



Evaluation of the Impacts of the Year 2035 Regional Transportation Plan on Minority and Low-Income Populations



Environmental Justice Task Force

July 30, 2013



Introduction

- **Year 2035 regional transportation plan completed in 2006 provides advisory recommendations:**
 - **Public transit**
 - **Transportation systems and demand management**
 - **Bicycle and pedestrian facilities**
 - **Arterial streets and highways**
- **Includes an evaluation of the impacts of the plan recommendations on minority and low-income populations (Appendix H of the report)**
 - **Characteristics of minority and low-income populations (2000 Census)**
 - **Potential adverse impacts on minority and low-income populations**
 - **Potential benefits to minority and low-income populations**
- **A similar evaluation will be conducted on the year 2050 regional transportation plan**



Characteristics of Minority and Low-Income Population

- **Location within Region**
- **Commuting travel patterns**
- **Mode of travel to work**
- **Vehicle availability within households**



Characteristics of Minority and Low-Income Population

- **Location**
 - **Maps show locations throughout Region (Maps H-1 through H-7) and tables summarize location by County within Region (Tables H-1 through H-3)**
 - **Minority and low-income populations are concentrated in the Region's central cities with the exception of Asian/Pacific Islander and American Indian/Alaskan Native populations**
- **Commuting Patterns**
 - **County-to-county commuting patterns of minority and white populations are very similar (Table H-4)**
- **Mode of Travel (Table H-5)**
 - **Driving alone is the predominate mode of travel for work for both minority and white populations**
 - **Minority populations use carpooling and public transit for work travel more than the white population**



Characteristics of Minority and Low-Income Population

- **Household vehicle availability**
 - **About 25 percent of the Region's minority households do not have a vehicle available compared to 8 percent of white households (Table H-18)**

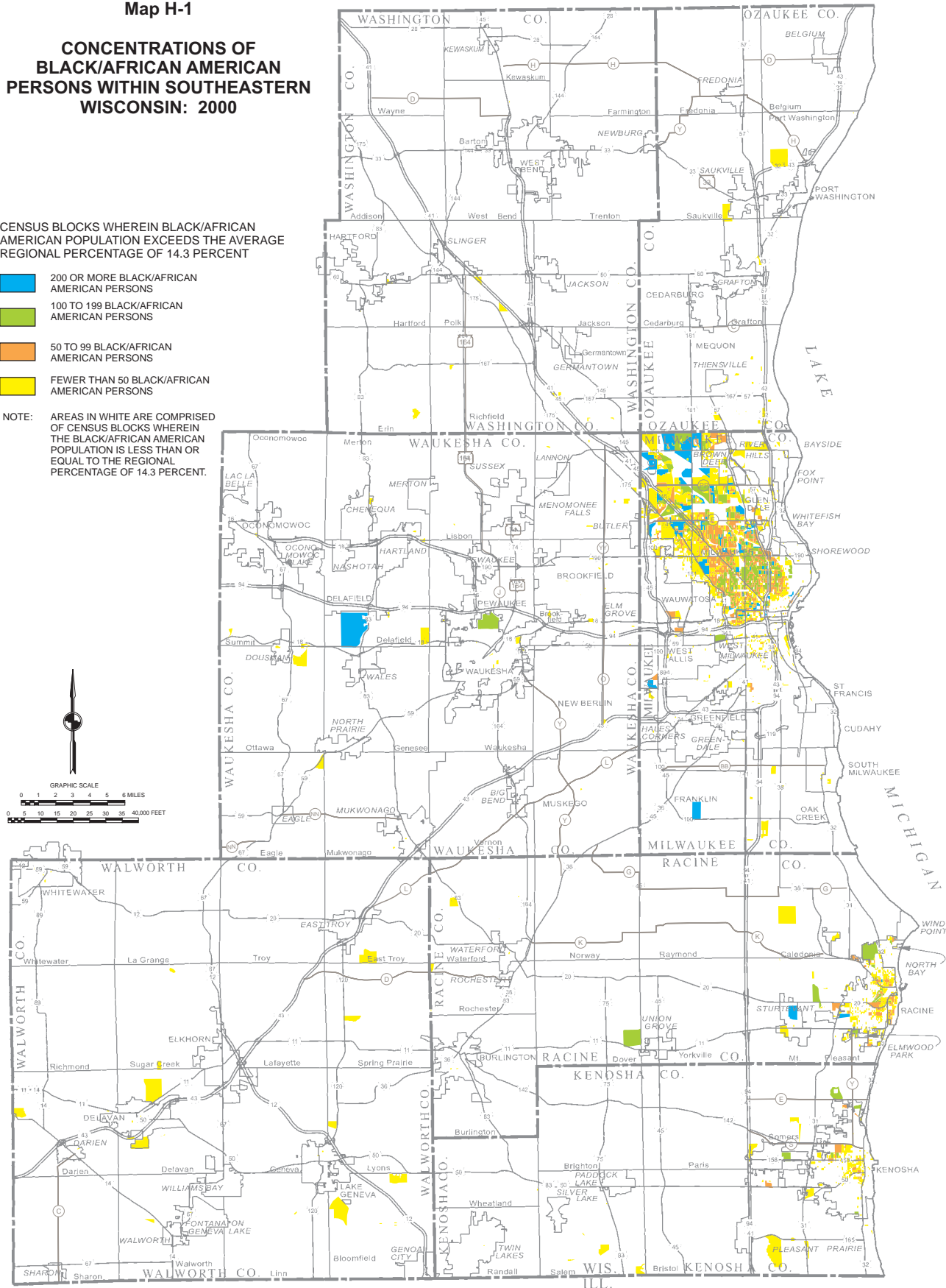
Map H-1

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.

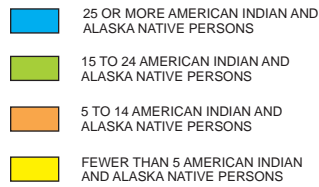


Source: U.S. Bureau of the Census and SEWRPC.

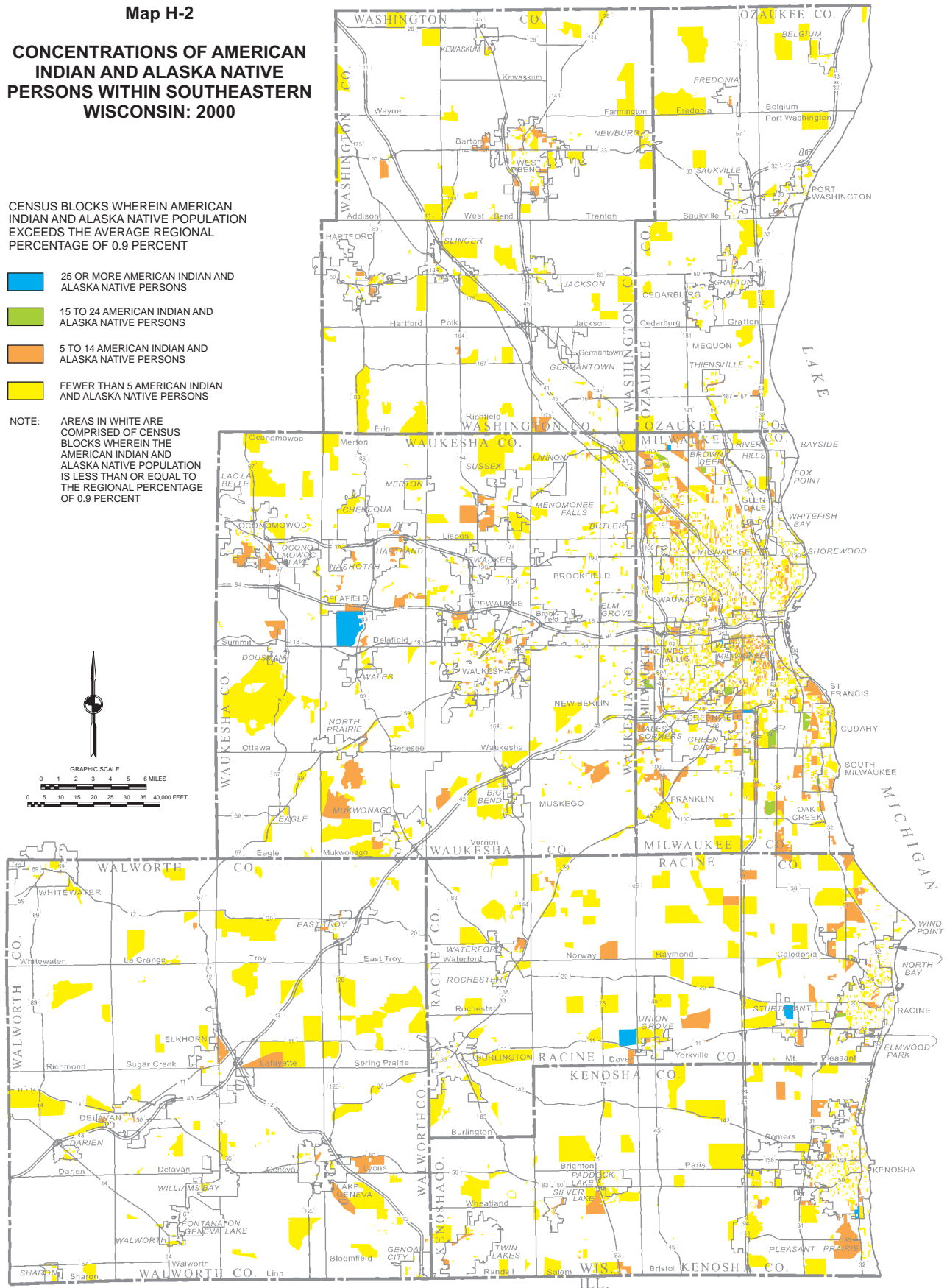
Map H-2

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.

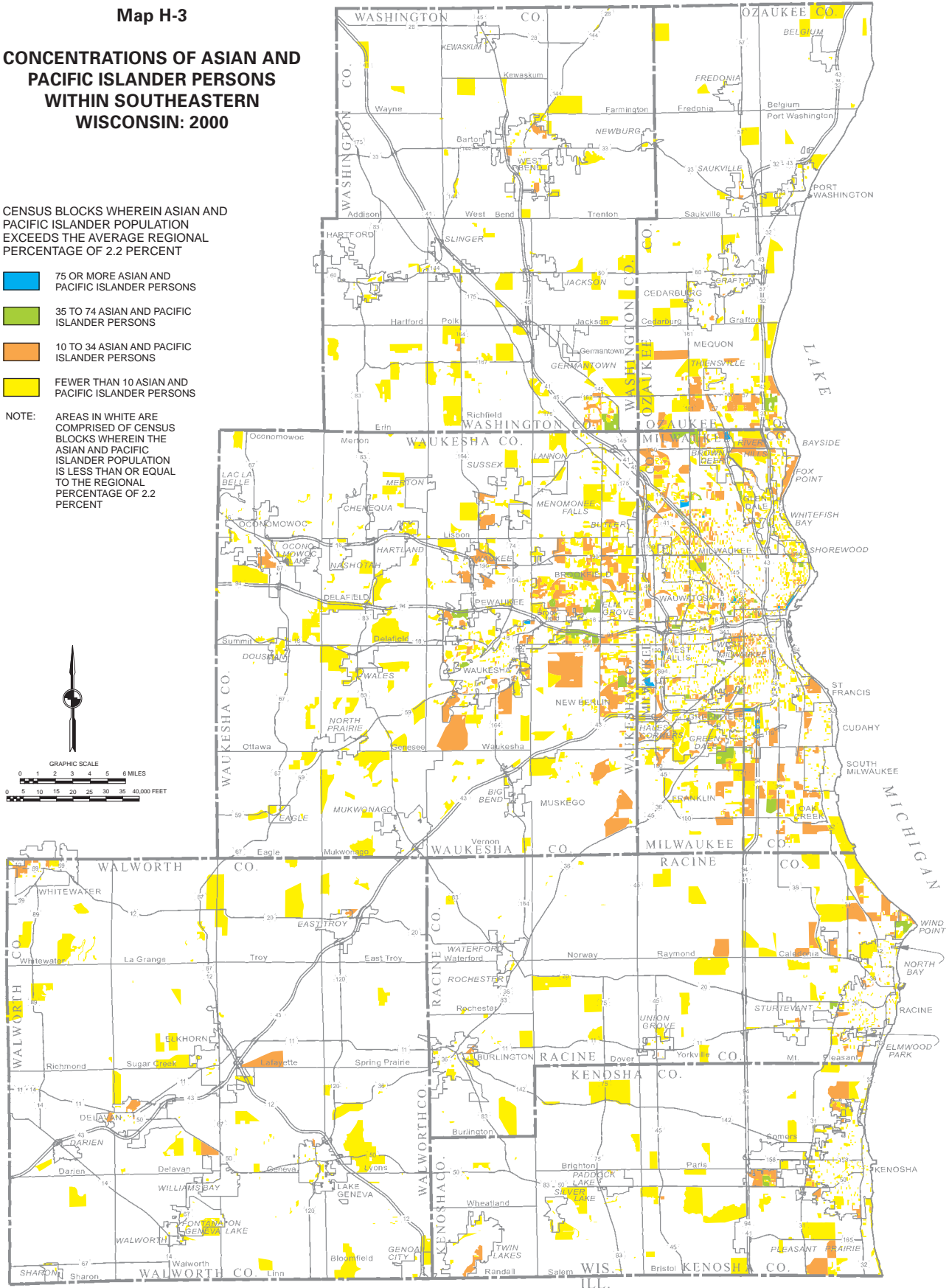
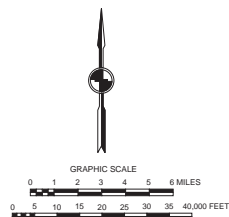
Map H-3

**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

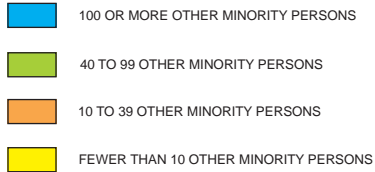


Source: U.S. Bureau of the Census and SEWRPC.

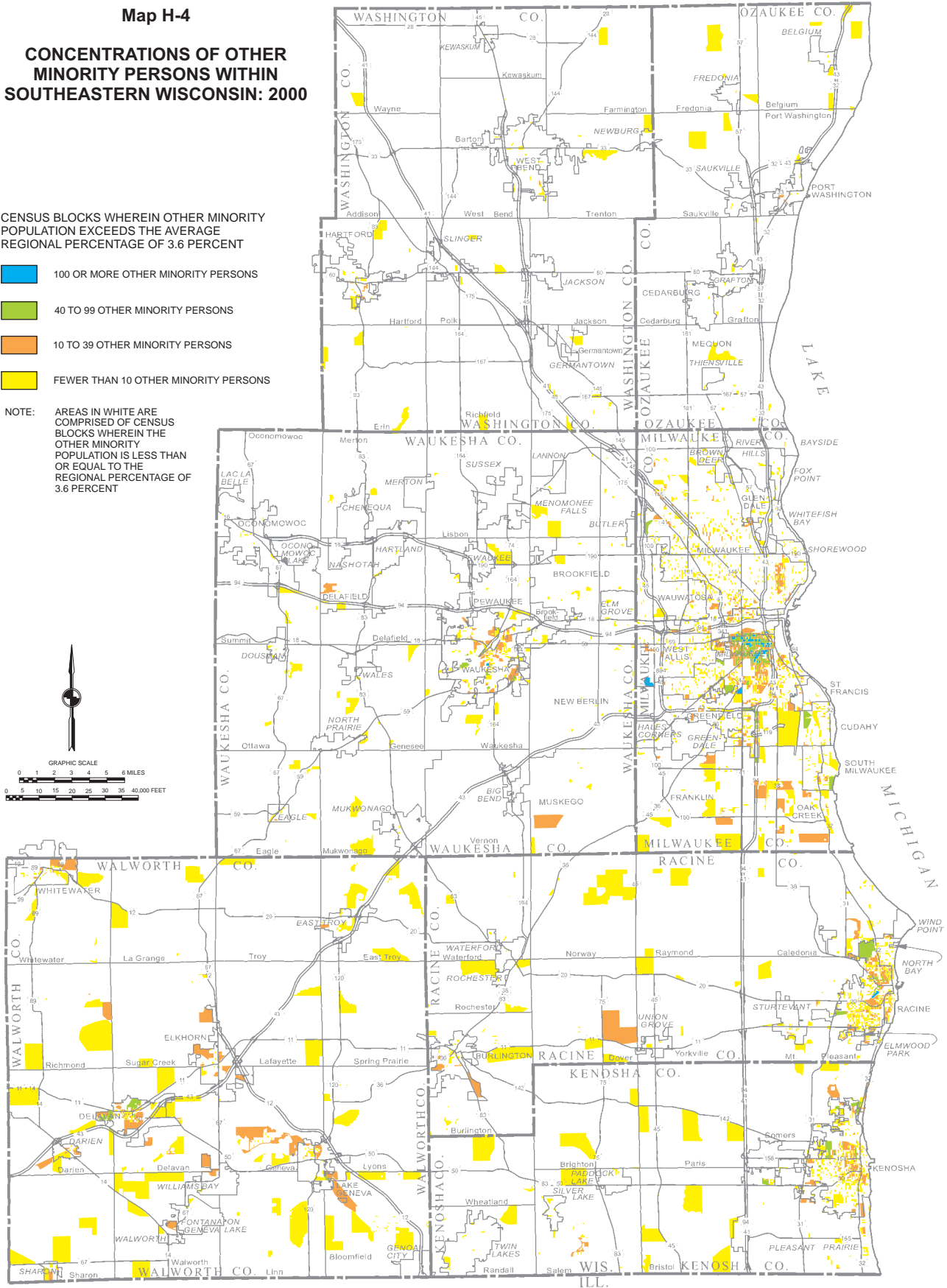
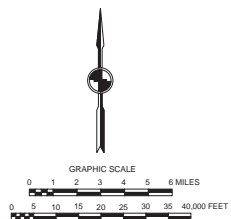
Map H-4

**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
COMPRISSED OF CENSUS
BLOCKS WHEREIN THE
OTHER MINORITY
POPULATION IS LESS THAN
OR EQUAL TO THE
REGIONAL PERCENTAGE OF
3.6 PERCENT

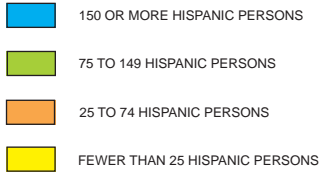


Source: U.S. Bureau of the Census and SEWRPC.

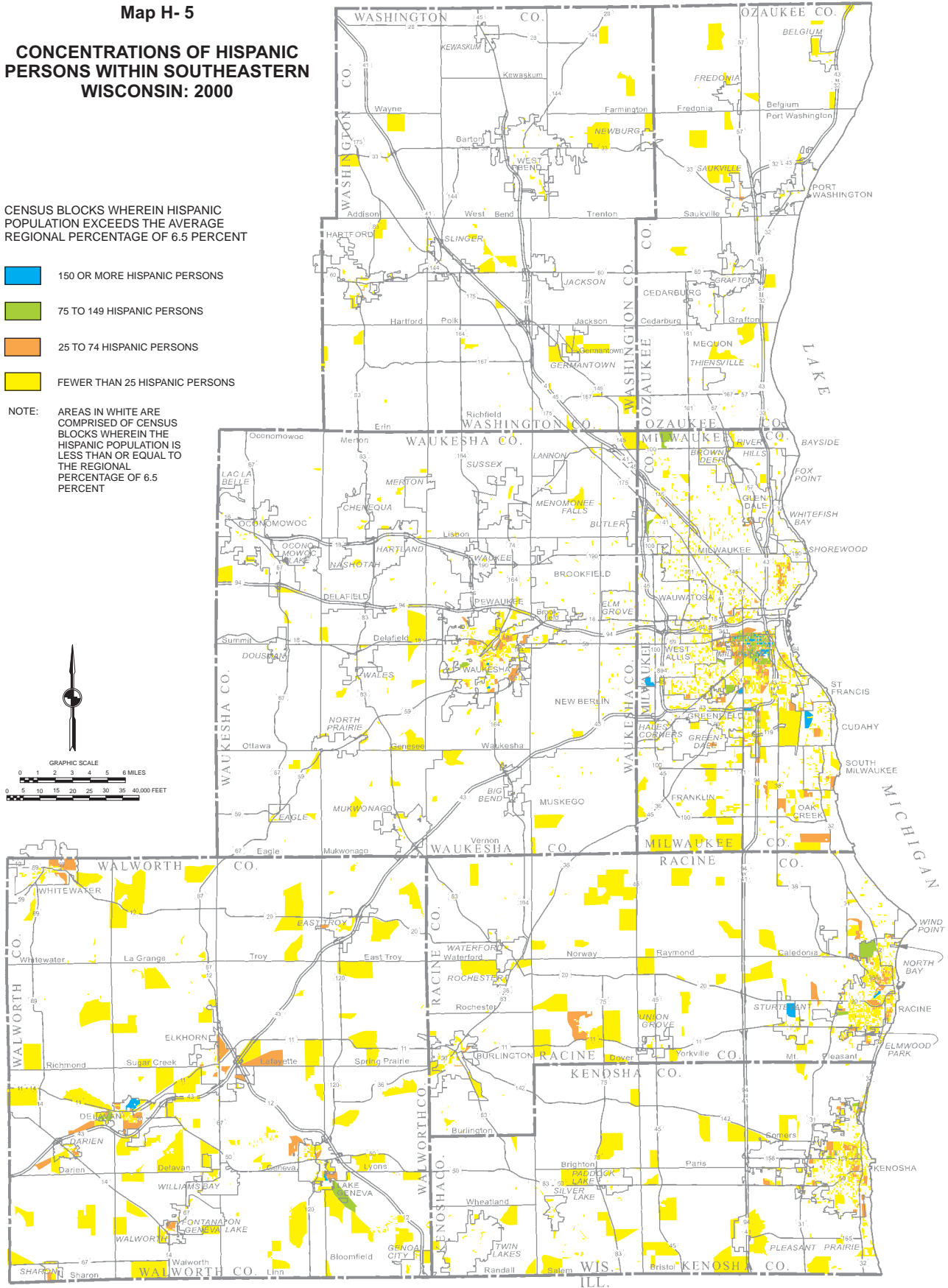
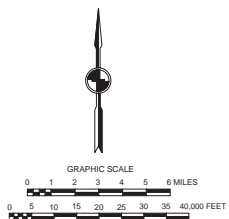
Map H- 5

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.

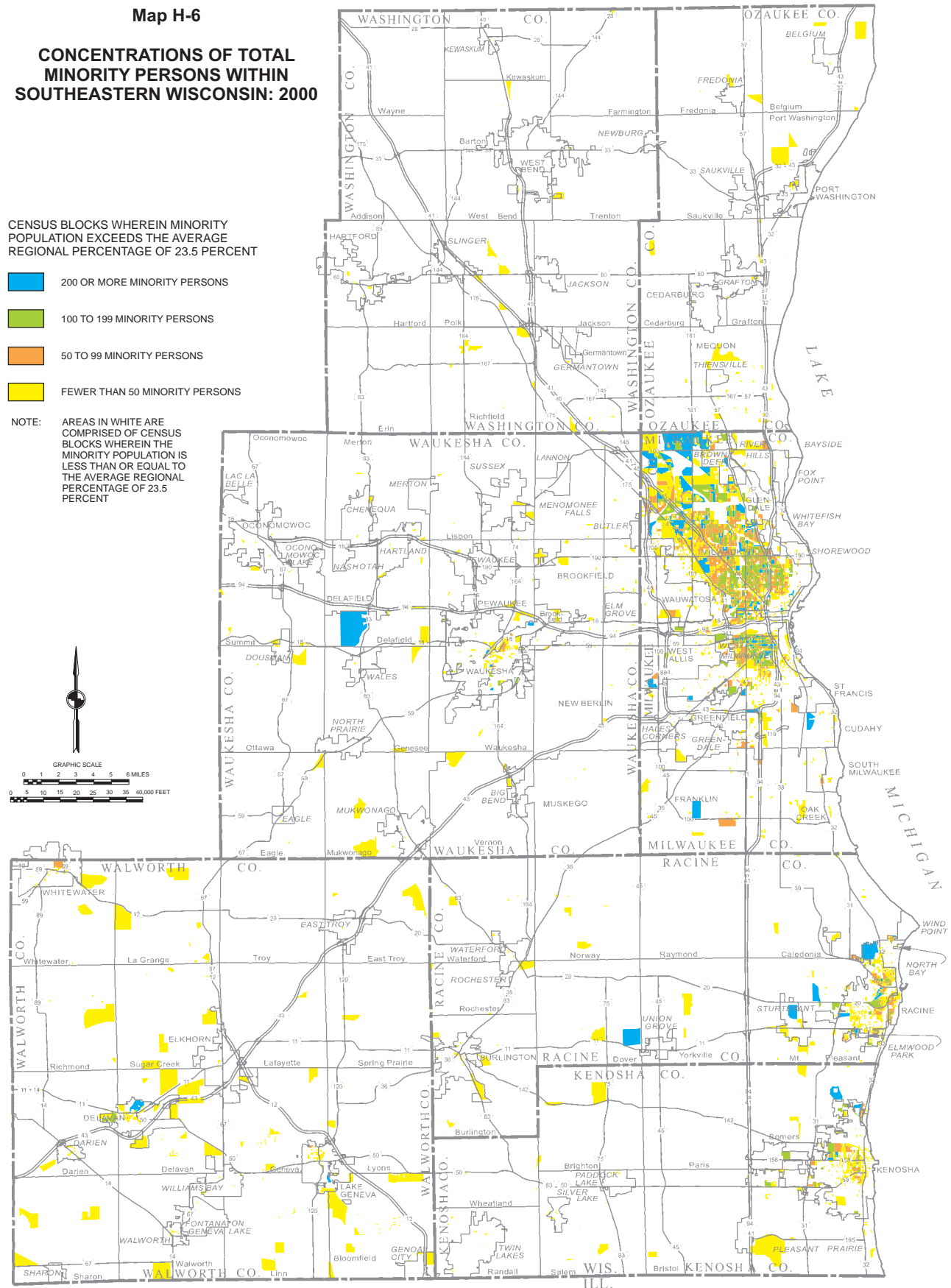
Map H-6

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

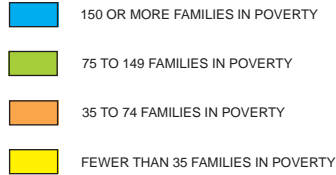


Source: U.S. Bureau of the Census and SEWRPC.

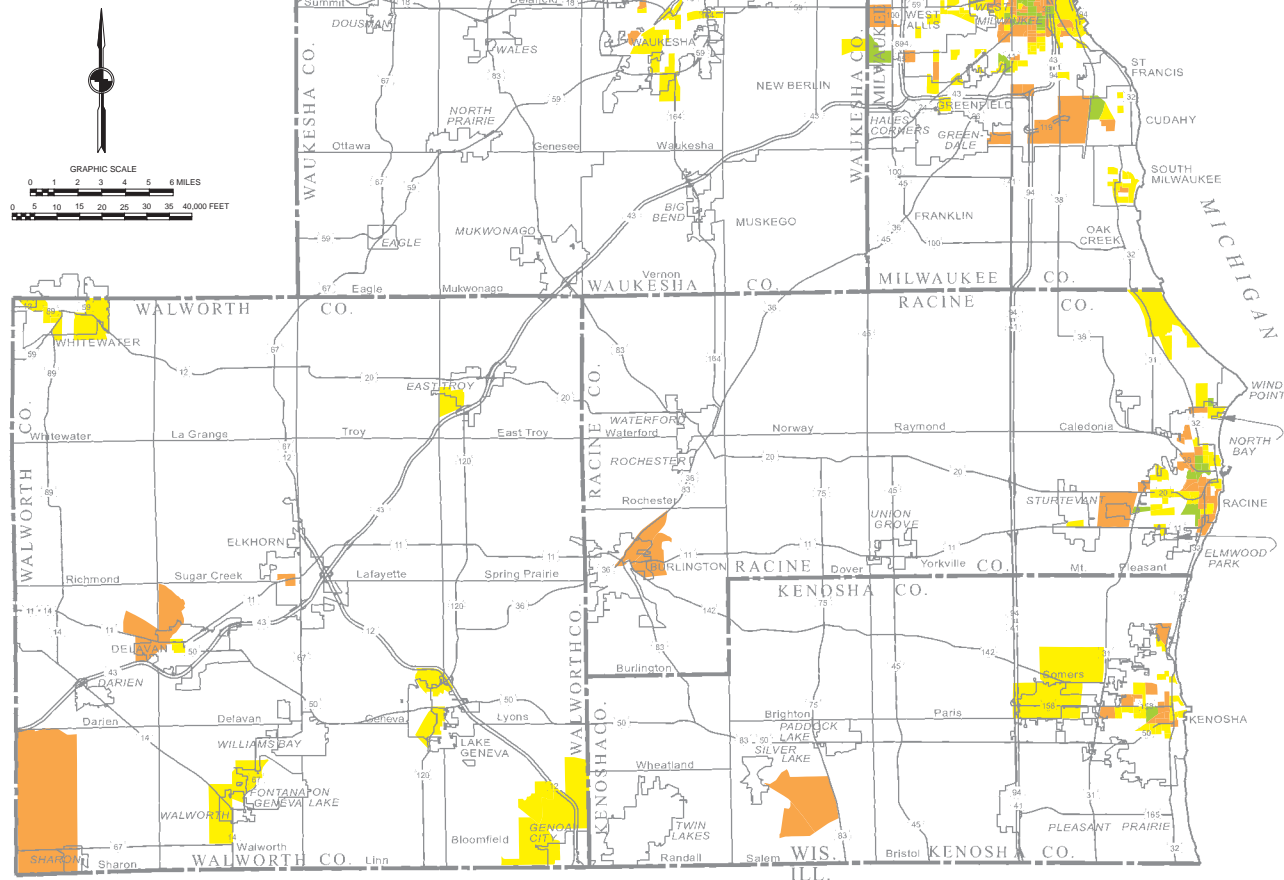
Map H-7

**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 Population
			Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of 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.

Table H-3

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

County	Total Families	Families With Income Below the Poverty Level	
		Number	Percent of Total 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 Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight 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.

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.

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, 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 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 Two or More Races ^a	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.

^aIncludes 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-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 ^a	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 ^a	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 ^a	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 ^a	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 ^a	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 ^a	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 ^a	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 ^a	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.

^aAs 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.



Potential Adverse Impacts of Plan Recommendations

- **Is plan recommended arterial street and highway capacity expansion located disproportionately in areas of minority and low-income populations?**
- **Are plan recommended freeways and freeway capacity expansion located disproportionately in areas of minority and low-income populations?**
- **Are potential property acquisitions resulting from plan recommended freeway design improvements and capacity expansion located disproportionately in areas of minority and low-income populations?**

Note: Focus of analysis was on location of freeways and freeway and surface arterial capacity expansion, as automobile and truck traffic emit noise and air pollutants (However, even with traffic projected to increase by about 35 percent regionwide, vehicle air pollutant emissions are projected to decline by 50 to 80 percent).



Potential Adverse Impacts of Plan Recommendations

- **Is plan recommended arterial street and highway capacity expansion located disproportionately in areas of minority and low-income populations?**
 - **Maps H-9 through H-15 display plan recommended freeway and surface arterial street capacity expansion, and areas of minority and low income populations**
 - **Conclusion: No area of the Region, or minority or low-income community, disproportionately bears the impact of recommended capacity improvement (see Maps H-9 through H-15)**

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**

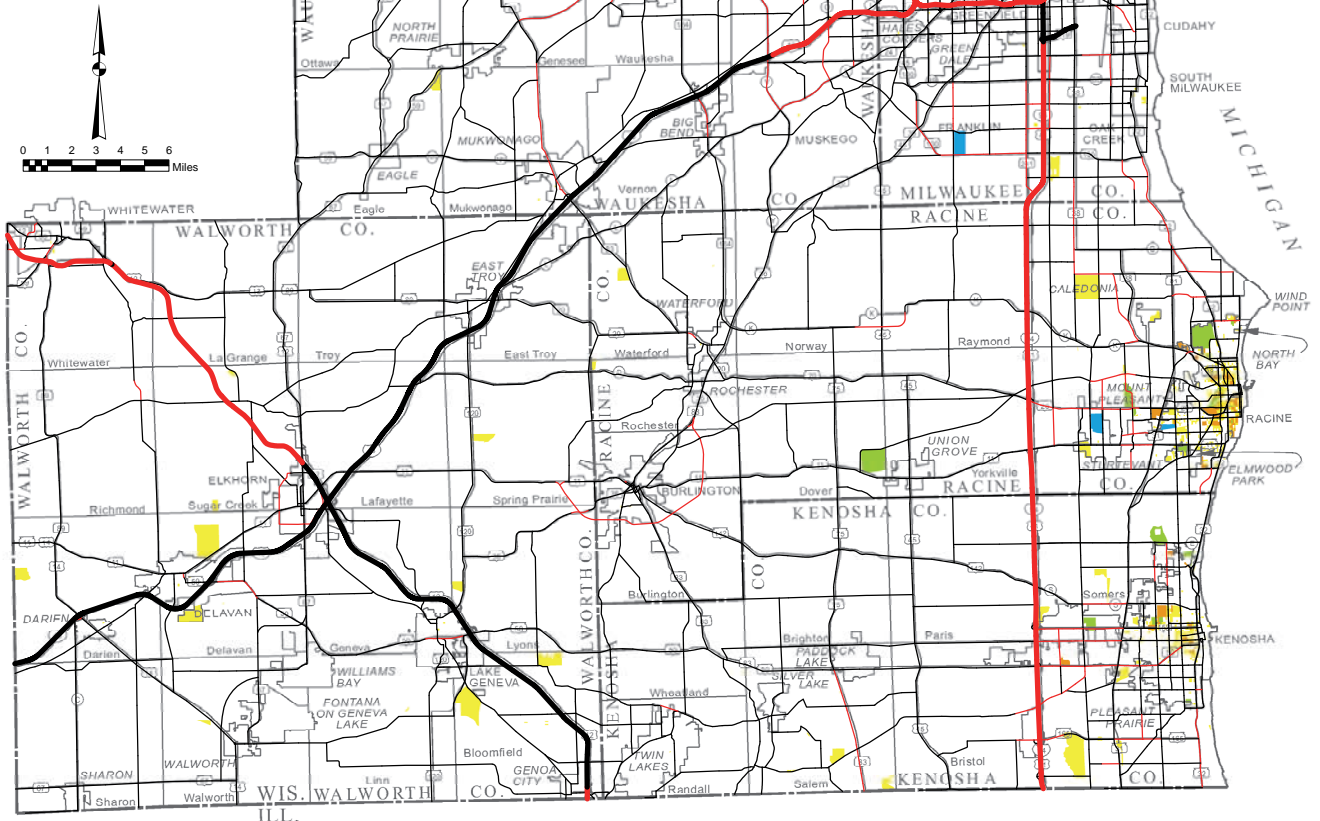
CENSUS BLOCKS WHEREIN BLACK/AFRICAN
AMERICAN POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 14.3 PERCENT

- 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

ARTERIAL STREETS AND HIGHWAYS

- NEW OR WIDENED WITH
ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

NOTE: AREAS IN WHITE ARE
COMPRISSED 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**

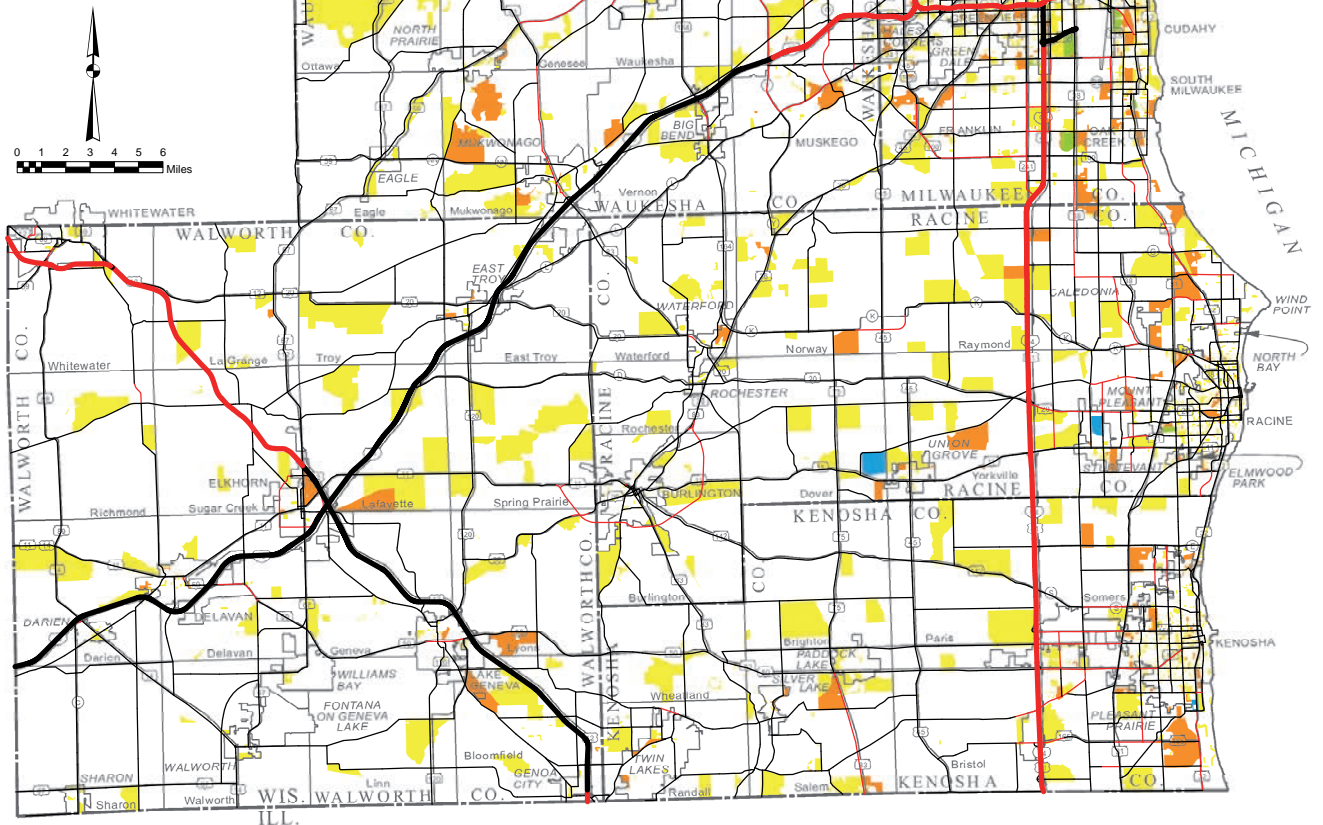
CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND
ALASKA NATIVE POPULATION EXCEEDS THE
AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

- 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

ARTERIAL STREETS AND HIGHWAYS

- NEW OR WIDENED WITH
ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

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



Source: U.S. Bureau of the 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**

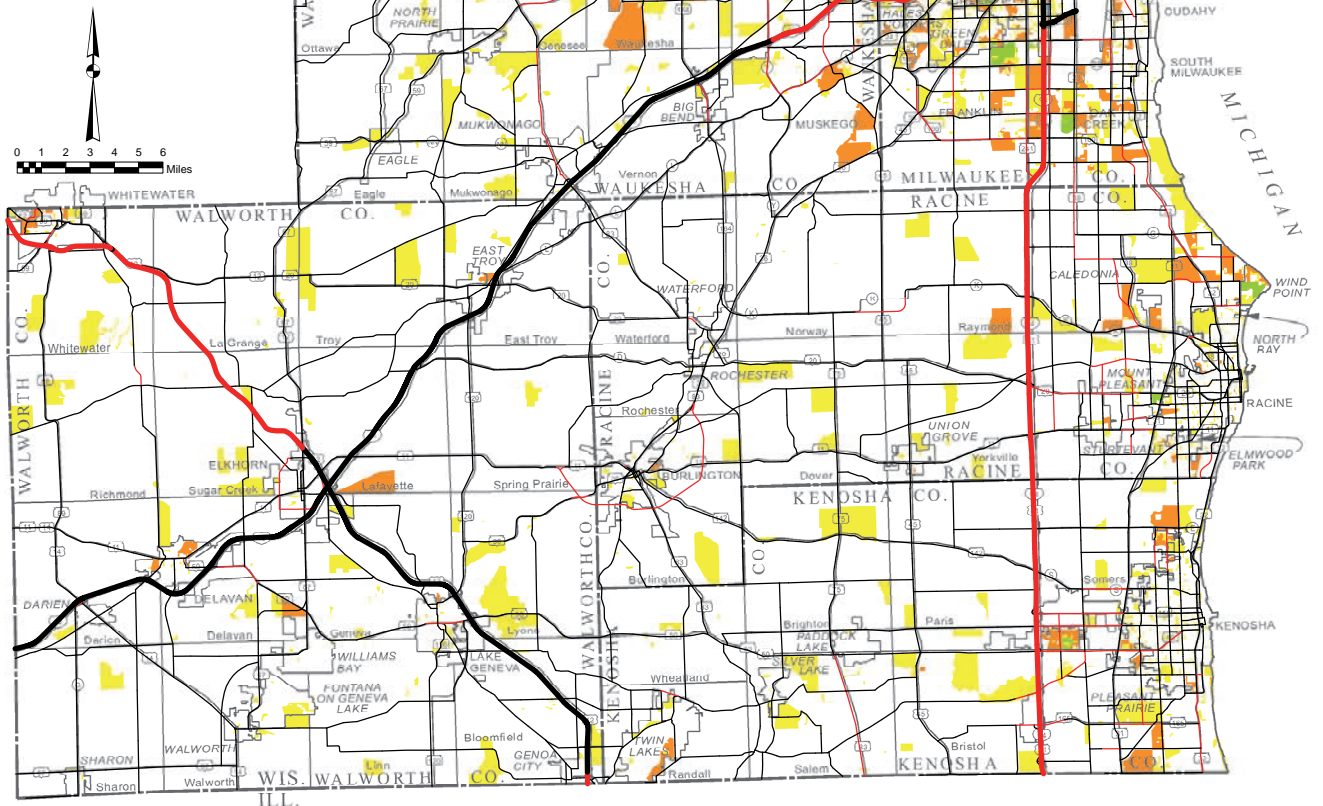
CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC
ISLANDER POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 2.2 PERCENT

- 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

ARTERIAL STREETS AND HIGHWAYS

- NEW OR WIDENED WITH
ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

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**

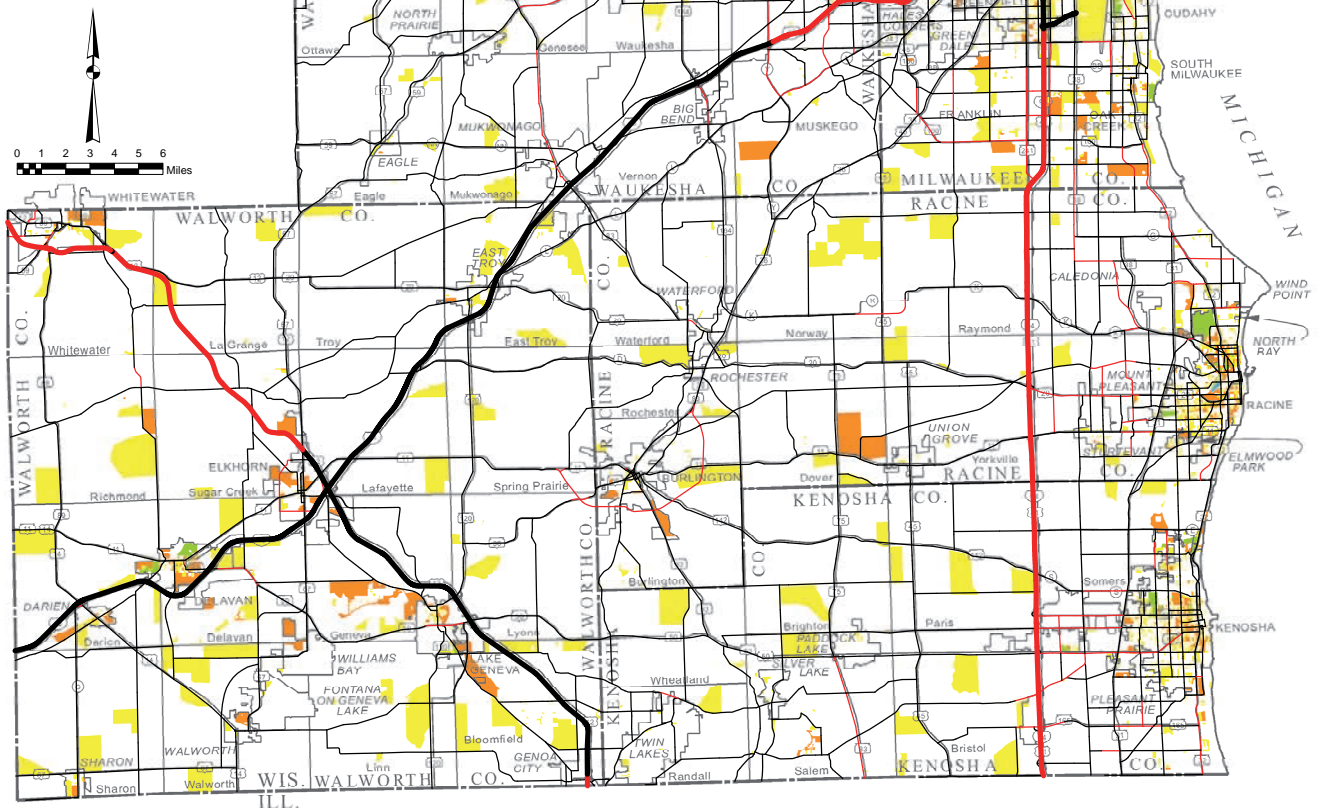
CENSUS BLOCKS WHEREIN OTHER MINORITY
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 3.6 PERCENT

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

ARTERIAL STREETS AND HIGHWAYS

- NEW OR WIDENED WITH
ADDITIONAL TRAFFIC LANES
- OTHER ARTERIAL

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

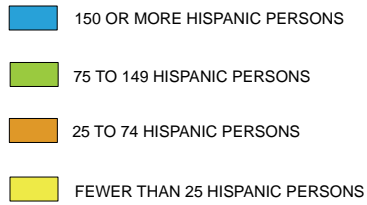


Source: U.S. Bureau of the Census and SEWRPC.

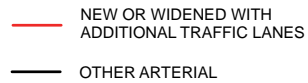
Map H-13

**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**

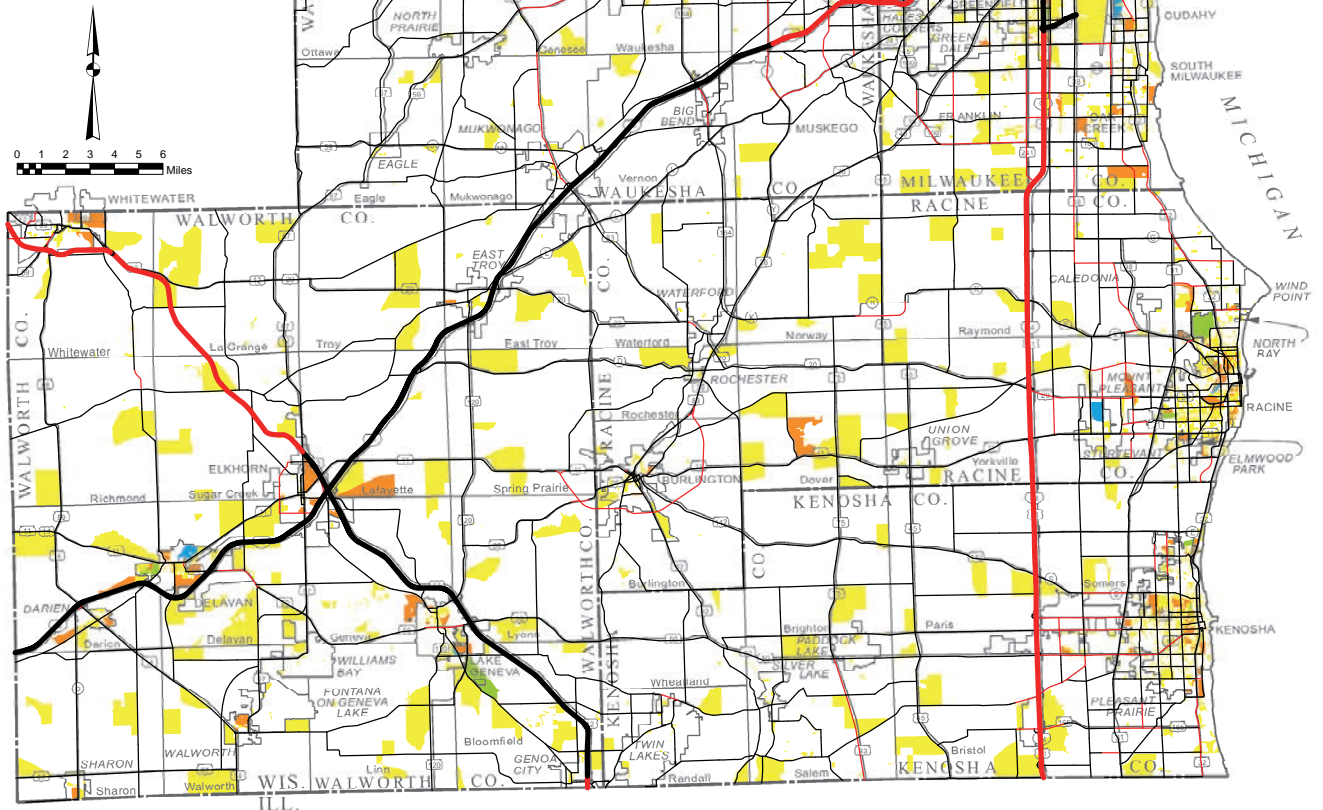
CENSUS BLOCKS WHEREIN HISPANIC
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 6.5 PERCENT



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

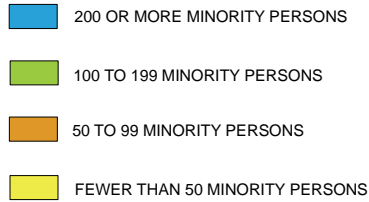


Source: U.S. Bureau of the Census and SEWRPC.

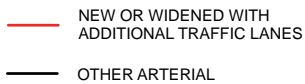
Map H-14

**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**

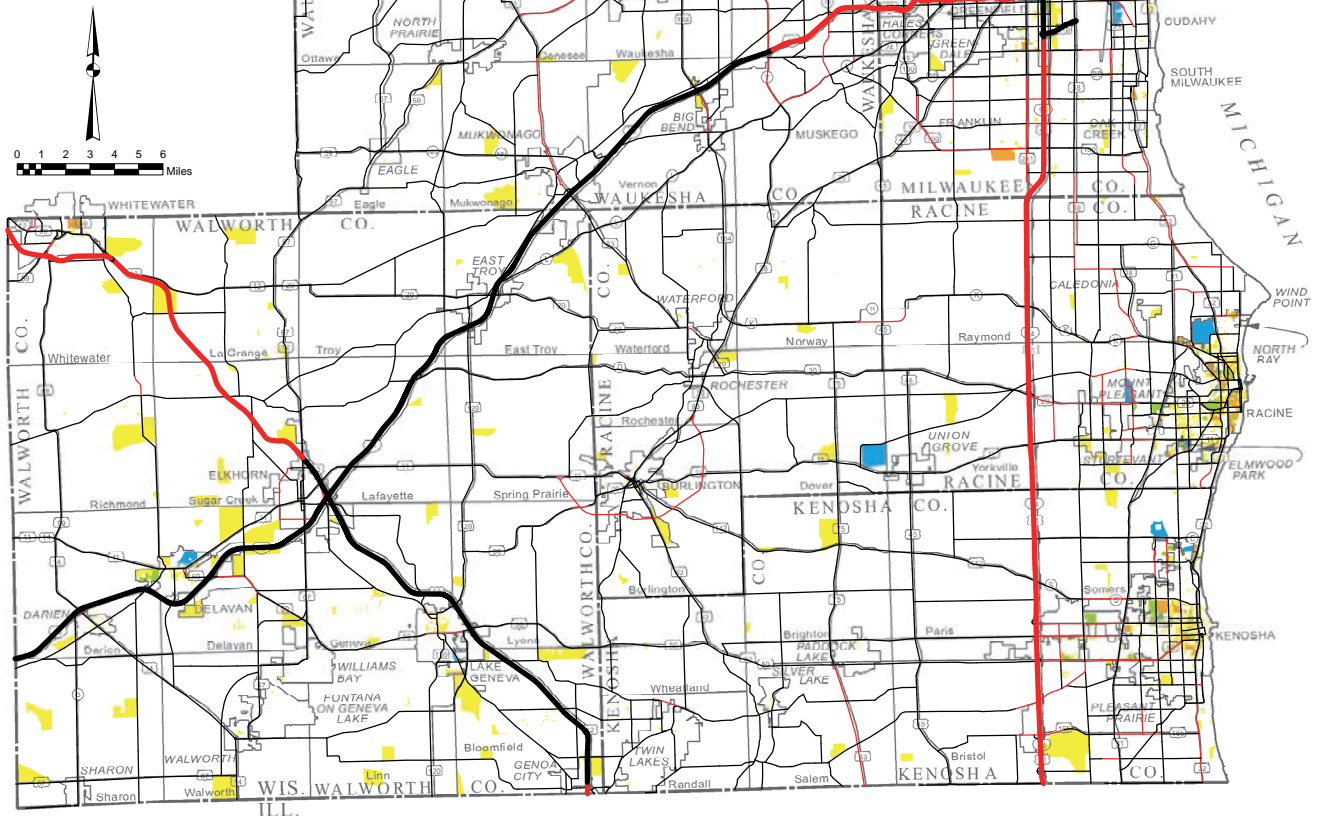
CENSUS BLOCKS WHEREIN MINORITY
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 23.5 PERCENT



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.

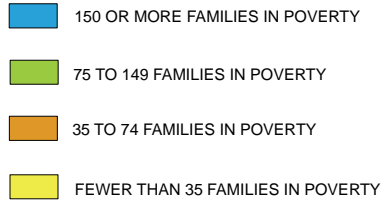


Source: U.S. Bureau of the Census and SEWRPC.

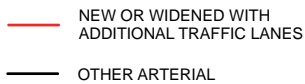
Map H-15

**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**

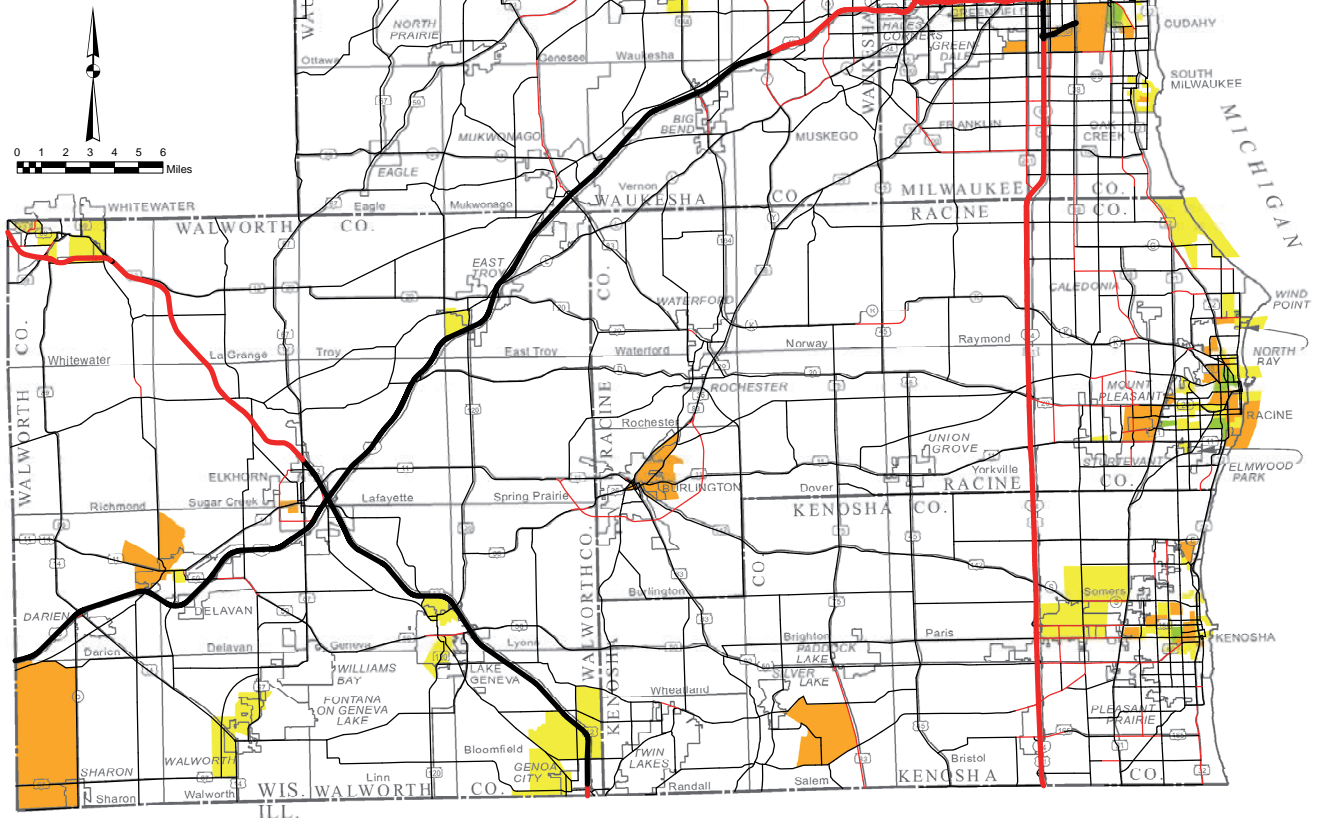
CENSUS BLOCK GROUPS WHEREIN FAMILIES IN
POVERTY EXCEEDS THE AVERAGE REGIONAL
PERCENTAGE OF 7.2 PERCENT



**ARTERIAL STREETS
AND HIGHWAYS**



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.



Potential Adverse Impacts of Plan Recommendations

- **Are plan recommended freeways and freeway capacity expansion located disproportionately in areas of minority and low-income populations?**
 - **Maps H-17 through H-23 display plan recommended freeways and freeway capacity expansion and areas of minority and low-income population**
 - **Conclusion: The vast majority of freeways and proposed freeway widenings are not located adjacent to areas with minority and low-income populations**

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**

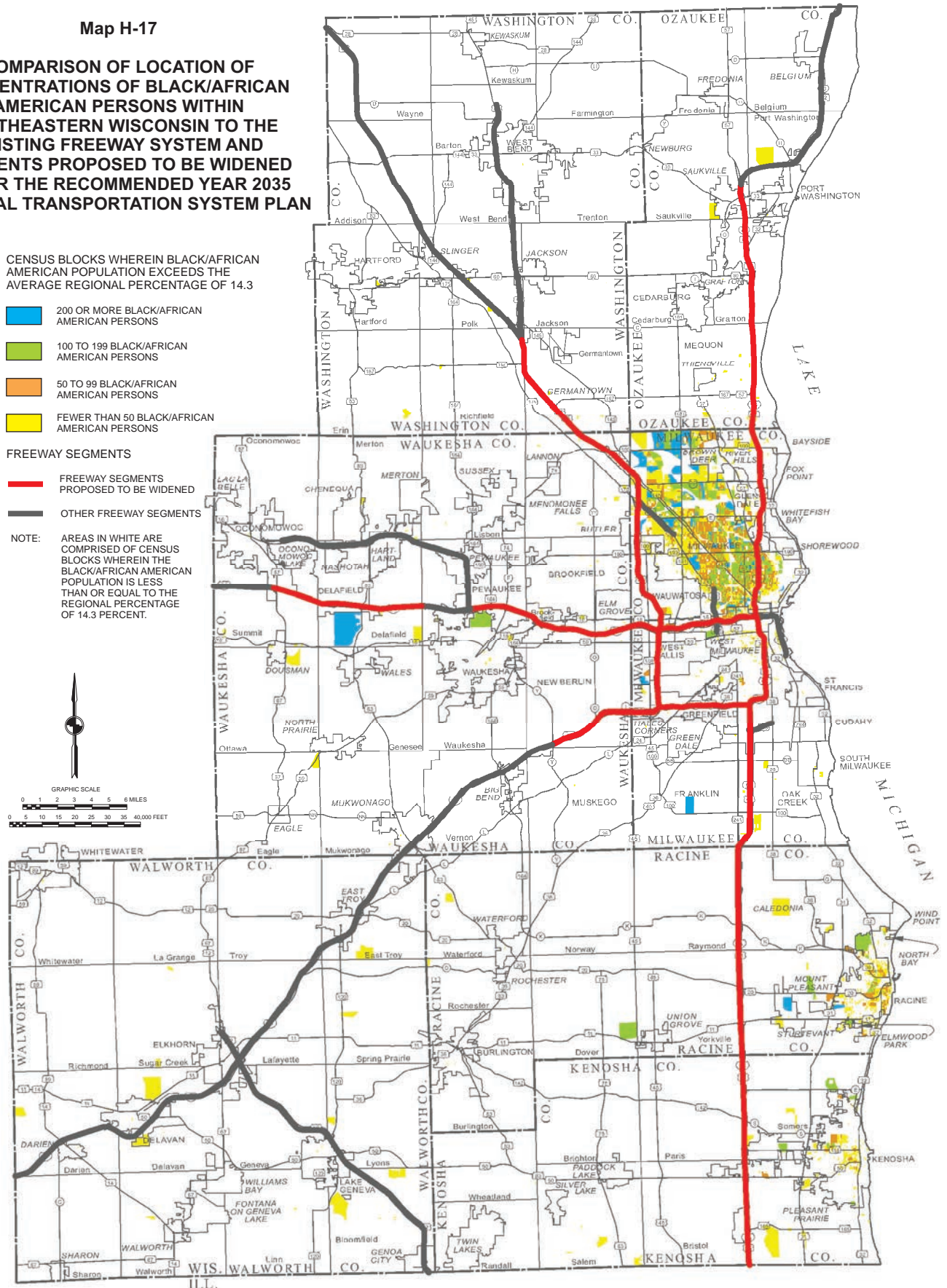
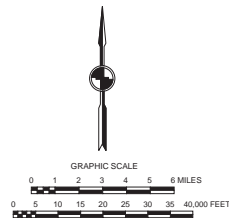
CENSUS BLOCKS WHEREIN BLACK/AFRICAN
AMERICAN POPULATION EXCEEDS THE
AVERAGE REGIONAL PERCENTAGE OF 14.3

- 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**

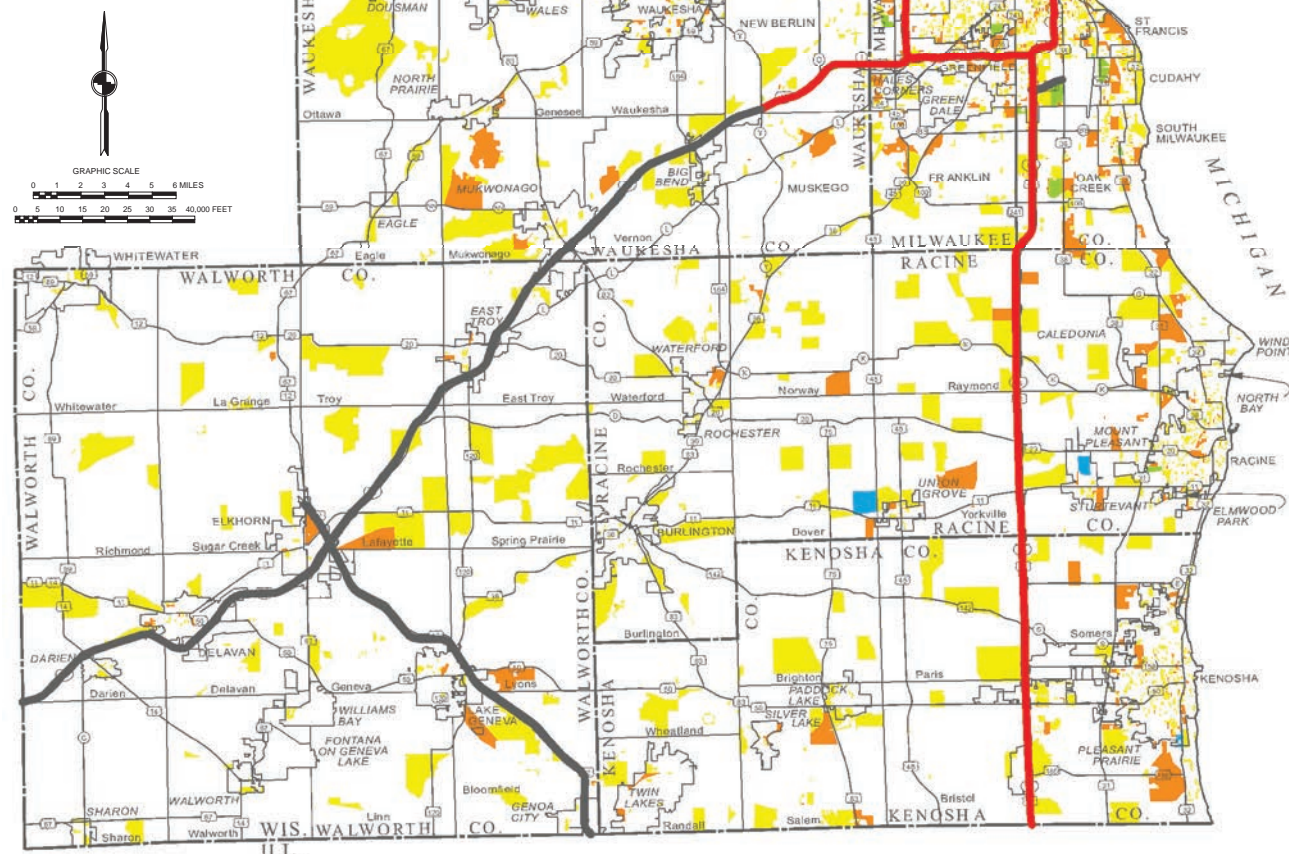
CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

-  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 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.

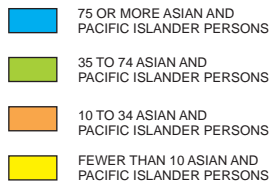


Source: U.S. Bureau of Census and SEWRPC.

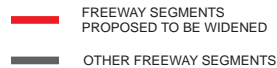
Map H-19

**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**

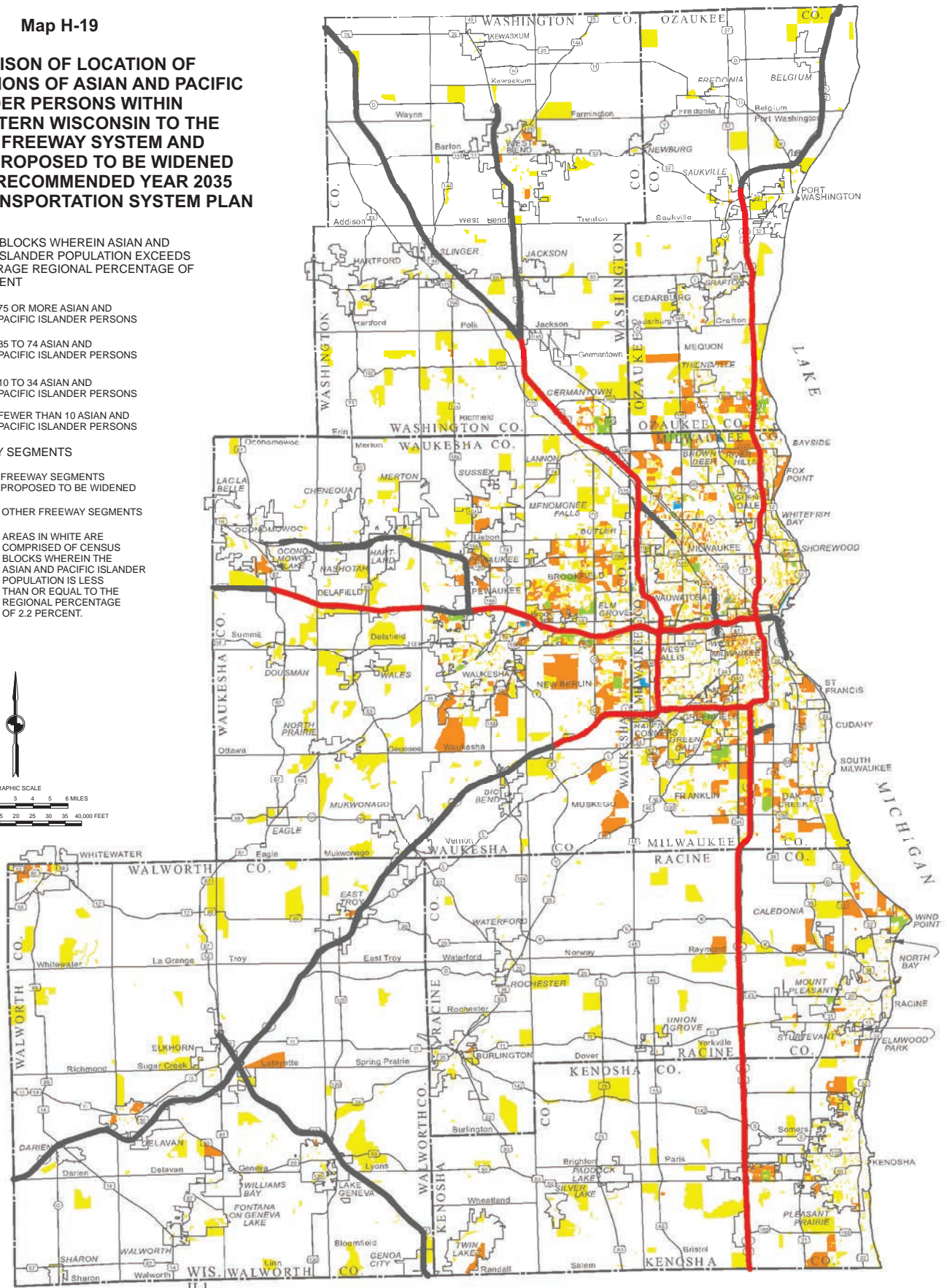
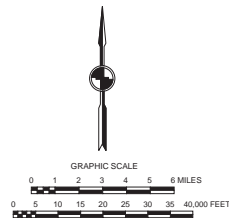
CENSUS BLOCKS WHEREIN ASIAN AND
PACIFIC ISLANDER POPULATION EXCEEDS
THE AVERAGE REGIONAL PERCENTAGE OF
2.2 PERCENT



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.

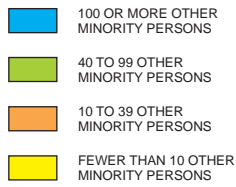


Source: U.S. Bureau of Census and SEWRPC.

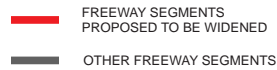
Map H-20

**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**

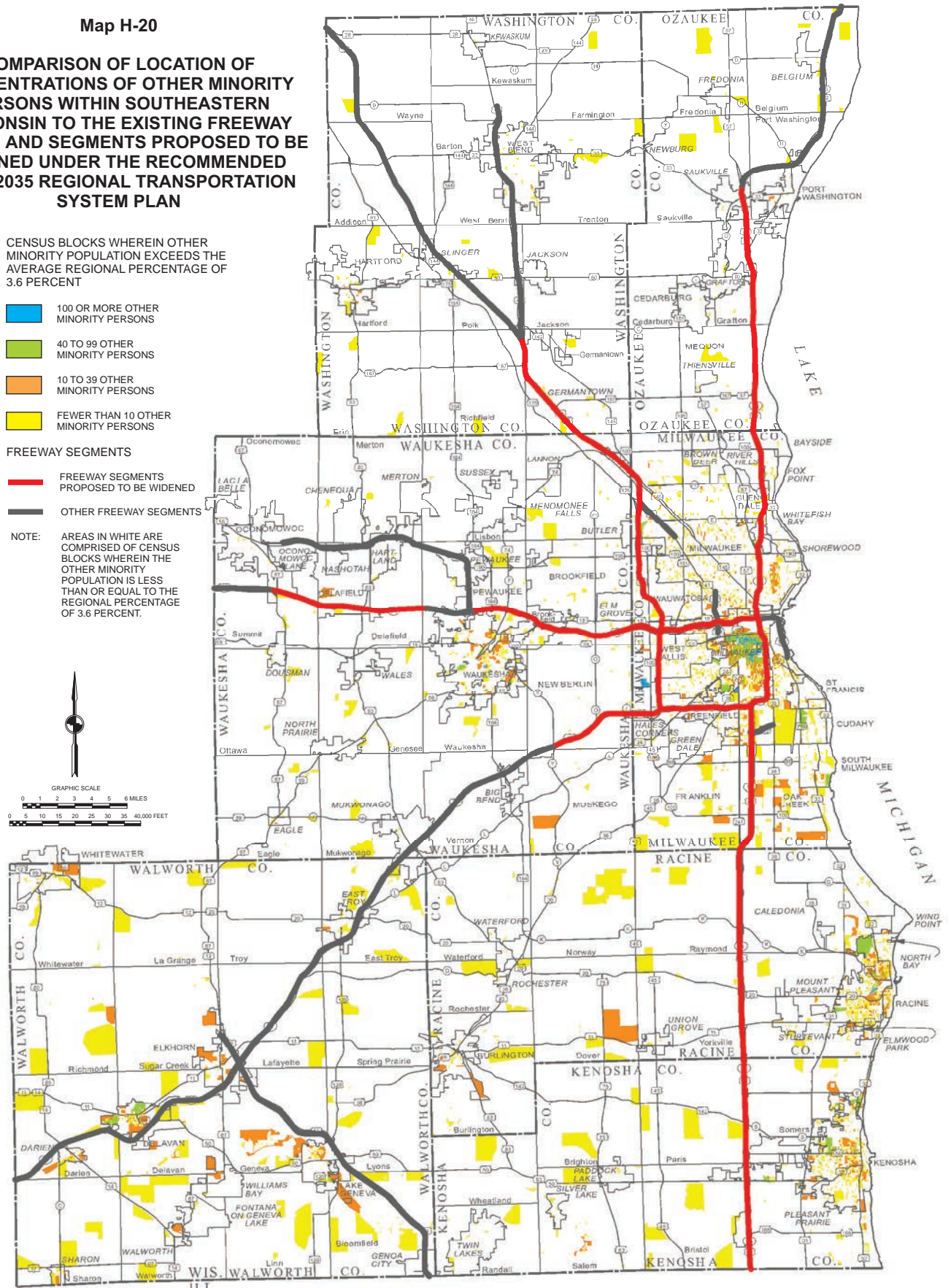
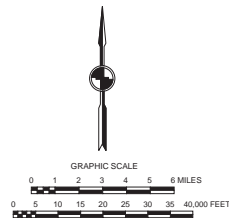
CENSUS BLOCKS WHEREIN OTHER
MINORITY POPULATION EXCEEDS THE
AVERAGE REGIONAL PERCENTAGE OF
3.6 PERCENT



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.

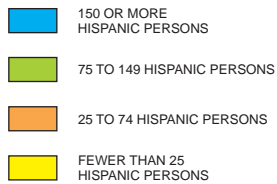


Source: U.S. Bureau of Census and SEWRPC.

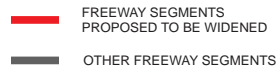
Map H-21

**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**

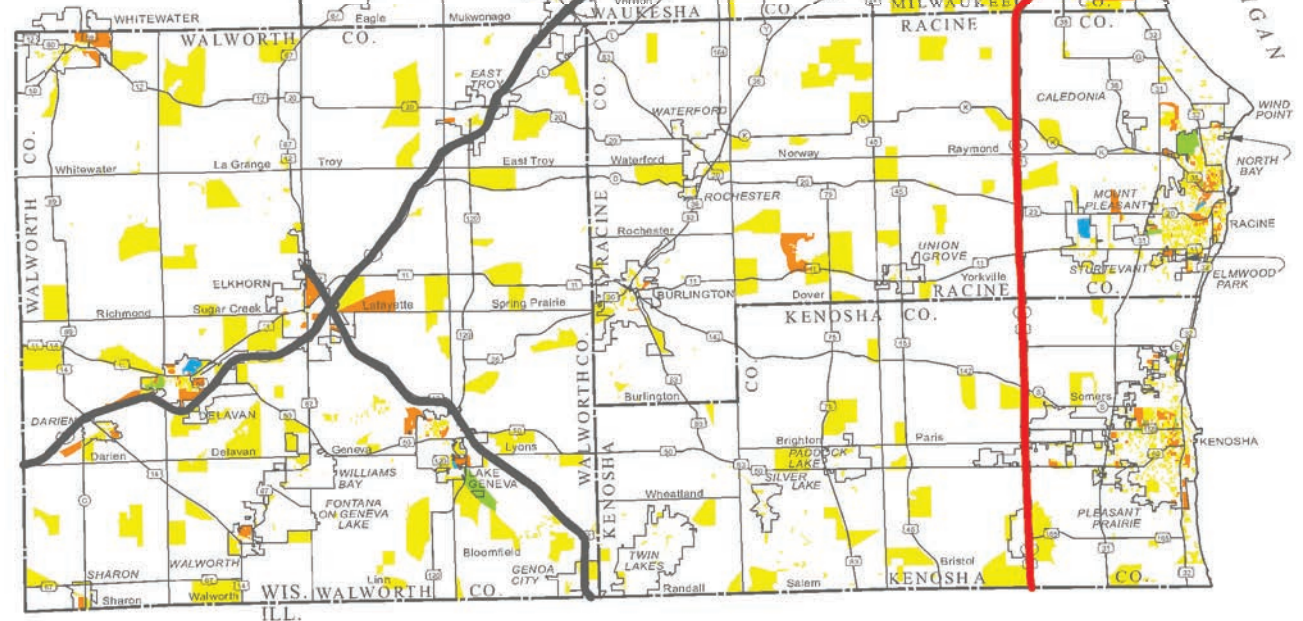
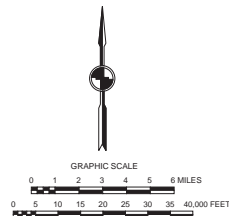
CENSUS BLOCKS WHEREIN
HISPANIC POPULATION EXCEEDS
THE AVERAGE REGIONAL
PERCENTAGE OF 6.5 PERCENT



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.

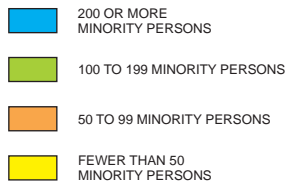


Source: U.S. Bureau of Census and SEWRPC.

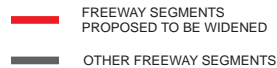
Map H-22

**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**

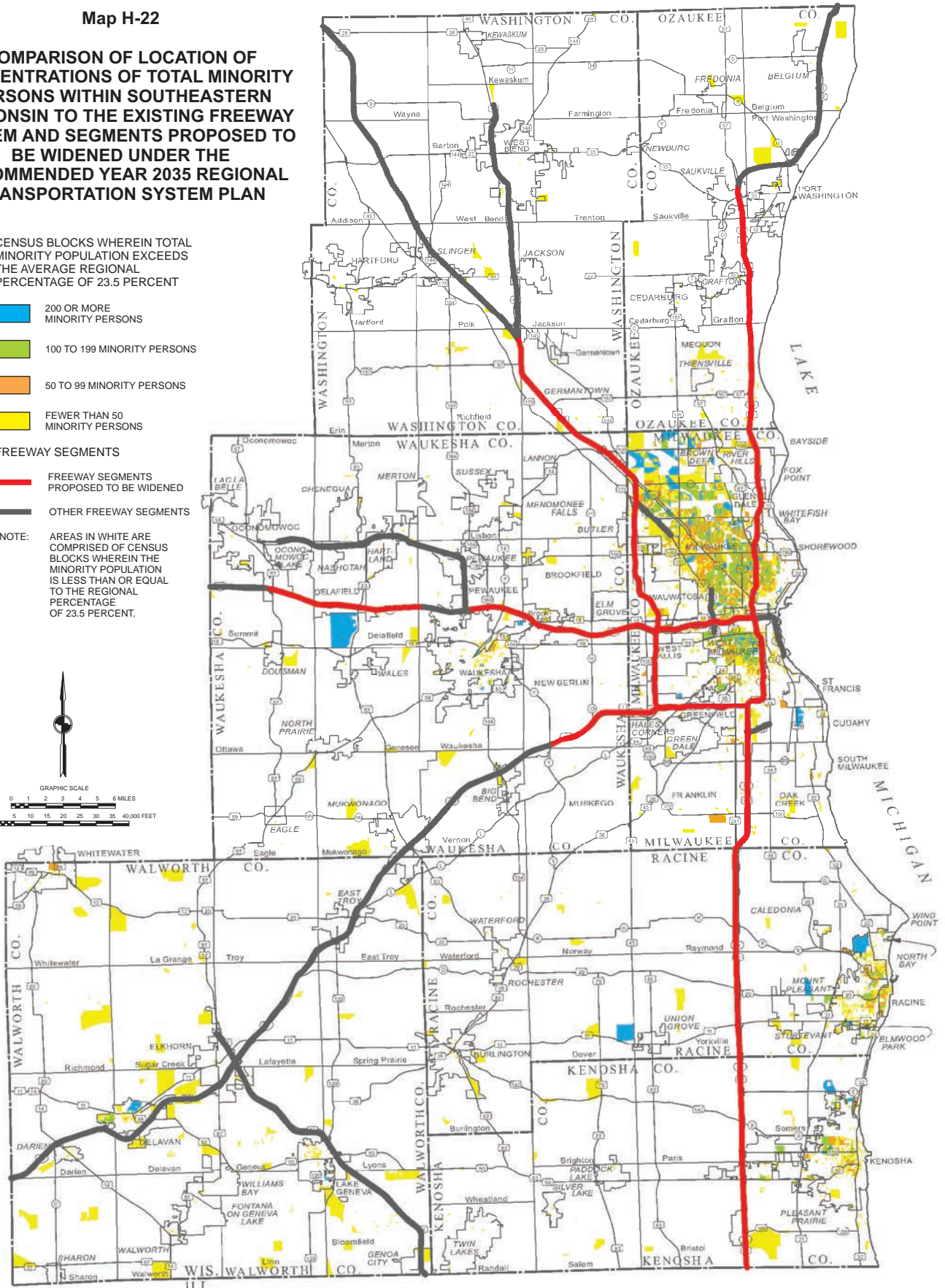
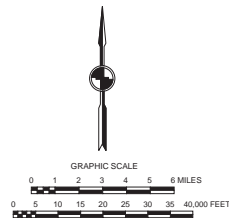
CENSUS BLOCKS WHEREIN TOTAL
MINORITY POPULATION EXCEEDS
THE AVERAGE REGIONAL
PERCENTAGE OF 23.5 PERCENT



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**

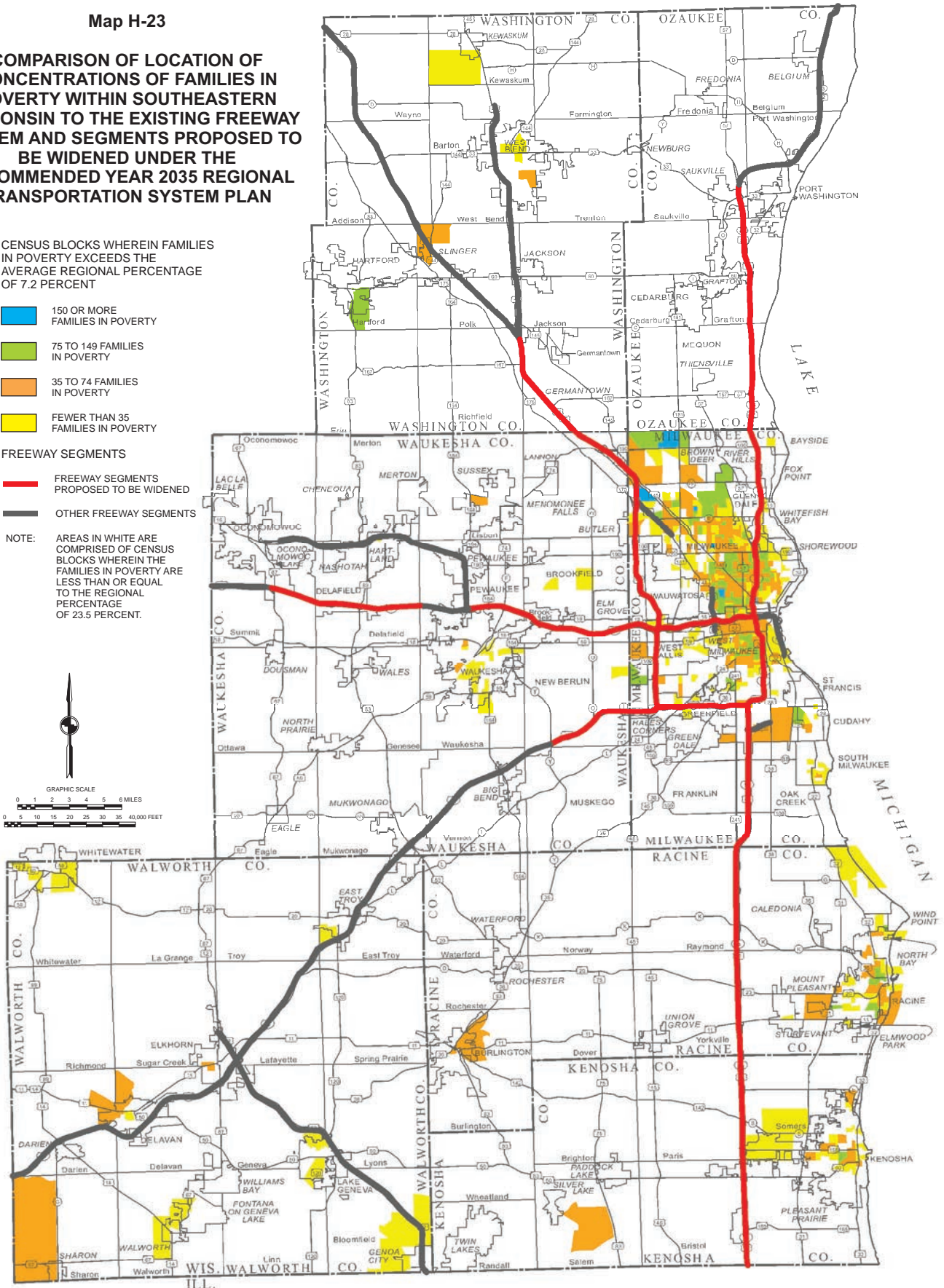
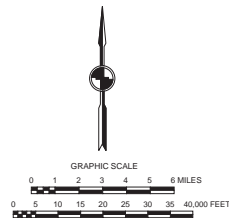
CENSUS BLOCKS WHEREIN FAMILIES
IN POVERTY EXCEEDS THE
AVERAGE REGIONAL PERCENTAGE
OF 7.2 PERCENT

- 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.



Potential Adverse Impacts of Plan Recommendations

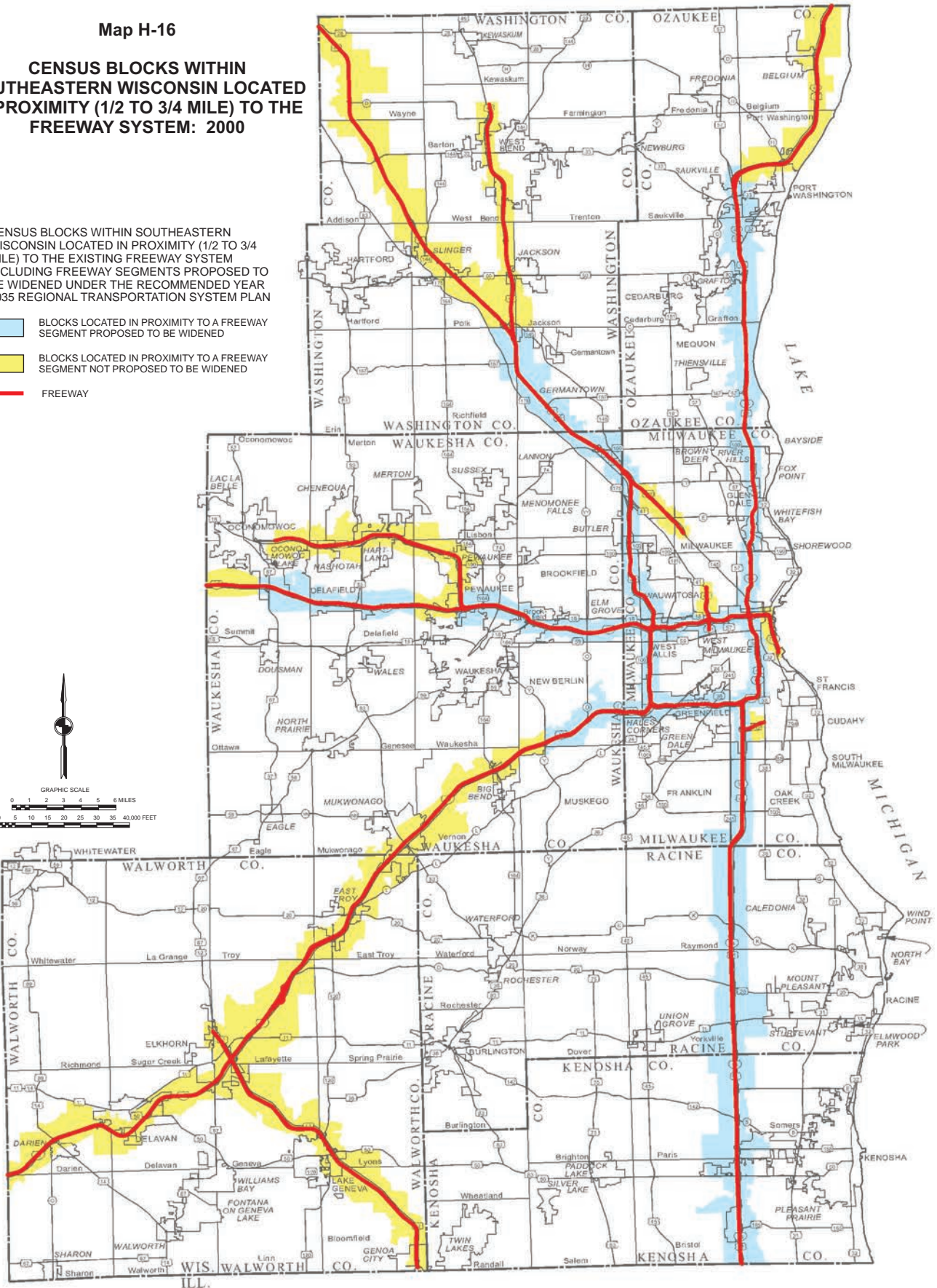
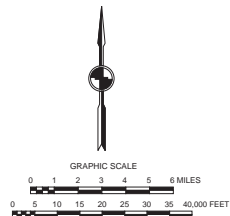
- **A comparison was made of the areas (census blocks) located in proximity to all freeways and freeways proposed to be widened (See Map H-16) to each county and the Region as a whole with respect to the proportion of the population that is minority and low-income population (See Table H-7)**
 - **Conclusion: Within each county the percentage of the total population located in proximity to freeways or to freeways proposed to be widened that is of a 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 all freeways or to proposed widened freeways that is of each minority group population or of low-income is a few 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 29.7 percent of the population that is located in proximity to all freeways are minorities, as compared to about 23.7 percent of the total Region population that are minorities.**

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^a**

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 ^b	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 ^b	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 ^b	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 ^b	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 ^b	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 ^b	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 ^b	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 ^b	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

^aThe 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.

^bAs 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.



Potential Adverse Impacts of Plan Recommendations

- **An assessment was made of whether compared to each County and the Region as a whole there was a greater proportion of census blocks in proximity to all freeways or freeways purposed to be widened (See Map H-16) with above County and Regional Average percentages of minority and low-income populations (Table H-8 and H-9)**
 - **Conclusion: 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 population in each County or the Region in areas adjacent to the freeway, or adjacent to the freeway proposed to be widened under the recommended plan.**

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 Number of Census Blocks	Census Blocks with Above Regional Average Concentrations of Minority Populations: 2000												Total Number of Census Block Groups: 2000	Census Block Groups with Above Average Concentration of Families in Poverty: 2000	
		Black/African American		American Indian and Alaskan Native		Asian and Pacific Islander		Other Minority		Hispanic		Total Minority Populations			Number	Percent of County/ Region Total
		Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region 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

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 Number of Census Blocks	Total Census Blocks Adjacent to or Traversed by a Freeway Segment			Census Blocks With Above Regional Average Concentration of Black/African American 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	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 Number of Census Blocks	Total Census Blocks Adjacent to or Traversed by a Freeway Segment			Census Blocks With Above Regional Average Concentration of American Indian and Alaska Native 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	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 Number of Census Blocks	Total Census Blocks Adjacent to or Traversed by a Freeway Segment			Census Blocks With Above Regional Average Concentration of Asian and Pacific Islander 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	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 Number of Census Blocks	Total Census Blocks Adjacent to or Traversed by a Freeway Segment			Census Blocks With Above Regional Average Concentration of Other Minority 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	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 ^a 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

^a 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.



Potential Adverse Impacts of Plan Recommendations

- **Are potential property acquisitions resulting from plan recommended freeway design improvements and capacity expansion located disproportionately in areas of minority and low-income populations?**



Potential Adverse Impacts of Plan Recommendations

- **Estimated total of 186 residences and 23 commercial/industrial buildings may need to be acquired. Most are a result of design improvements—151 residences and 18 commercial/industrial buildings. 35 residences and 5 commercial/industrial buildings are a result of additional freeway lanes.**
- **An assessment was made of the number and percentage of property acquisitions located within census blocks with above average proportion of minority and low-income populations (see Tables H-10 through H-16). These percentages were compared to the percentage of all census blocks within the Region with above average proportions of minority and low-income populations (See Table H-8).**

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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	--	--

^aIn 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.)

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

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^a
WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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

^aIn 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM

County	Estimated Residential Relocations ^b								
	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

^aIn 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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

^aIn 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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

^aIn 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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	--	--

^aPersons 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB and SEWRPC.

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^a WITH RESPECT TO THE EXISTING REGIONAL FREEWAY SYSTEM**

County	Estimated Residential Relocations ^b								
	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

^aFamilies 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.

^bA residential relocation represents the acquisition of a single-family dwelling, an individual apartment unit, or an individual condominium unit.

Source: HNTB 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 Number of Census Blocks	Census Blocks with Above Regional Average Concentrations of Minority Populations: 2000												Total Number of Census Block Groups: 2000	Census Block Groups with Above Average Concentration of Families in Poverty: 2000	
		Black/African American		American Indian and Alaskan Native		Asian and Pacific Islander		Other Minority		Hispanic		Total Minority Populations			Number	Percent of County/ Region Total
		Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region Total	Number	Percent of County/ Region 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



Potential Adverse Impacts of Plan Recommendations

- **Conclusion:**
 - **The percentage of residences within the Region which will need to be acquired within census blocks with above regional average concentrations of minority persons, is 20.6 percent, which is slightly greater than the 17.3 percent of census blocks within the Region with above regional average concentrations of the total minority population.**
 - **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.**
 - **Of the 39 residences estimated to need to be acquired under the recommended plan within census blocks with above regional average concentrations of minority persons, only 8 are attributable to the proposed additional freeway lanes.**



Potential Adverse Impacts of Plan Recommendations

- **The percentage—22.2 percent—of residences to be acquired 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.**
- **The percentage—39.1 percent—of businesses to be acquired 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 9 businesses estimated to need to be acquired within census blocks with above regional average concentrations of low-income families, five are attributable to the proposed additional lanes on the freeway system.**



Potential Adverse Impacts of Plan Recommendations – Summary of Conclusions

- **The vast majority of the freeway system and the freeway segments proposed to be widened are not adjacent to concentrations of minority and low-income populations.**
- **The vast majority of census blocks having an above average concentration of a minority or low-income 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.**
- **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 35 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 of Plan Recommendations

- **Is the improvement in highway accessibility to employment under the recommended plan proportionately located in areas of minority and low-income population?**
- **Are the improvements in freeway travel safety and speed due to reductions in freeway congestion under the recommended plan proportionally located in areas of minority and low-income population?**
- **Does the plan recommended public transit system serve areas of minority and low-income populations and does the plan recommended public transit system connect minority and low-income populations to jobs, major economic activity centers, and other major activity centers—hospitals and medical centers, colleges and universities, major parks and outdoor recreation areas, and major transportation passenger terminals?**
- **Are improvements in transit accessibility to jobs, major retail centers, hospitals, and major park and outdoor recreations areas, universities and technical colleges, and General Mitchell International Airport proportionally located in minority and low-income population areas?**

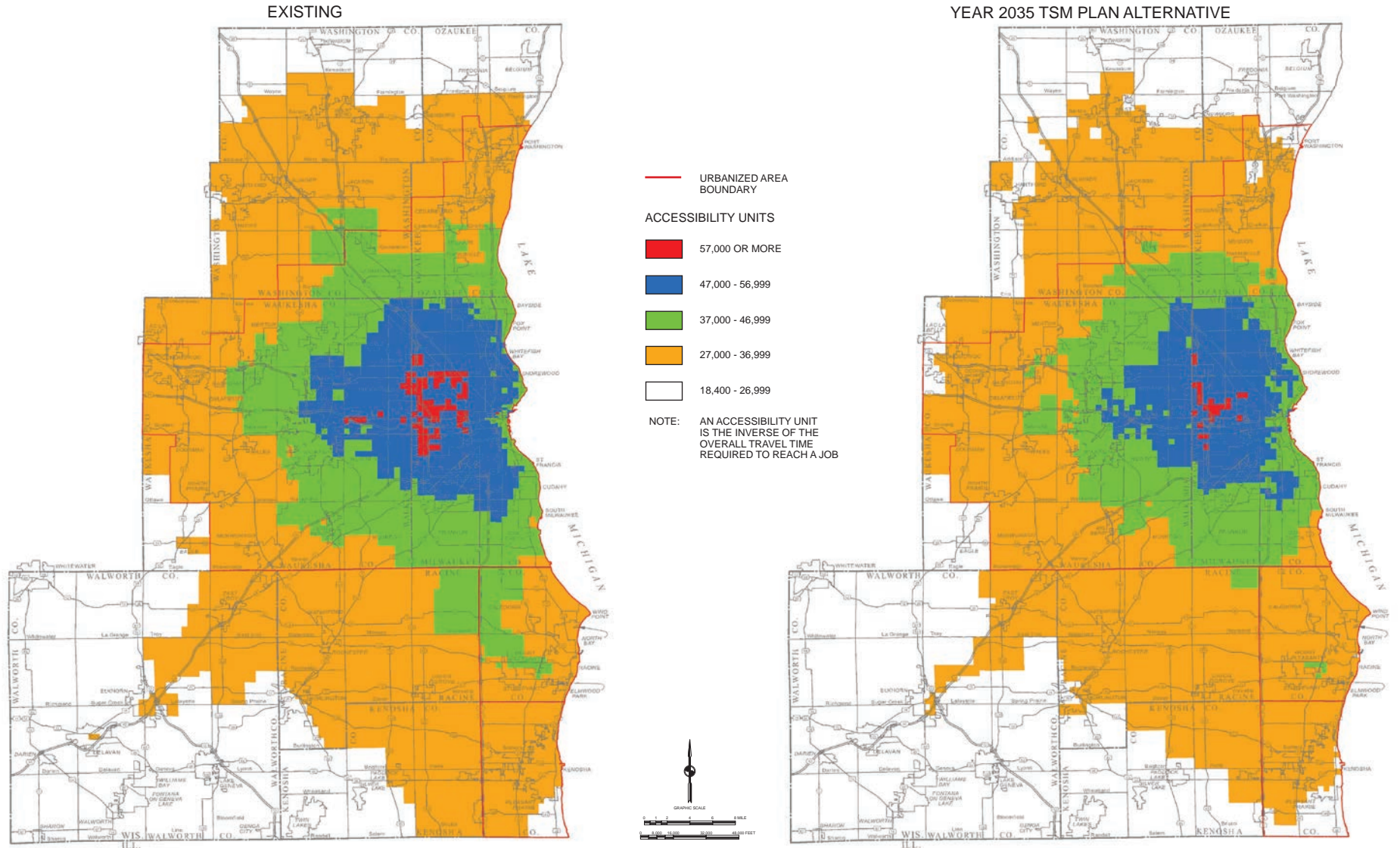


Potential Benefits of Plan Recommendations

- **Is the improvement in arterial street and highway accessibility to employment under the recommended plan proportionately located in areas of minority and low-income population?**
 - **Arterial street and highway accessibility to employment would decrease without the capacity expansion in the recommended plan, particularly in areas with minority and low-income populations (see Map H-24)**

Map H-24

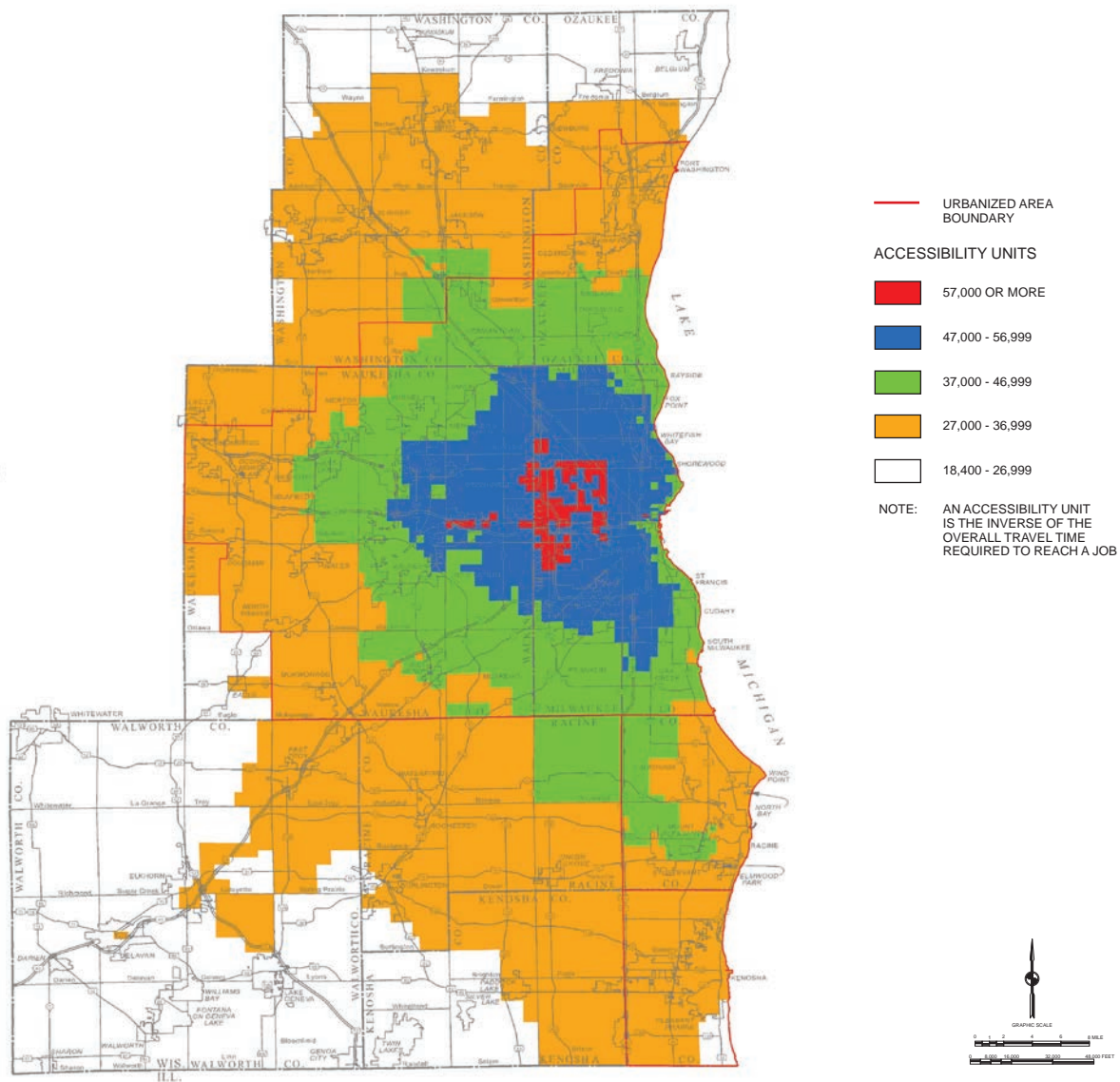
ACCESSIBILITY PROVIDED BY HIGHWAY TO JOBS IN THE REGION: EXISTING SYSTEM, TSM PLAN, AND TSM PLUS HIGHWAY PLAN



Source: SEWRPC.

Map H-24 (continued)

RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN



Source: SEWRPC.



Potential Benefits of Plan Recommendations

- **Are improvements in freeway travel safety due to reductions in freeway congestion under the recommended plan proportionally located in areas of minority and low-income population?**
 - **Rear-end collision rates are 5 to 15 times higher on congested freeways, with the highest rear-end crash rates on the most extremely congested freeways**
 - **Reduction in congestion and improved safety occur on freeways directly serving minority and low-income populations (See Maps H-25 through H-27 and Table H-17)**

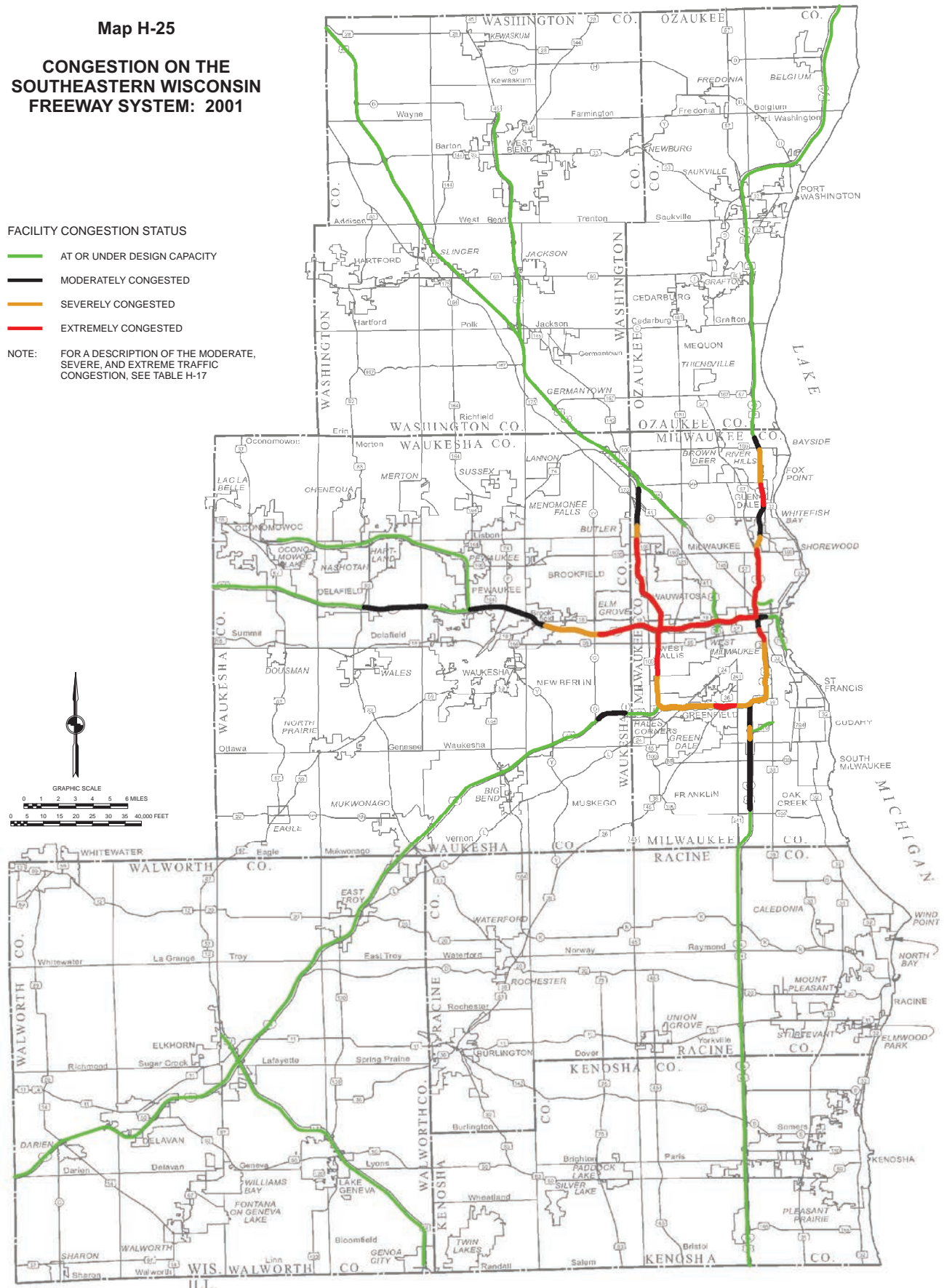
Map H-25

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

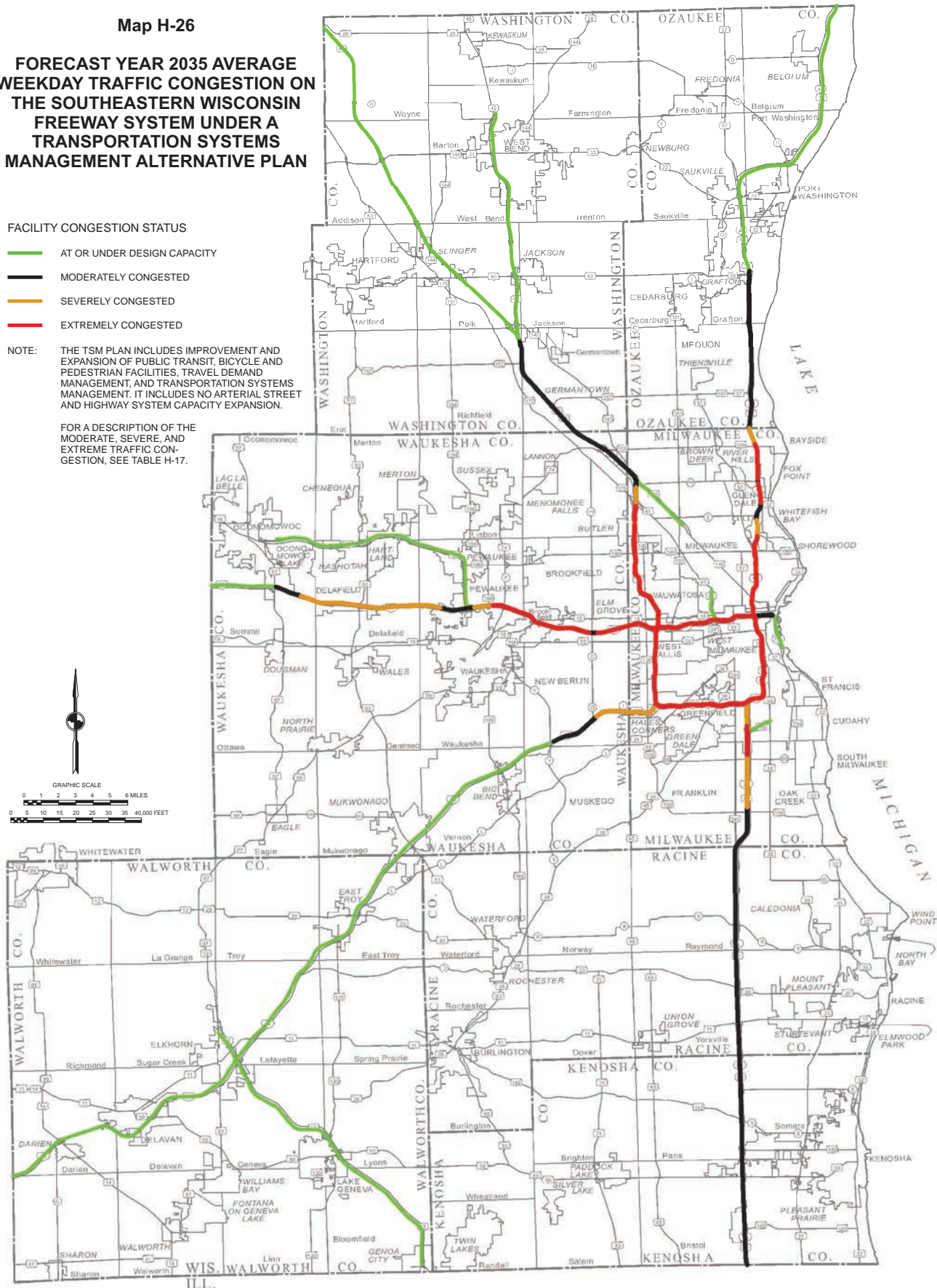
**FORECAST YEAR 2035 AVERAGE
WEEKDAY TRAFFIC CONGESTION ON
THE SOUTHEASTERN WISCONSIN
FREEWAY SYSTEM UNDER A
TRANSPORTATION SYSTEMS
MANAGEMENT ALTERNATIVE PLAN**

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.

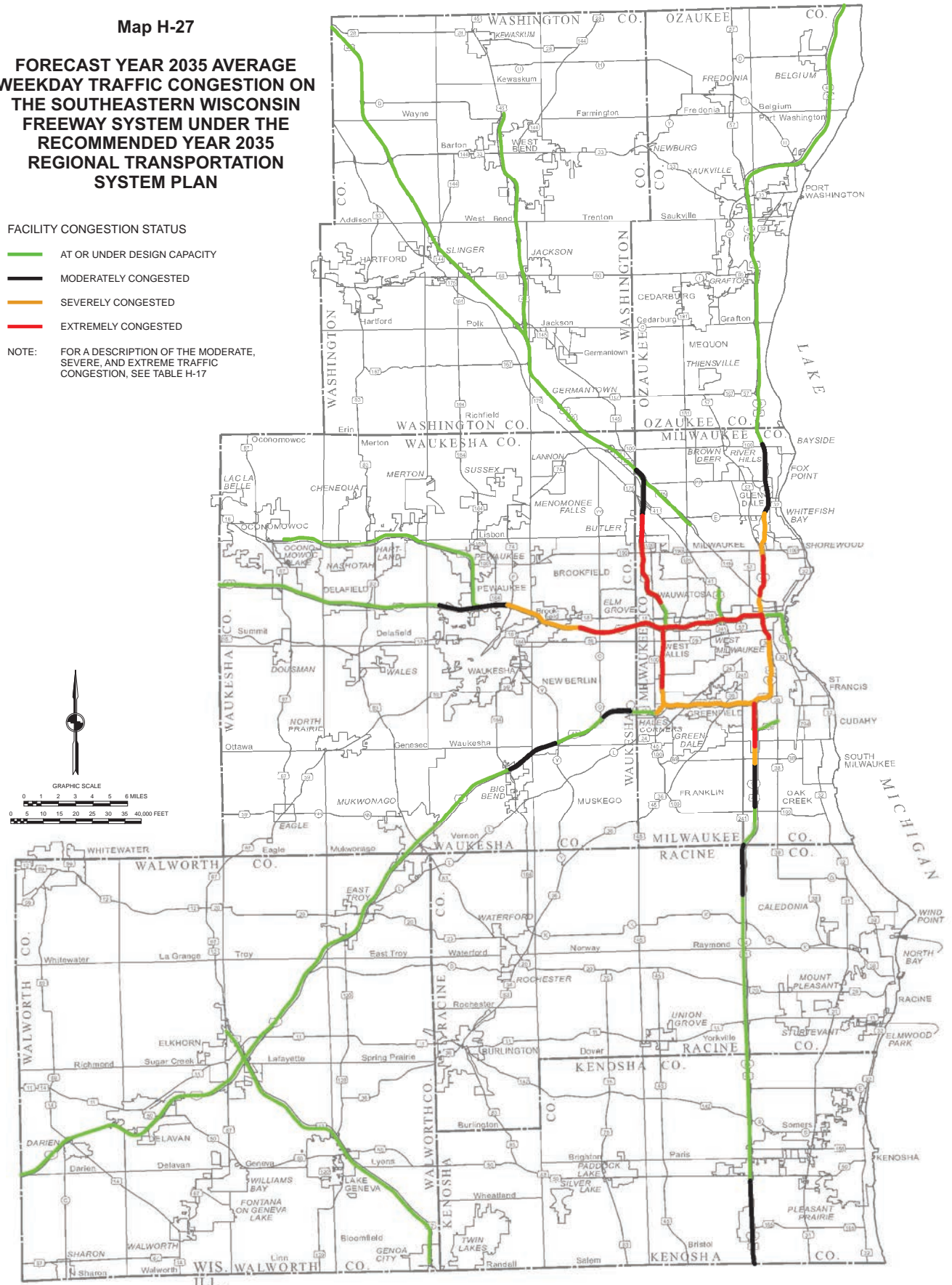
Map H-27

**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^{a,b}**

ESTIMATED EXISTING YEAR 2001

Highest Level of Hourly Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
	Number	Percent of Freeway 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 Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
	Number	Percent of Freeway 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 Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
	Number	Percent of Freeway 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	--	--	--	--

^aThe 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.

^bCongestion on freeways may be summarized by the following operating conditions:

Freeway			
Level of Traffic Congestion	Level of 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 free-flow speed	Substantial restrictions on ability to maneuver and change lanes.
Severe	E	Up to 10 mph below 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 or less	Breakdown in vehicular flow with stop-and-go, bumper-to-bumper traffic.

Source: SEWRPC.



Potential Benefits of Plan Recommendations

- **Does the plan recommended public transit system serve areas of minority and low-income populations?**
 - **Conclusion: The recommended public transit system directly serves areas of minority and low-income populations. The proposed rapid transit reverse commute service and express transit service would in particular serve minority and low-income populations (See Maps H-29 through H-35)**

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

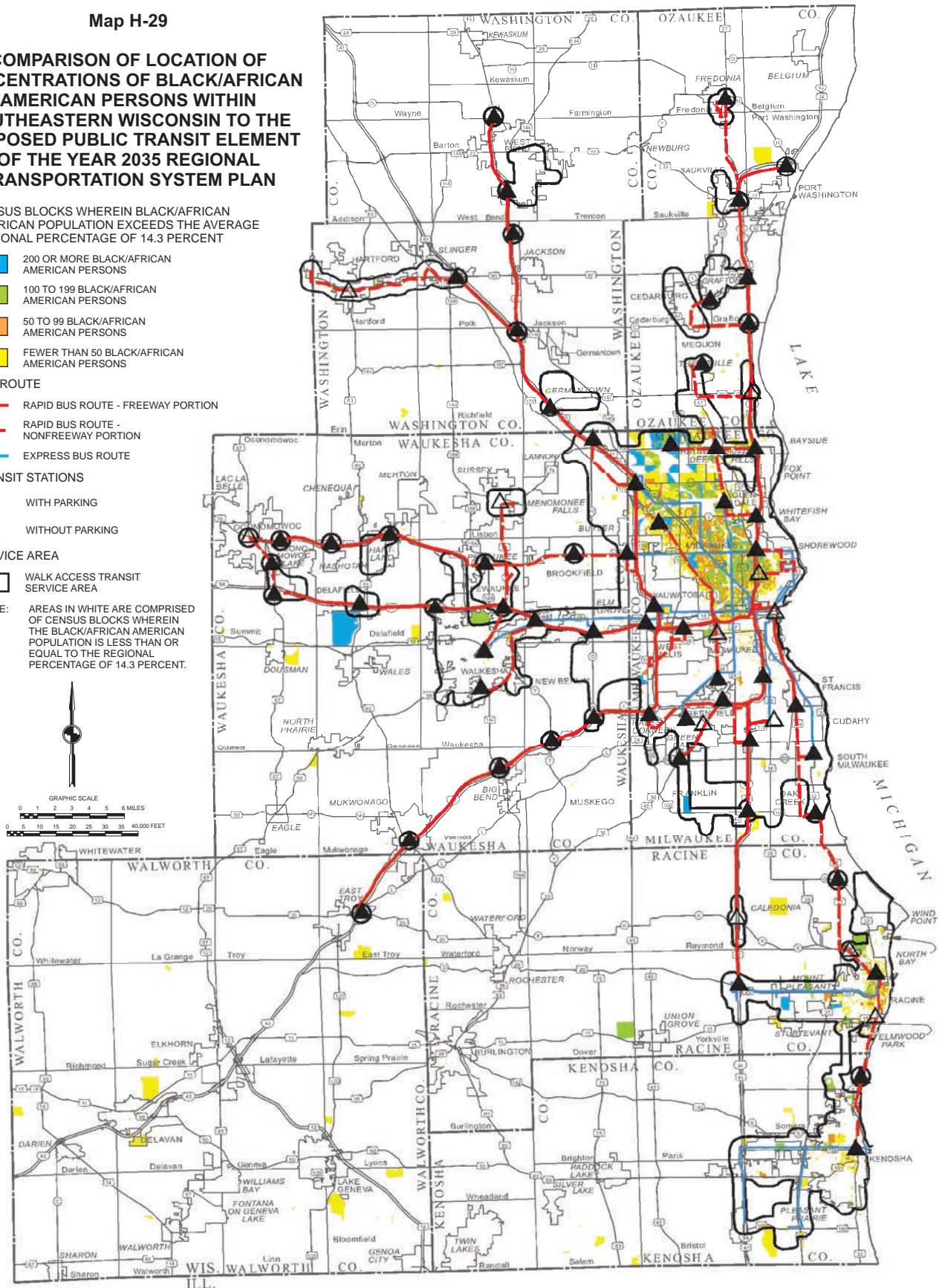
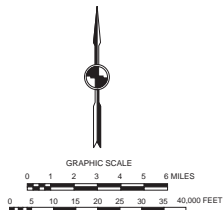
TRANSIT STATIONS

- 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

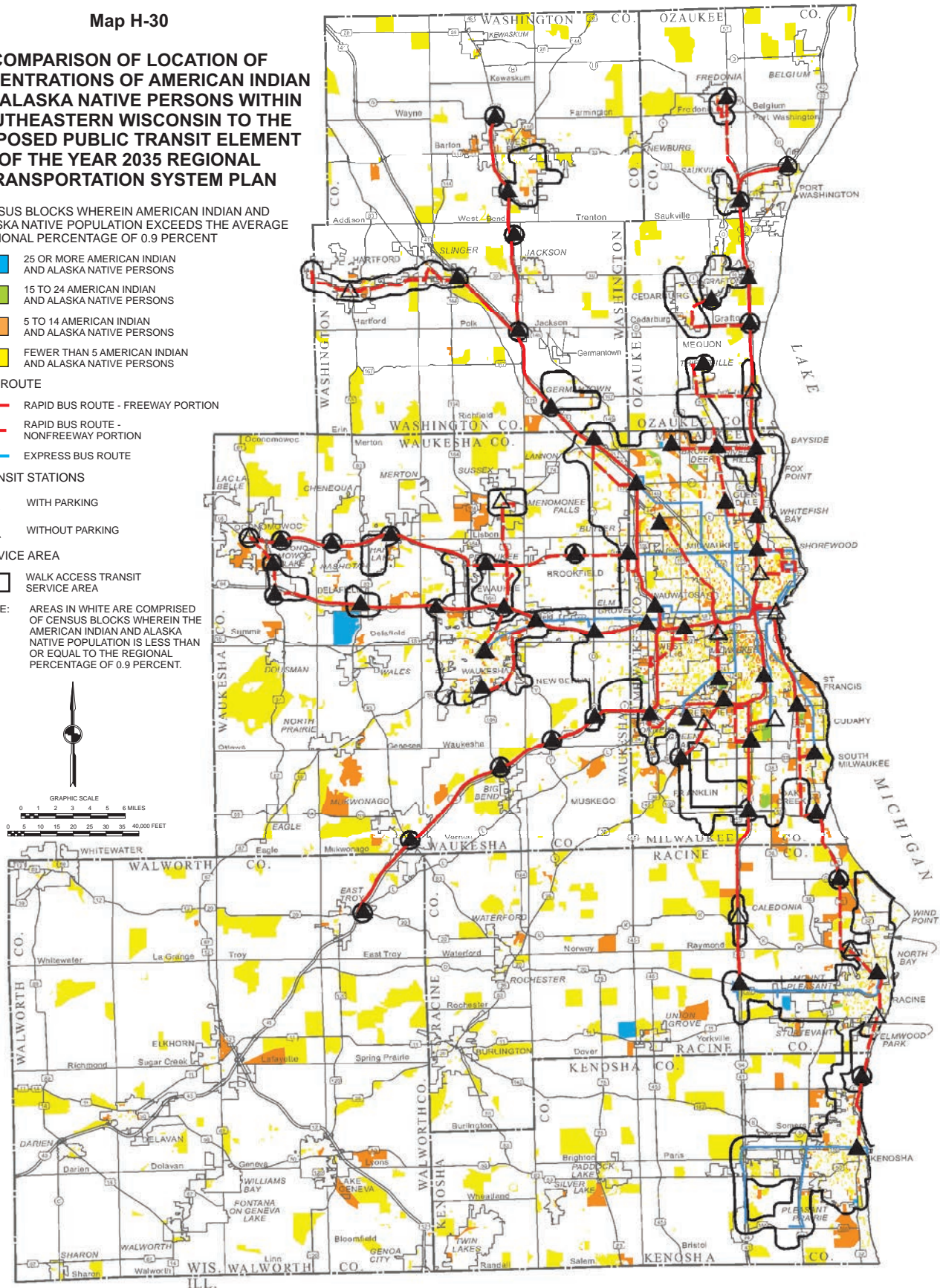
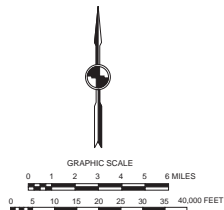
TRANSIT STATIONS

- 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

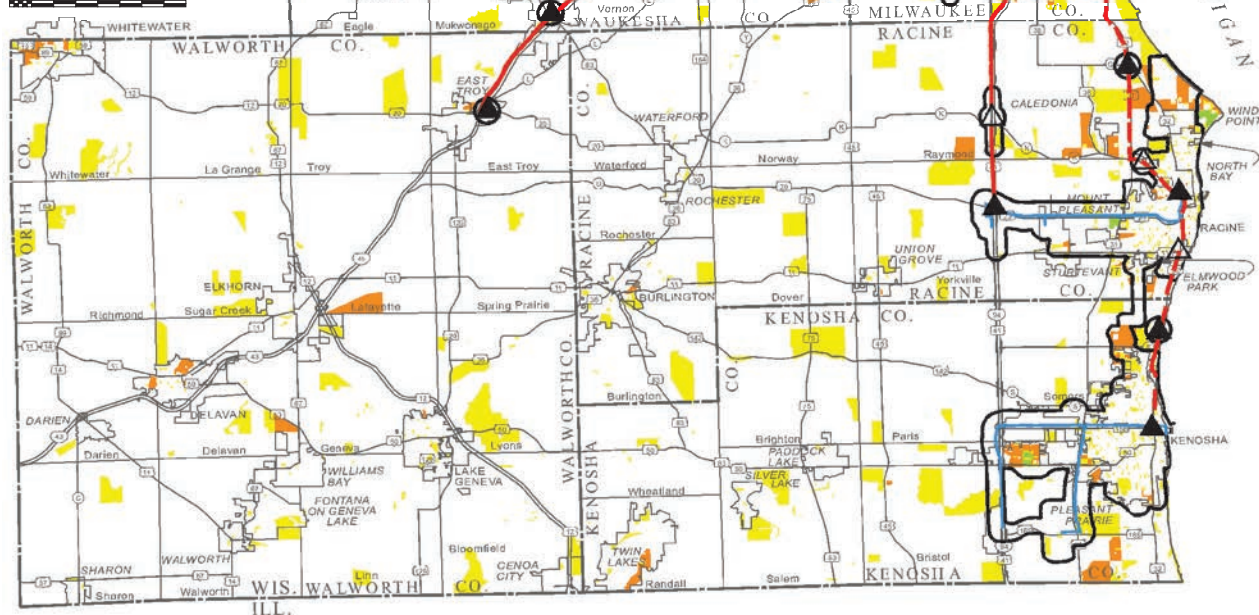
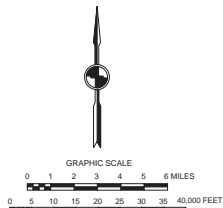
TRANSIT STATIONS

- 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

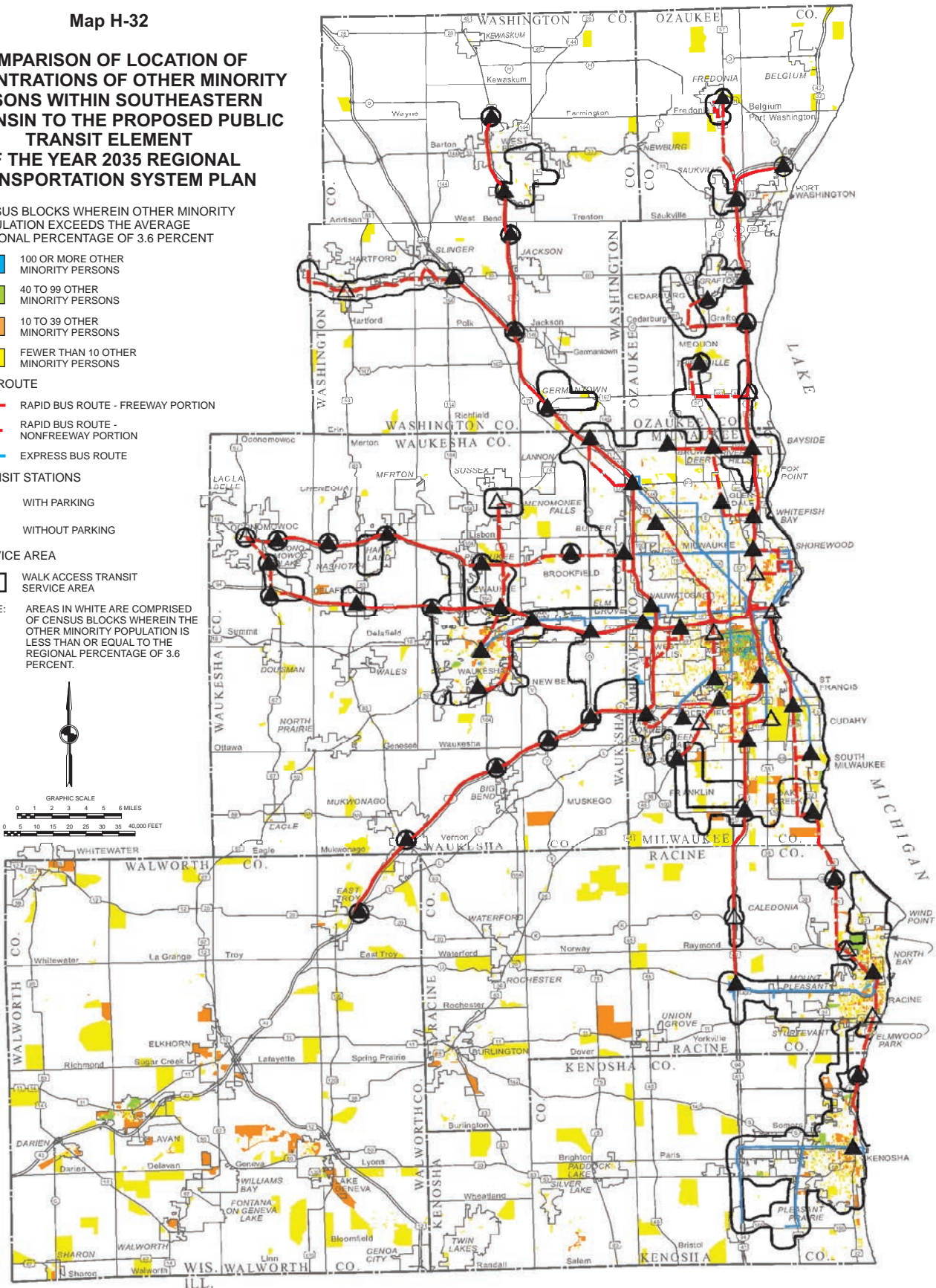
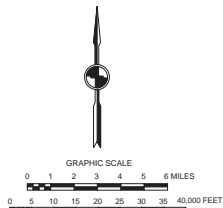
TRANSIT STATIONS

- 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

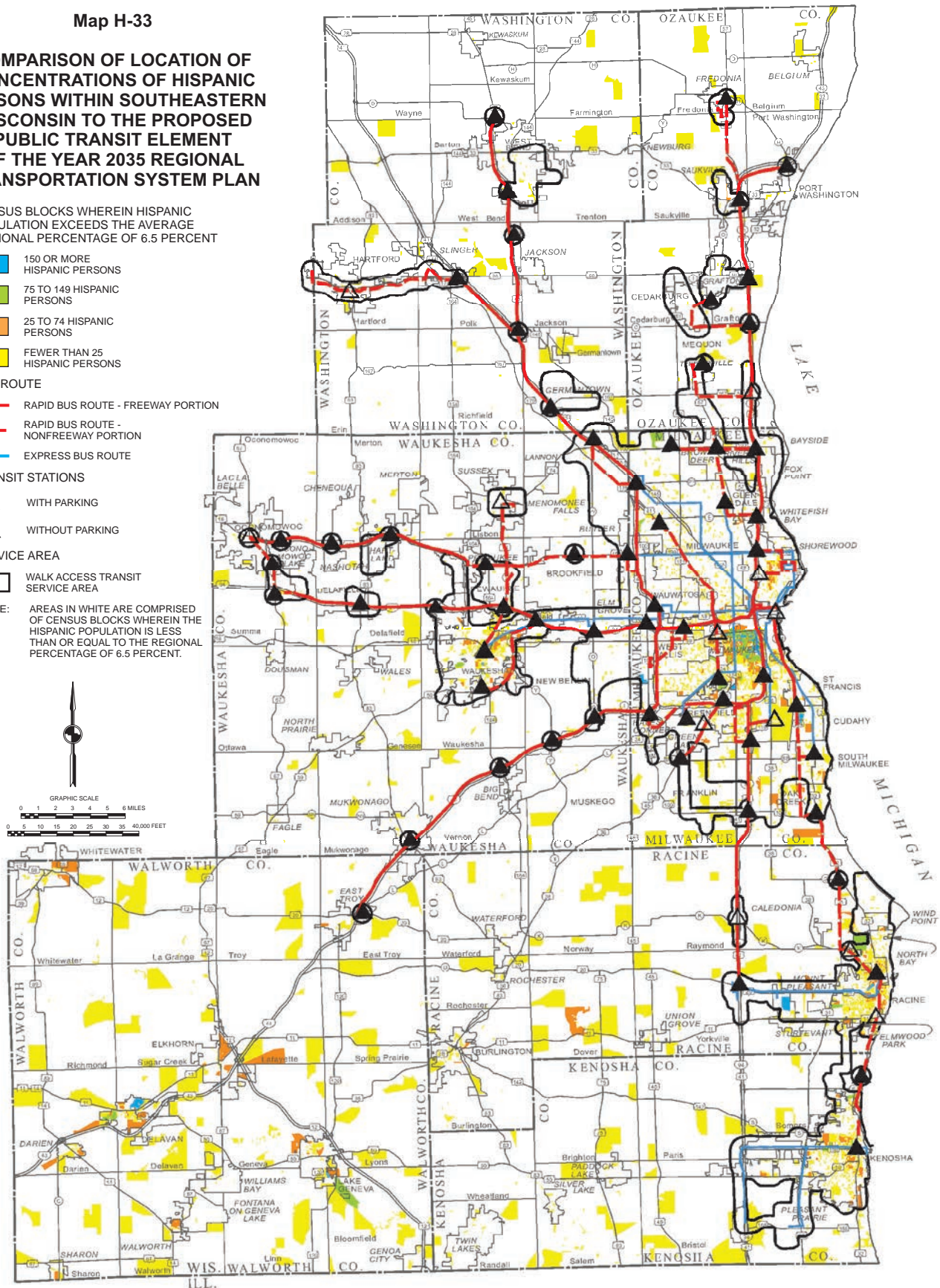
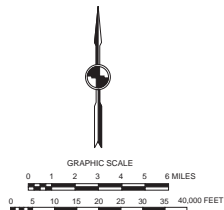
TRANSIT STATIONS

- 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

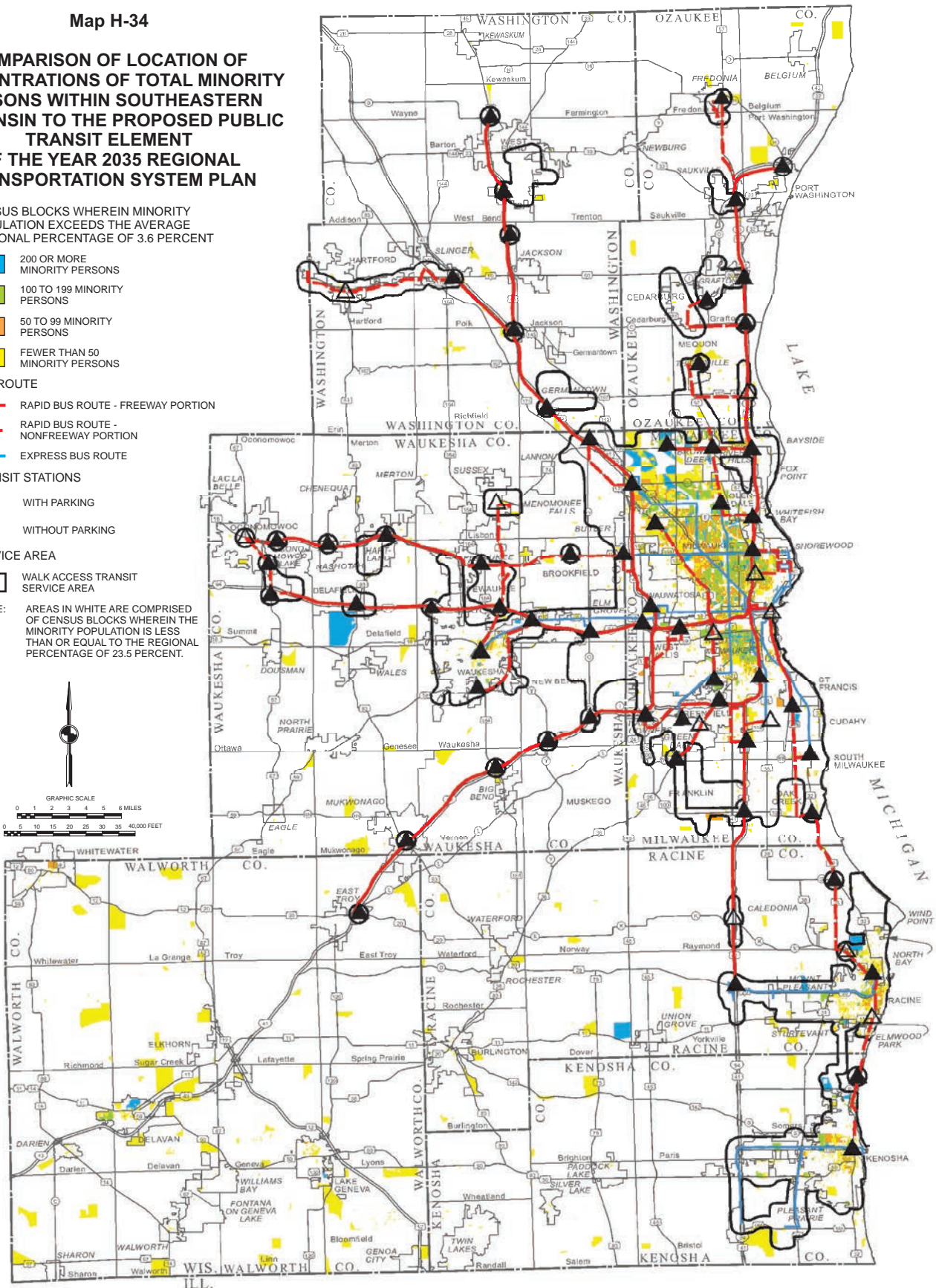
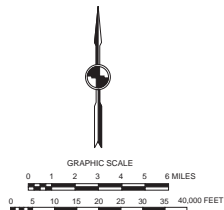
TRANSIT STATIONS

- 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

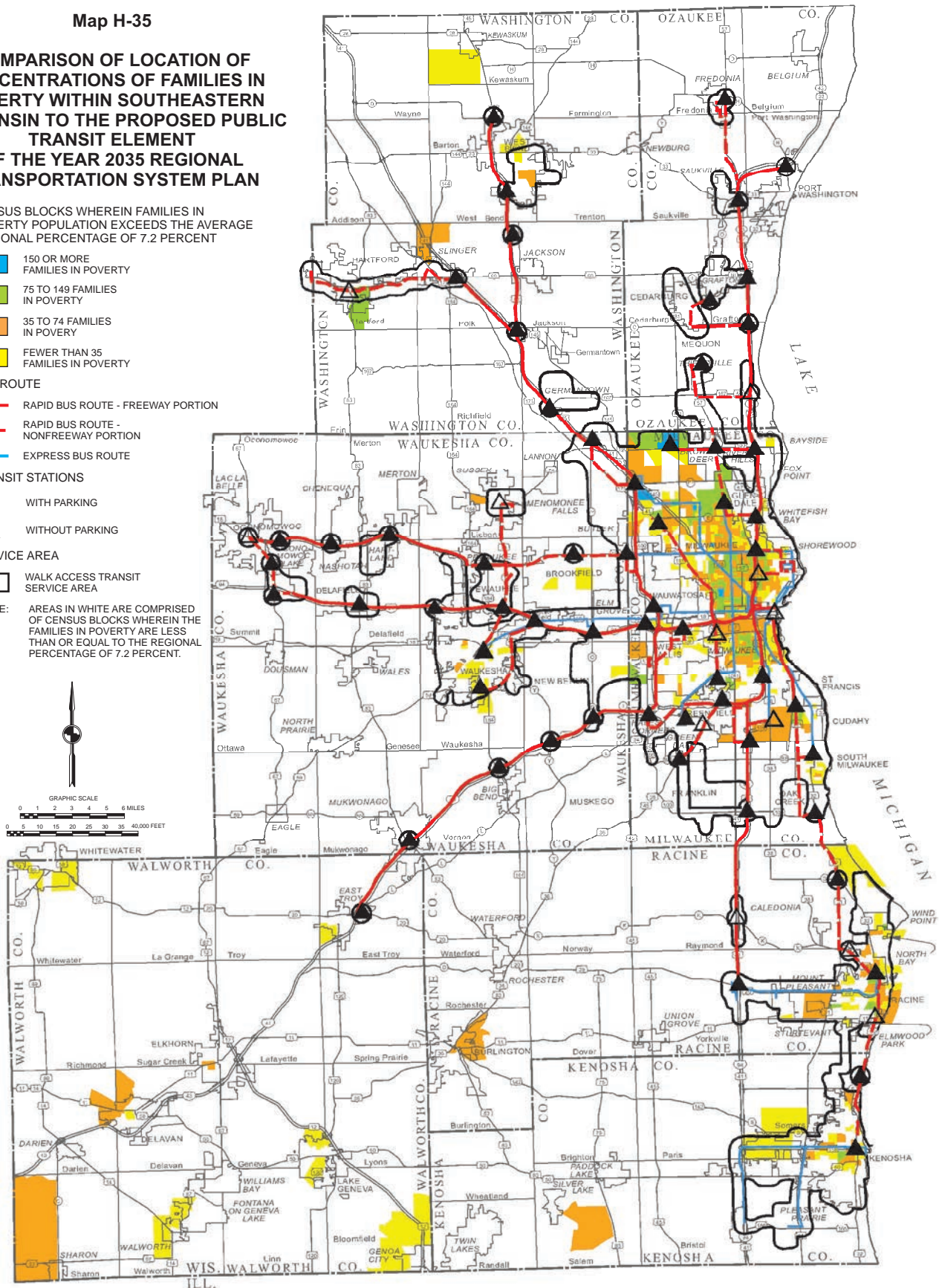
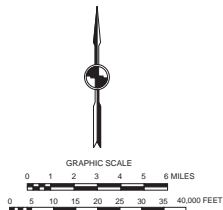
TRANSIT STATIONS

- 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.



Potential Benefits of Plan Recommendations

- **Does the plan recommended public transit system connect minority and low-income populations to jobs, major economic activity centers, and other major activity centers—hospitals, universities, parks, and passenger terminals?**
- **Maps H-36, H-37, and H-40 to H-43 compare the planned transit service areas to the locations of jobs, major economic activity centers, and other major activity centers within Southeastern Wisconsin.**
 - **Conclusion: The recommended public transit system connects minority and low-income populations to jobs and major economic and other activity centers.**

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

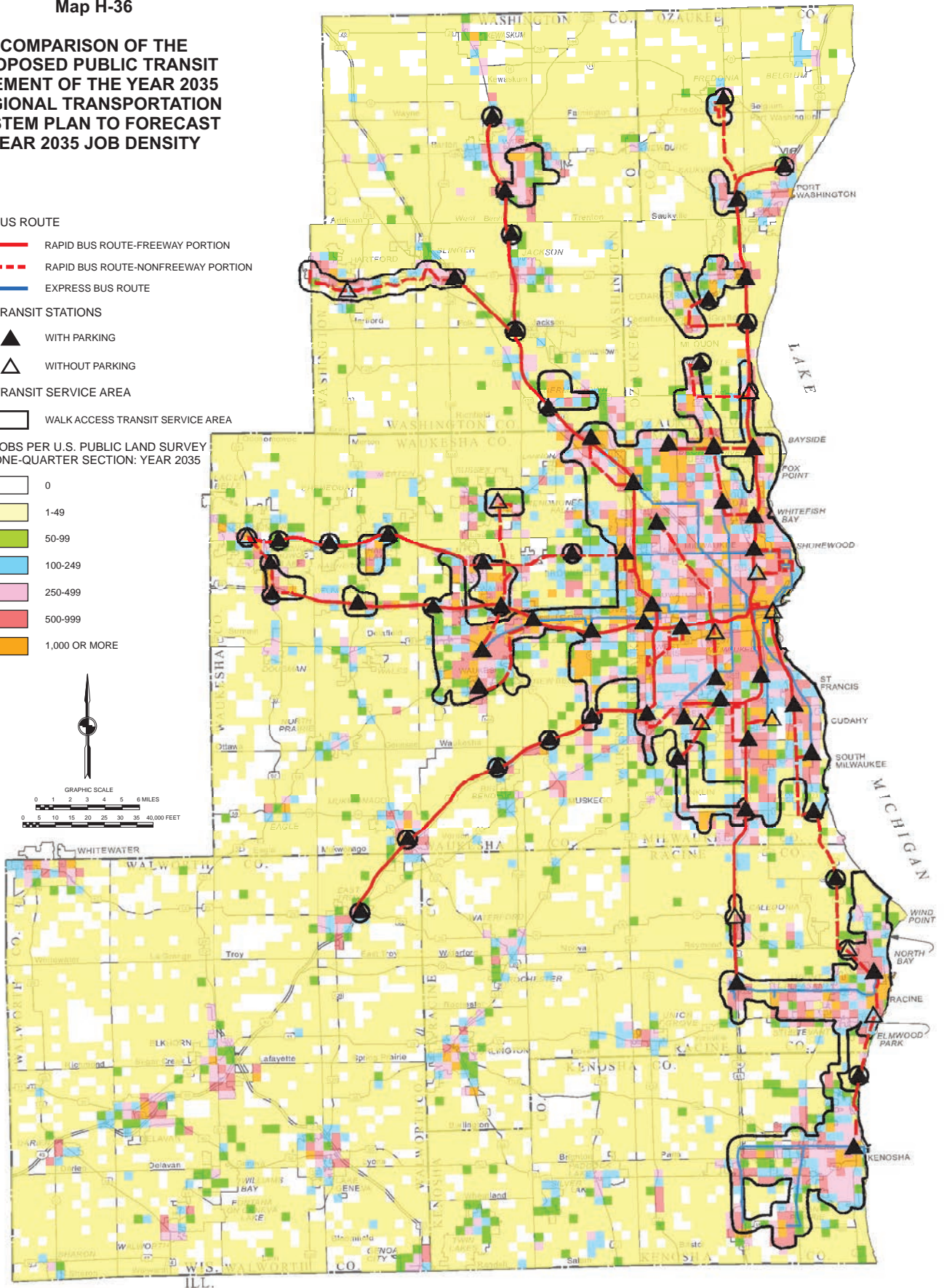
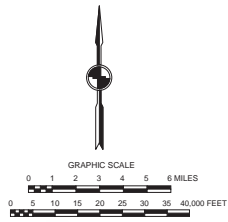
- ▲ WITH PARKING
- △ WITHOUT PARKING

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



Source: SEWRPC.

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

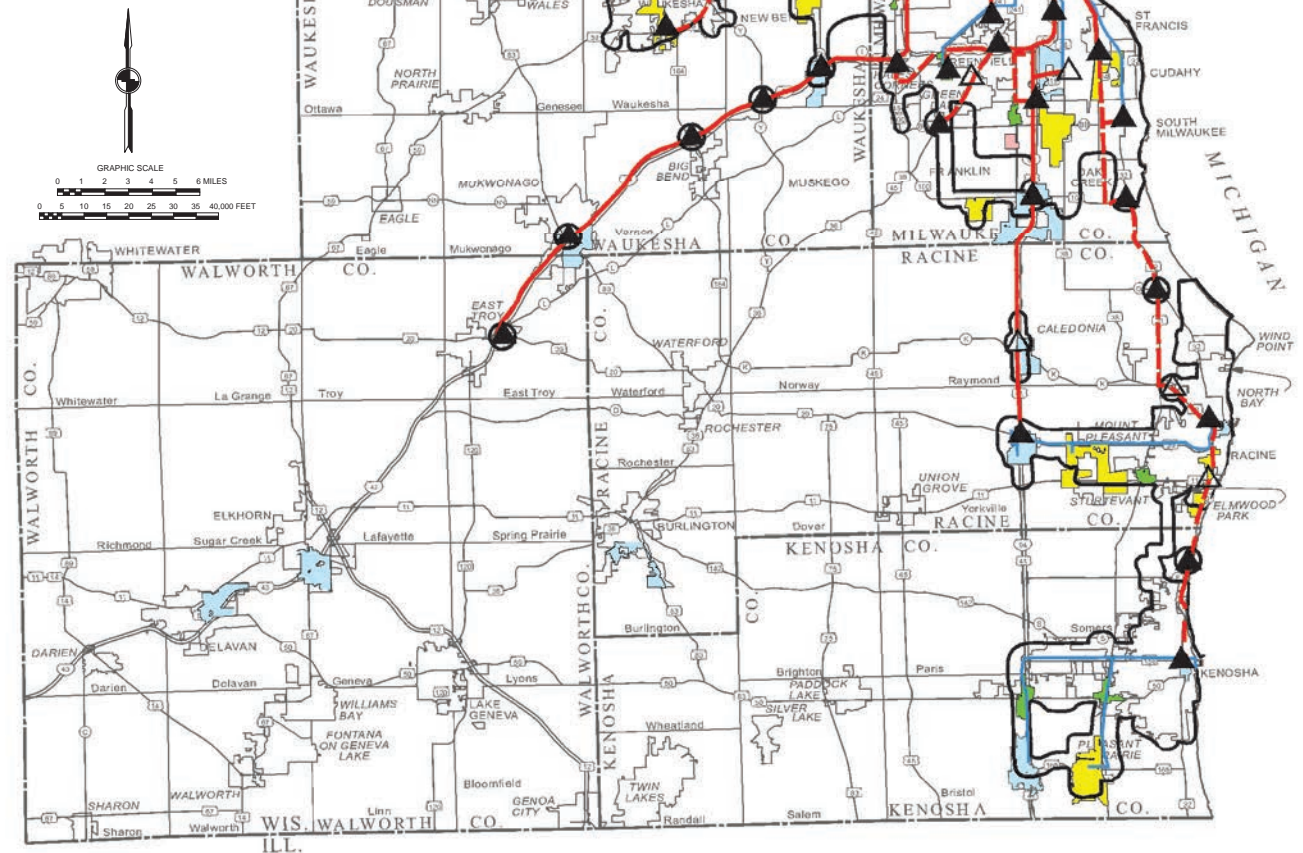
- ▲ WITH PARKING
- △ WITHOUT PARKING

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



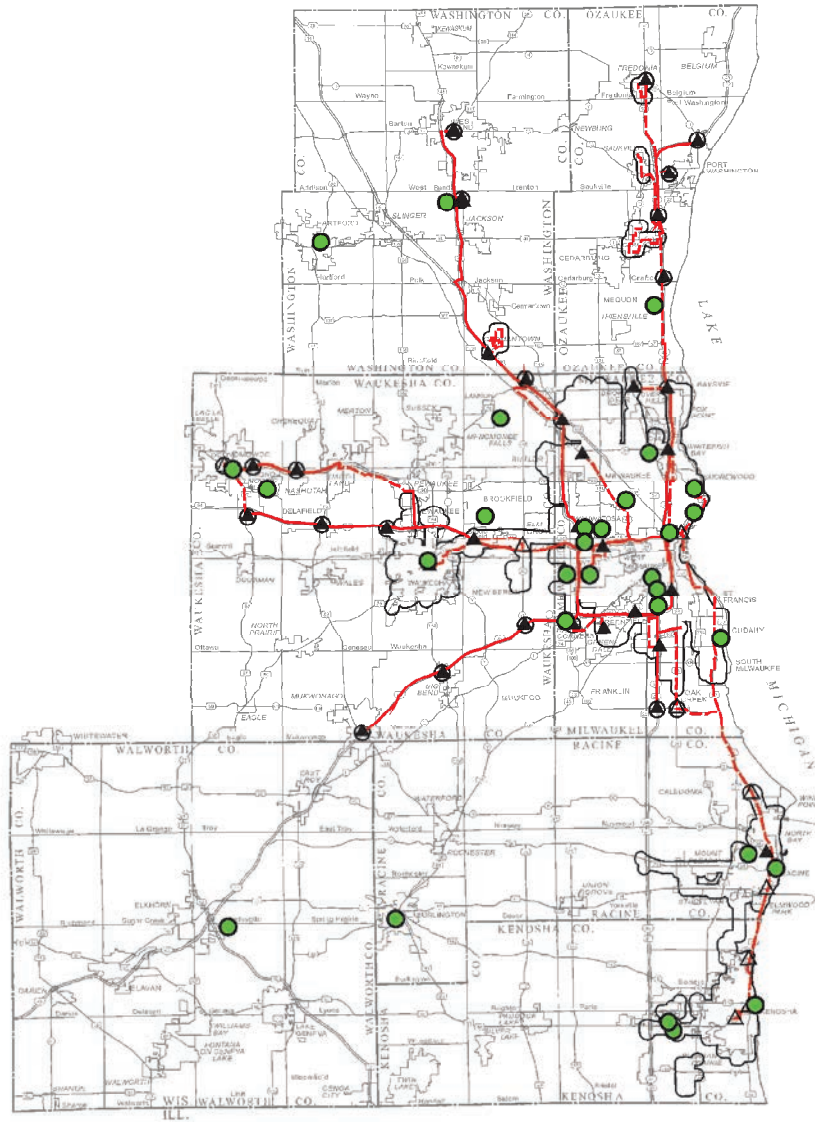
Source: SEWRPC.

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

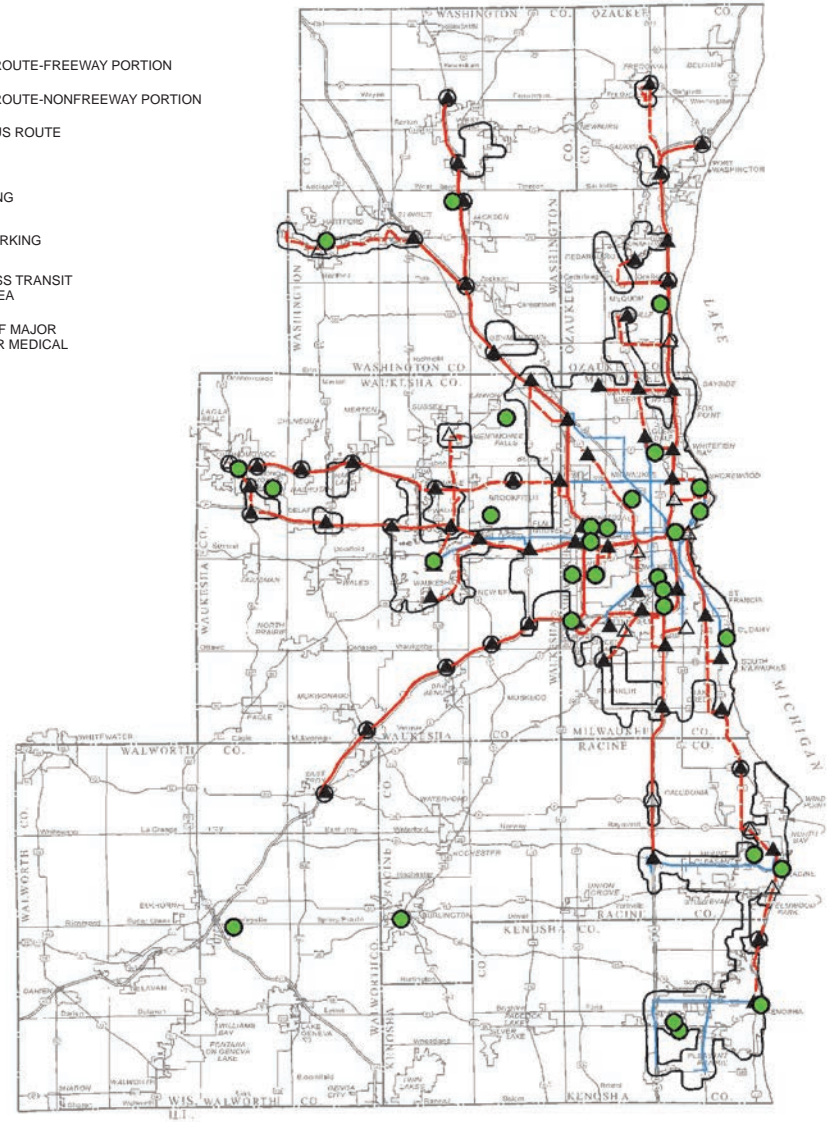
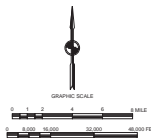


BUS ROUTE

- 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 MAJOR HOSPITAL OR MEDICAL CENTER



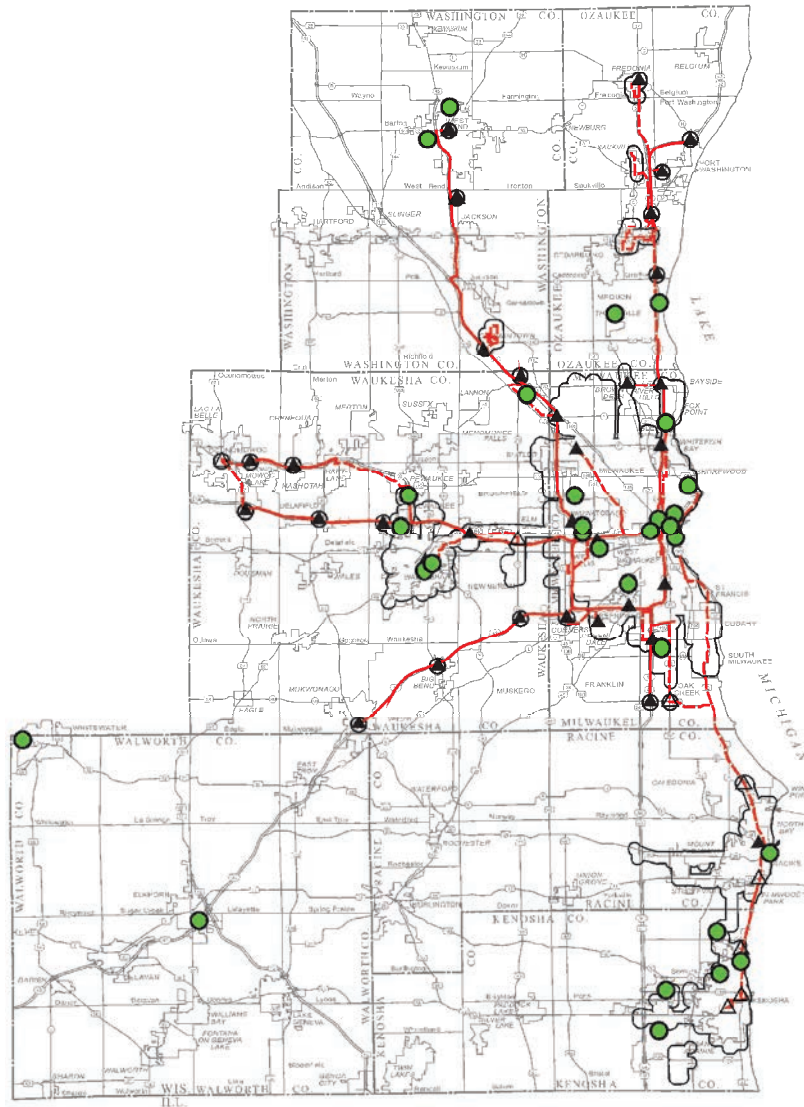
Source: SEWRPC.

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

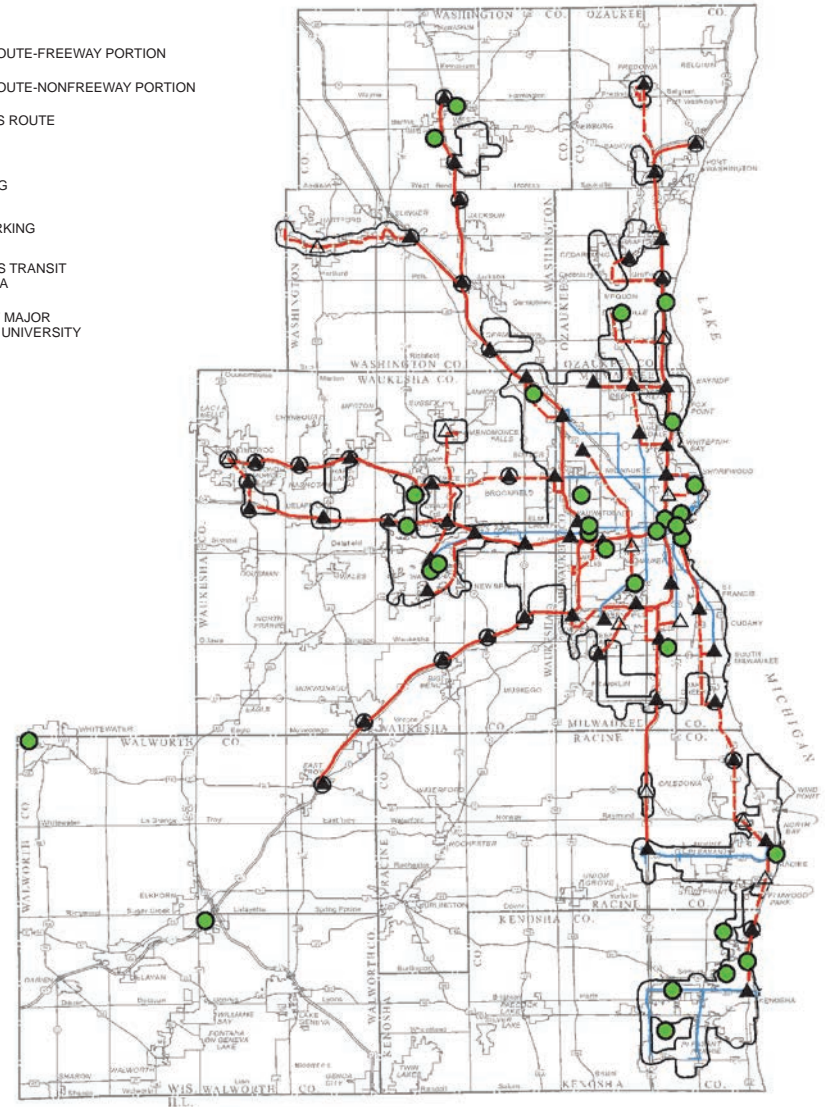


BUS ROUTE

- 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 MAJOR COLLEGE OR UNIVERSITY



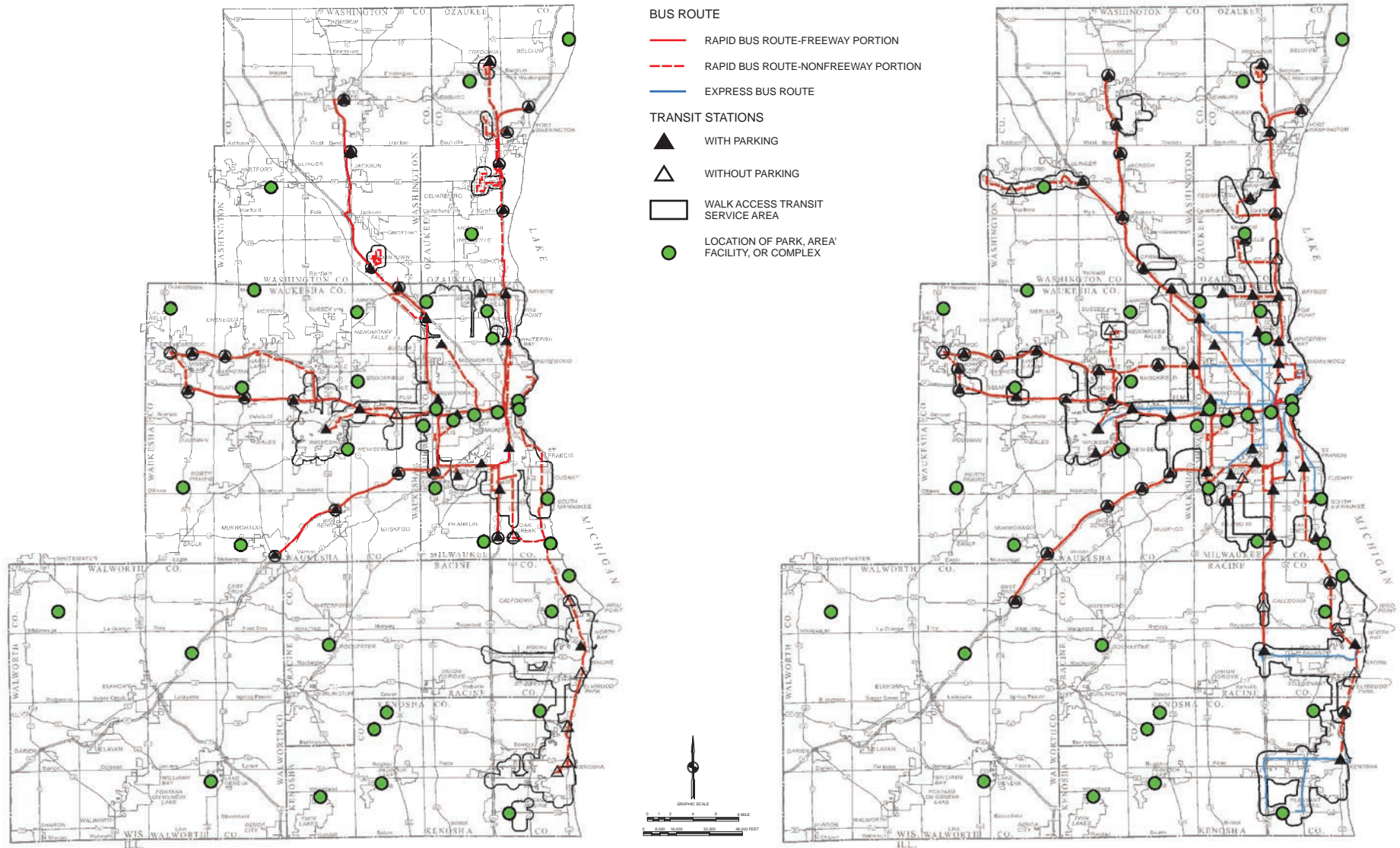
Source: SEWRPC.

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



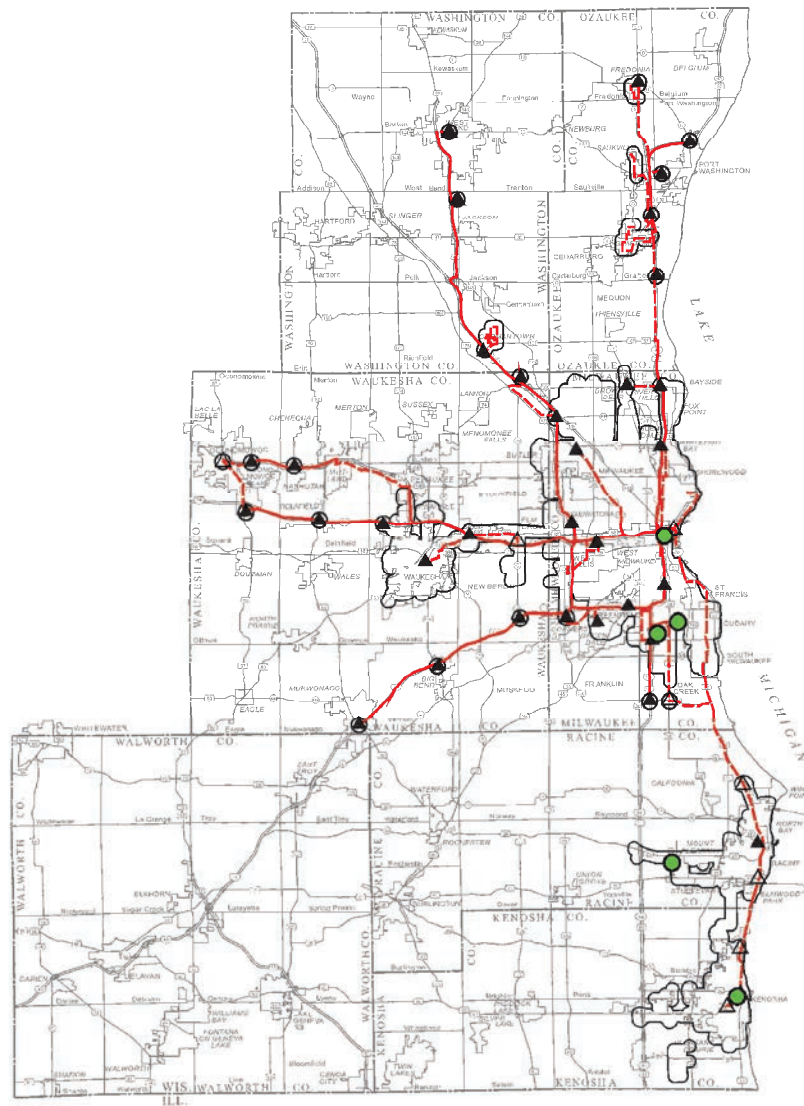
Source: SEWRPC.

Map H-43

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

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN

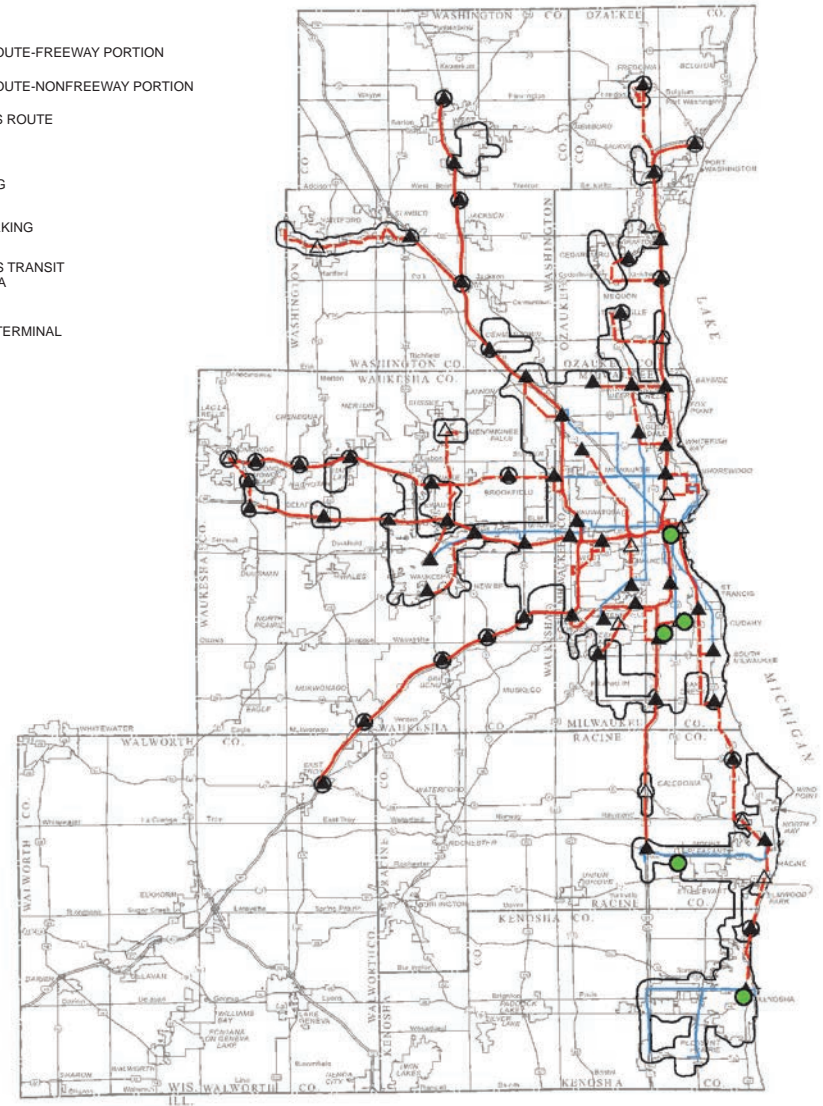
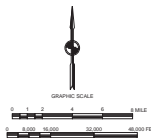


BUS ROUTE

- 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.



Potential Benefits of Plan Recommendations

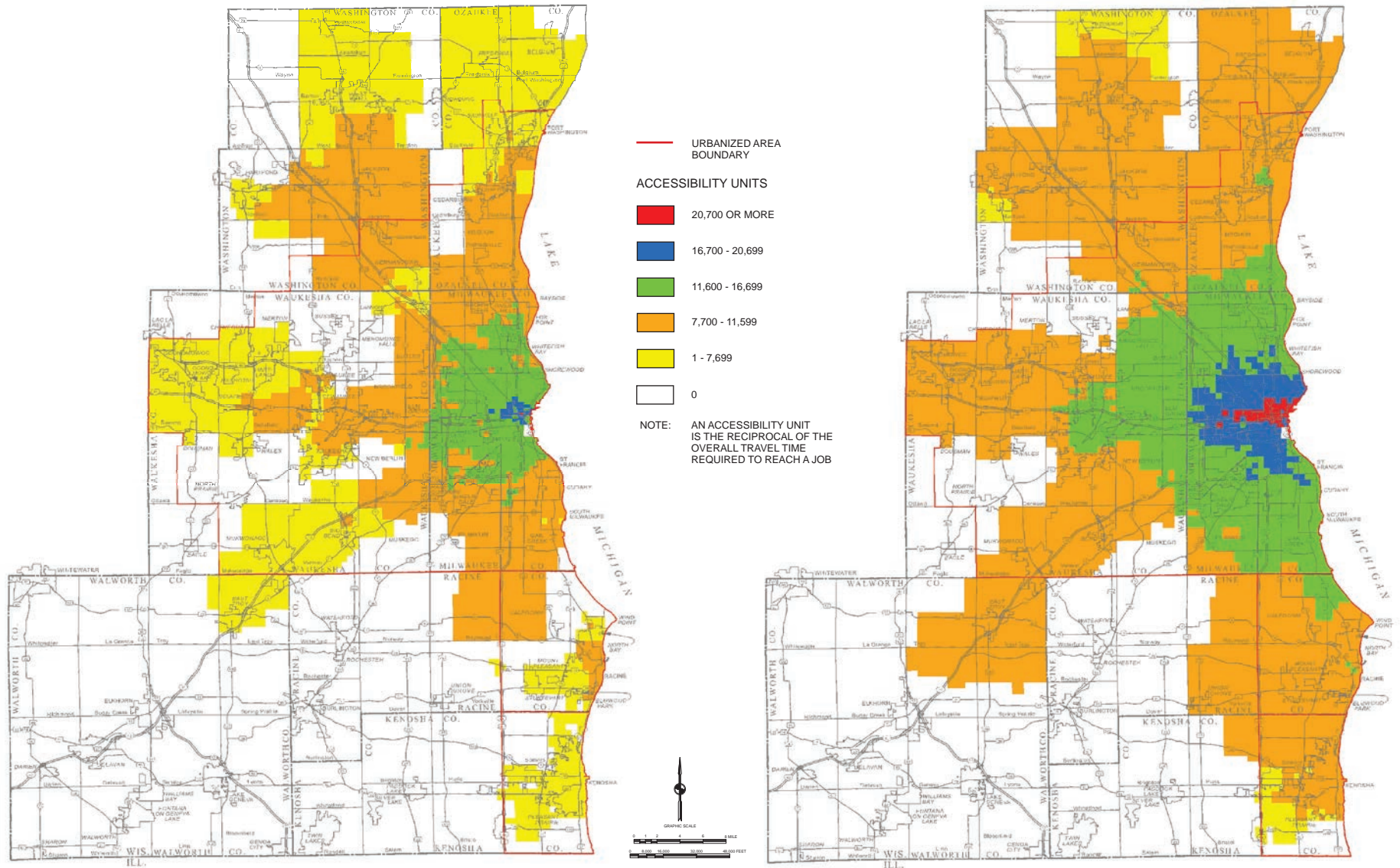
- **Are improvements in public transit accessibility to major activity centers proportionally located in areas of the Region with minority and low income populations?**
 - **Maps H-38, H-39, and H-44 to H-48 display existing and planned levels of transit accessibility to major activity centers**
 - **Conclusion: Improvements in accessibility to major activity centers would occur in areas of minority and low-income population.**

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



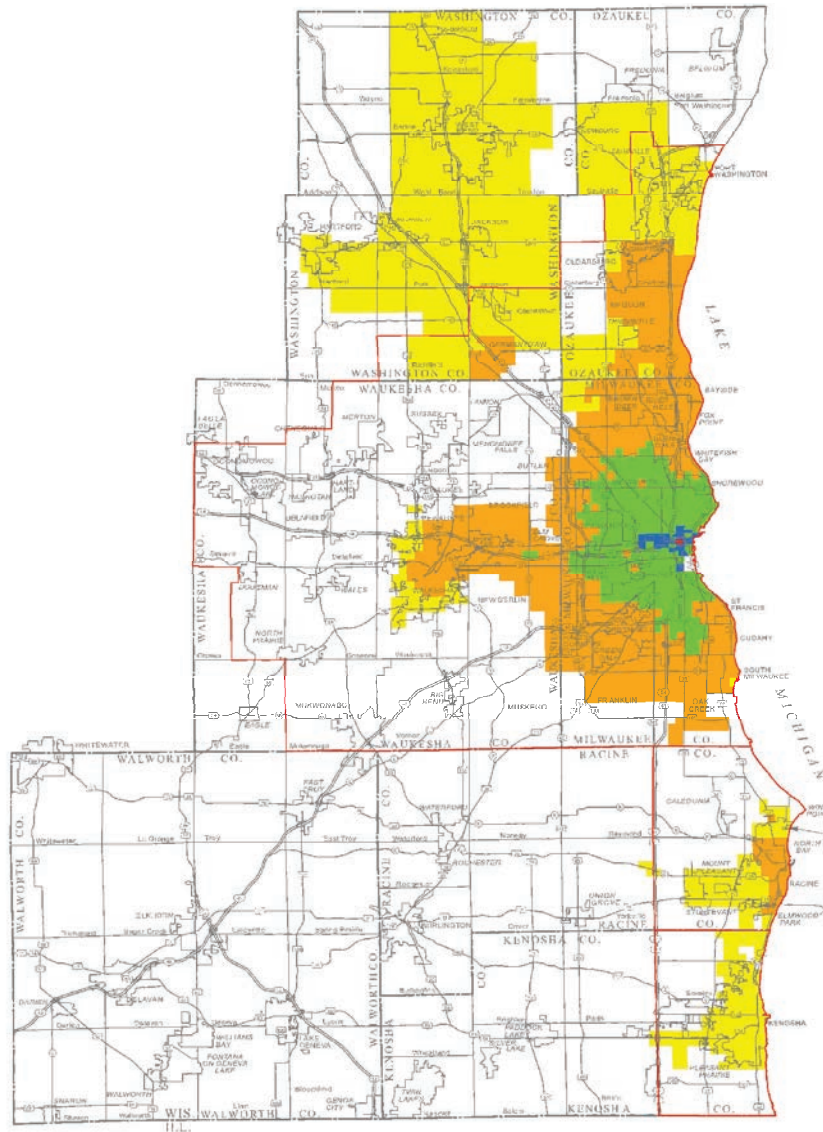
Source: SEWRPC.

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

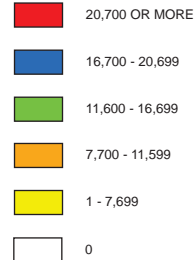
EXISTING

PROPOSED YEAR 2035 PUBLIC TRANSIT SYSTEM

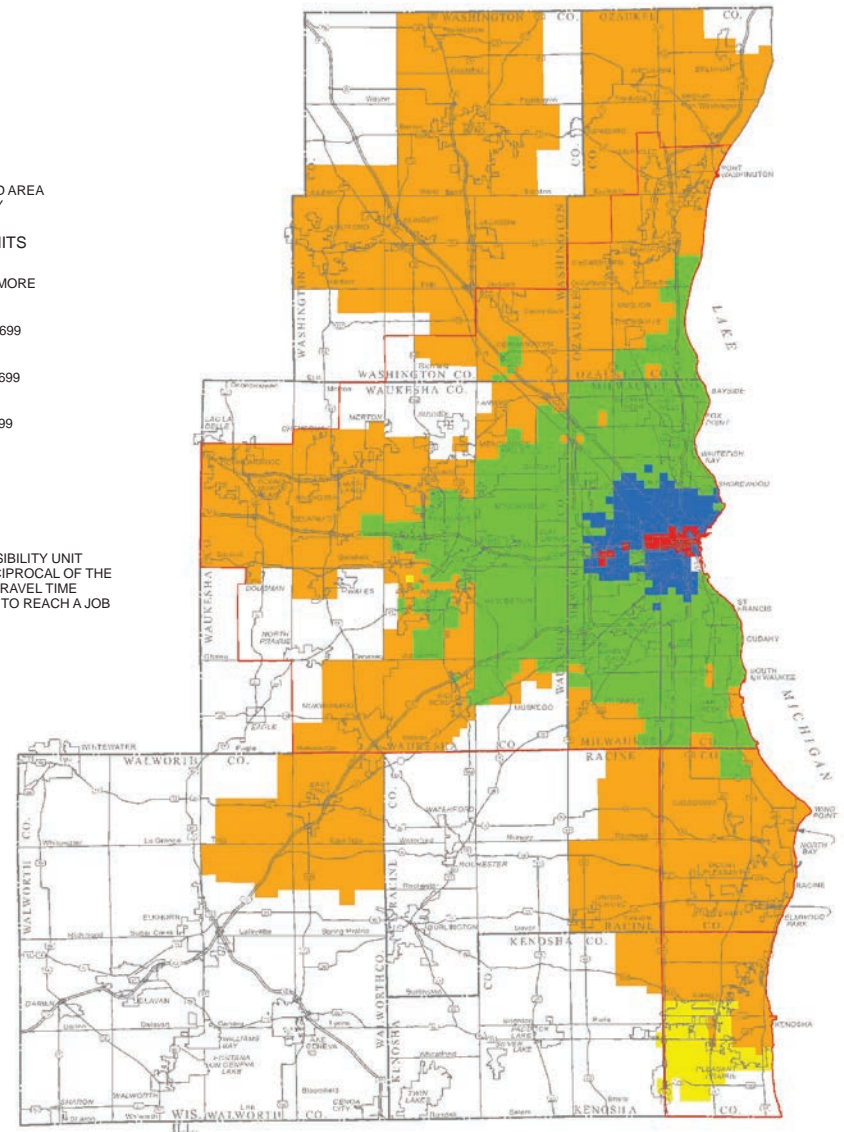
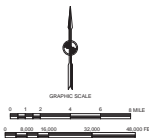


— URBANIZED AREA BOUNDARY

ACCESSIBILITY UNITS



NOTE: AN ACCESSIBILITY UNIT IS THE RECIPROCAL OF THE OVERALL TRAVEL TIME REQUIRED TO REACH A JOB



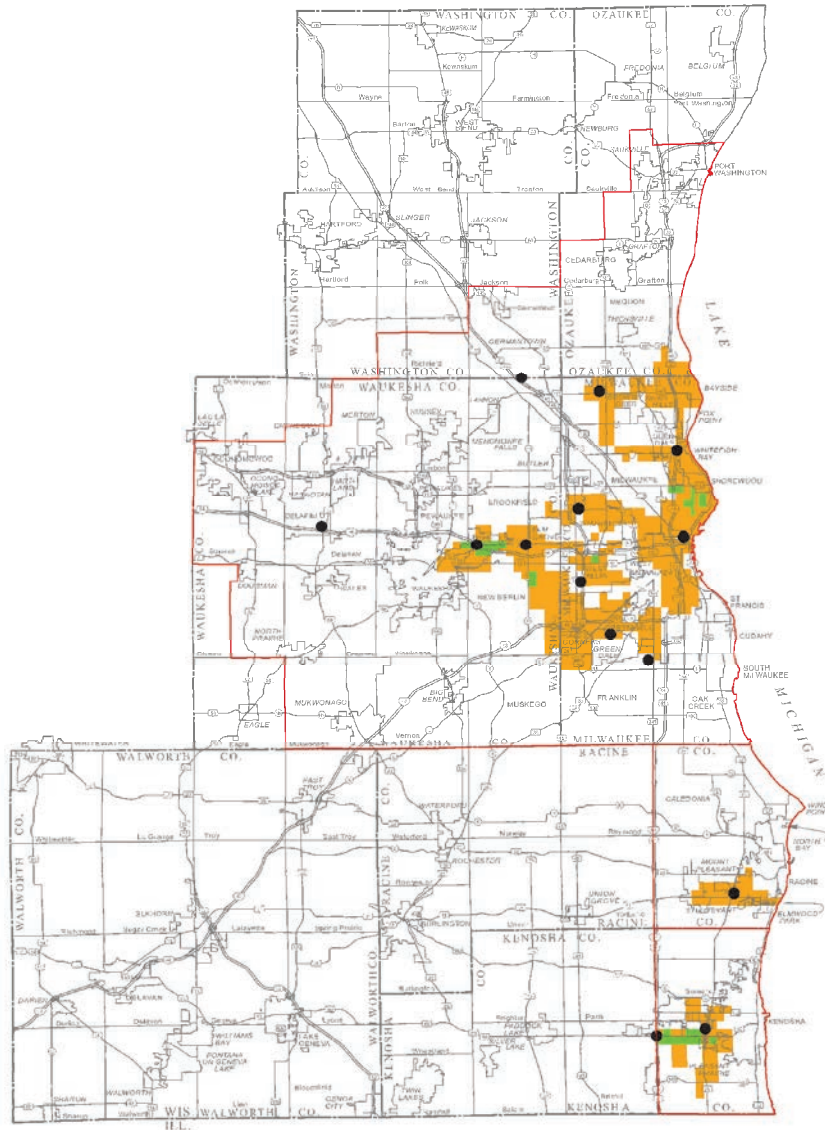
Source: SEWRPC.

Map H-44

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

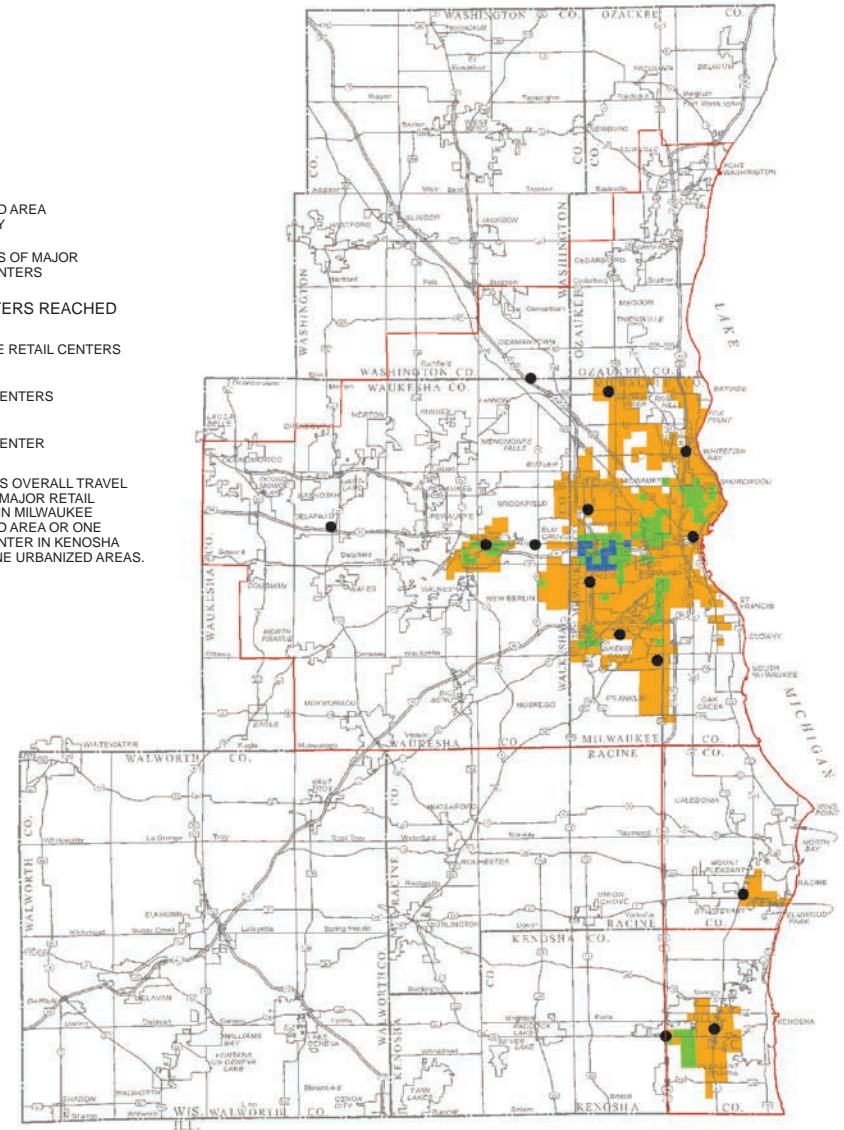
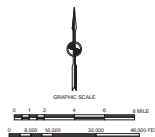
EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN



- URBANIZED AREA BOUNDARY
- LOCATIONS OF MAJOR RETAIL CENTERS
- NUMBER OF CENTERS REACHED
- 3 OR MORE RETAIL CENTERS
- 2 RETAIL CENTERS
- 1 RETAIL CENTER

NOTE: 35 MINUTES OVERALL TRAVEL TIME OF 3 MAJOR RETAIL CENTERS IN MILWAUKEE URBANIZED AREA OR ONE RETAIL CENTER IN KENOSHA AND RACINE URBANIZED AREAS.



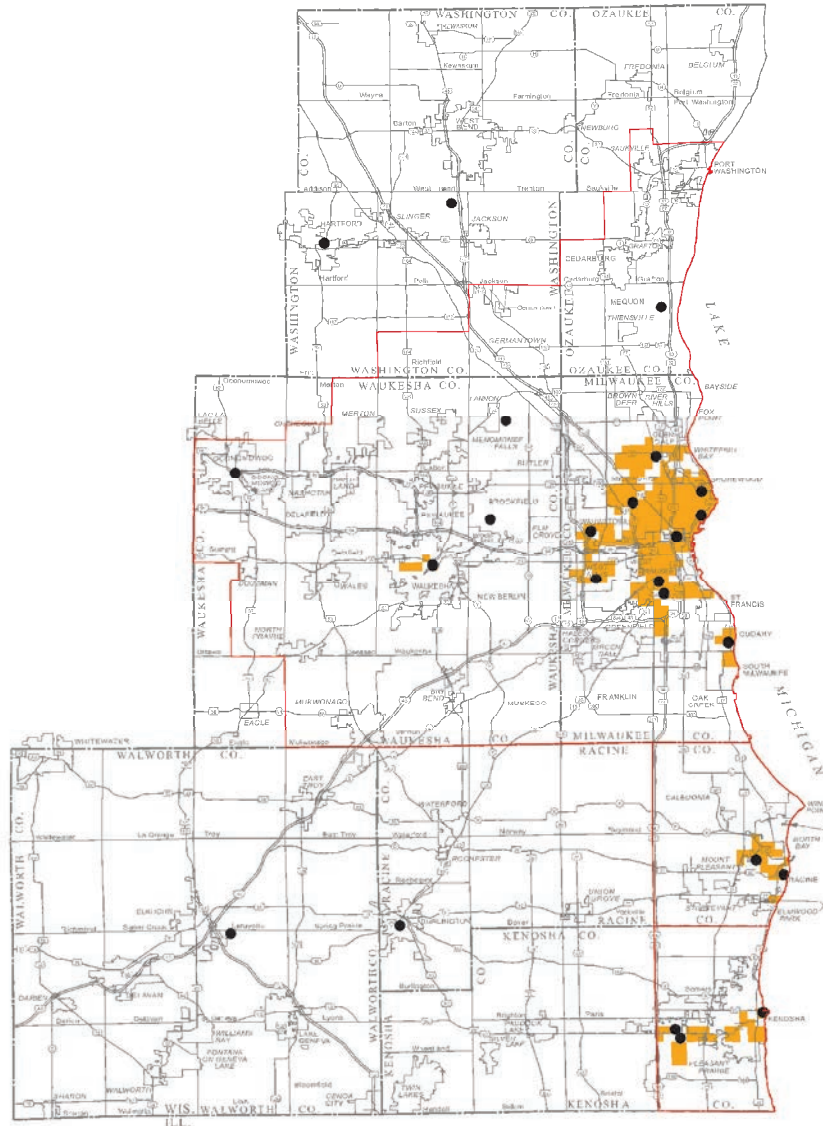
Source: SEWRPC.

Map H-45

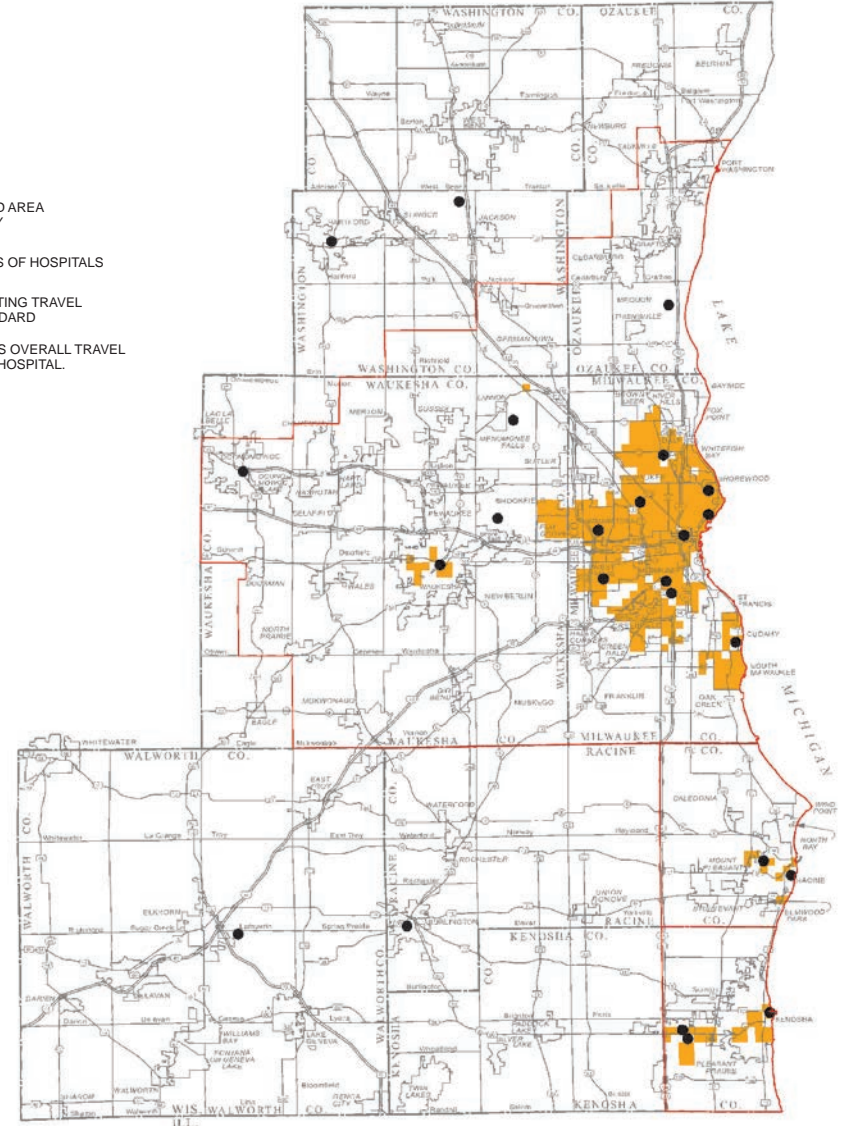
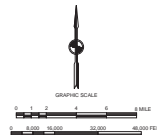
AREAS MEETING TRAVEL TIME STANDARD TO HOSPITALS BY PUBLIC TRANSIT: EXISTING YEAR 2005 AND RECOMMENDED YEAR 2035 PLAN

EXISTING YEAR 2005

RECOMMENDED YEAR 2035 PLAN



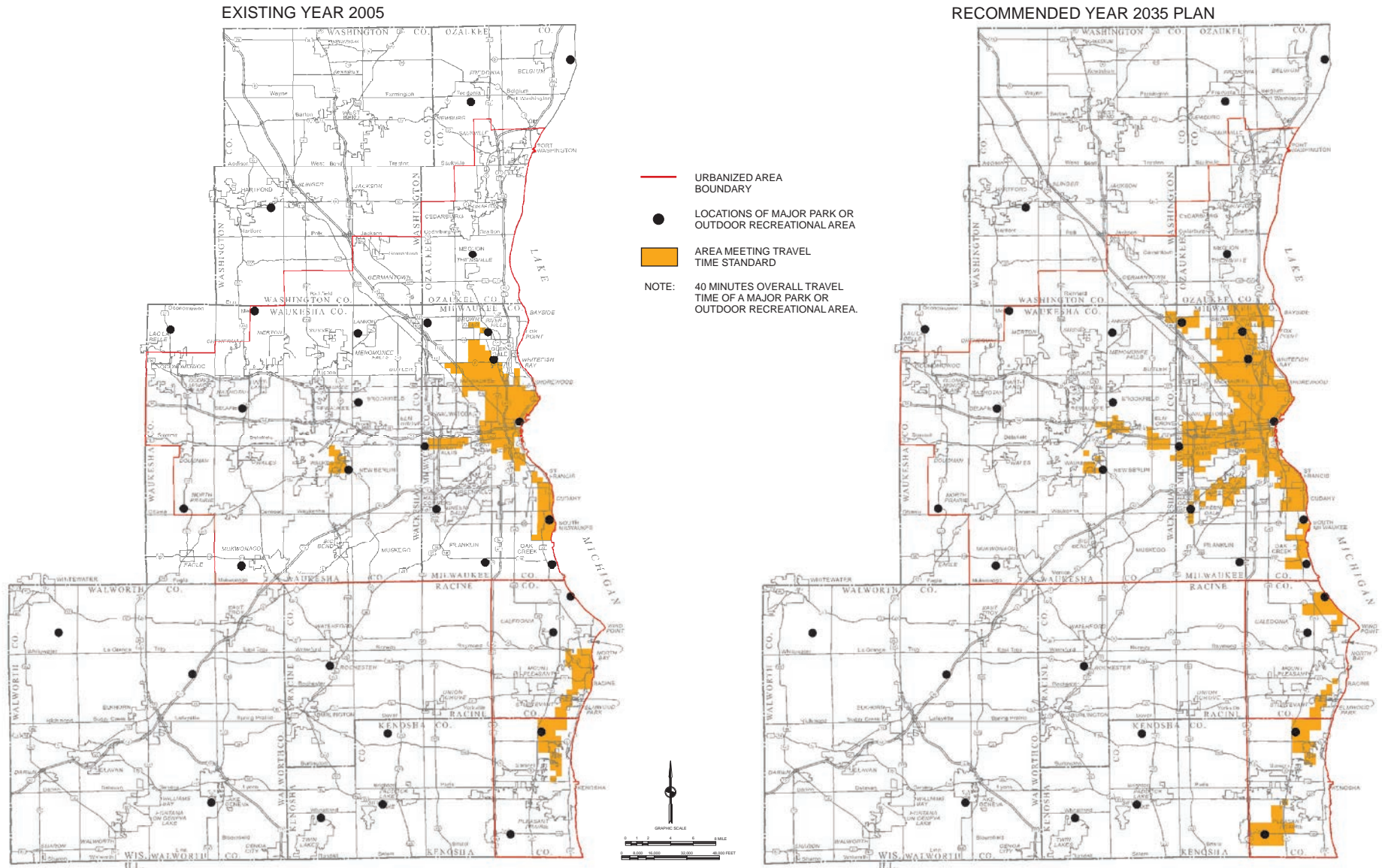
- URBANIZED AREA BOUNDARY
 - LOCATIONS OF HOSPITALS
 - AREA MEETING TRAVEL TIME STANDARD
- NOTE: 30 MINUTES OVERALL TRAVEL TIME OF A HOSPITAL



Source: SEWRPC.

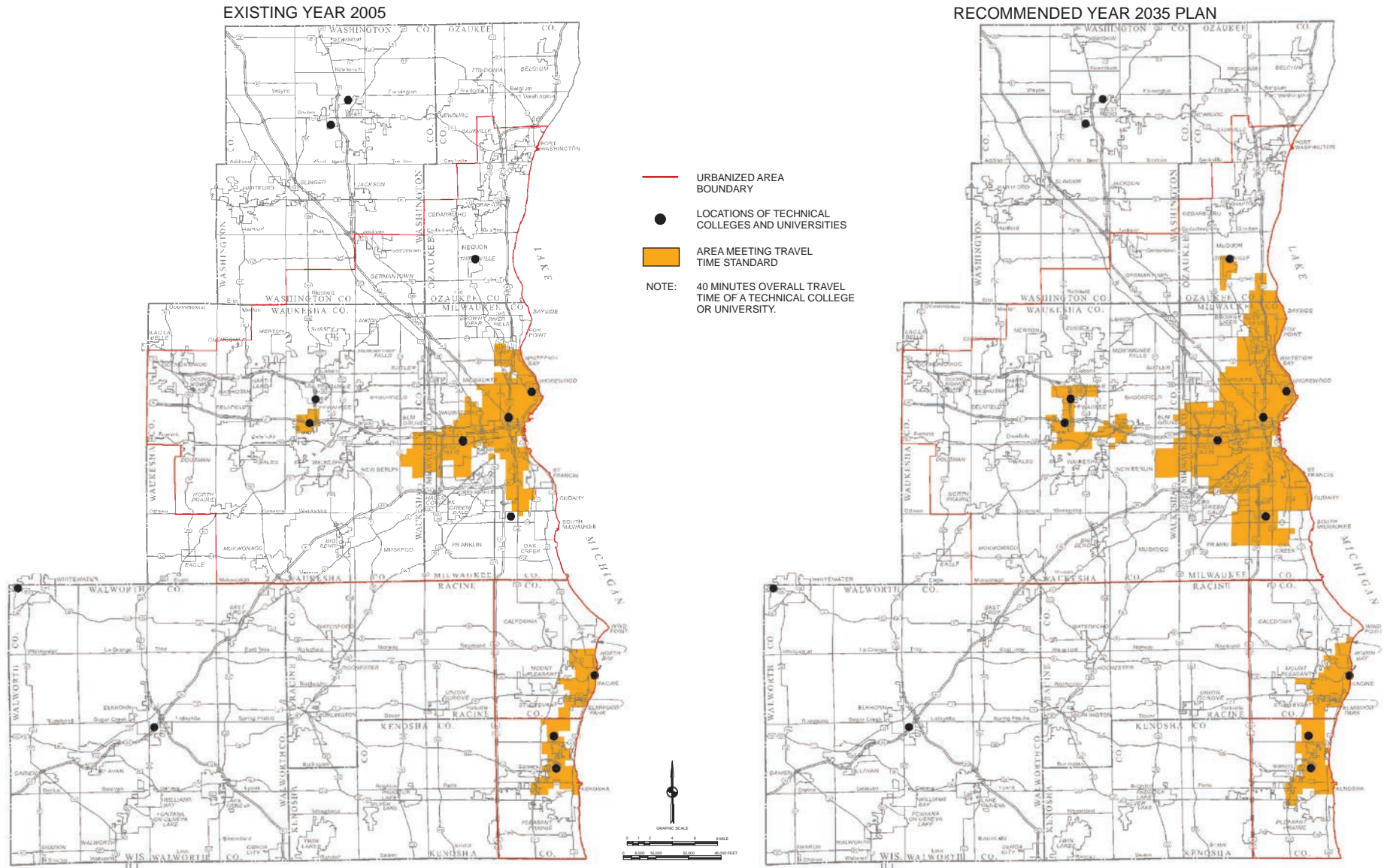
Map H-46

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



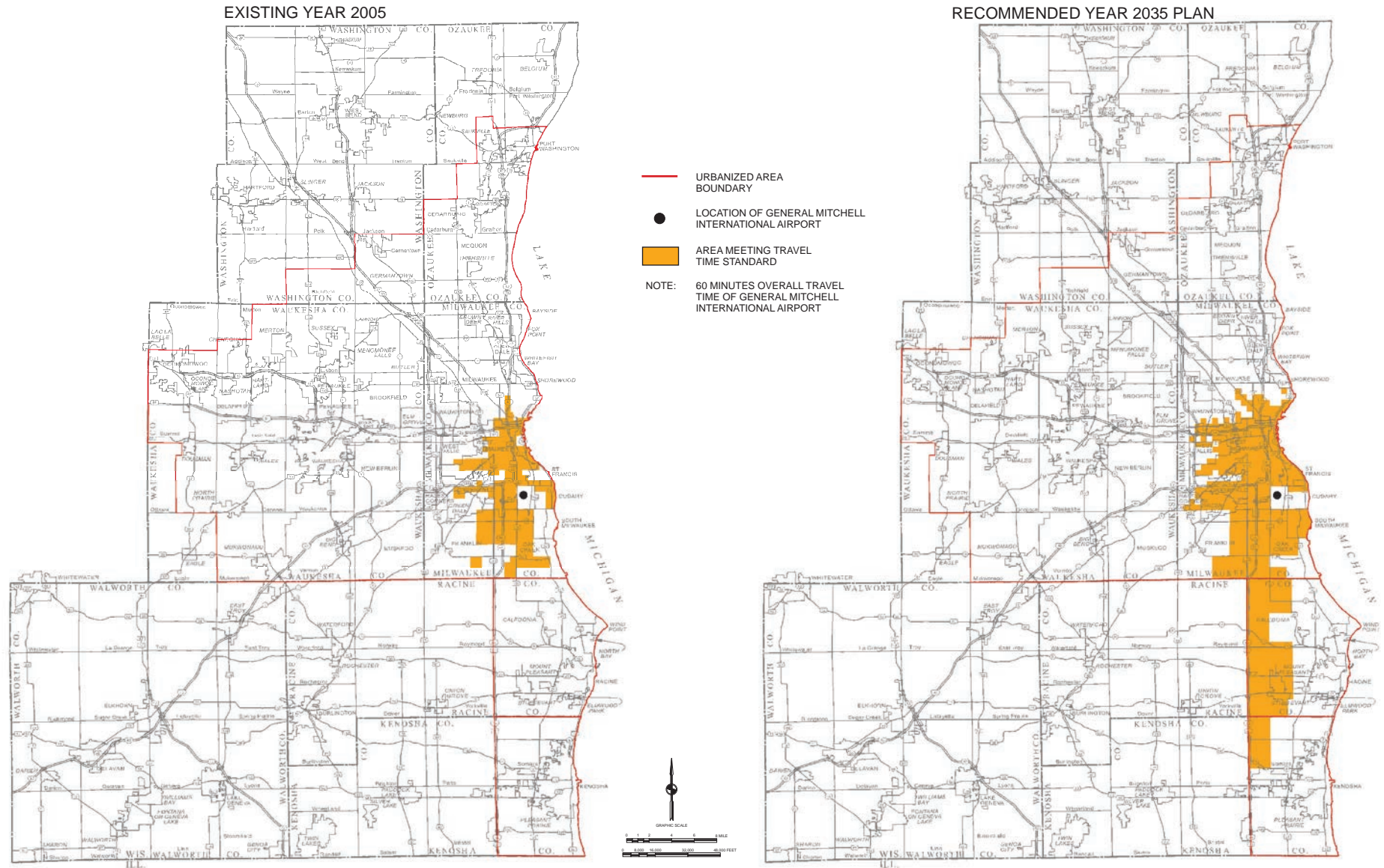
Map H-47

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



Map H-48

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





Year 2050 Regional Transportation Plan

- **A similar evaluation of the year 2050 regional transportation plan will be conducted (socio-economic impact analysis)**
 - **Location and characteristics of minority and low-income populations**
 - **Evaluation of impacts**
 - **Potential adverse impacts**
 - **What are the adverse impacts?**
 - **Are minority and low-income populations expected to experience a disproportionate share of these adverse impacts?**
 - **Potential benefits**
 - **What are the benefits?**
 - **Are minority and low-income populations expected to receive a proportionate share of the benefits?**



Year 2050 Regional Transportation Plan (Continued)

- **What improvements/additions should be considered in the year 2050 regional transportation plan evaluation of impacts on minority and low-income populations?**
 - **Location and characteristics of minority and low-income populations**
 - **Use 2010 U.S. census data**
 - **Estimate minority and low-income population use of each travel mode**
 - **Other?**
 - **Potential benefits**
 - **Estimate proportion of minority and low-income population in express transit service area and total transit service area**
 - **Per household expenditure by mode in regional transportation plan**
 - **Other?**



Year 2050 Regional Transportation Plan (Continued)

- **Potential adverse impacts**
 - **Comparison of vehicle air pollutant emissions density in areas of minority and low-income populations and other areas of the Region**
 - **Other?**