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Freeway toll: $5.5 billion, 576 acres

And by 2020, traffic would be more jammed than ever

By LARRY SANDLER
of the Journal Sentinel staff

Even if no lanes are added, rebuilding the Milwaukee area's aging freeway system could cost $5.5 billion and take 576 acres of land, planners estimate.

And after spending all that money and taking all that land, traffic still would be nearly twice as jammed in 2020 as it is now, the planners forecast.

Those numbers come from the Southeastern Wisconsin Regional Planning Commission, which is studying how to rebuild all of the seven-county region's freeways as they near the end of their useful lives over the next 20 years.

Planners also are looking at whether the system should be expanded to handle growing traffic, by turning many of the area's six-lane freeways into eight-lane freeways. They're still adding up the numbers on how much money and how much land that would take, said Ken Yunker, the commission's assistant director.

But even without expansion, "there's no way in the world they can have the money to pay for this without a big tax increase," Mayor John O. Norquist said.

State officials have said current gas taxes and license fees won't cover the costs of the freeway work, which would start with reconstruction of the Marquette Interchange downtown. Both the planning commission and the state Department of Transportation are trying to come up with recommendations on how to pay for the project.

The $5.5 billion estimate reflects the cost of rebuilding the freeways with design and safety improvements, such as smoothing out some curves and eliminating the left-hand entrance and exit ramps that force drivers to weave between lanes, the commission staff said.

That includes $1.1 billion for rebuilding the Marquette Interchange, a four-year job scheduled to begin in 2004.

If the entire freeway system were rebuilt exactly as it is now, left-hand ramps and all, the cost would be $3.35 billion, including $450 million for the downtown interchange, planners predict.

Either way, traffic congestion would get worse, the commission staff warns. Traffic jams that now extend over 65 freeway miles during rush hours would engulf 122 miles of freeways by 2020, covering 45% of the freeway system, the staff says.

Yunker has said the way to cut congestion would be to add lanes, at a still-uncalculated cost. The traffic forecast already assumes

Please see FREEWAYS, 6B

The Opportunity of TOD

2. Community Enhancement

- Channel growth to Areas of Change including many transit corridors
- Preserve existing Areas of Stability and connect benefits/enhancements
- Expanded choices for mobility, employment, shopping, recreation and housing (diverse housing types, incomes/affordability, owner/renter, family structures, elderly/special needs)


MINI Yaletown
1128
TEMPORARY
NO PARKING


SUB-LEASE
linen
Luscious
MINI Yaletown
NO PARKING
Luscious
Hair
Facials
Waxing
Massage
ALL MOP
604-694-1000

The Opportunity of TOD

3. Create unique URBAN PLACES

- All great cities have a great transit networks-the critical ingredient
- Transit creates opportunities for vital, memorable, pedestrian-oriented places

The Opportunity of TOD

4. Healthy Environment
   - Efficient uses of resources
   - Environmental: Air Quality, Quality of life, growing population with decreasing dependence on the automobile, Brownfield redevelopment
   - Walkability (new/existing)

The Opportunity of TOD

5. Builds Transit Ridership

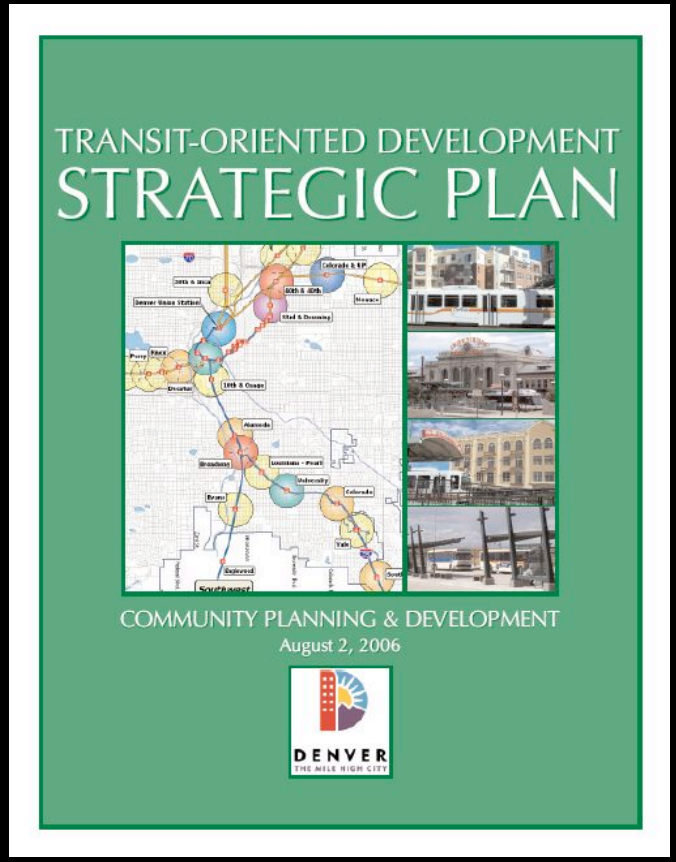
- More than park and ride
- Road projects that “react” to increasing demand (adding lanes) vs. “creating demand” for more riders to make transit successful
- Proactively guiding orderly growth vs. reacting to manage growth pressures

TOD Strat/Area Plans

Denver TOD Initiative

TOD Strategic Plan

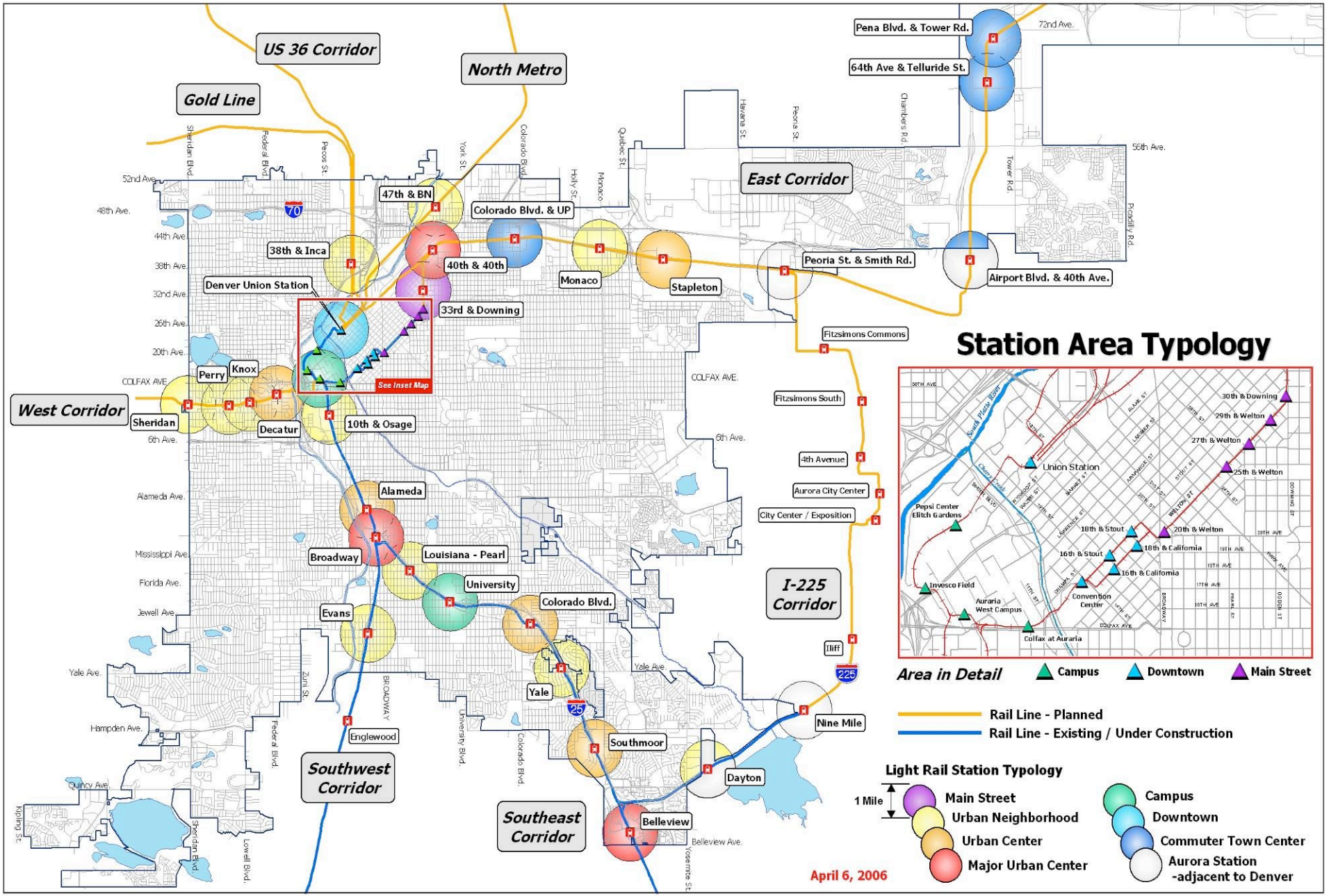
- Set priorities for where City resources and policy development
- Identify implementation tools and strategies for TOD
- Ensure close coordination internally and externally



TOD Typology

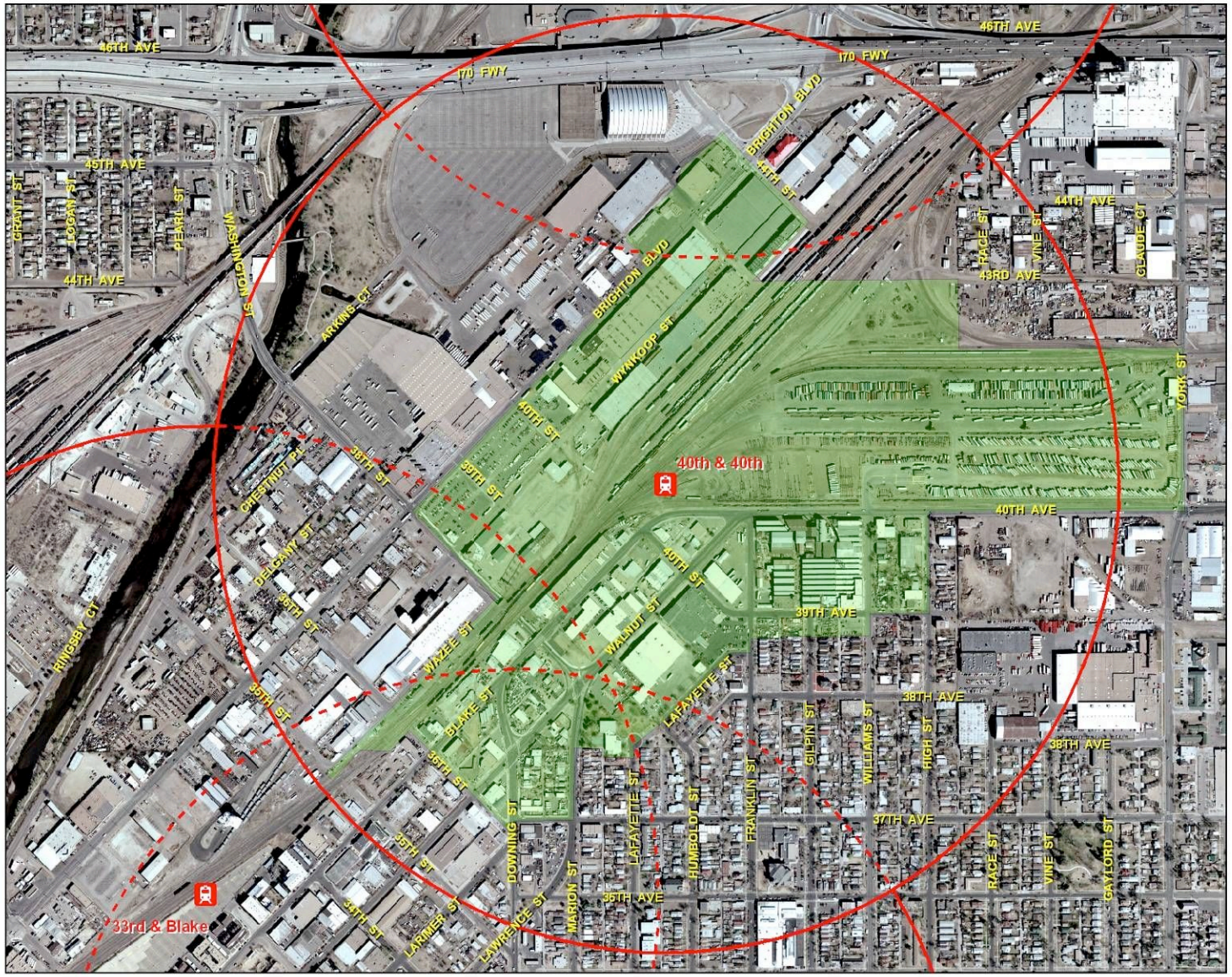
TOD Typology	Desired Land Use Mix	Desired Housing Types	Commercial/ Employment Types	Proposed Scale	Transit System Function
Downtown	Office, residential, retail, entertainment, and civic uses	Multi-family and loft	Prime office and shopping location	5 stories and above	Intermodal facility/transit hub. Major regional destination with high quality feeder bus/streetcar connections
Major Urban Center	Office, retail, residential and entertainment	Multi-family and townhome	Employment emphasis, with more than 250,000 sf office and 50,000 sf retail	5 stories and above	Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus
Urban Center	Residential, retail and office	Multi-family and townhome	Limited office. Less than 250,000 sf office. More than 50,000 sf retail	3 stories and above	Sub-Regional destination. Some Park-n-ride. Linked with district circulator transit and express feeder bus
Urban Neighborhood	Residential, neighborhood retail	Multi-family, townhome and small lot single family	Local-serving retail. No more than 50,000 sf	2-7 stories	Neighborhood walk-up station. Very small park-and-ride, if any. Local and express bus connections
Commuter Town Center	Office, retail, residential	Multi-family, townhome, small lot single-family	Local and commuter-serving. No more than 25,000 sf	2-7 stories	Capture station for in-bound commuters. Large park-n-ride
Main Street	Residential, neighborhood retail	Multi-family	Main street retail infill	2-7 stories	Bus or streetcar corridors. District circulator or feeder transit service. Walk-up stops. No transit parking
Campus/ Special Events Station	University Campus, Sports Facilities	Limited multi-family	Limited office/retail	varies	Large Commuter destination. Large park-n-ride

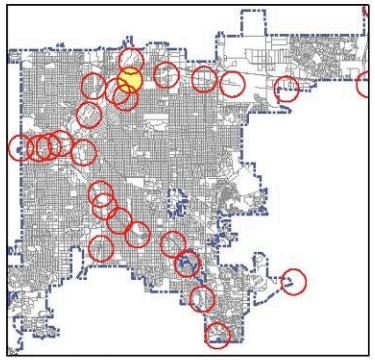
TOD Typology



Station Area Plans

40th & 40th - Development Area





Area in Detail

Legend

Light Rail Stations

- Existing
- Under Construction
- Draft / Proposed

Development Area

.5 Mile Buffer of Stations

County Boundary

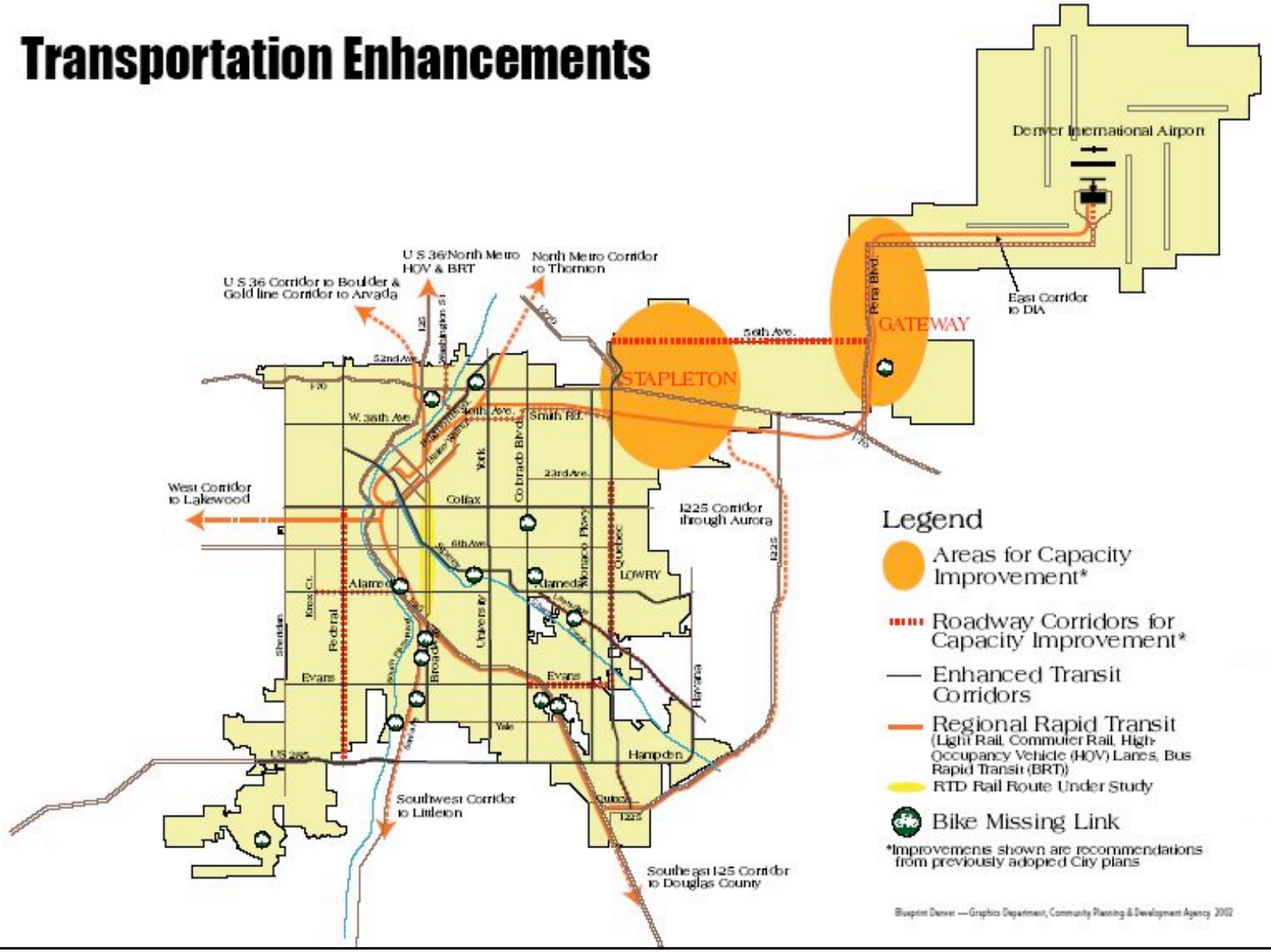
Station: 40th & 40th
Typology: Urban Town Center
Status: Draft
Line: East Corridor
Parking: 400

Data Sources:
RTD - Station Locations
Denver GIS - Aerial Photo April 2004
Map Date: November 8, 2005

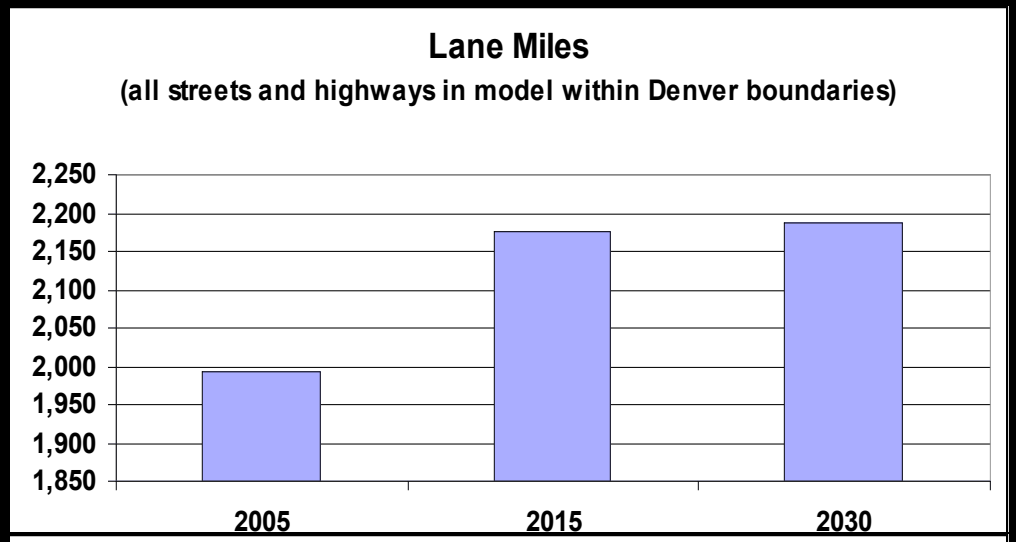
COMMUNITY PLANNING AND DEVELOPMENT GIS

STP

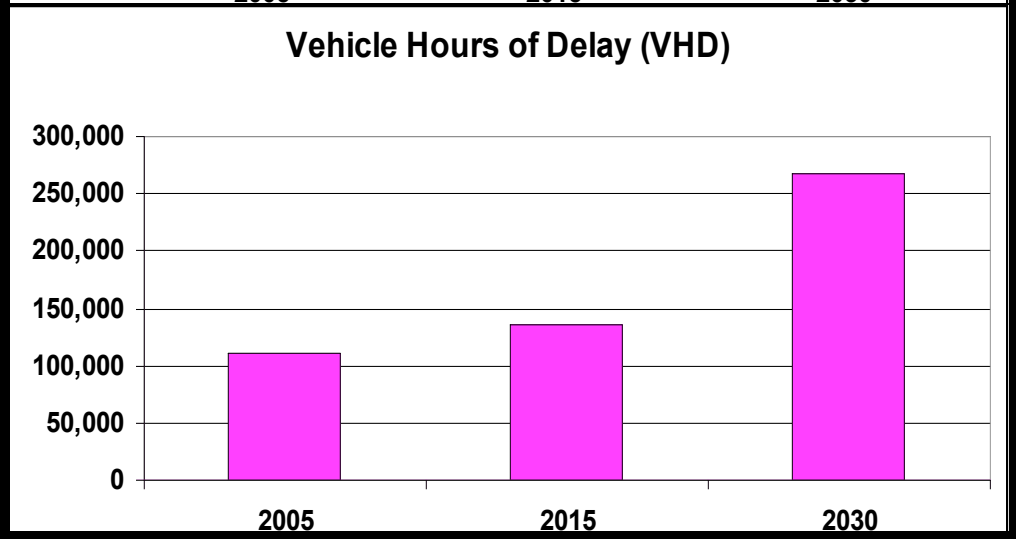
Strategic Transportation Plan



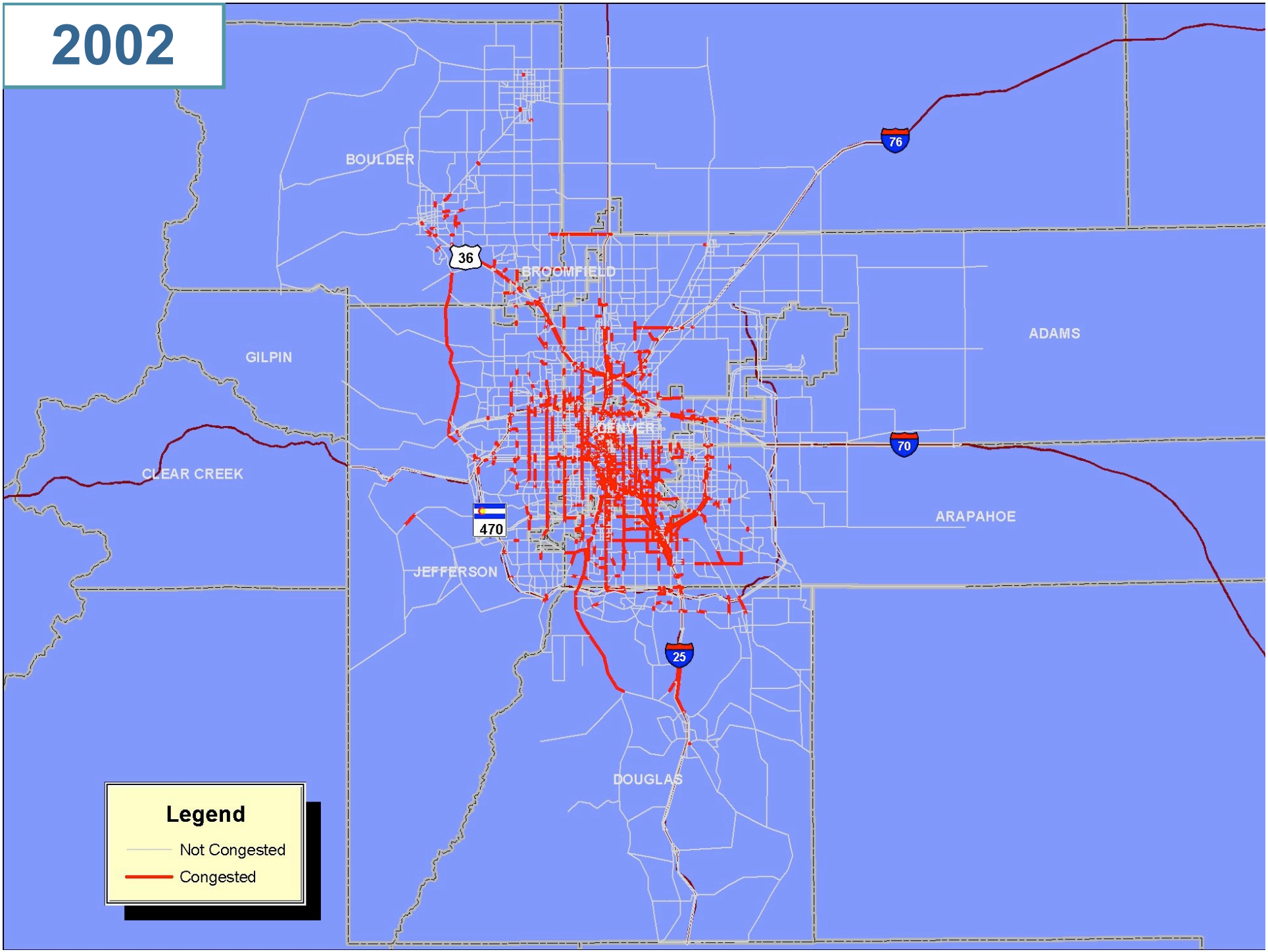
Increase in Congestion

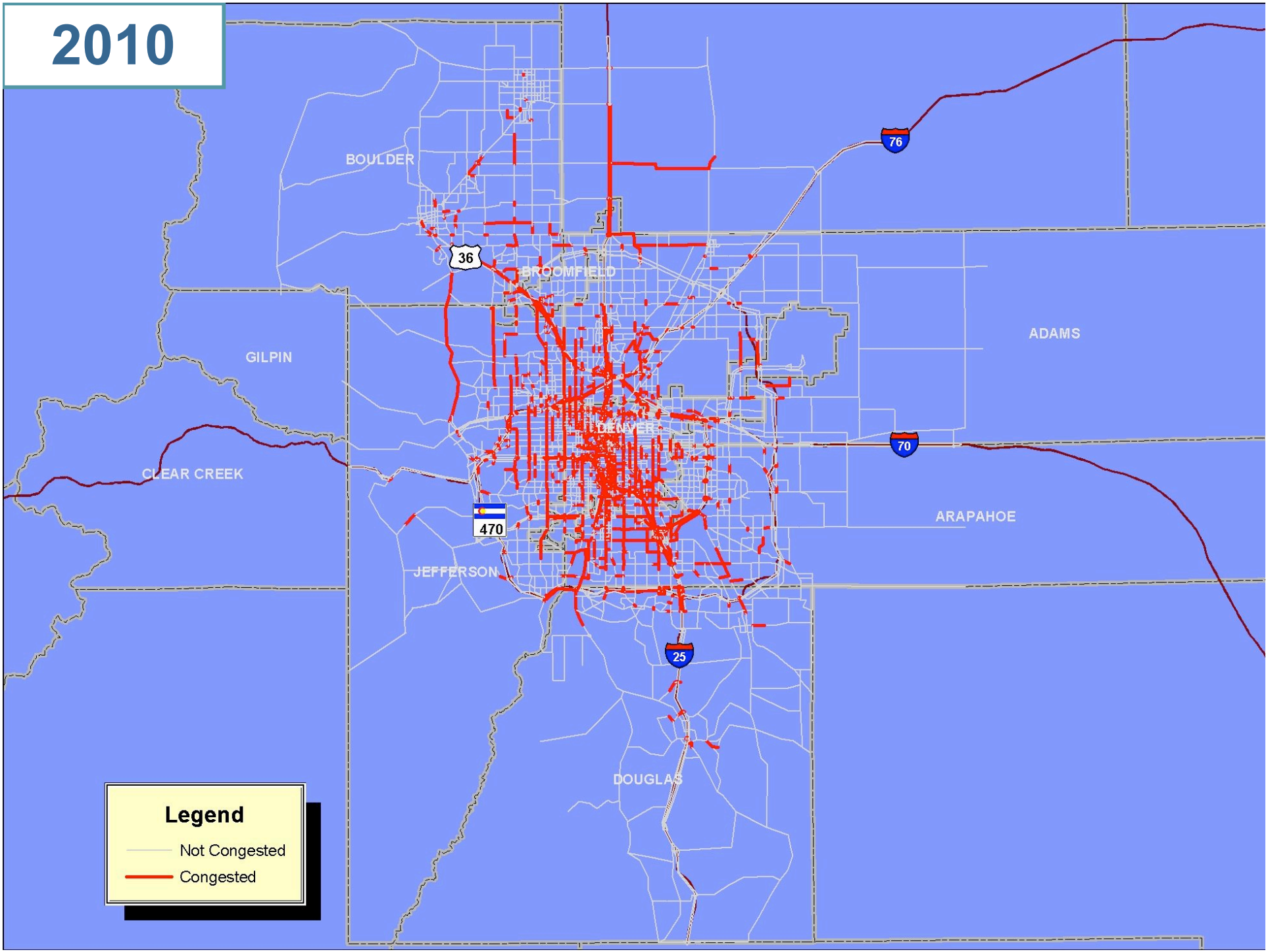


Lane Miles - Projected Change:
2005 to 2015 = 9.1% increase
2015 to 2030 = 0.6% increase



VHD - Projected Change:
2005 to 2015 = 22.9% increase
2015 to 2030 = 97.0% increase


2002
BOULDER
BROOMFIELD
GILPIN
CLEAR CREEK
ADAMS
ARAPAHOE
JEFFERSON
DOUGLAS
36
76
70
470
25
Legend
Not Congested
Congested


2010
BOULDER
BROOMFIELD
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CLEAR CREEK
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ARAPAHOE
JEFFERSON
DOUGLAS
DENVER
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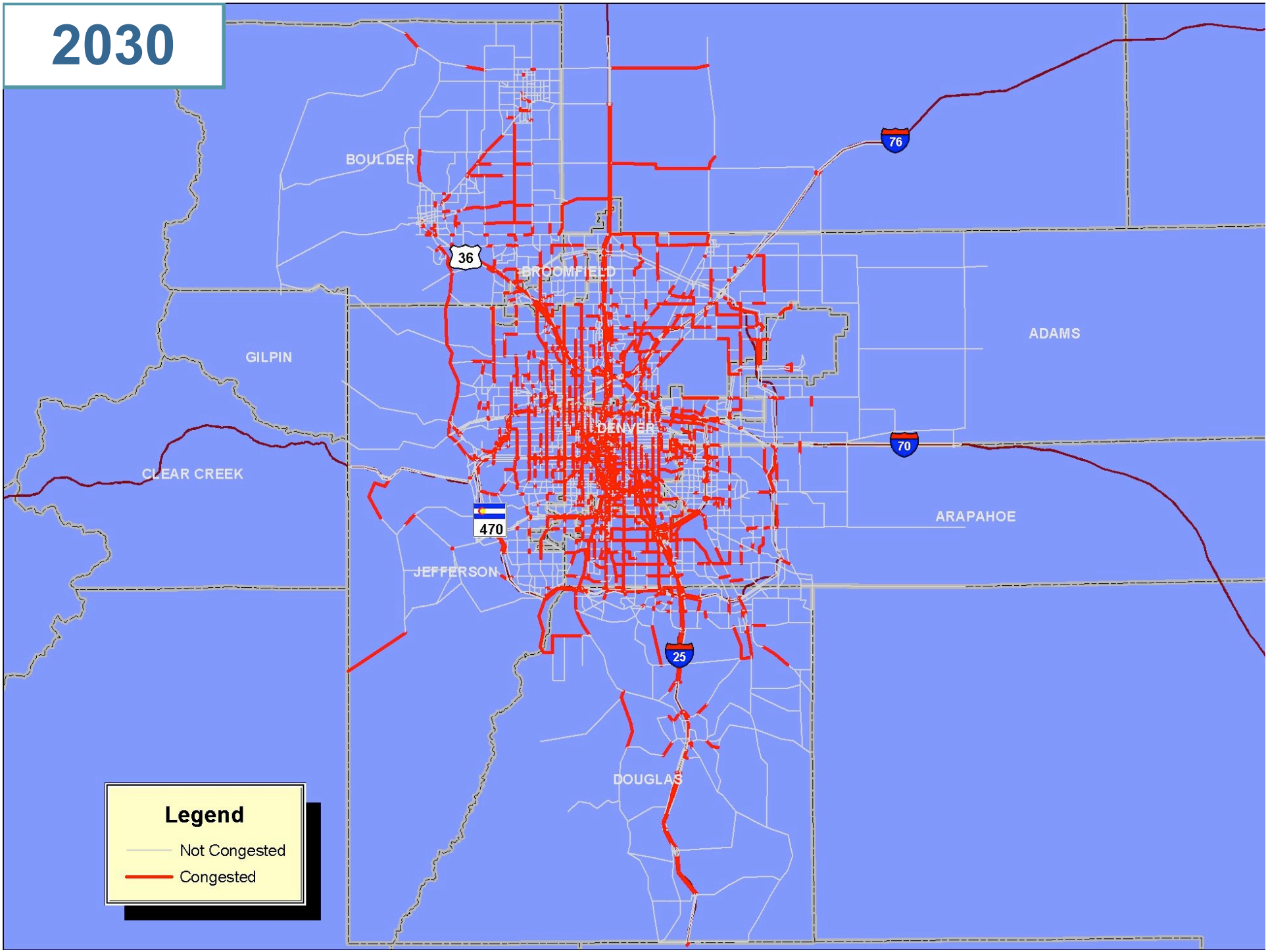
Congested


2030
BOULDER
BROOMFIELD
GILPIN
CLEAR CREEK
DENVER
ADAMS
ARAPAHOE
JEFFERSON
DOUGLAS
36
76
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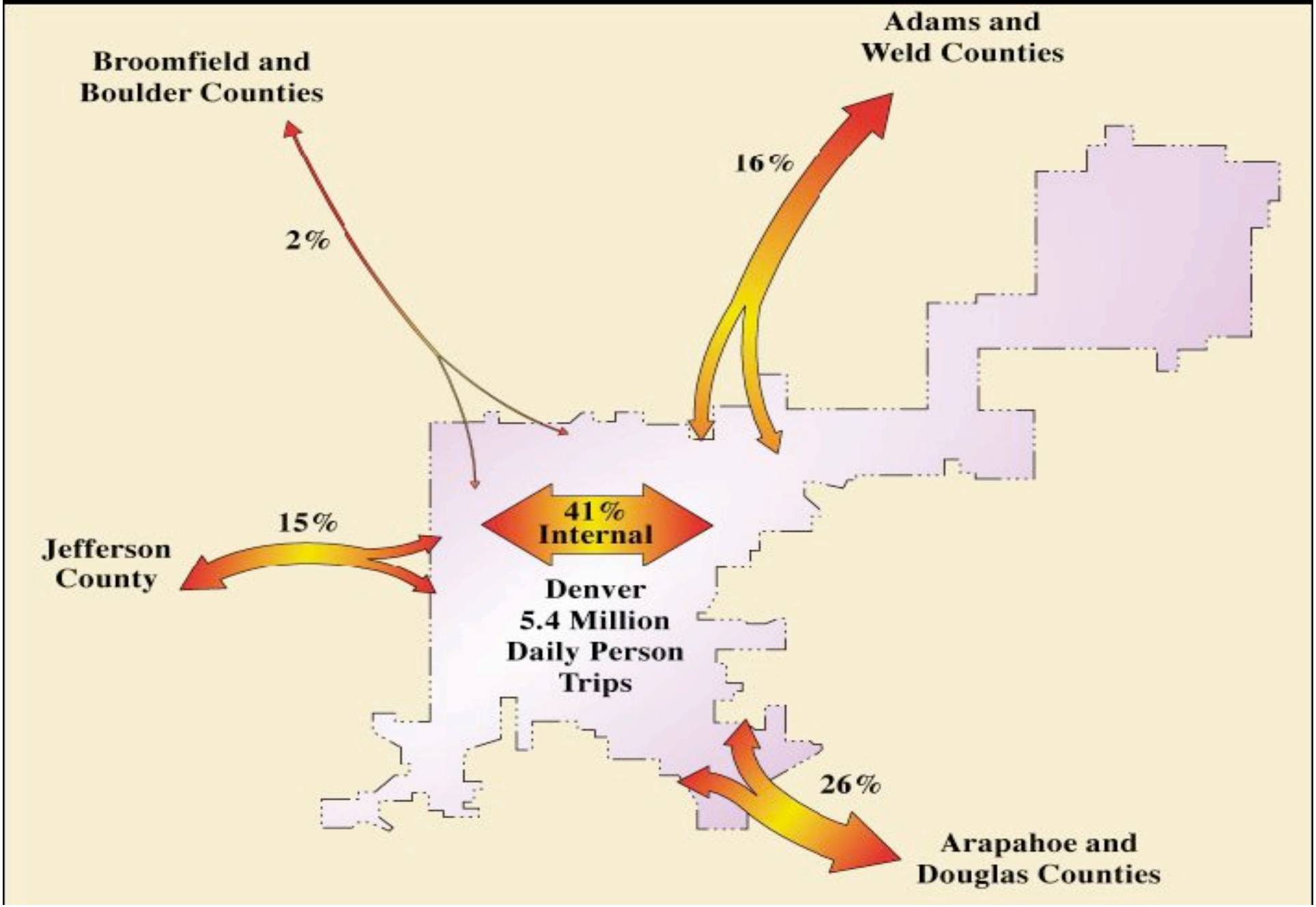
470
25
Legend
Not Congested
Congested

2030 Person Trip Distribution by County



Principles of the New Urbanism

THE NEIGHBORHOOD, DISTRICT, AND CORRIDOR

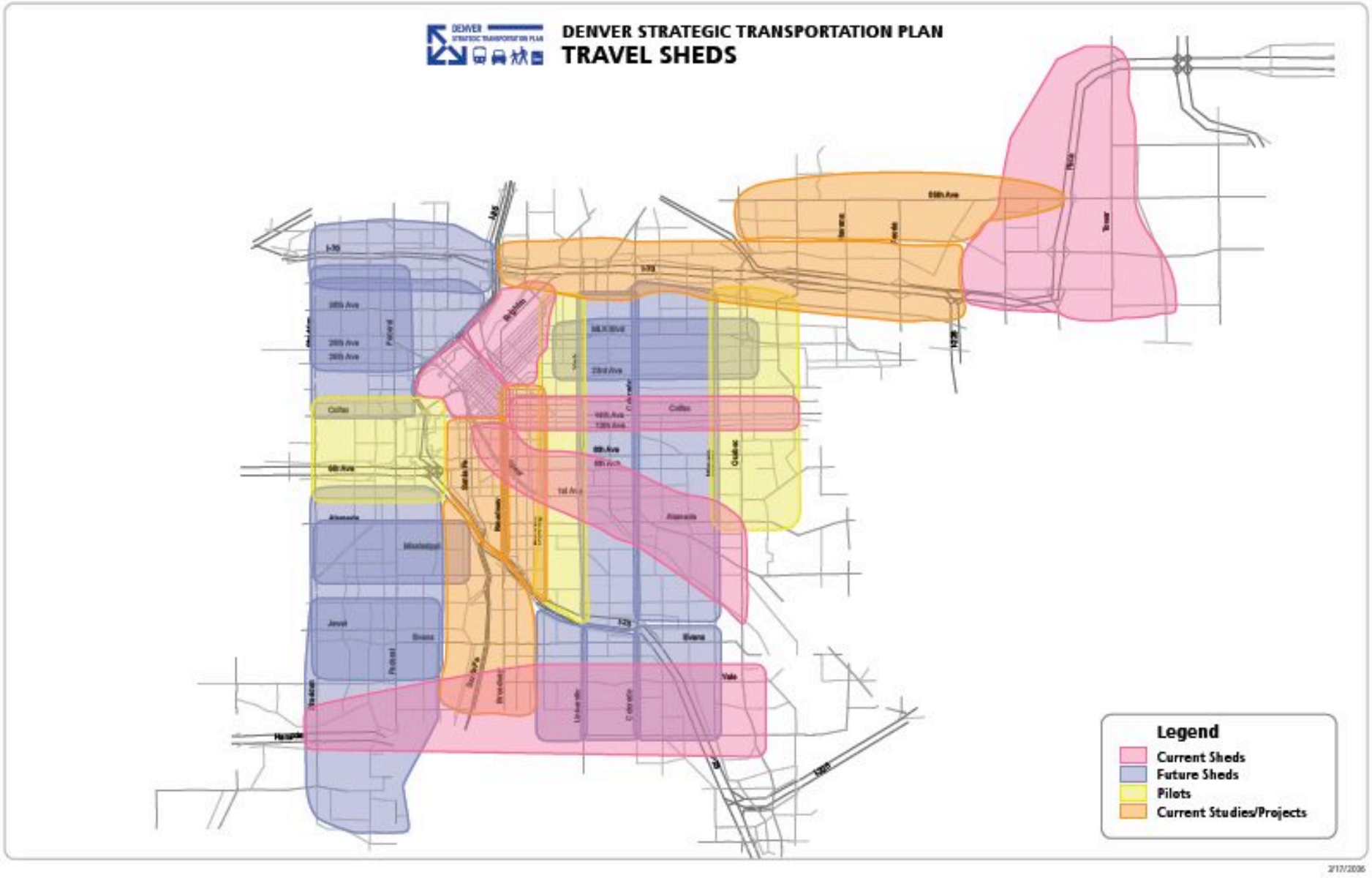
Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. **Interconnected networks of street** should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

"The street layout of a community in large part dictates the effectiveness of its transportation system."
Walter Kulash

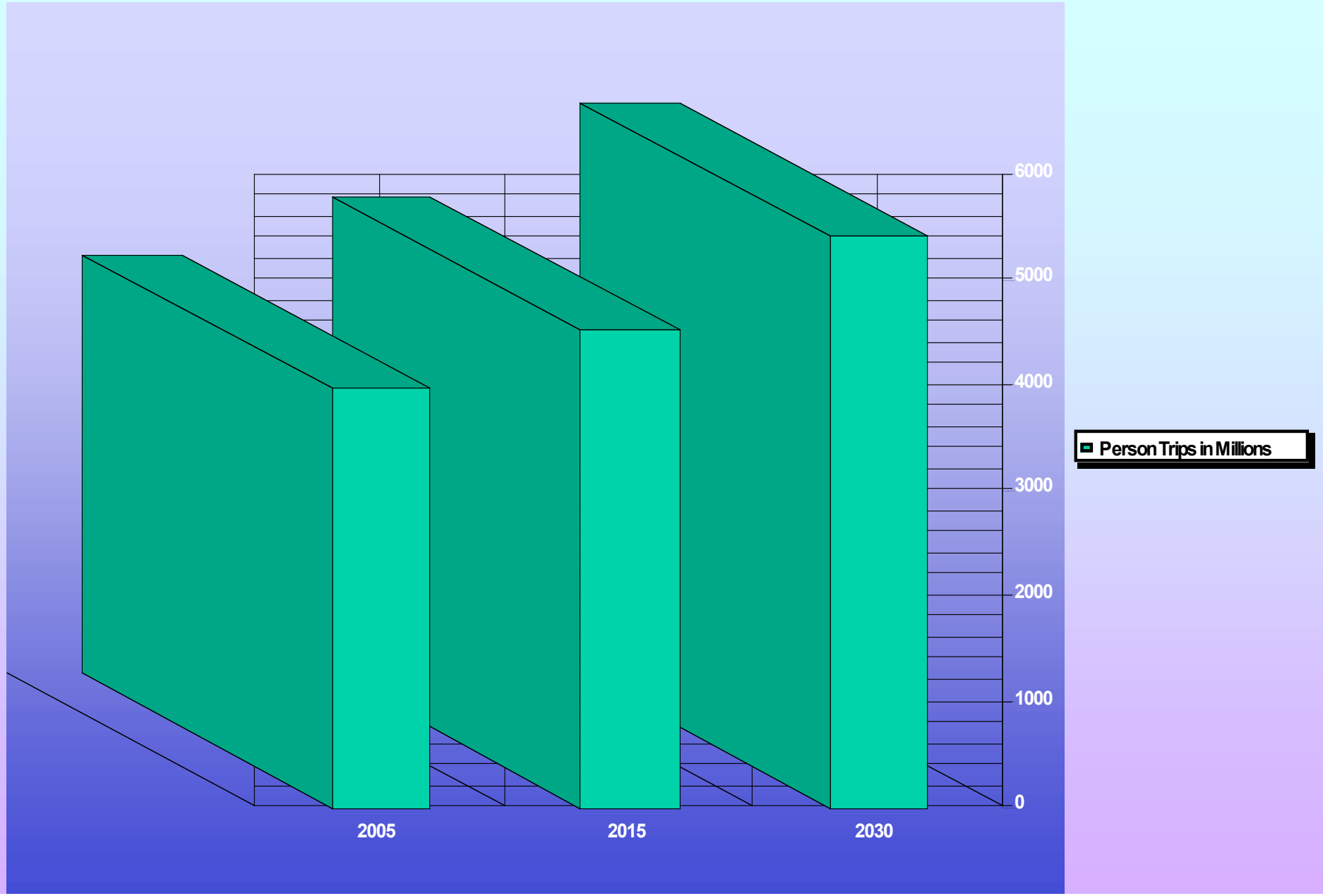
Principles of the New Urbanism

THE REGION

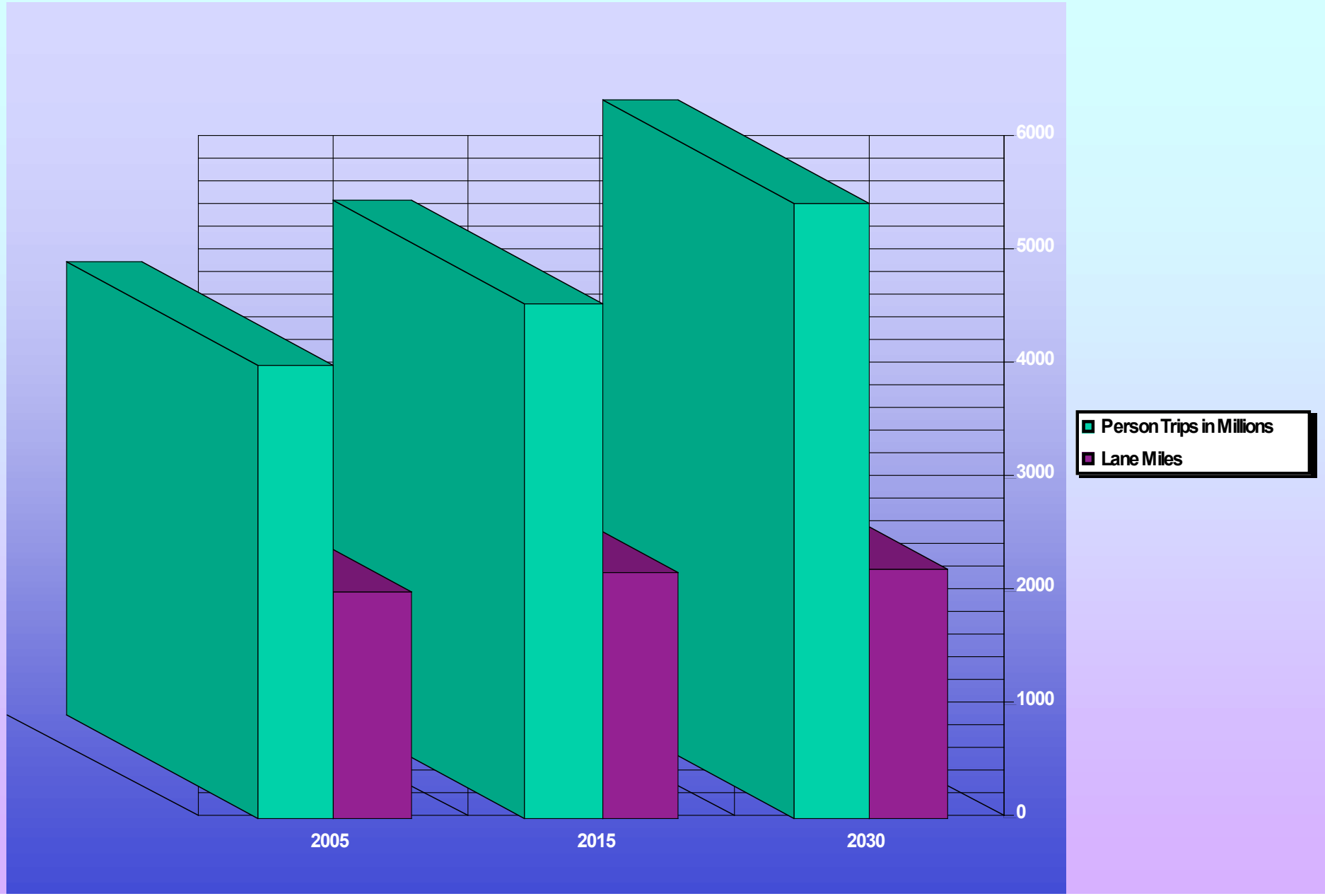
The physical organization of the region should be supported by a **framework of transportation alternatives**. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence on the automobile


DENVER STRATEGIC TRANSPORTATION PLAN
TRAVEL SHEDS
Legend
Current Sheds
Future Sheds
Pilots
Current Studies/Projects
2/17/2006

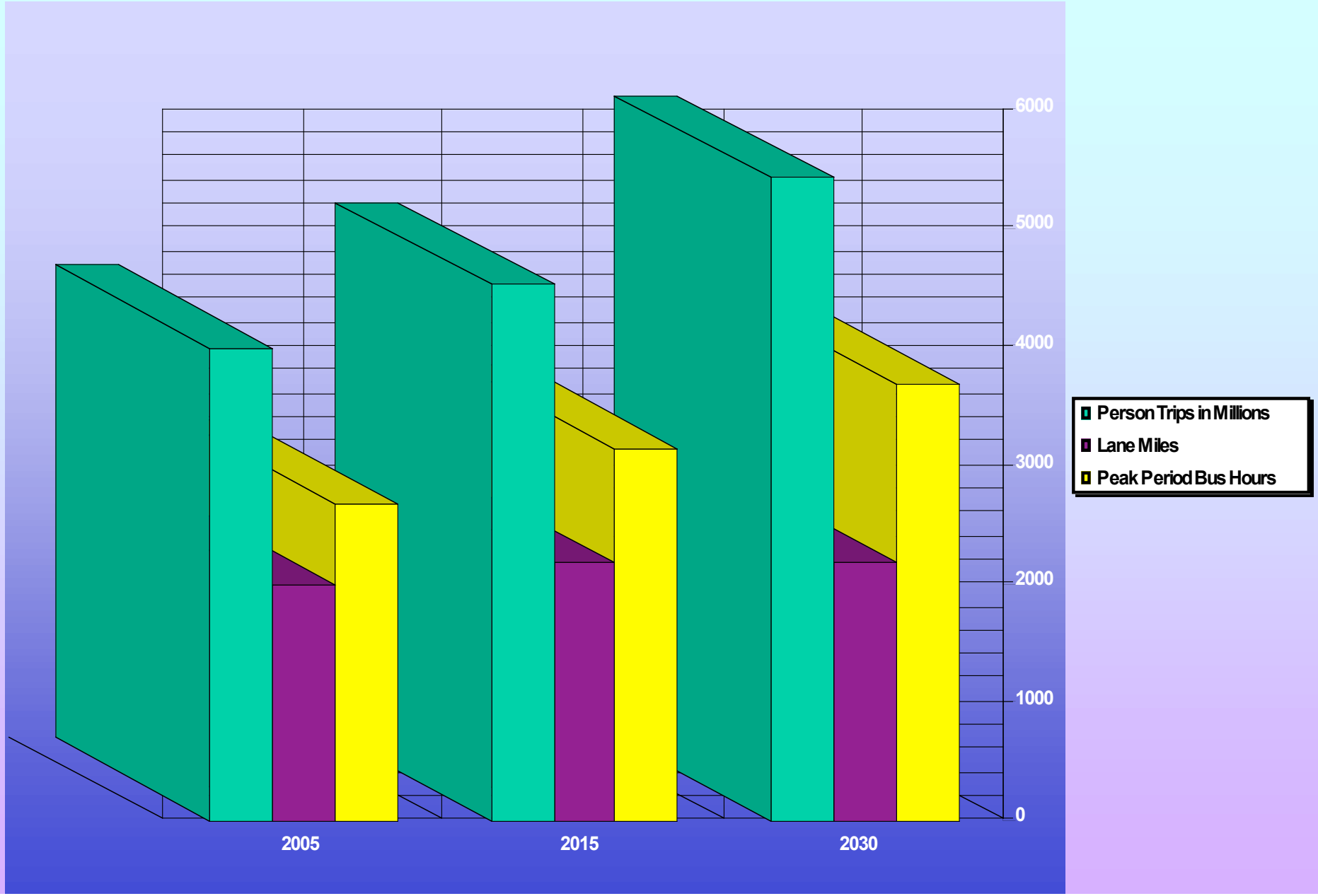
Person Trips Are Increasing…



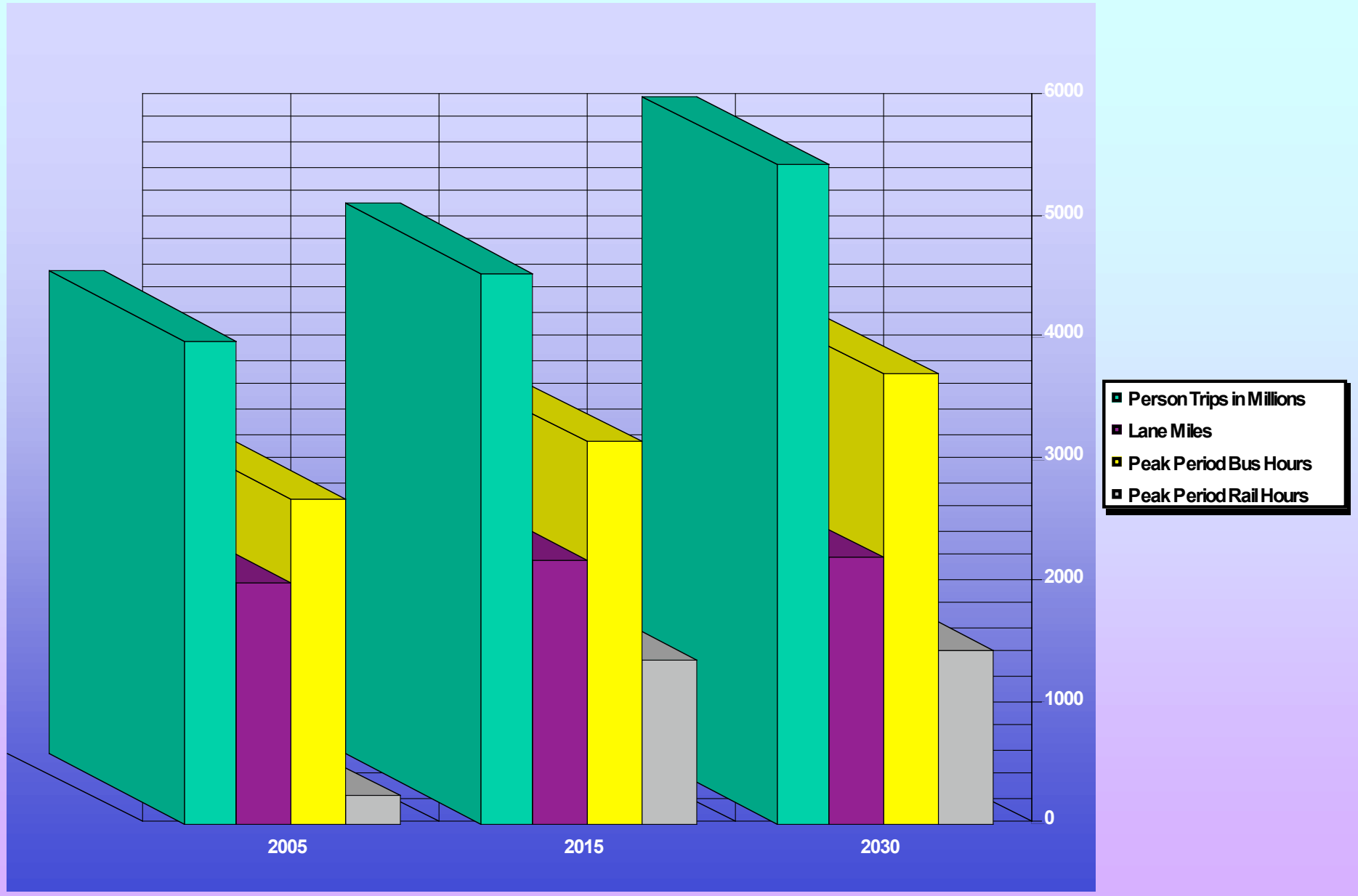
Lane Miles are Not Increasing …



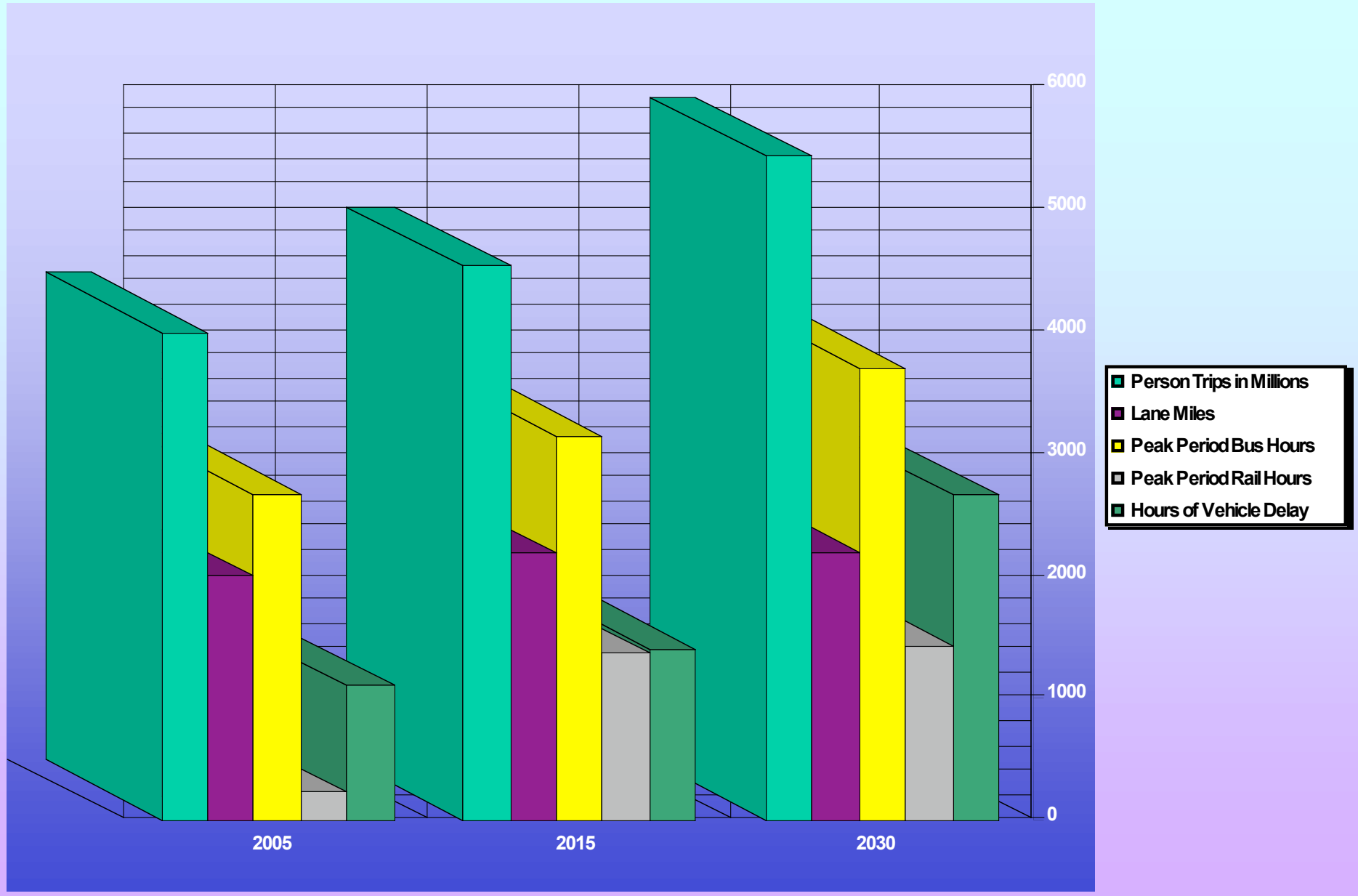
Peak Period Bus Hours Are Increasing…



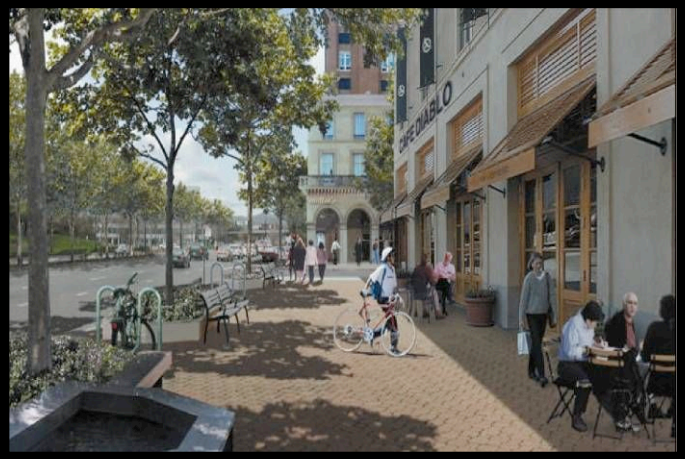
Peak Period Rail Hours Increase with FasTracks...

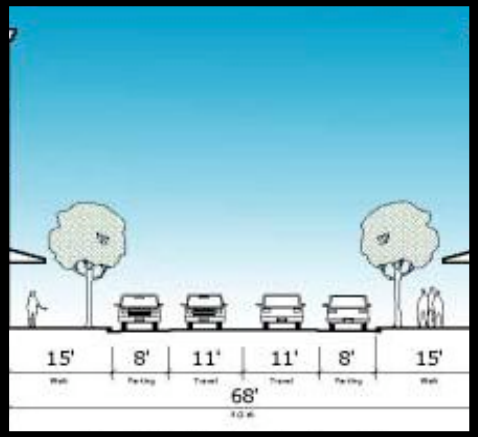


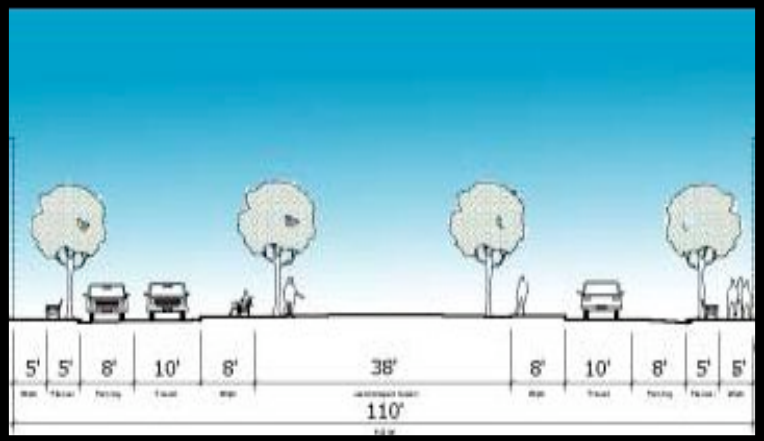
Vehicle Delays Continue to Increase



Strategic Transportation Plan







Summary

Summary

- Transportation AND Development
- URBAN Streets, Squares, and Blocks
- SIMPLE Regulations and Processes
- Seizing Opportunity vs. “Managing” Growth
- Making Unique Urban PLACES