



Southeastern Wisconsin Regional Freeway System Reconstruction Study



May 17, 2001



Agenda Item 4

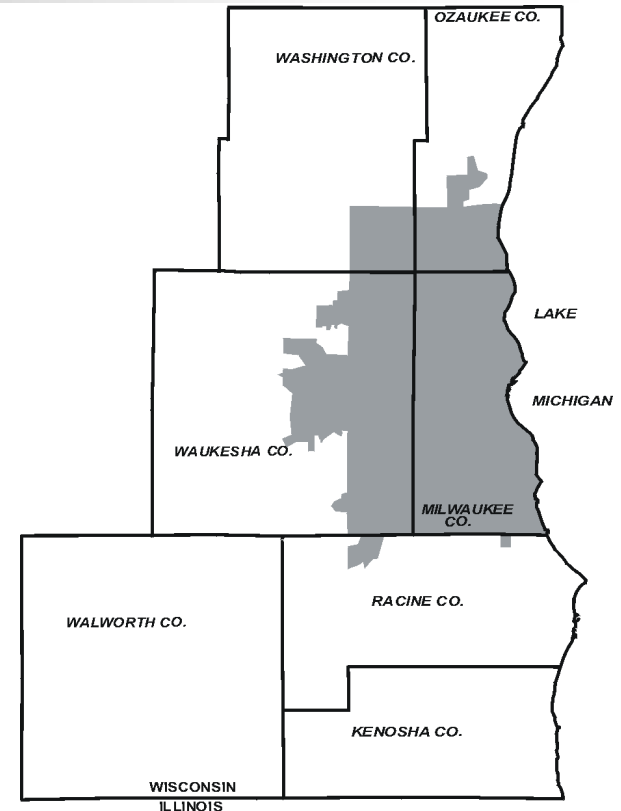


National Comparison of Metropolitan Area Traffic Congestion

Comparison of Congestion in 68 Largest Urban Areas of U.S. (Texas Transportation Institute)

- Very Large** – **3.0 million population and over**
- Large** – **1.0 - 3.0 million population**
- Medium** – **0.5 - 1.0 million population**
- Small** – **Less than 0.5 million population**

Milwaukee urban area is considered a large urban area with 1.26 million population



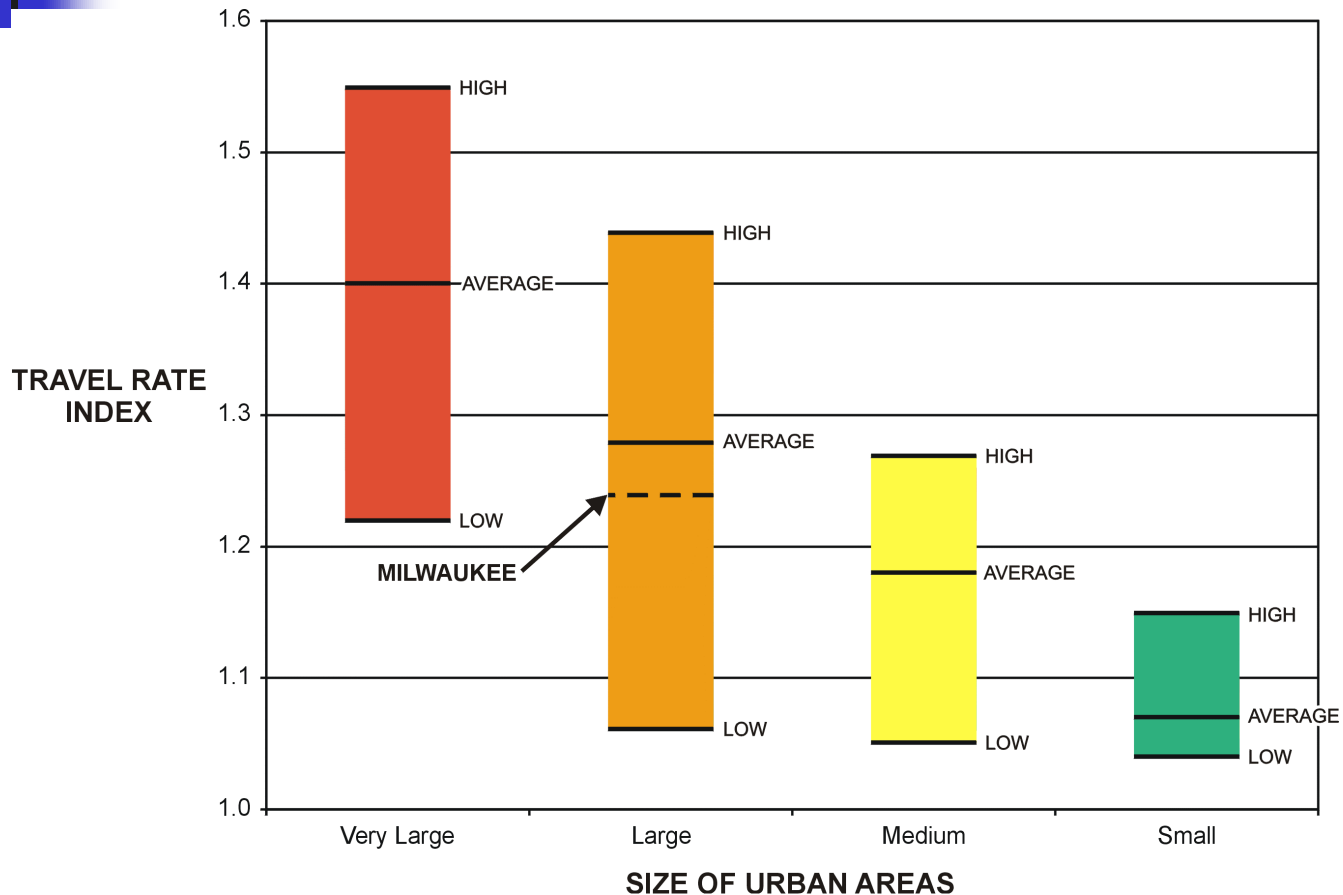


Traffic Congestion

- **Measured by a “Travel Rate Index”**
 - **Ratio of travel time under congested peak period conditions to travel time under free flow conditions**
 - **The 1999 travel rate index for Milwaukee is 1.24**



Range and Average of Travel Rate Index: 1999



The “Travel Rate Index” is the ratio of travel time under congested peak period conditions to travel time under free-flow conditions



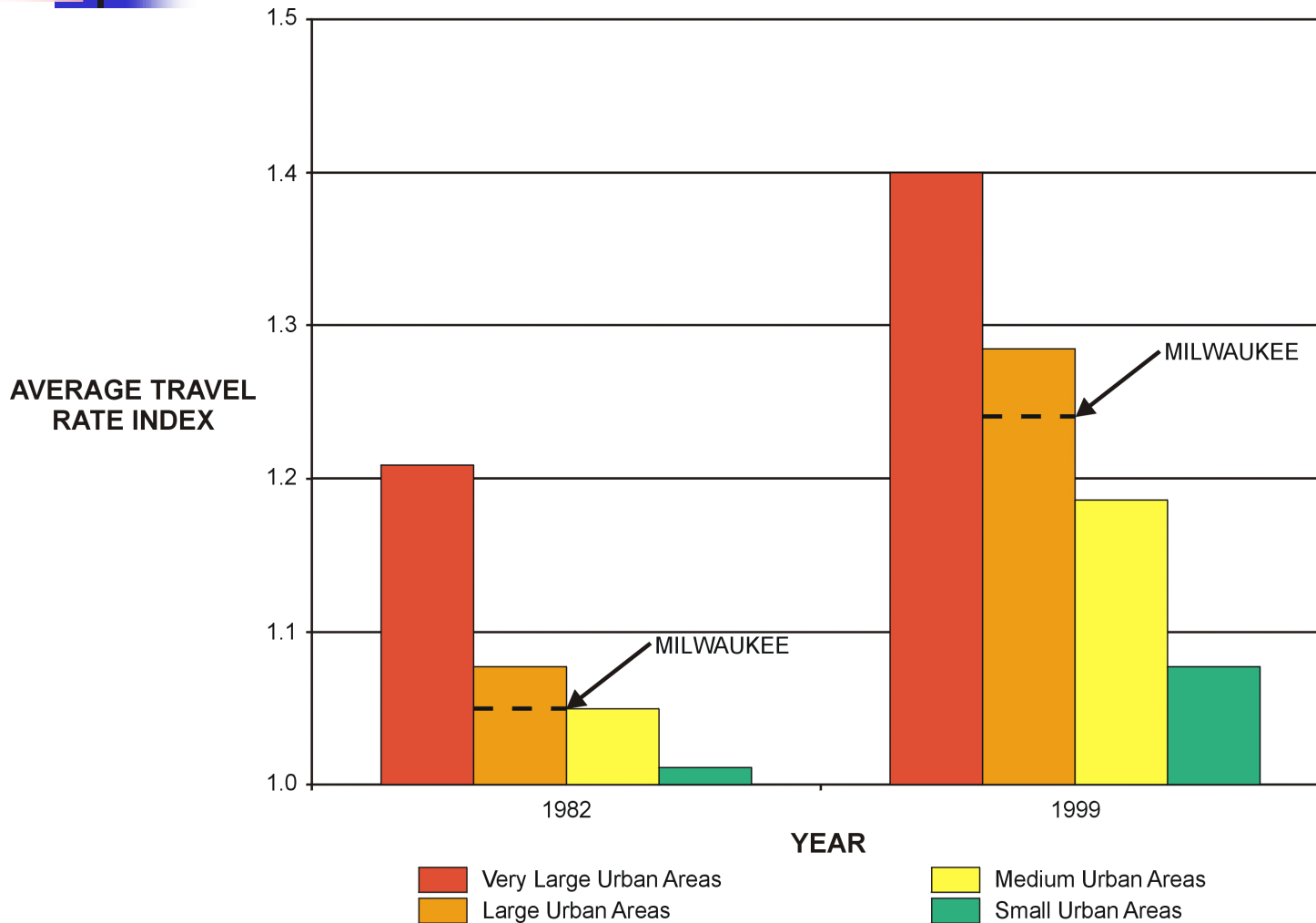


Milwaukee Urban Area—1999

- **30th largest urban area**
- **30th worst traffic congestion**



Change in Congestion: 1982 to 1999—continued





Change in Congestion: 1982 to 1999

- **Milwaukee Urban Area - 1982**
 - **23rd largest urban area**
 - **33rd worst traffic congestion**
- **Milwaukee Urban Area - 1999**
 - **30th largest urban area**
 - **30th worst traffic congestion**





Comparison to Selected Other Urban Areas

<u>Urban Area</u>	<u>Population Rank</u>	<u>Congestion Rank</u>	<u>Travel Rate Index</u>
Portland	23rd Largest	8th Worst	1.36
Minneapolis-St.Paul	14th Largest	15th Worst	1.31
St.Louis	17th Largest	24th Worst	1.26
Milwaukee	30th Largest	30th Worst	1.24
San Antonio	32nd Largest	33rd Worst	1.23
Cleveland	19th Largest	43rd Worst	1.18
Kansas City	26th Largest	54th Worst	1.10
Pittsburgh	21st Largest	56th Worst	1.09





Agenda Item 5



Vision for the Reconstruction of the Southeastern Wisconsin Freeway System



Vision for Regional Freeway System of Southeastern Wisconsin

- **Traffic Safety**
- **Traffic Congestion and Travel Time**
- **Serve Existing and Future Businesses and Industries**
- **Serve Interstate Movement of People and Goods**
- **Disruption of Existing Land Uses**
- **Environmental Impacts**
- **Compatibility with Regional Land Use Plan**
- **Aesthetics**
- **Cost**
- **Implementation of Other Elements of the Regional Transportation System Plan**





Proposed Vision for Southeastern Wisconsin Freeway System

- **Improve freeway system traffic safety by reducing the number and rate of freeway traffic crashes and related injuries and fatalities by addressing crash and design problems.**
- **Avoid a substantial increase in future freeway system traffic congestion, and achieve a reduction in existing traffic congestion—extent, severity, and duration. Reduce the diversion of traffic to surface arterials.**
- **Provide the capacity and accessibility to serve existing and future businesses and industries.**
- **Provide the capacity and accessibility to serve the interstate movement of people and goods between and through Southeastern Wisconsin.**





Proposed Vision for Southeastern Wisconsin Freeway System—continued

- **Construct all improvements within existing right-of-way with any land acquisition or taking of residences, businesses, or agricultural lands to be incidental and minimized. Minimize and mitigate noise impacts.**
- **Construct all improvements within existing right-of-way with any takings of wetlands or primary environmental corridors to be incidental, minimized, and mitigated. Reduce vehicle air pollutant emissions and energy consumption.**
- **Provide a more aesthetically pleasing freeway system through design, materials, and landscaping.**





Proposed Vision for Southeastern Wisconsin Freeway System—continued

- **Assure that the reconstructed freeway system is compatible with, and will promote the development of a desirable regional land use pattern. Provide improvements in accessibility and higher accessibility in areas where development and redevelopment are recommended and lower accessibility where development is not recommended.**
- **Achieve the above objectives while minimizing cost, and at a modest increment in cost compared to an alternative of rebuilding the freeway system “as is.”**
- **Continue to implement the transportation improvements recommended in the regional transportation plan, including surface arterial widenings and extensions, and public transit improvement and expansion, as well as implementing the recommendations of the regional land use plan.**



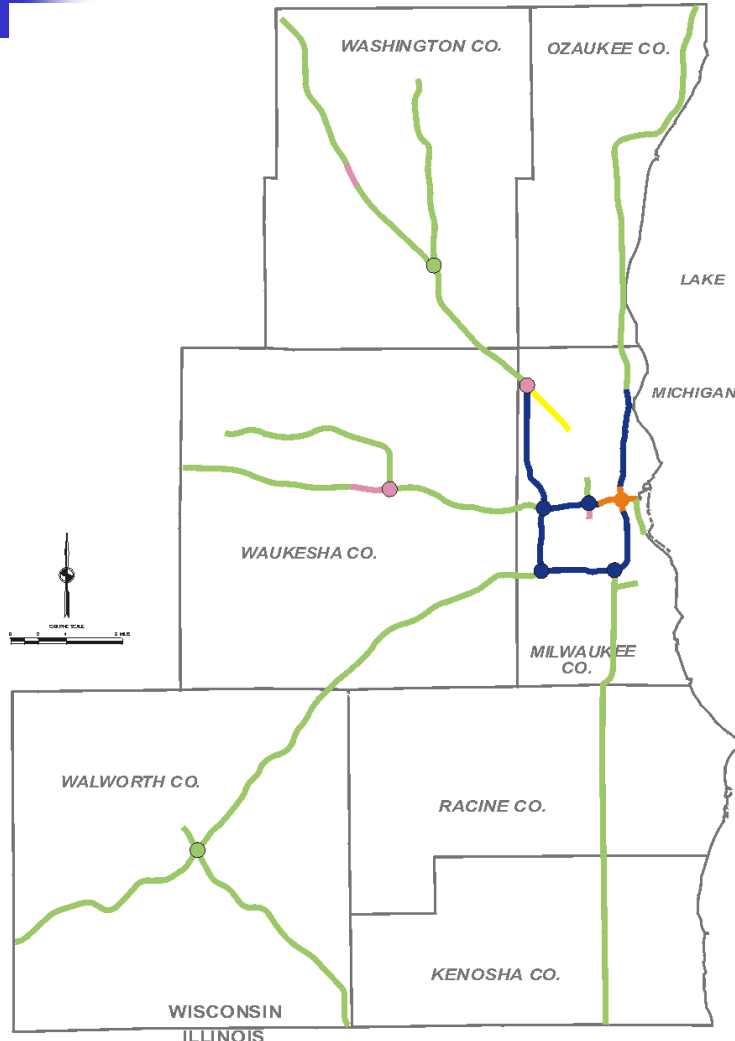


Proposed Vision for Southeastern Wisconsin Freeway System—Capsule Version

- **A safer and less congested freeway system, serving existing and future businesses and industries and interstate movement of people and goods. Achieved largely within existing right-of-way with minimal disruption of existing land uses and environmental impacts and a high degree of aesthetics. Compatible with the future desirable regional land use pattern and the other elements of the regional transportation plan. Minimize costs while meeting the other objectives.**



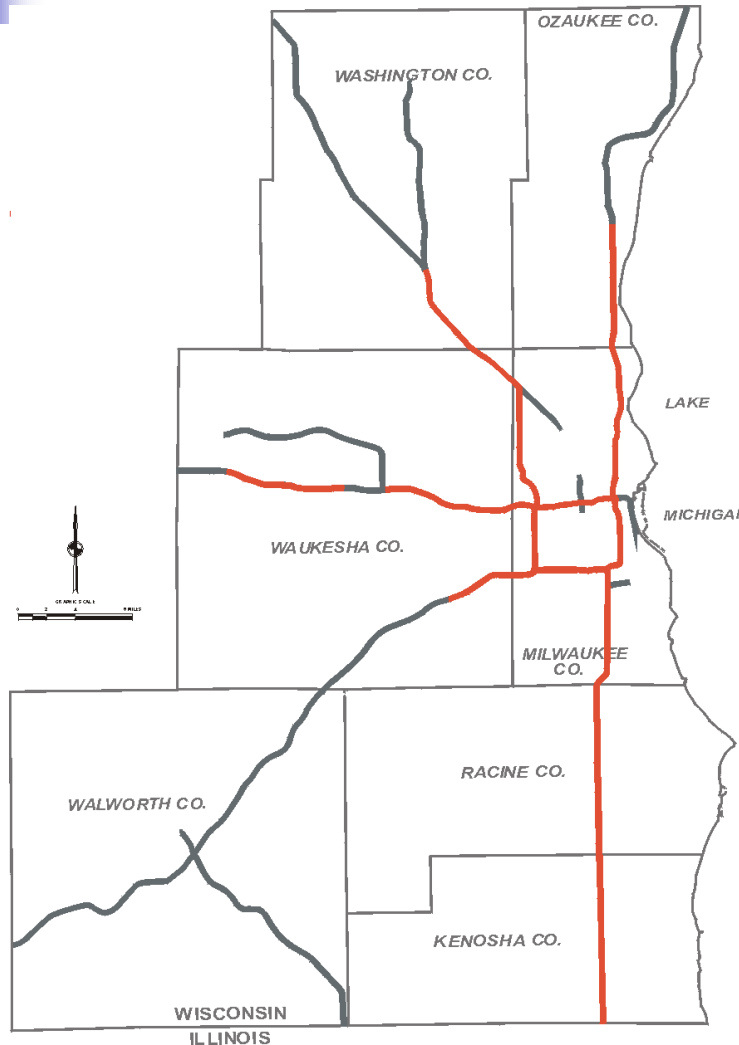
Proposed Level of Redesign to Be Considered Under Proposed Vision for Southeastern Wisconsin Freeway System



- Minor Redesign**
 - Freeway segments and system interchanges with isolated design and safety problems
- Major Redesign**
 - Freeway segments and system interchanges with multiple design and safety problems along their full length
- Replacement with Surface Arterial**
- Recently Reconstructed**
- Addressed in Marquette Interchange Preliminary Engineering Study**



Proposed Additional Traffic Lanes to Be Considered Under Proposed Vision for Southeastern Wisconsin Freeway System



— Additional Traffic Lanes





Proposed Approach to Remainder of Study

- **Fully examine and evaluate an alternative consistent with proposed vision**
 - **Segment-by-segment**
 - **Regional system**

- **Also, fully examine and evaluate an alternative vision which would not include capacity expansion (any added freeway lanes)**
 - **Segment-by-segment**
 - **Regional system**

