



# Review and Update of Year 2035 Regional Transportation Plan



# Background

- Every four years, the Year 2035 Plan is reviewed
  - Elements of review
    - Validity of Plan Year 2035 forecasts
    - Transportation system performance
    - Status of implementation of Year 2035 Plan
    - Adequacy of funding to implement plan



## Background *(continued)*

- Year 2035 Plan completed in 2006
  - Last four year review completed in 2010
- VISION 2050
  - VISION 2050 now underway will result in a new year 2050 regional transportation plan which will replace the Year 2035 Plan
  - Scheduled to be completed in June 2015



# Review of Year 2035 Forecasts

- Comparison of Forecasts to Actual Estimated Year 2011/2012
  - Population and Households - 2 percent high
  - Employment - 5 percent high
  - Automobile ownership - 3 percent low
  - Vehicle-Miles of Travel - 6 percent high
  - Transit Ridership - 27 percent high
- Conclusion
  - Forecasts upon which plan is based (population, households, and employment) remain valid
  - Transit ridership forecast is high due to lack of implementation of 2035 plan transit element.



# Review of Transportation System Performance

- Measures of Performance
  - Pavement and bridge condition
  - Highway and transit safety
  - Traffic congestion and travel times
  - Transit service area
  - Air pollutant emissions
- Little change in system performance except some improvement in bridge condition; some reduction in highway and transit fatalities, injuries, and crashes; reduction in transit service area; and significant reduction in transportation air pollutant emissions



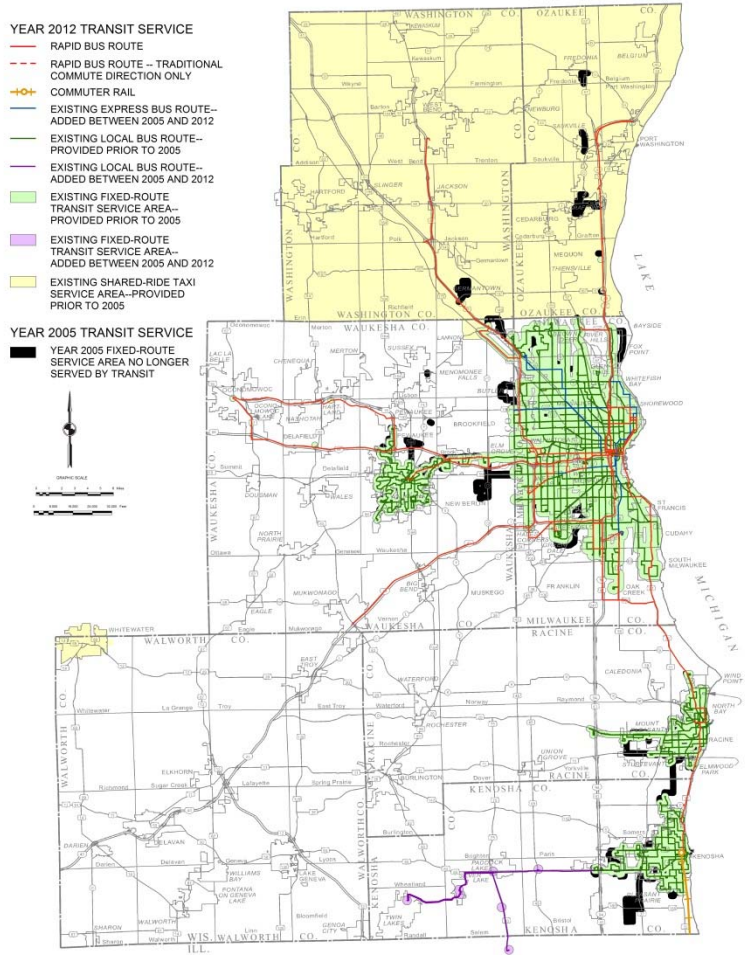
# Implementation to Date of Year 2035 Regional Transportation Plan

- Implementation to date of recommendations of a 30-year plan should be expected to be somewhat limited:
  - About 8 years have passed since plan was adopted in June 2006
  - Implementation has been affected by economic downturns starting in 2001 and 2008



# Implementation to Date of Year 2035 Plan— Public Transit Element

## Transit Service Provided in 2012 Compared to 2005



## Plan recommendations:

- Significantly improve and expand transit service coverage, service hours, and service frequency (100 percent expansion)
- Develop rapid and express transit systems

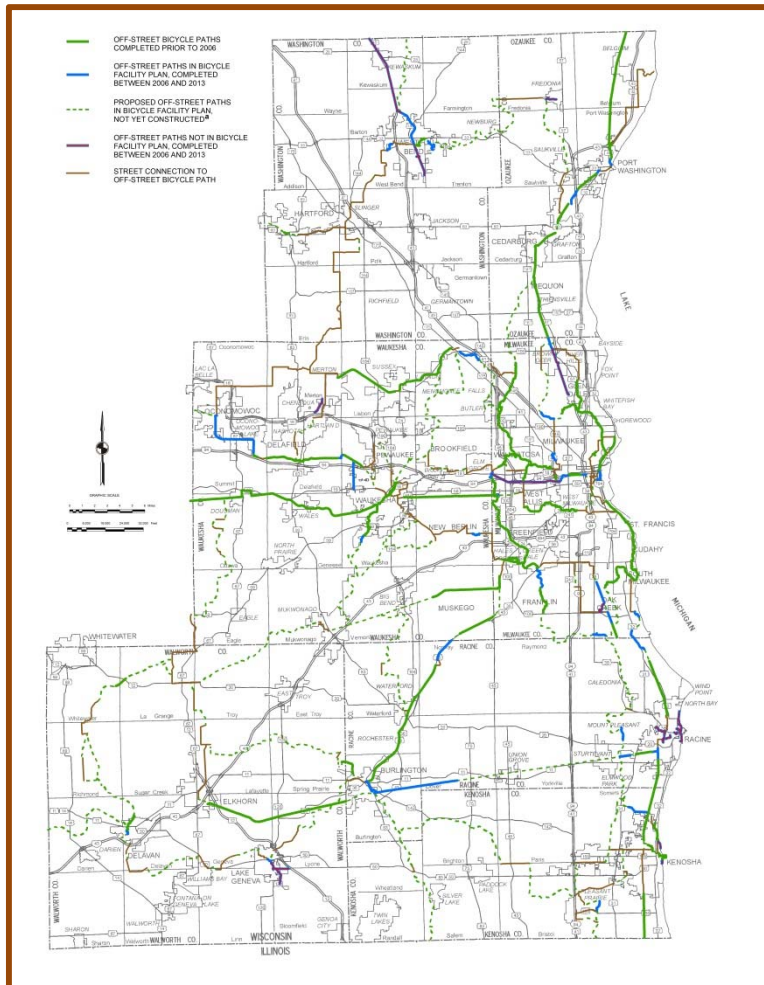
## Since 2006:

- Fixed route transit service (bus) has declined by 7 percent
- Demand – responsive transit service has increased by 17 percent
- Transit fares have increased faster than inflation
- Milwaukee streetcar project has proceeded to final engineering



# Implementation to Date of Year 2035 Plan— Bicycle and Pedestrian Facilities Element

## Existing and Planned Off-Street Bicycle Path System: 2013



### ■ Plan recommendations:

- Bicycle accommodation should be considered as each segment of arterial street and highway is resurfaced and reconstructed
- Expand 203-mile off-street bicycle path system to 586 miles

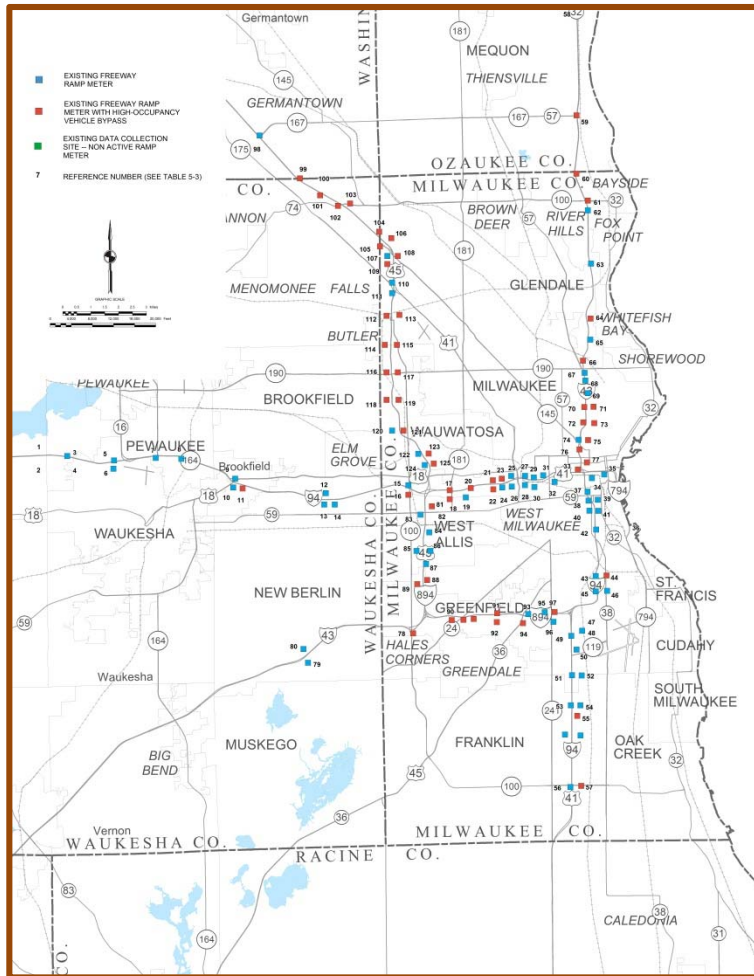
### ■ Since 2006:

- WisDOT and FHWA now require bicycle accommodation on all State or Federally-funded projects, unless demonstrated to be prohibitive. On-street accommodation has increased from 633 to 832 miles.
- About 47 miles of off-street bicycle paths have been constructed.



# Implementation to Date of Year 2035 Plan— Transportation Systems Management Element

Locations of Ramp Meters: 2013



## ■ Plan recommendations:

- Freeway traffic management
- Arterial street and highway traffic management
- Major activity parking management in the City of Milwaukee
- Regional Transportation Operations Program

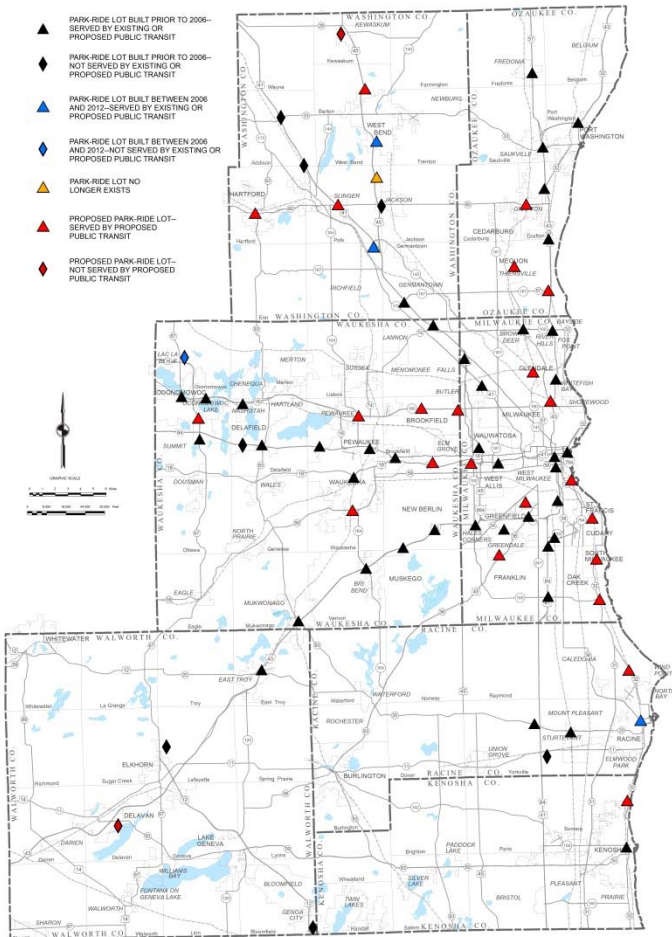
## ■ Since 2006:

- Freeway ramp meters added
- New variable message signs and closed-circuit television cameras on both freeways and surface arterial streets and highways
- Expansion of signal coordination on arterial streets and highways



# Implementation to Date of Year 2035 Plan— Travel Demand Management Element

## Existing and Proposed Park-Ride Lots and Transit Stations: 2013



## ■ Plan recommendations:

- Preferential treatment for high-occupancy vehicles
- Construct additional park-ride lots
- Increase transit information and marketing
- Develop site-specific neighborhood land use plans to promote transit, bicycle, and pedestrian travel

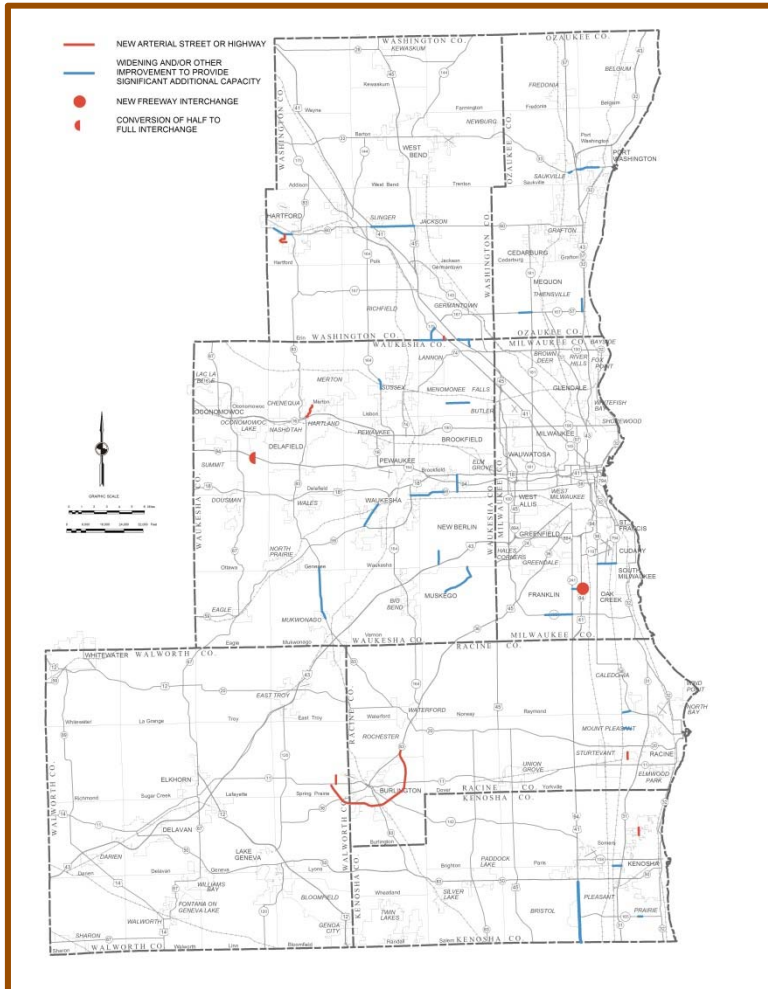
## ■ Since 2006:

- 3 new park-ride lots constructed
- Bicycle racks added to Milwaukee County, Ozaukee County, and City of Kenosha buses
- Site-specific transit-oriented development plans created for the nine KRM commuter rail stations



# Implementation to Date of Year 2035 Plan— Arterial Street and Highway Element

## Arterial Street and Highway Capacity Improvement Completed between 2006 and 2012



## ■ Plan recommendations:

- Total of 3,662 miles of arterial streets and highways in Region
  - Resurface and reconstruct 3,209 miles without widening
  - Reconstruct 360 route-miles (including 127 miles of freeways) with additional lanes
  - Add 93 route-miles of new arterial facilities

## ■ Since 2006:

- 50 miles of arterial facilities reconstructed and widened
- 15 miles of new arterial facilities built; 5 miles of new arterial facilities under construction
- IH 94 between Mitchell Interchange and Illinois state line being reconstructed
- Marquette Interchange rebuilt; Zoo Interchange under construction



# Proposed 2035 Plan Amendments

- As VISION 2050 will result in a new regional transportation plan in about one year, only one plan amendment is proposed.
  - The plan amendment is a result of a decision made in a WisDOT preliminary engineering study of the reconstruction of IH 43 between Silver Spring Drive and STH 60 to convert the existing half interchange at the Milwaukee County-Ozaukee County line to a full interchange during the IH 43 reconstruction.



# Review of Funding Available to Implement 2035 Plan

- Review may only consider:
  - Funding revenues which exist or can reasonably be expected to become available.
    - Must also consider any current restrictions and limitations on the use of current funding revenues and whether they can be reasonably expected to change.
      - › Current restrictions include the use of funding for capital but not operating expenditures and restrictions on the use of funding by mode of transportation.



# Review of Funding Available to Implement 2035 Plan (continued)

- Major Changes in Funding Since 2006
  - State gas tax indexing to inflation ended in 2006
  - Regional Transit Authority (RTA) legislation introduced in June 2009 in Governor's 2009-2011 State Budget was rejected by the State Legislature Joint Finance Committee
  - State legislation for new sales tax dedicated funding for Milwaukee County Transit System was vetoed by Governor in 2009
  - State legislation proposed by Governor in April 2010 allowing creation of RTA's was not approved by State Legislature
  - State funding to transit systems reduced by 10 percent in 2011-2013 State budget



# Review of Funding Available to Implement 2035 Plan (continued)

- Implications of Funding Changes on 2035 Regional Plan
  - In the absence of major changes in transportation funding including both the amount of funding and restrictions on the use of funding:
    - Public transit would not be improved or expanded, and some further reduction may be expected to occur
    - Reconstruction of the freeway system will not be completed by 2035



# Review of Funding Available to Implement 2035 Plan (continued)

- Implications of Funding Changes on 2035 Regional Plan (*continued*)
  - In considering these conclusions, it should be recognized that the 2035 plan noted that transit system preservation, and improvement and expansion, would be dependent upon local dedicated transit funding (sales tax between 0.25 to 1.00 percent), creation of a RTA, and State funding annual increases of 4 to 5 percent.



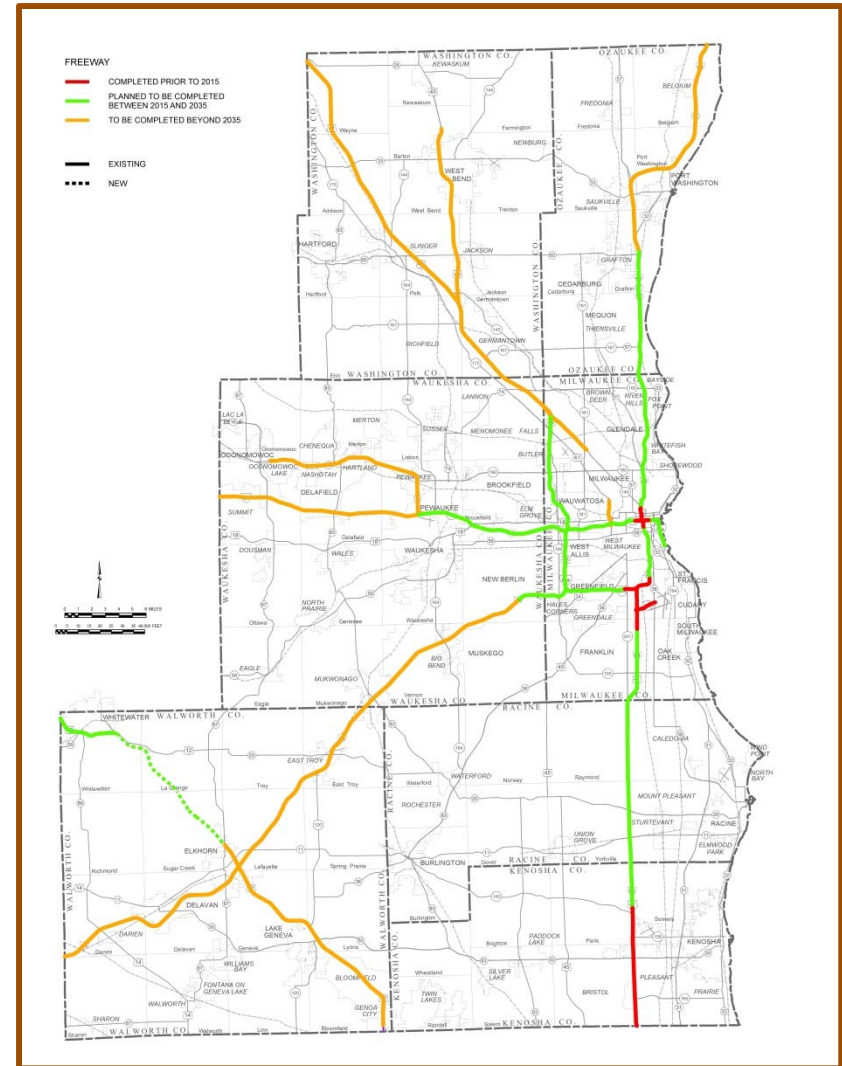
# Review of Funding Available to Implement 2035 Plan (continued)

- 2035 Regional Transportation Plan will remain the “desired” future, or “vision” for the future
- A 2035 “Fiscally Constrained” Regional Transportation Plan has been developed to demonstrate what cannot be accomplished within existing revenues.
  - Differences between 2035 Transportation Plan – Vision and 2035 Transportation Plan – Fiscally Constrained
    - Only 89 miles of freeway may be reconstructed by 2035, rather than 255 miles
    - Public transit would not be improved and expanded (a doubling of transit service), but would be expected to continue to be reduced by an additional 11 percent.



# Review of Funding Available to Implement 2035 Plan (continued)

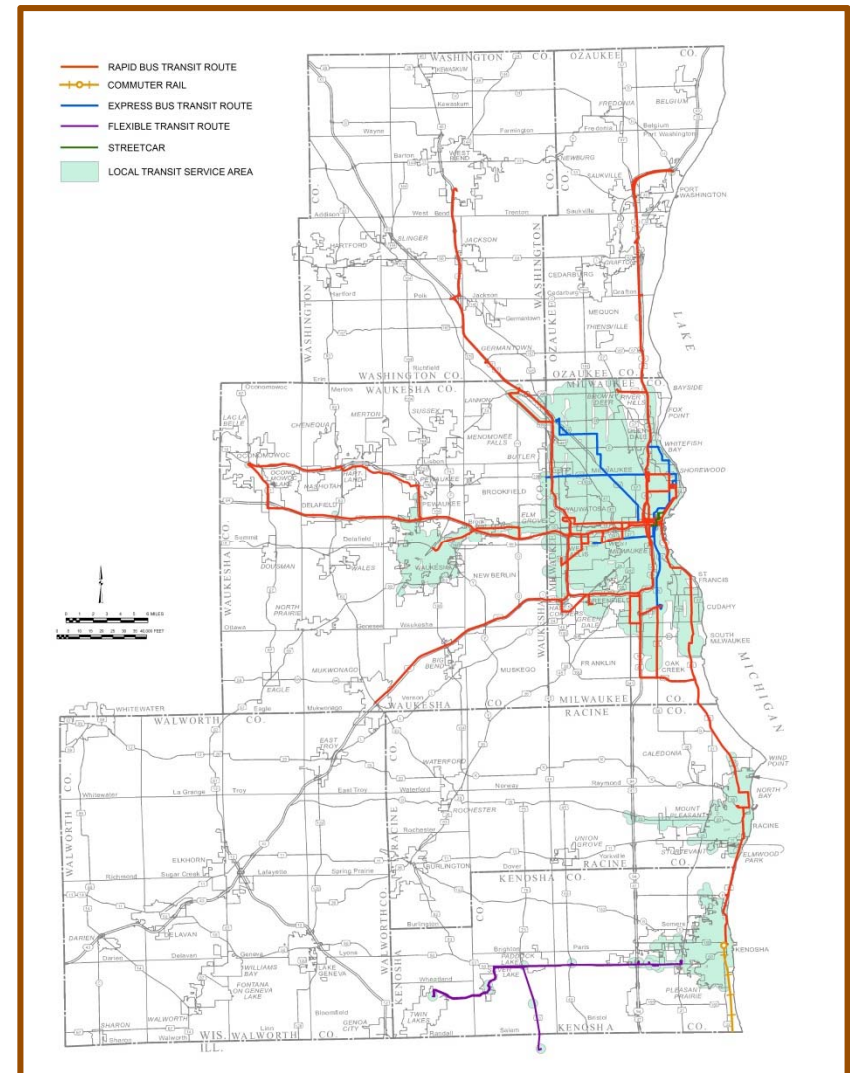
■ Freeways expected to be reconstructed under the “Fiscally Constrained” 2035 Plan





# Review of Funding Available to Implement 2035 Plan (continued)

■ Public transit service expected to remain under “Fiscally Constrained” 2035 Plan





# “Fiscally Constrained” Plan Impacts on Minority and Low Income Populations

- Streets and highways: Conclusions
  - No area of the Region, or minority or low income community, disproportionately bears the impact of proposed freeway or street and highway capacity improvements.
    - While some segments of proposed widened freeways and streets and highways are adjacent to minority and low income populations, the vast majority of proposed widened freeways and streets and highways are not.
    - See Maps 1 and 2



# Map I

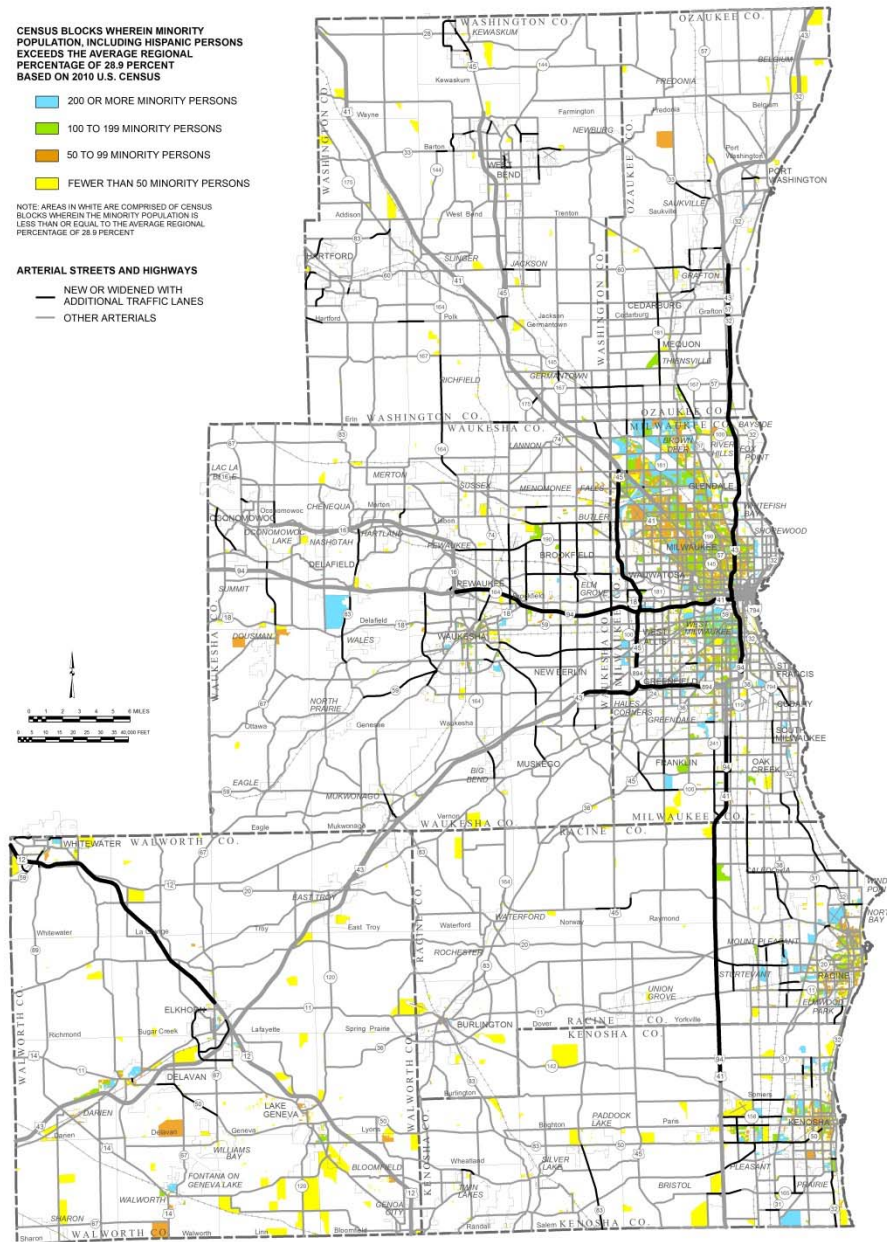
CENSUS BLOCKS WHEREIN MINORITY POPULATION, INCLUDING HISPANIC PERSONS EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 28.9 PERCENT BASED ON 2010 U.S. CENSUS

- 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 28.9 PERCENT

#### ARTERIAL STREETS AND HIGHWAYS

- NEW OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS





# Map 2

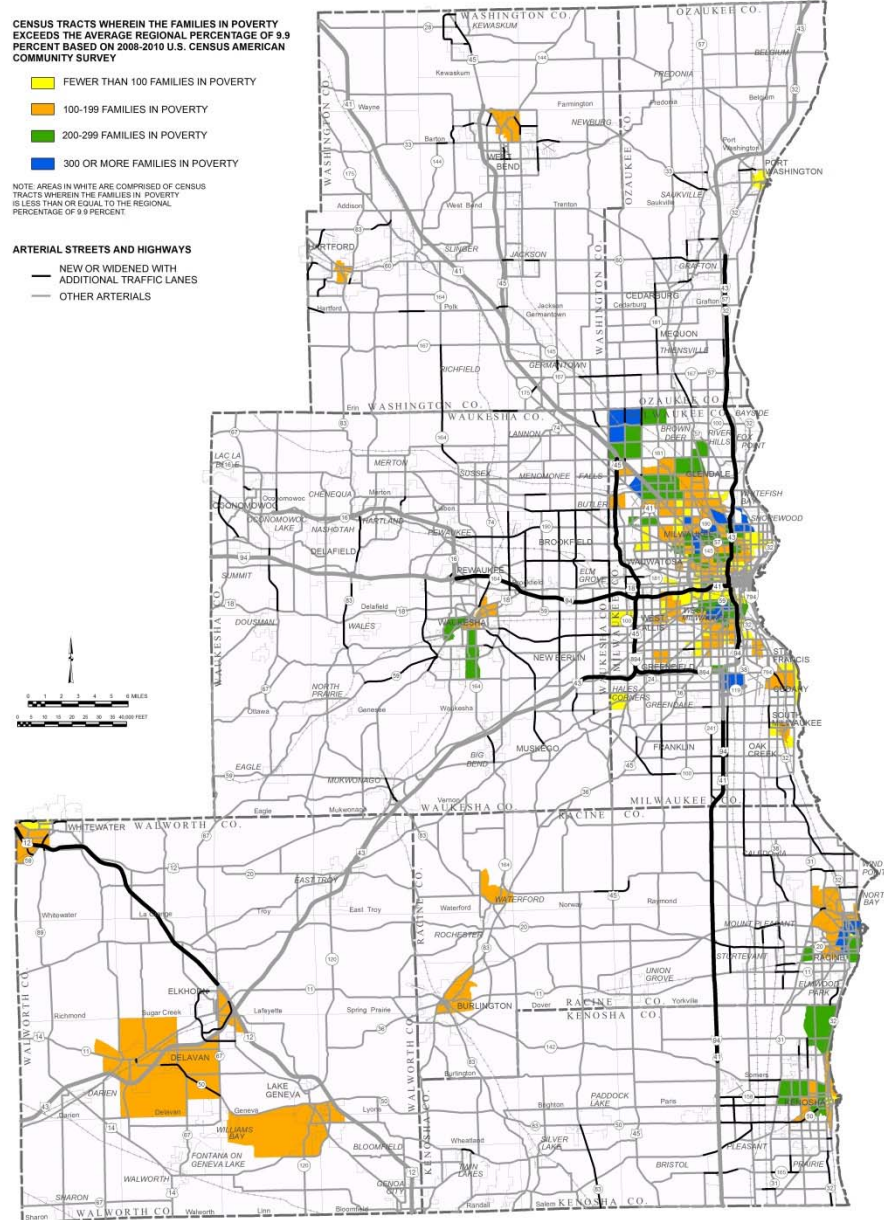
**CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 9.9 PERCENT BASED ON 2008-2010 U.S. CENSUS AMERICAN COMMUNITY SURVEY**

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 9.9 PERCENT.

**ARTERIAL STREETS AND HIGHWAYS**

- NEW OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS





# “Fiscally Constrained” Plan Impacts on Minority and Low Income Populations *(continued)*

- Public transit: Conclusion
  - The public transit system would predominately serve the principal concentrations of minority and low income populations.
  - See Maps 3 and 4.



# Map 3

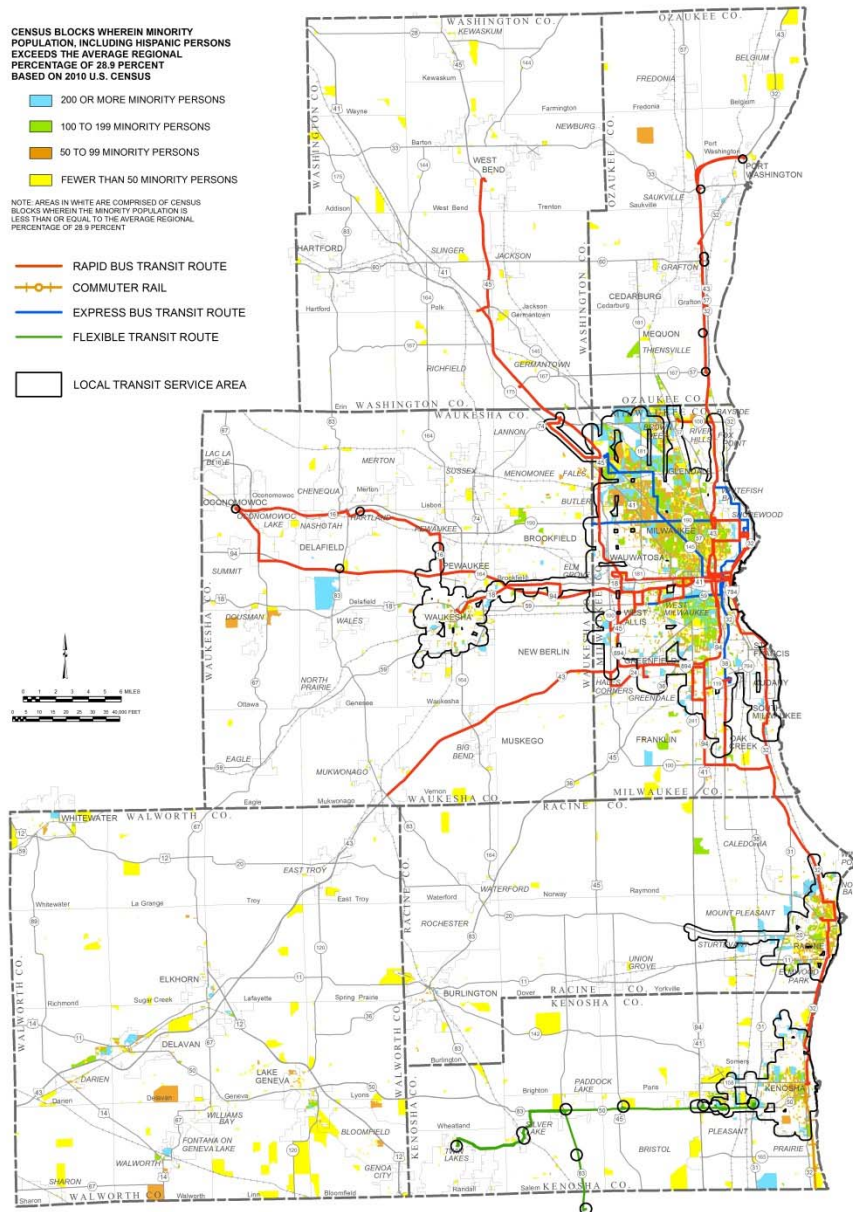
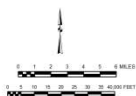
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- RAPID BUS TRANSIT ROUTE
- ++ COMMUTER RAIL
- EXPRESS BUS TRANSIT ROUTE
- FLEXIBLE TRANSIT ROUTE

- LOCAL TRANSIT SERVICE AREA





# Map 4

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 9.9 PERCENT BASED ON 2008-2010 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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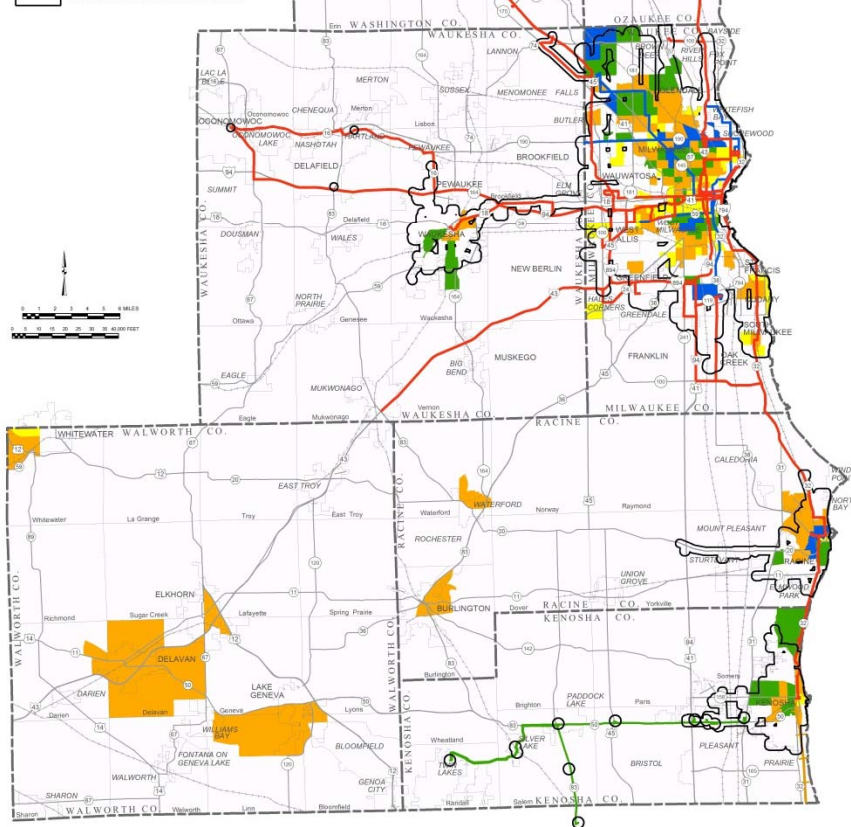
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## BUS ROUTE

- RAPID BUS TRANSIT ROUTE
- COMMUTER RAIL
- EXPRESS BUS TRANSIT ROUTE
- FLEXIBLE TRANSIT ROUTE

## SERVICE AREA

- LOCAL TRANSIT SERVICE AREA





# Key Findings from 2035 Plan Review and Update

- Plan forecasts of future conditions are on track.
- Plan implementation has lagged, particularly with respect to public transit.
- Lagging plan implementation is a result of changes in funding, and lack of progress in new funding.
- Key finding for VISION 2050:
  - Funding must be addressed or the desired regional transportation system will remain an unattainable vision
    - Dedicated local funding for transit, Regional Transit Authority, and increased State funding for transit
    - Indexing of motor fuel tax or a replacement funding source