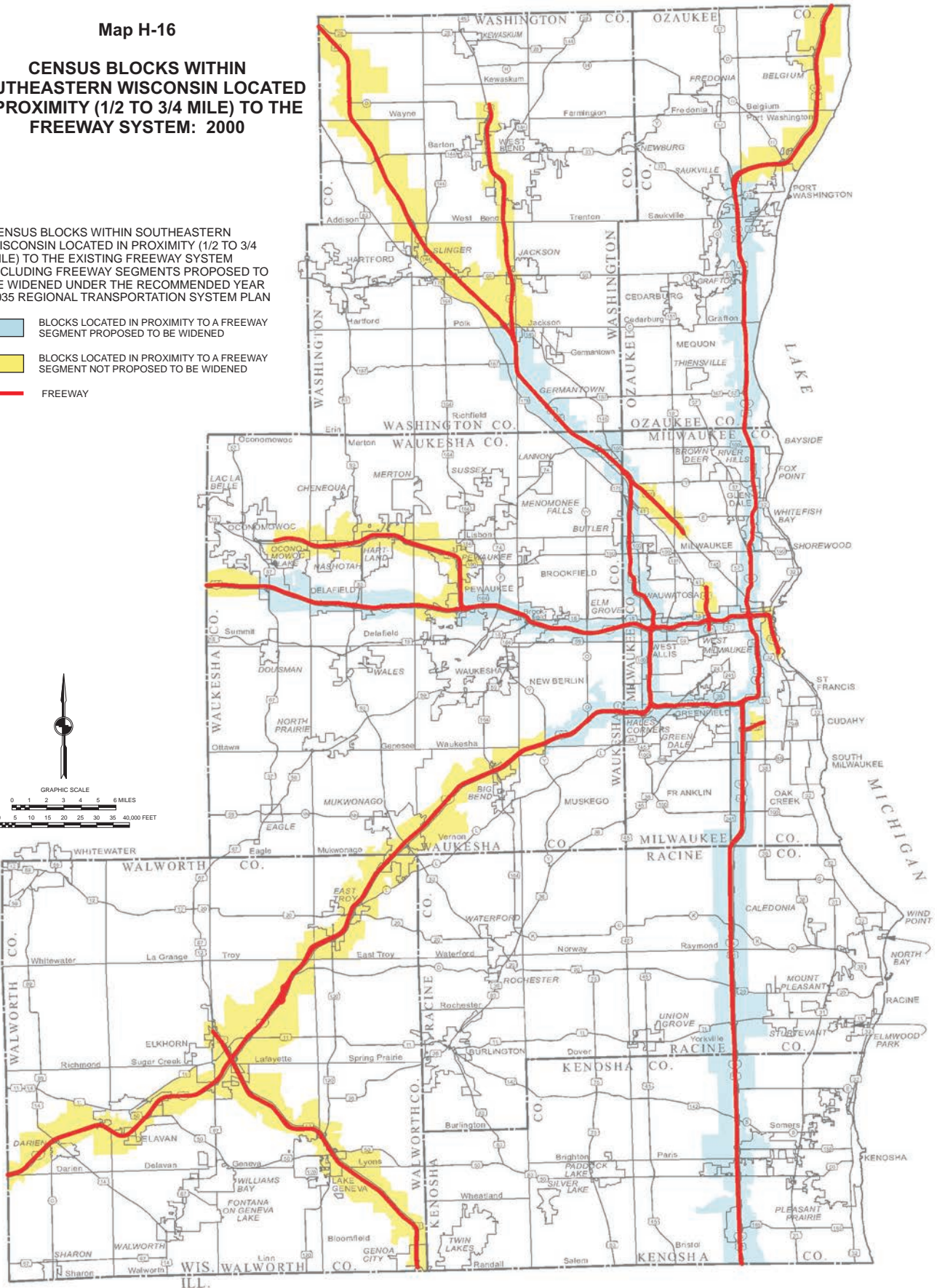
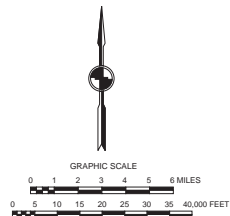
Source: U.S. Bureau of Census and SEWRPC.

Map H-16

**CENSUS BLOCKS WITHIN  
SOUTHEASTERN WISCONSIN LOCATED  
IN PROXIMITY (1/2 TO 3/4 MILE)  
TO THE  
FREEWAY SYSTEM: 2000**

CENSUS BLOCKS WITHIN SOUTHEASTERN  
WISCONSIN LOCATED IN PROXIMITY (1/2 TO 3/4  
MILE) TO THE EXISTING FREEWAY SYSTEM  
INCLUDING FREEWAY SEGMENTS PROPOSED TO  
BE WIDENED UNDER THE RECOMMENDED YEAR  
2035 REGIONAL TRANSPORTATION SYSTEM PLAN

- BLOCKS LOCATED IN PROXIMITY TO A FREEWAY  
SEGMENT PROPOSED TO BE WIDENED
- BLOCKS LOCATED IN PROXIMITY TO A FREEWAY  
SEGMENT NOT PROPOSED TO BE WIDENED
- FREEWAY



Source: U.S. Bureau of Census and SEWRPC.

Table H-7

**COMPARISON OF TOTAL MINORITY POPULATIONS AND FAMILIES IN POVERTY WITHIN  
SOUTHEASTERN WISCONSIN AND THE MINORITY POPULATIONS AND FAMILIES IN POVERTY  
THAT RESIDE IN AREAS LOCATED IN PROXIMITY TO FREEWAYS PROPOSED TO BE WIDENED  
UNDER THE RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN<sup>a</sup>**

**KENOSHA COUNTY**

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 149,577                        | 8,629                     | 5.8   | 3,190  | 80                        | 2.5   | 3,190   | 80                        | 2.5  |
| American Indian and Alaskan Native Persons | 149,577                        | 1,314                     | 0.9   | 3,190  | 30                        | 0.9   | 3,190   | 30                        | 0.9  |
| Asian and Pacific Islander Persons         | 149,577                        | 1,930                     | 1.3   | 3,190  | 70                        | 2.2   | 3,190   | 70                        | 2.2  |
| Other Minority Persons                     | 149,577                        | 5,990                     | 4.0   | 3,190  | 40                        | 1.3   | 3,190   | 40                        | 1.3  |
| Hispanic Persons                           | 149,577                        | 10,757                    | 7.2   | 3,190  | 110                       | 3.4   | 3,190   | 110                       | 3.4  |
| Total Minority Persons <sup>b</sup>        | 149,577                        | 22,290                    | 14.9  | 3,190  | 290                       | 9.1   | 3,190   | 290                       | 9.1  |
| Families in Poverty                        | 38,671                         | 2,094                     | 5.4   | 3,690  | 90                        | 2.4   | 3,690   | 90                        | 2.4  |

**MILWAUKEE COUNTY**

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 940,164                        | 240,113                   | 25.5  | 244,260  | 65,170                    | 26.9  | 203,510   | 45,510                    | 22.4   |
| American Indian and Alaskan Native Persons | 940,164                        | 11,907                    | 1.3   | 244,260  | 3,120                     | 1.3   | 203,510   | 2,530                     | 1.2  |
| Asian and Pacific Islander Persons         | 940,164                        | 28,930                    | 3.1   | 244,260  | 8,000                     | 3.3   | 203,510   | 5,970                     | 2.9  |
| Other Minority Persons                     | 940,164                        | 48,227                    | 5.1   | 244,260  | 12,980                    | 5.3   | 203,510   | 12,210                    | 6.0  |
| Hispanic Persons                           | 940,164                        | 82,406                    | 8.8   | 244,260  | 24,170                    | 9.9   | 203,510   | 22,710                    | 11.2   |
| Total Minority Persons <sup>b</sup>        | 940,164                        | 356,683                   | 37.9  | 244,260  | 99,130                    | 40.6  | 203,510   | 75,320                    | 37.0   |
| Families in Poverty                        | 226,685                        | 26,454                    | 11.7  | 63,900   | 7,950                     | 12.4  | 54,490  | 6,470                     | 11.9   |

**OZAUKEE COUNTY**

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 82,317                         | 917                       | 1.1   | 11,630   | 230                       | 2.0   | 8,170   | 200                       | 2.4  |
| American Indian and Alaskan Native Persons | 82,317                         | 335                       | 0.4   | 11,630   | 50                        | 0.4   | 8,170   | 30                        | 0.4  |
| Asian and Pacific Islander Persons         | 82,317                         | 1,131                     | 1.4   | 11,630   | 230                       | 2.0   | 8,170   | 200                       | 2.4  |
| Other Minority Persons                     | 82,317                         | 382                       | 0.5   | 11,630   | 80                        | 0.7   | 8,170   | 40                        | 0.5  |
| Hispanic Persons                           | 82,317                         | 1,073                     | 1.3   | 11,630   | 180                       | 1.5   | 8,170   | 110                       | 1.3  |
| Total Minority Persons <sup>b</sup>        | 82,317                         | 3,423                     | 4.2   | 11,630   | 700                       | 6.0   | 8,170   | 540                       | 6.6  |
| Families in Poverty                        | 23,153                         | 391                       | 1.7   | 7,790  | 120                       | 1.5   | 5,800   | 80                        | 1.4  |

**RACINE COUNTY**

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 188,831                        | 21,100                    | 11.2  | 2,460  | 10                        | 0.4   | 2,460   | 10                        | 0.4  |
| American Indian and Alaskan Native Persons | 188,831                        | 1,448                     | 0.8   | 2,460  | 20                        | 0.8   | 2,460   | 20                        | 0.8  |
| Asian and Pacific Islander Persons         | 188,831                        | 1,885                     | 1.0   | 2,460  | 10                        | 0.4   | 2,460   | 10                        | 0.4  |
| Other Minority Persons                     | 188,831                        | 8,168                     | 4.3   | 2,460  | 20                        | 0.8   | 2,460   | 20                        | 0.8  |
| Hispanic Persons                           | 188,831                        | 14,990                    | 7.9   | 2,460  | 50                        | 2.0   | 2,460   | 50                        | 2.0  |
| Total Minority Persons <sup>b</sup>        | 188,831                        | 38,593                    | 20.4  | 2,460  | 90                        | 3.7   | 2,460   | 90                        | 3.7  |
| Families in Poverty                        | 50,052                         | 2,908                     | 5.8   | 2,230  | 50                        | 2.2   | 2,230   | 50                        | 2.2  |

Table H-7 (continued)

## WALWORTH COUNTY

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 93,759                         | 983                       | 1.0   | 16,200   | 190                       | 1.2   | --  | --                        | --   |
| American Indian and Alaskan Native Persons | 93,759                         | 495                       | 0.5   | 16,200   | 110                       | 0.7   | --  | --                        | --   |
| Asian and Pacific Islander Persons         | 93,759                         | 859                       | 0.9   | 16,200   | 170                       | 1.0   | --  | --                        | --   |
| Other Minority Persons                     | 93,759                         | 2,946                     | 3.1   | 16,200   | 500                       | 3.1   | --  | --                        | --   |
| Hispanic Persons                           | 93,759                         | 6,136                     | 6.5   | 16,200   | 1,110                     | 6.9   | --  | --                        | --   |
| Total Minority Persons <sup>b</sup>        | 93,759                         | 8,331                     | 8.9   | 16,200   | 1,560                     | 9.6   | --  | --                        | --   |
| Families in Poverty                        | 23,388                         | 1,078                     | 4.6   | 8,830  | 390                       | 4.4   | --  | --                        | --   |

## WASHINGTON COUNTY

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 117,493                        | 641                       | 0.5   | 17,470   | 100                       | 0.6   | 5,190   | 70                        | 1.3  |
| American Indian and Alaskan Native Persons | 117,493                        | 587                       | 0.5   | 17,470   | 60                        | 0.3   | 5,190   | 10                        | 0.2  |
| Asian and Pacific Islander Persons         | 117,493                        | 938                       | 0.8   | 17,470   | 110                       | 0.6   | 5,190   | 50                        | 1.0  |
| Other Minority Persons                     | 117,493                        | 659                       | 0.6   | 17,470   | 90                        | 0.5   | 5,190   | 20                        | 0.4  |
| Hispanic Persons                           | 117,493                        | 1,529                     | 1.3   | 17,470   | 210                       | 1.2   | 5,190   | 50                        | 1.0  |
| Total Minority Persons <sup>b</sup>        | 117,493                        | 3,623                     | 3.1   | 17,470   | 490                       | 2.8   | 5,190   | 190                       | 3.7  |
| Families in Poverty                        | 32,953                         | 867                       | 2.6   | 12,650   | 270                       | 2.1   | 2,970   | 30                        | 1.0  |

## WAUKESHA COUNTY

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 360,767                        | 3,480                     | 1.0   | 59,670   | 600                       | 1.0   | 33,670  | 440                       | 1.3  |
| American Indian and Alaskan Native Persons | 360,767                        | 1,733                     | 0.5   | 59,670   | 280                       | 0.5   | 33,670  | 120                       | 0.4  |
| Asian and Pacific Islander Persons         | 360,767                        | 6,497                     | 1.8   | 59,670   | 1,330                     | 2.2   | 33,670  | 1,030                     | 3.0  |
| Other Minority Persons                     | 360,767                        | 4,013                     | 1.1   | 59,670   | 310                       | 0.5   | 33,670  | 210                       | 0.6  |
| Hispanic Persons                           | 360,767                        | 9,503                     | 2.6   | 59,670   | 900                       | 1.5   | 33,670  | 550                       | 1.6  |
| Total Minority Persons <sup>b</sup>        | 360,767                        | 20,862                    | 5.8   | 59,670   | 3,090                     | 5.2   | 33,670  | 2,120                     | 6.3  |
| Families in Poverty                        | 101,008                        | 1,674                     | 1.7   | 25,500   | 400                       | 1.6   | 14,680  | 260                       | 1.8  |

## REGION

| Minority Group                             | Total and Minority Populations |                           |   | Population in Areas Located in Proximity to Freeways |                           |   | Population in Areas Located in Proximity to Freeways Proposed to be Widened |                           |  |
|--|--------------------------------|---------------------------|---|--|---------------------------|---|---|---------------------------|--|
|  | Total Population               | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population                                     | Minority Group Population | Percent of Total Population that is Minority Group Population | Total Population  | Minority Group Population | Percent of Affected Population that is Minority Group Population |
| Black/ African American Persons            | 1,932,908                      | 275,863                   | 14.3  | 354,870  | 66,920                    | 18.9  | 256,170   | 46,310                    | 18.1   |
| American Indian and Alaskan Native Persons | 1,932,908                      | 17,819                    | 0.9   | 354,870  | 3,680                     | 1.0   | 256,170   | 2,740                     | 1.1  |
| Asian and Pacific Islander Persons         | 1,932,908                      | 42,170                    | 2.2   | 354,870  | 9,930                     | 2.8   | 256,170   | 7,330                     | 2.9  |
| Other Minority Persons                     | 1,932,908                      | 70,385                    | 3.6   | 354,870  | 14,020                    | 4.0   | 256,170   | 12,540                    | 4.9  |
| Hispanic Persons                           | 1,932,908                      | 126,394                   | 6.5   | 354,870  | 26,740                    | 7.5   | 256,170   | 23,580                    | 9.2  |
| Total Minority Persons <sup>b</sup>        | 1,932,908                      | 453,805                   | 23.5  | 354,870  | 105,370                   | 29.7  | 256,170   | 78,560                    | 30.7   |
| Families in Poverty                        | 495,910                        | 35,466                    | 7.2   | 124,590  | 9,270                     | 7.4   | 83,860  | 6,980                     | 8.3  |

<sup>a</sup>The information regarding racial and ethnic populations in affected areas is year 2000 Census data for the Census blocks located in proximity (1/2 to 3/4 mile) to a freeway proposed to be widened under the recommended plan. The information regarding families in poverty is year 2000 Census data for the Census block groups located in proximity to a freeway proposed to be widened under the recommended plan.

<sup>b</sup>As part of the 2000 Federal Census, individuals could be reported as being of more than one race. The figures in this table indicate the number of persons reported as being of a given race (as indicated by the row heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the minority group figures sum to more than the total minority persons for each area.

Source: U.S. Bureau of the Census and SEWRPC.

Maps H-17 through H-21 present information for each minority population which compares the location of freeways, including those proposed to be widened under the recommended plan, to the locations of areas with concentrations of minority populations, specifically, census blocks which exceed the seven county regional average of percentage of total population that is of a specific minority population or is low-income. The American Indian and Alaska Native and Asian and Pacific Islander populations are located throughout the Region. The Hispanic and Other Minority populations have concentrations in the near south side of Milwaukee, and the Cities of Kenosha, Racine, and Waukesha, and as well, are located throughout the Region. The Black/African American population is primarily located in northern and northwestern Milwaukee County and in eastern Kenosha and Racine Counties. Map H-22 shows the location of concentrations of combined minority populations—Black/African American, American Indian and Alaska Native, Asian and Pacific Islander, Hispanic, and Other Minority—specifically, census blocks which exceed the regional average of percentage of the total population that is minority population. Map H-23 shows the location of concentrations of low-income families within southeastern Wisconsin in comparison to the freeway system, including the segments of the freeway system proposed to be widened. While some segments of the freeway system, including those proposed to be widened, are located adjacent to individual and combined total minority and low-income populations, the vast majority of the freeway system and the freeway segments proposed to be widened are not located adjacent to minority populations, and the vast majority of census blocks identified as having an above average concentration of a minority population are not located adjacent to a freeway or a freeway proposed to be widened under the recommended plan. Table H-8 displays the total number of census blocks within the Region and each county, and, as well, the number and percent of census blocks in each county and Region which have above regional average concentrations of minority populations. Table H-9 displays the number of census blocks adjacent to, or traversed by, the freeway system in southeastern Wisconsin, along with the number and percent of those census blocks which have above regional average concentrations of minority populations. Comparison of Tables H-8 and H-9 indicates that the percentage of census blocks adjacent to the freeway system, including segments proposed to be widened, which have above regional average concentrations of minorities is, in almost all cases, less than the percentage of census blocks in each county and the Region which have above regional average concentrations of minorities. This analysis indicates there is not an over-population of minority populations in each county or the Region in areas adjacent to the freeway, or adjacent to the freeways proposed to be widened under the recommended plan.

An analysis was conducted to determine by county, and for the Region, the extent to which the estimated right-of-way acquisition impacts of the recommended plan were located in areas with minority and low-income population concentrations. An estimate was prepared of the potential right-of-way acquisition associated with rebuilding the freeway system to modern design standards as recommended under the recommended plan, and also rebuilding the freeway system with 127 miles of additional lanes as is also recommended under the recommended plan. The estimated right-of-way requirements associated with rebuilding to modern design standards are substantially greater than the estimated right-of-way requirements associated with the 127 miles of additional lanes included in the recommended plan. The incremental right-of-way acquisition needs attendant to rebuilding the freeway system with 127 miles of additional lanes is an estimated 66 acres, 35 residences, and five commercial/industrial buildings. The estimated right-of-way requirements associated with rebuilding the freeway system to modern design standards is 561 acres of land, 151 residences, 18 commercial/industrial buildings, and two governmental/institutional buildings.

An analysis was conducted to determine by county, and for the Region, the extent to which the estimated residential and commercial/industrial right-of-way acquisition impacts were located in areas with above average concentrations of minority and low-income populations. Tables H-10 through H-16 present the estimated residential and commercial/industrial right-of-way requirements by county for the five minority populations and the low-income population.

The percentage of residences within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 14.3 percent of the total population) of Black/African American persons is 14.5 percent. This percentage is about the same as the percentage of census

Map H-17

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF BLACK/AFRICAN  
AMERICAN PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
EXISTING FREEWAY SYSTEM AND  
SEGMENTS PROPOSED TO BE WIDENED  
UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN**

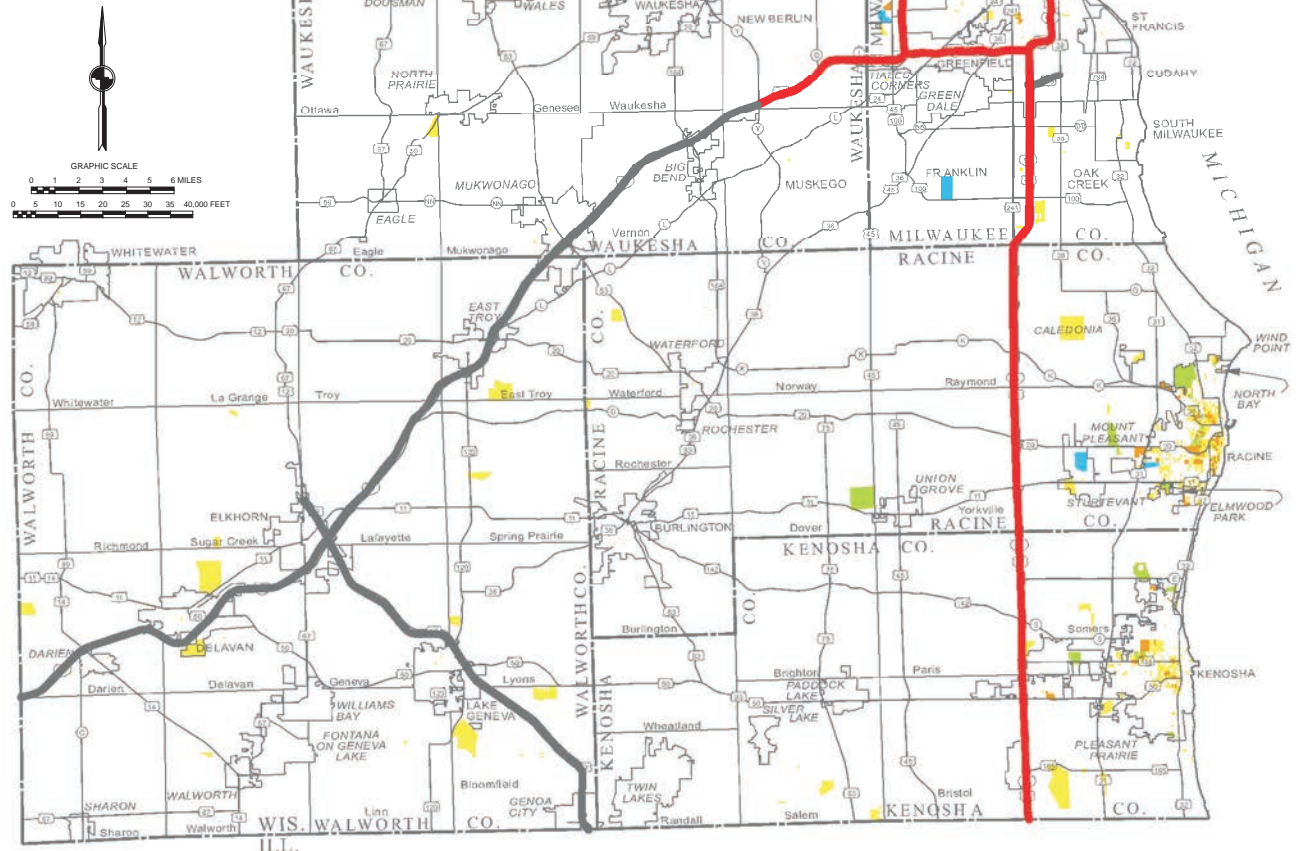
CENSUS BLOCKS WHEREIN BLACK/AFRICAN  
AMERICAN POPULATION EXCEEDS THE  
AVERAGE REGIONAL PERCENTAGE OF 14.3

- 200 OR MORE BLACK/AFRICAN  
AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN  
AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN  
AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN  
AMERICAN PERSONS

**FREEWAY SEGMENTS**

- FREEWAY SEGMENTS  
PROPOSED TO BE WIDENED
- OTHER FREEWAY SEGMENTS

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
BLACK/AFRICAN AMERICAN  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 14.3 PERCENT.



Source: U.S. Bureau of Census and SEWRPC.

Map H-18

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
EXISTING FREEWAY SYSTEM AND  
SEGMENTS PROPOSED TO BE WIDENED  
UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN**

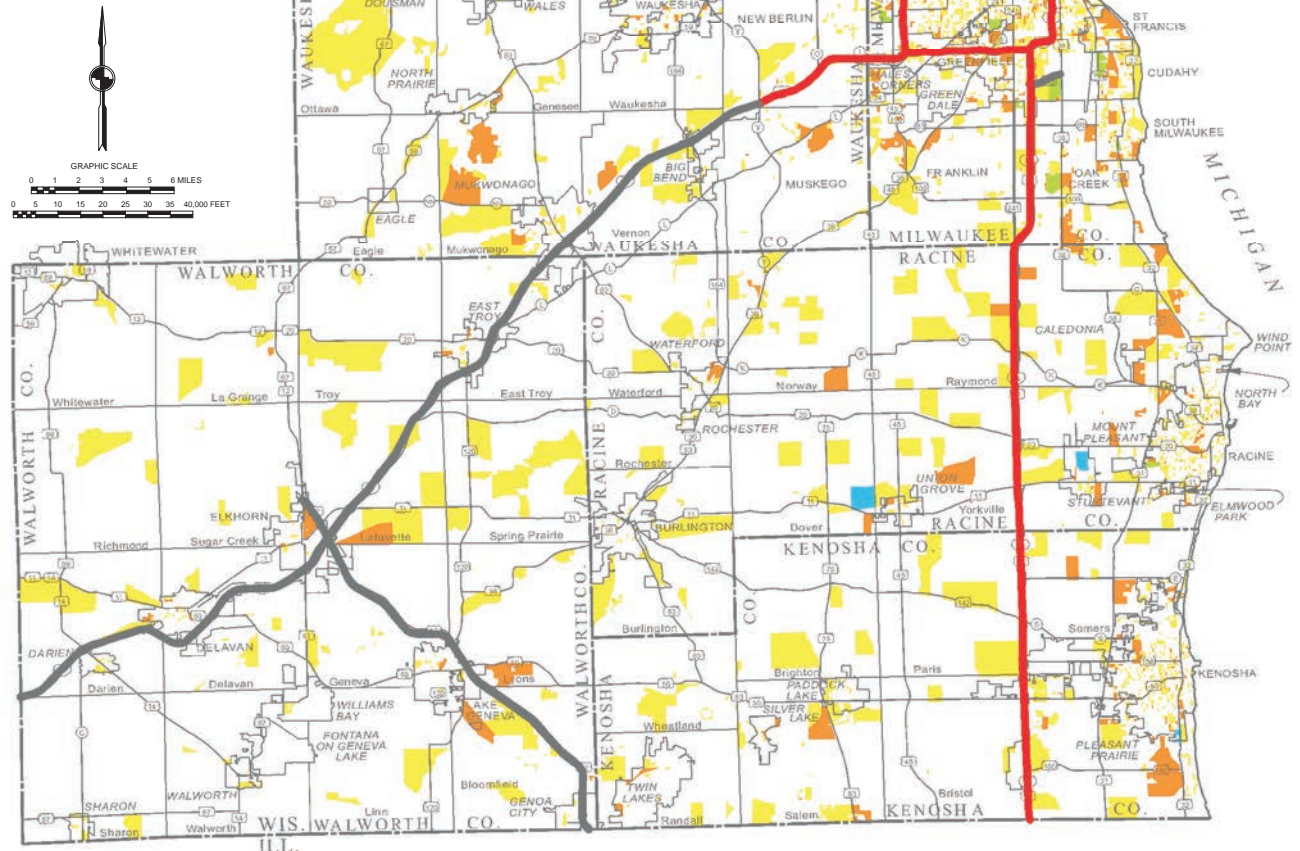
CENSUS BLOCKS WHEREIN AMERICAN  
INDIAN AND ALASKA NATIVE POPULATION  
EXCEEDS THE AVERAGE REGIONAL  
PERCENTAGE OF 0.9 PERCENT

- 25 OR MORE AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- 15 TO 24 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- 5 TO 14 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- FEWER THAN 5 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS

**FREEWAY SEGMENTS**

- FREEWAY SEGMENTS  
PROPOSED TO BE WIDENED
- OTHER FREEWAY SEGMENTS

NOTE: AREAS IN WHITE ARE  
COMPRISSED OF CENSUS  
BLOCKS WHEREIN THE  
AMERICAN INDIAN AND  
ALASKA NATIVE  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 0.9 PERCENT.







Source: U.S. Bureau of Census and SEWRPC.


## Map H-19

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF ASIAN AND PACIFIC  
ISLANDER PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
EXISTING FREEWAY SYSTEM AND  
SEGMENTS PROPOSED TO BE WIDENED  
UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN**

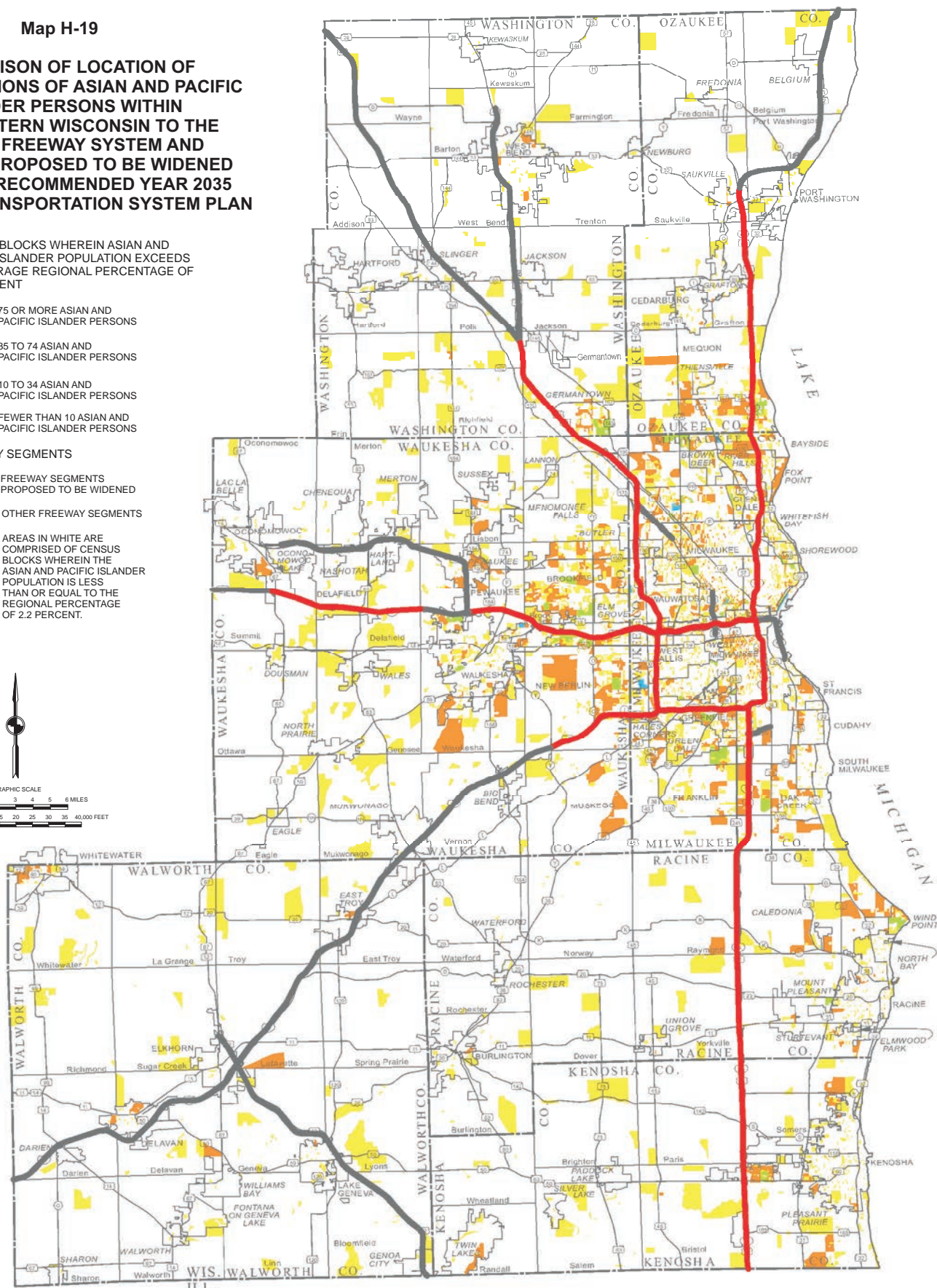
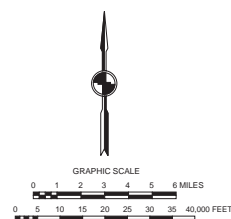
CENSUS BLOCKS WHEREIN ASIAN AND  
PACIFIC ISLANDER POPULATION EXCEEDS  
THE AVERAGE REGIONAL PERCENTAGE OF  
2.2 PERCENT

- |   |  |
|---|--|
|  | 75 OR MORE ASIAN AND PACIFIC ISLANDER PERSONS    |
|  | 35 TO 74 ASIAN AND PACIFIC ISLANDER PERSONS      |
|  | 10 TO 34 ASIAN AND PACIFIC ISLANDER PERSONS      |
|  | FEWER THAN 10 ASIAN AND PACIFIC ISLANDER PERSONS |

## FREEWAY SEGMENTS

-  FREEWAY SEGMENTS PROPOSED TO BE WIDENED  
 OTHER FREEWAY SEGMENTS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE ASIAN AND PACIFIC ISLANDER POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 2.2 PERCENT.

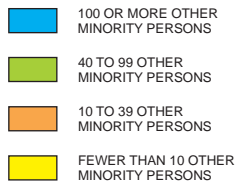


Source: U.S. Bureau of Census and SEWRPC.

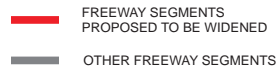
Map H-20

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF OTHER MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE EXISTING FREEWAY  
SYSTEM AND SEGMENTS PROPOSED TO BE  
WIDENED UNDER THE RECOMMENDED  
YEAR 2035 REGIONAL TRANSPORTATION  
SYSTEM PLAN**

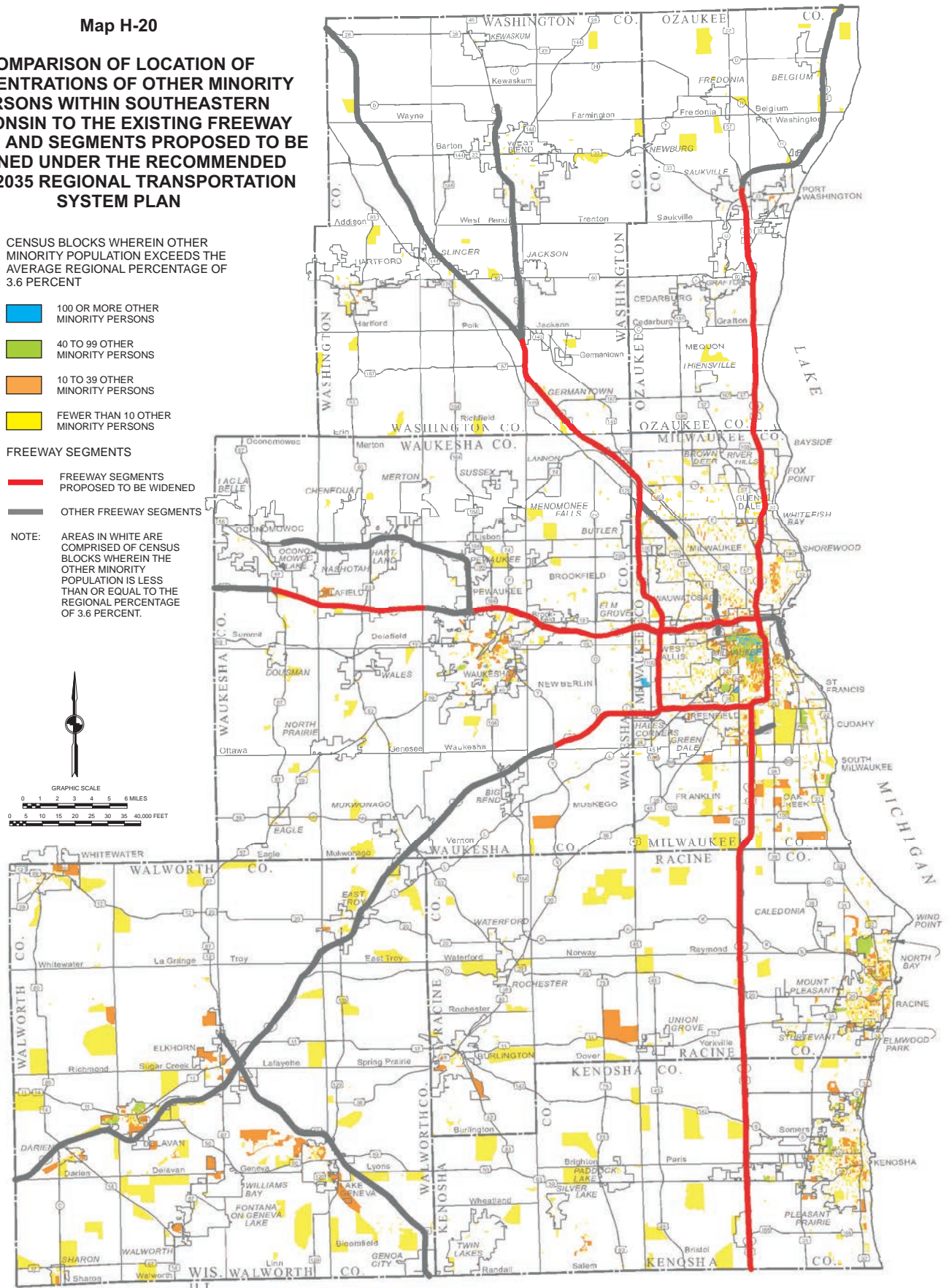
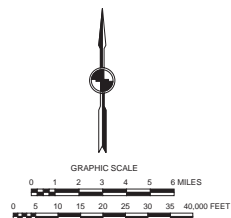
CENSUS BLOCKS WHEREIN OTHER  
MINORITY POPULATION EXCEEDS THE  
AVERAGE REGIONAL PERCENTAGE OF  
3.6 PERCENT



**FREEWAY SEGMENTS**



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
OTHER MINORITY  
POPULATION IS LESS  
THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE  
OF 3.6 PERCENT.

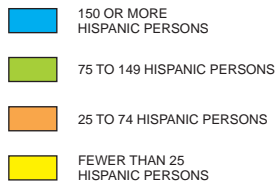


Source: U.S. Bureau of Census and SEWRPC.

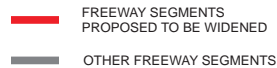
Map H-21

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF HISPANIC  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE EXISTING FREEWAY  
SYSTEM AND SEGMENTS PROPOSED TO  
BE WIDENED UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

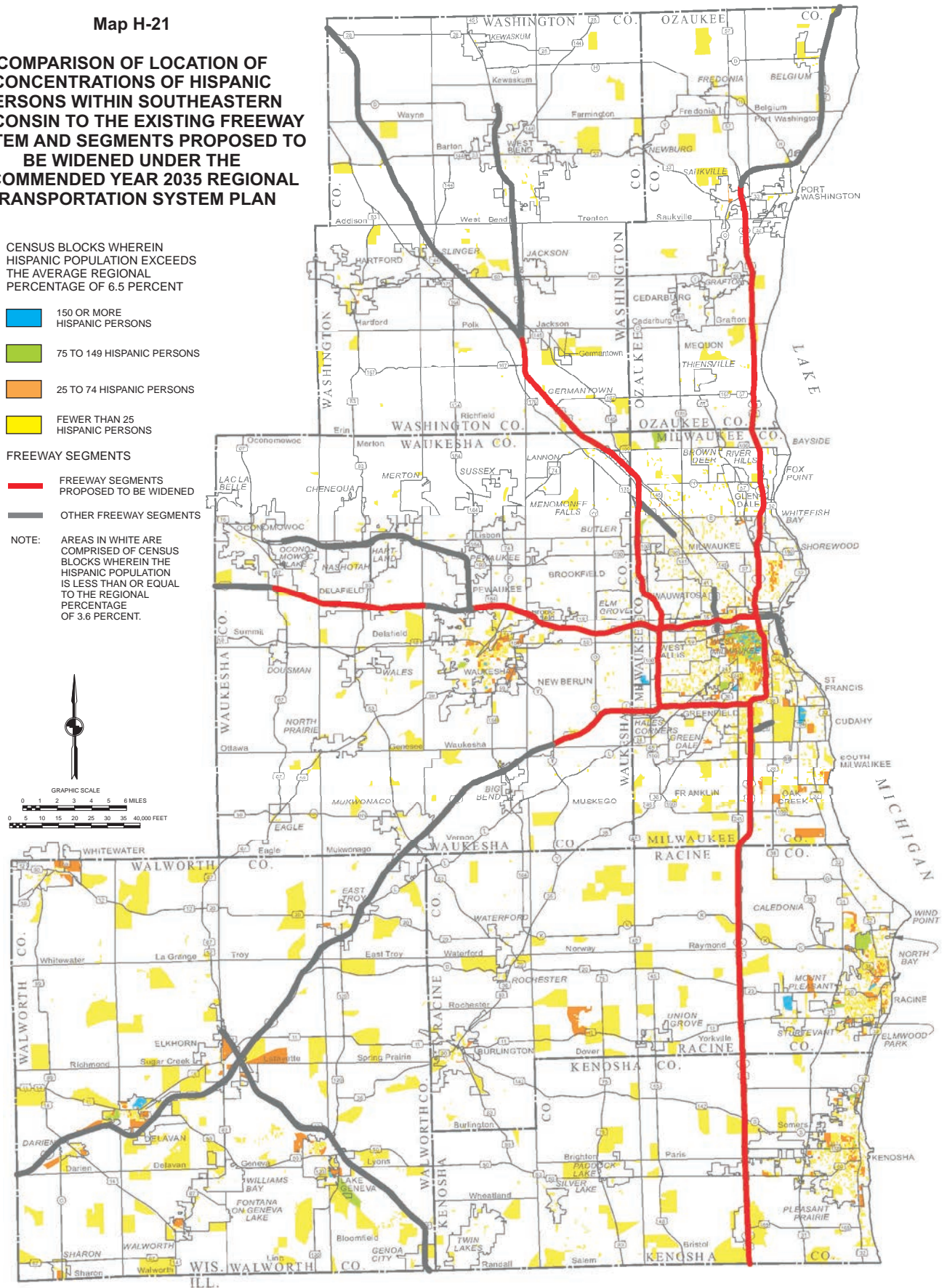
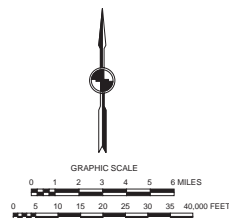
CENSUS BLOCKS WHEREIN  
HISPANIC POPULATION EXCEEDS  
THE AVERAGE REGIONAL  
PERCENTAGE OF 6.5 PERCENT



**FREEWAY SEGMENTS**



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
HISPANIC POPULATION  
IS LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE  
OF 3.6 PERCENT.

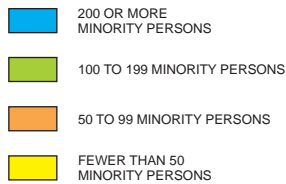


Source: U.S. Bureau of Census and SEWRPC.

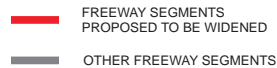
Map H-22

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF TOTAL MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE EXISTING FREEWAY  
SYSTEM AND SEGMENTS PROPOSED TO  
BE WIDENED UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

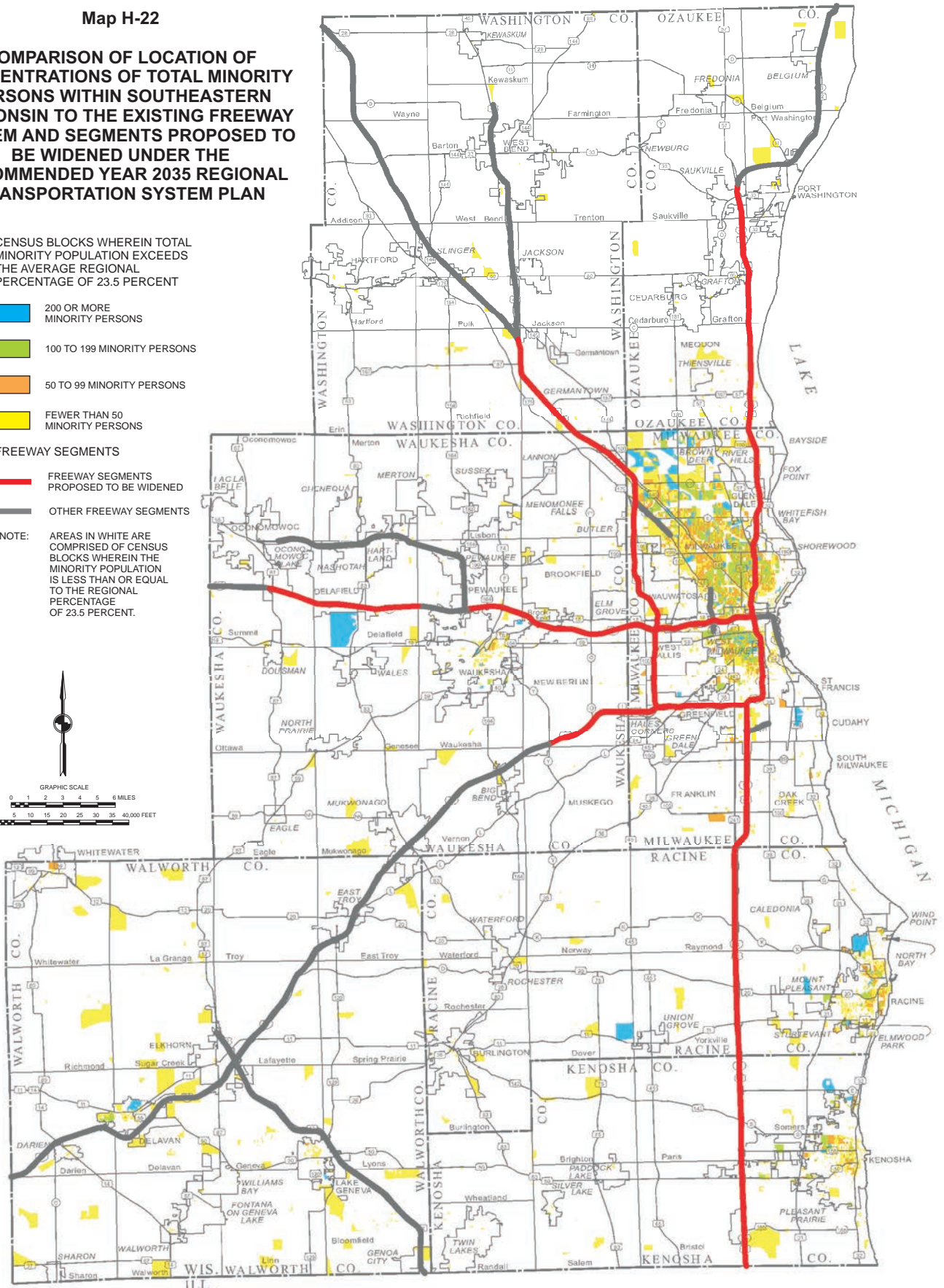
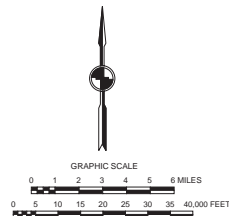
CENSUS BLOCKS WHEREIN TOTAL  
MINORITY POPULATION EXCEEDS  
THE AVERAGE REGIONAL  
PERCENTAGE OF 23.5 PERCENT



**FREEWAY SEGMENTS**



NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
MINORITY POPULATION  
IS LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE  
OF 23.5 PERCENT.



Source: U.S. Bureau of Census and SEWRPC.

Map H-23

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF FAMILIES IN  
POVERTY WITHIN SOUTHEASTERN  
WISCONSIN TO THE EXISTING FREEWAY  
SYSTEM AND SEGMENTS PROPOSED TO  
BE WIDENED UNDER THE  
RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

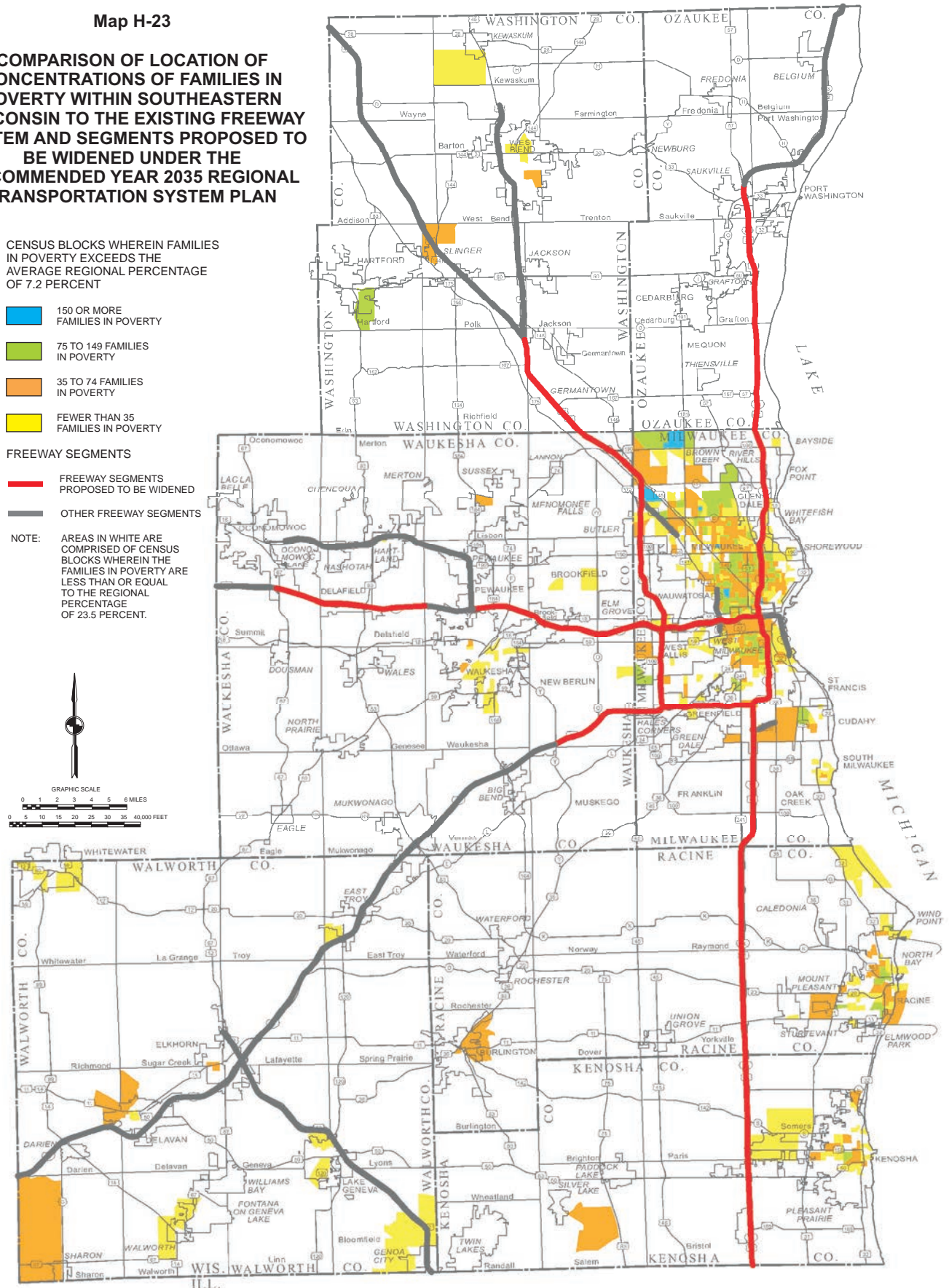
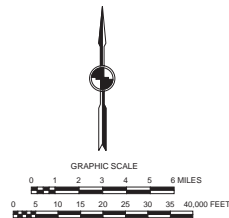
CENSUS BLOCKS WHEREIN FAMILIES  
IN POVERTY EXCEEDS THE  
AVERAGE REGIONAL PERCENTAGE  
OF 7.2 PERCENT

- 150 OR MORE  
FAMILIES IN POVERTY
- 75 TO 149 FAMILIES  
IN POVERTY
- 35 TO 74 FAMILIES  
IN POVERTY
- FEWER THAN 35  
FAMILIES IN POVERTY

**FREEWAY SEGMENTS**

- FREEWAY SEGMENTS  
PROPOSED TO BE WIDENED
- OTHER FREEWAY SEGMENTS

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCKS WHEREIN THE  
FAMILIES IN POVERTY ARE  
LESS THAN OR EQUAL  
TO THE REGIONAL  
PERCENTAGE  
OF 23.5 PERCENT.



Source: U.S. Bureau of Census and SEWRPC.

Table H-8

**NUMBER AND PERCENT OF CENSUS BLOCKS/ BLOCK GROUPS WITHIN THE SOUTHEASTERN  
WISCONSIN REGION WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS OF MINORITY POPULATIONS**

| County     | Total<br>Number of<br>Census<br>Blocks | Census Blocks with Above Regional Average Concentrations of Minority Populations: 2000 |  |                                       |  |                               |  |                |  |          |  |                               |  | Total Number<br>of Census<br>Block<br>Groups: 2000 | Census Block<br>Groups with Above<br>Average<br>Concentration of<br>Families in<br>Poverty: 2000 |  |
|------------|--|--|--|---------------------------------------|--|-------------------------------|--|----------------|--|----------|--|-------------------------------|--|--|--|--|
|            |  | Black/African<br>American  |  | American Indian and<br>Alaskan Native |  | Asian and Pacific<br>Islander |  | Other Minority |  | Hispanic |  | Total Minority<br>Populations |  |  | Number   | Percent of<br>County/<br>Region<br>Total |
|            |  | Number   | Percent of<br>County/<br>Region<br>Total | Number                                | Percent of<br>County/<br>Region<br>Total | Number                        | Percent of<br>County/<br>Region<br>Total | Number         | Percent of<br>County/<br>Region<br>Total | Number   | Percent of<br>County/<br>Region<br>Total | Number                        | Percent of<br>County/<br>Region<br>Total |  |  |  |
| Kenosha    | 3,123                                  | 229  | 7.3                                      | 433                                   | 13.9                                     | 313                           | 10.0                                     | 545            | 17.5                                     | 684      | 21.9                                     | 423                           | 13.5                                     | 127  | 33   | 26.0                                     |
| Milwaukee  | 12,447                                 | 3,226  | 25.9                                     | 3,039                                 | 24.4                                     | 2,844                         | 22.8                                     | 2,283          | 18.3                                     | 2,503    | 20.1                                     | 4,117                         | 33.1                                     | 880  | 435  | 49.4                                     |
| Ozaukee    | 1,832                                  | 24   | 1.3                                      | 124                                   | 6.8                                      | 193                           | 10.5                                     | 49             | 2.7                                      | 74       | 4.0                                      | 57                            | 3.1                                      | 58   | --   | --                                       |
| Racine     | 3,516                                  | 498  | 14.2                                     | 488                                   | 13.9                                     | 310                           | 8.8                                      | 722            | 20.5                                     | 878      | 25.0                                     | 667                           | 19.0                                     | 167  | 50   | 30.0                                     |
| Walworth   | 3,445                                  | 42   | 1.2                                      | 184                                   | 5.3                                      | 163                           | 4.7                                      | 327            | 9.5                                      | 465      | 13.5                                     | 254                           | 7.4                                      | 86   | 17   | 19.8                                     |
| Washington | 2,376                                  | 11   | 0.5                                      | 204                                   | 8.6                                      | 156                           | 6.6                                      | 72             | 3.0                                      | 95       | 4.0                                      | 35                            | 1.5                                      | 79   | 7  | 8.9                                      |
| Waukesha   | 6,663                                  | 45   | 0.7                                      | 557                                   | 8.4                                      | 893                           | 13.4                                     | 316            | 4.7                                      | 483      | 7.2                                      | 219                           | 3.3                                      | 254  | 16   | 6.3                                      |
| Region     | 33,402                                 | 4,075  | 12.2                                     | 5,029                                 | 15.1                                     | 4,872                         | 14.6                                     | 4,314          | 12.9                                     | 5,182    | 15.5                                     | 5,772                         | 17.3                                     | 1,651  | 558  | 33.8                                     |

Source: U. S. Bureau of the Census and SEWRPC

blocks in the Region—12.2 percent—which have above average concentrations of Black/African American persons (see Table H-8). There are no businesses within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations of Black/African American persons.

The percentage of residences and businesses within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 0.9 percent of total population) of American Indian and Alaska Native persons is 33.9 percent and 21.7 percent, respectively. These percentages are greater than the percentage of census blocks in the Region—15.1 percent—with above regional average concentrations of American Indian and Alaska Native persons, that is, more than 0.9 percent of the total population in the census block were American Indian or Alaskan Native persons. However, of the 63 residences estimated to need to be acquired under the recommended plan within census blocks with above regional average (0.9 percent of total population) concentrations of American Indian and Alaska Native persons, 45 residences or 71 percent would be located within census blocks with less than 3.0 percent American Indian or Alaska Native populations, 15 residences, or 24 percent, would be located within census blocks with between 3.0 and 6.1 percent American Indian and Alaska Native population, and three residences, or 5 percent, would be located within census blocks with 13.1 percent American Indian and Alaska Native persons. Also, of the 63 residences estimated to need to be acquired under the recommended plan with above regional average concentrations (more than 0.9 percent to total population) of American Indian and Alaska Native populations, 56, or 89 percent, are attendant to rebuilding the freeway system to modern design standards and only seven, or 11 percent, are attendant to additional lanes.

With respect to the five businesses estimated to need to be acquired under the recommended plan in census blocks with above regional average concentrations (more than 0.9 percent of total population) of American Indian and Alaska Native persons, all of the five businesses would need to be acquired due to rebuilding the freeway system to modern design standards, and none are attributable to rebuilding the freeway system with additional lanes. All of the five businesses would be located within census blocks with between 2.0 and 4.0 percent American Indian and Alaska Native population.

Table H-9

**COMPARISON OF TOTAL CENSUS BLOCKS AND CENSUS BLOCKS ADJACENT TO OR TRAVERSED  
BY A FREEWAY SEGMENT WITH ABOVE AVERAGE CONCENTRATIONS OF MINORITY GROUPS: 2000**

**BLACK/AFRICAN AMERICAN PERSONS**

| County       | Total<br>Number of<br>Census<br>Blocks | Total Census Blocks Adjacent to or Traversed<br>by a Freeway Segment |                             |       | Census Blocks With Above Regional Average Concentration of Black/African<br>American Persons and Adjacent to or Traversed by a Freeway Segment |  |                       |  |        |  |
|--------------|--|--|-----------------------------|-------|--|--|-----------------------|--|--------|--|
|              |  |  |                             |       | Freeway Segment<br>Proposed to be Widened  |  | Other Freeway Segment |  | Total  |  |
|              |  | Freeway<br>Segment<br>Proposed to<br>be Widened                      | Other<br>Freeway<br>Segment | Total | Number   | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number                | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks |
| Kenosha      | 3,123                                  | 85   | --                          | 85    | 1  | 1.2  | --                    | --   | 1      | 1.2  |
| Milwaukee    | 12,447                                 | 755  | 148                         | 903   | 80   | 10.6   | 43                    | 29.1   | 123    | 13.6   |
| Ozaukee      | 1,832                                  | 81   | 54                          | 135   | 4  | 4.9  | 1                     | 1.9  | 5      | 3.7  |
| Racine       | 3,516                                  | 78   | --                          | 78    | --   | --   | --                    | --   | --     | --   |
| Walworth     | 3,445                                  | --   | 226                         | 226   | --   | --   | 1                     | 0.4  | 1      | 0.4  |
| Washington   | 2,376                                  | 43   | 149                         | 192   | 1  | 2.3  | 3                     | 2.0  | 4      | 2.1  |
| Waukesha     | 6,663                                  | 212  | 184                         | 396   | 1  | 0.5  | --                    | --   | 1      | 0.3  |
| Region Total | 33,402                                 | 1,254  | 761                         | 2,015 | 87   | 6.9  | 48                    | 6.3  | 135    | 6.7  |

**AMERICAN INDIAN AND ALASKA NATIVE PERSONS**

| County       | Total<br>Number of<br>Census<br>Blocks | Total Census Blocks Adjacent to or Traversed<br>by a Freeway Segment |                             |       | Census Blocks With Above Regional Average Concentration of American Indian<br>and Alaska Native Persons and Adjacent to or Traversed by a Freeway Segment |  |                       |  |        |  |
|--------------|--|--|-----------------------------|-------|---|--|-----------------------|--|--------|--|
|              |  |  |                             |       | Freeway Segment<br>Proposed to be Widened   |  | Other Freeway Segment |  | Total  |  |
|              |  | Freeway<br>Segment<br>Proposed to<br>be Widened                      | Other<br>Freeway<br>Segment | Total | Number  | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number                | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks |
| Kenosha      | 3,123                                  | 85   | --                          | 85    | 4   | 4.7  | --                    | --   | 4      | 4.7  |
| Milwaukee    | 12,447                                 | 755  | 148                         | 903   | 114   | 15.1   | 22                    | 14.9   | 136    | 15.1   |
| Ozaukee      | 1,832                                  | 81   | 54                          | 135   | 5   | 6.2  | 1                     | 1.9  | 6      | 4.4  |
| Racine       | 3,516                                  | 78   | --                          | 78    | 7   | 9.0  | --                    | --   | 7      | 9.0  |
| Walworth     | 3,445                                  | --   | 226                         | 226   | --  | --   | 9                     | 4.0  | 9      | 4.0  |
| Washington   | 2,376                                  | 43   | 149                         | 192   | --  | --   | 11                    | 7.4  | 11     | 5.7  |
| Waukesha     | 6,663                                  | 212  | 184                         | 396   | 12  | 5.7  | 7                     | 3.8  | 19     | 4.8  |
| Region Total | 33,402                                 | 1,254  | 761                         | 2,015 | 142   | 11.3   | 50                    | 6.6  | 192    | 9.5  |

**ASIAN AND PACIFIC ISLANDER PERSONS**

| County       | Total<br>Number of<br>Census<br>Blocks | Total Census Blocks Adjacent to or Traversed<br>by a Freeway Segment |                             |       | Census Blocks With Above Regional Average Concentration of Asian and<br>Pacific Islander Persons and Adjacent to or Traversed by a Freeway Segment |  |                       |  |        |  |
|--------------|--|--|-----------------------------|-------|--|--|-----------------------|--|--------|--|
|              |  |  |                             |       | Freeway Segment<br>Proposed to be Widened  |  | Other Freeway Segment |  | Total  |  |
|              |  | Freeway<br>Segment<br>Proposed to<br>be Widened                      | Other<br>Freeway<br>Segment | Total | Number   | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number                | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks |
| Kenosha      | 3,123                                  | 85   | --                          | 85    | 2  | 2.4  | --                    | --   | 2      | 2.4  |
| Milwaukee    | 12,447                                 | 755  | 148                         | 903   | 113  | 15.0   | 17                    | 11.5   | 130    | 14.4   |
| Ozaukee      | 1,832                                  | 81   | 54                          | 135   | 4  | 4.9  | 1                     | 1.9  | 5      | 3.7  |
| Racine       | 3,516                                  | 78   | --                          | 78    | 1  | 1.3  | --                    | --   | 1      | 1.3  |
| Walworth     | 3,445                                  | --   | 226                         | 226   | --   | --   | 3                     | 1.3  | 3      | 1.3  |
| Washington   | 2,376                                  | 43   | 149                         | 192   | 2  | 4.7  | 5                     | 3.4  | 7      | 3.6  |
| Waukesha     | 6,663                                  | 212  | 184                         | 396   | 25   | 11.8   | 11                    | 6.0  | 36     | 9.1  |
| Region Total | 33,402                                 | 1,254  | 761                         | 2,015 | 147  | 11.7   | 37                    | 4.9  | 184    | 9.1  |

**OTHER MINORITY PERSONS**

| County       | Total<br>Number of<br>Census<br>Blocks | Total Census Blocks Adjacent to or Traversed<br>by a Freeway Segment |                             |       | Census Blocks With Above Regional Average Concentration of Other<br>Minority Persons and Adjacent to or Traversed by a Freeway Segment |  |                       |  |        |  |
|--------------|--|--|-----------------------------|-------|--|--|-----------------------|--|--------|--|
|              |  |  |                             |       | Freeway Segment<br>Proposed to be Widened  |  | Other Freeway Segment |  | Total  |  |
|              |  | Freeway<br>Segment<br>Proposed to<br>be Widened                      | Other<br>Freeway<br>Segment | Total | Number   | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number                | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks | Number | Percent of All<br>Adjacent and<br>Traversed<br>Census Blocks |
| Kenosha      | 3,123                                  | 85   | --                          | 85    | 1  | 1.2  | --                    | --   | 1      | 1.2  |
| Milwaukee    | 12,447                                 | 755  | 148                         | 903   | 89   | 11.8   | 12                    | 8.1  | 101    | 11.2   |
| Ozaukee      | 1,832                                  | 81   | 54                          | 135   | 1  | 1.2  | 4                     | 7.4  | 5      | 3.7  |
| Racine       | 3,516                                  | 78   | --                          | 78    | 2  | 2.6  | --                    | --   | 2      | 2.6  |
| Walworth     | 3,445                                  | --   | 226                         | 226   | --   | --   | 10                    | 4.4  | 10     | 4.4  |
| Washington   | 2,376                                  | 43   | 149                         | 192   | --   | --   | 3                     | 2.0  | 3      | 1.6  |
| Waukesha     | 6,663                                  | 212  | 184                         | 396   | 5  | 2.4  | --                    | --   | 5      | 1.3  |
| Region Total | 33,402                                 | 1,254  | 761                         | 2,015 | 98   | 7.8  | 29                    | 3.8  | 127    | 6.3  |

Table H-9 (continued)

## HISPANIC PERSONS

| County       | Total Number of Census Blocks | Total Census Blocks Adjacent to or Traversed by a Freeway Segment |                       |       | Census Blocks With Above Regional Average Concentration of Hispanic Persons and Adjacent to or Traversed by a Freeway Segment |   |                       |   |        |   |
|--------------|-------------------------------|---|-----------------------|-------|---|---|-----------------------|---|--------|---|
|              |                               |   |                       |       | Freeway Segment Proposed to be Widened  |   | Other Freeway Segment |   | Total  |   |
|              |                               | Freeway Segment Proposed to be Widened                            | Other Freeway Segment | Total | Number  | Percent of All Adjacent and Traversed Census Blocks | Number                | Percent of All Adjacent and Traversed Census Blocks | Number | Percent of All Adjacent and Traversed Census Blocks |
| Kenosha      | 3,123                         | 85  | --                    | 85    | 5   | 5.9   | --                    | --  | 5      | 5.9   |
| Milwaukee    | 12,447                        | 755   | 148                   | 903   | 105   | 13.9  | 12                    | 8.1   | 117    | 13.0  |
| Ozaukee      | 1,832                         | 81  | 54                    | 135   | 2   | 2.5   | 3                     | 5.6   | 5      | 3.7   |
| Racine       | 3,516                         | 78  | --                    | 78    | 3   | 3.8   | --                    | --  | 3      | 3.8   |
| Walworth     | 3,445                         | --  | 226                   | 226   | --  | --  | 11                    | 4.9   | 11     | 4.9   |
| Washington   | 2,376                         | 43  | 149                   | 192   | --  | --  | 2                     | 1.3   | 2      | 1.0   |
| Waukesha     | 6,663                         | 212   | 184                   | 396   | 7   | 3.3   | 2                     | 1.1   | 9      | 2.3   |
| Region Total | 33,402                        | 1,254   | 761                   | 2,015 | 122   | 9.7   | 30                    | 3.9   | 152    | 7.5   |

## TOTAL MINORITY PERSONS

| County       | Total Number of Census Blocks | Total Census Blocks Adjacent to or Traversed by a Freeway Segment |                       |       | Census Blocks With Above Regional Average Concentration of Total Minority Persons <sup>a</sup> and Adjacent to or Traversed by a Freeway Segment |   |                       |   |        |   |
|--------------|-------------------------------|---|-----------------------|-------|--|---|-----------------------|---|--------|---|
|              |                               |   |                       |       | Freeway Segment Proposed to be Widened   |   | Other Freeway Segment |   | Total  |   |
|              |                               | Freeway Segment Proposed to be Widened                            | Other Freeway Segment | Total | Number   | Percent of All Adjacent and Traversed Census Blocks | Number                | Percent of All Adjacent and Traversed Census Blocks | Number | Percent of All Adjacent and Traversed Census Blocks |
| Kenosha      | 3,123                         | 85  | --                    | 85    | 2  | 2.4   | --                    | --  | 2      | 2.4   |
| Milwaukee    | 12,447                        | 755   | 148                   | 903   | 131  | 17.4  | 42                    | 28.4  | 173    | 19.2  |
| Ozaukee      | 1,832                         | 81  | 54                    | 135   | 4  | 4.9   | 1                     | 1.9   | 5      | 3.7   |
| Racine       | 3,516                         | 78  | --                    | 78    | --   | --  | --                    | --  | --     | --  |
| Walworth     | 3,445                         | --  | 226                   | 226   | --   | --  | 2                     | 0.9   | 2      | 0.9   |
| Washington   | 2,376                         | 43  | 149                   | 192   | 1  | 2.3   | 3                     | 2.0   | 4      | 2.1   |
| Waukesha     | 6,663                         | 212   | 184                   | 396   | 4  | 1.9   | 2                     | 1.1   | 6      | 1.5   |
| Region Total | 33,402                        | 1,254   | 761                   | 2,015 | 142  | 11.3  | 50                    | 6.6   | 192    | 9.5   |

<sup>a</sup> The total minority population represents all persons identified as a member of a racial minority group—Black/African American persons, American Indian and Alaska Native persons, Asian and Pacific Islander persons, and other minority persons—and Hispanic persons not identified as members of a racial minority group.

Source: U.S. Bureau of the Census and SEWRPC.

The percentage of residences and businesses within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 2.2 percent of the total population) of Asian and Pacific Islander persons is 37.1 percent and 21.7 percent, respectively. The percentage of blocks within the Region with above regional average concentrations of Asian and Pacific Islander persons is 14.6 percent. The percentages—37.1 percent—of residences and 21.7 percent of businesses to be acquired under the recommended plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons exceeds the percentage—14.6 percent—of census blocks within the Region with above regional average concentrations of Asian and Pacific Islander persons. With respect to the estimated 69 residences to be acquired under the recommended plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons, 36, or 52 percent, would be located within census blocks with between 2.2 to 5.9 percent Asian and Pacific Islander population, 21, or 31 percent, would be located within census blocks with between 6.0 and 9.0 percent Asian and Pacific Islander population, and 12, or 17 percent, would be located within census blocks with between 10.0 and 14.0 percent Asian and Pacific Islander population. Also, of the 69 residences and five businesses estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 2.2 percent of total population) of Asian and Pacific Islander persons, 54, or 78 percent, of the residences and four, or 80 percent of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the recommended plan.

Table H-10

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS  
OF BLACK/AFRICAN AMERICAN PERSONS<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 14   | --  | --                         | --                                  | --  | --                         | 14   | --  | --                         |
| Milwaukee .....  | 116  | 21  | 18.1                       | 31                                  | 5   | 16.1                       | 147  | 26  | 17.7                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 10   | --  | --                         | --                                  | --  | --                         | 10   | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | 1                                   | 1   | 100.0                      | 2  | 1   | 50.0                       |
| Waukesha .....   | 10   | --  | --                         | 3                                   | --  | --                         | 13   | --  | --                         |
| Region           | 151  | 21  | 13.9                       | 35                                  | 6   | 17.1                       | 186  | 27  | 14.5                       |

| County           | Estimated Commercial/Industrial Relocations                      |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Black/African American Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 5  | --  | --                         | --                                  | --  | --                         | 5  | --  | --                         |
| Milwaukee .....  | 7  | --  | --                         | 5                                   | --  | --                         | 12   | --  | --                         |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 4  | --  | --                         | --                                  | --  | --                         | 4  | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Waukesha .....   | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Region           | 18   | --  | --                         | 5                                   | --  | --                         | 23   | --  | --                         |

<sup>a</sup>In 2000, 14.3 percent of the Region's total population was Black/African American persons. (Black/African American persons represented the following portions of each county's total population: Kenosha County, 5.7 percent; Milwaukee County 25.5 percent; Ozaukee County 1.1 percent; Racine County, 11.2 percent; Walworth County, 1.1 percent; Washington County 0.5 percent; and Waukesha County, 1.0 percent.)

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

The percentage of residences and businesses within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 3.6 percent of the total population) of Other Minority persons is 13.8 percent and 8.7 percent, respectively. The percentage of blocks within the Region with above regional average concentrations of Other Minority persons is 12.9 percent. Thus, the percentage of residences—13.8 percent—and businesses—8.7 percent—to be acquired under the recommended plan within census blocks with above regional average concentrations of Other Minority persons is

Table H-11

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL  
AVERAGE CONCENTRATIONS OF AMERICAN INDIAN AND ALASKAN NATIVE PERSONS<sup>a</sup>  
WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |  |                            |                                     |  |                            |  |  |                            |
|------------------|--|--|----------------------------|-------------------------------------|--|----------------------------|--|--|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |  |                            | Relocations Due to Additional Lanes |  |                            | Total Relocations Under the Recommended Plan |  |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            |
|                  |  | Number   | Percent of All Relocations |                                     | Number   | Percent of All Relocations |  | Number   | Percent of All Relocations |
| Kenosha .....    | 14   | 4  | 28.6                       | --                                  | --   | --                         | 14   | 4  | --                         |
| Milwaukee .....  | 116  | 49   | 42.2                       | 31                                  | 7  | 22.6                       | 147  | 56   | 38.1                       |
| Ozaukee .....    | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Racine .....     | 10   | 3  | 30.0                       | --                                  | --   | --                         | 10   | 3  | --                         |
| Walworth .....   | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Washington ..... | 1  | --   | --                         | 1                                   | --   | --                         | 2  | --   | --                         |
| Waukesha .....   | 10   | --   | --                         | 3                                   | --   | --                         | 13   | --   | --                         |
| Region           | 151  | 56   | 37.1                       | 35                                  | 7  | 20.0                       | 186  | 63   | 33.9                       |

| County           | Estimated Commercial/Industrial Residential Relocations          |  |                            |                                     |  |                            |  |  |                            |
|------------------|--|--|----------------------------|-------------------------------------|--|----------------------------|--|--|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |  |                            | Relocations Due to Additional Lanes |  |                            | Total Relocations Under the Recommended Plan |  |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentration of American Indian and Alaskan Native Populations |                            |
|                  |  | Number   | Percent of All Relocations |                                     | Number   | Percent of All Relocations |  | Number   | Percent of All Relocations |
| Kenosha .....    | 5  | 2  | 40.0                       | --                                  | --   | --                         | 5  | 2  | 40.0                       |
| Milwaukee .....  | 7  | 2  | 28.6                       | 5                                   | --   | --                         | 12   | 2  | 16.7                       |
| Ozaukee .....    | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Racine .....     | 4  | 1  | 25.0                       | --                                  | --   | --                         | 4  | 1  | 25.0                       |
| Walworth .....   | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Washington ..... | 1  | --   | --                         | --                                  | --   | --                         | 1  | --   | --                         |
| Waukesha .....   | 1  | --   | --                         | --                                  | --   | --                         | 1  | --   | --                         |
| Region           | 18   | 5  | 27.8                       | 5                                   | --   | --                         | 23   | 5  | 21.7                       |

<sup>a</sup>In 2000, American Indian and Alaskan Native Persons represented 0.9 percent of the Region's total population. American Indian and Alaskan Native Persons represented the following portions of each county's total population: Kenosha County, 0.9 percent; Milwaukee County 1.3 percent; Ozaukee County 0.4 percent; Racine County, 0.8 percent; Walworth County, 0.5 percent; Washington County 0.5 percent; and Waukesha County, 0.5 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

about the same as the percentage of census blocks within the Region with above regional average concentrations of Other Minority persons—12.9 percent. Of the 26 residences and two businesses estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 3.6 percent of total population) of Other Minority persons, 17, or 65 percent, of the residences and both of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the recommended plan.

Table H-12

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS OF ASIAN AND PACIFIC ISLANDER PERSONS<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 14   | --  | --                         | --                                  | --  | --                         | 14   | --  | --                         |
| Milwaukee .....  | 116  | 42  | 36.2                       | 31                                  | 12  | 38.7                       | 147  | 54  | 36.7                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 10   | 3   | 30.0                       | --                                  | --  | --                         | 10   | 3   | 30.0                       |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | 1                                   | --  | --                         | 2  | --  | --                         |
| Waukesha .....   | 10   | 9   | 90.0                       | 3                                   | 3   | 100.0                      | 13   | 12  | 92.3                       |
| Region           | 151  | 54  | 35.8                       | 35                                  | 15  | 42.8                       | 186  | 69  | 37.1                       |

| County           | Estimated Commercial/Industrial Relocations                      |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Asian and Pacific Islander Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 5  | --  | --                         | --                                  | --  | --                         | 5  | --  | --                         |
| Milwaukee .....  | 7  | 3   | 42.8                       | 5                                   | 1   | 20.0                       | 12   | 4   | 33.3                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 4  | --  | --                         | --                                  | --  | --                         | 4  | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Waukesha .....   | 1  | 1   | 100.0                      | --                                  | --  | --                         | 1  | 1   | --                         |
| Region           | 18   | 4   | 22.2                       | 5                                   | 1   | 20.0                       | 23   | 5   | 21.7                       |

<sup>a</sup>In 2000, Asian and Pacific Islander persons represented 2.2 percent of the Region's total population. Asian and Pacific Islander persons represented the following portions of each county's total population: Kenosha County, 1.3 percent; Milwaukee County 3.1 percent; Ozaukee County 1.3 percent; Racine County, 1.0 percent; Walworth County, 1.0 percent; Washington County 0.8 percent; and Waukesha County, 1.8 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

The percentage of residences and businesses within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 6.5 percent of total population) of Hispanic persons is 11.6 percent and 30.4 percent, respectively. The percentage of census blocks within the Region with above regional average concentrations of Hispanic persons is 15.5 percent. Thus, the percentage—11.6 percent—of residences to be acquired under the recommended plan within census blocks with above regional average concentrations of Hispanic persons is about the same as the percentage—15.5

Table H-13

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS  
OF OTHER MINORITY PERSONS<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 14   | --  | --                         | --                                  | --  | --                         | 14   | --  | --                         |
| Milwaukee .....  | 116  | 16  | 13.8                       | 31                                  | 9   | 29.0                       | 147  | 25  | 17.0                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 10   | --  | --                         | --                                  | --  | --                         | 10   | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | 1                                   | --  | --                         | 2  | --  | --                         |
| Waukesha .....   | 10   | 1   | 10.0                       | 3                                   | --  | --                         | 13   | 1   | 7.7                        |
| Region           | 151  | 17  | 11.2                       | 35                                  | 9   | 25.7                       | 189  | 26  | 13.8                       |

| County           | Estimated Commercial/Industrial Relocations                      |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Other Minority Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 5  | 1   | 20.0                       | --                                  | --  | --                         | 5  | 1   | 20.0                       |
| Milwaukee .....  | 7  | --  | --                         | 5                                   | --  | --                         | 12   | --  | --                         |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 4  | --  | --                         | --                                  | --  | --                         | 4  | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Waukesha .....   | 1  | 1   | 100.0                      | --                                  | --  | --                         | 1  | 1   | 100.0                      |
| Region           | 18   | 2   | 11.1                       | 5                                   | --  | --                         | 23   | 2   | 8.7                        |

<sup>a</sup>In 2000, Other Minority persons represented 3.6 percent of the Region's total population. Other Minority persons represented the following portions of each county's total population: Kenosha County, 4.0 percent; Milwaukee County 5.1 percent; Ozaukee County 0.5 percent; Racine County, 4.3 percent; Walworth County, 3.1 percent; Washington County 0.6 percent; and Waukesha County, 1.1 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

percent—of census blocks within the Region with above regional average concentrations of Hispanic persons, while the percentage—30.4 percent—of businesses to be acquired under the recommended plan within census blocks with above regional average concentration of Hispanic persons exceeds the percentage—15.5 percent—of census blocks within the Region with above regional average concentrations of Hispanic persons. With respect to the estimated seven businesses to be acquired under the recommended plan within census blocks with above regional average concentrations of Hispanic persons (more than 6.5 percent of total population), six, or 86 percent, would be located within census blocks with between 6.5 to 8.5 percent Hispanic population, and one, or

Table H-14

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE  
CONCENTRATIONS OF HISPANIC PERSONS<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 14   | 2   | 14.3                       | --                                  | --  | --                         | 14   | 2   | 14.3                       |
| Milwaukee .....  | 116  | 9   | 7.8                        | 31                                  | 9   | 29.0                       | 147  | 18  | 12.2                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 10   | 2   | 20.0                       | --                                  | --  | --                         | 10   | 2   | 20.0                       |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | 1                                   | --  | --                         | 2  | --  | --                         |
| Waukesha .....   | 10   | --  | --                         | 3                                   | --  | --                         | 13   | --  | --                         |
| Region           | 151  | 13  | 8.6                        | 35                                  | 9   | 25.7                       | 189  | 22  | 11.6                       |

| County           | Estimated Commercial/Industrial Relocations                      |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Hispanic Persons |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 5  | 3   | 60.0                       | --                                  | --  | --                         | 5  | 3   | 60.0                       |
| Milwaukee .....  | 7  | 2   | 28.6                       | 5                                   | --  | --                         | 12   | 2   | 16.7                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 4  | 2   | 50.0                       | --                                  | --  | --                         | 4  | 2   | 50.0                       |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Waukesha .....   | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Region           | 18   | 7   | 38.9                       | 5                                   | --  | --                         | 23   | 7   | 30.4                       |

<sup>a</sup>In 2000, Hispanic persons represented 6.5 percent of the Region's total persons. Hispanic persons represented the following portions of each county's total population: Kenosha County, 7.2 percent; Milwaukee County 8.8 percent; Ozaukee County 1.3 percent; Racine County, 8.2 percent; Walworth County, 6.5 percent; Washington County 1.3 percent; and Waukesha County, 2.6 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

14 percent would be located within census blocks with between 8.5 and 14.0 percent Hispanic population. Also, of the 22 residences and seven businesses estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 6.5 percent of total population) of Hispanic persons, 13, or 59, percent of the residences and all seven, or 100 percent, of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the recommended plan.

Table H-15

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS  
OF TOTAL MINORITY POPULATIONS<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 14   | --  | --                         | --                                  | --  | --                         | 14   | --  | --                         |
| Milwaukee .....  | 116  | 31  | 26.7                       | 31                                  | 8   | 25.8                       | 147  | 39  | 26.5                       |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 10   | --  | --                         | --                                  | --  | --                         | 10   | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | 1                                   | --  | --                         | 2  | --  | --                         |
| Waukesha .....   | 10   | --  | --                         | 3                                   | --  | --                         | 13   | --  | --                         |
| Region           | 151  | 31  | 20.5                       | 35                                  | 8   | 22.8                       | 189  | 39  | 20.6                       |

| County           | Estimated Commercial/Industrial Relocations                      |   |                            |                                     |   |                            |  |   |                            |
|------------------|--|---|----------------------------|-------------------------------------|---|----------------------------|--|---|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |   |                            | Relocations Due to Additional Lanes |   |                            | Total Relocations Under the Recommended Plan |   |                            |
|                  | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            | Total                               | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            | Total  | Relocations in Census Blocks with Above Regional Average Concentrations of Total Minority Populations |                            |
|                  |  | Number  | Percent of All Relocations |                                     | Number  | Percent of All Relocations |  | Number  | Percent of All Relocations |
| Kenosha .....    | 5  | --  | --                         | --                                  | --  | --                         | 5  | --  | --                         |
| Milwaukee .....  | 7  | --  | --                         | 5                                   | --  | --                         | 12   | --  | --                         |
| Ozaukee .....    | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Racine .....     | 4  | --  | --                         | --                                  | --  | --                         | 4  | --  | --                         |
| Walworth .....   | --   | --  | --                         | --                                  | --  | --                         | --   | --  | --                         |
| Washington ..... | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Waukesha .....   | 1  | --  | --                         | --                                  | --  | --                         | 1  | --  | --                         |
| Region           | 18   | --  | --                         | 5                                   | --  | --                         | 23   | --  | --                         |

<sup>a</sup>Persons defined as being a member of a minority group were Black/African American persons; American Indian and Alaskan Native persons; Asian and Pacific Islander persons, Other Minority persons; and/or Hispanic persons. In 2000, 23.5 percent of the Region's total population was of a minority population. The total minority populations represented the following portions of each county's total population: Kenosha County, 14.9 percent; Milwaukee County 37.9 percent; Ozaukee County 4.2 percent; Racine County, 20.4 percent; Walworth County, 8.9 percent; Washington County 3.1 percent; and Waukesha County, 5.8 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

The percentage of residences within the Region which will need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 23.5 percent of the total population) of minority persons (Black/African American, Asian and Pacific Islander, American Indian and Alaska Native, Other Minority, and Hispanic) is 20.6 percent (see Table H-15). The percentage of blocks within the Region with above regional average concentrations of the total combined minority population is 17.3 percent. The

Table H-16

**ESTIMATED RIGHT-OF-WAY REQUIREMENTS UNDER THE RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION SYSTEM PLAN LOCATED IN AREAS WITH ABOVE REGIONAL AVERAGE  
CONCENTRATIONS OF FAMILIES IN POVERTY<sup>a</sup> WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

| County           | Estimated Residential Relocations <sup>b</sup>                   |  |                            |                                     |  |                            |  |  |                            |
|------------------|--|--|----------------------------|-------------------------------------|--|----------------------------|--|--|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |  |                            | Relocations Due to Additional Lanes |  |                            | Total Relocations Under the Recommended Plan |  |                            |
|                  | Total  | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            | Total                               | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            | Total  | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            |
|                  |  | Number   | Percent of All Relocations |                                     | Number   | Percent of All Relocations |  | Number   | Percent of All Relocations |
| Kenosha .....    | 14   | --   | --                         | --                                  | --   | --                         | 14   | --   | --                         |
| Milwaukee .....  | 116  | 38   | 32.7                       | 31                                  | 3  | 9.7                        | 147  | 41   | 27.9                       |
| Ozaukee .....    | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Racine .....     | 10   | --   | --                         | --                                  | --   | --                         | 10   | --   | --                         |
| Walworth .....   | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Washington ..... | 1  | 1  | 100.0                      | 1                                   | --   | --                         | 2  | 1  | 50.0                       |
| Waukesha .....   | 10   | --   | --                         | 3                                   | --   | --                         | 13   | --   | --                         |
| Region           | 151  | 39   | 25.8                       | 35                                  | 3  | 8.6                        | 189  | 42   | 22.2                       |

| County           | Estimated Commercial/Industrial Relocations                      |  |                            |                                     |  |                            |  |  |                            |
|------------------|--|--|----------------------------|-------------------------------------|--|----------------------------|--|--|----------------------------|
|                  | Relocations Due to Design and Design-Related Safety Improvements |  |                            | Relocations Due to Additional Lanes |  |                            | Total Relocations Under the Recommended Plan |  |                            |
|                  | Total  | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            | Total                               | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            | Total  | Relocations in Census Block Groups with Above Regional Average Concentrations of Families in Poverty |                            |
|                  |  | Number   | Percent of All Relocations |                                     | Number   | Percent of All Relocations |  | Number   | Percent of All Relocations |
| Kenosha .....    | 5  | --   | --                         | --                                  | --   | --                         | 5  | --   | --                         |
| Milwaukee .....  | 7  | 3  | 42.8                       | 5                                   | 5  | 100.0                      | 12   | 8  | 66.7                       |
| Ozaukee .....    | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Racine .....     | 4  | --   | --                         | --                                  | --   | --                         | 4  | --   | --                         |
| Walworth .....   | --   | --   | --                         | --                                  | --   | --                         | --   | --   | --                         |
| Washington ..... | 1  | 1  | 100.0                      | --                                  | --   | --                         | 1  | 1  | 100.0                      |
| Waukesha .....   | 1  | --   | --                         | --                                  | --   | --                         | 1  | --   | --                         |
| Region           | 18   | 4  | 22.2                       | 5                                   | 5  | 100.0                      | 23   | 9  | 39.1                       |

<sup>a</sup>Families with incomes below the federally-defined poverty level were defined as families in poverty and of low income. In 2000, 7.2 percent of the Region's total families were families with income below the federally-defined poverty level. Families in poverty represented the following portions of each county's total families: Kenosha County, 5.4 percent; Milwaukee County 11.7 percent; Ozaukee County 1.7 percent; Racine County, 5.8 percent; Walworth County 4.6 percent; Washington County 2.6 percent; and Waukesha County, 1.7 percent.

<sup>b</sup>A residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

percentage—20.6 percent—of residences to be acquired under the recommended plan within census blocks with above regional average concentrations of minority persons is about the same percentage—17.3 percent—of census blocks within the Region with above regional average concentrations of minority persons. There are no businesses within the Region which will need to be acquired under the recommended plan within census blocks

with above regional average concentrations of minority persons. Also, of the 39 residences estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 23.5 percent of total population) of minority persons, 31, or 79 percent, of the residences would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the recommended plan.

The percentage of residences and business within the Region which will need to be acquired under the recommended plan within census block groups with above regional average concentrations (more than 7.2 percent of total families) of low-income families is 22.2 percent and 39.1 percent, respectively (see Table H-16). The percentage of census block groups within the Region with above regional average concentrations of low-income families is 33.8 percent. Thus, the percentage—22.2 percent—of residences to be acquired under the recommended plan within census block groups with above regional average concentrations of low-income families is less than the percentage—33.8 percent—of census block groups within the Region with above regional average concentrations of low-income families, while the percentage—39.1 percent—of businesses to be acquired under the recommended plan within census blocks with above regional average concentrations of low-income families exceeds the percentage—33.8 percent—of census block groups within the Region with above regional average concentrations of low-income families. Of the 42 residences and 9 businesses estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations (more than 7.2 percent of total families) of low-income families, 39, or 93 percent, of the residences and four, or 44 percent, of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the recommended plan.

### **Conclusions**

In conclusion, the analysis of potential adverse impacts of the reconstruction of the existing freeway system, including the proposed widenings under the year 2035 regional transportation plan, indicates the following:

- While some segments of the freeway system, including those proposed to be widened, are located adjacent to concentrations of minority and low income populations, the vast majority of the freeway system and the freeway segments proposed to be widened are not adjacent to such concentrations. Also, the vast majority of census blocks having an above average concentration of a minority population are not located adjacent or in proximity to the freeway system, or to freeway segments proposed to be widened under the recommended plan.
- The residences and businesses which are estimated to need to be acquired under the recommended plan—particularly those required for additional lanes—are not disproportionately located in areas with above county or regional averages of minority or low income populations.
- There is not a significant over-representation of minority and low income populations in areas located in proximity to freeways proposed to be widened within each county. With respect to the Region as a whole, there is a greater minority and low income population in areas adjacent to freeways proposed to be widened. However, as noted above, the residences and businesses which are estimated to be needed to be acquired to provide additional lanes on the freeway are not disproportionately located in areas with above county or regional averages of minority or low income populations. There is not an expected disproportionate impact on minority and low income populations with respect to transportation-related air pollution. Transportation-related air pollutant emissions, even with an anticipated 40 percent increase in traffic regionwide, may be expected to significantly decline due to cleaner, more efficient vehicles by about 80 percent regionwide for ozone-related emissions of volatile organic compounds and nitrogen oxides, 55 percent regionwide for fine particulates and carbon monoxide, and 70 percent regionwide for air toxic substances. The reductions in emissions generated on central Milwaukee County freeways adjacent to minority and low income populations may be expected to be even greater, as traffic increases on these freeways may be expected to be less than regionwide increases.

## **Potential Benefits**

The expected benefits in terms of arterial street and highway accessibility to employment is shown on Map H-24 for the existing system, a TSM plan alternative (which includes no arterial street and highway system capacity expansion, but does include expansion of public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management plan elements), and the recommended plan (includes the TSM plan alternative plus arterial street and highway capacity improvements). Comparing the existing arterial street and highway accessibility to that of the TSM plan alternative indicates that as traffic volume and congestion levels grow to the plan design year 2035 and without providing additional arterial street and highway system capacity, the accessibility to employment opportunities may be expected to decline significantly, including with respect to central Milwaukee County and other urbanized areas of the Region including minority and low-income population areas.

The arterial street and highway system accessibility to employment under the recommended year 2035 regional transportation system plan may be expected to be about the same as that under the existing system. Thus, the recommended plan may be expected to avoid the decline in accessibility to employment opportunities, particularly with respect to central Milwaukee County and the other urbanized areas of the Region including minority and low-income population areas.

Additionally, there is a safety component attendant to providing additional traffic carrying capacity, particularly with respect to freeways. Maps H-25 through H-27 and Table H-17 indicate the expected levels of traffic congestion on the freeway system under existing conditions as well as the TSM plan alternative and the recommended plan. Rear-end collision crash rates are five to 15 times higher on congested freeway segments as compared to uncongested freeway segments, with the highest rear-end crash rates on the most extremely congested freeway segments. Some of the reduction in congestion and attendant rear-end collision rates occur on freeway segments directly serving minority and low-income populations.

## **PUBLIC TRANSIT ELEMENT OF THE REGIONAL TRANSPORTATION PLAN**

The year 2035 regional transportation plan recommends significant improvement and expansion of public transit within Southeastern Wisconsin, specifically an expansion of about 100 percent from existing year 2005 transit service levels. In the year 2005, approximately 69,000 vehicle-miles of transit were operated on an average weekday, and the recommended transit plan recommends expansion of service to 138,000 vehicle-miles of transit service. The expansion of transit service would include the development of an express transit system within the Milwaukee area, the significant expansion of rapid transit bus service within Milwaukee County and connecting to the other counties of the Region and, as well, the expansion of local bus service with respect to service availability and service frequency.

- **Rapid Transit Service**

Bus rapid transit service would serve Milwaukee County and connect Milwaukee County with the other six counties of the Region. The planned bus rapid transit service would provide for travel in both directions at all times, that is, to and from Milwaukee County, as well as within Milwaukee County. Service would be provided not just during peak periods, but during the midday and evenings as well. Stops on bus rapid transit service would be spaced about every three to five miles to provide service not just to and from the Milwaukee central business district, but to other major job and activity centers within Milwaukee County and within the other Counties of the Region. Bus rapid transit would be increased by approximately 204 percent under the recommended plan, from 7,900 vehicle-miles of rapid transit service in 2005 to 24,000 vehicle-miles in the plan design year 2035.

- **Express Transit Service**

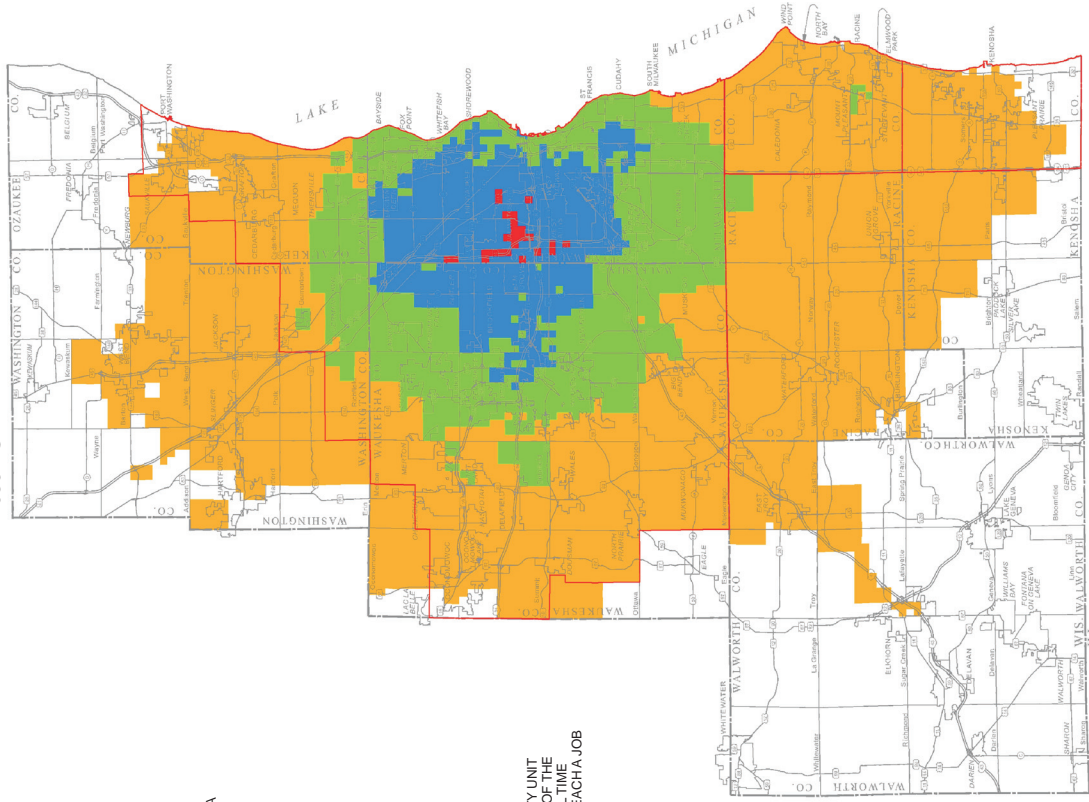
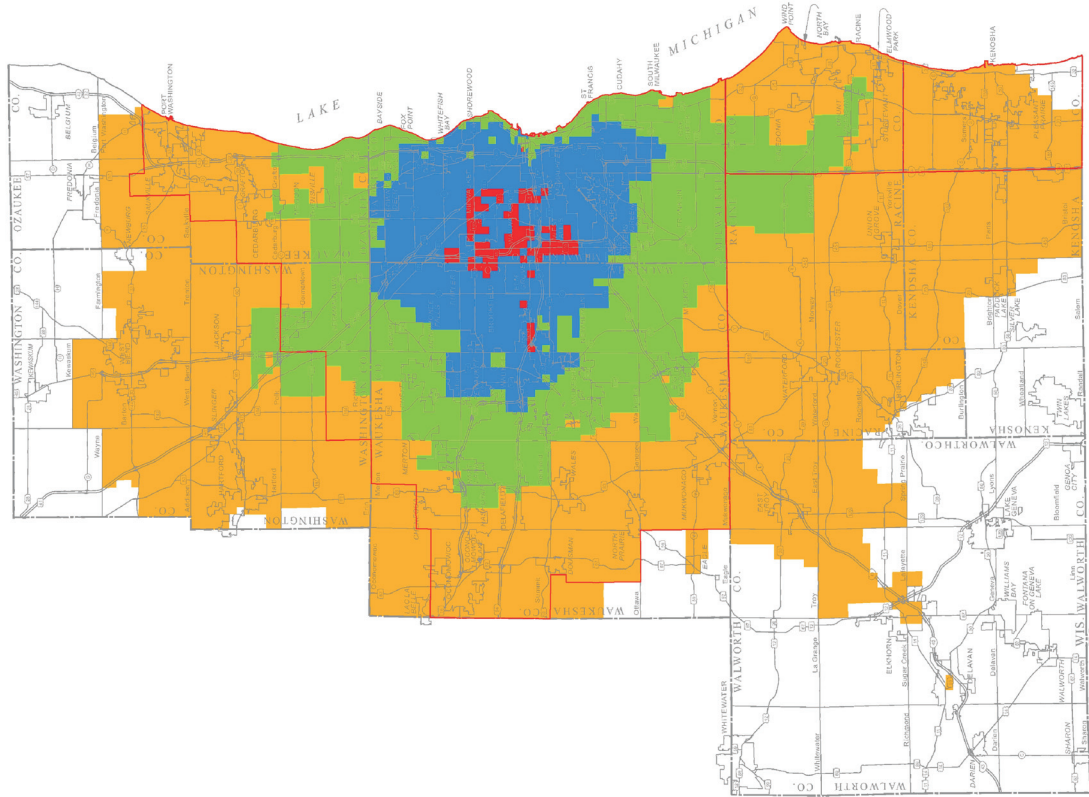
The plan recommends the development of a grid of eight express bus transit routes largely within Milwaukee County, connecting major employment centers and shopping areas, other major activity centers such as General Mitchell International Airport, tourist attractions, entertainment centers, and

Map H-24

# ACCESSIBILITY PROVIDED BY HIGHWAY TO JOBS IN THE REGION: EXISTING SYSTEM, TSM PLAN, AND TSM PLUS HIGHWAY PLAN

EXISTING

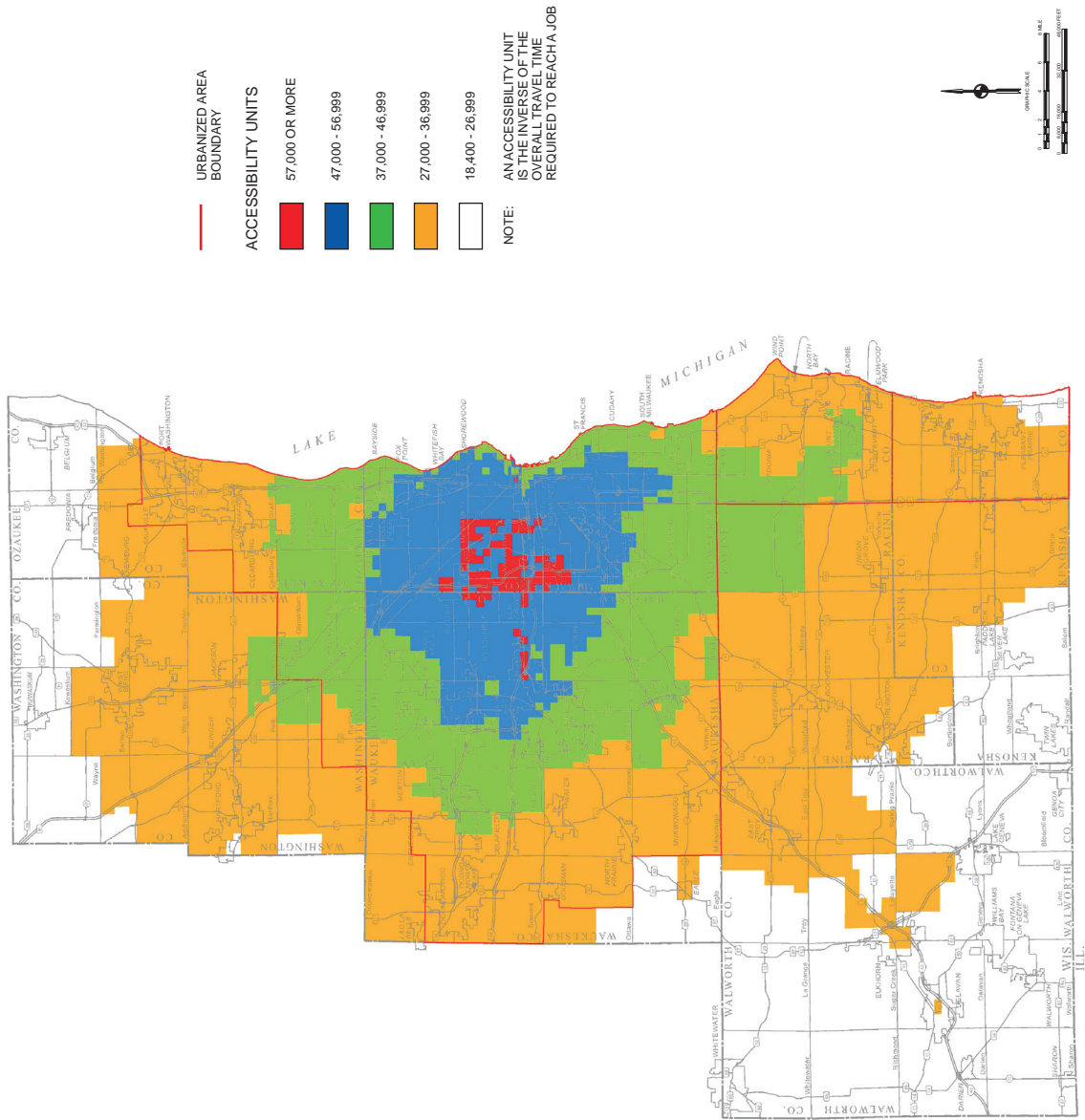
YEAR 2035 TSM PLAN ALTERNATIVE



Source: SEWRPC.

Map H-24 (continued)

RECOMMENDED YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.

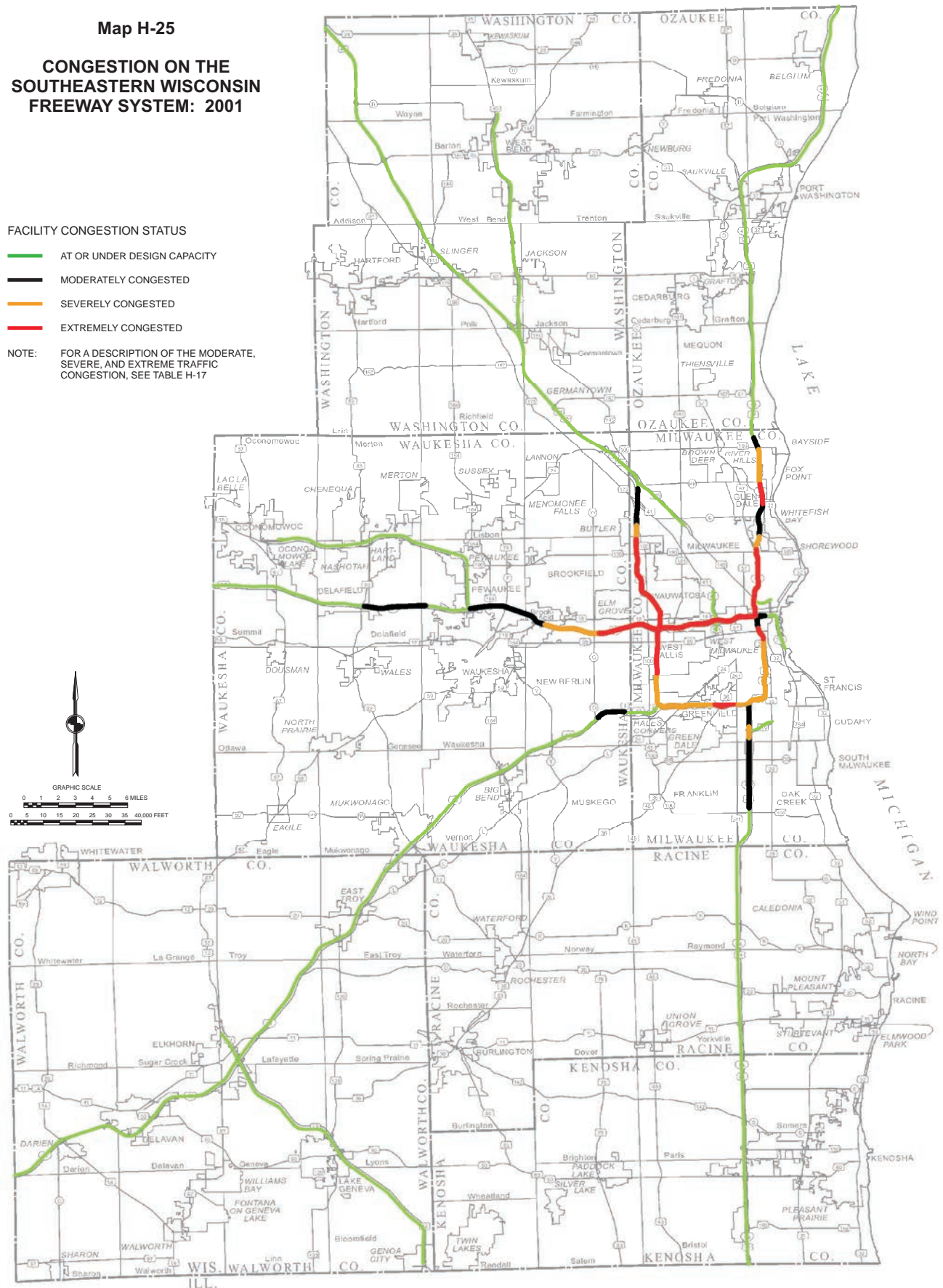
# Map H-25

## CONGESTION ON THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM: 2001

### FACILITY CONGESTION STATUS

- AT OR UNDER DESIGN CAPACITY
- MODERATELY CONGESTED
- SEVERELY CONGESTED
- EXTREMELY CONGESTED

NOTE: FOR A DESCRIPTION OF THE MODERATE, SEVERE, AND EXTREME TRAFFIC CONGESTION, SEE TABLE H-17



Source: SEWRPC.

Map H-26

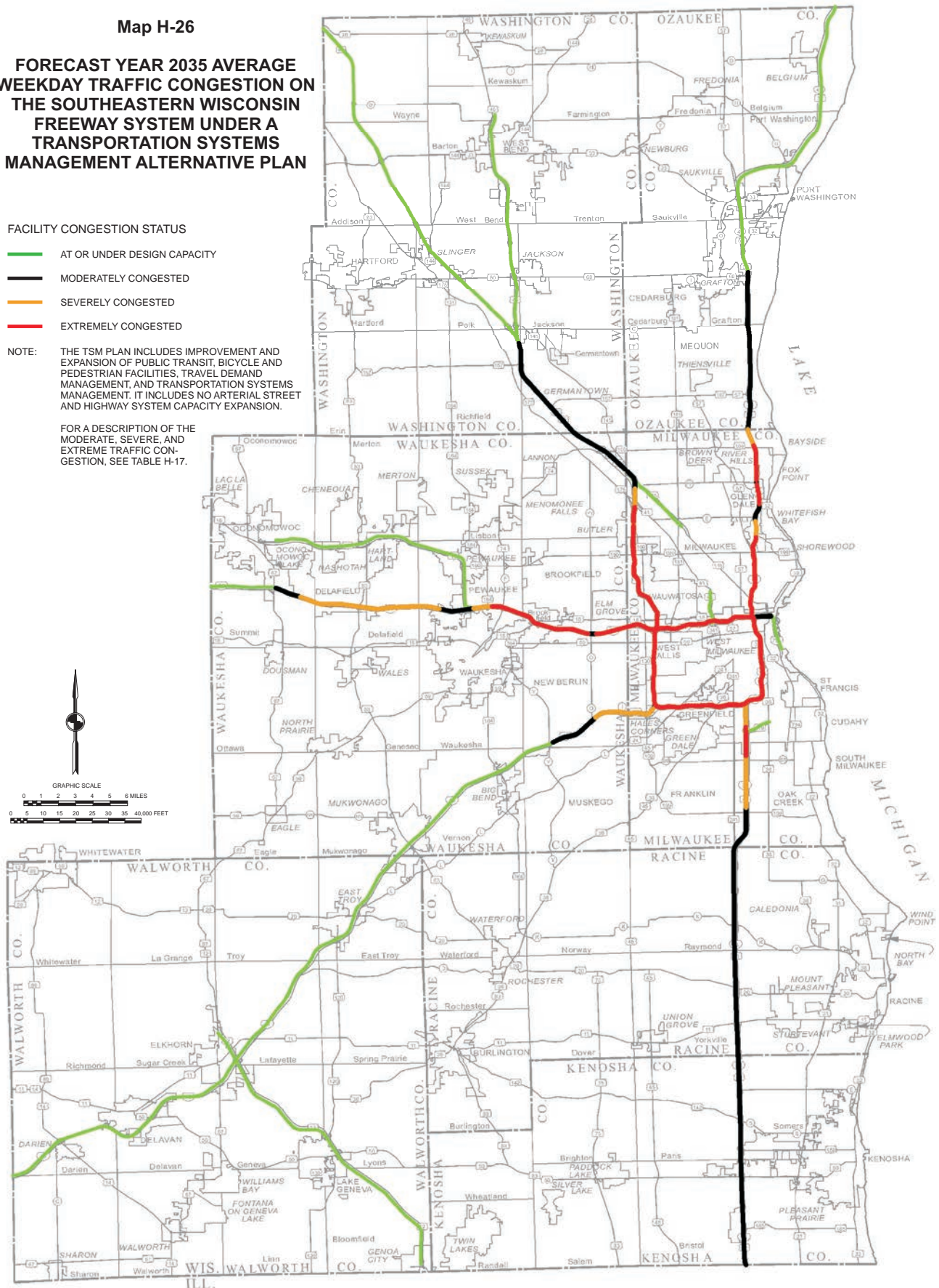
**FORECAST YEAR 2035 AVERAGE  
WEEKDAY TRAFFIC CONGESTION ON  
THE SOUTHEASTERN WISCONSIN  
FREEWAY SYSTEM UNDER A  
TRANSPORTATION SYSTEMS  
MANAGEMENT ALTERNATIVE PLAN**

**FACILITY CONGESTION STATUS**

- AT OR UNDER DESIGN CAPACITY
- MODERATELY CONGESTED
- SEVERELY CONGESTED
- EXTREMELY CONGESTED

**NOTE:** THE TSM PLAN INCLUDES IMPROVEMENT AND EXPANSION OF PUBLIC TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES, TRAVEL DEMAND MANAGEMENT, AND TRANSPORTATION SYSTEMS MANAGEMENT. IT INCLUDES NO ARTERIAL STREET AND HIGHWAY SYSTEM CAPACITY EXPANSION.

FOR A DESCRIPTION OF THE MODERATE, SEVERE, AND EXTREME TRAFFIC CONGESTION, SEE TABLE H-17.



Source: SEWRPC.

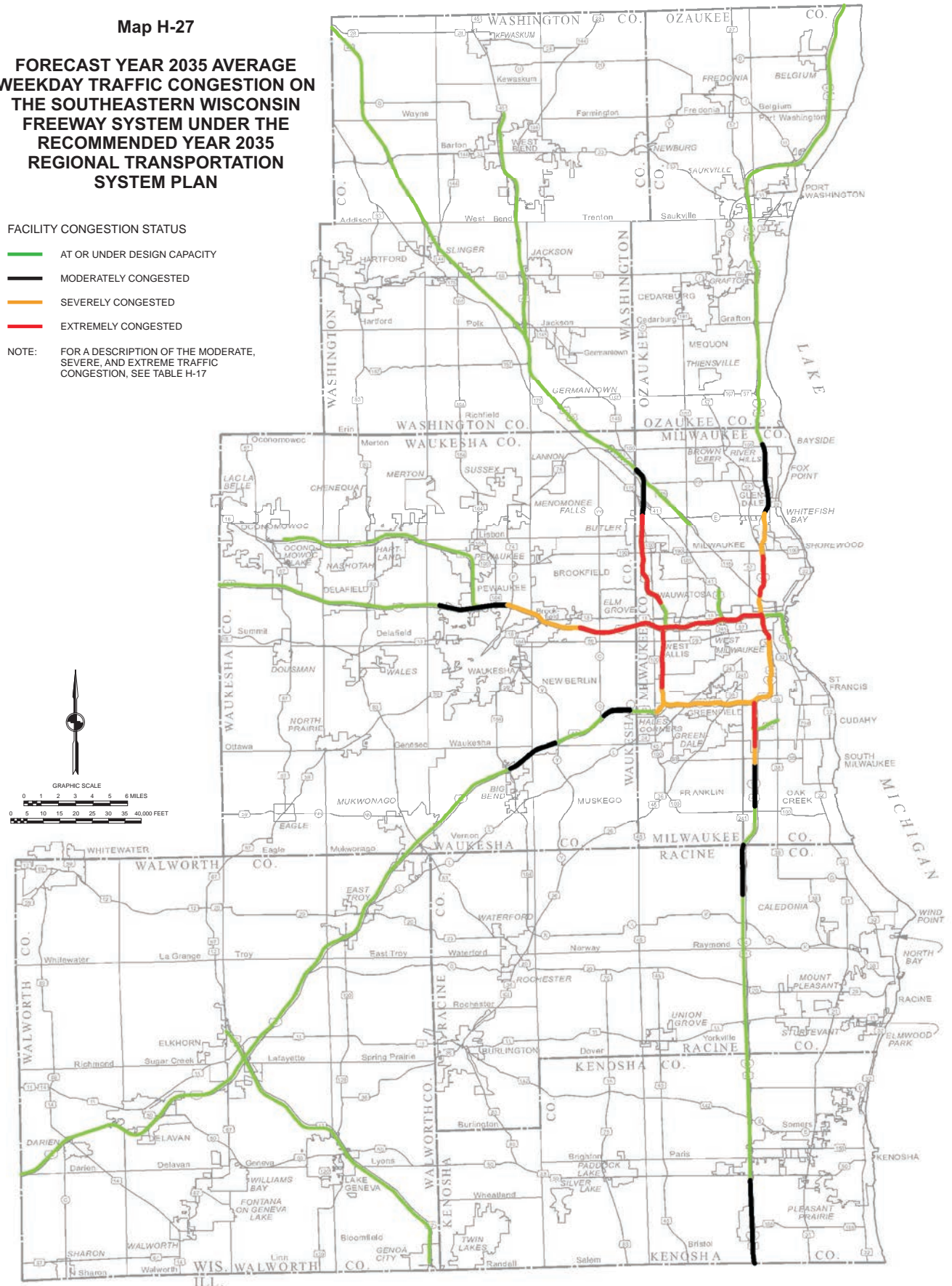
Map H-27

**FORECAST YEAR 2035 AVERAGE  
WEEKDAY TRAFFIC CONGESTION ON  
THE SOUTHEASTERN WISCONSIN  
FREEWAY SYSTEM UNDER THE  
RECOMMENDED YEAR 2035  
REGIONAL TRANSPORTATION  
SYSTEM PLAN**

**FACILITY CONGESTION STATUS**

- AT OR UNDER DESIGN CAPACITY
- MODERATELY CONGESTED
- SEVERELY CONGESTED
- EXTREMELY CONGESTED

NOTE: FOR A DESCRIPTION OF THE MODERATE, SEVERE, AND EXTREME TRAFFIC CONGESTION, SEE TABLE H-17



Source: SEWRPC.

Table H-17

**SOUTHEASTERN WISCONSIN FREEWAY SYSTEM TRAFFIC CONGESTION ON AN  
AVERAGE WEEKDAY: YEAR 2001, YEAR 2035 ALTERNATIVE TRANSPORTATION SYSTEM  
MANAGEMENT (TSM) PLAN, AND RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN<sup>a,b</sup>**

## ESTIMATED EXISTING YEAR 2001

| Highest Level of Hourly<br>Congestion Experienced | Miles of Congested Freeways |                                 | Average Hours of Congestion on an Average Weekday |        |          |       |
|---|-----------------------------|---------------------------------|---|--------|----------|-------|
|   | Number                      | Percent of<br>Freeway<br>System | Extreme   | Severe | Moderate | Total |
|   | 24.4                        | 9.0                             | 1.4   | 3.3    | 4.4      | 9.1   |
| Severe  | 19.8                        | 7.3                             | --  | 1.5    | 2.5      | 4.0   |
| Moderate  | 20.8                        | 7.8                             | --  | --     | 2.2      | 2.2   |
| Total   | 65.0                        | 24.1                            | --  | --     | --       | --    |

## FORECAST YEAR 2035 UNDER TSM PLAN

| Highest Level of Hourly<br>Congestion Experienced | Miles of Congested Freeways |                                 | Average Hours of Congestion on an Average Weekday |        |          |       |
|---|-----------------------------|---------------------------------|---|--------|----------|-------|
|   | Number                      | Percent of<br>Freeway<br>System | Extreme   | Severe | Moderate | Total |
| Extreme   | 47.0                        | 17.5                            | 1.5   | 3.6    | 4.7      | 9.8   |
| Severe  | 21.4                        | 8.0                             | --  | 1.4    | 2.6      | 4.0   |
| Moderate  | 56.4                        | 21.0                            | --  | --     | 1.7      | 1.7   |
| Total   | 124.8                       | 46.5                            | --  | --     | --       | --    |

## FORECAST YEAR 2035 UNDER RECOMMENDED PLAN

| Highest Level of Hourly<br>Congestion Experienced | Miles of Congested Freeways |                                 | Average Hours of Congestion on an Average Weekday |        |          |       |
|---|-----------------------------|---------------------------------|---|--------|----------|-------|
|   | Number                      | Percent of<br>Freeway<br>System | Extreme   | Severe | Moderate | Total |
| Extreme   | 19.8                        | 6.9                             | 1.1   | 2.5    | 3.5      | 7.1   |
| Severe  | 21.3                        | 7.4                             | --  | 1.5    | 2.5      | 4.0   |
| Moderate  | 25.7                        | 9.0                             | --  | --     | 1.9      | 1.9   |
| Total   | 66.8                        | 23.3                            | --  | --     | --       | --    |

<sup>a</sup>The TSM Plan includes improvement and expansion of public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management. It includes no arterial and street and highway system capacity expansion. The recommended plan includes the TSM plan plus 431 miles of arterial street and highway system capacity expansion.

<sup>b</sup>Congestion on freeways may be summarized by the following operating conditions:

| Freeway                        |                     |                                       |  |
|--------------------------------|---------------------|---------------------------------------|--|
| Level of Traffic<br>Congestion | Level of<br>Service | Average Speed                         | Operating Conditions   |
| None                           | A and B             | Freeway free-flow speed               | No restrictions on ability to maneuver and change lanes.   |
| None                           | C                   | Freeway free-flow speed               | Some restrictions on ability to maneuver and change lanes.   |
| Moderate                       | D                   | 1 to 2 mph below<br>free-flow speed   | Substantial restrictions on ability to maneuver and change lanes.  |
| Severe                         | E                   | Up to 10 mph below<br>free-flow speed | Virtually no ability to maneuver and change lanes. Operation at maximum capacity. No usable gaps in the traffic stream to accommodate lane changing. |
| Extreme                        | F                   | Typically 20 to 30 mph<br>or less     | Breakdown in vehicular flow with stop-and-go, bumper-to-bumper traffic.  |

Source: SEWRPC.

residential areas. Express routes would be higher speed than local routes as express stops would typically be spaced about one-quarter mile apart. Service would be provided at attractive frequencies of service throughout the day and evening. It is envisioned that this system of limited-stop express service routes would initially consist of buses operating over arterial streets in mixed traffic, and would be upgraded over time to buses operating on reserved street lanes with priority treatment at traffic signals. No express transit service existed in the Region in 2005. As proposed, about 17,000 vehicle-miles of express service would be operated on an average weekday in the Region in the year 2035.

- Local Transit Service

The plan also recommends the expansion of local transit service of about 59 percent from the 61,100 vehicle-miles of local bus service provided in 2005 on an average weekday to 97,000 vehicle-miles in the plan design year 2035. Service improvements and expansion proposed include expansion of service area and hours, and substantial improvements in the frequency of local transit provided, particularly on major local routes.

- Paratransit Service

Paratransit service is proposed to be provided consistent with the Federal Americans with Disabilities Act (ADA) of 1990. Under the provisions of this Act, all transit vehicles that provide conventional fixed-route transit service must be accessible to persons with disabilities, including those persons using wheelchairs. All public entities operating fixed-route transit systems must also continue to provide paratransit service to those disabled persons within local transit service areas who are unable to use fixed-route transit services consistent with federally specified eligibility and service requirements. The complementary paratransit services must serve any person with a permanent or temporary disability who is unable independently to board, ride, or disembark from an accessible vehicle used to provide fixed-route transit service; who is capable of using an accessible vehicle, but one is not available for the desired trip; or who is unable to travel to or from the boarding or disembarking location of the fixed-route transit service. The planned paratransit service must be available during the same hours and on the same days as the fixed-route transit service, be provided to eligible persons on a “next day” trip-reservations basis, and not limit service to eligible persons based on restrictions or priorities to trip purpose, and not be operated under capacity constraints which might limit the ability of eligible persons to receive service for a particular trip. The paratransit service fares must be no more than twice the applicable public transit fare per one-way trip for curb-to-curb service.

- Upgrading to Rail or Bus Guideway Transit

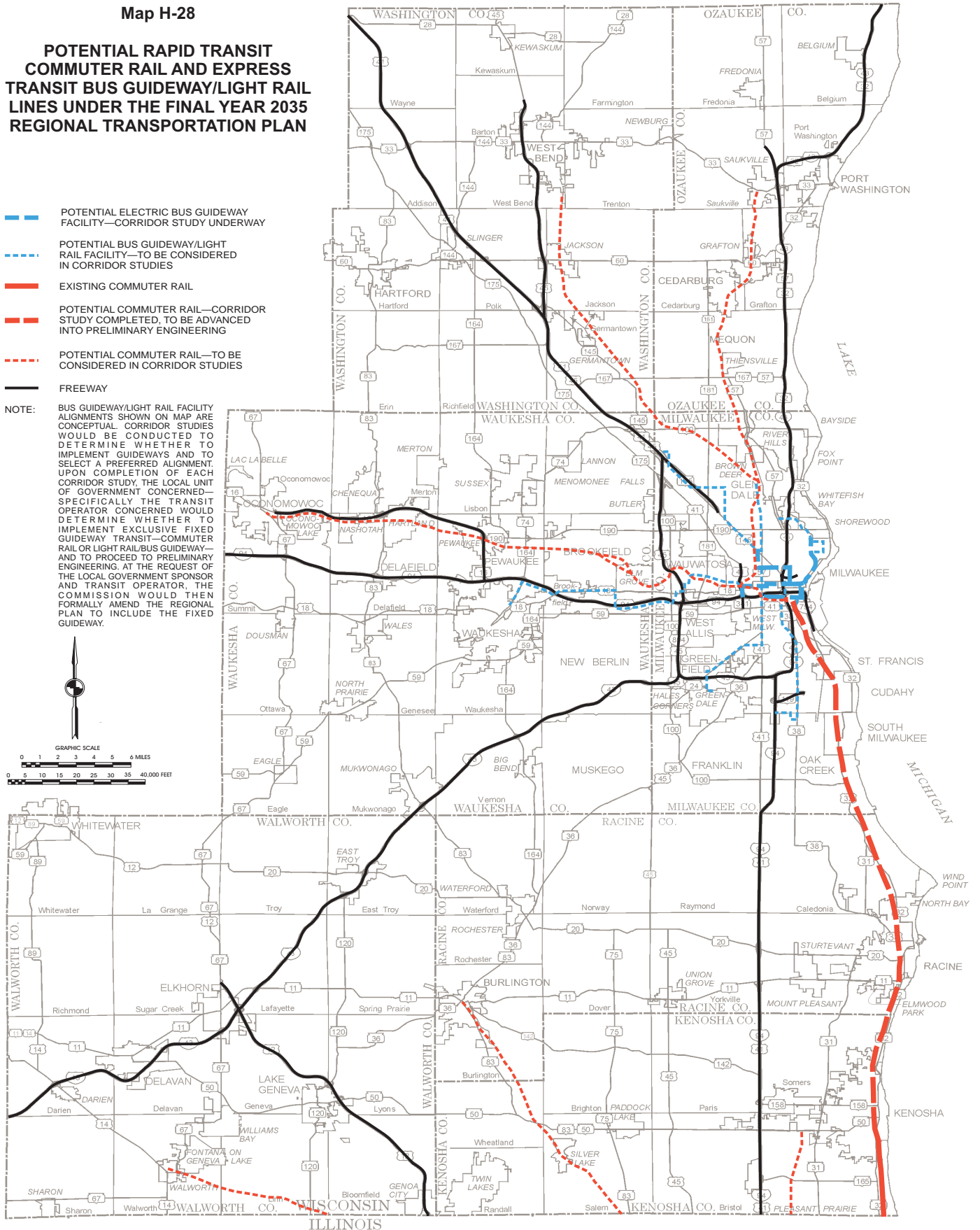
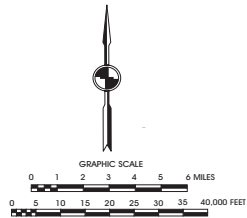
Rapid and express transit service is proposed to initially be provided with buses. This bus service would ultimately be upgraded to commuter rail for rapid transit service and to bus guideway or light rail for express transit service. Map H-28 displays potential future commuter rail lines and potential future bus guideway/light rail lines within southeastern Wisconsin. Local governments, which are the sponsors and operators of transit systems, would determine whether to upgrade to commuter rail for rapid transit service, and to bus guideway/light rail for express transit service by conducting in each of the four potential commuter rail corridors and six potential bus guideway/light rail corridors detailed corridor transit alternative analysis studies. Such studies are required by the U.S. Department of Transportation, Federal Transit Administration for potential guideway development to be eligible for Federal funding. At the conclusion of the corridor studies, decisions would be made by the concerned local government sponsors whether to provide rapid transit service through buses operating over existing freeways or through commuter rail, and whether to provide express transit service through buses operating over reserved lanes on surface arterials, exclusive bus guideways, or light rail. If a local government sponsor does determine to implement exclusive fixed guideway transit commuter rail or light rail/bus guideway and proceeds to preliminary engineering, the Commission would formally amend the regional plan to include the fixed guideway at the request of the local governmental sponsor.

Map H-28

**POTENTIAL RAPID TRANSIT  
COMMUTER RAIL AND EXPRESS  
TRANSIT BUS GUIDEWAY/LIGHT RAIL  
LINES UNDER THE FINAL YEAR 2035  
REGIONAL TRANSPORTATION PLAN**

- POTENTIAL ELECTRIC BUS GUIDEWAY FACILITY—CORRIDOR STUDY UNDERWAY
- - - POTENTIAL BUS GUIDEWAY/LIGHT RAIL FACILITY—TO BE CONSIDERED IN CORRIDOR STUDIES
- EXISTING COMMUTER RAIL
- - - POTENTIAL COMMUTER RAIL—CORRIDOR STUDY COMPLETED, TO BE ADVANCED INTO PRELIMINARY ENGINEERING
- - - POTENTIAL COMMUTER RAIL—TO BE CONSIDERED IN CORRIDOR STUDIES
- FREEWAY

**NOTE:** BUS GUIDEWAY/LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE LOCAL UNIT OF GOVERNMENT CONCERNED—SPECIFICALLY THE TRANSIT OPERATOR CONCERNED WOULD DETERMINE WHETHER TO IMPLEMENT EXCLUSIVE FIXED GUIDEWAY TRANSIT—COMMUTER RAIL OR LIGHT RAIL/BUS GUIDEWAY—AND TO PROCEED TO PRELIMINARY ENGINEERING. AT THE REQUEST OF THE LOCAL GOVERNMENT SPONSOR AND TRANSIT OPERATOR, THE COMMISSION WOULD THEN FORMALLY AMEND THE REGIONAL PLAN TO INCLUDE THE FIXED GUIDEWAY.



Source: SEWRPC.

There are two efforts currently underway in southeastern Wisconsin considering upgrading to fixed guideway transit. Milwaukee County in cooperation with the City of Milwaukee and Wisconsin Center District is conducting the Milwaukee downtown connector study which is considering implementation of express transit electric bus guideway technology and buses operating in reserved street lanes. Rapid transit commuter rail in the Milwaukee-Racine-Kenosha corridor was recommended for implementation at the conclusion of a corridor transit alternatives analysis study. The Counties and cities of Milwaukee, Racine, and Kenosha are currently conducting further study addressing funding and refinement of the proposed commuter rail extension. The 2005-2007 State budget included legislation creating a three County regional transit authority for Kenosha, Milwaukee, and Racine Counties, which would be the operator or the proposed commuter rail service.

### **Potential Benefits**

The public transit recommendations of the regional transportation plan would, in particular, serve minority and low-income populations within Southeastern Wisconsin. As shown in Table H-18, low-income households and a number of minority populations are particularly dependent upon public transit, as a significant proportion of those populations have no private vehicle available for travel. Driver's license data indicate a similar conclusion. Only about 68 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and only an estimated 60 percent of Black/African American adults have a driver's license. Only about 80 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, and only an estimated 50 percent of Hispanic adults have a driver's license. As shown on Maps H-29 through H-35, the transit service recommendations of the plan would be particularly directed to serving minority and low-income populations.

As shown on Map H-36, those areas of the Region with the highest job densities would be directly served by the recommended public transit plan. Map H-37 shows that almost all of the major economic activity centers in the Region, which are defined as those areas containing a concentration of commercial and/or industrial land having at least 3,500 total jobs or 2,000 retail jobs, would be served by the public transit recommendations of the regional transportation plan. Thus, the transit element of the regional transportation plan would in particular connect minority and low-income populations with jobs. Also, the public transit recommendations of the regional transportation plan are directed towards improving transit service in central Milwaukee County and those areas with minority and low-income populations.

- **Rapid Transit Service**

The existing bus rapid transit routes serving central Milwaukee County typically operate only during the peak periods in the peak direction with headways ranging from 10 to 30 minutes. The public transit recommendations of the year 2035 regional transportation plan include bus rapid transit routes providing service in both directions during all periods of the day. Thus, the recommended rapid transit would provide better connectivity between central Milwaukee County residents, including minority and low-income populations, and employment and other opportunities in the outlying communities within the Region.

- **Express Transit Service**

Currently, there is no express bus transit service provided in the Region. The recommended transit plan includes 17,000 revenue vehicle-hours of express transit service operating in both directions during all periods of the day and evening with service frequencies of about 10 minutes during the peak periods, and about 20 to 30 minutes during weekday off-peak periods and on weekends. Thus, the recommended express transit would provide better connectivity between central Milwaukee County residents, including minority and low-income populations, and employment and other opportunities within Milwaukee and Waukesha Counties.

Table H-18

## HOUSEHOLDS BY NUMBER OF VEHICLES AVAILABLE AND RACE OF HOUSEHOLDER: 2000

## KENOSHA COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 56,057                        | 2,249                     | 4.0   | 475   | 1,774                          | 21.1                              |
| American Indian and Alaskan Native Households | 56,057                        | 587                       | 1.0   | 65  | 522                            | 11.1                              |
| Asian and Pacific Islander Households         | 56,057                        | 446                       | 0.8   | 42  | 404                            | 9.4                               |
| Other Minority Households                     | 56,057                        | 1,392                     | 2.5   | 177   | 1,215                          | 12.7                              |
| Hispanic Households                           | 56,057                        | 2,541                     | 4.5   | 227   | 2,314                          | 8.9                               |
| Total Minority Households <sup>a</sup>        | 56,057                        | 5,763                     | 10.3  | 793   | 4,970                          | 13.8                              |

Note: Of the 56,057 households in Kenosha County, 3,824 of those households, or 6.8 percent, have no private vehicle available for travel.

## MILWAUKEE COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 377,729                       | 79,494                    | 21.0  | 25,093  | 54,401                         | 31.6                              |
| American Indian and Alaskan Native Households | 377,729                       | 4,432                     | 1.2   | 877   | 3,555                          | 19.8                              |
| Asian and Pacific Islander Households         | 377,729                       | 7,419                     | 2.0   | 1,033   | 6,386                          | 13.9                              |
| Other Minority Households                     | 377,729                       | 12,648                    | 3.3   | 2,618   | 10,030                         | 20.7                              |
| Hispanic Households                           | 377,729                       | 21,507                    | 5.7   | 4,257   | 17,250                         | 19.8                              |
| Total Minority Households <sup>a</sup>        | 377,729                       | 111,711                   | 29.6  | 30,926  | 80,785                         | 27.7                              |

Note: Of the 377,729 households in Milwaukee County, 61,631 of those households, or 16.3 percent, have no private vehicle available for travel.

## OZAUKEE COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 30,857                        | 224                       | 0.7   | 29  | 195                            | 12.9                              |
| American Indian and Alaskan Native Households | 30,857                        | 160                       | 0.5   | 0   | 160                            | 0.0                               |
| Asian and Pacific Islander Households         | 30,857                        | 218                       | 0.7   | 8   | 210                            | 3.7                               |
| Other Minority Households                     | 30,857                        | 157                       | 0.5   | 14  | 143                            | 8.9                               |
| Hispanic Households                           | 30,857                        | 314                       | 1.0   | 21  | 293                            | 6.7                               |
| Total Minority Households <sup>a</sup>        | 30,857                        | 926                       | 3.0   | 58  | 868                            | 6.3                               |

Note: Of the 30,857 households in Ozaukee County, 1,039 of those households, or 3.4 percent, have no private vehicle available for travel.

## RACINE COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 70,819                        | 6,502                     | 9.2   | 1,658   | 4,844                          | 25.5                              |
| American Indian and Alaskan Native Households | 70,819                        | 401                       | 0.6   | 42  | 359                            | 10.5                              |
| Asian and Pacific Islander Households         | 70,819                        | 430                       | 0.6   | 35  | 395                            | 8.1                               |
| Other Minority Households                     | 70,819                        | 2,121                     | 3.0   | 286   | 1,835                          | 13.5                              |
| Hispanic Households                           | 70,819                        | 3,744                     | 5.3   | 455   | 3,289                          | 12.2                              |
| Total Minority Households <sup>a</sup>        | 70,819                        | 10,858                    | 15.3  | 2,163   | 8,695                          | 19.9                              |

Note: Of the 70,819 households in Racine County, 5,759 of those households, or 8.1 percent, have no private vehicle available for travel.

Table H-18 (continued)

## WALWORTH COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 34,522                        | 235                       | 0.7   | 24  | 211                            | 10.2                              |
| American Indian and Alaskan Native Households | 34,522                        | 172                       | 0.5   | 15  | 157                            | 8.7                               |
| Asian and Pacific Islander Households         | 34,522                        | 233                       | 0.7   | 23  | 210                            | 9.9                               |
| Other Minority Households                     | 34,522                        | 685                       | 2.0   | 41  | 644                            | 6.0                               |
| Hispanic Households                           | 34,522                        | 1,329                     | 3.8   | 86  | 1,243                          | 6.5                               |
| Total Minority Households <sup>a</sup>        | 34,522                        | 1,912                     | 5.5   | 137   | 1,775                          | 7.2                               |

Note: Of the 34,522 households in Walworth County, 1,663 of those households, or 4.8 percent, have no private vehicle available for travel.

## WASHINGTON COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 43,842                        | 172                       | 0.4   | 2   | 170                            | 1.2                               |
| American Indian and Alaskan Native Households | 43,842                        | 182                       | 0.4   | 9   | 173                            | 4.9                               |
| Asian and Pacific Islander Households         | 43,842                        | 150                       | 0.3   | 14  | 136                            | 9.3                               |
| Other Minority Households                     | 43,842                        | 159                       | 0.4   | 0   | 159                            | 0.0                               |
| Hispanic Households                           | 43,842                        | 336                       | 0.8   | 7   | 329                            | 2.1                               |
| Total Minority Households <sup>a</sup>        | 43,842                        | 843                       | 1.9   | 32  | 811                            | 3.8                               |

Note: Of the 43,842 households in Washington County, 1,720 of those households, or 3.9 percent, have no private vehicle available for travel.

## WAUKESHA COUNTY

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 135,229                       | 756                       | 0.6   | 98  | 658                            | 13.0                              |
| American Indian and Alaskan Native Households | 135,229                       | 679                       | 0.5   | 25  | 654                            | 3.7                               |
| Asian and Pacific Islander Households         | 135,229                       | 1,707                     | 1.3   | 54  | 1,653                          | 3.2                               |
| Other Minority Households                     | 135,229                       | 1,025                     | 0.8   | 113   | 912                            | 11.0                              |
| Hispanic Households                           | 135,229                       | 2,367                     | 1.8   | 178   | 2,189                          | 7.5                               |
| Total Minority Households <sup>a</sup>        | 135,229                       | 5,518                     | 4.1   | 386   | 5,132                          | 7.0                               |

Note: Of the 135,229 households in Waukesha County, 5,689 of those households, or 4.2 percent, have no private vehicle available for travel.

## REGION

| Minority Group                                | Total and Minority Households |                           |   | Minority Group Household Vehicle Availability |                                |                                   |
|---|-------------------------------|---------------------------|---|---|--------------------------------|-----------------------------------|
|   | Total Households              | Minority Group Households | Percent of Total Households that is Minority Group Households | No Vehicle Available                          | One or More Vehicles Available | Percent with No Vehicle Available |
| Black/ African American Households            | 749,055                       | 89,632                    | 12.0  | 27,379  | 62,253                         | 30.5                              |
| American Indian and Alaskan Native Households | 749,055                       | 6,613                     | 0.9   | 1,033   | 5,580                          | 15.6                              |
| Asian and Pacific Islander Households         | 749,055                       | 10,603                    | 1.4   | 1,209   | 9,394                          | 11.4                              |
| Other Minority Households                     | 749,055                       | 18,187                    | 2.4   | 3,249   | 14,938                         | 17.9                              |
| Hispanic Households                           | 749,055                       | 32,138                    | 4.3   | 5,231   | 26,907                         | 16.3                              |
| Total Minority Households <sup>a</sup>        | 749,055                       | 137,531                   | 18.4  | 34,495  | 103,036                        | 25.1                              |

Note: Of the 749,055 households in the Region, 81,325 of those households, or 10.9 percent, have no private vehicle available for travel.

<sup>a</sup>As part of the 2000 Federal Census, individuals could be reported as being of more than one race. The figures in this table indicate the number of households reported as being of a given race (as indicated by the row heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the minority group figures sum to more than the total minority households for each area.

Source: U.S. Bureau of the Census and SEWRPC.

Map H-29

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF BLACK/AFRICAN  
AMERICAN PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PROPOSED PUBLIC TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN BLACK/AFRICAN  
AMERICAN POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 14.3 PERCENT

- 200 OR MORE BLACK/AFRICAN  
AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN  
AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN  
AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN  
AMERICAN PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

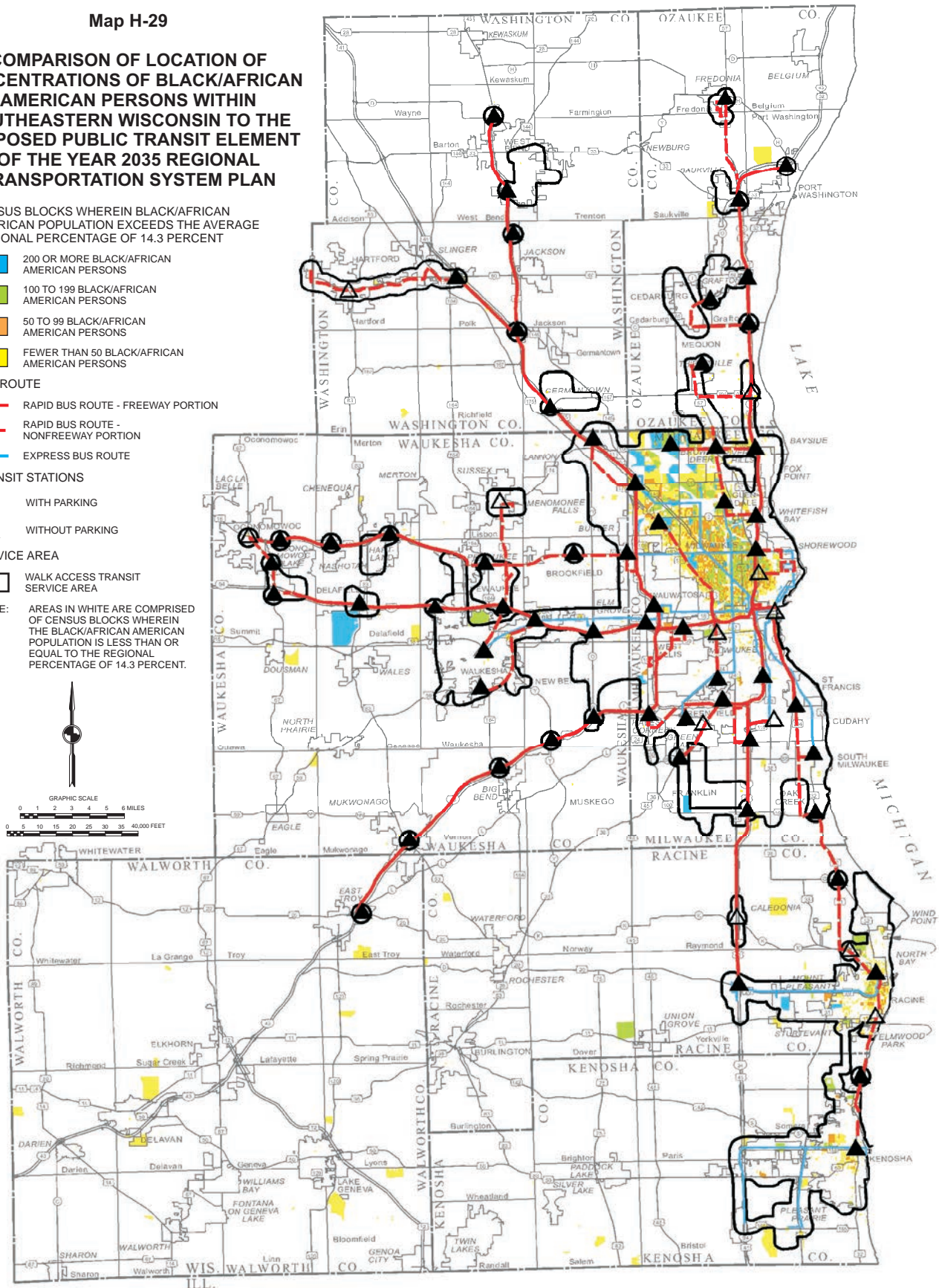
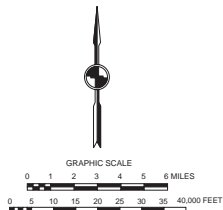
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN  
THE BLACK/AFRICAN AMERICAN  
POPULATION IS LESS THAN OR  
EQUAL TO THE REGIONAL  
PERCENTAGE OF 14.3 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-30

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PROPOSED PUBLIC TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND  
ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 0.9 PERCENT

- 25 OR MORE AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- 15 TO 24 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- 5 TO 14 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS
- FEWER THAN 5 AMERICAN INDIAN  
AND ALASKA NATIVE PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

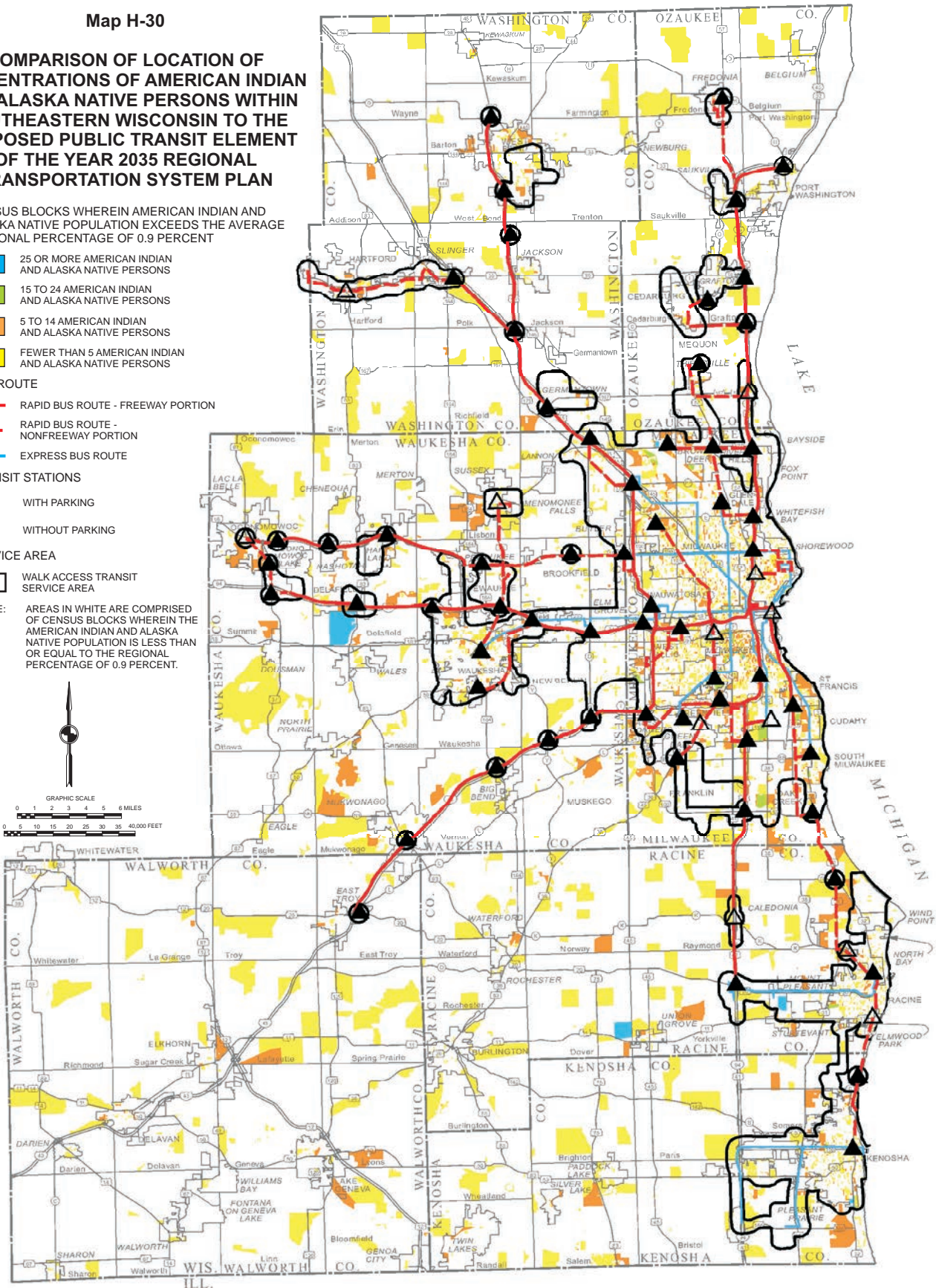
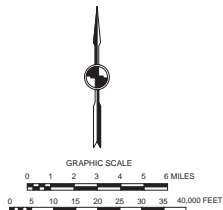
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
AMERICAN INDIAN AND ALASKA  
NATIVE POPULATION IS LESS THAN  
OR EQUAL TO THE REGIONAL  
PERCENTAGE OF 0.9 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-31

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF ASIAN AND PACIFIC  
ISLANDER PERSONS WITHIN  
SOUTHEASTERN WISCONSIN TO THE  
PROPOSED PUBLIC TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC  
ISLANDER POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND  
PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND  
PACIFIC ISLANDER PERSONS
- 10 TO 34 ASIAN AND  
PACIFIC ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND  
PACIFIC ISLANDER PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

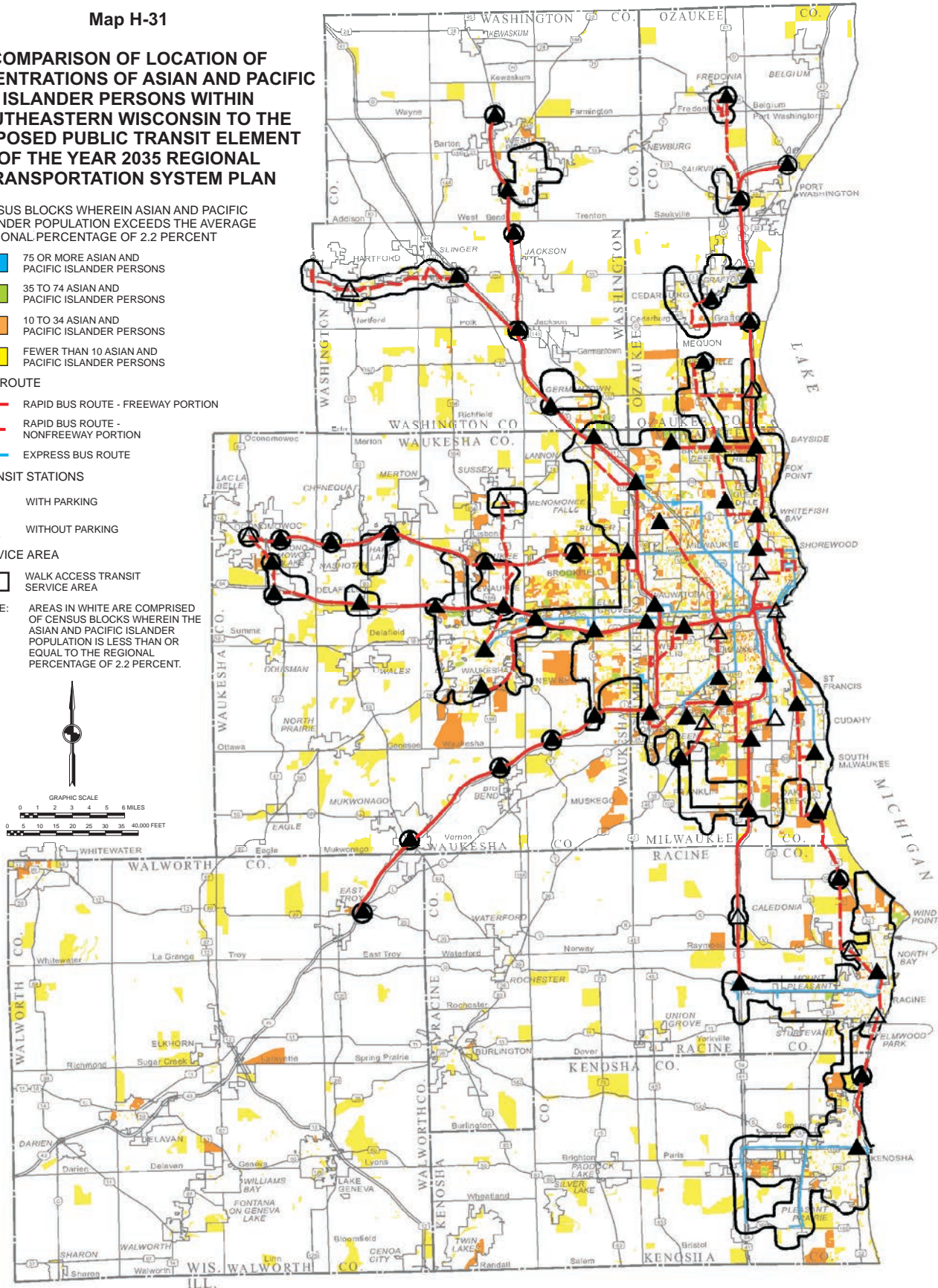
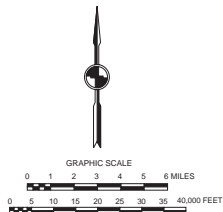
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
ASIAN AND PACIFIC ISLANDER  
POPULATION IS LESS THAN OR  
EQUAL TO THE REGIONAL  
PERCENTAGE OF 2.2 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-32

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF OTHER MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE PROPOSED PUBLIC  
TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN OTHER MINORITY  
POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 3.6 PERCENT

- 100 OR MORE OTHER  
MINORITY PERSONS
- 40 TO 99 OTHER  
MINORITY PERSONS
- 10 TO 39 OTHER  
MINORITY PERSONS
- FEWER THAN 10 OTHER  
MINORITY PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

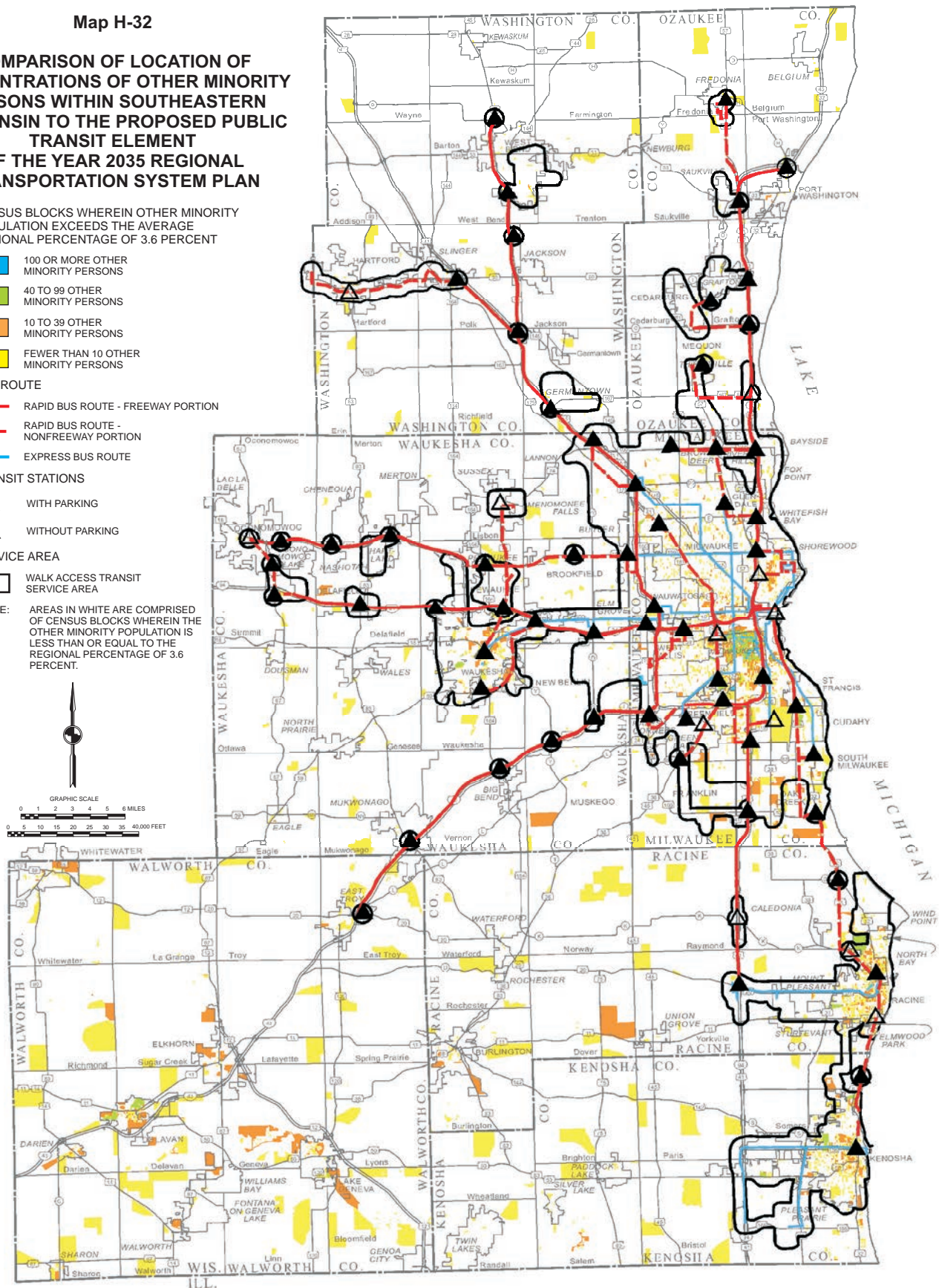
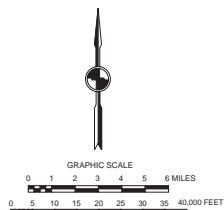
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
OTHER MINORITY POPULATION IS  
LESS THAN OR EQUAL TO THE  
REGIONAL PERCENTAGE OF 3.6  
PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-33

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF HISPANIC  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE PROPOSED  
PUBLIC TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN HISPANIC  
POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 6.5 PERCENT

- 150 OR MORE  
HISPANIC PERSONS
- 75 TO 149 HISPANIC  
PERSONS
- 25 TO 74 HISPANIC  
PERSONS
- FEWER THAN 25  
HISPANIC PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

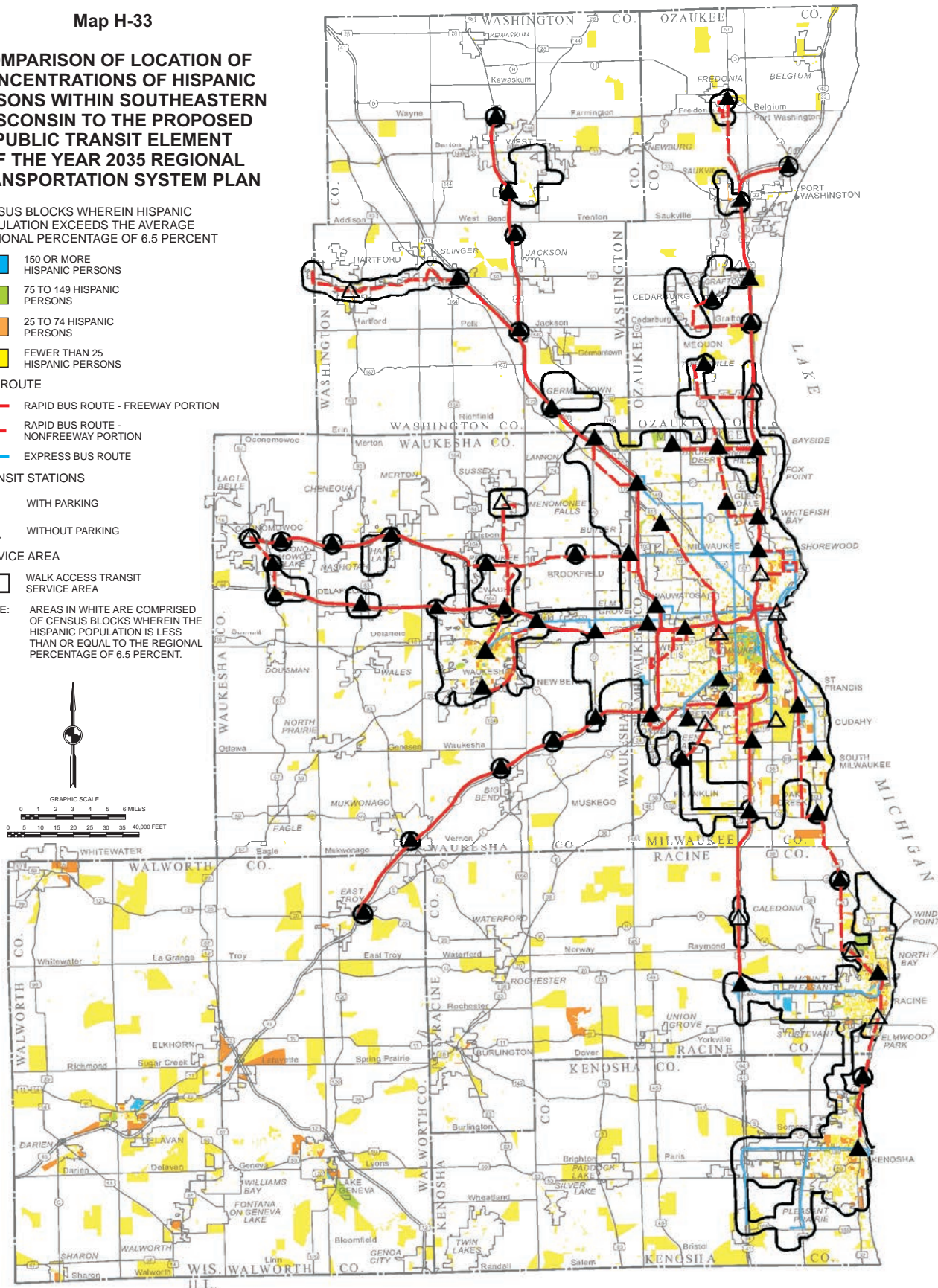
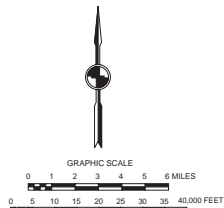
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
HISPANIC POPULATION IS LESS  
THAN OR EQUAL TO THE REGIONAL  
PERCENTAGE OF 6.5 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-34

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF TOTAL MINORITY  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN TO THE PROPOSED PUBLIC  
TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN MINORITY  
POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 3.6 PERCENT

- 200 OR MORE  
MINORITY PERSONS
- 100 TO 199 MINORITY  
PERSONS
- 50 TO 99 MINORITY  
PERSONS
- FEWER THAN 50  
MINORITY PERSONS

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

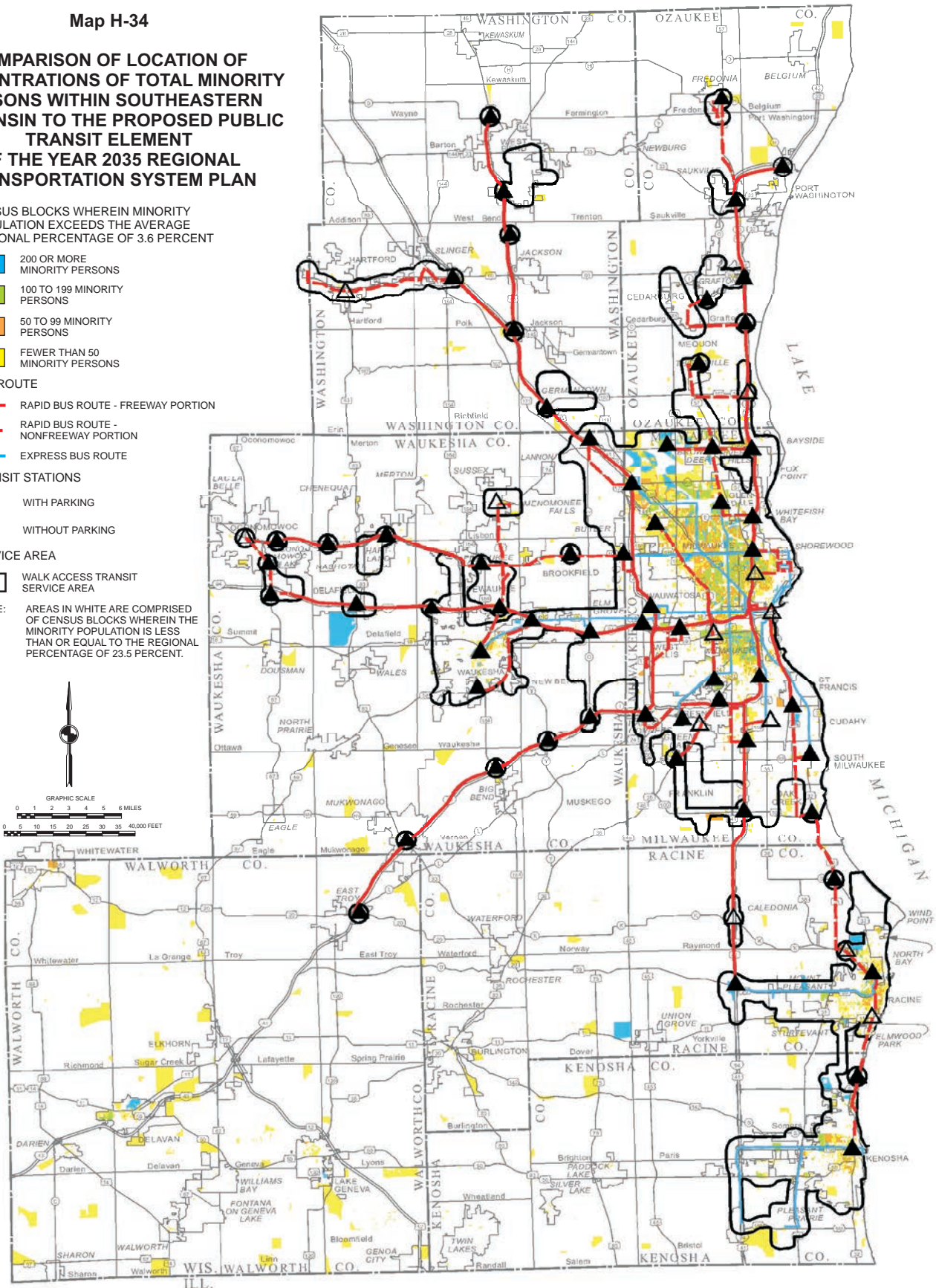
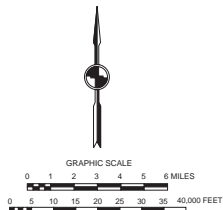
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
MINORITY POPULATION IS LESS  
THAN OR EQUAL TO THE REGIONAL  
PERCENTAGE OF 23.5 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-35

**COMPARISON OF LOCATION OF  
CONCENTRATIONS OF FAMILIES IN  
POVERTY WITHIN SOUTHEASTERN  
WISCONSIN TO THE PROPOSED PUBLIC  
TRANSIT ELEMENT  
OF THE YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN**

CENSUS BLOCKS WHEREIN FAMILIES IN  
POVERTY POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 7.2 PERCENT

- 150 OR MORE  
FAMILIES IN POVERTY
- 75 TO 149 FAMILIES  
IN POVERTY
- 35 TO 74 FAMILIES  
IN POVERTY
- FEWER THAN 35  
FAMILIES IN POVERTY

**BUS ROUTE**

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE -  
NONFREEWAY PORTION
- EXPRESS BUS ROUTE

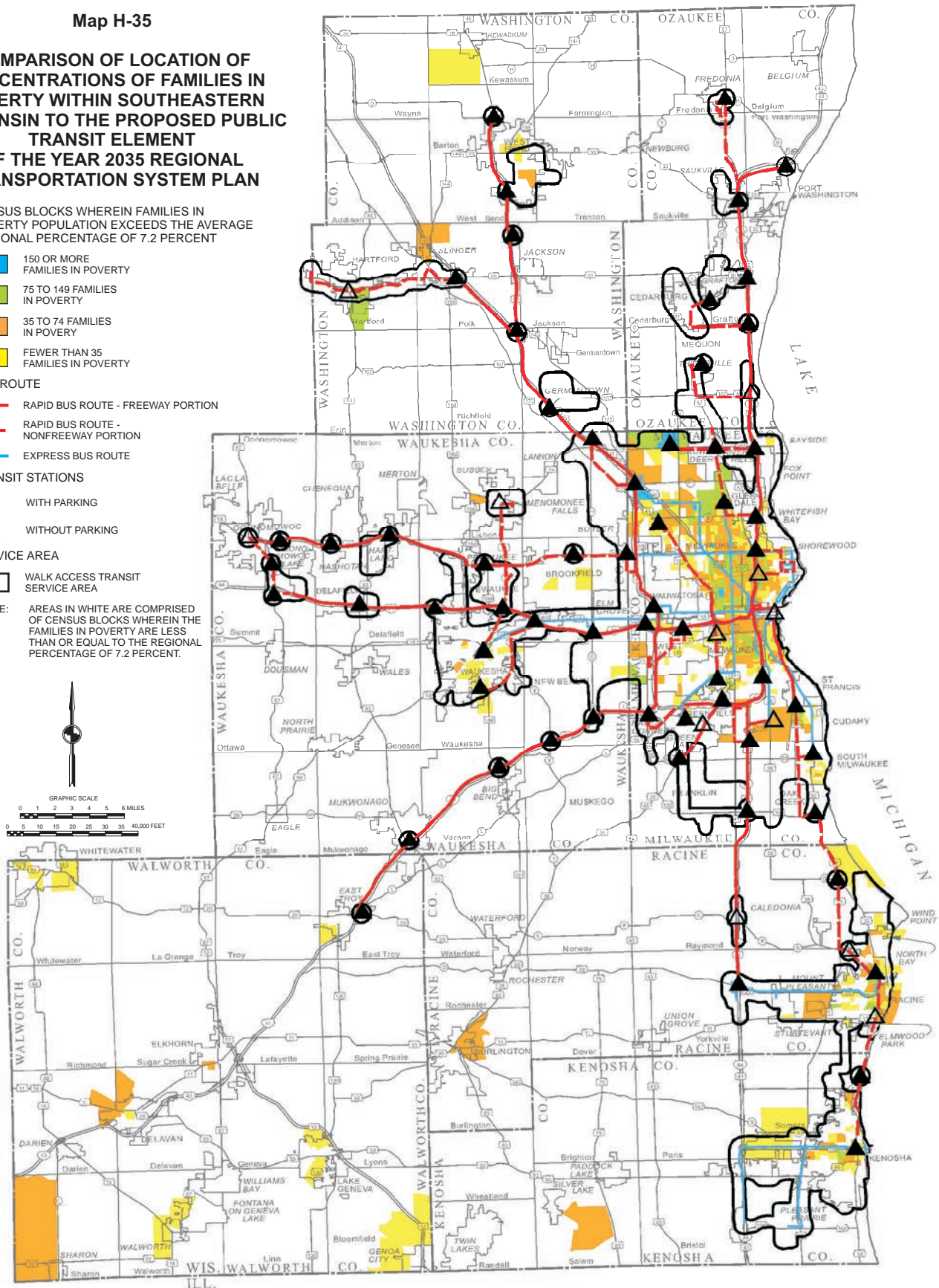
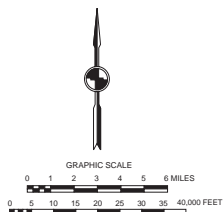
**TRANSIT STATIONS**

- WITH PARKING
- WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT  
SERVICE AREA

NOTE: AREAS IN WHITE ARE COMPRISED  
OF CENSUS BLOCKS WHEREIN THE  
FAMILIES IN POVERTY ARE LESS  
THAN OR EQUAL TO THE REGIONAL  
PERCENTAGE OF 7.2 PERCENT.



Source: U.S. Bureau of the Census and SEWRPC.

Map H-36

**COMPARISON OF THE  
PROPOSED PUBLIC TRANSIT  
ELEMENT OF THE YEAR 2035  
REGIONAL TRANSPORTATION  
SYSTEM PLAN TO FORECAST  
YEAR 2035 JOB DENSITY**

**BUS ROUTE**

- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

**TRANSIT STATIONS**

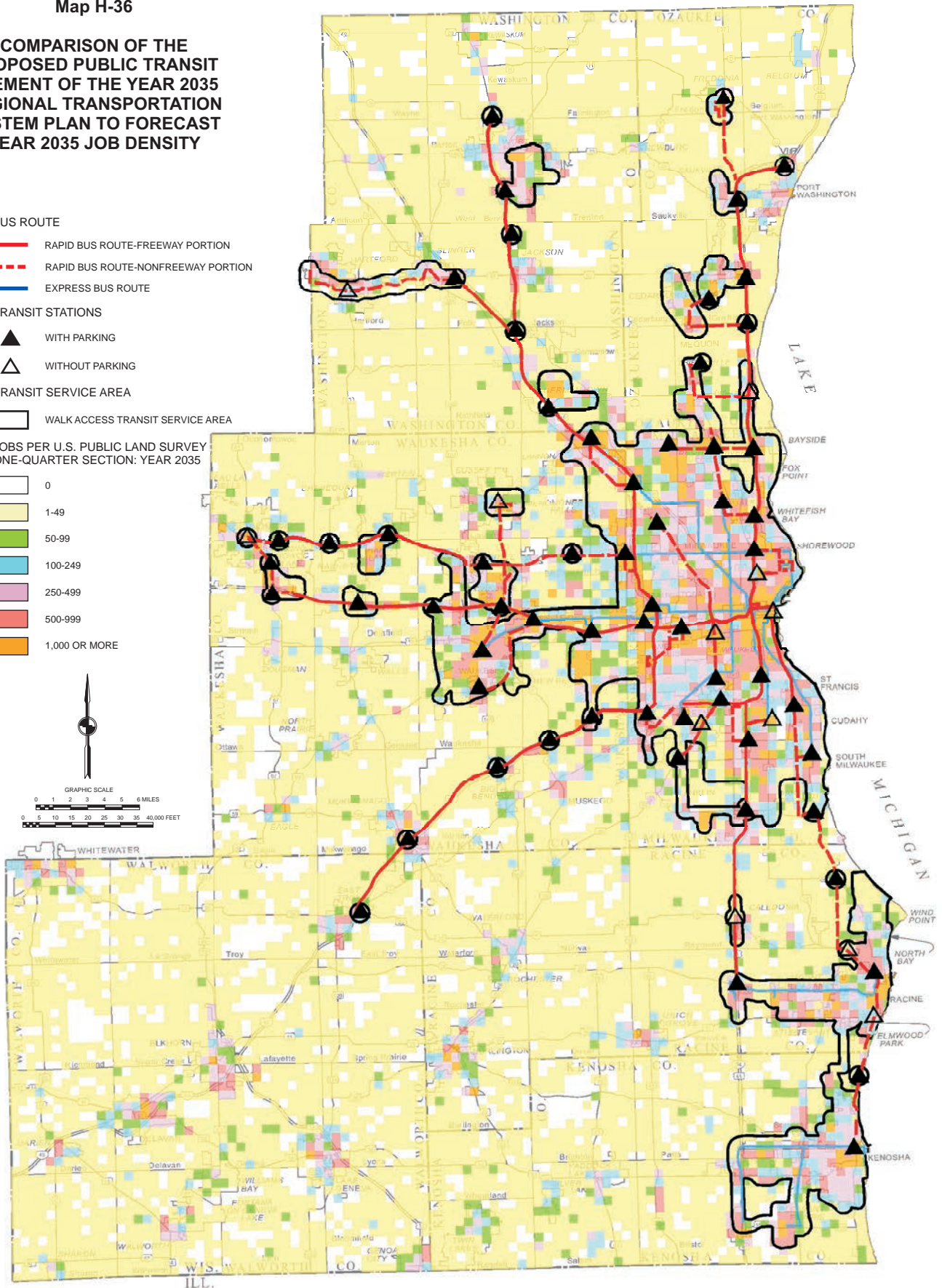
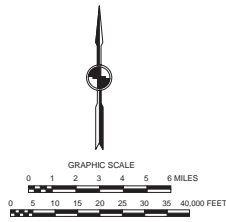
- ▲ WITH PARKING
- △ WITHOUT PARKING

**TRANSIT SERVICE AREA**

- WALK ACCESS TRANSIT SERVICE AREA

**JOBS PER U.S. PUBLIC LAND SURVEY  
ONE-QUARTER SECTION: YEAR 2035**

- 0
- 1-49
- 50-99
- 100-249
- 250-499
- 500-999
- 1,000 OR MORE



Map H-37

**COMPARISON OF THE PROPOSED  
PUBLIC TRANSIT ELEMENT OF THE  
YEAR 2035 REGIONAL  
TRANSPORTATION SYSTEM PLAN TO  
EXISTING AND PROPOSED MAJOR  
ACTIVITY CENTERS: 2035**

**BUS ROUTE**

- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

**TRANSIT STATIONS**

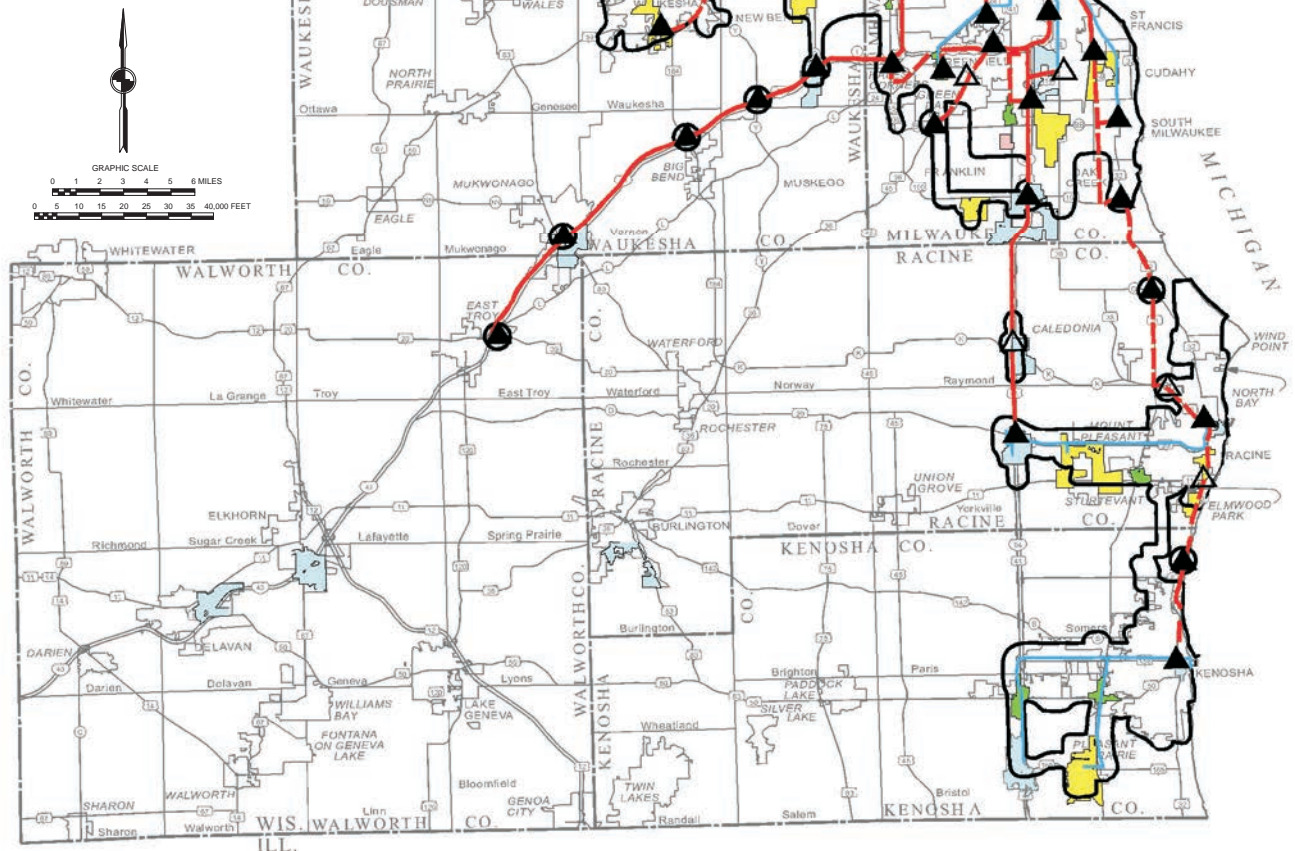
- ▲ WITH PARKING
- △ WITHOUT PARKING

**TRANSIT SERVICE AREA**

- WALK ACCESS TRANSIT SERVICE AREA

**MAJOR ECONOMIC  
ACTIVITY CENTER TYPE**

- GENERAL PURPOSE CENTER
- INDUSTRIAL CENTER
- RETAIL CENTER
- OFFICE CENTER
- INDUSTRIAL AND OFFICE CENTER
- RETAIL AND OFFICE CENTER



Source: SEWRPC.

- Local Transit Service

The existing local transit service serving central Milwaukee County generally provides service frequencies between 5 and 20 minutes during peak periods, between 10 and 30 minutes during the midday period, and between 15 and 30 minutes during the evening period prior to 10:00 p.m. and on weekends. The recommended local transit service would improve the frequency of service for those central Milwaukee County residents, including minority and low-income populations, to 5 to 15 minutes during peak periods, 10 to 20 minutes during the midday period, and 15 to 20 minutes during the evening period and on weekends. The recommended local transit service also includes expansion of the existing transit service area.

Maps H-38 and H-39 measure the accessibility provided by public transit under the existing public transit system and the recommended public transit plan during peak and midday periods. As is shown on the maps, the preliminary recommended transit plan provides substantially better accessibility during peak and midday periods for central Milwaukee County residents, including minority and low-income populations, than does the existing system. Moreover, a comparison of the improvements in accessibility under the transit element of the plan (see Maps H-38 and H-39) to the improvements in accessibility under the highway element of the plan (see Map H-24) clearly indicates that the transit element of the plan may be expected to result in substantial increases in transit accessibility to jobs, and the highway element of the plan may be expected to result in only modest increases in highway accessibility to jobs.

Rapid transit service would be significantly expanded from a largely peak-period, peak direction, weekday service to an all day and evening, bi-direction, weekday and weekend service. The proposed express and local transit service would also be expanded to all day and evening, bi-direction, weekday and weekend service. Table H-19 illustrates the proposed expansion of transit service hours under the regional plan.

The transit element of the plan would provide a substantial increase in transit service and accessibility by expanding service coverage, expanding service hours, increasing service frequency, and reducing service travel time by expanding rapid and express transit service (See Maps H-40 through H-43). A doubling of transit service overall is recommended with rapid transit to more than triple and express transit to be initiated. Accessibility would be improved not only to hospitals, colleges and universities, recreational facilities, major passenger terminals, retail centers, and parks, but to most activity locations and centers including jobs and employment centers, medical offices and centers, and schools as shown in Maps H-44 through H-48.

The plan also includes a number of recommendations beyond service improvement and expansion to further enhance public transit service and ridership. These recommendations include provision of reserved surface street lanes for express bus routes, provision of bus bypass lanes at metered freeway on-ramps, provision of priority traffic signal systems for express and major local routes and the surface arterial portion of rapid transit routes, expansion of the regional network of park-ride lots from 49 to 74, development of a single website for all public transit information within southeastern Wisconsin, and the expansion of annual transit pass programs to additional colleges and universities and employers throughout the Region.

## **PLAN IMPLEMENTATION**

All elements of the year 2035 regional transportation plan are considered to be of equal priority, and each element needs to be fully implemented to meet existing and forecast future year 2035 transportation needs and to provide a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin.

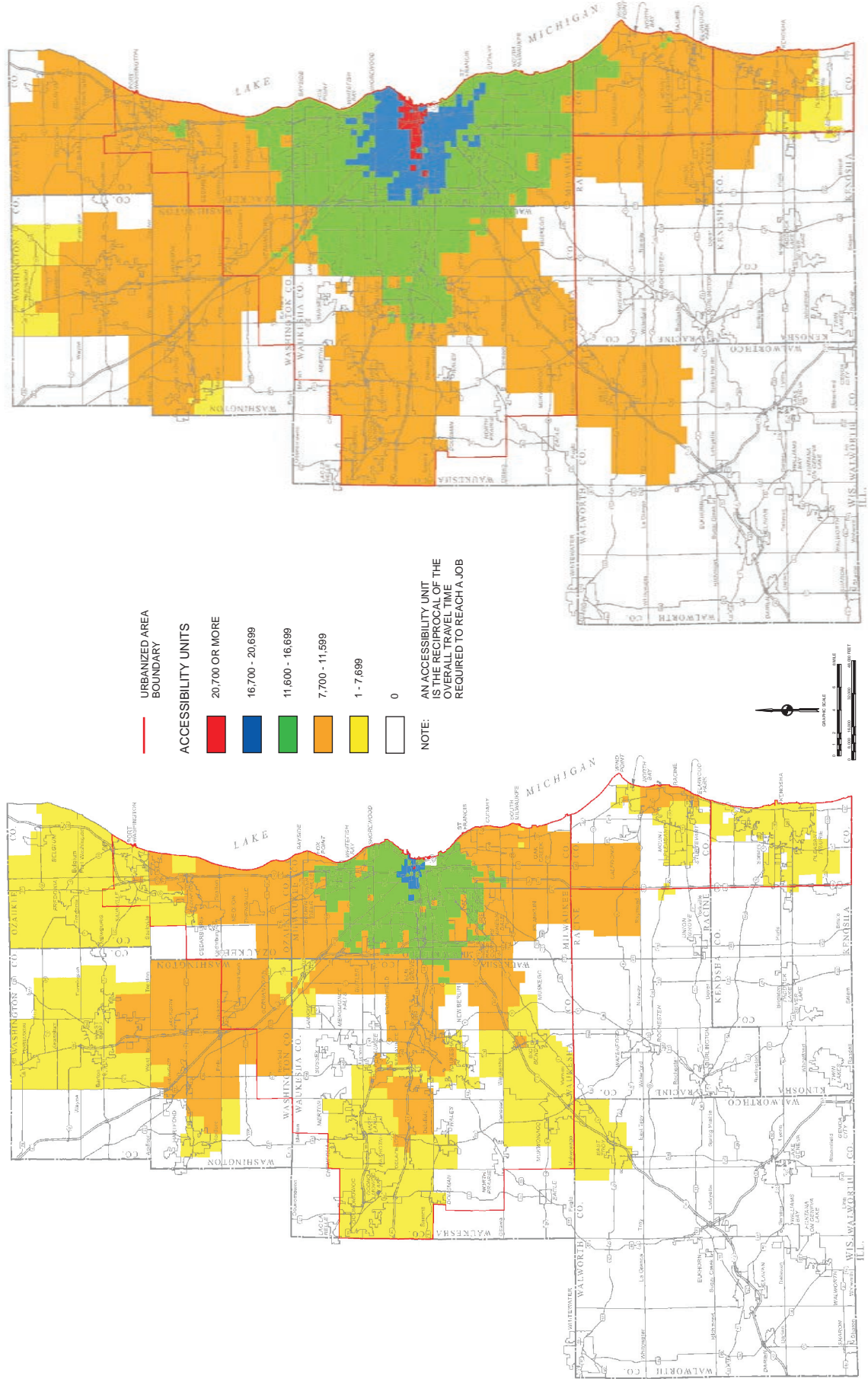
- Public Transit
- Bicycle and Pedestrian Facilities
- Transportation Systems Management
- Travel Demand Management
- Arterial Streets and Highways
  - Freeways
  - Surface Arterials

Map H-38

# ACCESSIBILITY PROVIDED BY PUBLIC TRANSIT TO JOBS IN THE REGION DURING PEAK PERIODS OF THE DAY: EXISTING SYSTEM AND PROPOSED YEAR 2035 PUBLIC TRANSIT SYSTEM

EXISTING

PROPOSED YEAR 2035 PUBLIC TRANSIT SYSTEM

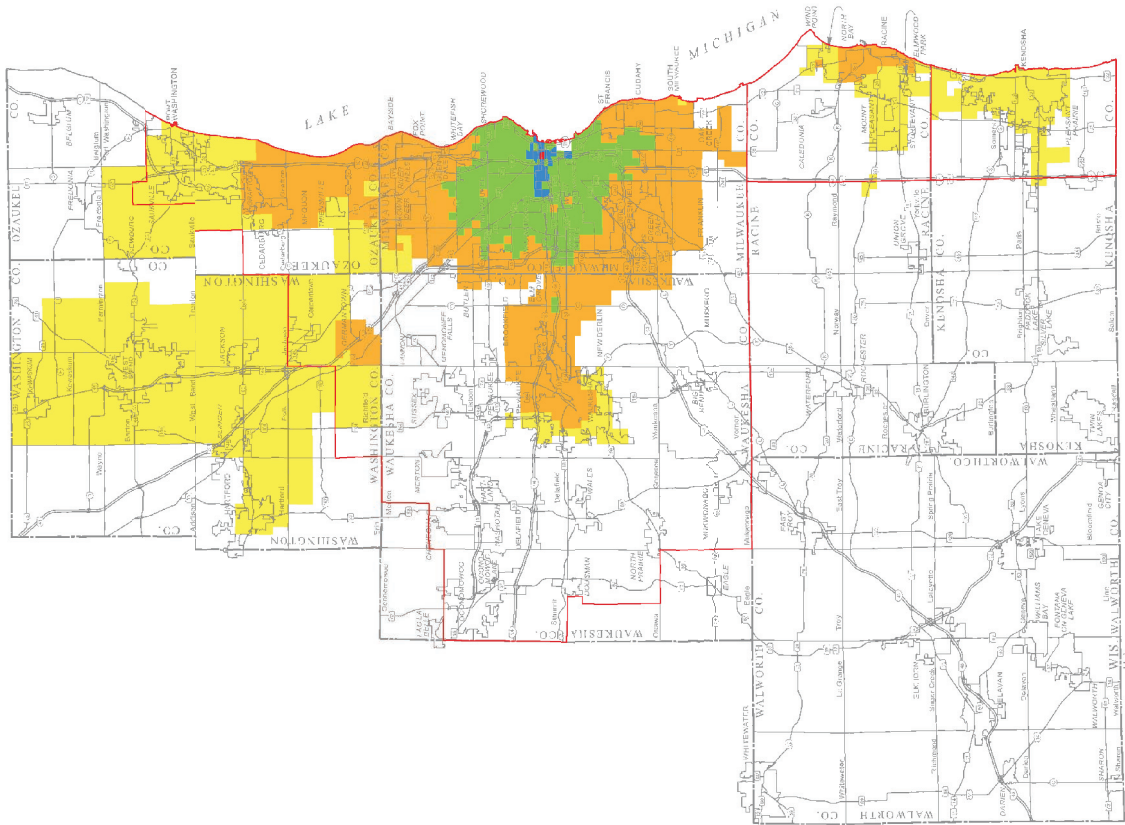


Source: SEWRPC.

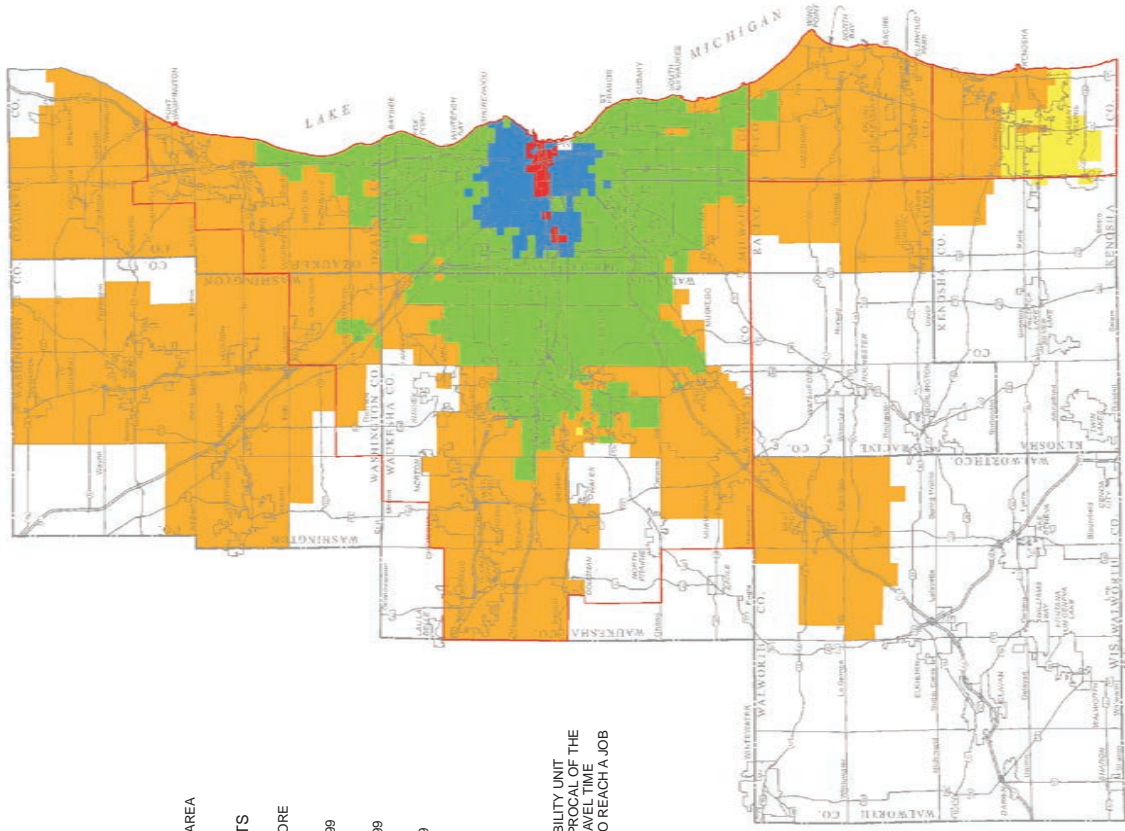
Map H-39

# ACCESSIBILITY PROVIDED BY PUBLIC TRANSIT TO JOBS IN THE REGION DURING MIDDAY PERIODS OF THE DAY: EXISTING SYSTEM AND PROPOSED YEAR 2035 PUBLIC TRANSIT SYSTEM

EXISTING



PROPOSED YEAR 2035 PUBLIC TRANSIT SYSTEM



Source: SEWRPC.

Table H-19

**PROPOSED TRANSIT SERVICE HOURS AND FREQUENCY  
UNDER THE RECOMMENDED TRANSPORTATION PLAN: YEAR 2035**

| Service Type                                 | Existing Year 2005  |   | Recommended Plan   |  |
|--|---|---|--|--|
|  | Service Hours   | Service Headways  | Service Hours  | Service Headways   |
| Rapid Transit Service                        |   |   |  |  |
| Milwaukee County                             | <u>Weekdays only</u><br>6:00 a.m.-8:30 a.m.<br>3:30 p.m.-6:00 p.m.<br>(Peak direction service only) | 15-30 minutes   | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br>(both directions)                            | 10-30 minutes<br>weekday peak period<br>30-60 minutes off-peak period and weekends   |
| Waukesha County<br>Waukesha                  | <u>Weekdays Only</u><br>5:30 a.m.-8:30 p.m.   | 15-30 minutes<br>peak period<br>60-90 minutes off-peak periods                                  | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br>(both directions)                            | 20-30 minutes<br>weekday peak periods  |
| Oconomowoc,<br>Mukwonago,<br>Menomonee Falls | <u>Weekdays Only</u><br>Peak period and<br>peak direction only<br>service                           | 30-40 minutes   |  | 60 minutes off-peak periods and weekends   |
| Washington County                            | <u>Weekdays Only</u><br>Peak period and<br>peak direction only<br>service                           | 30-40 minutes   | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br>(both directions)                            | 20-30 minutes<br>weekday peak periods<br>60 minutes off-peak periods and weekends  |
| Ozaukee County                               | <u>Weekdays Only</u><br>5:00 a.m.-11:00 p.m.  | 30-40 minutes<br>peak periods<br>60 minutes off-peak periods                                    | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br>(both directions)                            | 20-30 minutes<br>weekday peak periods<br>60 minutes off-peak periods and weekends  |
| Kenosha-Racine-<br>Milwaukee County          | <u>Weekdays Only</u><br>5:00 a.m.-10:00 p.m.  | 40 minutes peak periods<br>120 minutes off-peak periods   | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br>(both directions)                            | 20-30 minutes<br>weekday peak periods<br>60 minutes off-peak periods and weekends  |
|  | <u>Weekends</u><br>8:00 a.m.-10:00 p.m.   | <u>Headways</u><br>60-120 minutes   |  |  |
| Express Transit Service                      | None  | - -   | <u>Weekdays</u><br>5:00 a.m.-1:00 a.m.<br><br><u>Weekends</u><br>5:00 a.m.-1:00 a.m. | 5-15 minutes peak periods<br>10-20 minutes off-peak periods<br><br>10-20 minutes   |
| Local Transit Service                        |   |   |  |  |
| Central Milwaukee County                     | <u>Weekdays</u><br>5:00 a.m.-1:00 a.m.<br><br><u>Weekends</u><br>5:00 a.m.-1:00 a.m.                | 5-20 minutes peak periods<br>10-30 minutes midday<br>15-30 minutes evening<br><br>15-60 minutes | <u>Weekdays</u><br>5:00 a.m.-1:00 a.m.<br><br><u>Weekends</u><br>5:00 a.m.-1:00 a.m. | 5-10 minutes peak periods<br>10-15 minutes midday<br>10-20 minutes evening<br><br>10-20 minutes  |
| Outlying Milwaukee County                    | <u>Weekdays</u><br>5:00 a.m.-1:00 a.m.<br><br><u>Weekends</u><br>5:00 a.m.-1:00 a.m.                | 15-60 minutes peak periods<br>20-60 minutes off-peak periods<br><br>20-60 minutes               | <u>Weekdays</u><br>5:00 a.m.-1:00 a.m.<br><br><u>Weekends</u><br>5:00 a.m.-1:00 a.m. | 10-30 minutes peak periods<br>20-60 minutes off-peak periods<br><br>20-60 minutes  |
| Kenosha Area                                 | <u>Weekdays</u><br>6:00 a.m.-7:30 p.m.  | 30-40 minutes peak periods<br>40-60 minutes off-peak periods                                    | <u>Daily</u><br>6:00 a.m.-10:00 p.m.   | <u>Weekdays</u><br>15-30 minutes peak periods<br>30 minutes midday<br>60 minutes evening<br><br><u>Weekends</u><br>30-60 minutes Saturday<br>60 minutes Sunday |

Table H-19 (continued)

| Service Type                         | Existing Year 2005   |   | Recommended Plan   |  |
|--------------------------------------|--|---|--|--|
|                                      | Service Hours  | Service Headways  | Service Hours  | Service Headways   |
| Local Transit Service<br>(continued) |  |   |  |  |
| Racine Area                          | <u>Weekdays</u><br>5:30 a.m.-12:00 a.m.<br><br><u>Saturdays</u><br>5:30 a.m.-10:00 p.m.<br><br><u>Sundays</u><br>9:30 a.m.-7:00 p.m. | <u>Weekdays</u><br>30-60 minutes peak periods<br>60 minutes off-peak periods<br><br><u>Weekends</u><br>60 minutes       | <u>Daily</u><br>6:00 a.m.-10:00 p.m.<br><br><u>Daily</u><br>6:00 a.m.-10:00 p.m. | <u>Weekdays</u><br>15-30 minutes peak periods<br>30 minutes midday<br>60 minutes evening<br><br><u>Weekends</u><br>30-60 minutes Saturday<br>60 minutes Sunday |
| Waukesha Area                        | <u>Weekdays</u><br>5:30 a.m.-10:00 p.m.<br><br><u>Saturdays</u><br>8:00 a.m.-10:00 p.m.<br><br><u>Sundays</u><br>9:00 a.m.-7:00 p.m. | <u>Weekdays</u><br>35-70 minutes peak periods<br>30-60 minutes off-peak periods<br><br><u>Weekends</u><br>30-60 minutes | <u>Daily</u><br>6:00 a.m.-10:00 p.m.   | <u>Weekdays</u><br>20 minutes peak period<br>30 minutes midday<br>60 minutes evening<br><br><u>Weekends</u><br>30-60 minutes Saturday<br>30-60 minutes Sunday  |

Source: SEWRPC.

The plan recommends about a 100 percent expansion of public transit and, with respect to arterial streets and highways, about a 12 percent expansion of capacity in terms of route-miles and 4 percent in terms of lane-miles. A review conducted as part of this year 2035 planning effort of the implementation to date of the previous year 2020 plan concluded that about 15 to 20 percent of the recommendations of each element of the plan had been implemented—public transit expansion, arterial street and highway capacity expansion, and off-street bicycle and pedestrian facilities.

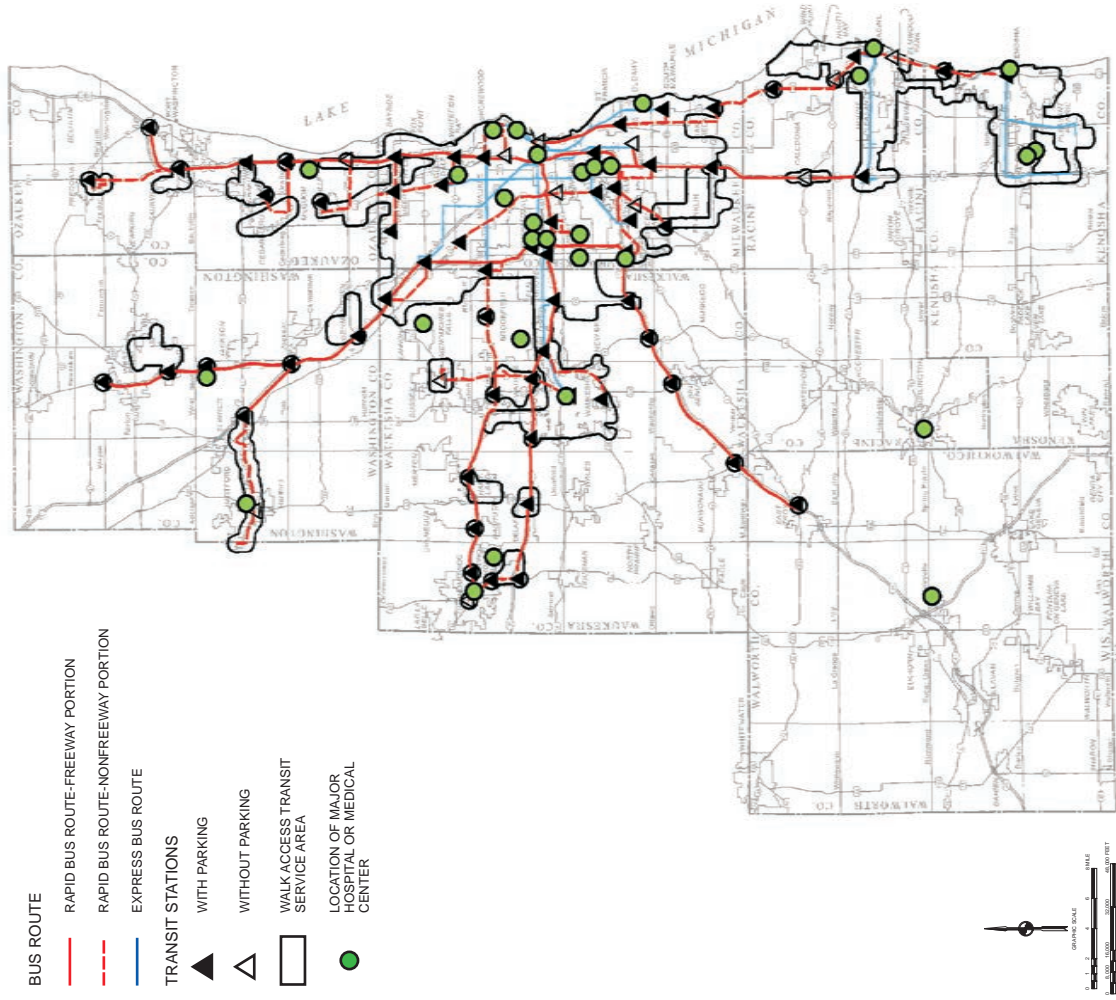
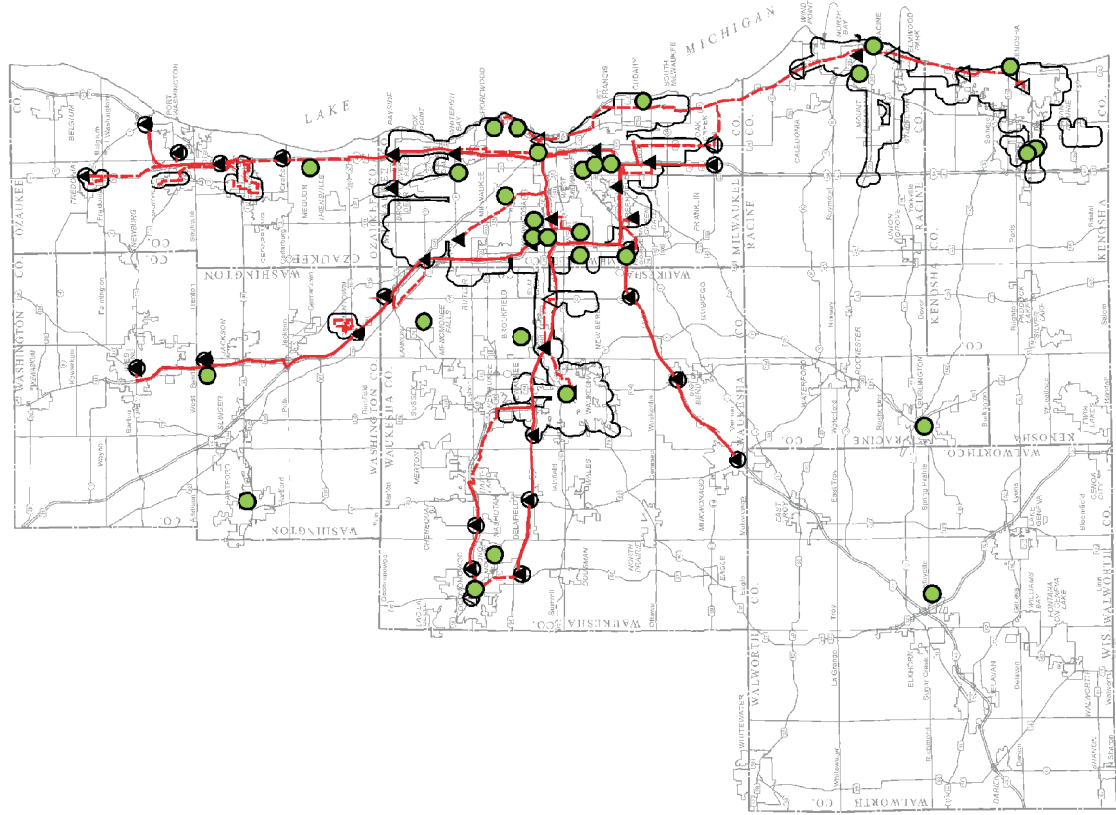
Looking over the past 30 years, significant progress has been made with respect to implementation of previous regional plan recommendations. With respect to public transit, the overall improvement and expansion achieved from 58,000 bus-miles of service in 1975 to 69,000 bus-miles of service in 2005 has been limited by reductions in service which have occurred during periods of economic downturns and recessions, specifically during the early 1980's and the early 2000's. For example, between 1987 and 2000, public transit bus-miles of service expanded from about 61,000 to 81,000 bus-miles of service, about 33 percent or about 2.3 percent annually. But with the economic downturn and attendant State and local budget problems since 2000, bus-miles of public transit service have declined by about 15 percent. To fully implement the regional plan, there will be a need to assure that progress in plan implementation particularly with respect to public transit continues during economic downturns, and is not eroded through service reductions. As minority and low income populations disproportionately use and are dependent upon, public transit, these populations are disproportionately impacted by reductions in transit service. The Commission will monitor and report on progress in plan implementation as part of plan review conducted every four years.

Map H-40

**SERVICE TO HOSPITALS AND MEDICAL CENTERS:  
TRANSIT ELEMENT OF THE EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**

EXISTING YEAR 2005

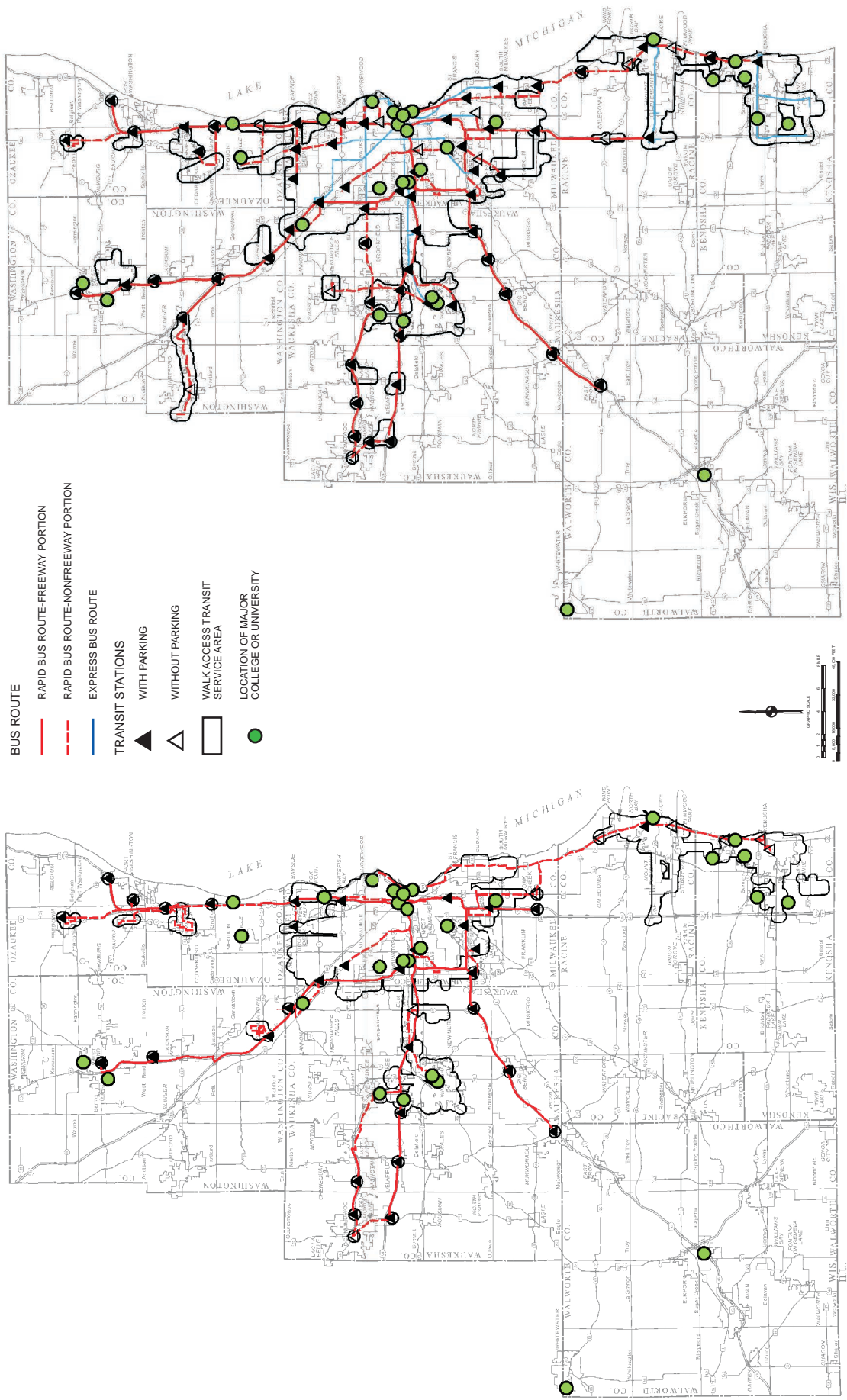
RECOMMENDED YEAR 2035 PLAN



Source: SEWRPC.

Map H-41

**SERVICE TO COLLEGES AND UNIVERSITIES:**  
**TRANSIT ELEMENT OF THE EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**  
**EXISTING YEAR 2005** **RECOMMENDED YEAR 2035 PLAN**



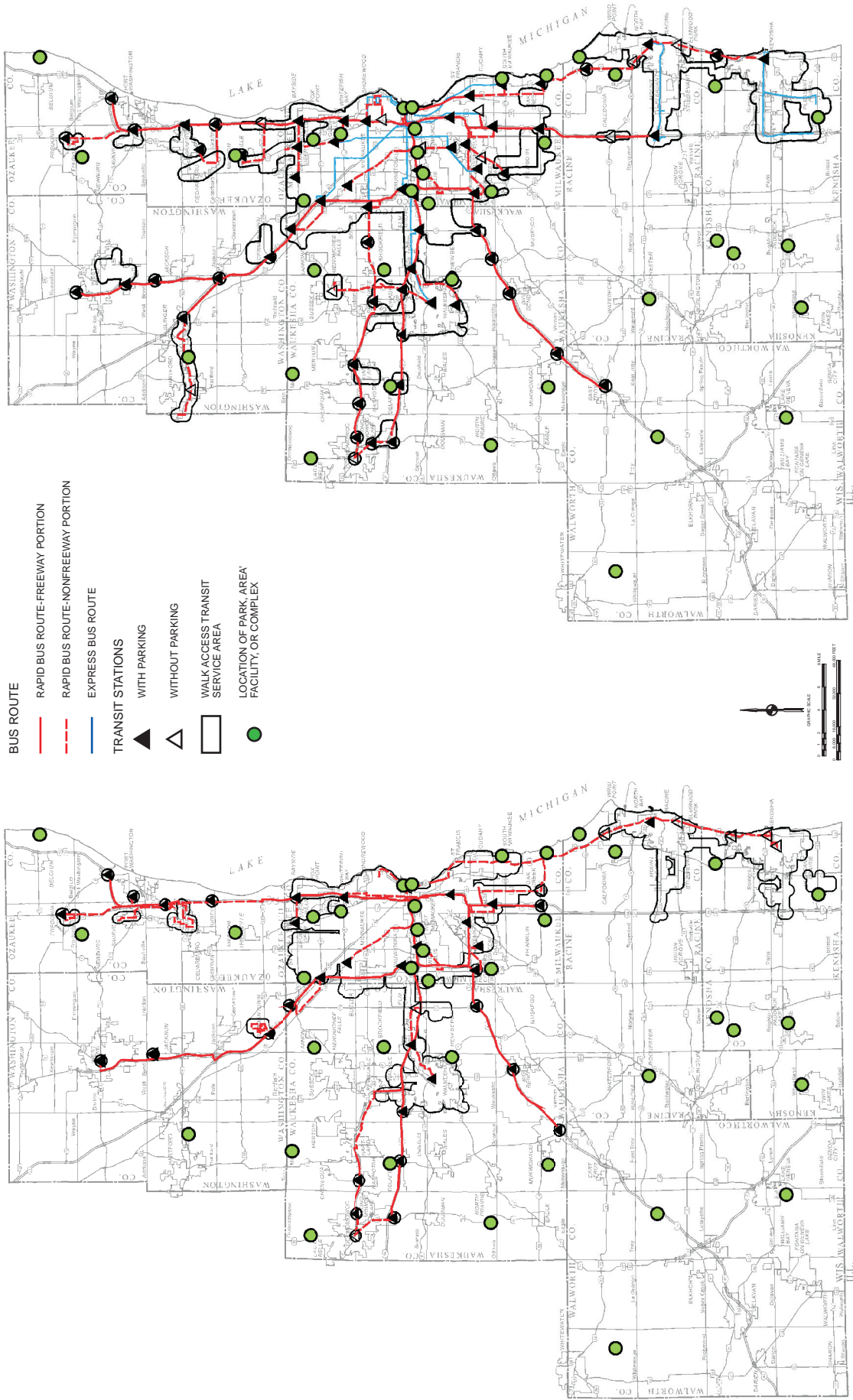
Source: SEWRPC.

Map H-42

**SERVICE TO MAJOR PARKS AND OUTDOOR RECREATION AREAS, RECREATIONAL FACILITIES AND COMPLEXES HOSTING HIGH-ATTENDANCE EVENTS:  
TRANSIT ELEMENT OF THE EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**

EXISTING YEAR 2005

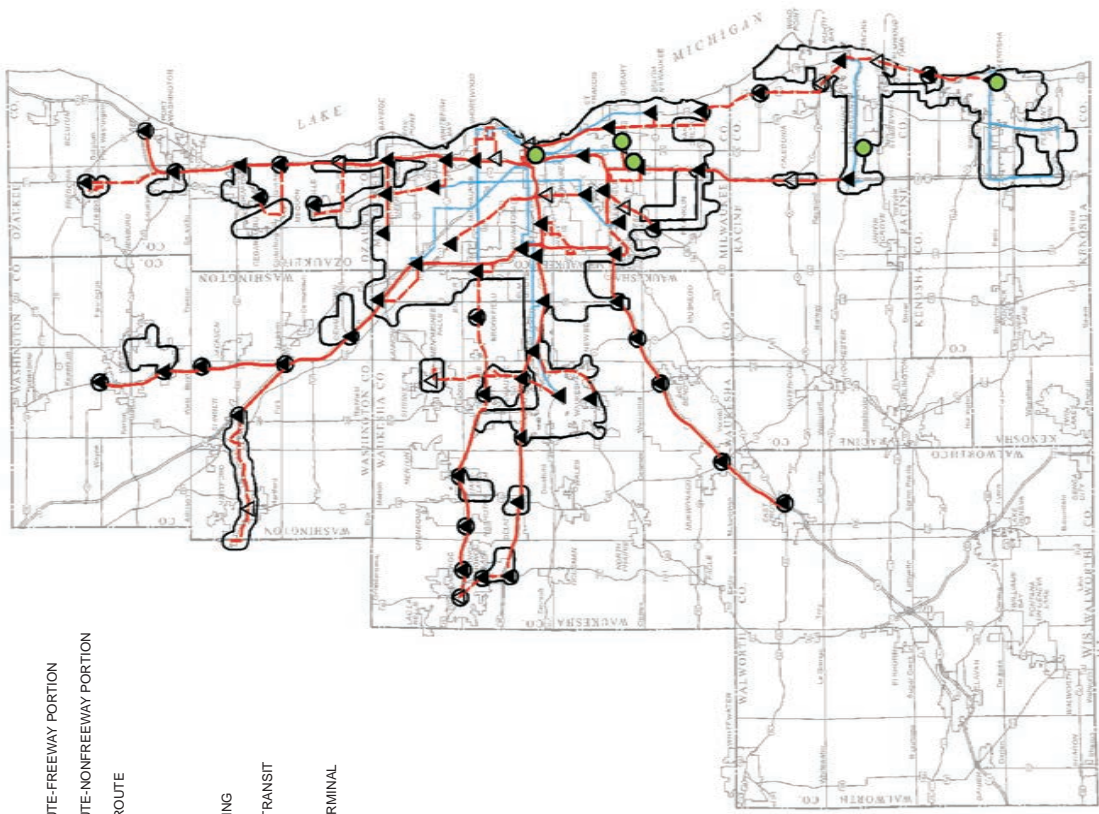
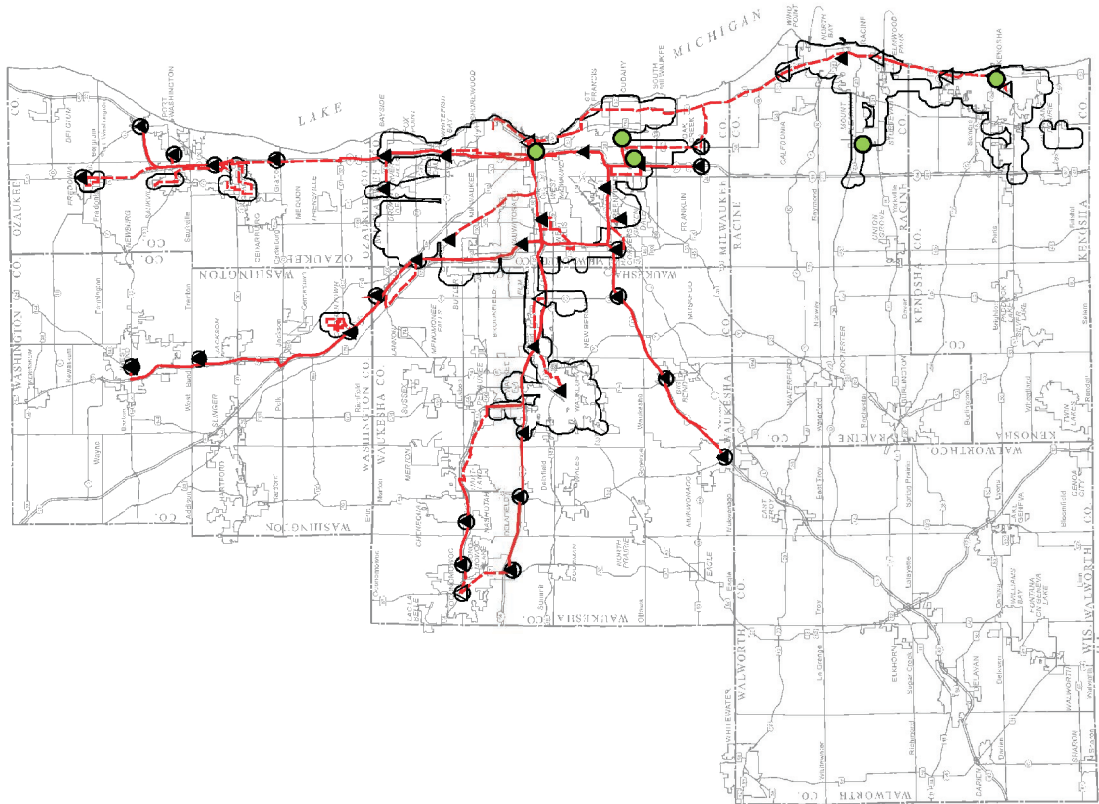
RECOMMENDED YEAR 2035 PLAN



Source: SEWRPC.

Map H-43

**SERVICE TO MAJOR PASSENGER TERMINALS:  
TRANSIT ELEMENT OF THE EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**  
EXISTING YEAR 2005



- BUS ROUTE**
- RAPID BUS ROUTE-FREEWAY PORTION
  - - - RAPID BUS ROUTE-NONFREEWAY PORTION
  - EXPRESS BUS ROUTE
- TRANSIT STATIONS**
- ▲ WITH PARKING
  - △ WITHOUT PARKING
  - WALK ACCESS TRANSIT SERVICE AREA
  - LOCATION OF PASSENGER TERMINAL



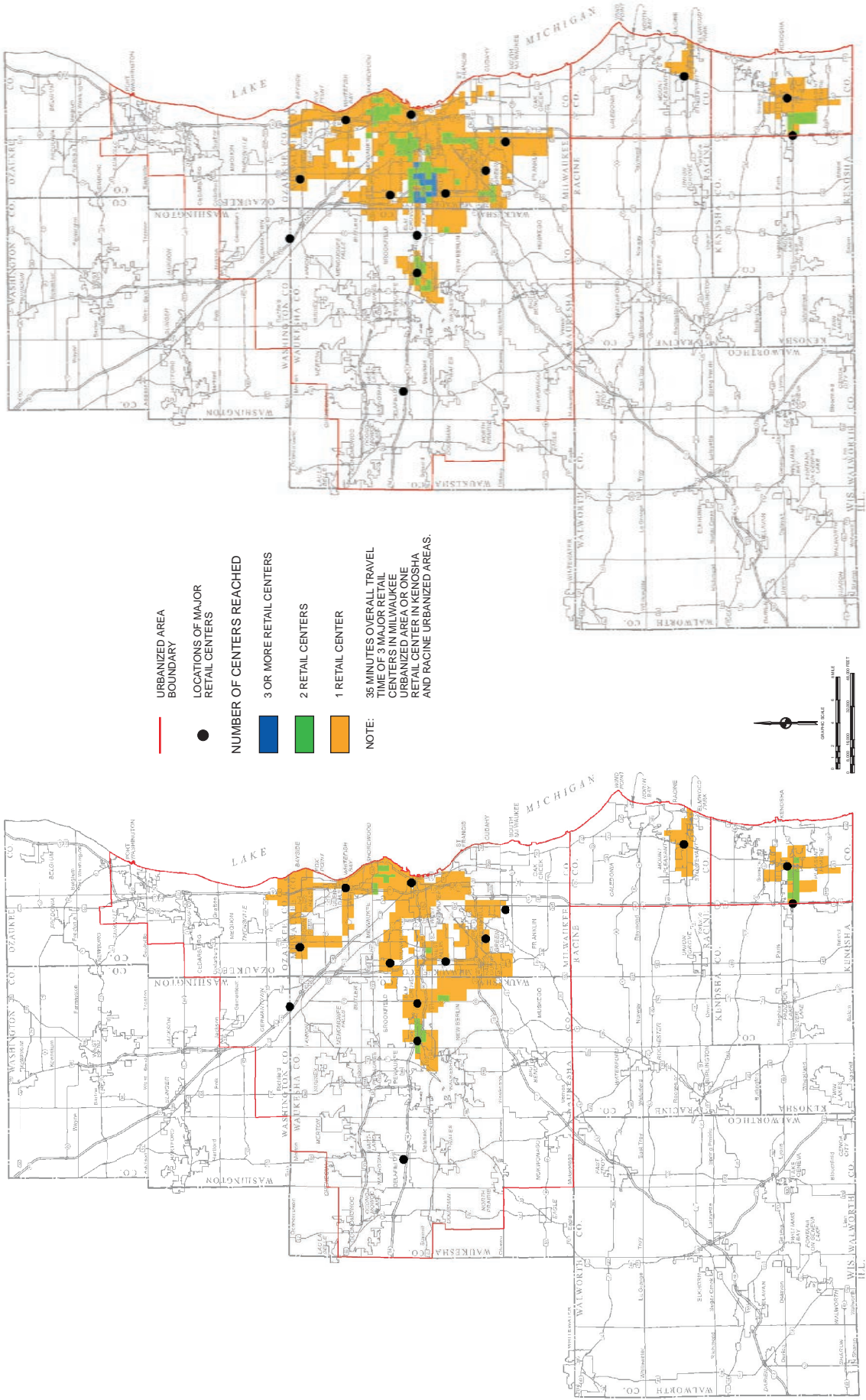
Source: SEWRPC.

Map H-44

**AREAS MEETING TRAVEL TIME STANDARD TO MAJOR RETAIL CENTERS BY PUBLIC TRANSIT:  
EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN



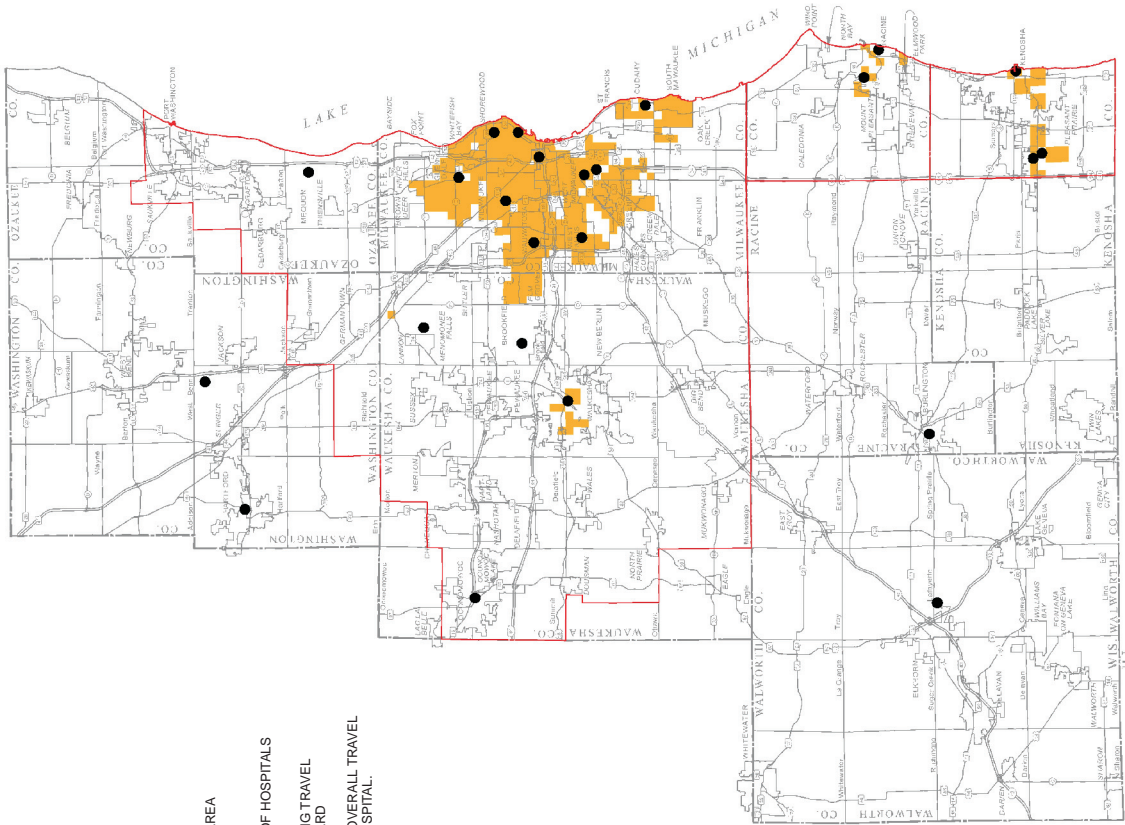
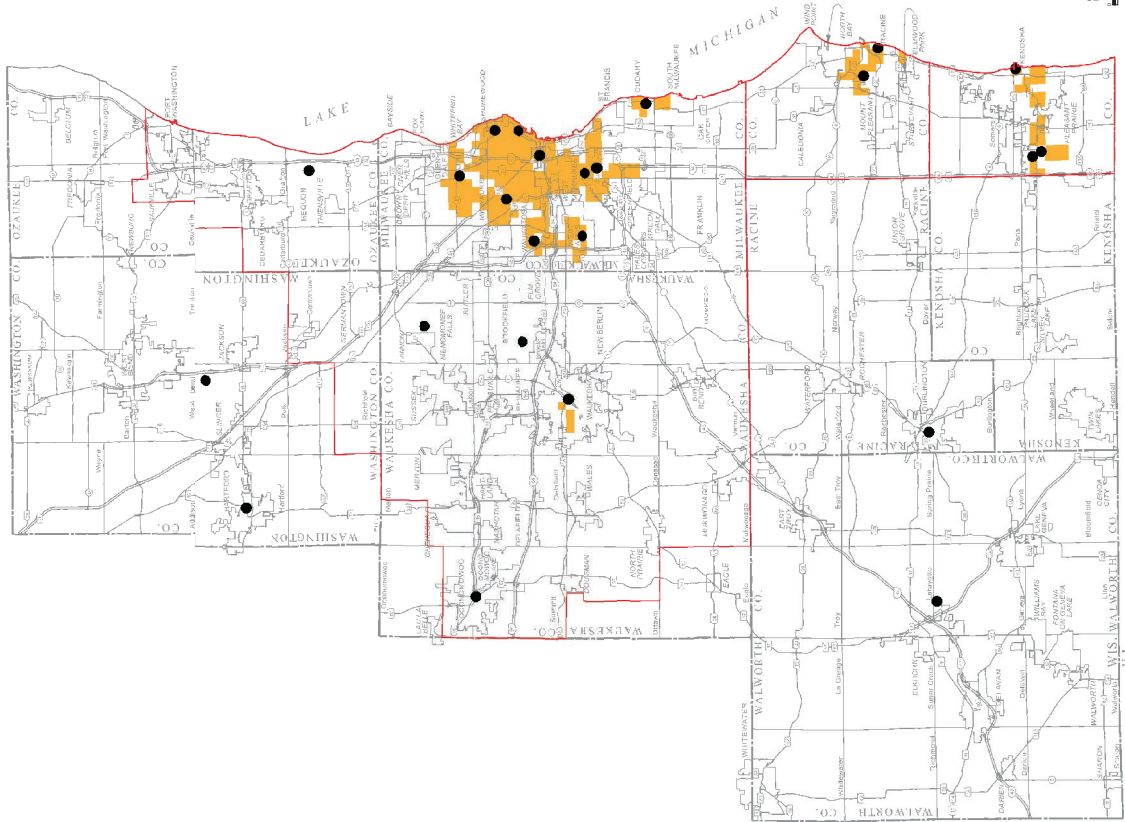
Source: SEWRPC.

Map H-45

# AREAS MEETING TRAVEL TIME STANDARD TO HOSPITALS BY PUBLIC TRANSIT: EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN



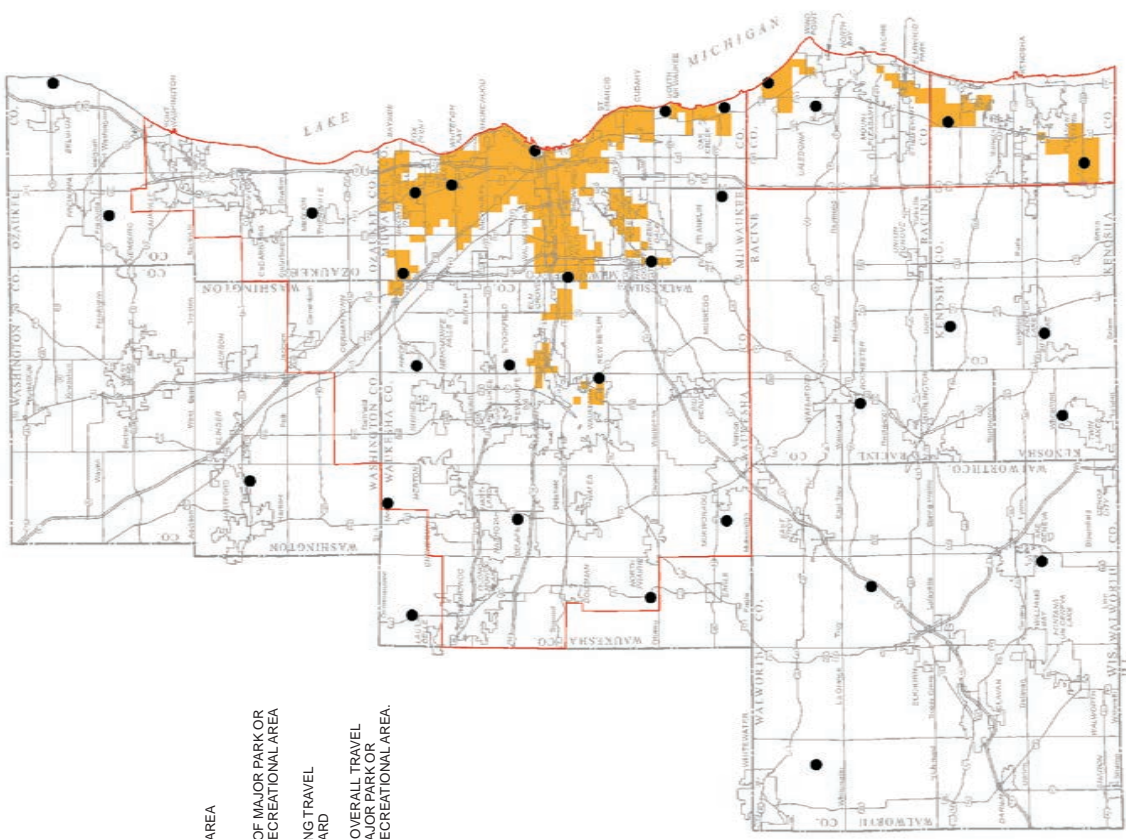
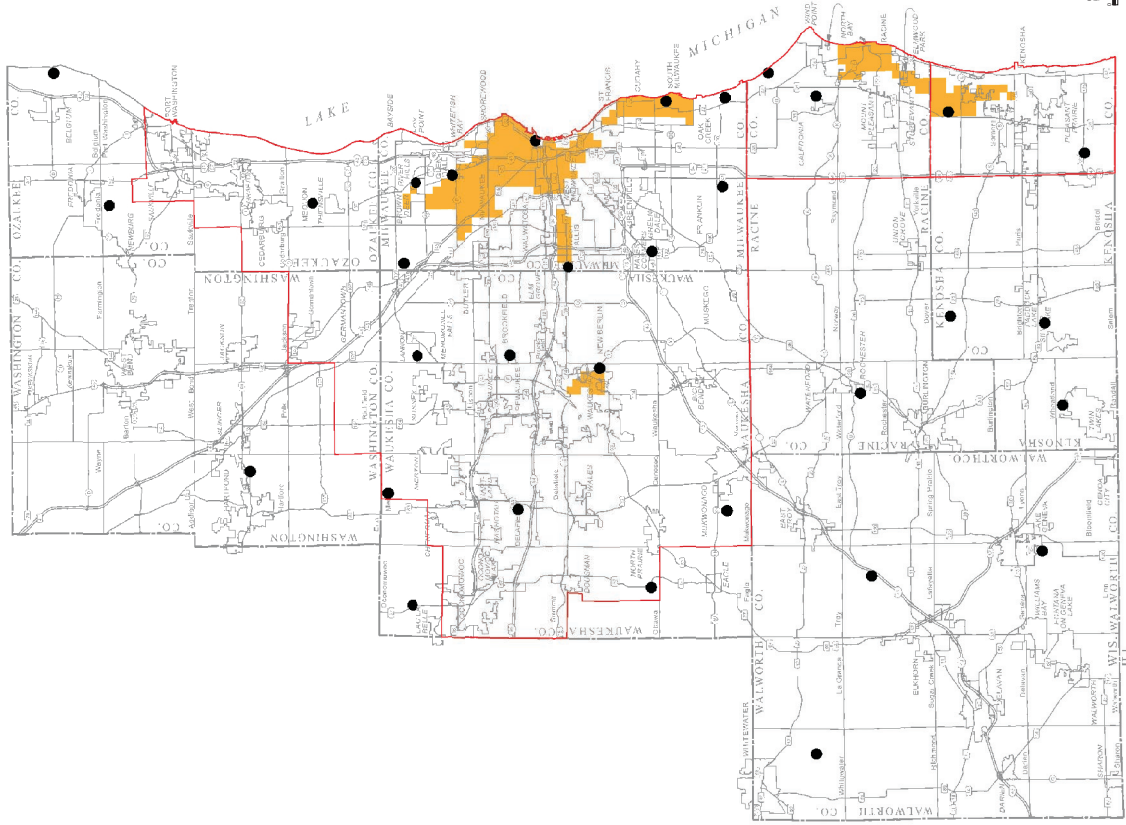
Source: SEWRPC.

Map H-46

**AREAS MEETING TRAVEL TIME STANDARD TO MAJOR PARK OR OUTDOOR RECREATIONAL AREA BY PUBLIC TRANSIT:  
EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN**

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN

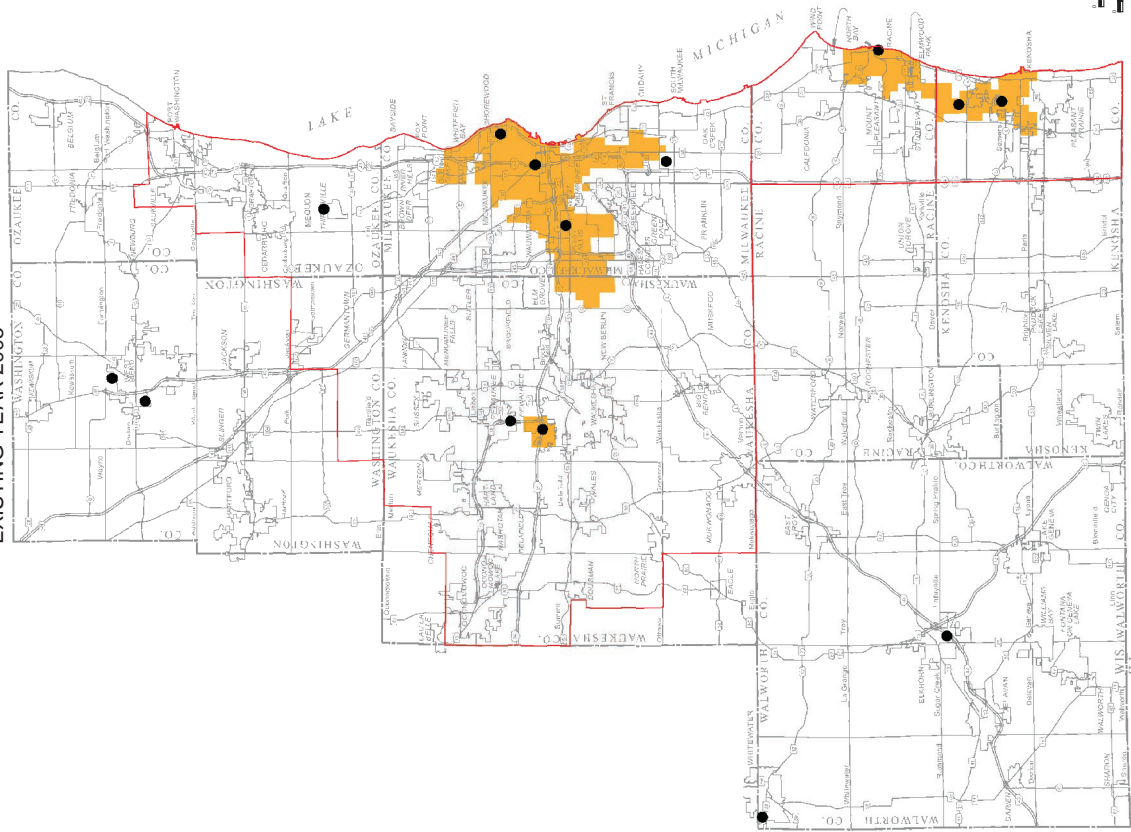


Source: SEWRPC.

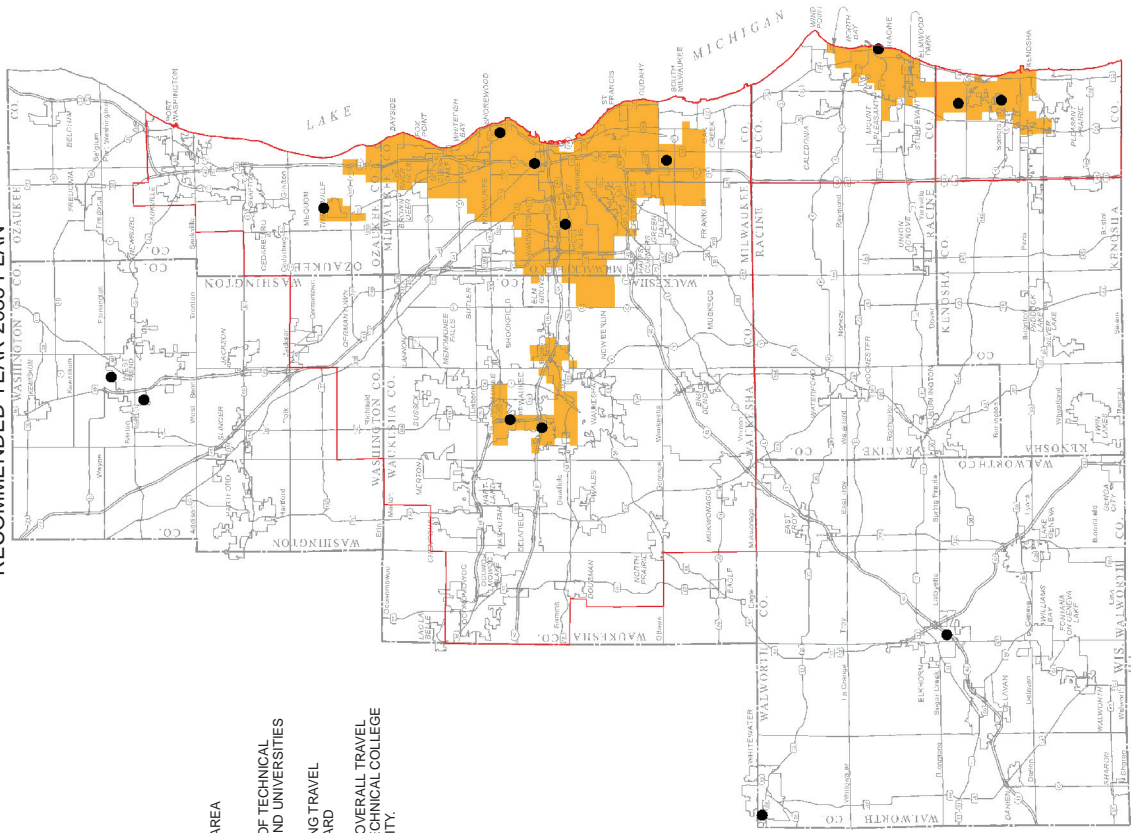
Map H-47

# AREAS MEETING TRAVEL TIME STANDARD TO PUBLIC TECHNICAL COLLEGES AND UNIVERSITIES BY PUBLIC TRANSIT: EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN

EXISTING YEAR 2005



RECOMMENDED YEAR 2035 PLAN



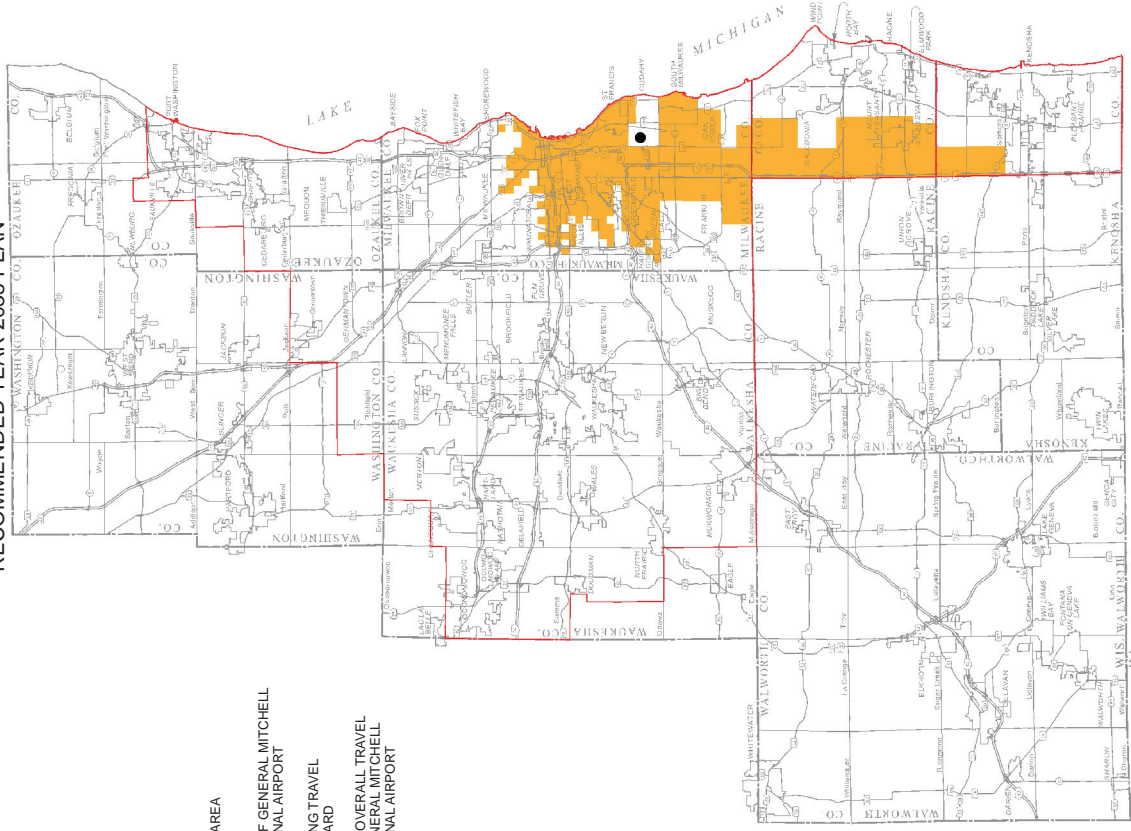
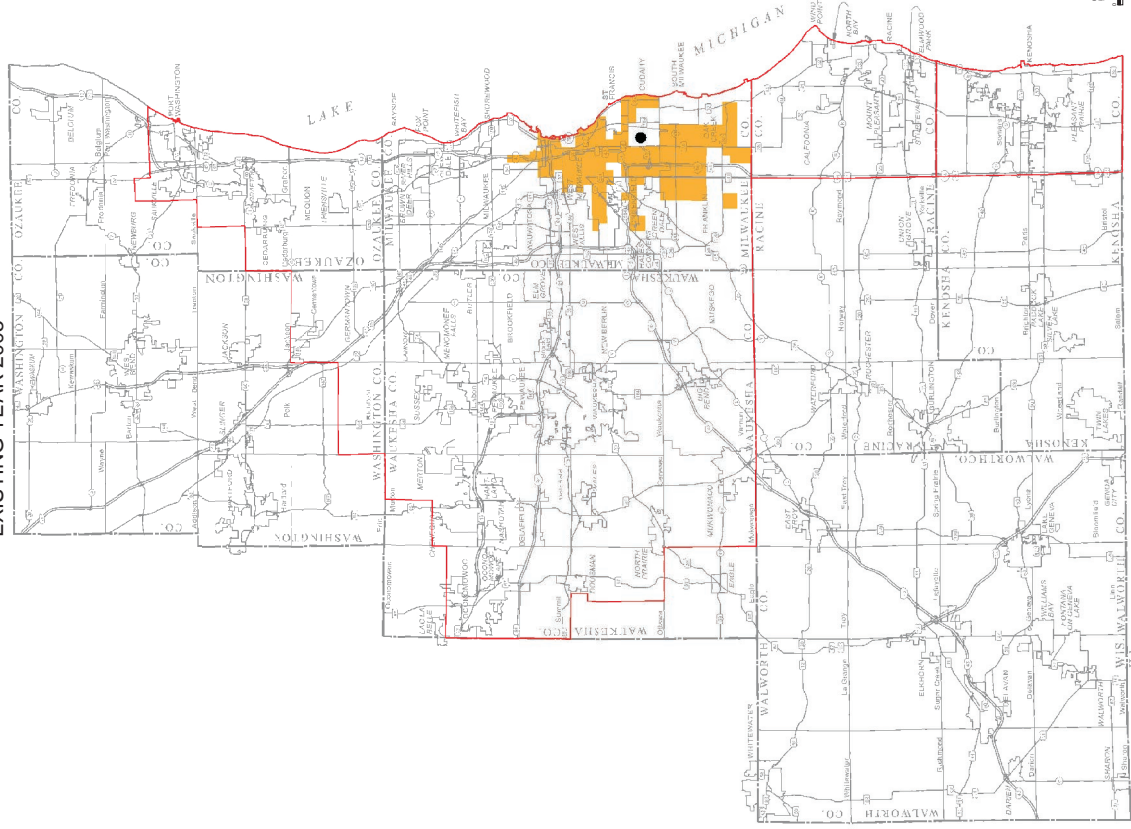
Source: SEWRPC.

Map H-48

# AREAS MEETING TRAVEL TIME STANDARD TO GENERAL MITCHELL INTERNATIONAL AIRPORT BY PUBLIC TRANSIT: EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN



Source: SEWRPC.

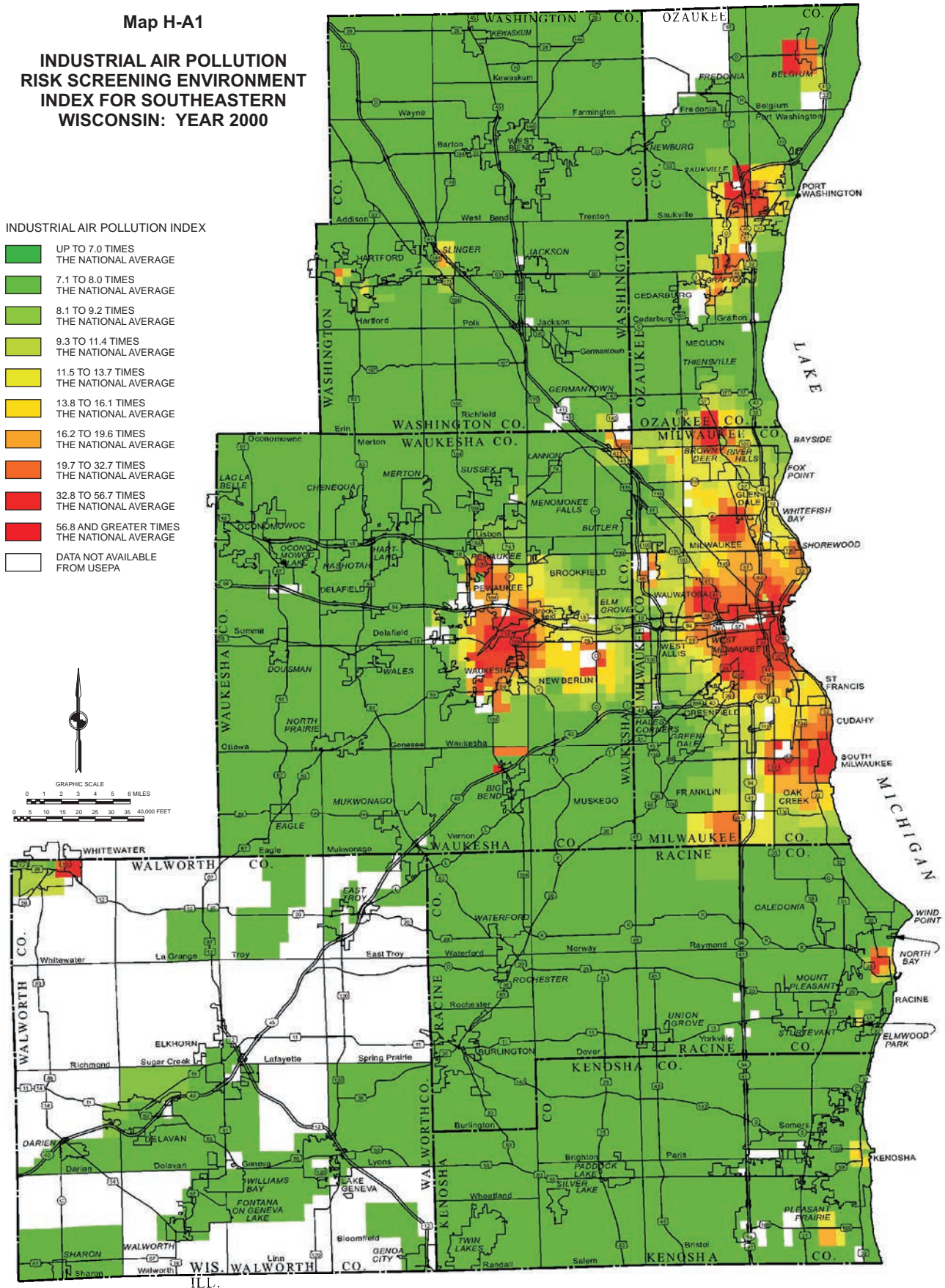
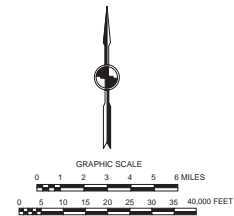
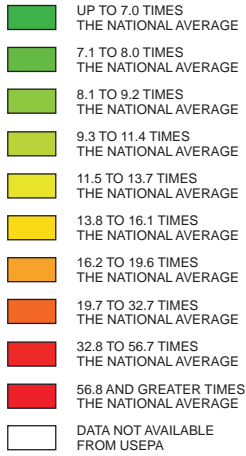
## **ATTACHMENT TO APPENDIX H**

Transportation-related air pollutants represent only a portion of total air pollutants; for example, about 20 percent of ozone-related volatile organic compound emissions and 40 percent of nitrogen oxide emissions are from transportation sources. Map H-A1 presents U.S. Environmental Protection Agency data on toxic chemical emissions by industries. It is intended to provide a relative comparison of industrial toxic emissions throughout a region and the nation. Comparison of the location of industrial air pollution with the location of industrial jobs indicates a general correlation between manufacturing activity and industrial air pollution (see Map H-A2). Some of the highest levels of industrial air pollution occur in areas with concentrations of minority and low income populations, and also in areas with little to no minority or low income population.

Map H-A1

**INDUSTRIAL AIR POLLUTION  
RISK SCREENING ENVIRONMENT  
INDEX FOR SOUTHEASTERN  
WISCONSIN: YEAR 2000**

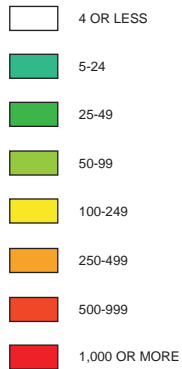
INDUSTRIAL AIR POLLUTION INDEX



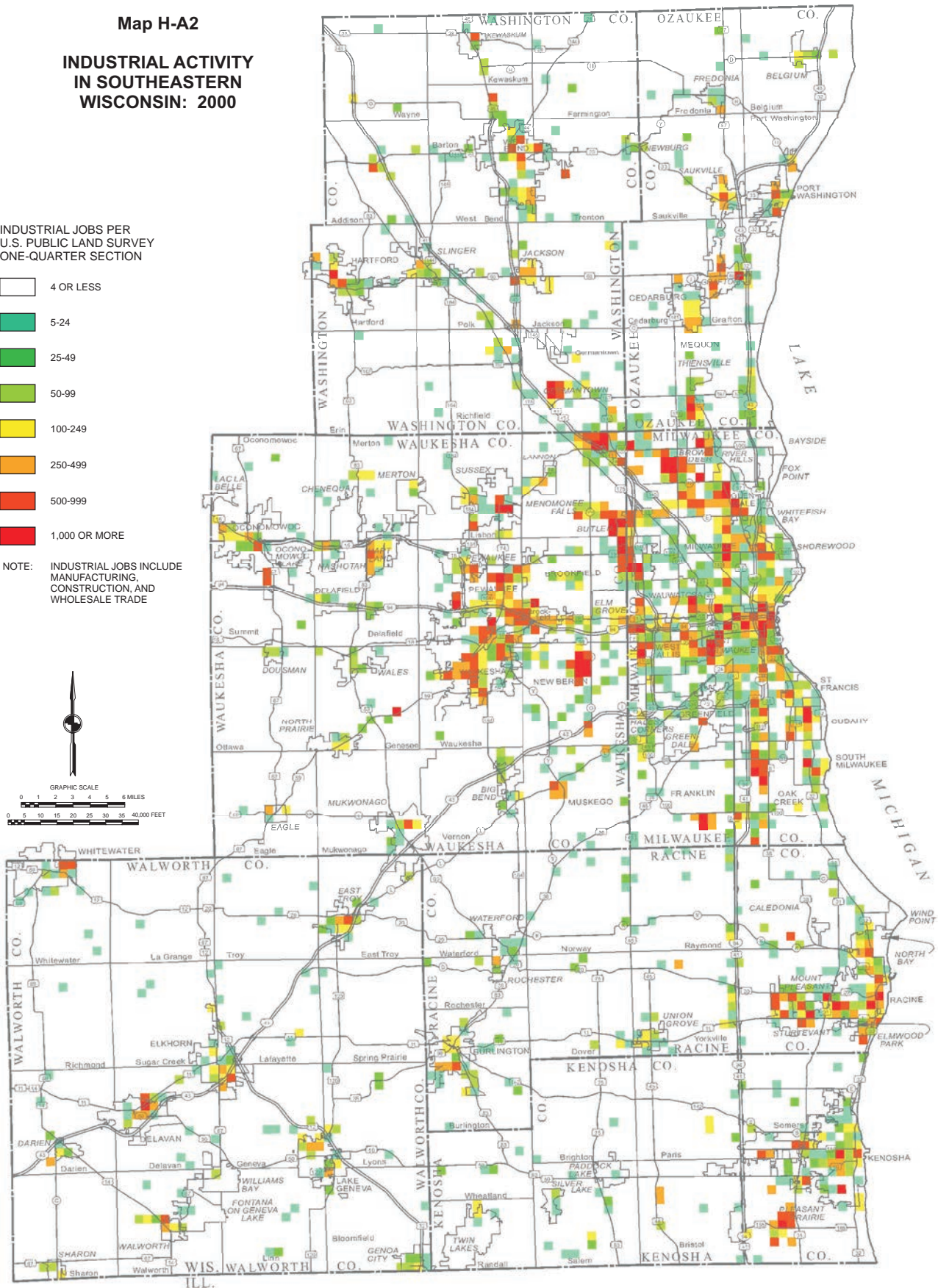
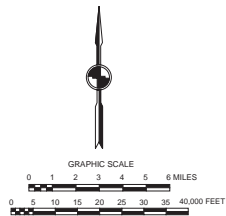
Source: U.S. Environmental Protection Agency and SEWRPC.

**Map H-A2**  
**INDUSTRIAL ACTIVITY**  
**IN SOUTHEASTERN**  
**WISCONSIN: 2000**

INDUSTRIAL JOBS PER  
 U.S. PUBLIC LAND SURVEY  
 ONE-QUARTER SECTION



NOTE: INDUSTRIAL JOBS INCLUDE  
 MANUFACTURING,  
 CONSTRUCTION, AND  
 WHOLESALE TRADE



Source: SEWRPC.