#### INTRODUCTION

Federal regulations require the Region's transportation plan to only include projects that can be funded with existing and reasonably expected revenues. Therefore, only the funded portion of the final plan would be considered the regional transportation plan by the Federal Government and is titled the Fiscally Constrained Transportation Plan (FCTP) for VISION 2050. The FCTP has been determined to include essentially all of the transportation elements of the Draft Plan except for the public transit element, which cannot be implemented with expected funds due to an estimated gap in funding. An equitable access evaluation was conducted on the VISION 2050 alternative plans<sup>72</sup> and Preliminary Recommended Plan<sup>73</sup> with respect to accessibility for minority populations and low-income populations by transit and automobile to jobs and other activity centers, minority populations and low-income populations served by transit, transit service quality for minority populations and low-income populations, benefits and impacts of new and widened arterial streets and highways on minority populations and low-income populations, and transportation-related air quality impacts on minority populations and low-income populations. This appendix documents a similar equitable access evaluation that was conducted of the FCTP for **VISION 2050.** 

Maps N.1 through N.7 and Table N.1 show the magnitude and location of the minority populations in the Region estimated from data available from the most recent decennial U.S. Census of population, which was conducted in 2010. The magnitude and location of the low-income populations within Southeastern Wisconsin, based upon the 2008-2012 U.S. Census American Community Survey (ACS), are summarized in Tables N.2 and N.3 and shown on Map N.8. The low-income population was defined as families with incomes below Federally defined poverty levels.

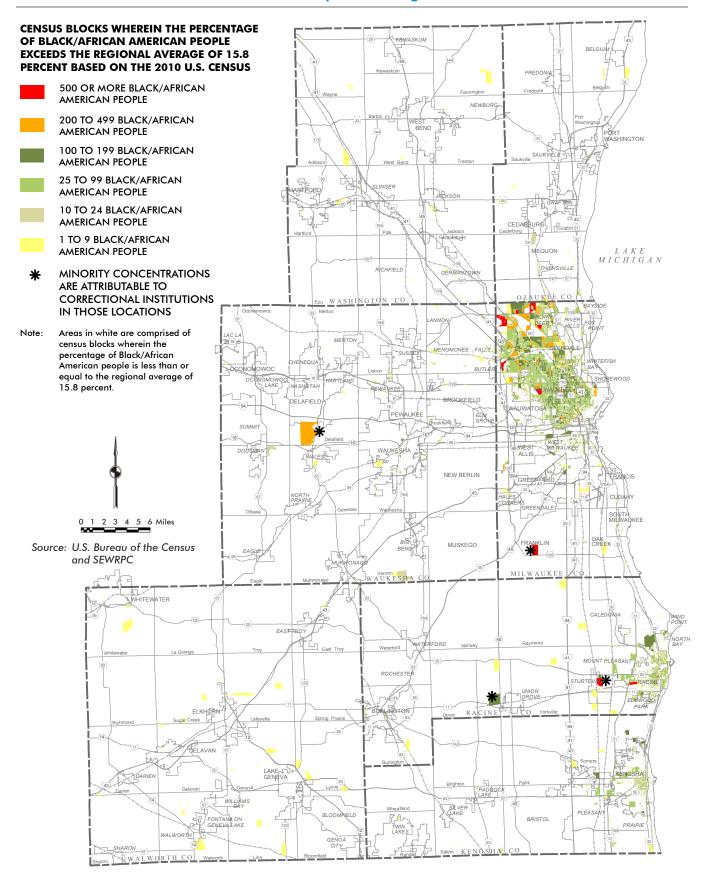
The minority population utilizes public transit at a higher percentage relative to other modes of travel than the white population of the Region, although the automobile is the dominant mode of travel for the minority population. The mode of travel reported in the year 2008-2012 ACS for travel to and from work for minority populations and white populations of the Region is shown in Table N.4. In Milwaukee County, between 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion—13 percent—by the African-American population. Only about 3 percent of the white population uses public transit for work travel. However, in Milwaukee County, minority populations use the automobile for 81 to 88 percent of their travel to and from work. This compares to

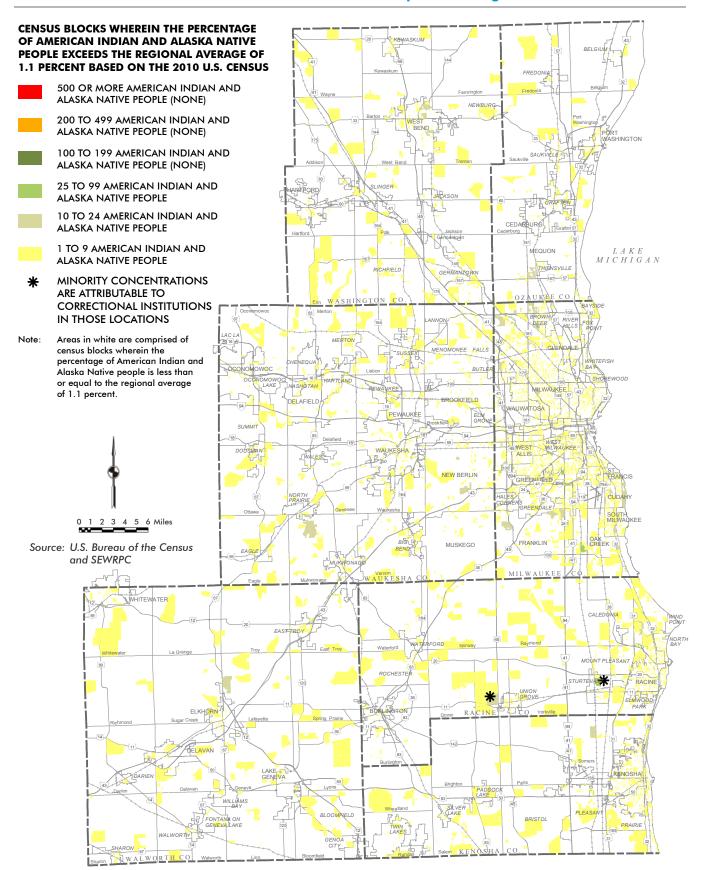
<sup>&</sup>lt;sup>72</sup>The equitable access evaluation of the VISION 2050 alternative plans is documented in Appendix F of Volume II of the VISION 2050 plan report.

<sup>&</sup>lt;sup>73</sup>The equitable access evaluation of the VISION 2050 Preliminary Recommended Plan is documented in Appendix H of Volume II of the VISION 2050 plan report.

Map N.1

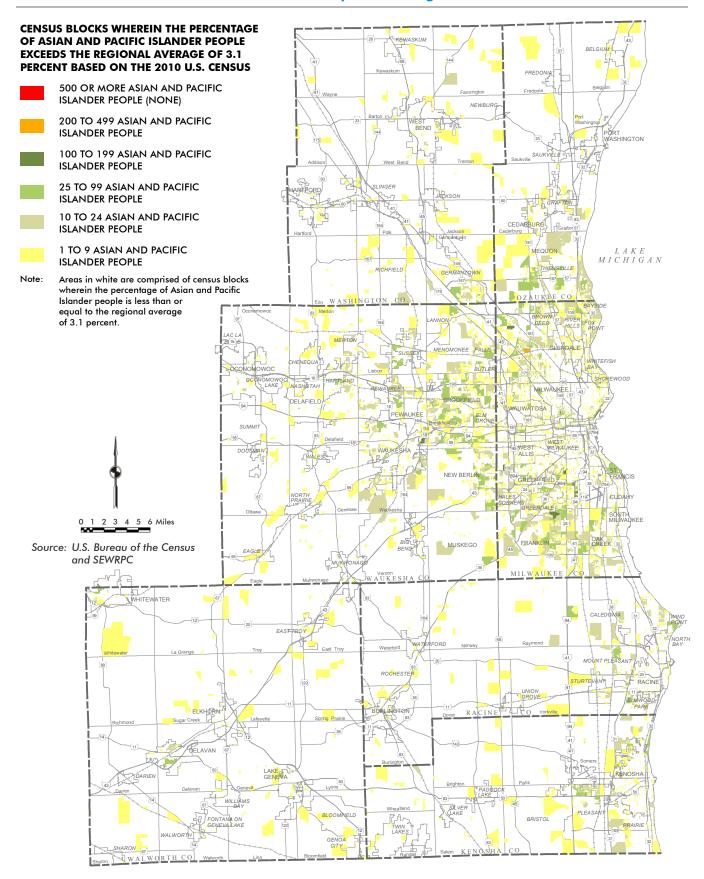
#### Concentrations of Black/African American People in the Region: 2010

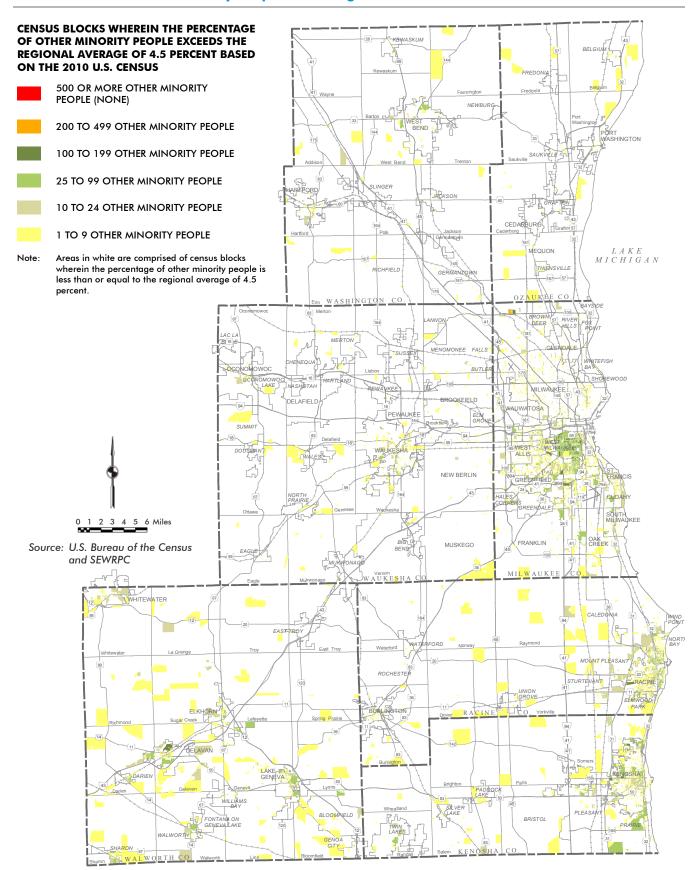




Map N.3

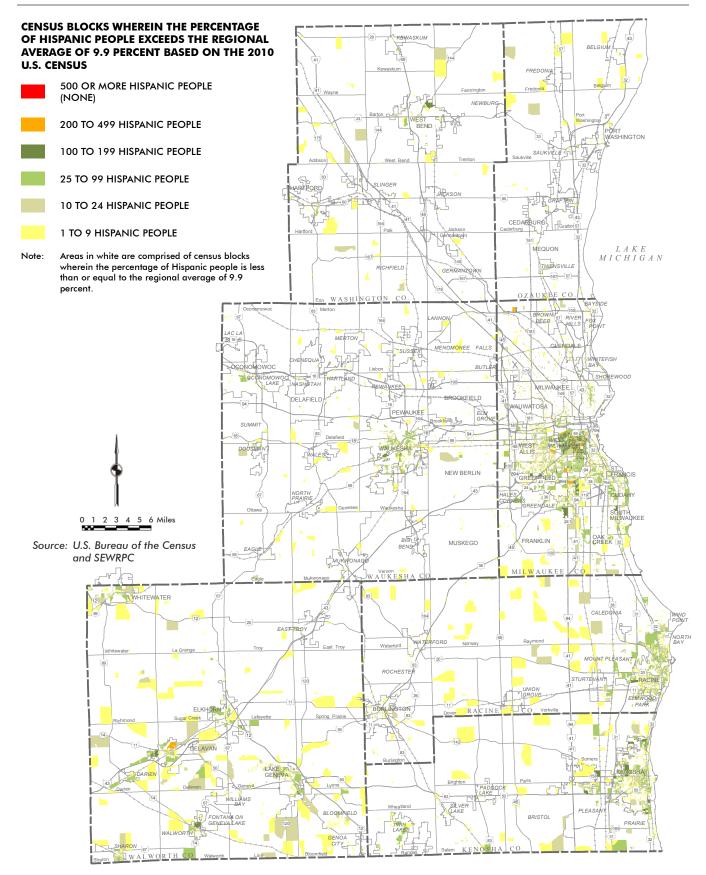
#### Concentrations of Asian and Pacific Islander People in the Region: 2010

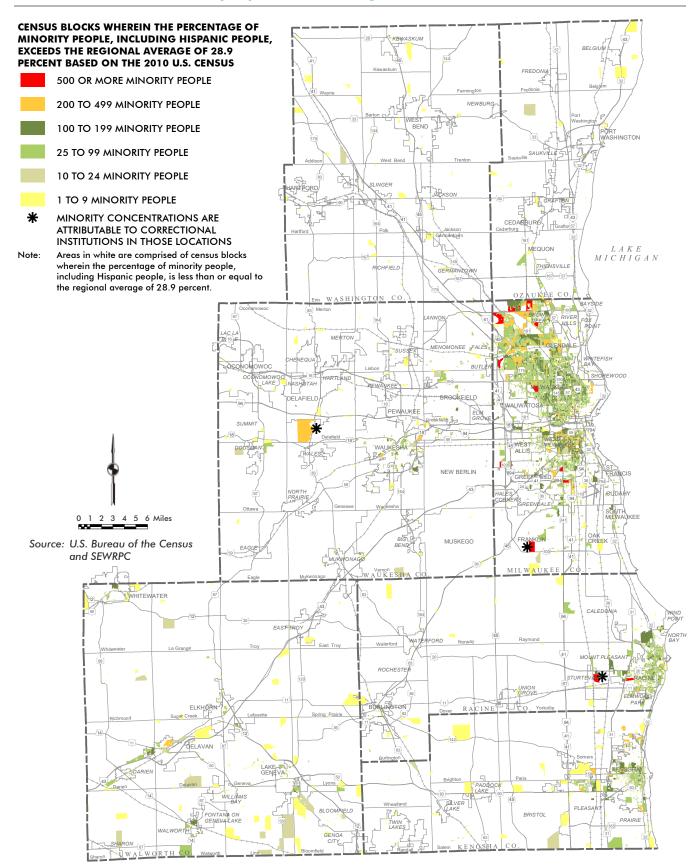




Map N.5

#### **Concentrations of Hispanic People in the Region: 2010**





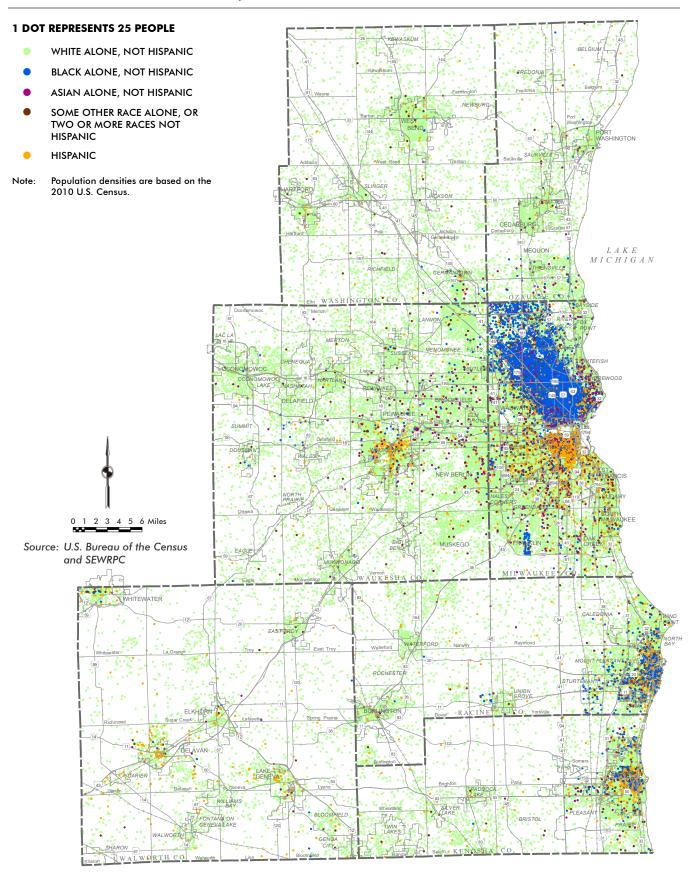


Table N.1 Population by Race and Hispanic Ethnicity in the Region by County: 2010

							Min	ority					
	White A	,	Black/		America and Alasi		Asiar Pacific I		Other Race Hispanic				
	Non-Hi	Percent	Ame	Percent	ana Alasi	Percent	Pacific i	Percent	Otnei	Percent	піѕр	Percent	Total
County	Number	of Total	Number	of Total	Number	of Total	Number	of Total	Number	of Total	Number	of Total	Population
Kenosha	129,892	78.0	13,336	8.0	1,849	1.1	3,549	2.1	9,160	5.5	19,592	11.8	166,426
Milwaukee	514,958	54.3	269,246	28.4	13,729	1.4	38,642	4.1	58,663	6.2	126,039	13.3	947,735
Ozaukee	80,689	93.4	1,518	1.8	467	0.5	1,957	2.3	597	0.7	1,956	2.3	86,395
Racine	145,414	74.4	24,471	12.5	1,806	0.9	2,898	1.5	11,363	5.8	22,546	11.5	195,408
Walworth	88,690	86.8	1,436	1.4	738	0.7	1,215	1.2	5,098	5.0	10,578	10.3	102,228
Washington	124,348	94.3	1,740	1.3	798	0.6	1,889	1.4	1,327	1.0	3,385	2.6	131,887
Waukesha	353,114	90.6	6,528	1.7	2,205	0.6	12,852	3.3	4,955	1.3	16,123	4.1	389,891
Region	1,437,105	71.1	318,275	15.8	21,592	1.1	63,002	3.1	91,163	4.5	200,219	9.9	2,019,970

Note: As part of the 2010 Federal census, individuals could be reported as being of more than one race. In addition, people of Hispanic ethnicity can be of any race or combination of races. The figures in this table indicate the number of people reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (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 and Hispanic ethnicity sum to more than the total population for each county and the Region.

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

Table N.2 Families with Incomes Below the Poverty Level in the Region by County: 2008-2012

	Families with Incomes Below the Poverty Level									
County	Total Families	Number	Percent of Families							
Kenosha	42,167	4,024	9.5							
Milwaukee	218,244	35,962	16.5							
Ozaukee	24,344	642	2.6							
Racine	50,148	4,630	9.2							
Walworth	26,268	2,102	8.0							
Washington	37,757	1,388	3.7							
Waukesha	108,845	3,586	3.3							
Region	507,773	52,334	10.3							

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table N.3 Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2010 Average

	Related Children Under 18 Years										
Size of Family Unit	None	One	Two	Three	Four	Five	Six	Seven			
One Person (Unrelated Individual)											
Under 65 Years	\$11,344										
65 Years and Over	10,458										
Two People											
Under 65 Years	14,602	\$15,030									
65 Years and Over	13,180	14,973									
Three People	17,057	17,552	\$17,568								
Four People	22,491	22,859	22,113	\$22,190							
Five People	27,123	27,518	26,675	26,023	\$25,625						
Six People	31,197	31,320	30,675	30,056	29,137	\$28,591					
Seven People	35,896	36,120	35,347	34,809	33,805	32,635	\$31,351				
Eight People	40,146	40,501	39,772	39,133	38,227	37,076	35,879	\$35,575			
Nine People or More	48,293	48,527	47,882	47,340	46,451	45,227	44,120	43,845			

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

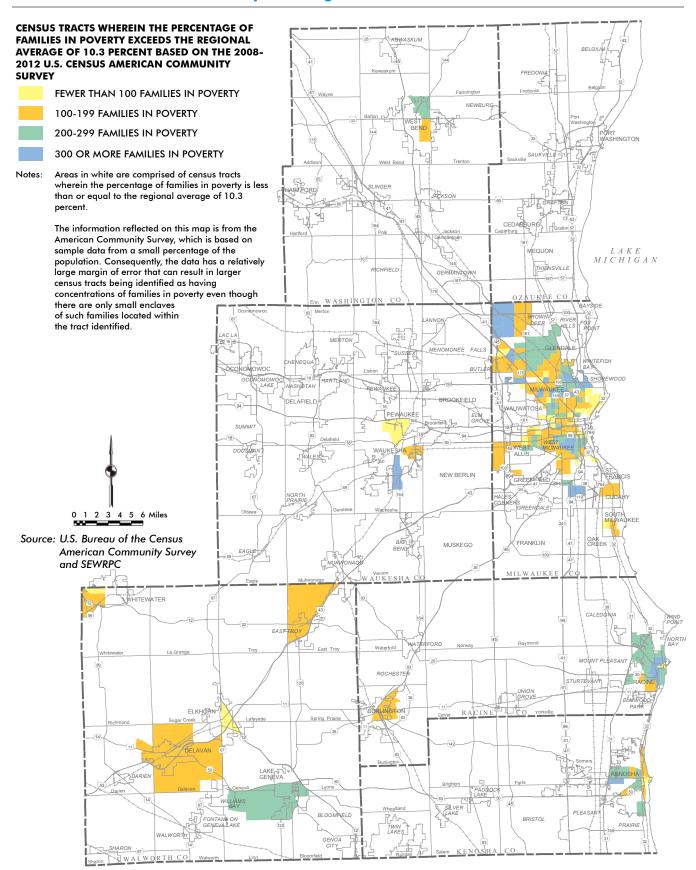


Table N.4
Distribution of Employed People by County of Residence,
Race, and Mode of Travel to Work: 2008-2012

	Mode of			Cou	nty of Reside	ence		
Race	Travel	Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White Alone,	Drive Alone	85.2	80.1	83.8	86.6	81.4	86.0	86.4
Non-	Carpool	8.2	8.1	6.5	7.0	8.1	7.4	6.4
Hispanic	Bus	0.9	3.4	0.5	0.9	0.8	0.5	0.6
	Other	3.0	5.6	3.4	2.7	4.9	2.8	2.1
	Work at Home	2.7	2.8	5.8	2.8	4.8	3.3	4.5
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or	Drive Alone	81.7	69.2	84.0	70.4	86.4	78.1	75.6
African	Carpool	7.8	11.5	11.9	15.9	4.9	13.6	15.3
American	Bus	4.2	13.4	0.0	8.3	1.4	0.2	3.1
Alone	Other	4.3	3.6	4.1	2.7	7.3	2.7	4.7
	Work at Home	2.0	2.3	0.0	2.7	0.0	5.4	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	76.4	71.9	67.4	88.3	93.3	77.0	84.4
	Carpool	11.9	15.6	28.5	6.2	0.0	19.1	12.0
	Bus	2.7	3.9	0.0	2.2	0.0	0.9	1.2
	Other	1.9	6.7	0.0	0.0	0.0	0.0	1.1
	Work at Home	7.1	1.9	4.1	3.3	6.7	3.9	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race	Drive Alone	81.2	69.7	76.6	79.4	68.9	77.3	78.5
Alone or	Carpool	10.4	17.3	11.3	11.0	20.5	13.3	12.0
Two or More Races	Bus	1.0	6.7	0.2	2.0	0.1	0.3	2.1
More Ruces	Other	1.8	5.1	7.4	7.1	6.4	9.1	2.6
	Work at Home	5.6	1.2	4.5	0.5	4.1	0.0	4.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	79.4	66.4	73.3	79.7	73.6	66.8	76.3
	Carpool	14.6	21.6	6.1	12.8	17.4	29.0	16.3
	Bus	1.3	6.4	0.1	1.5	0.1	0.2	2.4
	Other	2.0	4.3	11.6	5.8	7.2	2.6	2.3
	Work at Home	2.7	1.3	8.9	0.2	1.7	1.4	2.7
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

88 percent of the white population. Data are not available for mode of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data for all urban areas in the State of Wisconsin are available from the 2009 National Household Travel Survey and they show a similar pattern as for work trips in Southeastern Wisconsin. The Wisconsin urban area minority population utilizes public transit for more of its travel across all types of trips—8 percent—compared to the Wisconsin urban area white population—less than 1 percent. Automobile travel is the dominant mode of travel for all trips by both the Wisconsin urban area minority population—76 percent—and white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes. The minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table N.5.

The county-to-county commuting patterns of the minority populations and white populations in the Region are very similar, as shown in Table N.6.

Table N.5
Comparison of the Percentages of Minority Populations and Minority Population
Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha
Counties, and the Cities of Kenosha, Racine, and Waukesha

Location of Transit Operations	Year 2010 Percent Minority Population	Year 2011 Percent Minority Transit Ridership
Milwaukee County	46	60
Ozaukee County Commuter Service	7	14
Ozaukee County Shared Ride-Taxi	7	10
Washington County Commuter Service	6	7
Washington County Shared-Ride Taxi Service	6	2
Waukesha County	9	13
City of Kenosha	31	58
City of Racine	47	61
City of Waukesha	20	32

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

Table N.6
Percentage Distribution of Employed Region Residents by
County of Residence, County of Work, and Race: 2006-2010

	County of				County	of Work				
Race	Residence	Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	Total
Total	Kenosha	59.3	3.0	0.0	8.1	0.1	0.0	1.3	28.3	100.0
Minority	Milwaukee	0.3	84.3	1.8	0.5	0.1	1.2	10.5	1.3	100.0
	Ozaukee	0.2	44.9	42.2	0.0	0.0	2.5	5.4	4.9	100.0
	Racine	9.1	10.5	0.1	74.1	0.9	0.0	1.4	3.8	100.0
	Walworth	3.2	5.6	0.0	3.2	67.8	1.4	3.7	15.2	100.0
	Washington	0.0	19.0	9.2	0.0	0.0	51.9	16.3	3.7	100.0
	Waukesha	0.0	32.6	1.3	1.2	0.1	1.3	60.3	3.1	100.0
White	Kenosha	52.8	4.4	0.1	10.3	1.5	0.0	1.3	29.6	100.0
	Milwaukee	0.5	78.9	1.8	1.4	0.2	0.9	14.6	1.7	100.0
	Ozaukee	0.1	32.1	50.6	0.2	0.1	4.4	7.2	5.2	100.0
	Racine	6.9	18.1	0.1	63.1	1.9	0.2	5.9	3.7	100.0
	Walworth	2.3	5.4	0.1	4.3	62.7	0.0	8.0	17.2	100.0
	Washington	0.1	20.4	6.5	0.3	0.0	49.0	18.9	4.7	100.0
	Waukesha	0.3	30.5	0.8	1.0	0.7	1.8	62.1	2.9	100.0

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

#### ARTERIAL STREETS AND HIGHWAYS ELEMENT OF THE FCTP

The arterial street and highway system under the FCTP totals 3,670.0 routemiles. Approximately 91 percent, or 3,326.1 of these route-miles, are proposed to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 268.8 route-miles, or about 7 percent of the year 2050 arterial street and highway system are recommended for capacity expansion through widening to provide additional through traffic lanes. For the remaining 75.1 route-miles, or about 2 percent of the total arterial street mileage, arterial system capacity expansion is recommended through the construction of new arterial facilities. Of the total of about 343.9 route-miles of planned arterial capacity expansion, about 76.6 route-miles, or 22 percent, are part of a committed project—currently under construction or recommended as part of a completed or nearly completed preliminary engineering study. The arterial system capacity expansion recommended in VISION 2050 represents about an 8 percent expansion in arterial system lane-miles over

the next 35 years. The arterial street and highway capacity improvements under the FCTP are shown on Map N.9.

The FCTP does not make any recommendation with respect to whether the remaining 10.2 route miles of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional traffic lanes. The FCTP recommends that preliminary engineering conducted for the reconstruction of this segment of IH 43 should include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. The decision of how this segment of IH 43 would be reconstructed would be determined by the Wisconsin Department of Transportation (WisDOT) through preliminary engineering and environment impact study. During preliminary engineering, WisDOT would consider and evaluate a number of alternatives, including rebuild as is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how this segment of IH 43 freeway would be reconstructed. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 and the FCTP would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed.

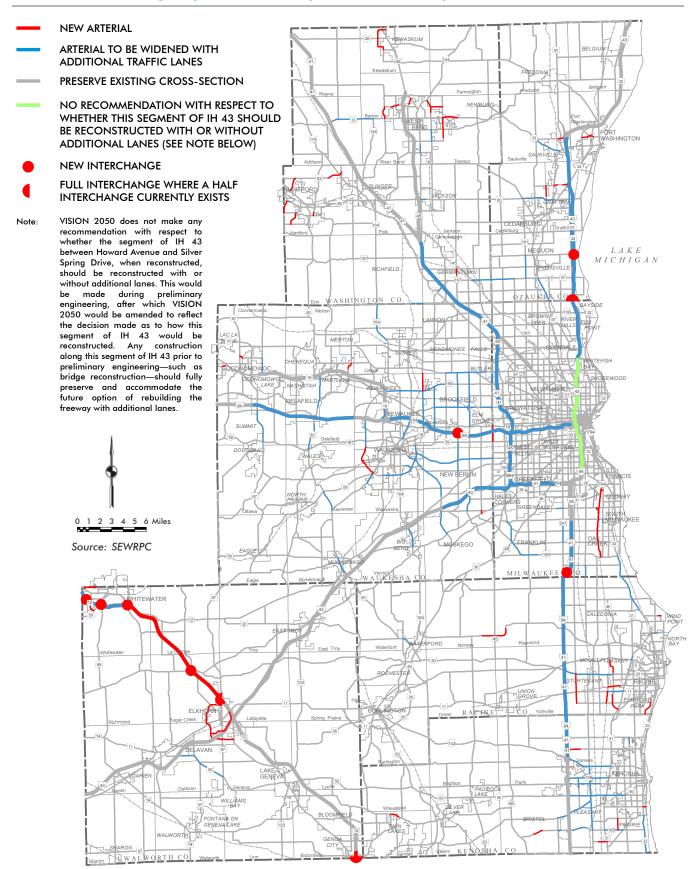
#### **PUBLIC TRANSIT ELEMENT OF THE FCTP**

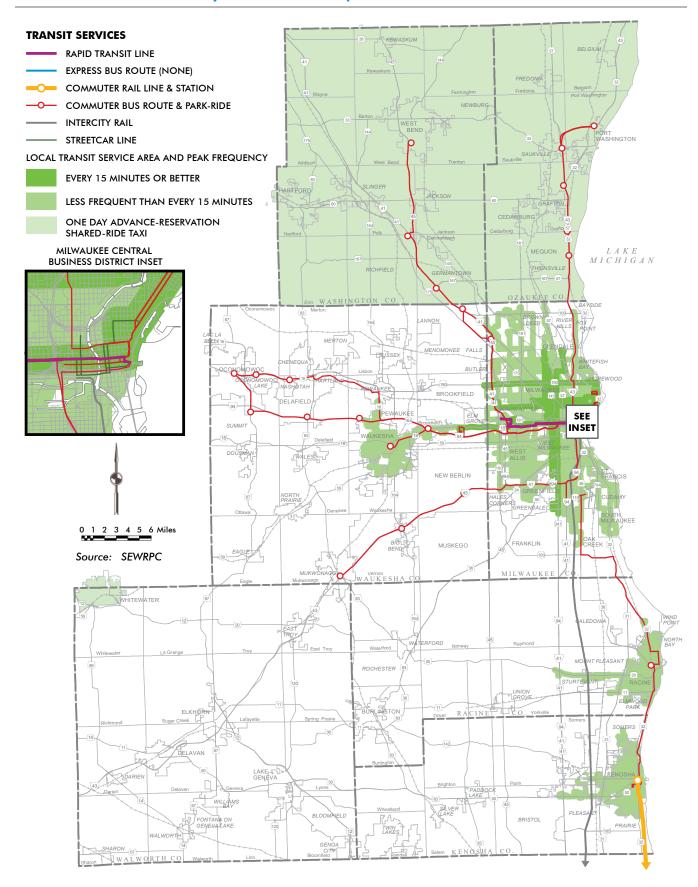
Due to the expected funding gap between the costs of constructing and operating the transit system recommended under VISION 2050 and the existing and reasonably expected available revenues (including an increase in transit fares at the rate of inflation) to implement the plan, transit service under the FCTP would be expected to decline in the Region over the next 35 years, rather than significantly expand and improve as recommended under VISION 2050. Specifically, it would be expected that under the FCTP there would be a about a 9 percent reduction in transit service from 4,750 vehiclehours of service on an average weekday in 2014 to 4,300 vehicle-hours of service in 2050. The included transit service decline would likely result in a smaller transit service area and a decline in the frequency of service. The only improvement or expansion in transit service under the FCTP is the East West Bus Rapid Transit (BRT) project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected sources of funding. The transit system under the FCTP is shown on Map N.10.

VISION 2050 identifies potential funding sources, such as local dedicated transit funding and a renewal of adequate annual State financial assistance, needed to fully fund the plan. Implementation of these funding measures would require action by the State Legislature and Governor. Additionally, transit operators could secure funding outside of traditional revenue streams for public transit, similar to the initial Milwaukee Streetcar lines. Should any additional transit capital and operating funding become available, the FCTP would be amended to include the resulting increased level of transit service.

Map N.9

#### **Arterial Street and Highway Element: Fiscally Constrained Transportation Plan**





## LEVEL OF ACCESSIBILITY TO JOBS AND ACTIVITY CENTERS FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS BY MODE

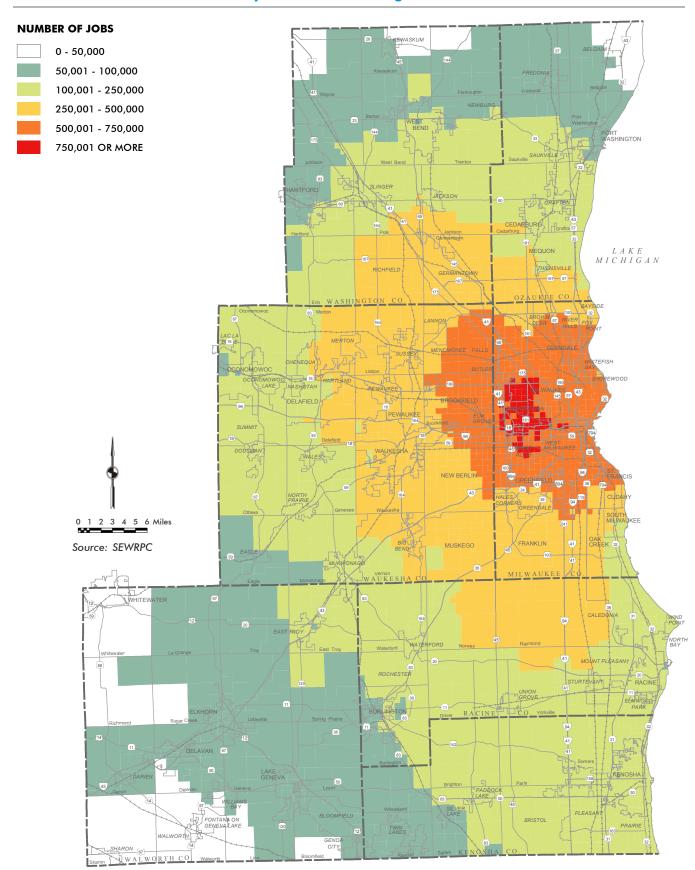
The FCTP was evaluated based on its ability for existing minority populations and low-income<sup>74</sup> populations to reach jobs and other activity centers, such as retail centers, major parks, public technical colleges/universities, health care facilities, grocery stores, the Milwaukee Regional Medical Center (MRMC), and General Mitchell International Airport (GMIA). In addition, this evaluation looks at the ability of families with incomes less than twice the poverty level and people with disabilities to reach jobs and other destinations using transit. The following sections describe the results of these analyses to determine the accessibility by minority populations and low-income populations to jobs and other activities by automobile and transit under the FCTP.

**Driving Accessibility to Jobs and Other Activities:** In Southeastern Wisconsin, the dominant mode of travel for all population groups is the automobile. For example, in Milwaukee County, minority populations use the automobile for 81 to 88 percent of their travel to and from work (depending on race or ethnicity), compared to 88 percent of the white population. Similarly, in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income. Thus, improvements in accessibility by automobile to jobs and other activities would likely benefit a significant proportion of minority populations and low-income populations. The Region would generally be able to modestly improve accessibility via automobile with implementation of the highway improvements—new roadways and highway widening—under the FCTP. Should these improvements not be implemented, access to jobs and other activities using automobiles would be expected to decline for the residents of the Region, particularly residents in Milwaukee County, and as well for minority populations and low-income populations.

The number of jobs accessible in 30 minutes or fewer under existing conditions and for the FCTP is shown on Maps N.11 and N.12. These maps were compared to locations of existing minority populations and low-income populations, as shown on Maps N.6 and N.8. The highway improvements under the FCTP would modestly improve access to jobs for areas of existing concentrations of minority populations and lowincome populations. Specifically, the highway improvements under the FCTP are projected to increase access to at least 500,000 jobs within 30 minutes by automobile for the existing minority population from about 70 percent of the minority population to about 73 percent, as shown in Table N.7. Similarly, the existing families in poverty with access to at least 500,000 jobs within 30 minutes by automobile would be expected to increase from 65 percent to about 68 percent. The percentage of the existing minority population and families in poverty with access to at least 500,000 jobs within 30 minutes would be about 3 to 4 percent greater under the FCTP than under existing conditions, compared to about 7 to 8 percent greater for non-minority population and families not in poverty.

<sup>&</sup>lt;sup>74</sup> For purposes of this evaluation, a low-income person is defined as a person residing in a household with an income level at or below the poverty level (about \$22,113 for a family of four in 2010).

**Map N.11** Jobs Accessible Within 30 Minutes by Automobile: Existing



**Map N.12** 

#### **Jobs Accessible Within 30 Minutes by Automobile: FCTP**

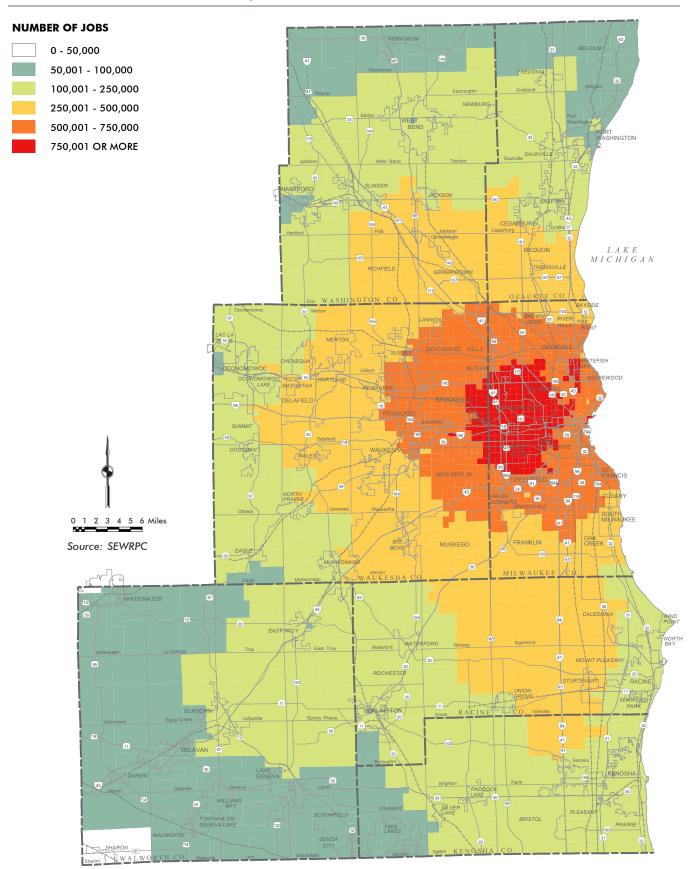


Table N.7
Access to Jobs Within 30 Minutes by Automobile

Minority Population <sup>a</sup>											
	500,000 or More Jobs 250,000 or M		ore Jobs 100,000 or More Jobs								
Plan	People	Percent	People	Percent	People	Percent	Minority Population				
Existing - 2010	407,700	69.9	467,500	80.2	562,900	96.6	582,900				
FCTP - 2050	425,100	72.9	475,600	81.6	569,600	97.7	582,900				

Non-Minority Population <sup>a</sup>											
	500,000 or	More Jobs	250,000 or	More Jobs	100,000 or	Total Non-Minority					
Plan	People	Percent	People	Percent	People	Percent	Population				
Existing - 2010	468,100	32.6	826,000	57.5	1,262,000	87.8	1,437,100				
FCTP - 2050	569,800	39.6	901,300	62.7	1,333,700	92.8	1,437,100				

Families in Poverty <sup>a</sup>										
	500,000 or	More Jobs	250,000 or	More Jobs	100,000 or	Total Families				
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty			
Existing - 2010	33,800	64.6	38,800	74.2	49,000	93.7	52,300			
FCTP - 2050	35,700	68.3	39,600	75.7	50,000	95.6	52,300			

Families Not in Poverty <sup>a</sup>											
	500,000 or	More Jobs	250,000 or	More Jobs	100,000 or	Total Families Not					
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty				
Existing - 2010	166,100	36.5	275,800	60.6	408,200	89.6	455,400				
FCTP - 2050	200,400	44.0	300,100	65.9	426,400	93.6	455,400				

<sup>&</sup>lt;sup>a</sup> Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.

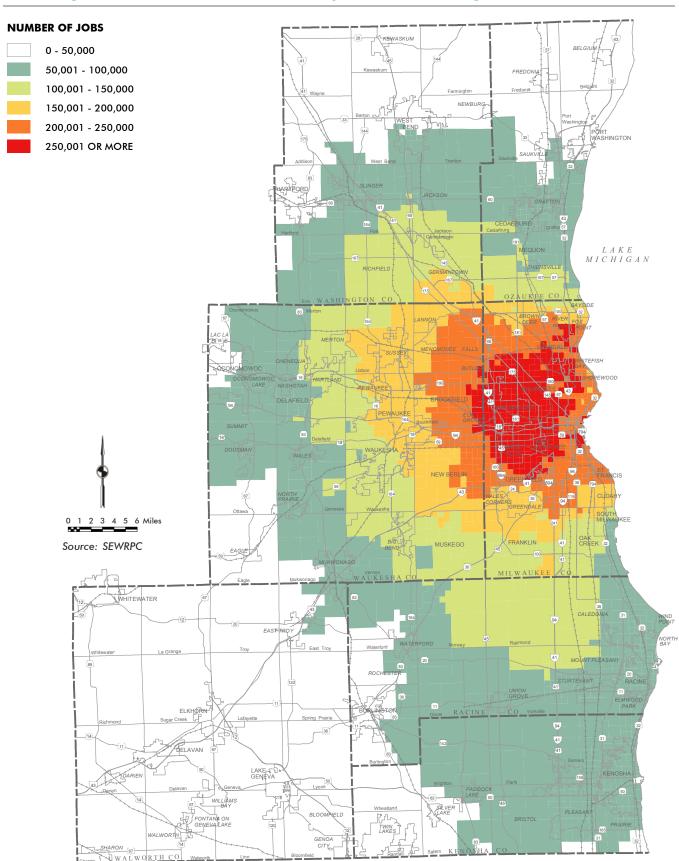
Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

The estimated lower-wage jobs that would be accessible by automobile within 30 minutes under existing conditions and the FCTP are shown on Maps N.13 and N.14. Lower-wage jobs are estimated to represent about 32 percent of total jobs. Comparing these maps to areas of existing concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8) shows that access to lower-wage jobs for minority populations and low-income populations would improve with implementation of the highway improvements under the FCTP. As shown in Table N.8, it is projected that the existing minority population with access to at least 200,000 lower-wage jobs by automobile would increase from about 70 percent to about 73 percent under the FCTP, with the FCTP providing access to 425,000 minorities compared to 407,400 minorities under existing conditions. Similarly, the existing number of families in poverty with access to at least 200,000 lower-wage jobs by automobile would increase from about 64 percent to about 68 percent under the FCTP, with the FCTP providing access to 35,700 families in poverty compared to the 33,700 families in poverty under existing conditions.

As shown in Table N.9, nearly all (about 90 to 100 percent) of the existing minority population and families in poverty of the Region, would have reasonable access by automobile to the activity centers under both existing conditions and the FCTP.

**Map N.13** 

#### Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: Existing



**Map N.14** Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: FCTP

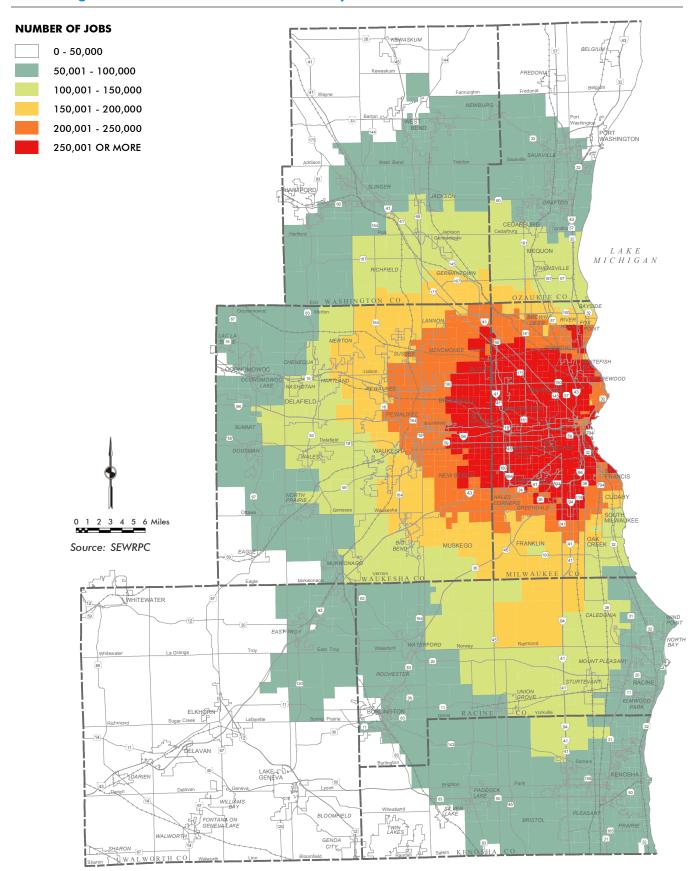


Table N.8 Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority Population <sup>a</sup>											
	200,000 or More Jobs 100,000 or More Jobs 50,000 or More Jobs										
Plan	People	Percent	People	Percent	People	Percent	Minority Population				
Existing - 2010	407,400	69.9	468,700	80.4	558,300	95.8	582,900				
FCTP - 2050	425,000	72.9	475,700	81.6	563,000	96.6	582,900				

Non-Minority Populationa

	200,000 or	More Jobs	100,000 or More Jobs		50,000 or More Jobs		Total Non-Minority
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2010	468,400	32.6	835,400	58.1	1,202,300	83.7	1,437,100
FCTP - 2050	574,200	40.0	901,900	62.8	1,264,300	88.0	1,437,100

Families in Poverty<sup>a</sup>

	200,000 or	More Jobs	100,000 or More Jobs		50,000 or	Total Families	
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2010	33,700	64.4	38,900	74.4	48,000	91.8	52,300
FCTP - 2050	35,700	68.3	39,600	75.7	49,100	93.9	52,300

Families Not in Poverty

	200,000 or	200,000 or More Jobs 100,		More Jobs	50,000 or More Jobs		Total Families Not
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2010	167,100	36.7	278,400	61.1	391,900	86.1	455,400
FCTP - 2050	201,700	44.3	300,000	65.9	409,900	90.0	455,400

a Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Transit Accessibility to Jobs and Other Activities: Although most minority residents use the automobile for their travel, they utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. In Milwaukee County, about 4 to 13 percent of the minority population (depending on race or ethnicity) uses public transit to travel to and from work compared to 3 percent of the white population. Also in Milwaukee County, about 15 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work compared to 5 percent of the population with higher wages. As shown in Tables N.10 through N.12, low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data indicate a similar conclusion. Only about 75 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and only an estimated 60 percent of Black/African American adults have a driver's license. Only about 85 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, and only an estimated 50 percent of Hispanic adults have a driver's license. In comparison, about 90 percent of non-minority households indicate that they have an automobile available for travel, and an estimated 80 percent of non-minority adults have a driver's license. Similarly, only about 64 percent of Milwaukee County families in poverty indicate that they have an automobile available for travel, compared to 91 percent

Table N.9
Reasonable Access to Activity Centers by Automobile<sup>a</sup>

General Mitchell International Airport

Milwaukee Regional Medical Center

Minority Population<sup>b</sup> Existing (2010) **FCTP (2050) Total Minority Activity Center** People Percent People **Population** Percent **Retail Centers** 565,400 97.0 564,700 96.9 582,900 582,900 Major Parks 582,900 100.0 582,900 100.0 **Public Technical Colleges and Universities** 582,800 99.9 582,700 99.9 582,900 **Health Care Facilities** 99.8 582,900 582,900 581,800 100.0 **Grocery Stores** 582,900 100.0 582,900 100.0 582,900

Families in	Povertyb
istina /201	0)

98.0

91.1

570,600

533,200

97.9

91.5

582,900

582,900

	Existing (2010)		FCTP (2050)		Total Families
Activity Center	Families	Percent	Families	Percent	in Poverty
Retail Centers	49,300	94.3	49,200	94.1	52,300
Major Parks	52,300	100.0	52,300	100.0	52,300
Public Technical Colleges and Universities	52,300	100.0	52,300	100.0	52,300
Health Care Facilities	52,100	99.6	52,300	100.0	52,300
Grocery Stores	52,300	100.0	52,300	100.0	52,300
General Mitchell International Airport	50,100	95.8	50,000	95.6	52,300
Milwaukee Regional Medical Center	46,300	88.5	46,700	89.3	52,300

<sup>&</sup>lt;sup>a</sup> Reasonable access is defined as the ability to travel by automobile within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

of families not in poverty. Another transit-dependent population group is people with disabilities, with about 10 percent of this population in Milwaukee County utilizing transit for travel to and from work.

571,500

531,000

Maps N.15 and N.16 show those areas of the Region with the highest job densities that would be directly served by transit under existing conditions and the FCTP. As shown on these maps, the transit service areas under the FCTP would principally serve the areas of the Region with the highest density of jobs. Specifically, the FCTP would serve 735,900 jobs compared to the 730,100 jobs under current conditions. The increase in the number of jobs accessible by transit is in part due to the increase in employment projected under the land use component of VISION 2050.

Maps N.17 and N.18 show the number of jobs that could be accessible within 30 minutes by transit under existing conditions and under the FCTP. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lower-income populations (Map N.8 for families in poverty and Map N.19 for families with incomes less than twice the poverty level), and people with disabilities (Map N.20) indicates that access to jobs would remain about the same (with some areas having improved access to jobs and some areas having decreased access) under the FCTP. As shown in Table N.13, while access by transit under the FCTP to at least 10,000 jobs would decrease slightly, the FCTP would provide higher access to at least 100,000 jobs within 30 minutes by transit to minority populations and low-income populations. Specifically, about 6 percent of the existing minority population, 6 percent of families in poverty, 5 percent of

<sup>&</sup>lt;sup>b</sup> Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2008-2012 American Community Survey.

Table N.10 Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2005

	Kenosha County								
	Households		Race/Ethnicity Group Household Vehicle Availability						
			One or More	No Vehicle	Available				
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent				
White (Non-Hispanic)	50,338	85.7	47,290	3,048	6.1				
Black/African American	3,041	5.2	2,550	491	16.1				
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A				
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A				
Other Minority	2,209	3.8	2,056	153	6.9				
Hispanic	4,118	7.0	3,901	217	5.3				
County Total	58,715	100.0	54,794	3,921	6.7				

Milwaukee County								
	Households		Race/Ethnicity Group Household Vehicle Availability					
			One or More	No Vehicle Available				
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent			
White (Non-Hispanic)	247,642	65.5	224,481	23,161	9.4			
Black/African American	88,237	23.3	65,916	22,321	25.3			
American Indian and Alaskan Native	2,162	0.6	1,427	735	34.0			
Asian and Pacific Islander	7,975	2.1	7,014	961	12.1			
Other Minority	20,204	5.3	16,468	3,736	18.5			
Hispanic	27,975	7.4	23,813	4,162	14.9			
County Total	378,056	100.0	325,618	52,438	13.9			

Ozaukee County								
	Households		Race/Ethnicity Group Household Vehicle Availability					
			One or More	No Vehicle	Available			
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent			
White (Non-Hispanic)	32,086	96.9	30,917	1,169	3.6			
Black/African American	N/A	N/A	N/A	N/A	N/A			
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A			
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A			
Other Minority	N/A	N/A	N/A	N/A	N/A			
Hispanic	N/A	N/A	N/A	N/A	N/A			
County Total	33,128	100.0	31,941	1,187	3.6			

Racine County								
	House	holds	Race/Ethnicity Group Household Vehicle Availability					
		Percent	One or More	No Vehicle Available				
Race/Ethnicity	Total		Vehicles Available	Households	Percent			
White (Non-Hispanic)	61,588	82.3	58,168	3,420	5.6			
Black/African American	7,150	9.6	5,849	1,301	18.2			
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A			
Asian and Pacific Islander	591	0.8	591	0	0.0			
Other Minority	N/A	N/A	N/A	N/A	N/A			
Hispanic	4,857	6.5	4,651	206	4.2			
County Total	74,839	100.0	69,912	4,927	6.6			

Walworth County								
	Households		Race/Ethnicity Group Household Vehicle Availability					
			One or More	No Vehicle Available				
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent			
White (Non-Hispanic)	36,460	93.3	35,294	1,166	3.2			
Black/African American	N/A	N/A	N/A	N/A	N/A			
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A			
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A			
Other Minority	N/A	N/A	N/A	N/A	N/A			
Hispanic	N/A	N/A	N/A	N/A	N/A			
County Total	39,067	100.0	37,887	1,180	3.0			

**Table N.10 (Continued)** 

Washingto	n County
wasiiiigio	

	House	holds	Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	47,522	97.4	45,802	1,720	3.6
Black/African American	N/A	N/A	N/A	N/A	N/A
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A
Other Minority	N/A	N/A	N/A	N/A	N/A
Hispanic	N/A	N/A	N/A	N/A	N/A
County Total	48,776	100.0	47,056	1,720	3.5

**Waukesha County** 

	House	holds	Race/Ethnicity Group Household Vehicle Availability			
			One or More	No Vehicle Available		
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent	
White (Non-Hispanic)	138,182	94.8	133,594	4,588	3.3	
Black/African American	1,325	0.9	1,325	0	0.0	
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A	
Asian and Pacific Islander	2,384	1.6	2,384	0	0.0	
Other Minority	1,087	0.7	1,087	0	0.0	
Hispanic	3,601	2.5	3,337	264	7.3	
County Total	145,718	100.0	140,812	4,906	3.4	

Region

y								
	House	holds	up Household Veh	d Vehicle Availability				
			One or More	No Vehicle Available				
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent			
White (Non-Hispanic)	613,818	78.9	575,546	38,272	6.2			
Black/African American	99,753	12.8	75,640	24,113	24.2			
American Indian and Alaskan Native	2,162	0.3	1,427	735	34.0			
Asian and Pacific Islander	10,950	1.4	9,989	961	8.8			
Other Minority	23,500	3.0	19,611	3,889	16.5			
Hispanic	40,511	5.2	35,702	4,849	12.0			
County Total	778,299	100.0	708,020	70,279	9.0			

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table N.11 Households by Number of Vehicles Available and Minority Householders: 2006-2010

	Minority Ho	usehold Vehicle <i>I</i>	Availability	Non-Minority	Non-Minority Household Vehicle Availability			
	One or More Vehicles	No Vehicle Available		One or More Vehicles	No Vehicle Available			
County	Available	Households	Percent	Available	Households	Percent		
Kenosha County	8,690	1,055	10.8	49,945	2,535	4.8		
Milwaukee County	108,675	27,980	20.5	219,670	23,045	9.5		
Ozaukee County	1,410	50	3.4	31,305	1,090	3.4		
Racine County	12,020	2,360	16.4	58,290	2,875	4.7		
Walworth County	2,980	220	6.9	34,225	1,655	4.6		
Washington County	1,585	160	9.2	47,810	1,905	3.8		
Waukesha County	8,865	495	5.3	136,340	5,460	3.9		
Region	144,225	32,320	18.3	577,585	38,565	6.3		

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

Table N.12
Households by Number of Vehicles Available for Families in Poverty: 2006-2010

		icle Availability amilies in Povert			Vehicle Availability for Families Not in Poverty			
	One or More Vehicles	No Vehicle	No Vehicle Available		No Vehicle Available			
County	Available	Families	Percent	Vehicles Available	Families	Percent		
Kenosha County	5,365	1,370	20.3	53,270	2,220	4.0		
Milwaukee County	40,505	23,030	36.2	287,840	2,995	8.9		
Ozaukee County	1,340	260	16.3	31,375	880	2.7		
Racine County	5,515	2,290	29.3	64,795	2,945	4.3		
Walworth County	4,065	790	16.3	33,140	1,085	3.2		
Washington County	2,355	385	14.1	47,040	1,680	3.4		
Waukesha County	6,205	1,000	13.9	139,000	4,955	3.4		
Region	65,350	29,125	30.8	656,460	41,760	6.0		

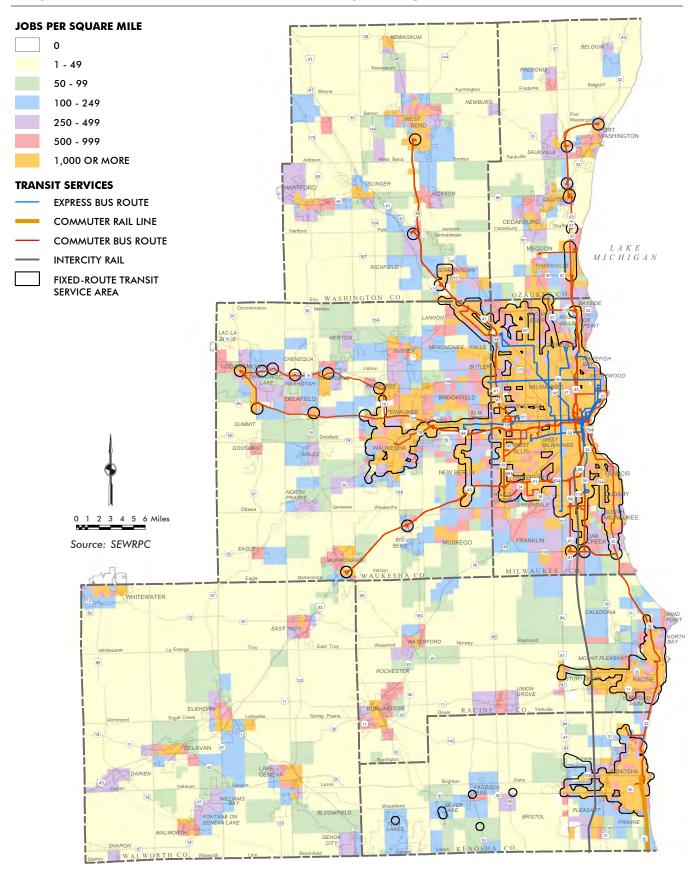
Source: U.S. Census Transportation Planning Products and SEWRPC

families with incomes less than twice the poverty level, and 4 percent of people with disabilities would have access to at least 100,000 jobs within 30 minutes under the FCTP, compared to 3 percent, 3 percent, 2 percent, and 2 percent, respectively, under existing conditions.

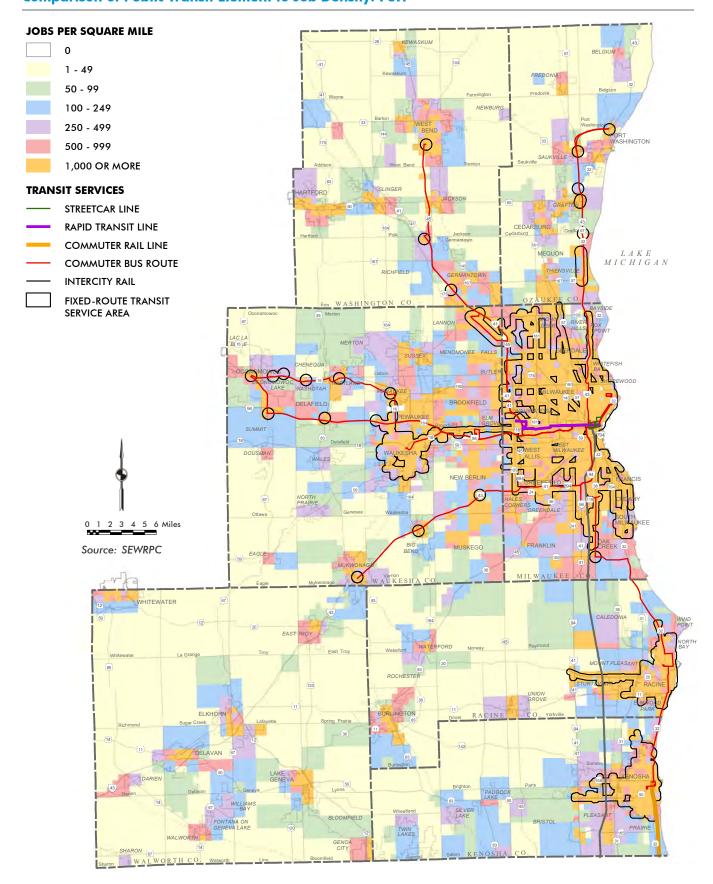
As shown in Table N.14, the existing minority population with access to at least 100,000 jobs by transit would increase by about 3 percent under the FCTP, compared to about 1 percent for non-minority populations. The existing families in poverty with access to at least 100,000 jobs by transit would increase by about 3 percent and families with incomes less than twice the poverty level would increase by about 2 percent under the FCTP, compared to about 1 percent for families not in poverty and with incomes higher than twice the poverty level. With respect to people with disabilities, access to at least 100,000 jobs by transit for both people with disabilities and without disabilities would increase by about 2 percent under the FCTP.

Maps N.21 and N.22 show the number of lower-wage jobs that would be accessible in 30 minutes under the existing conditions and the FCTP. As previously noted, lower-wage jobs are estimated to represent about 32 percent of total jobs. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lowerincome populations (Map N.8 for families in poverty and Map N.19 for families with incomes less than twice the poverty level), and people with disabilities (Map N.20) shows that access to lower-wage jobs for these populations would remain about the same (with some areas having improved access to jobs and some areas having a decline in access) under the FCTP. As shown in Table N.15, it is projected that about 11 percent of the existing minority population would have access to at least 25,000 lower-wage jobs within 30 minutes by transit under both existing conditions and the FCTP. Similarly, it is projected about 11 percent of the families in poverty and about 8 percent of families with incomes less than twice the poverty level would have access to at least 25,000 lower-wage jobs within 30 minutes by transit under both existing conditions and the FCTP. With respect to people with disabilities, it is projected that about 6 percent of this population would have access to 25,000 lower-wage jobs within 30 minutes under both existing conditions and the FCTP.

**Map N.15 Comparison of Public Transit Services to Job Density: Existing** 

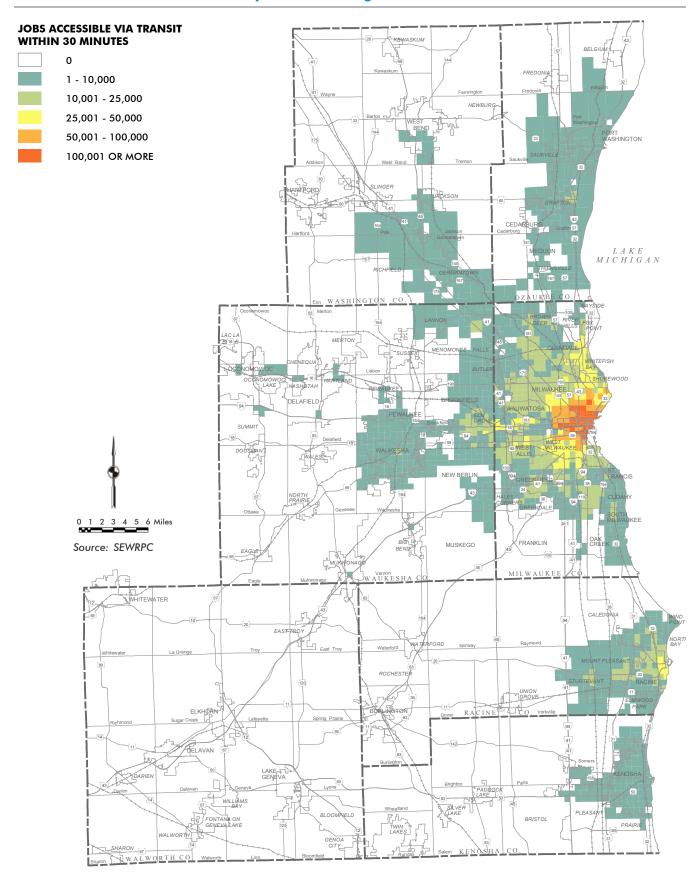


Map N.16
Comparison of Public Transit Element to Job Density: FCTP



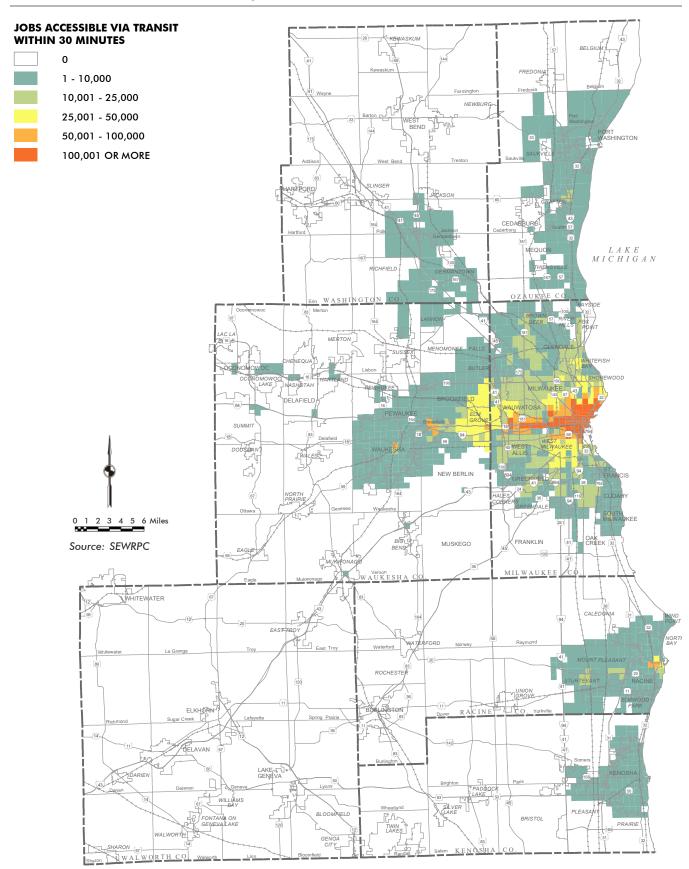
**Map N.17** 

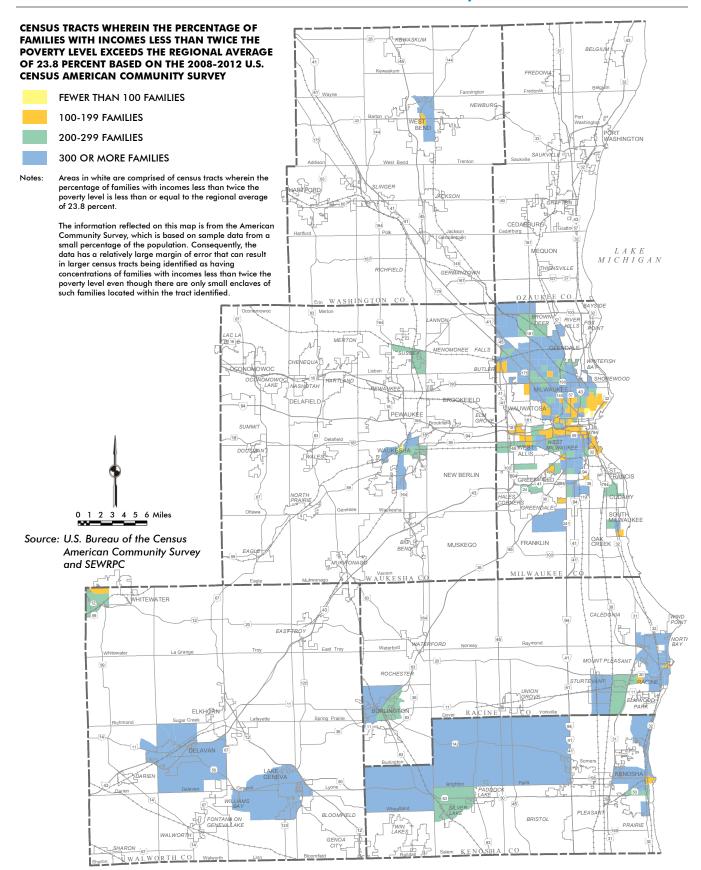
#### **Jobs Accessible Within 30 Minutes by Transit: Existing**

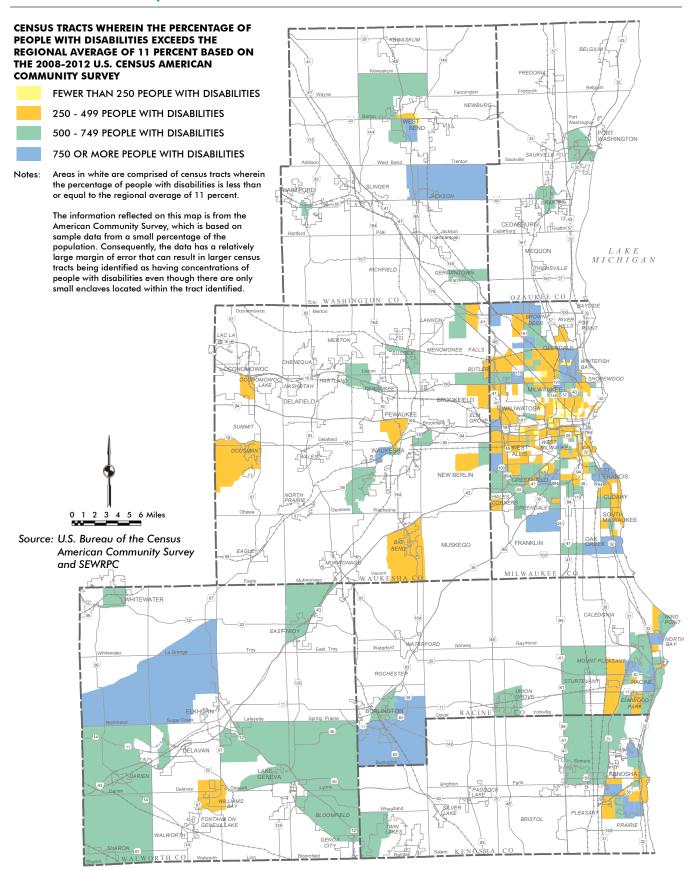


**Map N.18** 

#### **Jobs Accessible Within 30 Minutes by Transit: FCTP**







### Table N.13 Access to Jobs Within 30 Minutes by Transit

Minority Populationa
----------------------

	100,000 or More Jobs		50,000 or	50,000 or More Jobs		More Jobs	Total Minority
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2015	18,900	3.2	87,300	15.0	342,200	58.7	582,900
FCTP - 2050	36,500	6.3	79,000	13.6	303,100	52.0	582,900

Families in Poverty<sup>a</sup>

	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2015	1,700	3.3	7,900	15.1	29,300	56.0	52,300
FCTP - 2050	3,300	6.3	7,300	14.0	26,000	49.7	52,300

Families with Incomes Less Than Twice the Poverty Levela

	100,000 or	More Jobs	50,000 or	More Jobs	10,000 or	More Jobs	Total Families with Incomes Less
Plan	Families	Percent	Families	Percent	Families	Percent	Than Twice the Poverty Level
Existing - 2015	2,600	2.1	12,900	10.7	58,100	48.0	121,000
FCTP - 2050	5,500	4.5	12,200	10.1	51,500	42.6	121,000

People with Disabilities<sup>a</sup>

	100,000 or More Jobs		50,000 or	50,000 or More Jobs		More Jobs	Total Population
Plan	People	Percent	People	Percent	People	Percent	with Disabilities
Existing - 2015	4,300	1.9	15,600	7.1	80,700	36.6	220,600
FCTP - 2050	8,800	4.0	16,900	7.7	72,800	33.0	220,600

<sup>&</sup>lt;sup>a</sup> Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

# Table N.14 Additional Percent Having Access to 100,000 or More Jobs by Transit Under the Fiscally Constrained Transportation Plan

#### Minoritiesa

Plan	Minority Population	Non-Minority Population
FCTP - 2050	3	1

Families in Poverty and with Incomes Less Than Twice the Poverty Levela

Plan	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
FCTP - 2050	3	1	2	1

People with Disabilities<sup>a</sup>

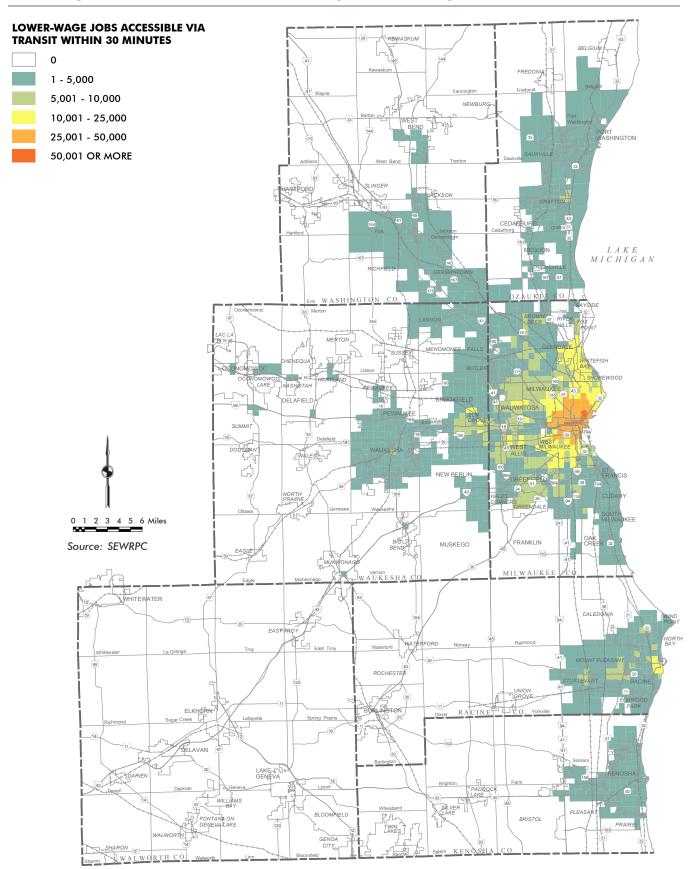
Plan	People with Disabilities	People Without Disabilities
FCTP - 2050	2	2

<sup>&</sup>lt;sup>a</sup> Minority population and non-minority population is based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

**Map N.21** 

#### Lower-Wage Jobs Accessible Within 30 Minutes by Transit: Existing



**Map N.22** 

### Lower-Wage Jobs Accessible Within 30 Minutes by Transit: FCTP

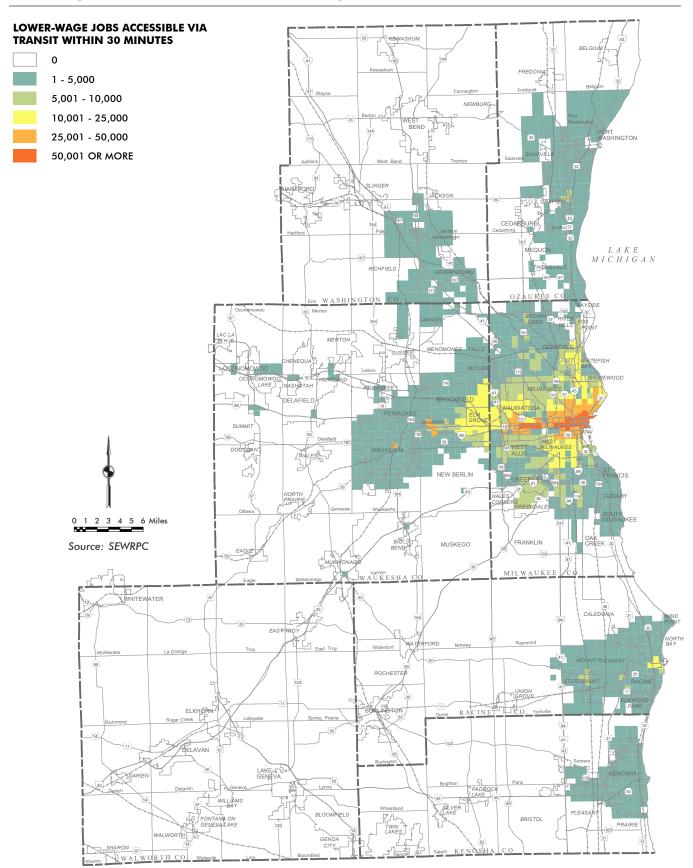


Table N.15
Access to Lower-Wage Jobs Within 30 Minutes by Transit

Minority Population <sup>4</sup>										
	25,000 or More Jobs 10,000 or		More Jobs	5,000 or I	Total Minority					
Plan	People	Percent	People	Percent	People	Percent	Population			
Existing - 2015	66,800	11.5	177,200	30.4	304,200	52.2	582,900			
FCTP - 2050	63,800	10.9	156,100	26.8	280,900	48.2	582,900			

Families in Poverty <sup>a</sup>									
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families		
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty		
Existing - 2015	6,000	11.5	16,200	31.0	26,000	49.7	52,300		
FCTP - 2050	5,700	10.9	14,100	27.0	24,300	46.5	52,300		

Families with Incomes Less Than Twice the Poverty Level <sup>a</sup>								
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families with Incomes Less Than Twice the	
Plan	Families	Percent	Families	Percent	Families	Percent	Poverty Level	
Existing - 2015	9,700	8.0	28,800	23.8	50,700	41.9	121,000	
FCTP - 2050	9,600	7.9	25,700	21.2	47,600	39.3	121,000	

People with Disabilities <sup>a</sup>								
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Population	
Plan	People	Percent	People	Percent	People	Percent	with Disabilities	
Existing - 2015	12,300	5.6	35,300	16.0	70,500	32.0	220,600	
FCTP - 2050	13,800	6.3	33,800	15.3	67,300	30.5	220,600	

<sup>&</sup>lt;sup>a</sup> Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table N.16 shows the existing minority populations, lower-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions and the FCTP. The transit service under the FCTP would result in a change from existing conditions in access to the activity centers analyzed ranging from a 2 percent higher level of accessibility to a 7 percent lower level of accessibility for existing minority populations, lower-income populations, and people with disabilities.

As shown in Table N.17, the transit service under the FCTP would result in a change from existing conditions ranging from a 1 percent higher level of accessibility to a 7 percent lower level of accessibility in total minority population that would have reasonable access to the various activity centers, compared to a change ranging from a 1 percent higher level of accessibility to a 3 percent lower level of accessibility in total non-minority population. Similarly, the transit service under the FCTP would result in a change from existing conditions ranging from a 1 percent higher level of accessibility to a 6 percent lower level of accessibility in total families in poverty and families with incomes less than twice the poverty level that would have reasonable access to the various activity centers under the FCTP, compared to a change ranging from a 1 percent higher level of accessibility to a 3 percent lower level of accessibility in total families not in poverty and families with incomes higher than twice the poverty level. With respect to people with disabilities, the FCTP would result in a change from existing conditions ranging from a 1 percent higher level of accessibility to a

Table N.16
Reasonable Access to Activity Centers by Transit<sup>a</sup>

Minority Population⁵								
	Existing (2015)		FCTP (	2050)	Total Minority			
Activity Center	People	Percent	People	Percent	Population <sup>*</sup>			
Retail Centers	104,000	17.8	112,300	19.3	582,900			
Major Parks	46,300	7.9	45,300	7.8	582,900			
Public Technical Colleges and Universities	157,700	27.1	142,200	24.4	582,900			
Health Care Facilities	292,700	50.2	249,600	42.8	582,900			
Grocery Stores	455,400	78.1	441,300	75.7	582,900			
General Mitchell International Airport	72,900	12.5	60,500	10.4	582,900			
Milwaukee Regional Medical Center	144,800	24.8	132,700	22.8	582,900			

Families in Poverty <sup>b</sup>								
	Existing (2015)		FCTP	(2050)	Total Families			
Activity Center	Families	Percent	Families	Percent	in Poverty			
Retail Centers	9,000	17.2	9,800	18.7	52,300			
Major Parks	4,400	8.4	4,500	8.6	52,300			
Public Technical Colleges and Universities	14,800	28.3	13,500	25.8	52,300			
Health Care Facilities	25,600	48.9	22,500	43.0	52,300			
Grocery Stores	38,400	73.4	37,000	70.7	52,300			
General Mitchell International Airport	5,900	11.3	5,200	9.9	52,300			
Milwaukee Regional Medical Center	13,100	25.0	12,200	23.3	52,300			

Families with Incomes Less Than Twice the Poverty Level <sup>b</sup>								
	Existing (2015)		FCTP (2050)		Total Families with Incomes Less Than Twice the			
Activity Center	Families	Percent	Families	Percent	Poverty Level			
Retail Centers	17,600	14.5	19,000	15.7	121,000			
Major Parks	8,400	6.9	8,400	6.9	121,000			
Public Technical Colleges and Universities	28,000	23.1	26,200	21.7	121,000			
Health Care Facilities	51,700	42.7	45,200	37.4	121,000			
Grocery Stores	80,000	66.1	76,500	63.2	121,000			
General Mitchell International Airport	12,600	10.4	10,900	9.0	121,000			
Milwaukee Regional Medical Center	25,700	21.2	23,400	19.3	121,000			

People with Disabilities <sup>b</sup>								
	Existing	(2015)	FCTP (	2050)	Total Population			
Activity Center	People	Percent	People	Percent	with Disabilities			
Retail Centers	31,700	14.4	33,700	15.3	220,600			
Major Parks	16,600	7.5	15,700	7.1	220,600			
Public Technical Colleges and Universities	42,300	19.2	40,600	18.4	220,600			
Health Care Facilities	74,700	33.9	67,200	30.5	220,600			
Grocery Stores	121,700	55.2	114,500	51.9	220,600			
General Mitchell International Airport	16,100	7.3	13,500	6.1	220,600			
Milwaukee Regional Medical Center	40,100	18.2	36,000	16.3	220,600			

<sup>&</sup>lt;sup>a</sup> Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

<sup>&</sup>lt;sup>b</sup> Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

Table N.17 Change in Percent of Reasonable Access<sup>a</sup> to Activity Centers by Transit Under the Fiscally Constrained Transportation Plan

Milwaukee Regional Medical Center

Minority Population<sup>b</sup> **Minority Non-Minority Activity Center Population Population Retail Centers Major Parks** 0 -1 **Public Technical Colleges and Universities** -3 1 -7 **Health Care Facilities** -2 -2 **Grocery Stores** -3 General Mitchell International Airport -2 -2

Families in Poverty and Families with Incomes Less Than Twice the Poverty Level<sup>b</sup>

-2

Activity Center	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
Retail Centers	1	1	1	1
Major Parks	0	-1	0	-1
Public Technical Colleges and Universities	-2	0	-1	0
Health Care Facilities	-6	-2	-5	-2
Grocery Stores	-3	-3	-3	-3
General Mitchell International Airport	-1	-1	-1	-1
Milwaukee Regional Medical Center	-2	-2	-2	-2

-1

People with Disabilities<sup>b</sup>

Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	1	1
Major Parks	0	-1
Public Technical Colleges and Universities	-1	0
Health Care Facilities	-3	-3
Grocery Stores	-3	-3
General Mitchell International Airport	-1	-2
Milwaukee Regional Medical Center	-2	-1

<sup>&</sup>lt;sup>a</sup> Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

3 percent lower level of accessibility in total people with disabilities that would have reasonable access to the various activity centers, with similar changes for people without disabilities.

• Comparing Accessibility for Transit and Driving: A comparison of the accessibility under the transit element of the FCTP to the accessibility under the highway element of the FCTP indicates that the transit element would result in either slight increases or slight declines in transit accessibility to jobs and other activities, and the highway element would result in slight increases in highway accessibility to jobs and other activities. The slight increases in highway accessibility would benefit the majority of minority populations and low-income people who travel by automobile.

<sup>&</sup>lt;sup>b</sup> Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

### MINORITY POPULATIONS AND LOW-INCOME POPULATIONS SERVED BY TRANSIT

Minority populations, lower-income populations, and people with disabilities utilize public transit at a higher proportion relative to other modes of travel than does the remaining population of the Region. An evaluation was conducted of the characteristics of the existing population located within the service area of the public transit system under the FCTP. Table N.18 and Maps N.23 through N.32 show information on the existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities within walking distance of transit and fixed-guideway transit (either rapid transit or commuter rail) under both existing conditions and the FCTP.

Existing Transit Service: Most of the base year 2015 routes and service areas for the public transit systems in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 488,100 minority people (or 84 percent of the total minority population) and 616,400 non-minority people (or 43 percent of the total non-minority population) were served by public transit services provided in the year 2015. With respect to lower-income populations, 40,800 (or 78 percent of) families in poverty and 203,500 (or 45 percent of) families not in poverty were served by public transit services provided in the year 2015. Similarly, 85,300 (or 71 percent of) families with incomes less than twice the poverty level and 159,000 (or 41 percent of) families with incomes more than twice the poverty level were served by public transit services provided in the year 2015. With respect to people with disabilities, 130,500 (or 59 percent of) people with disabilities and 915,200 (or 51 percent of) people not having a disability were served by public transit services provided in the year 2015.

Less than 1 percent of all eight population groups had access to fixed-guideway transit in 2015 (a limited commuter rail service was provided to Kenosha from northeastern Illinois on Metra's Union Pacific North Line).

The FCTP: Most of the transit routes and service areas under the FCTP would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 470,100 minority people (or 81 percent of the total minority population) and 556,400 non-minority people (or 39 percent of the total non-minority population) would be served by public transit under the FCTP. With respect to lower-income populations, 39,200 (or 75 percent of) families in poverty and 185,200 (or 41 percent of families not in poverty would be served by public transit under the FCTP. Similarly, 81,300 (or 67 percent of) families with incomes less than twice the poverty level and 143,100 (or 37 percent of) families with incomes more than twice the poverty level would be served by public transit under the FCTP. With respect to people with disabilities, 121,500 (or 55 percent of) people with disabilities and 846,700 (or 47 percent of) people not having a disability would be served by public transit under the FCTP.

Due to the planned bus rapid transit line between downtown Milwaukee and the Milwaukee Regional Medical Center, access to fixed-guideway transit would modestly increase for each of the eight population groups.

## Table N.18 Access to Transit and Fixed-Guideway Transit

#### Minority Populationa

	Total Transit Service		Fixed-Guideway	Total Minority	
Plan	People	Percent	People	Percent	Population
Existing - 2015	488,100	83.7	3,200	0.5	582,900
FCTP - 2050	470,100	80.6	21,800	3.7	582,900

Non-Minority Populationa

	Total Transit Service		Fixed-Guideway	Fixed-Guideway Transit Serviceb		
Plan	People	Percent	People	Percent	Population	
Existing - 2015	616,400	42.9	2,200	0.2	1,437,100	
FCTP - 2050	556,400	38.7	31,600	2.2	1,437,100	

Families in Poverty<sup>a</sup>

	Total Transit Service		Fixed-Guideway	Total Families	
Plan	Families	Percent	Families	Percent	in Poverty
Existing - 2015	40,800	78.0	300	0.6	52,300
FCTP - 2050	39,200	75.0	1,900	3.6	52,300

Families Not in Poverty<sup>a</sup>

	Total Transit Service		Fixed-Guideway	Total Families	
Plan	Families	Percent	Families	Percent	Not in Poverty
Existing - 2015	203,500	44.7	700	0.1	455,400
FCTP - 2050	185,200	40.7	7,000	1.5	455,400

Families with Incomes Less Than Twice the Poverty Level<sup>a</sup>

	Total Transit Service Fixed-Guideway		Transit Service <sup>b</sup>	Total Families with Incomes Less Than Twice	
Plan	Families	Percent	Families	Percent	the Poverty Level
Existing - 2015	85,300	70.5	500	0.4	121,000
FCTP - 2050	81,300	67.2	3,500	2.9	121,000

Families with Incomes More Than Twice the Poverty Levela

	Total Transit Service		Fixed-Guideway	Total Families with Incomes More Than Twice	
Plan	Families	Percent	Families	Percent	the Poverty Level
Existing - 2015	159,000	41.1	500	0.1	386,700
FCTP - 2050	143,100	37.0	5,400	1.4	386,700

People with Disabilities<sup>a</sup>

	Total Tran	sit Service	Fixed-Guideway	Fixed-Guideway Transit Service <sup>b</sup>			
Plan	People	Percent	People	Percent	with Disabilities		
Existing - 2015	130,500	59.2	700	0.3	220,600		
FCTP - 2050	121,500	55.1	5,400	2.4	220,600		

People Without Disabilities<sup>a</sup>

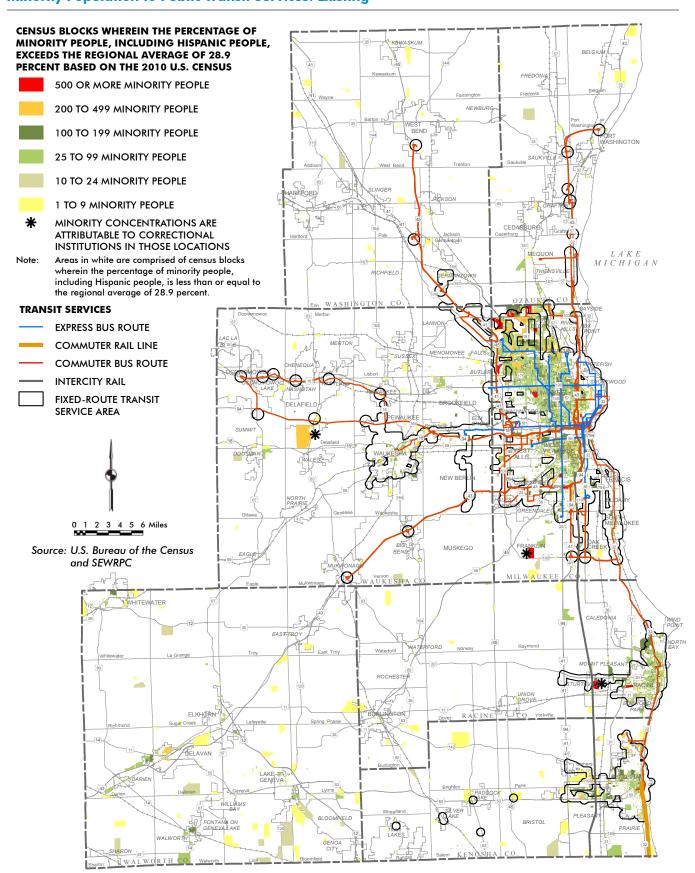
	Total Tran	sit Service	Fixed-Guideway	Fixed-Guideway Transit Serviceb			
Plan	People	Percent	People	Percent	Without Disabilities		
Existing - 2015	915,200	50.9	4,700	0.3	1,799,400		
FCTP - 2050	846,700	47.1	48,000	2.7	1,799,400		

<sup>&</sup>lt;sup>a</sup> Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2008-2012 American Community Survey.

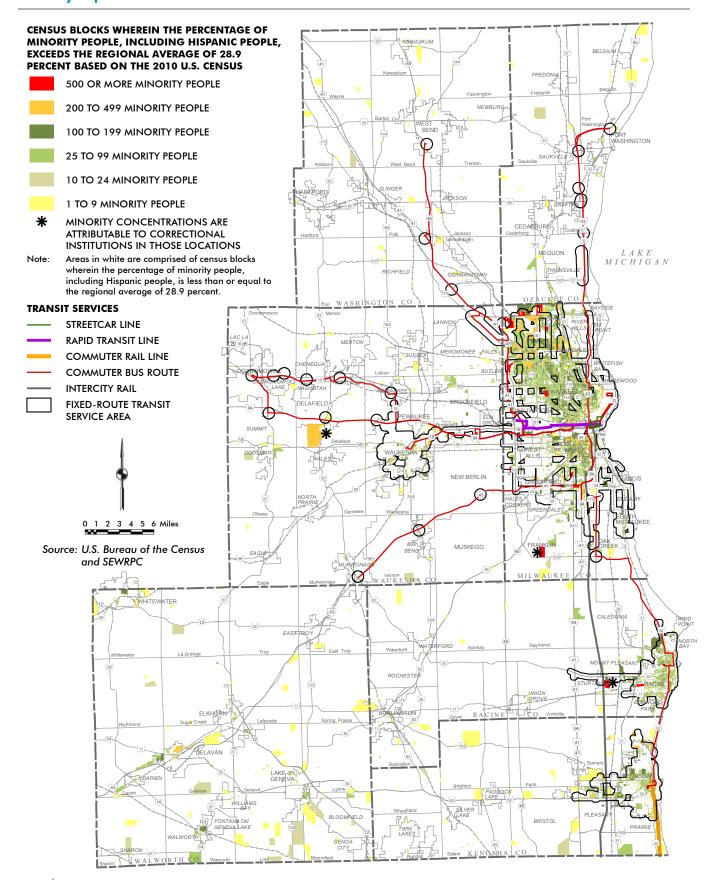
Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

<sup>&</sup>lt;sup>b</sup> Includes rapid transit and commuter rail services.

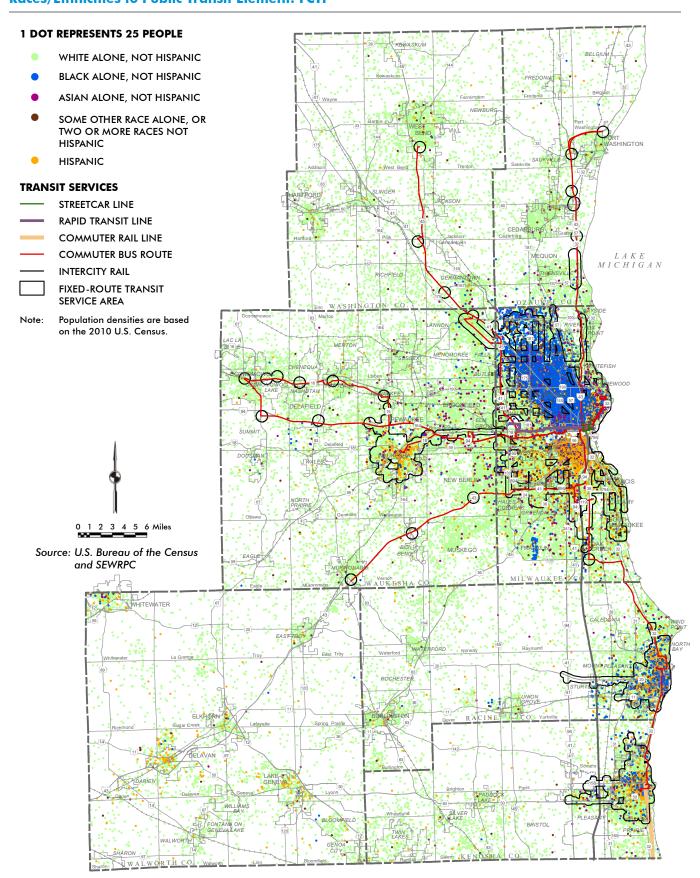
Map N.23
Comparison of Existing Concentrations of Total
Minority Population to Public Transit Services: Existing



Map N.24
Comparison of Existing Concentrations of Total
Minority Population to Public Transit Element: FCTP

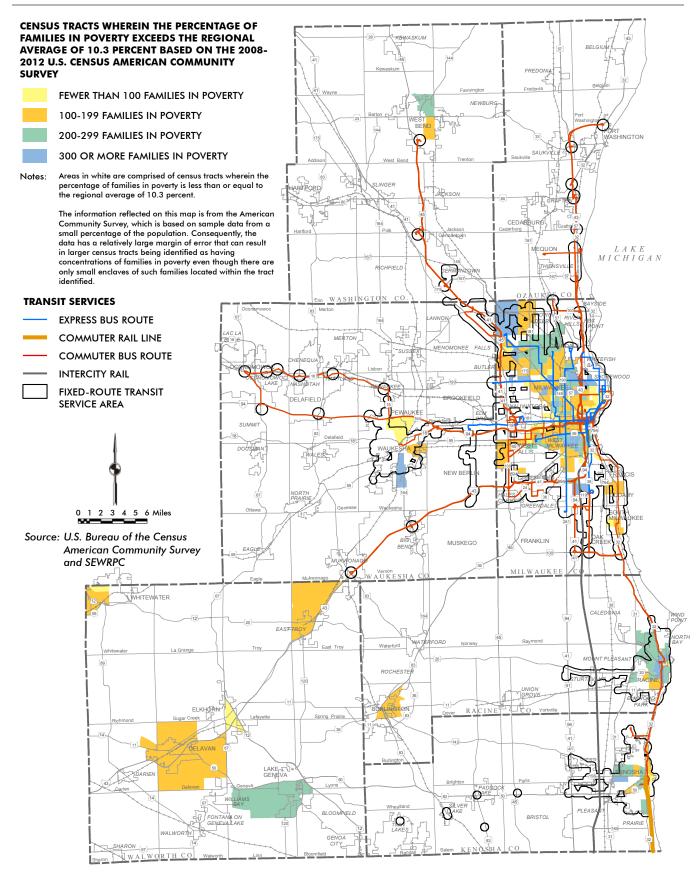


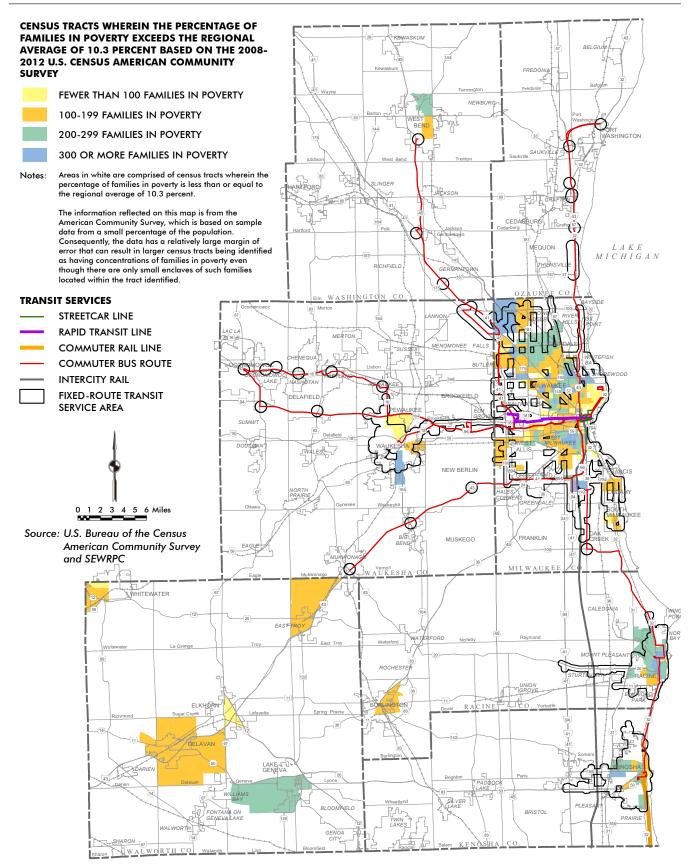
## 1 DOT REPRESENTS 25 PEOPLE WHITE ALONE, NOT HISPANIC BLACK ALONE, NOT HISPANIC ASIAN ALONE, NOT HISPANIC SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC HISPANIC **TRANSIT SERVICES EXPRESS BUS ROUTE COMMUTER RAIL LINE** COMMUTER BUS ROUTE INTERCITY RAIL FIXED-ROUTE TRANSIT SERVICE AREA Population densities are based Note: on the 2010 U.S. Census. 0 1 2 3 4 5 6 Miles Source: U.S. Bureau of the Census and SEWRPC



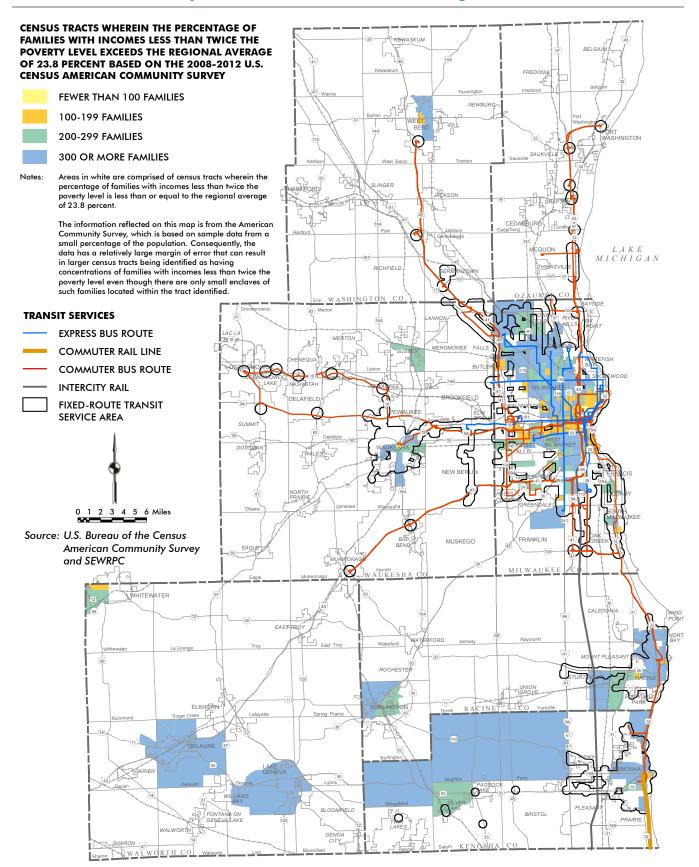
#### **Comparison of Existing Concentrations of**

#### Families in Poverty to Public Transit Services: Existing



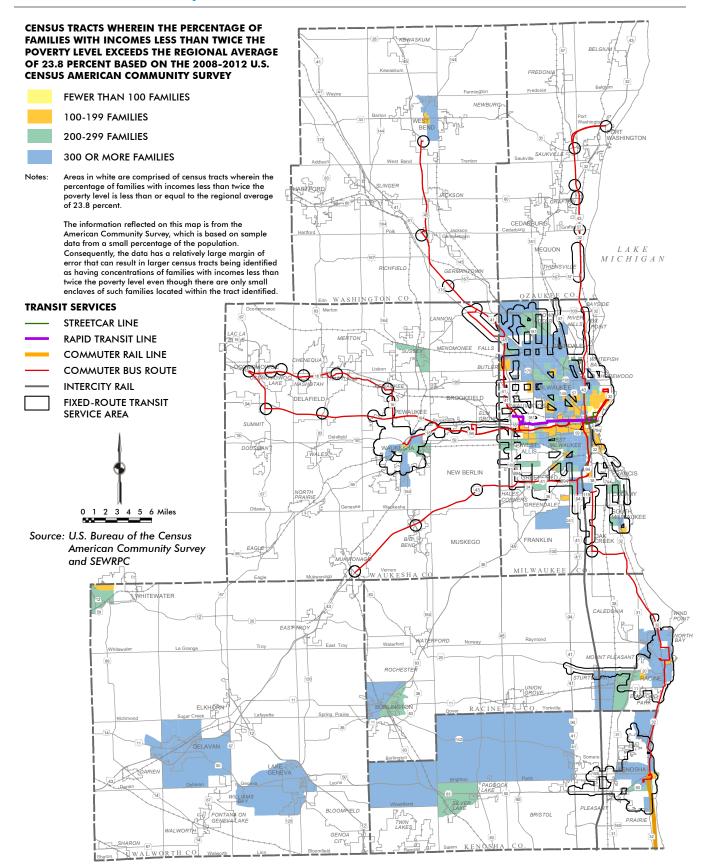


#### Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: Existing

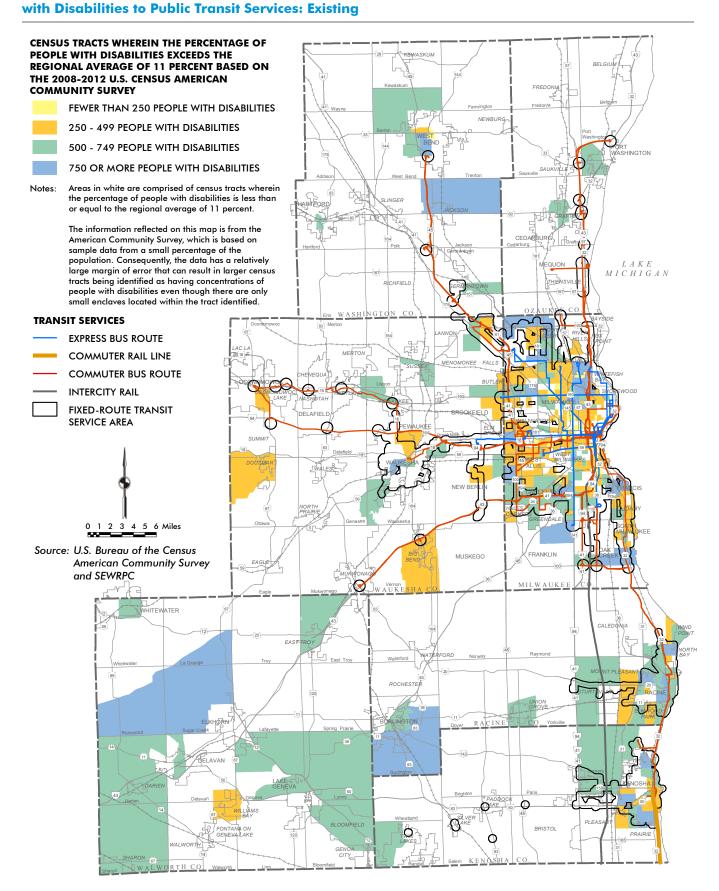


**Map N.30** 

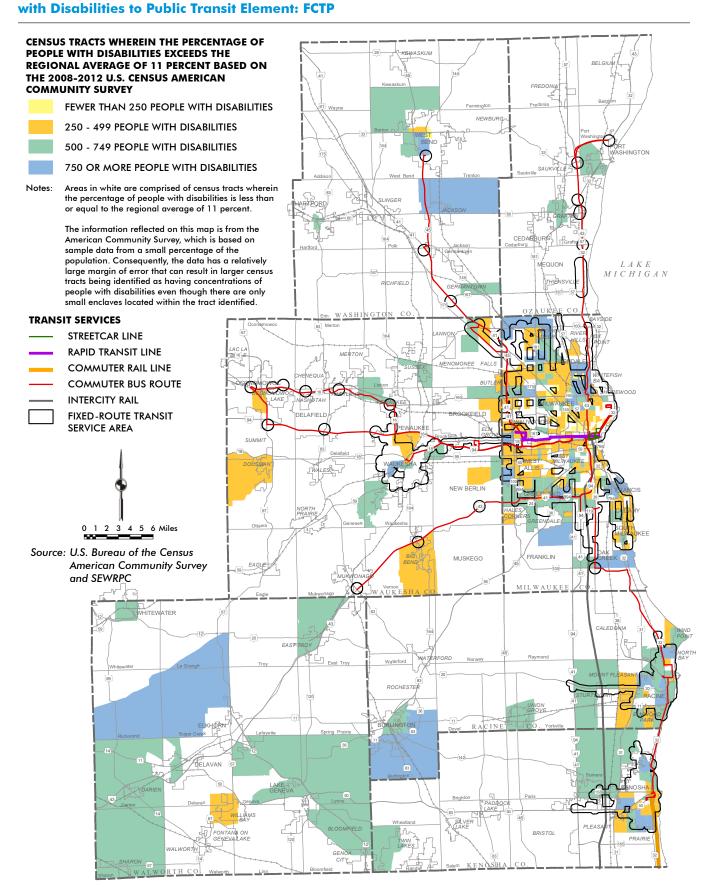
## Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Element: FCTP



Map N.31
Comparison of Existing Concentrations of People



Map N.32
Comparison of Existing Concentrations of People



Under the FCTP, access to fixed-guideway transit would increase from the current levels of 0.2 to 0.6 percent to about 2 to 3 percent for existing minority populations, lower-income populations, and people with disabilities. Access for non-minority populations, families not in poverty, families with incomes more than twice the poverty level, and people without disabilities would increase from the current levels of 0.1 to 0.3 percent to about 1 to 3 percent.

### TRANSIT SERVICE QUALITY FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Based on the amount and speed of transit service, levels of transit quality—Excellent, Very Good, Good, and Basic<sup>75</sup>—that would be provided to existing minority populations, low-income populations, and people with disabilities were determined under existing conditions and the FCTP. Based on this analysis, the quality of transit service provided under existing conditions and the FCTP are shown on Maps N.33 and N.34, respectively. Table N.19 and Maps N.35 through N.42 compare transit service quality under existing conditions and the FCTP to locations of existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities in the Region.<sup>76</sup> This comparison demonstrates that quality transit service—Excellent, Very Good, and Good—principally serves these populations under the FCTP.

Areas with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

To have "Good" transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

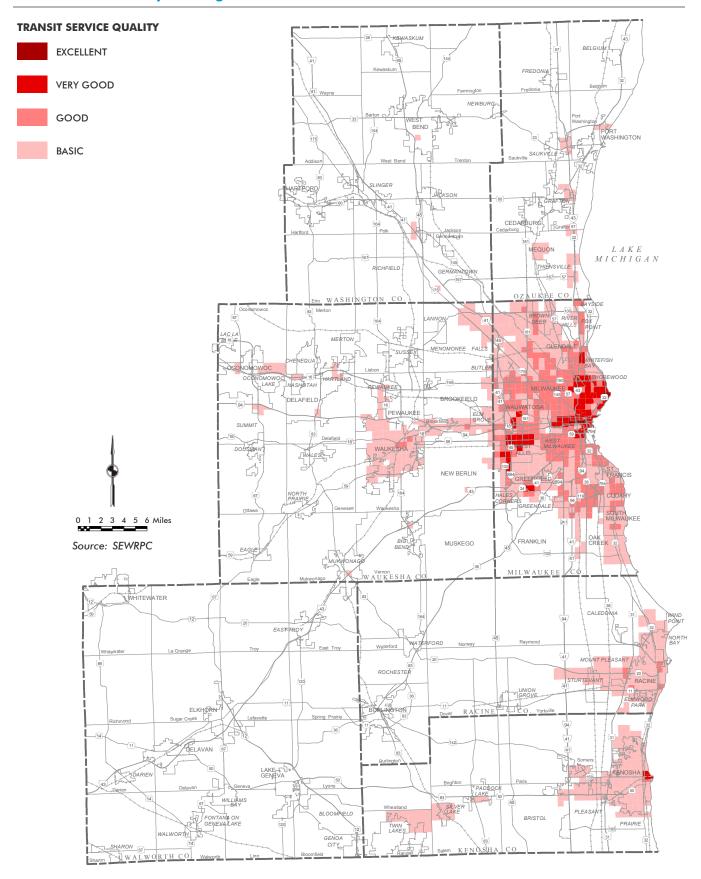
If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

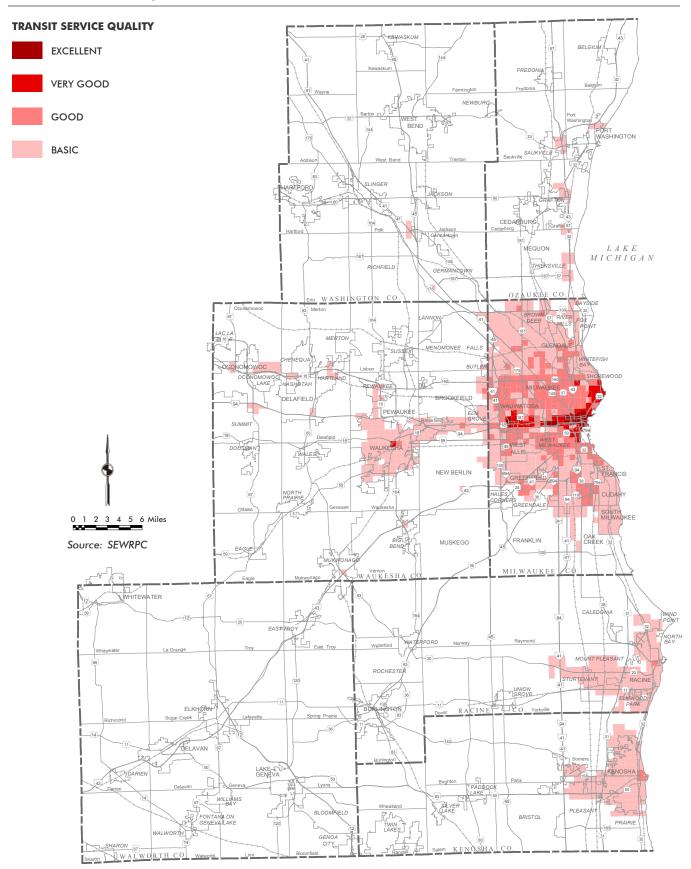
<sup>76</sup> Table N.19 and Maps N.35 through N.42 must be considered together when evaluating changes to transit service quality. The table presents the number of each population group served, and, therefore, enables a direct comparison of both the number of people in a given group that are served under the existing and FCTP transit systems and the changes anticipated if the FCTP were implemented. The maps display the land areas served overlain on areas where there are varying concentrations of each group. Thus, Table N.19 is most useful for evaluating the number of people potentially affected by changes in transit service levels, while Maps N.35 through N.42 highlight the geographic areas where changes in transit service would be expected, providing a general, but less precise, indication of the degree to which the identified population groups may be affected. As an example, because high proportions of minority populations and lower-income populations in the Region reside in higher-density urban areas, the small area shown on Maps N.35 through N.42 as being served by quality transit may actually correspond to a relatively large number of people being served with such service, as reflected in Table N.19.

<sup>&</sup>lt;sup>75</sup> Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.

**Map N.33** 

#### **Transit Service Quality: Existing**





## Table N.19 Transit Service Quality

Minority Pop	oulationa
--------------	-----------

	Excellent		Very Good		Good		Basic		Total Minority	
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Population	
Existing - 2015	700	0.1	50,900	8.7	228,300	39.2	208,200	35.7	582,900	
FCTP - 2050	9,000	1.5	20,400	3.5	202,500	34.7	238,200	40.9	582,900	

#### Non-Minority Population<sup>a</sup>

	Exce	llent	Very	Good	Go	od	Ba	sic	Total Non-Minority
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Population
Existing - 2015	2,400	0.2	60,300	4.2	150,400	10.5	403,300	28.1	1,437,100
FCTP - 2050	15,300	1.1	34,600	2.4	106,800	7.4	399,700	27.8	1,437,100

#### Families in Poverty<sup>a</sup>

	Exce	llent	Very	Very Good		Good		sic	Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2015	<100	0.1	5,000	9.6	19,200	36.7	16,600	31.7	52,300
FCTP - 2050	700	1.3	1,800	3.4	18,100	34.6	18,600	35.6	52,300

#### Families Not in Poverty<sup>a</sup>

	Exce	llent	Very Good		Good		Basic		Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	Not in Poverty
Existing - 2015	300	0.1	14,600	3.2	64,400	14.1	124,200	27.3	455,400
FCTP - 2050	1,800	0.4	6,400	1.4	52,400	11.5	124,600	27.4	455,400

#### Families with Incomes Less Than Twice the Poverty Levela

	Exce	llent	Very	Good	Go	od	Ва	sic	Total Families with Incomes
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	Less Than Twice the Poverty Level
Existing - 2015	<100	< 0.1	8,900	7.4	37,700	31.2	38,700	32.0	121,000
FCTP - 2050	1,100	0.9	3,200	2.6	34,600	28.6	42,400	35.0	121,000

#### Families with Incomes More Than Twice the Poverty Levela

	Exce	llent	Very	Good	Go	od	Ва	sic	Total Families with Incomes
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	More Than Twice the Poverty Level
Existing - 2015	300	0.1	10,800	2.8	46,000	11.9	101,900	26.4	386,700
FCTP - 2050	1,400	0.4	5,000	1.3	36,200	9.4	100,500	26.0	386,700

#### People with Disabilities<sup>a</sup>

	Excellent		Very	Very Good		Good		ısic	Total Population with	
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Disabilities	
Existing - 2015	200	0.1	14,100	6.4	47,900	21.7	68,300	31.0	220,600	
FCTP - 2050	1,800	0.8	5,100	2.3	43,700	19.8	70,900	32.1	220,600	

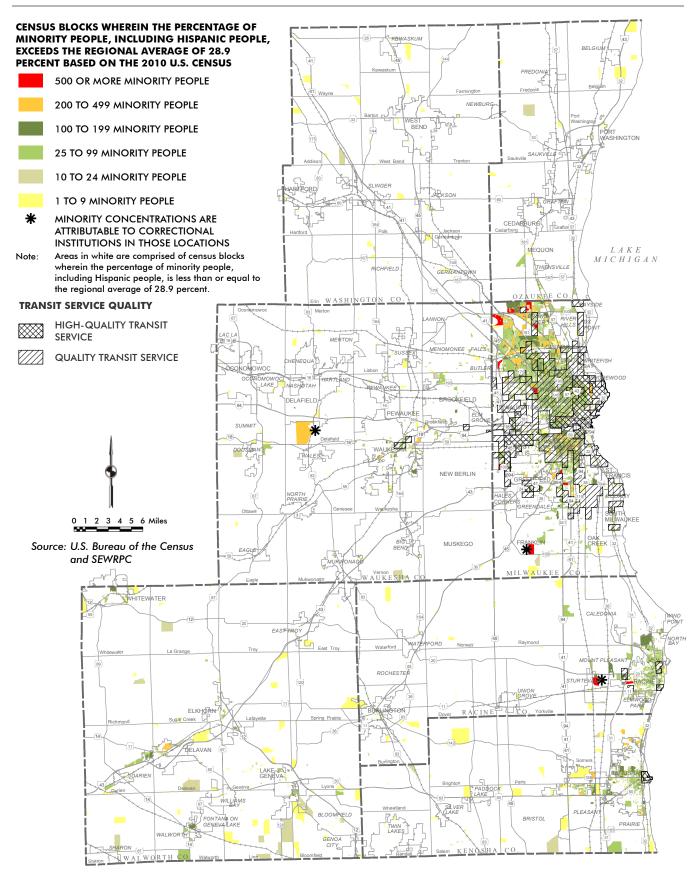
#### People Without Disabilities<sup>a</sup>

	Excellent		Very	Very Good		Good		sic	Total Population Without	
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Disabilities	
Existing - 2015	2,800	0.2	91,200	5.1	308,200	17.1	513,000	28.5	1,749,400	
FCTP - 2050	21,200	1.2	47,000	2.6	244,000	13.6	534,500	29.7	1,749,400	

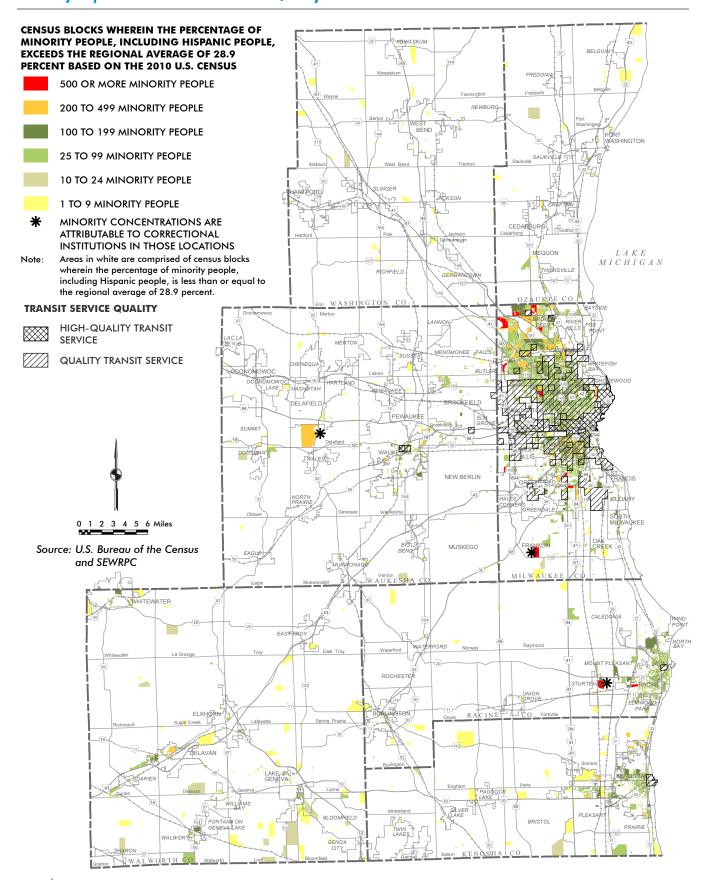
<sup>&</sup>lt;sup>a</sup> Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2008-2012 American Community Survey.

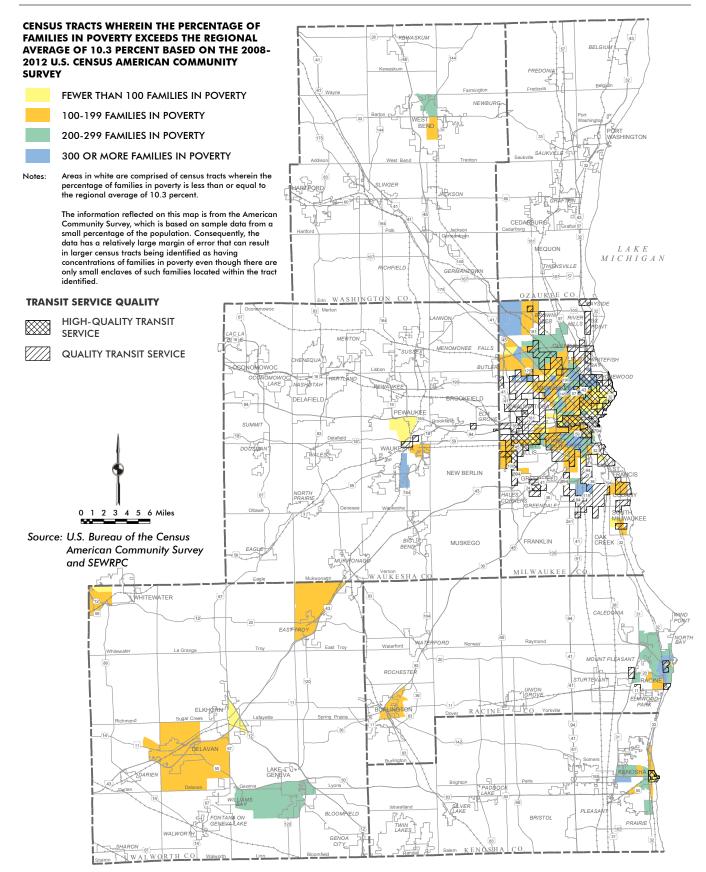
Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

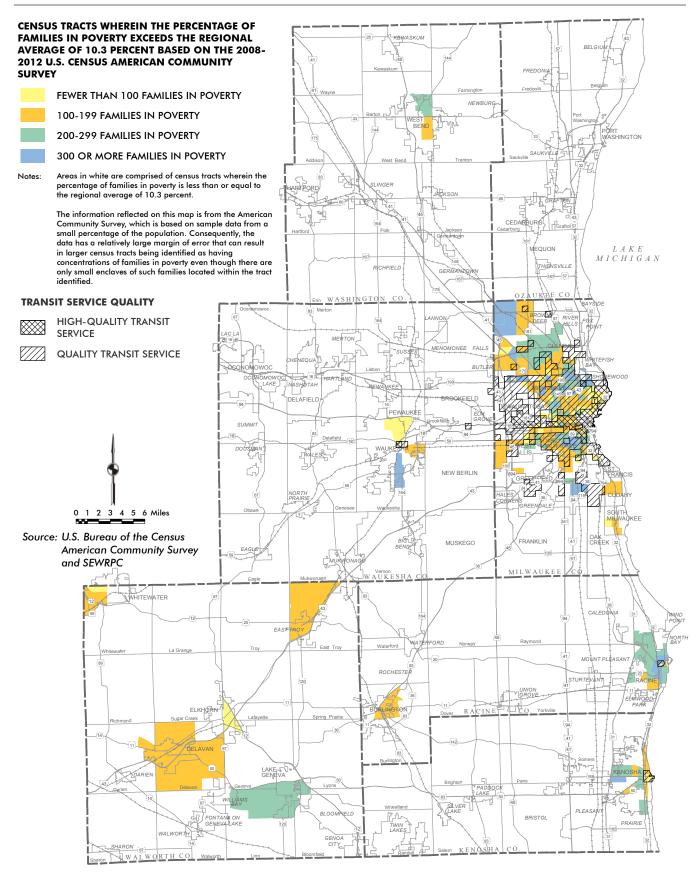
Map N.35
Comparison of Existing Concentrations of Total
Minority Population to Transit Service Quality: Existing



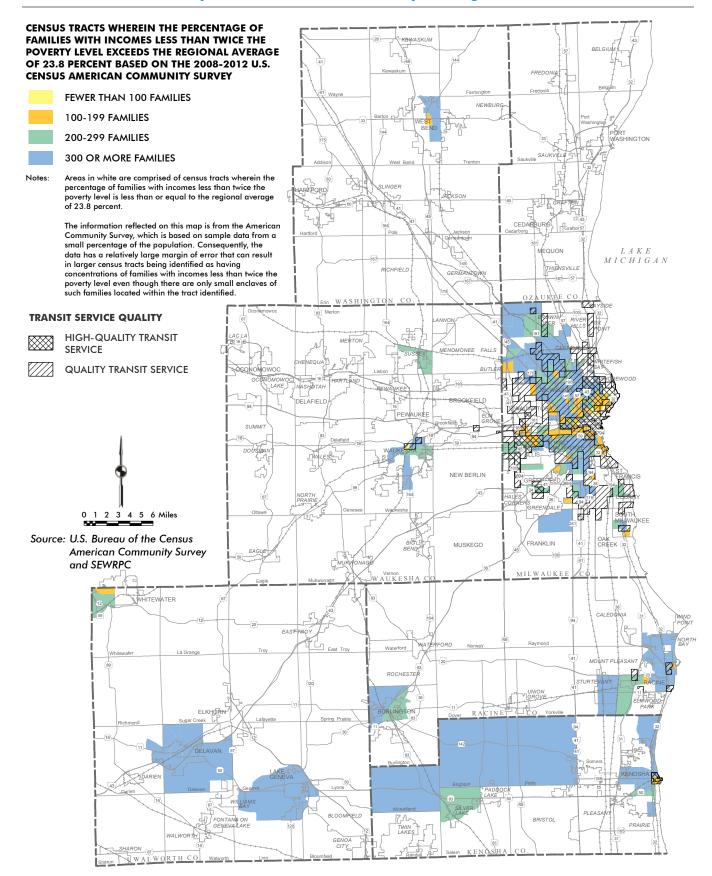
Map N.36
Comparison of Existing Concentrations of Total
Minority Population to Transit Service Quality: FCTP





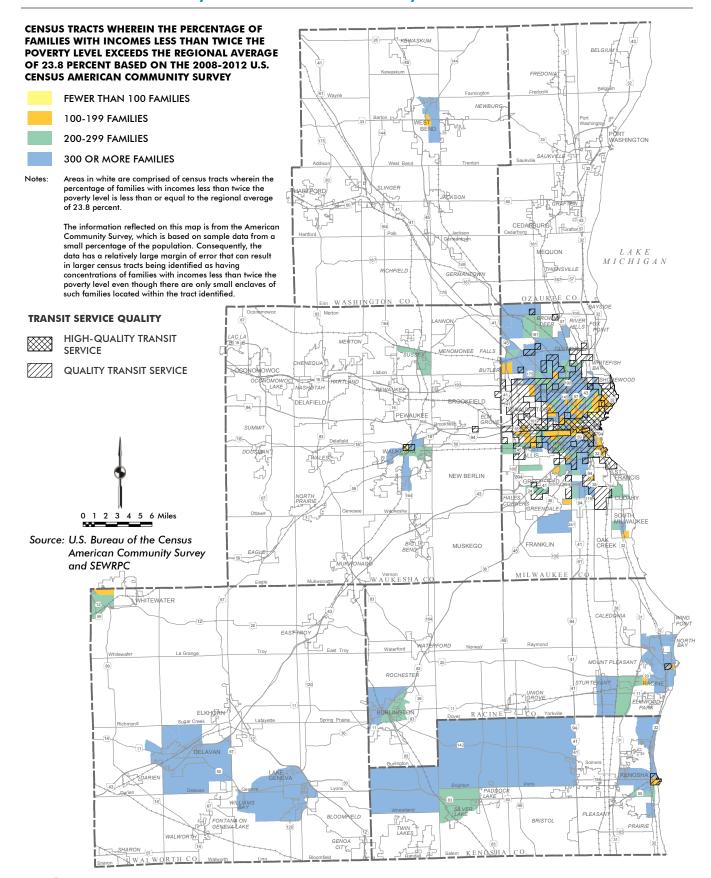


## Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: Existing

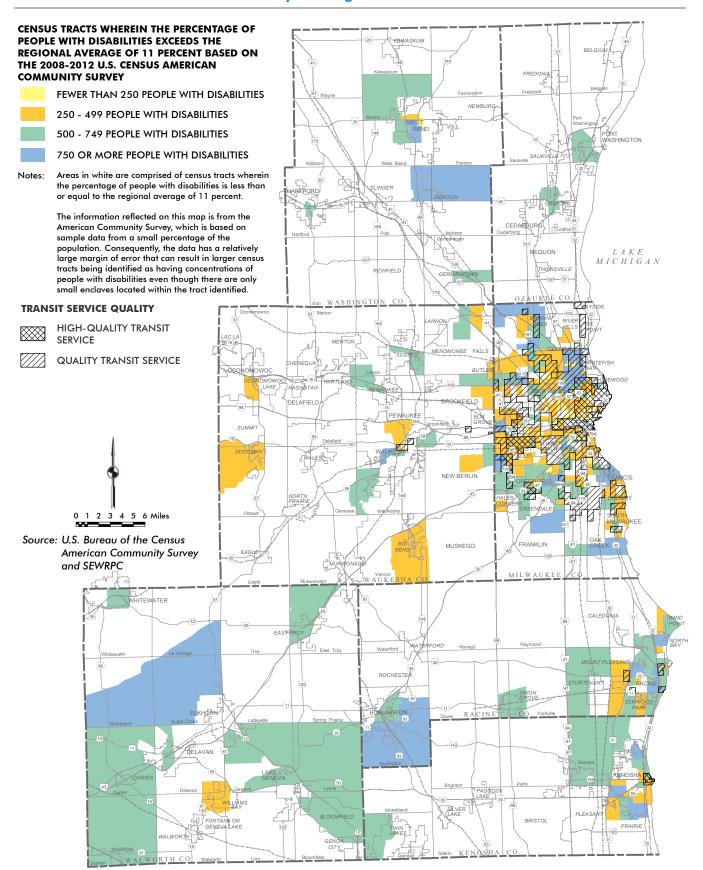


#### **Map N.40**

#### Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: FCTP

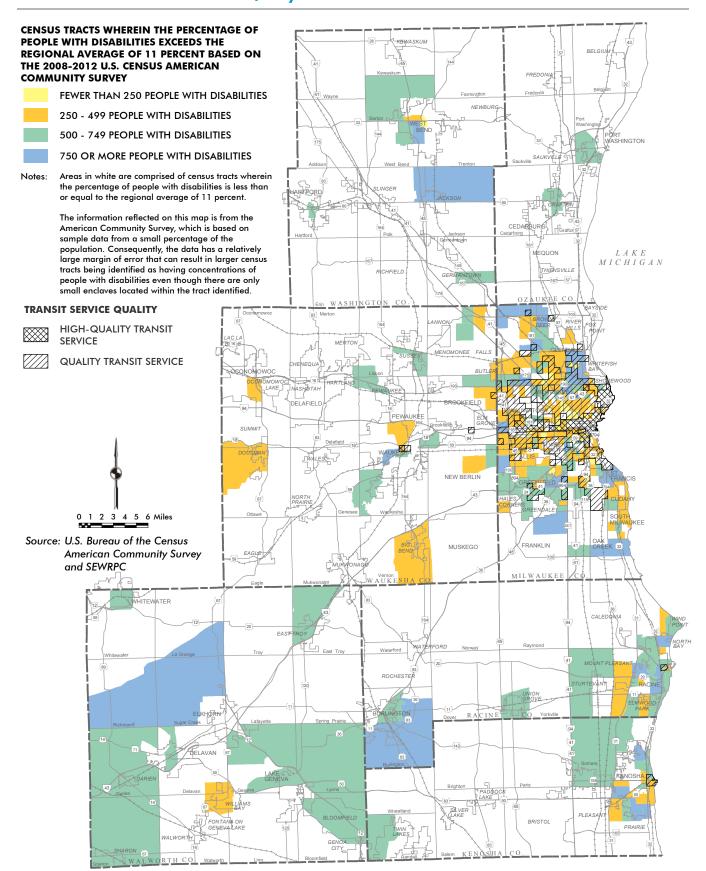


## Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: Existing



#### **Map N.42**

## Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: FCTP



Existing Transit Service: Most of the base year 2015 routes and service areas providing quality transit service in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 279,900 minority people (or 48 percent of the total minority population) and 213,100 non-minority people (or 15 percent of the total non-minority population) are served by quality transit service under existing conditions. With respect to lower-income populations, 24,200 (or 46 percent of) families in poverty and 79,300 (or 17 percent of) families not in poverty are served by quality transit service under existing conditions. About 46,600 (or 39 percent of) families with incomes less than twice the poverty level and 57,100 (or 15 percent of) families with incomes more than twice the poverty level are served by quality transit service under existing conditions. With respect to people with disabilities, 62,200 (or 28 percent of) people with disabilities and 402,200 (or 23 percent of) people not having a disability are served by quality transit service under existing conditions.

With respect to high-quality transit service (Excellent or Very Good), about 51,600 minority people (or 9 percent of the total minority population) and 62,700 non-minority people (or 4 percent of the total non-minority population) are served by high-quality transit service under existing conditions. With respect to lower-income populations, 5,000 (or 10 percent of) families in poverty and 14,900 (or 3 percent of) families not in poverty are served by high-quality transit service under existing conditions. About 8,900 (or 7 percent of) families with incomes less than twice the poverty level and 11,100 (or 3 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 14,300 (or 6 percent of) people with disabilities and 94,000 (or 5 percent of) people not having a disability are served by high-quality transit service under existing conditions.

The FCTP: Most of the transit routes and service areas providing quality transit service under the FCTP would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 231,900 minority people (or 40 percent of the total minority population) and 156,700 non-minority people (or 11 percent of the total non-minority population) would be served by quality transit service under the FCTP. With respect to lower-income populations, 20,600 (or 39 percent of) families in poverty and 60,600 (or 13 percent of) families not in poverty would be served by quality transit service under the FCTP. Similarly, 38,900 (or 32 percent of) families with incomes less than twice the poverty level and 42,600 (or 11 percent of) families with incomes more than twice the poverty level would be served by quality transit service under the FCTP. With respect to people with disabilities, 50,600 (or 23 percent of) people with disabilities and 312,200 (or 18 percent of) people not having a disability would be served by quality transit service under the FCTP.

With respect to high-quality transit service (Excellent or Very Good), about 29,400 minority people (or 5 percent of the total minority population) and 49,900 non-minority people (or 3 percent of the total non-minority population) would be served by high-quality transit service under the FCTP. With respect to lower-income populations, 2,500 (or 5 percent of) families in poverty and 8,200 (or 2 percent of)

families not in poverty would be served by high-quality transit service under the FCTP. Similarly, 4,300 (or 4 percent of) families with incomes less than twice the poverty level and 6,400 (or 2 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the FCTP. With respect to people with disabilities, 6,900 (or 3 percent of) people with disabilities and 68,200 (or 4 percent of) people not having a disability would be served by high-quality transit service under the FCTP.

It is expected that implementing the FCTP would result in the estimated percent change in the proportion of the minority population with quality transit service (17 percent less) being less than that of the non-minority population (26 percent less). Similarly, the estimated percent change in the proportion of families in poverty with quality transit service (15 percent less) would be less than that of families not in poverty (24 percent less), and the estimated percent change in the proportion of families with incomes less than twice the poverty level with quality transit service (17 percent less) would be less than that of families with incomes more than twice the poverty level (34 percent less). The estimated percent change in the proportion of people with disabilities with quality transit service (19 percent less) would be less than that of people without disabilities (22 percent less).

With respect to high-quality transit, it is expected that implementing the FCTP would result in the estimated percent change in the proportion of the minority population with high-quality transit service (43 percent less) being greater than that of the non-minority population (20 percent less). Similarly, the estimated percent change in the proportion of families in poverty with high-quality transit service (50 percent less) would be greater than that of families not in poverty (45 percent less), and the percent change in the proportion of families with incomes less than twice the poverty level with high-quality transit service (52 percent less) would be greater than that of families with incomes more than twice the poverty level (42 percent less). The estimated percent change in the proportion of people with disabilities with high-quality transit service (52 percent less) would be greater than that of people without disabilities (27 percent less).

## MINORITY POPULATIONS AND LOW-INCOME POPULATIONS BENEFITED AND IMPACTED BY NEW AND WIDENED ARTERIAL STREET AND HIGHWAY FACILITIES

An evaluation was conducted as to whether the existing minority populations and low-income populations within the Region would receive a disproportionate share of the impacts—both costs and benefits—of the highway improvements under the FCTP. Specifically, an analysis was conducted to determine the extent to which the existing minority populations and low-income populations living in these areas would receive benefits—such as improved accessibility and improved safety—from the proposed new and widened arterials under the FCTP. As part of this analysis, a select link analysis was conducted to determine whether existing minority populations and low-income populations would be expected to utilize the segments of arterial streets and highways that would be improved under the FCTP. An analysis was also conducted to determine whether the existing minority populations and low-income populations would disproportionately bear any potential impacts from the new and widened facilities.

• Benefits from Arterial Improvements: While minority populations and low-income populations utilize public transit at a higher proportion relative to other modes of travel than non-Hispanic white and higher-income populations in the Region, the automobile is by far the dominant mode of travel for minority populations and low-income populations. In Milwaukee County, about 81 to 88 percent of travel by minority populations to and from work is by automobile (depending on the race or ethnicity), compared to 88 percent of the white population. Similarly, in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income.

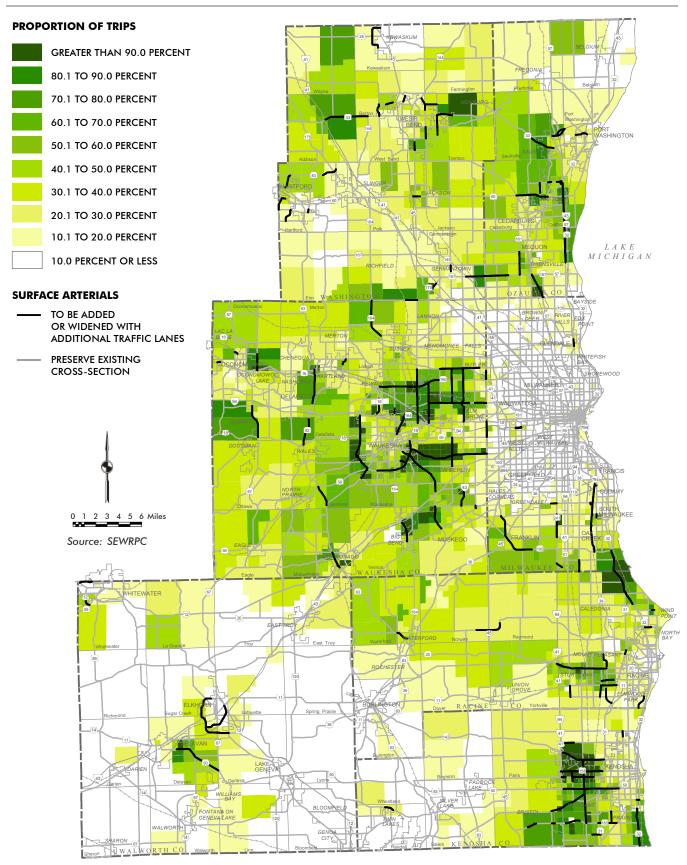
Maps N.43 and N.44 show the percentage of the automobile trips within each TAZ that would utilize the new or widened surface arterial and freeway segments, respectively, under the FCTP. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8). With respect to surface arterials, the areas that would have the greatest use of these improved arterials are largely adjacent, or near, the new or widened surface arterials. The new and widened surface arterials would largely be located outside of existing areas of minority populations and low-income populations.

With respect to freeways, the segments of freeway recommended to be widened under the FCTP would directly serve areas of minority populations and low-income population, particularly in Milwaukee County. As a result, it is expected that minority populations and lowincome populations, particularly those residing adjacent to the freeway widenings, would be utilizing and experiencing benefit from the expected improvement in accessibility associated with the widenings. The FCTP does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. The determination as to whether this seament of IH 43 would be reconstructed with or without additional lanes would be made during preliminary engineering. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how this segment IH 43 would be reconstructed. If it is ultimately determined that this segment of IH 43 is to be reconstructed with additional lanes, the minority populations and low-income populations residing adjacent to this freeway widening would directly benefit from the resulting improvement in accessibility.

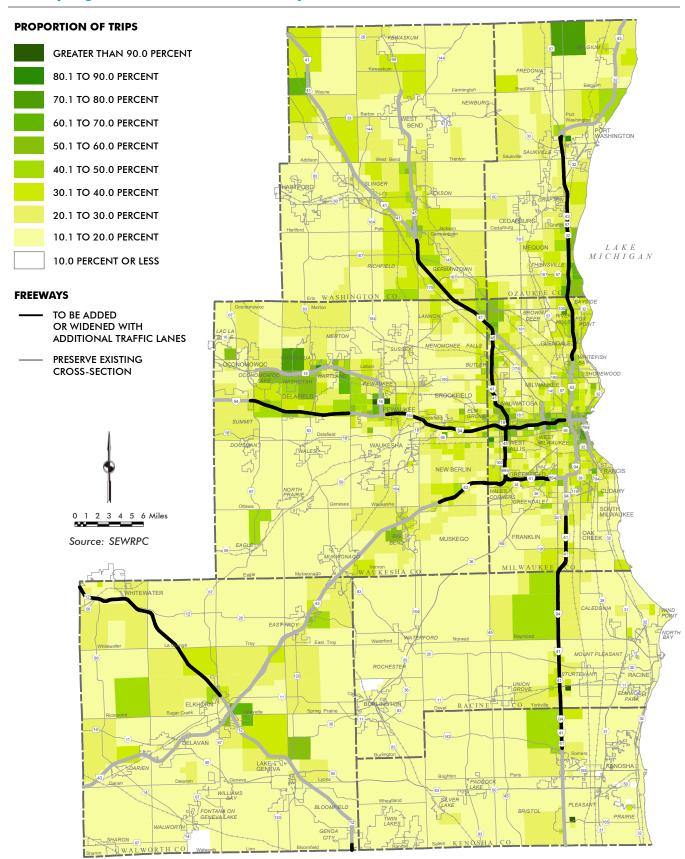
As previously noted, even as traffic volumes increase through the year 2050, the additional arterial street and highway system capacity under the FCTP would modestly improve accessibility to jobs and other activity centers for minority populations and low-income populations.

With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened, there would also be direct benefits to the existing minority populations and low-income populations that would use the widened freeway segments under the FCTP.

Map N.43
Proportion of Automobile Trips Using the New or Widened
Surface Arterial Segments Within Each Traffic Analysis Zone: FCTP



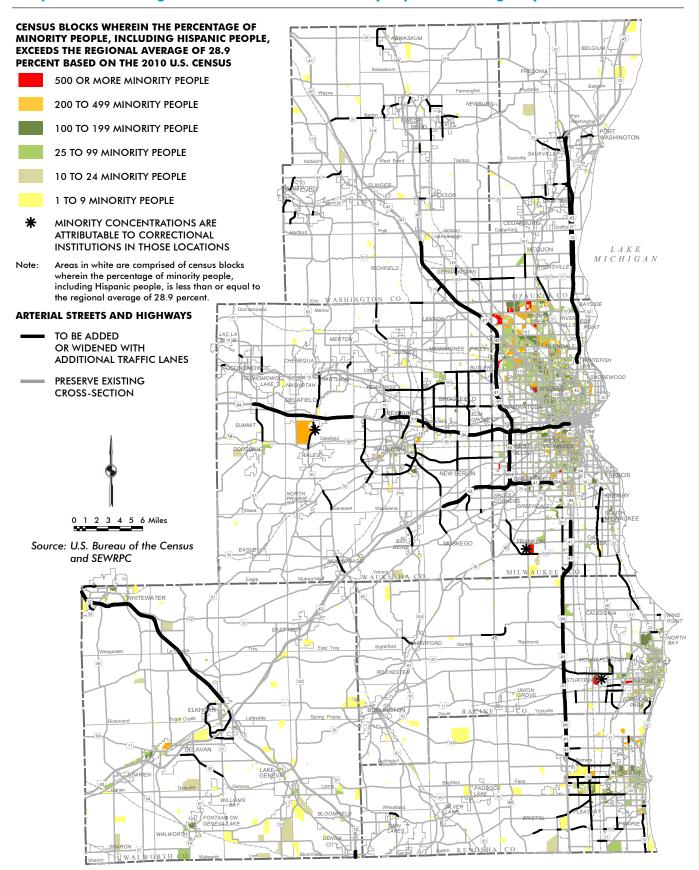
Map N.44
Proportion of Automobile Trips Using the New or Widened
Freeway Segments Within Each Traffic Analysis Zone: FCTP

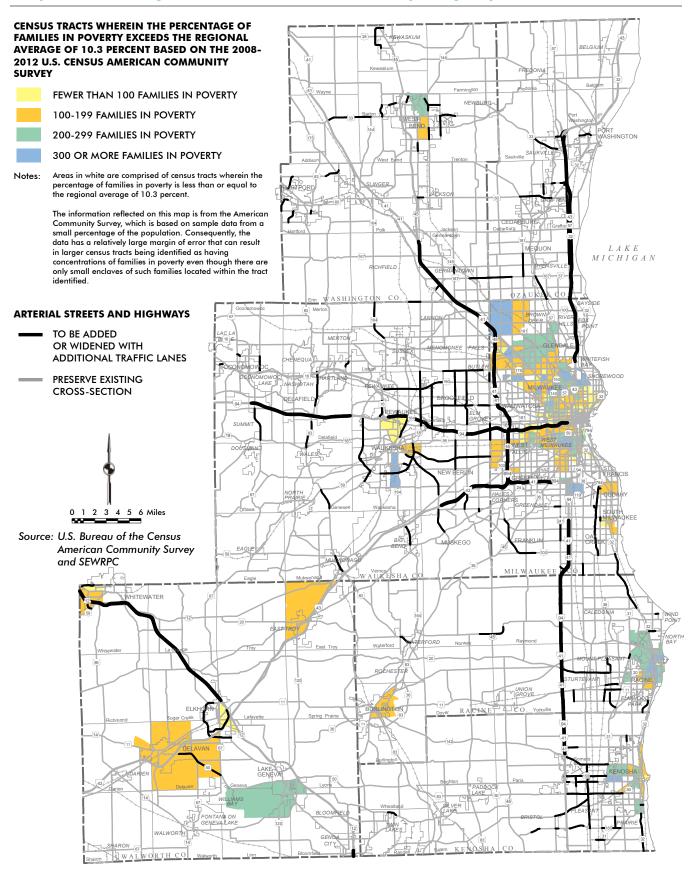


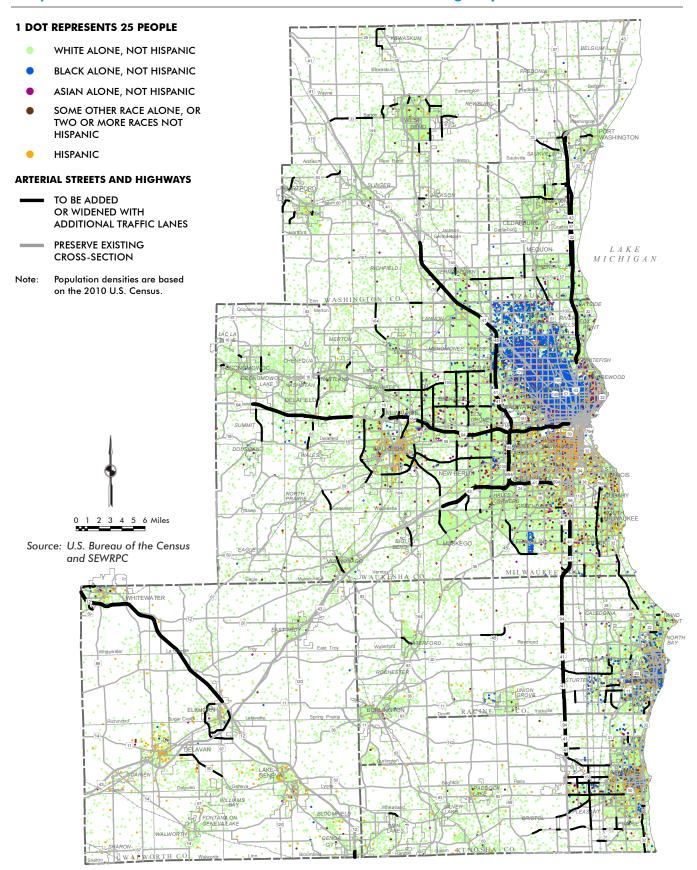
- Impacts of Widenings and New Facilities: Maps N.45 through N.47 compare the locations of the highway capacity improvements under the FCTP to the areas with current concentrations of minority populations and low-income populations. In general, no area of the Region, or minority or low-income community, would be expected to disproportionately bear the impact of these highway improvements. Recommended surface arterial improvements are largely located outside areas of existing minority populations and low-income populations, and therefore their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority populations and low-income populations. With respect to the recommended freeway widenings and new construction, some segments are located adjacent to existing minority populations, but most segments are not.
- Impacts from Freeway Widenings: Maps N.48 and N.49 show the locations of freeways that would be widened under the FCTP compared to the existing locations of areas with concentrations of minority populations and low-income populations. Table N.20 shows the estimated existing minority populations and low-income populations residing in proximity (one-quarter mile to one-half mile) to freeway widenings. Under the FCTP, about 27,100 minority people and 2,800 families in poverty would reside within one-half mile of a freeway widening while 12,600 minorities and 1,400 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 20 to 21 percent) and families in poverty (about 8 percent) residing within one-half mile or one-quarter mile would be below the regional averages of 28.9 percent and 10.3 percent.

If it is ultimately determined that this segment of IH 43 between Howard Avenue and Silver Spring Drive is widened, then about 81,800 minority people and 7,500 families in poverty would reside within one-half mile of a freeway widening while 38,300 minorities and 3,600 families in poverty would reside within one-quarter mile. Accordingly, the proportion of the minority population (about 40 percent) and families in poverty (about 15 percent) residing within one-half mile or one-quarter mile would exceed the regional averages of 28.9 percent and 10.3 percent.

Another way of examining the relative impact of freeway widenings is to compare the proportion of minority population and families in poverty to the proportion of non-minority population and families not in poverty that reside in proximity to the freeway widenings, as shown in Table N.21. Under the FCTP, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 5 percent of the total minority population and families in poverty, compared to about 7 to 8 percent of the non-minority population and families not in poverty. The existing minority population and families in poverty that reside within one-quarter mile of freeway widenings would represent about 2 to 3 percent of the total minority population and families in poverty, compared to about 3 to 4 percent of the non-minority population and families not in poverty.

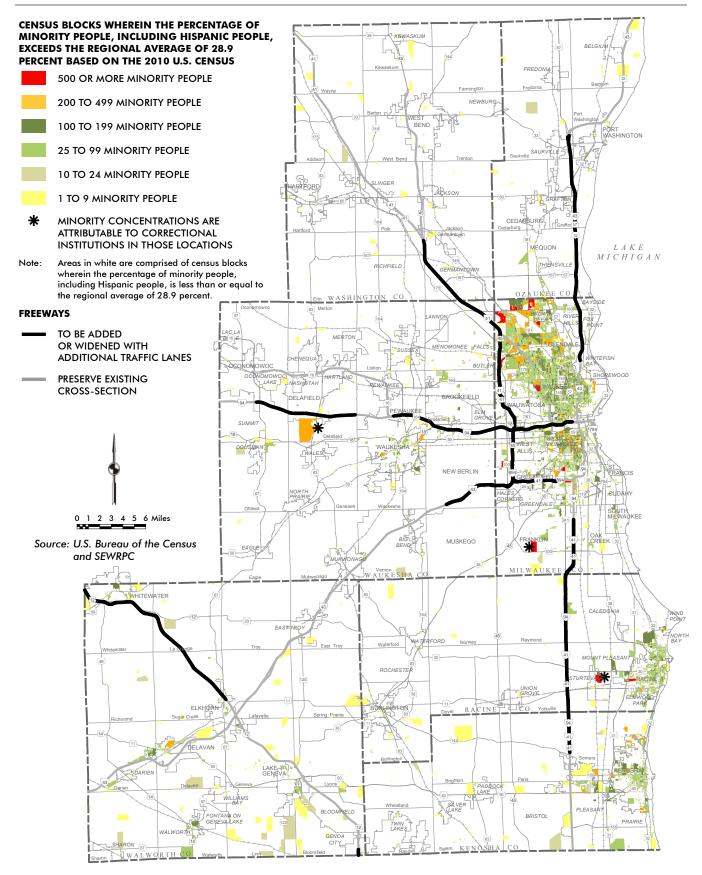


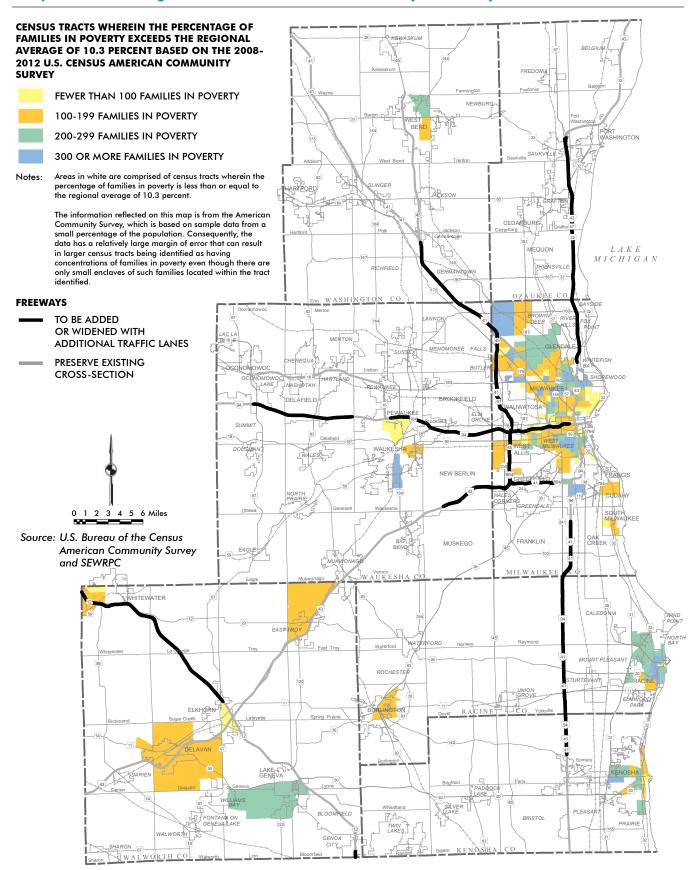




**Map N.48** 

#### Comparison of Existing Concentrations of Total Minority Population to Freeways: FCTP





#### Table N.20 Minority Population and Families in Poverty Residing in Proximity to a Freeway Widening<sup>a</sup>

		Population and	ramilies within	One-Hait Mile			
	Total Population	Minority Po	pulation	Total Families	Families in Poverty		
	Near a Freeway	Near a Freeway Percent		Near a Freeway	Near a Freeway	Percent	
Plan	Widening	Widening	of Total	Widening	Widening	of Total	
FCTP - 2050	133,100	27,100	20.4	37,000	2,800	7.6	

		Population and	Families Withir	One-Quarter Mile		
	Total Population	Minority Po	pulation	Total Families	Families in	Poverty
	Near a Freeway	Near a Freeway	Percent	Near a Freeway	Near a Freeway	Percent
Plan	Widening	Widening	of Total	Widening	Widening	of Total

<sup>&</sup>lt;sup>a</sup> Total population and minority population are based on the 2010 U.S. Census and total families and families in poverty are based on the 2008-2012 American Community Survey.

21.1

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

12,600

# Table N.21 Percent of Total Minority/Non-Minority Populations and Families in Poverty/Families Not in Poverty Residing in Proximity to a Freeway Widening<sup>a</sup>

Population and Families Within One-Half Mile							
Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty			
Piun	Population	Population	in Poverty	Not in Poverty			
FCTP - 2050	5	7	5	8			

18,500

1,400

Population and ramilles within One-Quarter Mile							
Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty			
FCTP - 2050	2	3	3	4			

<sup>&</sup>lt;sup>a</sup> Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

## TRANSPORTATION-RELATED AIR POLLUTION IMPACTS ON MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region's freeways. The lower speeds and starting/stopping of vehicles associated with congested conditions increases the level of transportation air pollutant emissions. Individuals living in proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining, and are expected to continue to decline in the future. This decline is expected to continue through the year 2050, even with the projected approximately 26 percent increase in vehicle-miles of travel for the FCTP. Table N.22 shows that the FCTP would be expected to result in lower levels of transportation-related air pollutant emissions (generally about a 20 to 30 percent decrease in greenhouse gases and 70 to 90 percent decrease in all other transportation-related air pollutants from existing conditions), thereby reducing exposure of

FCTP - 2050

59,700

Table N.22
Transportation-Related Greenhouse Gas Emissions and Other Air Pollutants

		Average Annual Emissions from Transportation Sources (tons)		
Pollutant Name	Туре	Existing (2010)	FCTP (2050)	
Carbon Dioxide (CO <sub>2</sub> )	GHG	10,435,000	7,866,000	
Methane (CH <sub>4</sub> ) (in CO <sub>2</sub> equivalents)	GHG	10,200	7,600	
Nitrous Oxide (N <sub>2</sub> O) (in CO <sub>2</sub> equivalents)	GHG	100,300	35,600	
Carbon Monoxide (CO)	Criteria	124,200	31,500	
Fine Particulate Matter (PM <sub>2.5</sub> )	Criteria	1,382	228	
Sulfur Dioxide (SO <sub>2</sub> )	Criteria and precursor for PM <sub>2.5</sub>	182	57	
Nitrogen Oxides (NO <sub>x</sub> )	Precursor for Ozone/PM <sub>2.5</sub>	28,460	3,250	
Volatile Organic Compounds (VOC)	Precursor for Ozone/PM <sub>2.5</sub>	12,740	2,280	
Acetaldehyde (C <sub>2</sub> H <sub>4</sub> O)	Air toxic	150	27	
Acrolein (C₃H₄O)	Air toxic	15	3	
Ammonia (NH <sub>3</sub> )	Air toxic	704	480	
Benzene (C <sub>6</sub> H <sub>6</sub> )	Air toxic	309	32	
Butadiene (C <sub>4</sub> H <sub>6</sub> )	Air toxic	47	3	
Formaldehyde (CH <sub>2</sub> O)	Air toxic	233	57	

Source: SEWRPC

residents of the Region to these pollutants, including minority populations and low-income populations.

Even with the expected significant reductions in transportation-related air pollutant emissions, residents of the Region, including minority populations and families in poverty, living in proximity to roads with higher traffic volumes, such as freeways, may be exposed to higher levels of transportation-related air pollutants. The following is an assessment of whether there would be an expected disproportionate impact on, or over-representation of, existing minority populations and low-income populations residing along existing and new freeways under the FCTP.

 Evaluation Results: Tables N.23 and N.24 show the existing total and minority population and the existing total number of families and families in poverty that reside in proximity to the freeway system under the FCTP. Maps N.48 and N.49 show the locations of freeways that would be widened under the FCTP compared to the existing locations of areas with concentrations of minority populations and low-income populations. The percentages of the total population located in proximity to the freeway system under the FCTP that are minority or low income are either generally similar to (equal or within a few percent lower or higher), or substantially less than, the percentage of the total minority and low-income populations residing within each county. At the regional level, about 36 percent of the existing population residing within one-half mile or one-quarter mile of a freeway are minorities, compared to about 29 percent of the total population of the Region that are minorities. With regard to existing low-income populations, about 14 percent of the families residing within one-half mile or onequarter mile of a freeway are in poverty, compared to 10 percent of the total families in the Region.

As shown in Table N.25, at the regional level, about 20 percent each of existing minorities and of families in poverty are located within one-half mile of a freeway while about 10 percent are located within one-quarter mile, compared to about 15 percent each of existing

Table N.23
Total and Minority Populations Residing in Proximity to a Freeway<sup>a</sup>

**Population Within One-Half Mile Total and Minority Populations Within Total and Minority Populations One-Half Mile of Existing Freeways Minority Population** Minority Population County **Total Population Population** Percent of Total **Total Population Population** Percent of Total 166,426 Kenosha 36,534 22.0 1,550 230 14.8 Milwaukee 947,735 432,777 45.7 239,200 110,400 46.2 Ozaukee 86,395 5,706 9,500 800 8.4 6.6 195,408 49,994 1,200 7.5 Racine 25.6 90 Walworth 102,228 2,400 13,538 13.2 16,600 14.5 5.7 15,200 840 5.5 Washington 131,887 7,539 9.5 Waukesha 389,891 36,777 9.4 46,300 4,400 2,019,970 582,865 28.9 329,550 119,160 36.2 Region

Population Within One-Quarter Mile							
	Total a	nd Minority Pop	ulations		Minority Populat er Mile of Existir		
		Minority	Population		Minority	Population	
County	Total Population	Population	Percent of Total	Total Population	Population	Percent of Total	
Kenosha	166,426	36,534	22.0	520	35	6.7	
Milwaukee	947,735	432,777	45.7	109,700	49,900	45.5	
Ozaukee	86,395	5,706	6.6	3,400	310	9.1	
Racine	195,408	49,994	25.6	530	45	8.5	
Walworth	102,228	13,538	13.2	6,100	780	12.8	
Washington	131,887	7,539	5.7	7,100	370	5.2	
Waukesha	389,891	36,777	9.4	21,300	2,200	10.3	
Region	2.019.970	582.865	28.9	148.650	53.640	36.1	

<sup>&</sup>lt;sup>a</sup> Total population and minority population are based on the 2010 U.S. Census.

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

non-minorities and of families not in poverty that reside within one-half mile of a freeway and about 7 percent of those same categories who are within one-quarter mile of a freeway. Within each county, the percentages of existing total minority populations and non-minority populations, and the percentages of existing families in poverty and families not in poverty, that reside within one-half mile or one-quarter mile of a freeway are generally equal or within several percent lower or higher.

Table N.24 Families in Poverty Residing in Proximity to a Freeway<sup>a</sup>

Families	Within	One I	u~lf	Mila
ramilles	within	One-i	mait.	wile

I dillilics Willilli Wilc						
	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Existing Freeways		
		Familie	s in Poverty		Familie	s in Poverty
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	42,167	4,024	9.5	930	30	3.2
Milwaukee	218,244	35,962	16.5	54,000	10,300	19.1
Ozaukee	24,344	642	2.6	2,300	60	2.6
Racine	50,148	4,630	9.2	570	20	3.5
Walworth	26,268	2,102	8.0	4,900	470	9.6
Washington	37,757	1,388	3.7	4,300	120	2.8
Waukesha	108,845	3,586	3.3	13,300	420	3.2
Region	507,773	52,334	10.3	80,300	11,280	14.2

#### Families Within One-Quarter Mile

	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Existing Freeways			
		Families in Poverty			Familie	Families in Poverty	
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total	
Kenosha	42,167	4,024	9.5	470	20	4.3	
Milwaukee	218,244	35,962	16.5	25,300	4,800	19.0	
Ozaukee	24,344	642	2.6	1,100	30	2.7	
Racine	50,148	4,630	9.2	290	10	3.4	
Walworth	26,268	2,102	8.0	2,600	250	9.6	
Washington	37,757	1,388	3.7	2,100	60	2.9	
Waukesha	108,845	3,586	3.3	6,700	210	3.1	
Region	507,773	52,334	10.3	38,560	5,380	14.0	

 $<sup>^{\</sup>mathrm{a}}$  Total families and families in poverty are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table N.25
Minority/Non-Minority Populations and Families in Poverty/
Families Not in Poverty Residing in Proximity to a Freeway<sup>a</sup>

**Population and Families Within One-Half Mile** 

		pulation Within Existing Freeways	Percent of Families Within One-Half Mile of Existing Freeways		
County	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty	
Kenosha	0.6	1.0	0.7	2.4	
Milwaukee	25.5	25.0	28.6	24.0	
Ozaukee	14.0	10.8	9.3	9.5	
Racine	0.2	0.8	0.4	1.2	
Walworth	17.7	16.0	22.4	18.3	
Washington	11.1	11.5	8.6	11.5	
Waukesha	12.0	11.9	11.7	12.2	
Region	20.4	14.6	21.8	15.1	

**Population and Families Within One-Quarter Mile** 

	Percent of Po	pulation Within	Percent of F	amilies Within	
	One-Quarter Mile of Existing Freeways		One-Quarter Mile of Existing Freewa		
	Minority	Non-Minority	Families	Families	
County	Population	Population	in Poverty	Not in Poverty	
Kenosha	0.1	0.4	0.5	1.2	
Milwaukee	11.5	11.6	13.3	11.2	
Ozaukee	5.4	3.8	4.7	4.5	
Racine	0.1	0.3	0.2	0.6	
Walworth	5.8	6.0	11.9	9.7	
Washington	4.9	5.4	4.3	5.6	
Waukesha	6.0	5.4	5.9	6.2	
Region	9.2	6.6	10.3	7.3	

<sup>&</sup>lt;sup>a</sup> Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC