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WHAT IS VISION 2050?
VISION 2050 is Southeastern Wisconsin’s long-range land use and transportation plan. It makes recommendations to local and State government to shape and guide land use development and transportation improvement including public transit, bicycle and pedestrian facilities, streets and highways, and freight, to the year 2050. The Commission originally adopted VISION 2050 in 2016, following a three-year process guided by the Commission’s Advisory Committees on Regional Land Use and Transportation Planning.

HOW DOES VISION 2050 GET IMPLEMENTED?

ENDORSE
VISION 2050 was originally adopted by the Regional Planning Commission in July 2016 and sent to the agencies and levels of government responsible for implementing the plan’s recommendations.

REFINE
As an advisory and regional plan, VISION 2050 should be viewed as a framework for more detailed county and local planning, such as local and county comprehensive plans, transit development plans, and jurisdictional highway system plans.

IMPLEMENT
Implementation is complex and relies on the coordinated actions of many different entities. The Commission tracks this implementation and works closely with its many partners to support implementation.
The recommendations in VISION 2050 were developed to achieve specific objectives. These objectives are organized under the four VISION 2050 themes: Healthy Communities, Equitable Access, Costs and Financial Sustainability, and Mobility.

**HEALTHY COMMUNITIES**

This theme revolves around creating healthy communities within our Region, with active transportation options and environmental preservation serving as cornerstones of the theme. Healthy Communities objectives include:

- Vibrant, walkable neighborhoods that contribute to the Region’s distinct character.
- Active transportation options that encourage healthy lifestyles.
- Compact urban development and limited rural development that maximize open space and productive agricultural land.
- Environmentally sustainable development and transportation that minimize the use of nonrenewable resources and adverse impacts on the Region’s natural environment, including biodiversity, air, and water.
- A transportation system that minimizes disruption of neighborhood and community development, including adverse effects on the property tax base.
- Safe and secure travel environments that minimize loss of life, injury, and property damage.

**EQUITABLE ACCESS**

This theme focuses on providing access to opportunity for all of the Region’s residents. Equitable Access objectives include:

- Benefits and impacts of investments in the Region’s transportation system should be shared fairly and equitably and serve to reduce disparities between white and minority populations.
- Affordable transportation and housing that meet the needs and preferences of current and future generations.
- Reduce job-worker mismatch.

**COSTS AND FINANCIAL SUSTAINABILITY**

This theme takes into account the need to make wise investment decisions that consider all the direct and indirect costs of developing the Region’s land and transportation system. Costs and Financial Sustainability objectives include:

- A land development pattern and transportation system that support economic growth and a globally competitive economy.
- A financially sustainable transportation system that minimizes life-cycle capital and operating transportation costs.
- Transportation options that minimize private transportation costs.
- Urban development that can be efficiently served by transportation, utilities, and public facilities.

**MOBILITY**

This theme is aimed at achieving a multimodal transportation system that serves the mobility needs of all of the Region’s residents and provides access to important places and services. Mobility objectives include:

- A balanced, integrated, well-connected transportation system that provides choices among transportation modes.
- Reliable, efficient, and universal access to employment centers, educational opportunities, services, and other important places.
- Well-maintained transportation infrastructure.
- An acceptable level of service on the transportation system.
- Fast, frequent, and reliable public transit services that maximize the people and jobs served.
- Convenient, efficient, and reliable movement of goods and people.
ABOUT THE 2020 REVIEW AND UPDATE
The long-range land use and transportation plan is updated every four years, in part to fulfill federal requirements, and this is the first update of VISION 2050 since the plan was adopted in 2016. Changes made as part of the 2020 Review and Update do not represent a major overhaul of the original plan. More details, including the full report and updated VISION 2050 recommendations, can be found at vision2050sewis.org.

1. Reviewed plan implementation to date
   Staff worked with plan implementors to collect and record activity toward plan recommendations.

2. Reviewed year 2050 forecasts
   Staff reviewed the year 2050 forecasts underlying the plan to confirm their continued validity.

3. Collected public and stakeholder feedback
   Staff shared information about plan implementation and the review of plan forecasts and collected information about concerns and changes in priority related to VISION 2050.

4. Updated plan recommendations, equity analyses, and funding analysis
   After considering the results of the first three steps, staff made updates to plan recommendations and updated the plan’s equity and transportation funding analyses. Staff then obtained public and stakeholder feedback on these draft updates.

5. Completed plan update
   Staff finalized the 2020 Update, which was adopted by the Regional Planning Commission in June 2020. Changes made to the plan as part of the 2020 Update are reflected in a Second Edition of Volume III of the VISION 2050 report.

The 2020 Update was finalized during the first few months of the COVID-19 global pandemic and the Commission recognizes there could be long-term impacts from the virus. Staff will continue to monitor possible impacts and revise the plan as necessary. Despite the potential for changes, it remains important to implement VISION 2050 and achieve the substantial benefits the plan offers.
As a part of the 2020 Review and Update, the year 2050 forecasts underlying the plan were compared to current estimates. Overall, the plan forecasts remain valid for long-range land use and transportation planning purposes.

**Population**

2018 population estimates for the Region are slightly lower than forecasts, although it has only been a short period since the forecasts were developed.

**Employment**

2018 employment estimates are considerably higher than forecasts; however, long-term forecasts are not intended to reflect short-term economic cycles.
TRENDS IN ECONOMIC GROWTH AND THE NEED TO ATTRACT NEW RESIDENTS

The 2020 Review and Update re-affirmed that Southeastern Wisconsin has reached a pivotal point in its development. Specifically, population is growing at a slower pace than jobs, which means there will not be enough workers to fill additional, new jobs. **To grow the economy, we will need to compete with other parts of the country and the world to attract new residents.**

**NET MIGRATION TO THE REGION BY DECADE**

<table>
<thead>
<tr>
<th>Decade</th>
<th>Historical</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950s</td>
<td>-150,000</td>
<td></td>
</tr>
<tr>
<td>1960s</td>
<td>-100,000</td>
<td></td>
</tr>
<tr>
<td>1970s</td>
<td>-50,000</td>
<td></td>
</tr>
<tr>
<td>1980s</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>1990s</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>2000s</td>
<td>100,000</td>
<td></td>
</tr>
<tr>
<td>2010s</td>
<td>150,000</td>
<td></td>
</tr>
</tbody>
</table>

NEW RESIDENTS NEEDED TO GROW JOBS

- 2020s
- 2030s
- 2040s

*Credit: VISIT Milwaukee*

*Credit: SEWRPC Staff*

*Credit: VISIT Milwaukee*

*Credit: Washington County*
The 2020 Update included two rounds of public involvement to better understand how concerns and priorities for the Region have changed since VISION 2050 was developed. When the second round of in-person meetings were canceled due to COVID-19 safety precautions, virtual meetings and an online survey were used to share information and collect feedback. Themes from public feedback are identified below.

### PUBLIC OUTREACH

**13** interactive in-person meetings  
**2** online questionnaires  
**2** virtual meetings  
**402** total participants

### LAND USE

- Support for the recommended compact development pattern  
- Regarding single-family lot size, support for homes on both smaller and larger lots

### PUBLIC TRANSIT

Over **90%** of participants said they would support increasing funding for public transit.  
✓ Participants identified a number of transit improvements, most of which are consistent with the plan.

### STREETS AND HIGHWAYS

Many participants shared concerns about roadway safety for drivers, bicyclists, and pedestrians, including issues around:  
- Reckless and inattentive driving  
- Lack of dedicated bike lanes, paths, sidewalks, or safe crossings  
- Traffic congestion

### BICYCLE AND PEDESTRIAN

What types of biking and walking improvements would you like to see more of in the Region?

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Number</th>
<th>Total Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected or buffered bike lanes</td>
<td>125</td>
<td>178</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>Curb ramps or other accessibility</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>Enhanced crosswalks/ pedestrian signals</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>Multi-use paths</td>
<td>92</td>
<td></td>
</tr>
</tbody>
</table>

Many participants indicated they would like to see more enhanced bike facilities in the Region.
THE PLAN WILL CONTINUE TO RECOMMEND:

- Focus on new urban development in urban centers
- Reverse trend in declining density and provide a mix of housing types and uses
- Preserve primary environmental corridors
- Preserve productive agricultural land

HOW ARE WE DOING?

- Growth in multifamily housing development
- Most new residential lots created within planned urban service areas
- New single-family housing development at lower densities than recommended
- Primary environmental corridors protected and additional corridors identified
- Of prime agricultural land developed, most has been in locations not consistent with plan

No changes were made to the Land Use Component of VISION 2050

94% of Primary Environmental Corridors are Protected

Residential Lots Created: 2010-2018

<table>
<thead>
<tr>
<th>Within Planned Urban Service Areas</th>
<th>Outside Planned Urban Service Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>86%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Single-Family Lot Size in Sewered Areas: 2010-2018

<table>
<thead>
<tr>
<th>10,000 Square Feet (¼-acre) or Less</th>
<th>Greater Than 10,000 Square Feet (¼-acre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14%</td>
<td>86%</td>
</tr>
</tbody>
</table>

New Housing Units: 2010-2018

<table>
<thead>
<tr>
<th>Single-Family</th>
<th>Multifamily</th>
<th>Two-Family</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,353 (39%)</td>
<td>19,125 (56%)</td>
<td>1,656 (5%)</td>
</tr>
</tbody>
</table>
THE PLAN WILL CONTINUE TO RECOMMEND:
- Significant improvement and expansion of the public transit system, including commuter rail, rapid transit, and improved fixed and flexible transit services
- Programs to improve access to suburban employment
- “Transit first” designs on urban streets
- Other initiatives to promote transit use and improve quality of service

HOW ARE WE DOING?
- Modest increase in transit services with 3 new express bus routes in Milwaukee County, new and extended bus service to Kenosha area employment centers, and new countywide shared-ride taxi in Walworth County
- New streetcar service in the City of Milwaukee
- Service reductions on 5 MCTS freeway flyer routes
- Elimination of MCTS Joblines and 5 special service routes

RECENT CHANGES TO TRANSIT SERVICE

Additions/Expansions:
- Three new MCTS express bus routes
- New streetcar service in Milwaukee (The Hop)
- New Kenosha Area Transit bus service to job centers
- New countywide shared-ride taxi service in Walworth County
- Funding for East-West BRT line in Milwaukee County

Reductions:
- Elimination of Joblines between Milwaukee and Waukesha County
- Reductions in 5 freeway flyer service routes
- Elimination of 5 MCTS special service routes

FUNDING SHORTFALL
Without additional funding, service levels are expected to decline by about 35 percent by 2050 under the Fiscally Constrained Transportation System—rather than double as recommended in the plan.

CHANGES TO THE PLAN:
- Update the routing of the recommended rapid transit line along 27th Street in southern Milwaukee County
- Extend the recommended express bus route in western Kenosha County from Twin Lakes to Genoa City
- Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas
- Recommend the Commission continue its Workforce Mobility Team, which helps employers address issues related to workforce transportation

Public Transit Service Levels

Credit: VISIT Milwaukee
THE PLAN WILL CONTINUE TO RECOMMEND:

**Travel Demand Management**
- Enhancing preferential treatment for transit and high-occupancy vehicles through HOV bypass and transit-only lanes
- Expanding the network of park-ride lots
- Pricing personal vehicle travel at its true cost
- Facilitating transit, bicycle, and pedestrian movement in local land use plans and zoning

**Transportation Systems Management**
- Expanding TSM measures currently in place, including closed-circuit television cameras, ramp meters, variable message signs, and signal coordination
- Implementing new TSM measures that leverage emerging technology such as advanced traffic sensors and adaptive traffic signals
- Implementing parking management and guidance systems and demand-responsive parking in major activity centers

CHANGES TO THE PLAN:
- Add a new recommendation to encourage government entities to work with private-sector mobility providers (e.g., Uber/Lyft or Bublr Bikes) on possible partnerships to advance an equitable, affordable, and efficient transportation system

**What is travel demand management (TDM)?**
The use of tools and strategies to reduce single-occupancy vehicle travel or to shift travel times and routes to allow more efficient use of the transportation system. Implementing TDM measures can reduce traffic congestion, improve air quality, and save travelers time and money.

**What is transportation systems management (TSM)?**
TSM aims to maximize the capacity of the existing transportation system and improve safety through tools and technologies that minimize the impact of traffic incidents and improve traffic flow.

THE PLAN WILL CONTINUE TO RECOMMEND:
- Pursuing a new truck-rail intermodal facility
- Improving accommodation of oversize/overweight (OSOW) shipments
- Constructing the Muskego Yard bypass
- Addressing congestion and bottlenecks on the regional highway freight network

No changes were made to the freight transportation element of VISION 2050
THE PLAN WILL CONTINUE TO RECOMMEND:

- Expanding the on-street bike network, including enhanced bike facilities (e.g., protected or buffered bike lanes) in key regional corridors
- Expanding off-street paths to provide a well-connected network
- Providing sidewalks in areas of existing or planned urban development
- Minimizing crashes involving bicyclists and pedestrians

How are we doing?

<table>
<thead>
<tr>
<th>Category</th>
<th>2015</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street Bike Accommodations</td>
<td>886.5 Miles</td>
<td>1,000 Miles</td>
</tr>
<tr>
<td>Off-Street Multi-Use Paths</td>
<td>209 Miles</td>
<td>311 Miles</td>
</tr>
<tr>
<td>Bike Share Stations</td>
<td>0</td>
<td>20</td>
</tr>
</tbody>
</table>

Recent expansion of bike facilities:

- Additional miles of separated multi-use paths within the right-of-way: 30
- Additional miles of buffered or protected bike lanes: 5

Changes to the plan:

- Update the bike network to reflect the recently adopted Washington County Bikeway and Trail Network Plan and recent changes to the recommended Route of the Badger trail network
- Emphasize bike boulevards as an option when a nearby arterial street has limited right-of-way that restricts construction of a standard or enhanced bike facility
- Recommend expanding dockless scooters, dockless bike share, and electric bikes (e-bikes) in addition to bike share and address the benefits and potential safety concerns

Safety:

Total crashes involving bicyclists or pedestrians resulting in a fatality or a serious injury:

- Bicycles
- Pedestrians

How are we doing?

- Expansion of the on-street, off-street, and enhanced bike facility networks
- Bike share expansion
- Total crashes involving pedestrians has increased slightly
- Total crashes involving bicyclists has decreased slightly
- Crashes involving pedestrians resulting in a fatality or serious injury has increased
- Crashes involving bicyclists resulting in a fatality or serious injury has decreased
VISION 2050
BIKE NETWORK

BICYCLE FACILITIES

- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY

Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a bike boulevard on a nearby parallel nonarterial.

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET

Source: SEWRPC
THE PLAN WILL CONTINUE TO RECOMMEND:
- Keeping the arterial street and highway system in a state of good repair
- Incorporating Complete Streets concepts
- Strategically expanding arterial capacity to accommodate all roadway users and address residual congestion
- Minimizing total traffic crashes, along with crashes involving fatalities and serious injuries

CHANGES TO THE PLAN:
- Incorporate strategies to address reckless driving
- Add curbside management strategies as emerging complete streets examples
- Recommend monitoring the growth and development of automated vehicles related to how they could impact the plan
- Remove the STH 60 northern reliever route, originally planned northeast of the City of Hartford, from the plan

HOW ARE WE DOING?
- Approximately 450 miles of 3,600-mile arterial system have been resurfaced, reconditioned, or reconstructed
- 8 miles of new facilities have been constructed or are under construction and 51 miles of facilities planned to be widened have been constructed or are under construction
- Total vehicular crashes and crashes involving a serious injury have increased since 2015
- The number of fatal crashes and fatalities has decreased slightly since 2015
- Complete Streets projects are being implemented throughout the Region, including “road diets” in Racine and Milwaukee and enhanced bike/ped facilities in Wauwatosa, Milwaukee, and Waukesha County

VEHICULAR CRASHES

SYSTEM MAINTENANCE

FUNDING SHORTFALL
Without additional funding, fewer streets and highways will be reconstructed, widened, or newly constructed. Many roadways will instead be rehabilitated, likely resulting in poorer pavement quality.
Note: VISION 2050 does not make any recommendation with respect to whether this segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. This would be made during preliminary engineering, after which VISION 2050 would be amended to reflect the decision made as to how this segment of IH 43 would be reconstructed. Any construction along this segment of IH 43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.
FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS
ADDITIONAL TRAFFIC LANES
PRESERVE EXISTING CROSS-SECTION
NEW INTERCHANGE
FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS
EQUITY
UPDATED EQUITY ANALYSIS

ABOUT THE UPDATED EQUITY ANALYSIS
VISION 2050 identified significant disparities between the white population and people of color in the Region with respect to educational attainment levels, per capita income, and poverty. Reducing these systematic disparities will require significant action on many fronts. The equity analysis evaluates whether the benefits and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region.

The results show that implementing VISION 2050 would help to reduce these disparities by providing more equitable access to opportunities through improved access to jobs, education, healthcare, and other activities. It also found that without additional funding to implement the VISION 2050 public transit element, a disparate impact on the Region’s people of color, low-income populations, and people with disabilities is likely to occur.

SUMMARY OF CONCLUSIONS

LAND USE:

- While all land use recommendations would have a positive impact on the Region’s population as a whole, many recommendations would have a particularly positive impact on people of color, low-income populations, and people with disabilities
- None would have an adverse impact on these population groups

STREETS AND HIGHWAYS:

- No area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements

PUBLIC TRANSIT:

- VISION 2050 would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education and other activities
- A disparate impact to these population groups is likely unless additional funding is provided for transit

CONCENTRATIONS OF TRADITIONALLY UNDERSERVED POPULATIONS:
The equity analysis evaluates how areas with higher-than-average proportions of people of color, families in poverty, and people with disabilities will be served by the recommended plan and, as applicable, the fiscally constrained transportation system.

POPULATION BY RACE AND ETHNICITY

Note: Population densities are based on the 2010 U.S. Census.
About the Updated Financial Analysis

An updated financial analysis identified a significant funding gap between reasonably expected revenues and the estimated costs to implement the VISION 2050 transportation system. Without additional funding, the significant improvement and expansion of the Region’s public transit system and the expansion and reconstruction of roadways recommended in the plan will not be possible. The 2020 Review and Update identifies the fiscally constrained portion of the public transit system and the arterial street and highway system, which are shown on pages 10 and 16, respectively. This is the portion of the plan that can be implemented without additional funding.

The financial analysis presents potential funding sources that could be considered, along with estimates of the revenue each source could potentially generate on an annual basis. Increasing funding to address the transportation funding gap in the Region will require State action and may also need support from federal or local elected officials.

### Investment Required for VISION 2050 (as Updated)

<table>
<thead>
<tr>
<th></th>
<th>Average Annual in Millions of 2019$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>$201 / $285 / $486</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian</td>
<td>$6</td>
</tr>
<tr>
<td>Streets &amp; Highways</td>
<td>$860 / $98 / $958</td>
</tr>
</tbody>
</table>

### Funding Available for VISION 2050 (as Updated)

<table>
<thead>
<tr>
<th></th>
<th>Average Annual in Millions of 2019$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>$88 / $145 / $233</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian</td>
<td>$6</td>
</tr>
<tr>
<td>Streets &amp; Highways</td>
<td>$493 / $79 / $572</td>
</tr>
</tbody>
</table>
FUNDING THE PLAN

POTENTIAL REVENUE SOURCES TO ADDRESS THE TRANSPORTATION FUNDING GAP

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$180 Million Annually</td>
<td>0.5% in seven counties A local sales tax is a common source of local funding for public transit in other parts of the country. Funding public transit through a sales tax in the Region would involve an increase in existing sales tax rates.</td>
</tr>
<tr>
<td></td>
<td>$150 Million Annually</td>
<td>0.5% in four counties</td>
</tr>
<tr>
<td>Wheel Tax</td>
<td>$15 Million Annually</td>
<td>A local wheel tax (vehicle registration fee) can be used to increase funding for transportation at the local level. Currently, 12 counties and 28 cities, towns, and villages in Wisconsin have enacted local wheel taxes. This would require an increase in the existing vehicle registration fee.</td>
</tr>
<tr>
<td></td>
<td>$45 Million Annually</td>
<td></td>
</tr>
<tr>
<td>Gas Tax</td>
<td>$90 Million Annually</td>
<td>The gas tax is a primary revenue source for transportation funding at both the state and federal levels. Improvements in fuel efficiency continue to reduce the effectiveness of this revenue source, which is not currently indexed to inflation. This would require an increase in the existing gas tax.</td>
</tr>
<tr>
<td></td>
<td>$45 Million Annually</td>
<td></td>
</tr>
<tr>
<td>VMT Fee</td>
<td>$90 Million Annually</td>
<td>Implementing a vehicle-miles traveled (VMT) fee would involve charging a fee to drivers of passenger vehicles and light trucks based on the total distance they drive during a year. This revenue source is currently being studied by several states.</td>
</tr>
<tr>
<td>Highway Use Fee</td>
<td>$80 Million Annually</td>
<td>2.5% of MSRP A highway use fee would involve charging a one-time fee on new passenger vehicle purchases based on a percent of the MSRP.</td>
</tr>
<tr>
<td>Tolling</td>
<td>$150 Million Annually</td>
<td>4 cents per mile Tolling, which has recently been studied by WisDOT, would require a motorist to pay a fee to use a particular highway facility.</td>
</tr>
</tbody>
</table>
CONSEQUENCES OF INSUFFICIENT FUNDING FOR STREETS AND HIGHWAYS
Postponing freeway reconstruction and not adding capacity on highly congested segments would likely result in:

- Costly emergency repairs and inefficient pavement maintenance due to unnecessary (and increasingly ineffective) repaving projects
- Increased traffic congestion and travel delays, along with decreased travel reliability
- Increased crashes due to traffic congestion, outdated roadway design, and deteriorating roadway conditions

CONSEQUENCES OF INSUFFICIENT FUNDING FOR TRANSIT
The 35 percent reduction in transit service expected under the fiscally constrained system would result in:

- Reduced access to jobs, healthcare, education, and other daily needs, particularly for households without access to a car, which is more likely to affect people of color, low-income residents, people with disabilities, and seniors
- Smaller labor force available to employers
- Reduced traffic carrying capacity in the Region’s heavily traveled corridors
- Reduced ability to develop compact, walkable neighborhoods that improve access and safety for people walking, and encourage active lifestyles