

Southeastern Wisconsin **Regional Planning Commission**



Playing the Long Game

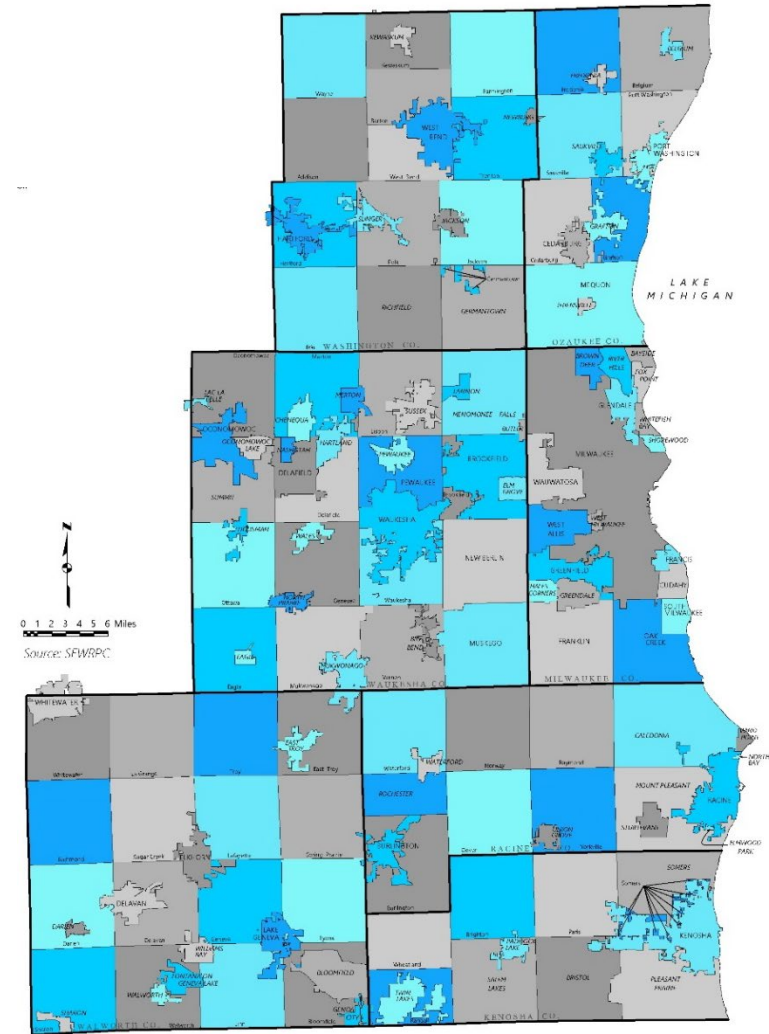
APA WI Conference
September 21, 2023

●●●●● About SEWRPC

➤ One Region

- 7 counties
- 147 cities, villages, and towns
- 5% of State's land area, 35% of State's population and jobs

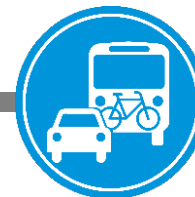
➤ Advisory land use and infrastructure planning to local, county, and State governments



- Analyses and advisory recommendations for local governments
- 29 member Advisory Committee guided the process
 - County, local, and State government representatives
 - Home builders
 - Housing advocacy organizations
 - Research and policy organizations

VISION

“Financially sustainable housing for people of all income levels, age groups, and needs throughout the entire Southeastern Wisconsin Region.”



●●●●● Affordable Housing Need

- Generally-accepted standard – household should spend no more than 30% of its income on housing (including rent, mortgage, taxes, insurance, and utilities)
- 282,500 or 36% of Region households spend more than 30% of their income on housing
 - Two-thirds of these households are below the median household income of \$53,879



●●●●● Affordable Housing Need

➤ Subsidized housing need

- Households with income less than 50% of median income
- 187,000 or 24% of Region households



➤ Multifamily housing need

- Households with incomes 50 to 80% of median income
- 127,000 or 16% of Region households



➤ Modest single-family housing need

- Households with incomes 80 to 135% of median income
- 191,000 or 24% of Region households

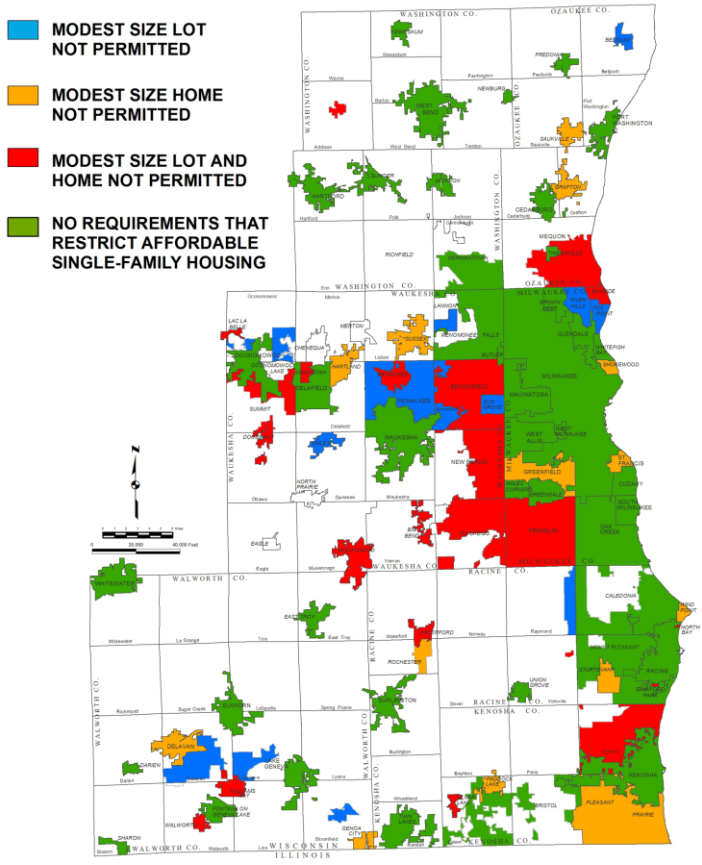


●●●●● Accessible Housing Need

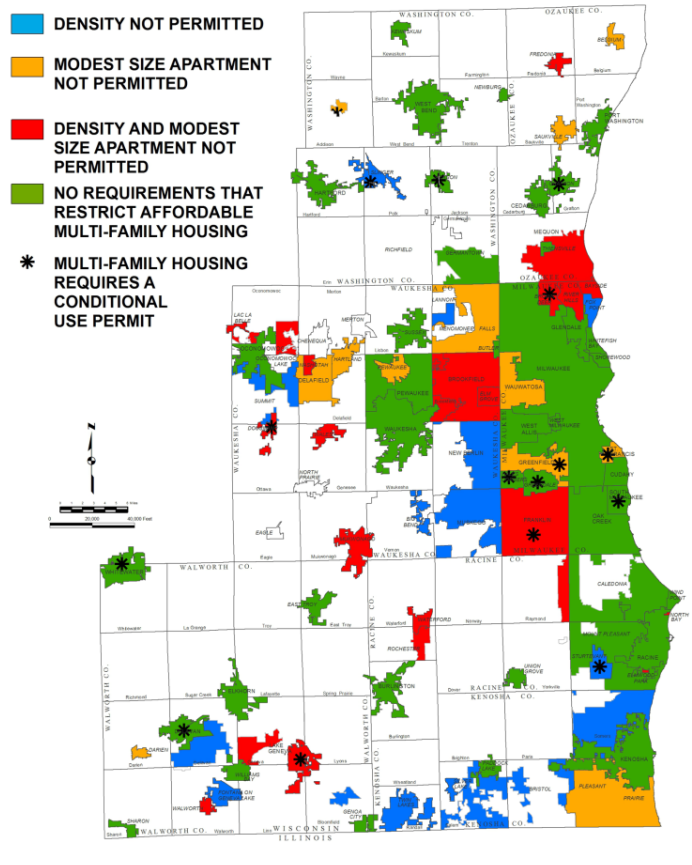
- Demand for accessible housing exceeds, and will continue to exceed supply
 - Percentage of Region's residents age 65 and over projected to increase from 13% to 21% by 2050
- Affordability is a particular concern
- New multifamily housing will increase the supply of housing that is accessible and affordable



New Housing Development



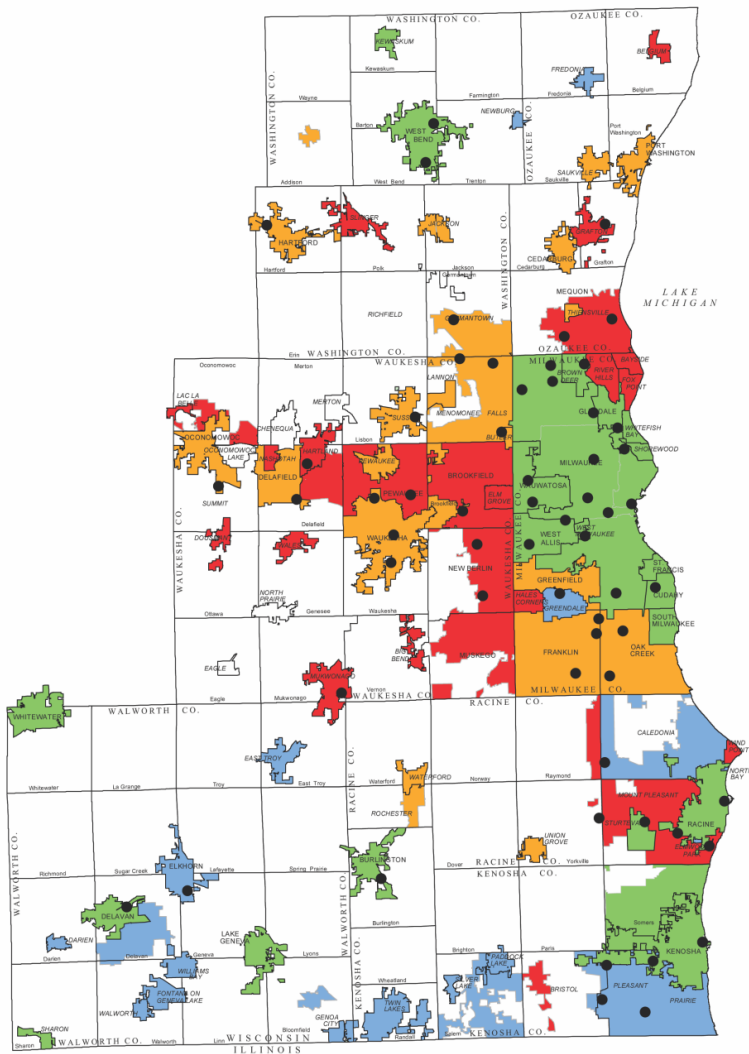
➤ Zoning regulations and comprehensive plans in some communities discourage modest single-family housing








➤ Zoning regulations and comprehensive plans in some communities discourage modest multifamily housing

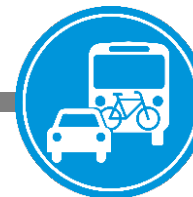


Job/Housing Balance



PROJECTED JOB/HOUSING IMBALANCES IN SEWERED COMMUNITIES IN THE SOUTHEASTERN WISCONSIN REGION: 2035

-  SHORTAGE OF LOWER-COST HOUSING COMPARED TO LOWER-WAGE JOBS
-  SHORTAGE OF MODERATE-COST HOUSING COMPARED TO MODERATE-WAGE JOBS
-  SHORTAGE OF BOTH
-  NO SHORTAGE OF AFFORDABLE HOUSING COMPARED TO JOB WAGES
-  MAJOR EMPLOYMENT CENTER: 2035



Job-Housing-Transit Connections 9

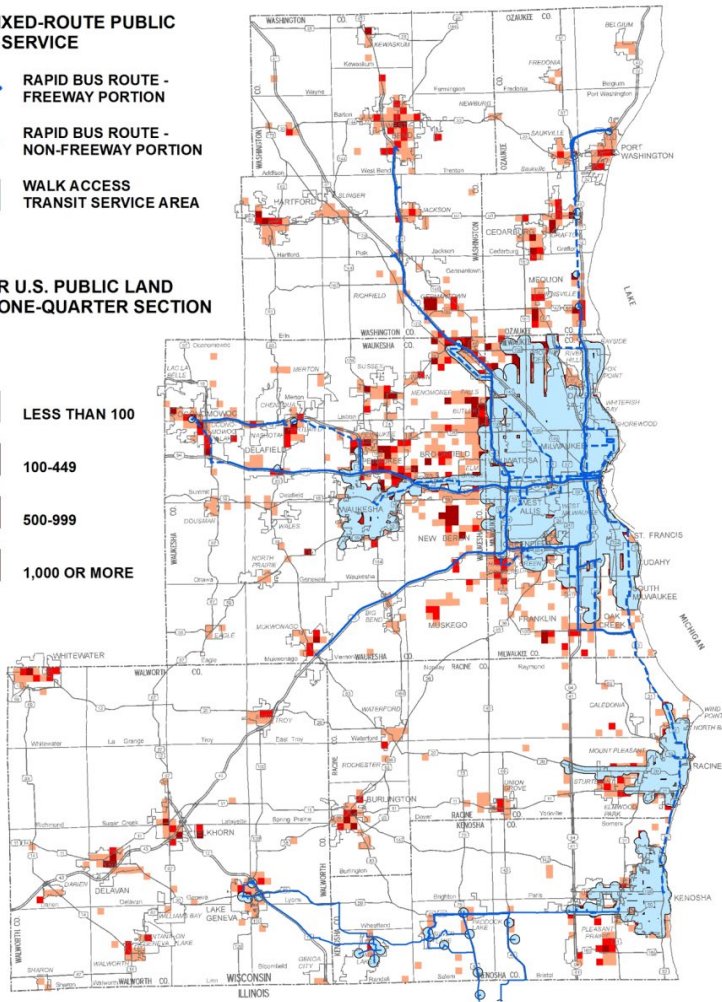
JOBS NOT SERVED BY EXISTING PUBLIC TRANSIT

LOCAL FIXED-ROUTE PUBLIC TRANSIT SERVICE

- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NON-FREWAY PORTION
- WALK ACCESS TRANSIT SERVICE AREA

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

- LESS THAN 100
- 100-449
- 500-999
- 1,000 OR MORE



- Significant expansion of public transit is necessary to connect jobs to existing affordable housing
- Recommended in VISION 2050
- Will require continued State funding and local dedicated funding

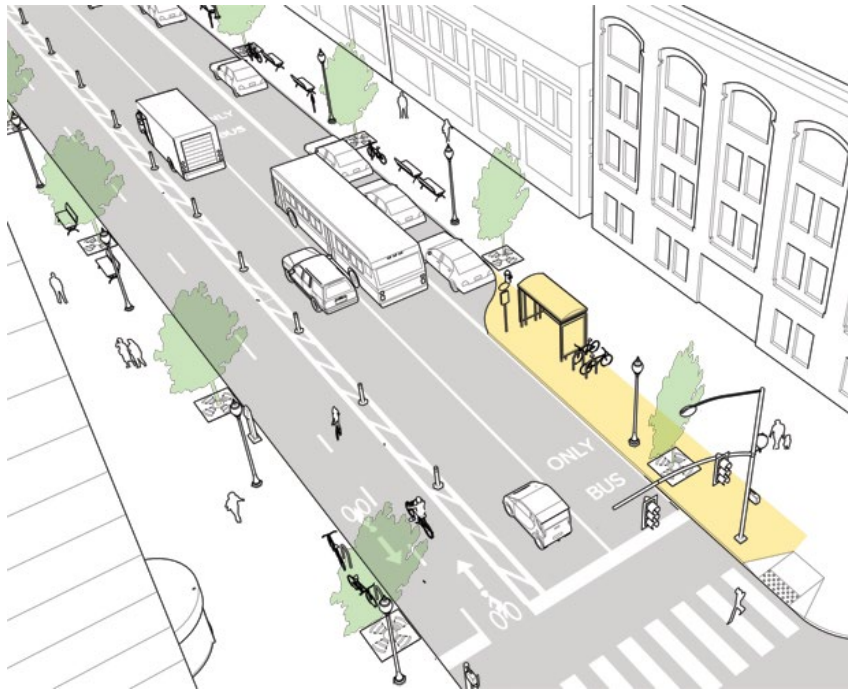


●●●●● Key Recommendations

- Sewered communities should consider providing areas for developing modest single-family and multifamily housing
- Sewered communities with a job/housing imbalance should consider updating their comprehensive plans and zoning ordinances to provide housing affordable for the workforce in their community
- Reduce or waive impact fees for modest single-family and multifamily housing
- Extend TIF for one year to fund affordable housing, as permitted by State law
- Public transit should be improved and expanded to link jobs and affordable housing
- Communities with major employment centers should support LIHTC development



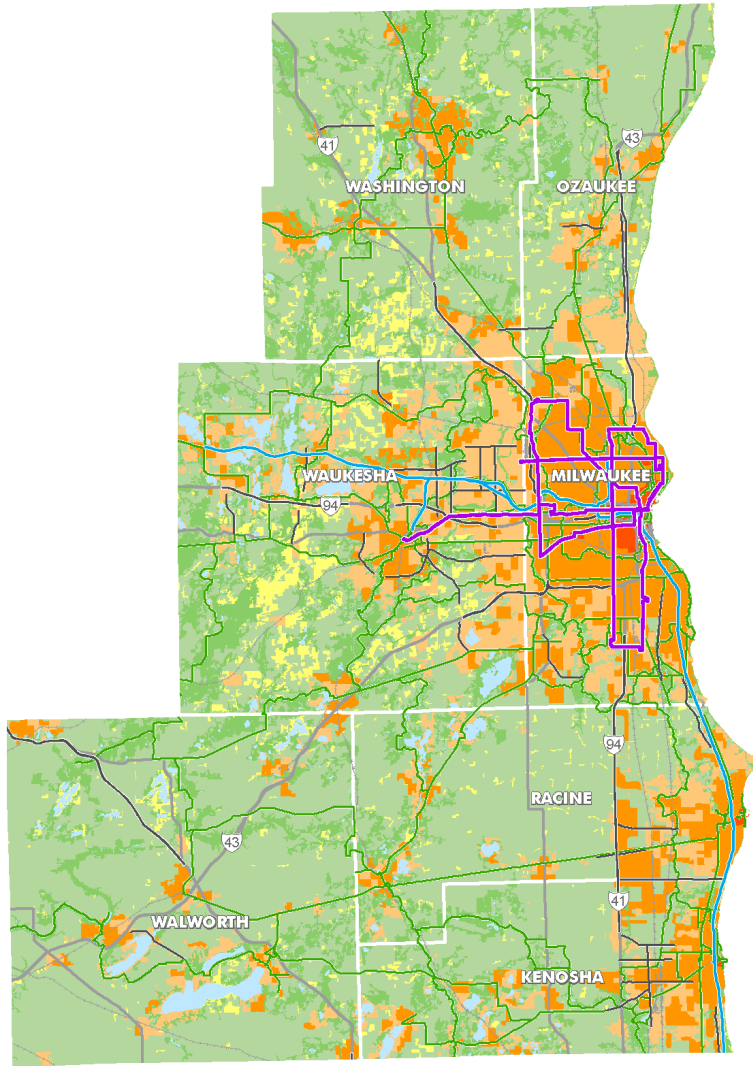
What is VISION 2050?



- Region's long-range land use and transportation plan
- Makes recommendations to local and State government regarding land development and transportation
- Outlook to the year 2050



VISION 2050: Components



➤ Land Use Component

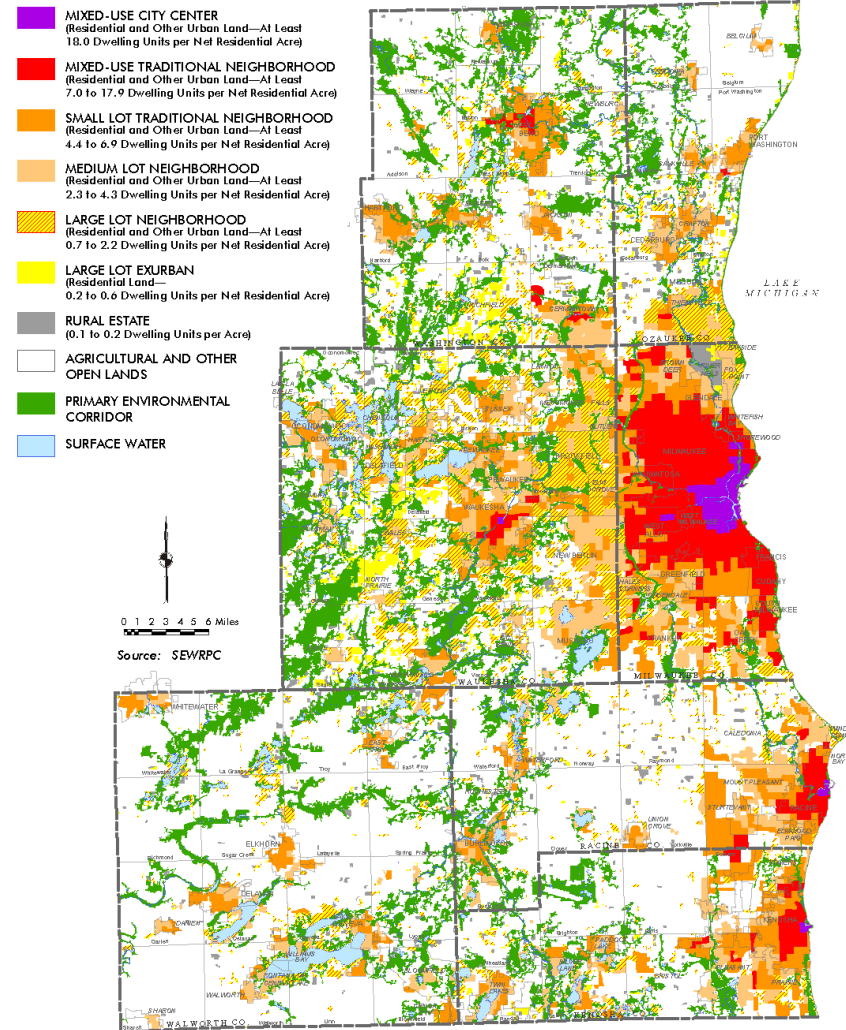
➤ Transportation Component

- Public Transit
- Bicycle and Pedestrian
- Travel Demand Management
- Transportation Systems Management
- Arterial Streets and Highways
- Freight Transportation



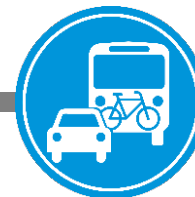
Land Use Component

- Focus new 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



Regional Food System Plan

- Connecting the existing stakeholders throughout the Region
- Providing readily accessible and affordable fresh food options
- Reducing economic and health disparities
- Improving and expanding transportation options
- Supporting locally owned and sustainable farming operations
- Continuing stewardship of productive agricultural land and sensitive natural resources
- Increasing educational efforts and food literacy



●●●●● Transportation Component



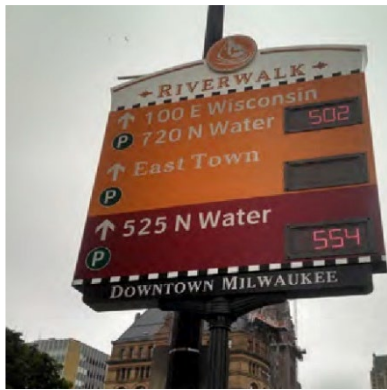
Transit



Bike/Ped



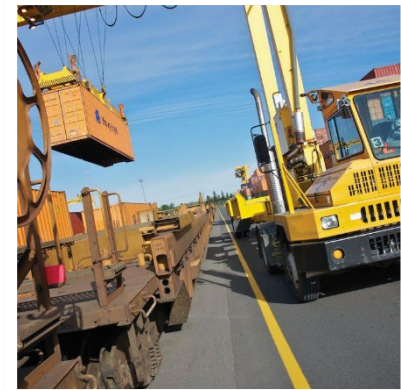
TDM



TSM









Highways






Freight

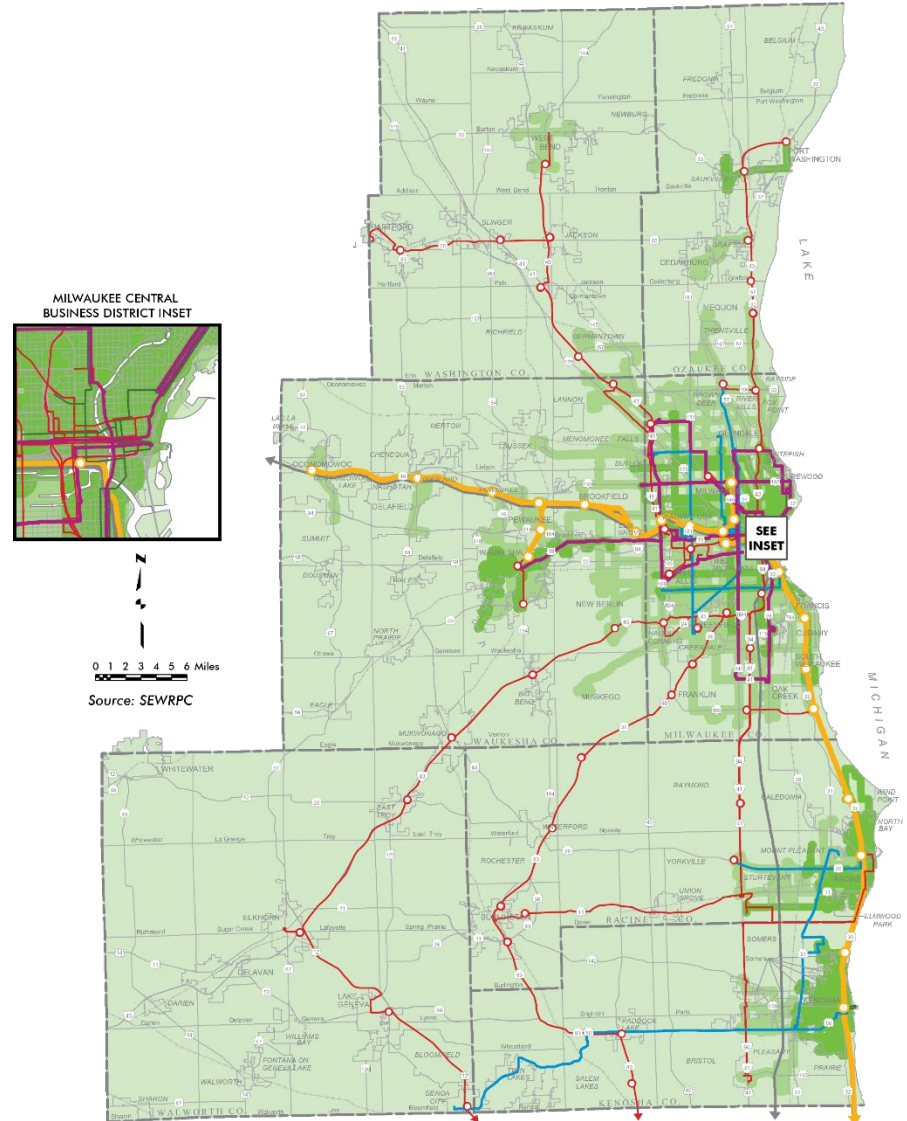
TRANSIT SERVICES

-  RAPID TRANSIT LINE
-  EXPRESS BUS ROUTE
-  COMMUTER RAIL LINE & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  INTERCITY RAIL
-  STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY







-  EVERY 15 MINUTES OR BETTER
-  LESS FREQUENT THAN EVERY 15 MINUTES
-  ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

Plan recommends more than doubling current transit levels






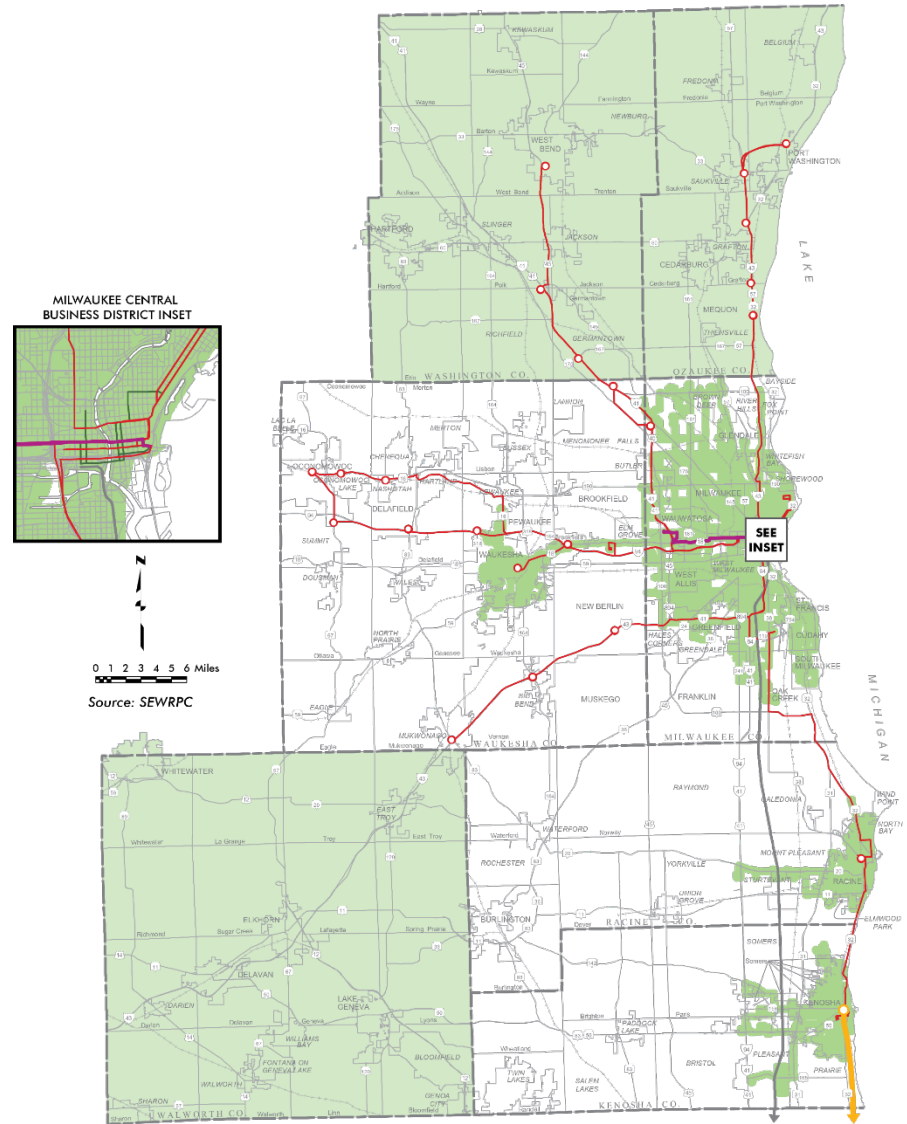
●●●●● Fiscally Constrained Transit

TRANSIT SERVICES

-  RAPID TRANSIT LINE
-  EXPRESS BUS ROUTE (NONE)
-  COMMUTER RAIL LINE & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  INTERCITY RAIL
-  STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

-  EVERY 15 MINUTES OR BETTER (NONE)
-  LESS FREQUENT THAN EVERY 15 MINUTES
-  ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI



\$250 million gap

35% reduction in existing service

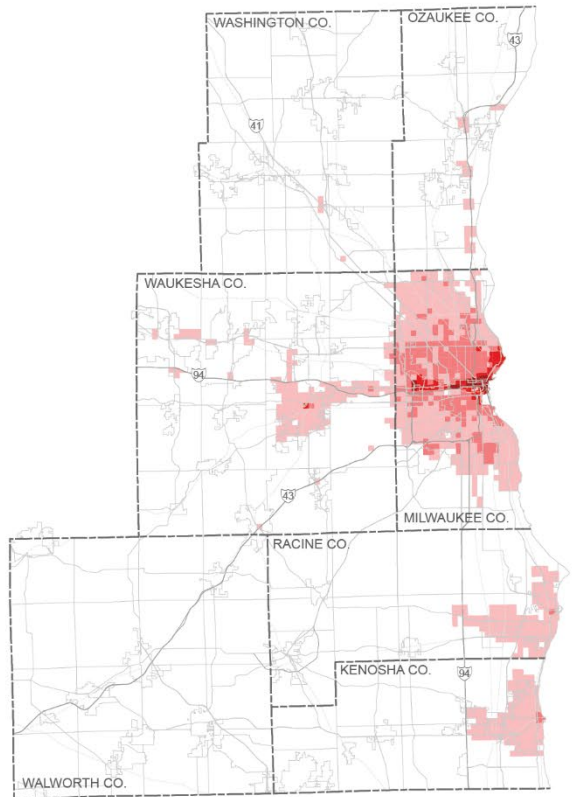
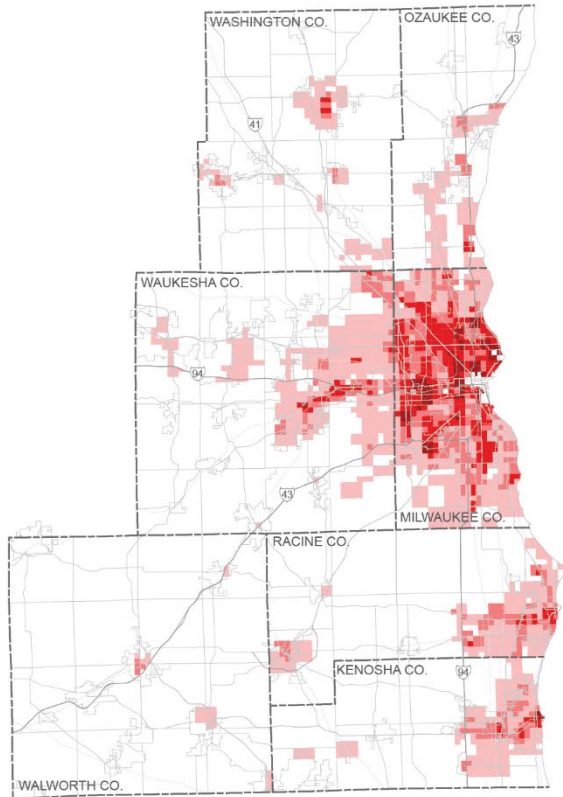
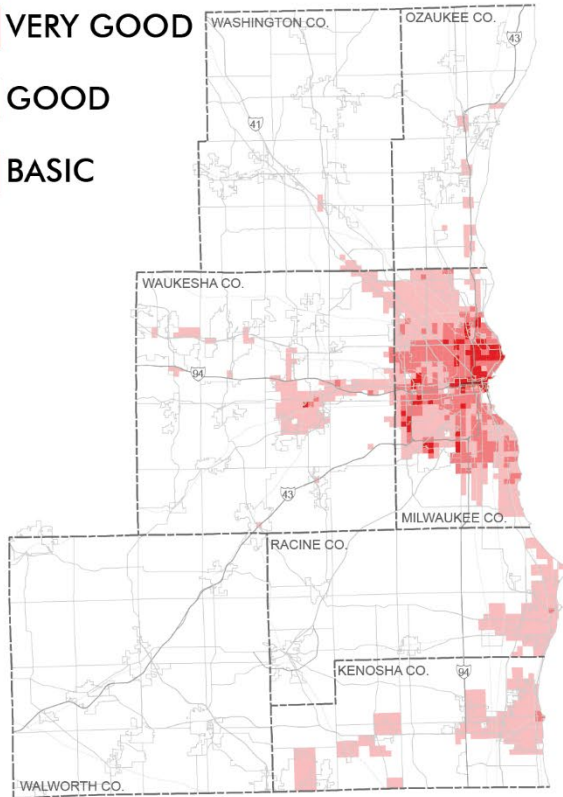
Transit Service Quality

- EXCELLENT
- VERY GOOD
- GOOD
- BASIC

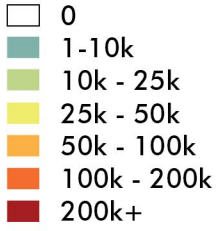
EXISTING

VISION 2050

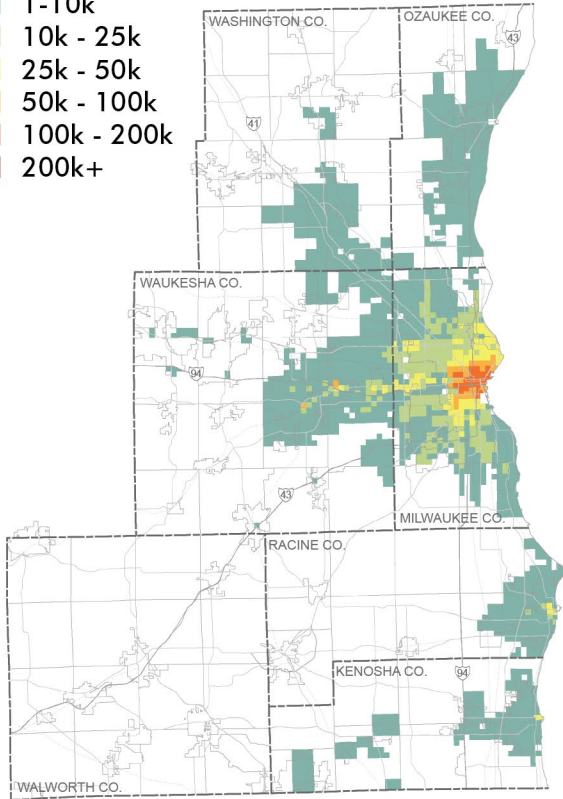
FISCALLY CONSTRAINED



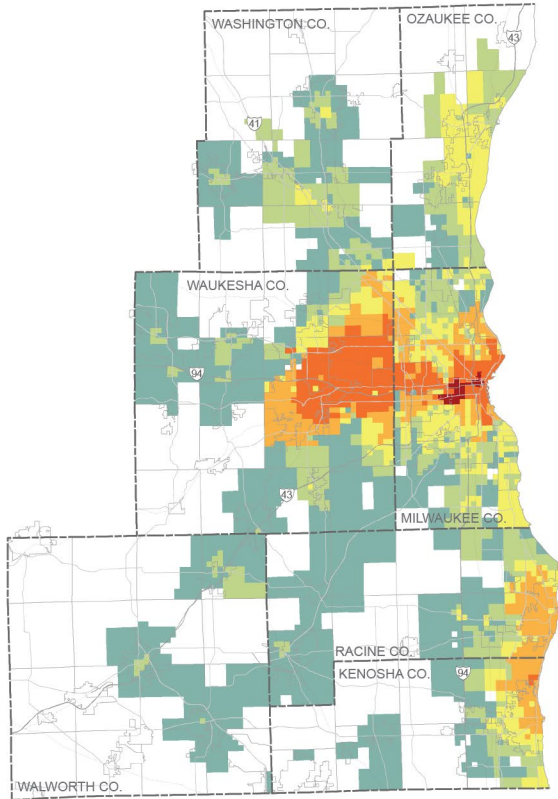
Jobs Accessible in 30 Min. Via Transit



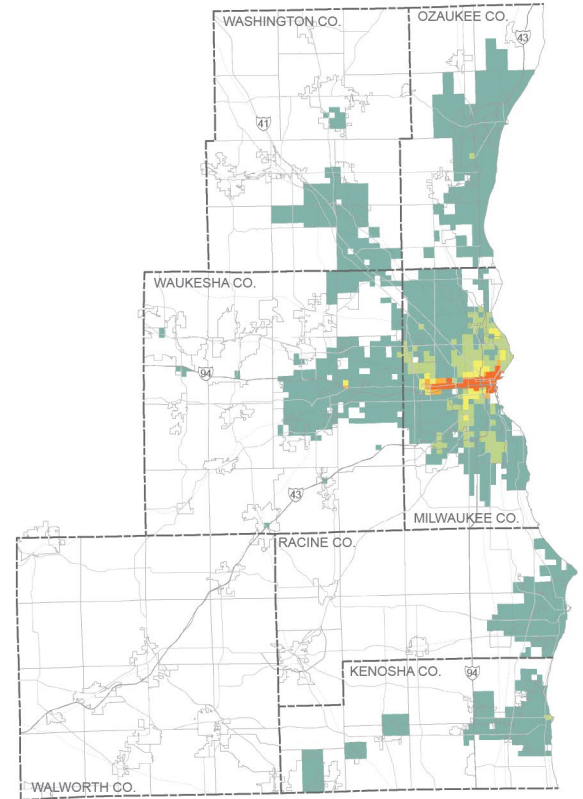
EXISTING



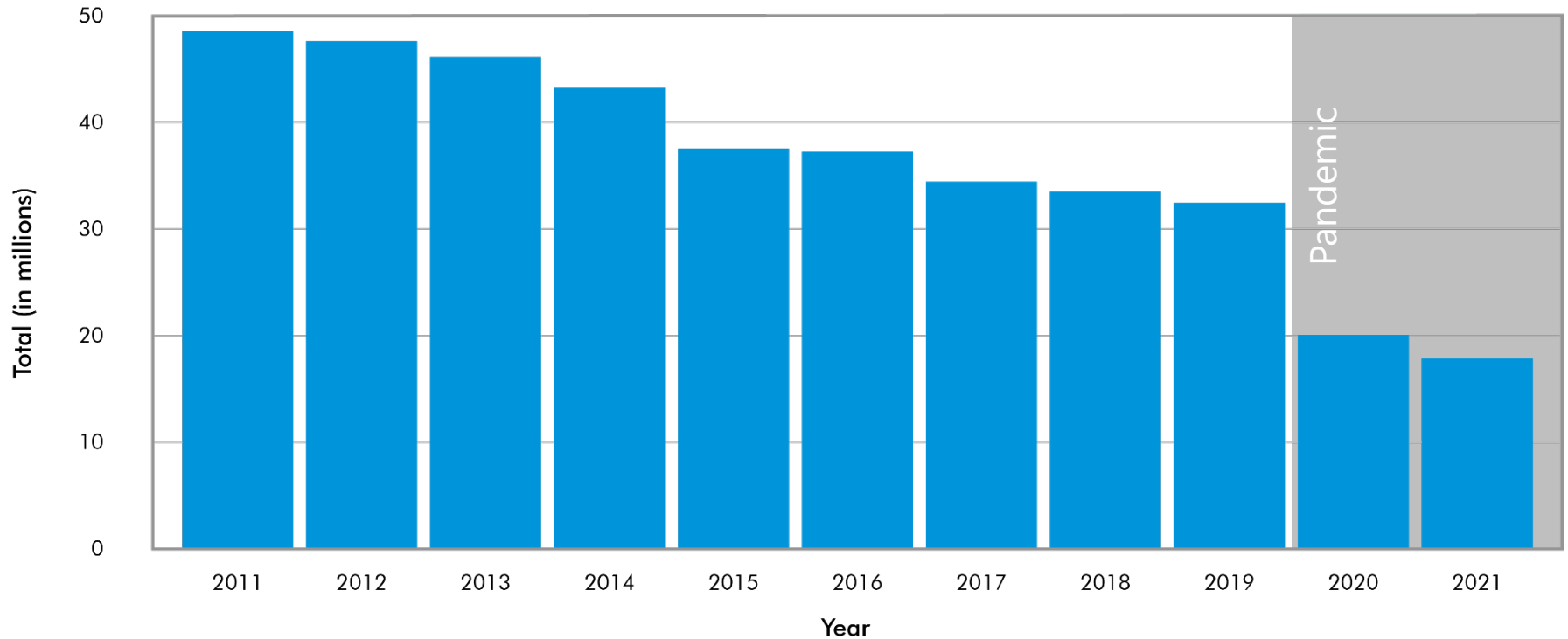
VISION 2050



FISCALLY CONSTRAINED



Passenger Boardings on Local Transit Services



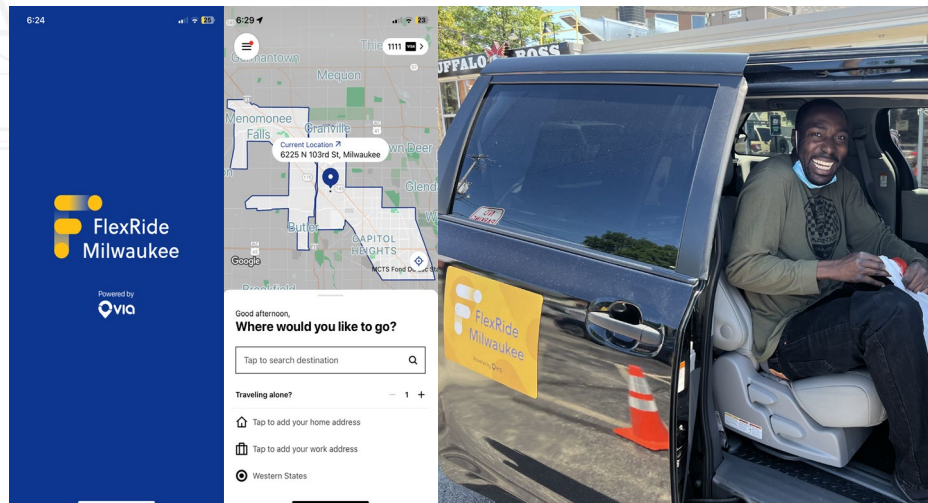
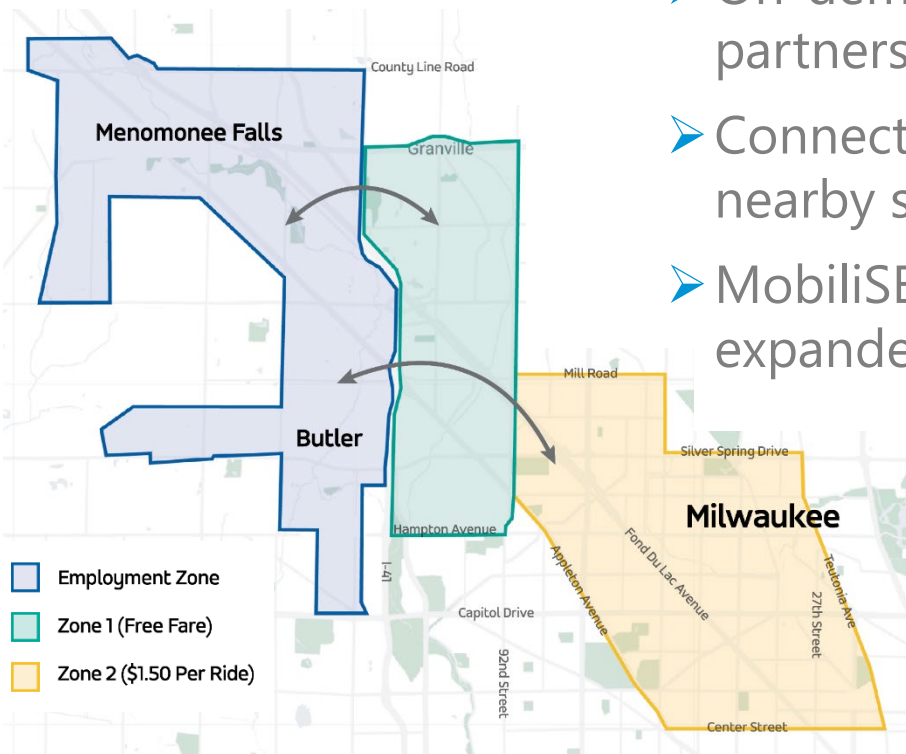
Note: Includes Kenosha Area Transit, Milwaukee County Transit System, Waukesha Metro, RYDE Racine, and The Hop Streetcar.

Source: National Transit Database and SEWRPC

Figure last updated August 10, 2023

- On-demand transportation pilot conducted by partnership led by UWM and SEWRPC
- Connects workers from Milwaukee to jobs in nearby suburban employment centers
- MobilISE assumed operations in 2023 and has expanded to serve additional areas

www.FlexRideMKE.com



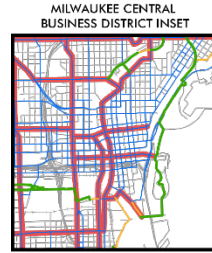
Bicycle & Pedestrian



BICYCLE FACILITIES

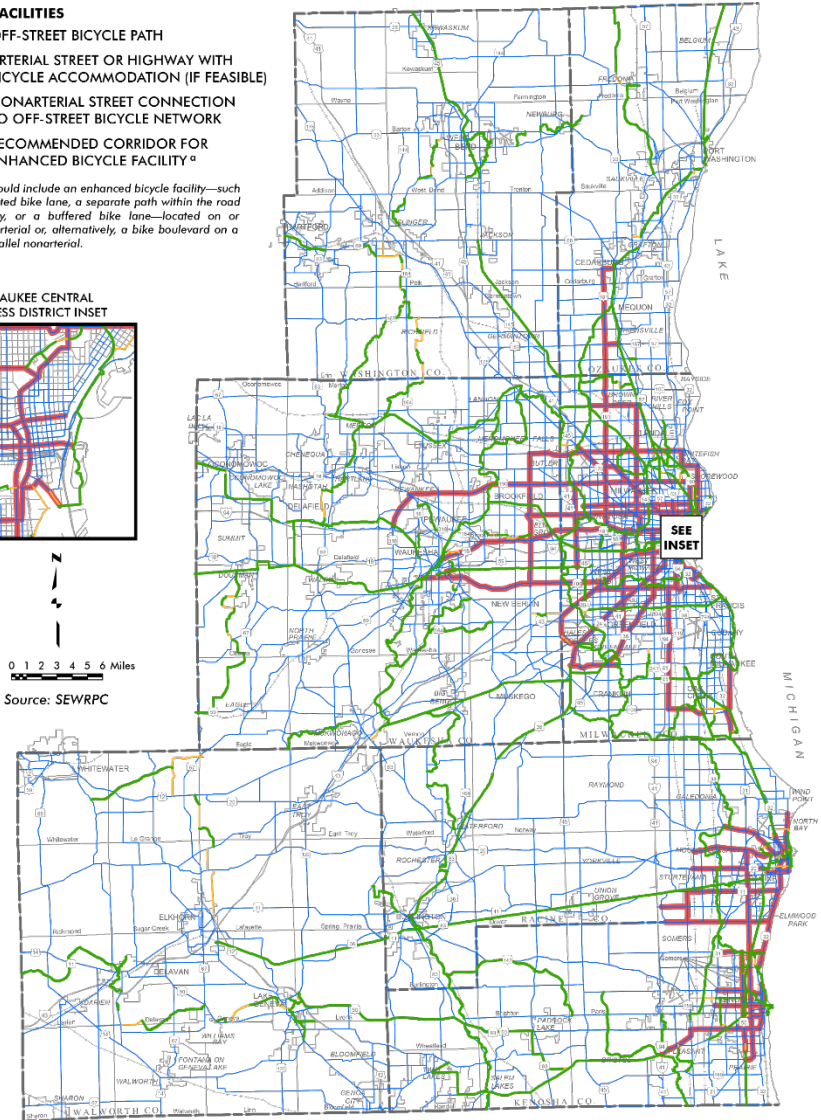
- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY^a

^a 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.

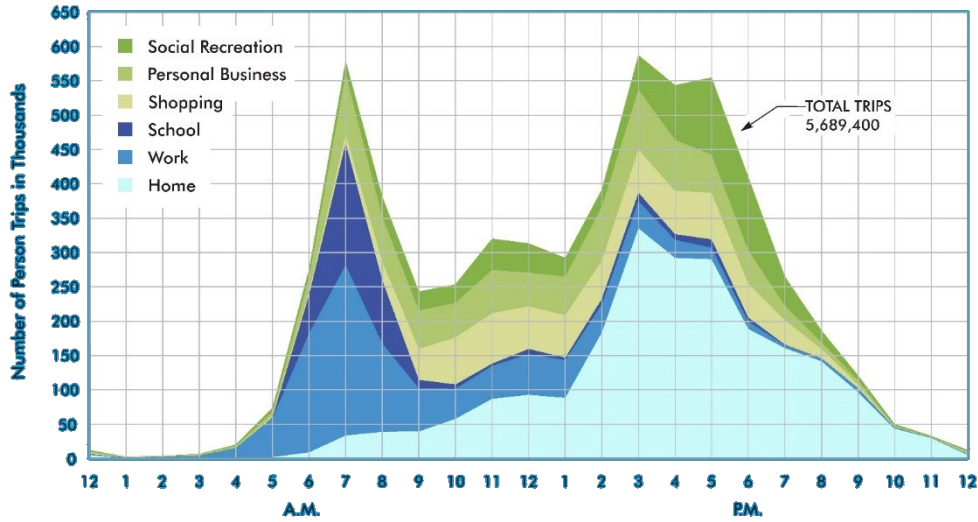


0 1 2 3 4 5 6 Miles

Source: SEWRPC



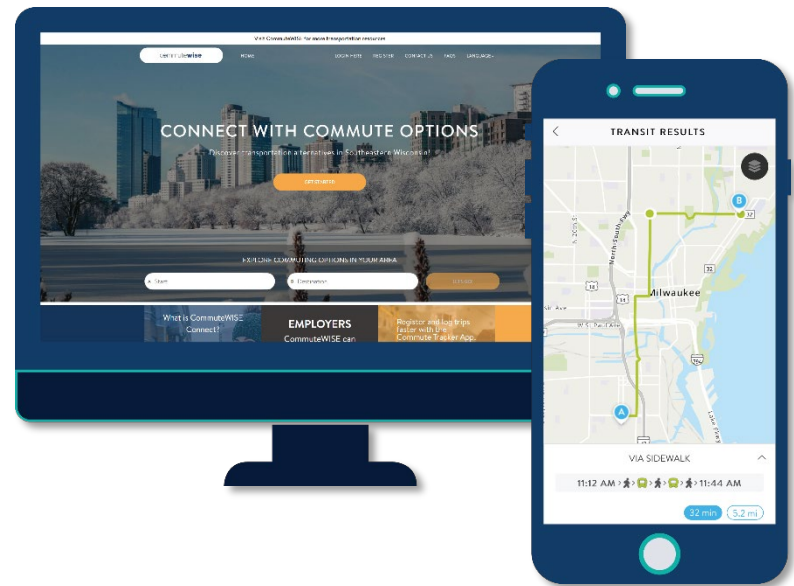
Travel Demand Management



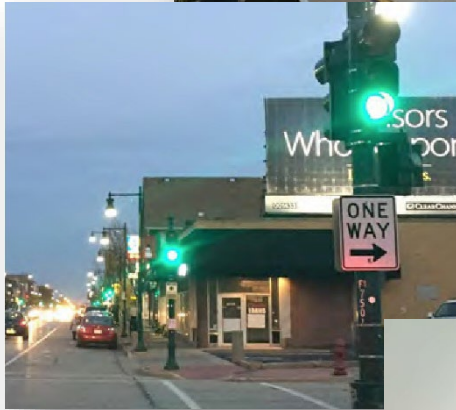
commutewise



- New regionwide “TDM” program promoting alternatives to driving alone
- CommuteWISE...
 - Supports employers to create and execute an employee transportation program
 - Provides commuter planning tools and resources
- CommuteWISE Connect
 - Region’s new trip-planning and ride-matching tool
 - Established through a partnership with WisDOT and Madison MPO



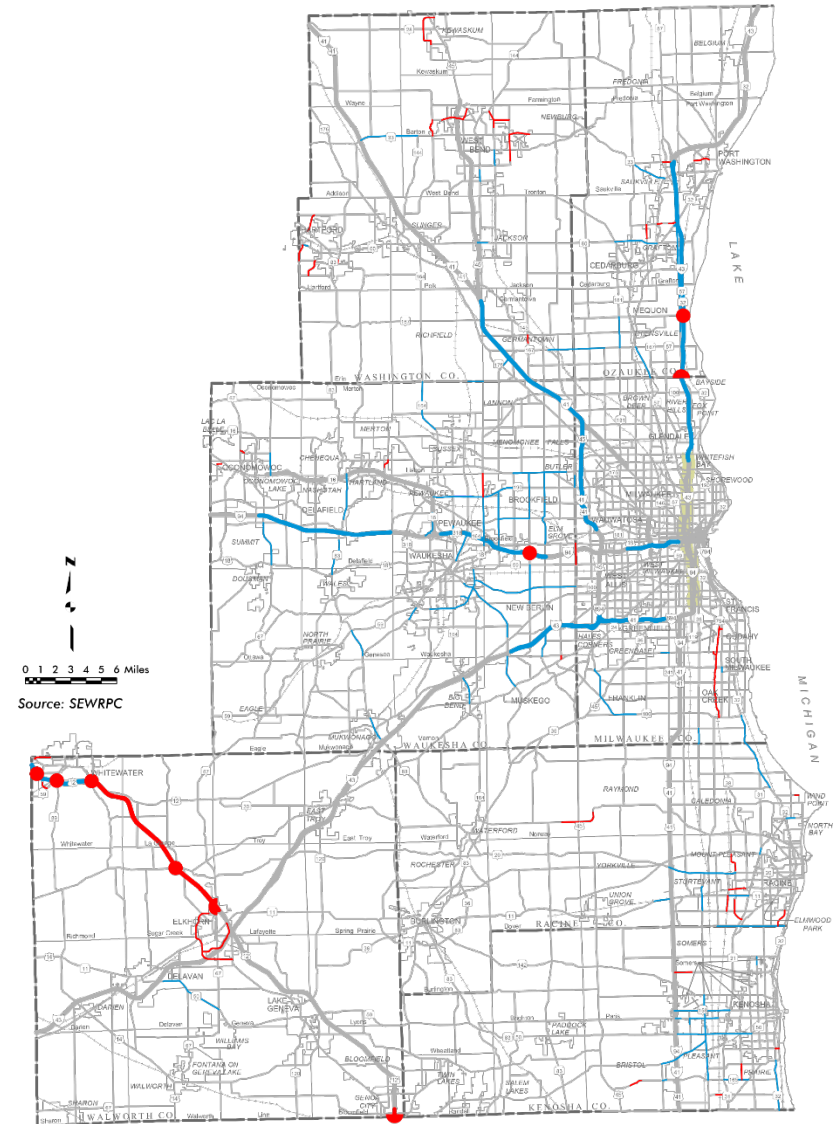
●●●●● Transportation Systems Management 25



Streets & Highways

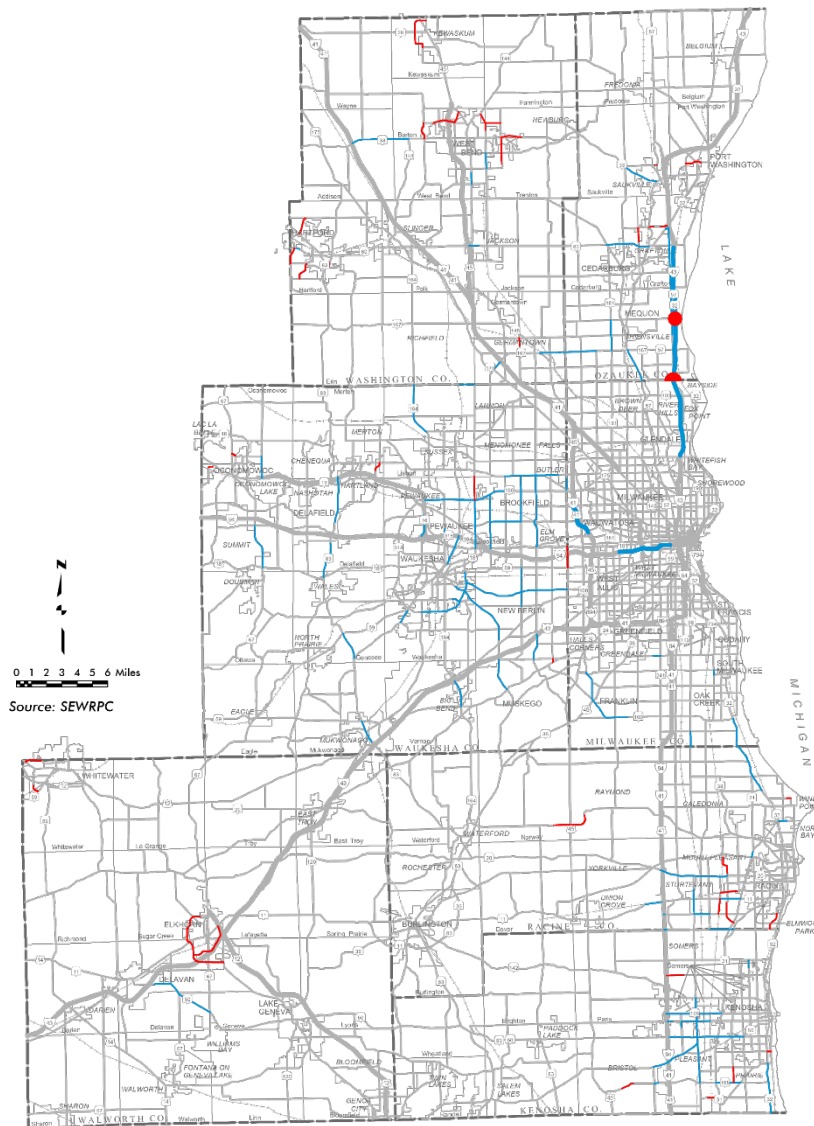
- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES
- NEW INTERCHANGE
- ◐ FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

Plan recommends keeping the system in a state of good repair, incorporating complete streets, and strategically addressing congestion



Fiscally Constrained Highways

- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- NEW INTERCHANGE
- FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

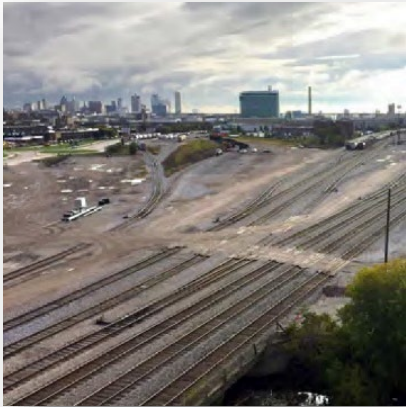
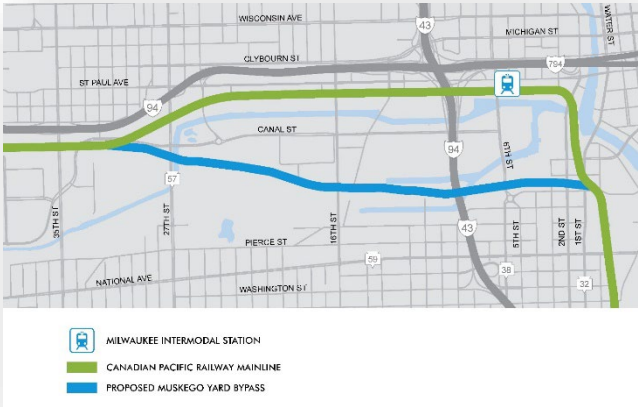


\$385 million gap

- Fewer roads reconstructed, widened, or newly constructed*
- More rehabs vs. reconstructions*

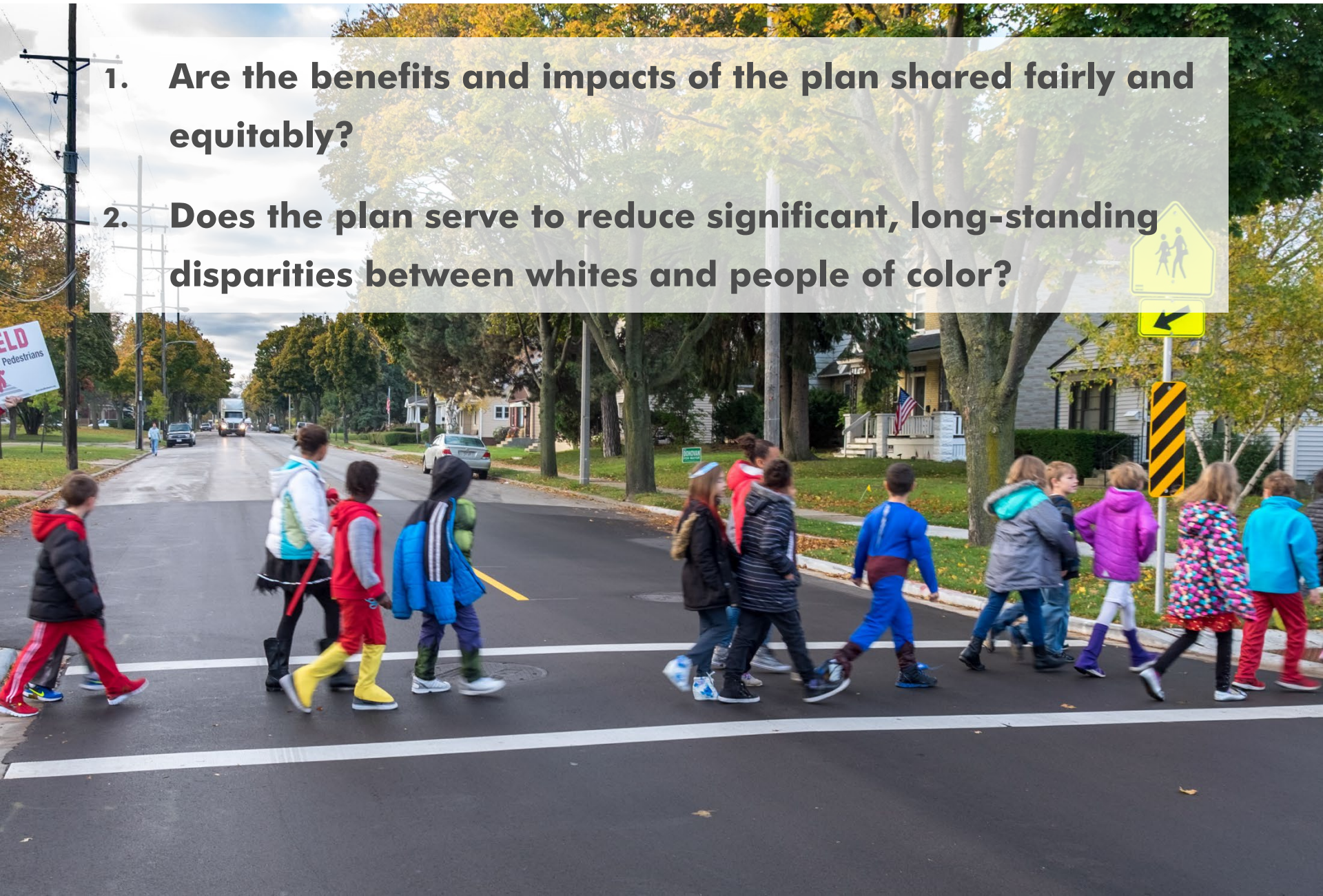


Freight Transportation



Equity Analysis

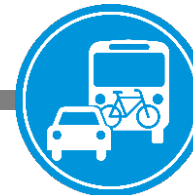
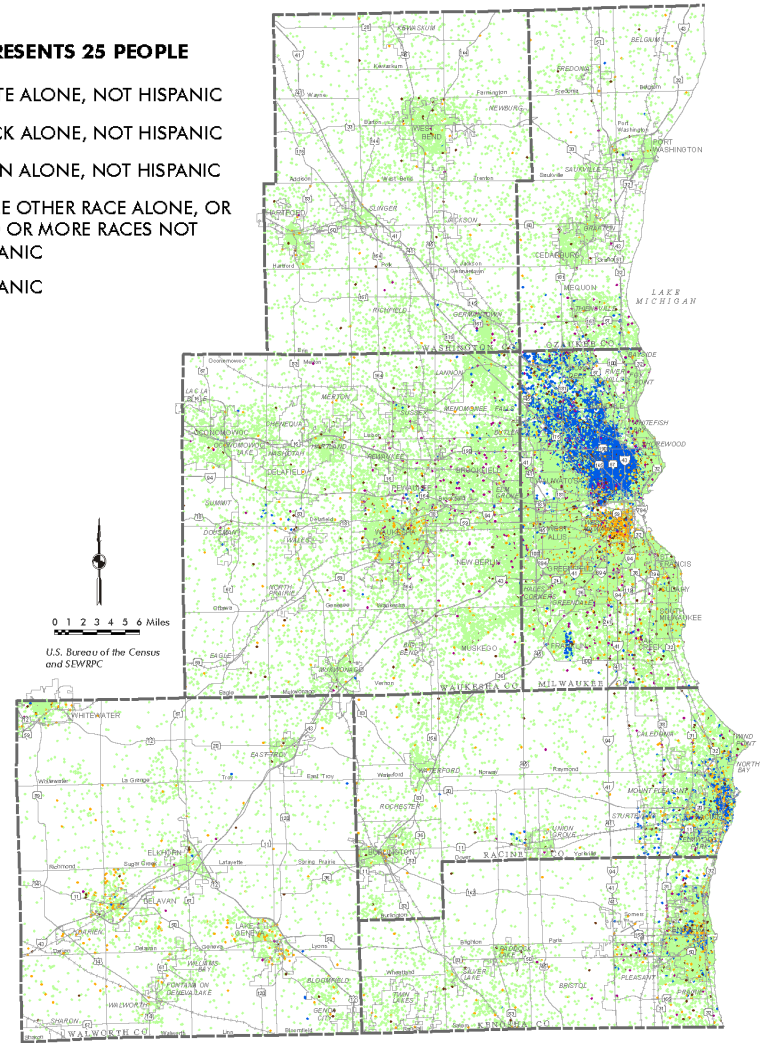
1. Are the benefits and impacts of the plan shared fairly and equitably?
2. Does the plan serve to reduce significant, long-standing disparities between whites and people of color?



People of Color
Families in Poverty
People with Disabilities

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



●●●●● Key Land Use Findings

- **All 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

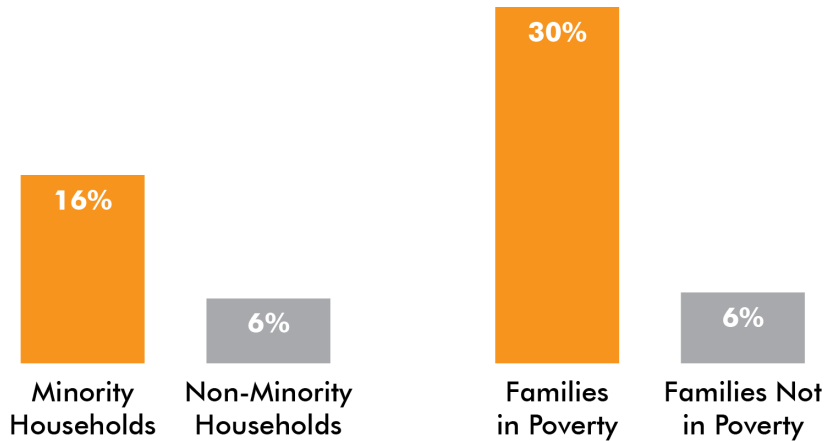


●●●●● Key Transportation Findings

- **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 public transit

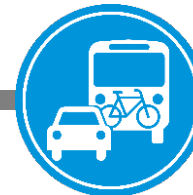


Percent of Population with No Vehicle Available



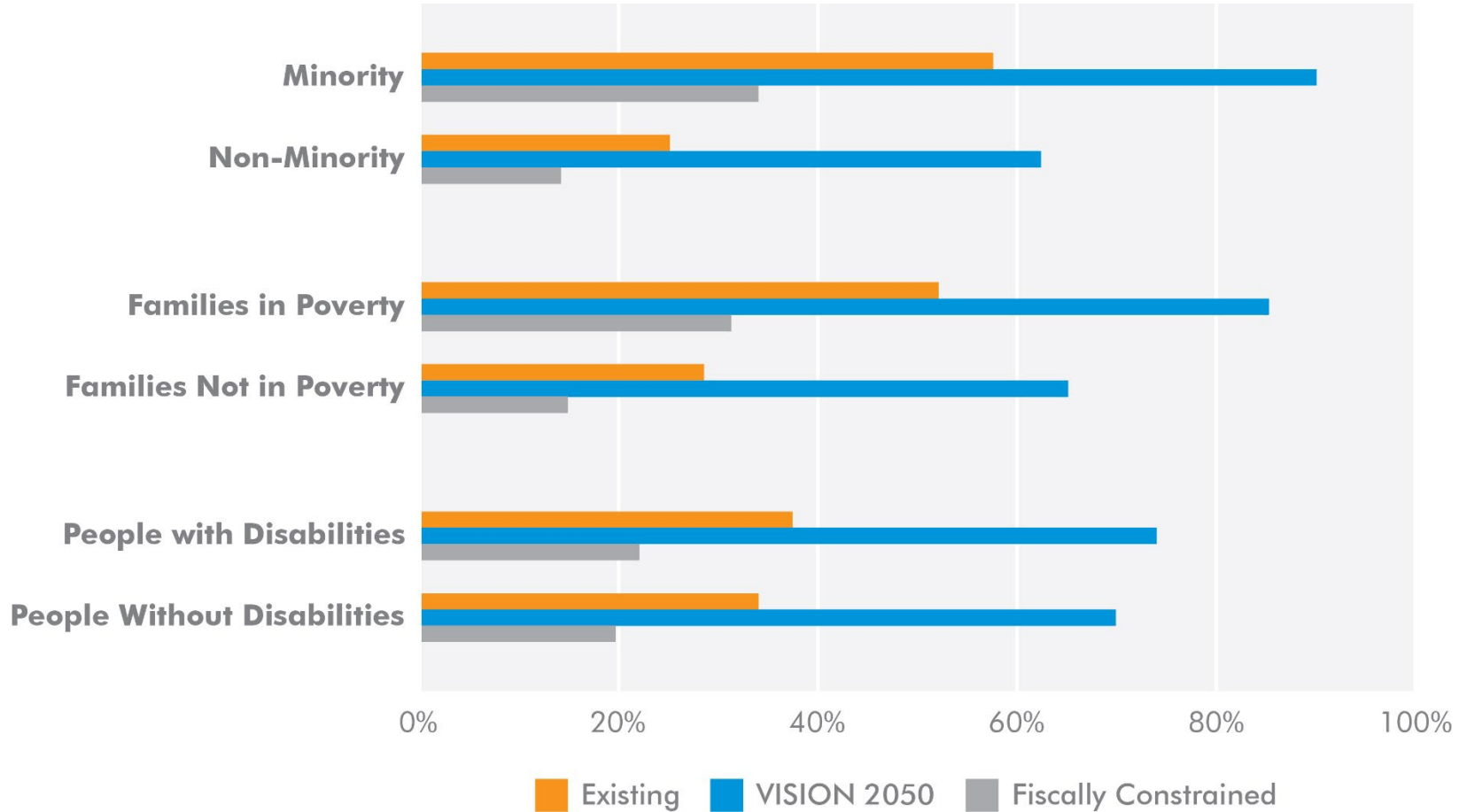
About **4x**

as many people of color, families in poverty, and people with disabilities would have **access to high-quality transit under VISION 2050** than under the fiscally constrained transportation system



Key Transportation Findings

Percent of Populations with Access to 10,000 or More Jobs Within 30 Minutes by Transit



LEARN MORE AT:

www.sewrpc.org

