

**2020 REVIEW AND UPDATE OF VISION 2050:  
A REGIONAL LAND USE AND TRANSPORTATION PLAN  
FOR SOUTHEASTERN WISCONSIN**

**Appendix E**

**SUMMARY OF PUBLIC COMMENTS**

**INTRODUCTION**

This appendix presents a summary of all public comments received during the 2020 interim review and update process.<sup>1</sup> Staff conducted two rounds of public involvement for the 2020 Review and Update.

Comments from the first round were obtained at the November 6, 2019, Environmental Justice Task Force meeting and during a formal public comment period from November 18 through December 20, 2019, in the following ways:

- Seven public meetings held across the Region (one in each county) from December 3 through 12
- An online questionnaire that replicated the feedback opportunities of the seven public meetings
- A “Community Conversation” event on December 7 with several of the Commission’s community partners
- A meeting of the Hmong American Friendship Association (HAFA) on December 15
- Email or online comment form (note: no comments were submitted via U.S. mail or fax)

*[Additional text will be added here following the second round of public involvement]*

All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff prepared the 2020 Review and Update of VISION 2050.

**SUMMARY OF ROUND 1 COMMENTS RECEIVED**

A total of 277 unique individuals participated in the first round of public involvement by attending one of the nine public or partner meetings held in December or completing the online questionnaire. A summary of the comments received during the first round is presented below.

**Responses to Worksheet Questions**

At each of the seven public meetings, staff distributed a worksheet to attendees with a series of eight questions about land use and transportation. This worksheet was also distributed at the December 7 Community Conversation and December 15 HAFA meeting, and the same eight questions were asked via the online questionnaire. The responses to the worksheet questions are summarized below. Note that the comments are from a self-selected sample of individuals and were not obtained via a statistically significant survey method.

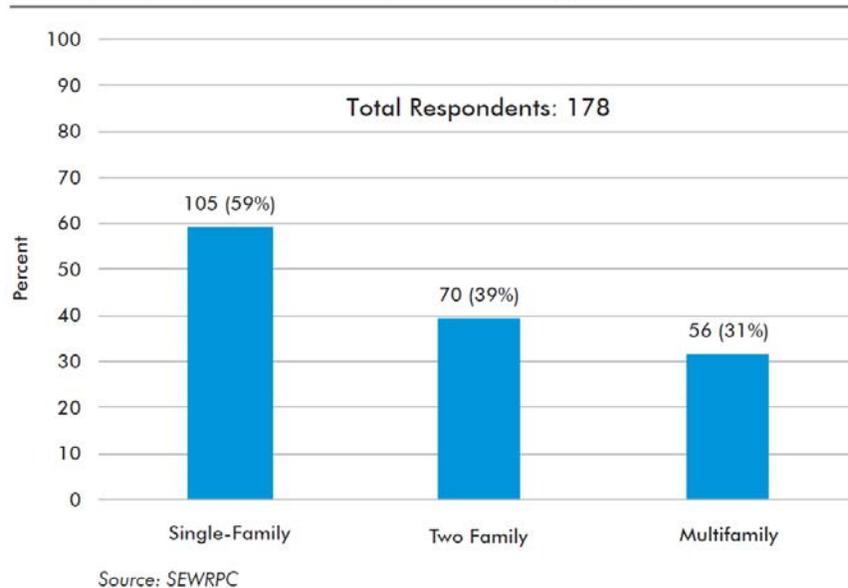
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<sup>1</sup> A separate report entitled Record of Public Comments: 2020 Review and Update of VISION 2050, documents all comments received during preparation of the 2020 Review and Update.

**Worksheet Question 1: What types of housing development would you like to see more of in the Region?**

Figure E.1 shows the percent of responses for each type of housing development participants would like to see more of in the Region.

**Figure E.1**  
**Round 1 Feedback: Types of Housing Development**  
**Participants Would Like More of in the Region**



Additional comments in response to Question 1 included:

- Support for affordable housing (18)
- Support for mixed-use development (5)
- Support for a variety of housing types (5)
- Support for higher-density housing near transit stops (3)
- Support for senior housing (3)
- Support for common greenspace in housing developments (2)
- Support for walkable neighborhoods (2)
- Opposition to developing any single-family homes
- Support for accessible housing for people with disabilities
- Support for co-op housing
- Support for farmettes
- Support for infill development
- Support for land trusts
- Support for mixed-income housing
- Support for multi-generation housing
- Support for passive housing design that minimizes the energy needed for heating/cooling

- Support for renovation of older homes and buildings (e.g. lead abatement)
- Support for tiny homes
- Support for townhouses instead of traditional duplexes

**Worksheet Question 2: The single-family homes recommended by VISION 2050 would largely be on lots of 1/4-acre or less (the Small Lot Traditional Neighborhood land use category), but most single-family homes developed since 2010 have been on larger lots. Do you think developing single-family homes on smaller lots is a good idea? Why do you think most single-family homes are being developed on larger lots?**

Most commenters supported developing single-family homes on smaller lots (83). Reasons cited for their support included:

- Smaller lots encourage alternative modes of transportation and reduce the dependency on automobiles
- Smaller lots tend to be more affordable
- Smaller lots tend to preserve more land as open space
- Smaller lots tend to be more cost-effective (utilities, public services)
- Smaller lots tend to be more profitable to developers
- Smaller lots encourage people to use public spaces and explore their community
- Smaller lots support development of public transit
- Smaller lots would allow better racial integration in different communities

A significant number of commenters were opposed to developing single-family homes on smaller lots (40). Reasons cited for their opposition included:

- Larger lots better preserve the character of rural communities
- Larger lots provide large yards for families with children and for gardening
- Larger lots generate less traffic congestion

Commenters provided the following possible reasons why most single-family homes are being developed on larger lots, rather than on smaller lots as VISION 2050 recommends:

- People desire larger lots for a variety of reasons (e.g., space, privacy, family activities, natural lighting, gardening, connection to nature, safety, status)
- Larger housing on larger lots may be seen as more profitable to developers
- Homes on smaller lots may require too many stairs for kids, seniors, and people with disabilities
- People moving from the Chicago area can afford larger homes on larger lots
- Local regulations do not promote housing development on smaller lots and/or limit housing development on larger lots
- Larger lots are more environmentally friendly
- Smaller lots put a higher strain on local infrastructure
- Demand for larger lots is due to people's sense of self-importance over the collective good
- Demand for larger lots is due to people's tendency to self-segregate
- Larger lots are facilitated by approval of sewer extensions, water service, and roadways to serve such developments

Additional comments in response to Question 2 included:

- Housing and lot size should reflect people's specific needs and circumstances
- Providing common public spaces within smaller lot developments can eliminate the need for large yards
- Smaller lots may be suitable for urban areas, but larger lots may be more appropriate for suburban and/or rural areas
- If larger lots are developed, they should include accessory dwelling units
- Municipalities should consider allowing smaller minimum lot sizes in sewer service areas
- There is an increased need for rental units for younger generations and retiring baby boomers
- Housing should be designed in a neighborhood setting and in a way that encourages community cohesiveness
- More education needs to be done in counties that are not receptive to smaller lots
- New homes seem to be larger regardless of lot size
- Private land managed to benefit stormwater retention, infiltration, and with native vegetation should be taxed at a lower rate
- Single-family development should be as infill and in mixed-use neighborhoods
- Smaller lots should be developed to allow space for agriculture
- Slow population growth may be causing low demand for single-family homes
- Fewer people are buying homes due to lower wages and higher debt
- Larger lot development tends to exclude low-income people, which perpetuates and exacerbates discrimination, especially against people of color and people with disabilities, whom are disproportionately concentrated in the City of Milwaukee
- The process for extending water, sewer, and roadways should be reconsidered, including applying more stringent criteria focused on reducing regional inequities and de-prioritizing criteria like traffic congestion

***Worksheet Question 3: VISION 2050 previously identified a gap in funding for the recommended transit system and identified possible ways to provide additional funding. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?***

Most commenters supported providing additional funding for public transit (116). Potential revenue sources that were suggested included:

- Allocate more State funding to transit (10)
- Increase sales taxes and/or create a sales tax dedicated to transit (7)
- Increase taxes on and/or support from businesses (7)
- Increase the gas tax (7)
- Increase vehicle registration fees (6)
- Implement tolling (5)
- Increase property taxes (4)
- Reallocate highway funding to benefit transit (4)

- Increase development fees (3)
- Increase Federal funding (3)
- Implement a vehicle-miles of travel (VMT) fee (2)
- Implement congestion pricing (2)
- Increase funding from out-of-state travelers (2)
- Increase hotel room tax (2)
- Increase user fees (2)
- Generate revenue from developing public land
- Implement a one-time property tax increase
- Implement an excise tax
- Implement a payroll tax
- Implement a dedicated income tax
- Increase car rental fees
- Increase fines for driving under the influence of alcohol or other drugs
- Increase parking fees
- Increase rates of all types of taxes currently used to fund transit
- Increase revenue from tourism
- Increase sales tax on car purchases
- Increase taxes on gambling
- Increase taxes on the wealthy
- Increase transit fares
- Increase use of Federal grants
- Index the gas tax to inflation
- Obtain sponsorships for bus routes
- Reallocate local tax revenue to benefit transit
- Reallocate parking ticket revenues to benefit transit
- Tax tow lots on every car that is towed

Some commenters were opposed to providing additional funding for public transit (11). Only one commenter citing a reason for their opposition, indicating they believed the existing transit system is sufficient.

Additional comments in response to Question 3 included:

- Implement a regional transit authority (RTA)
- Increase vehicle registration fees specifically for larger vehicles
- Consider the impact of revenue sources on low-income individuals
- Consider revenue sources that do not directly impact residents
- Improving public transit will generate cost savings by reducing the need to expand highways

- Do not increase transit fares
- Bicycles and electric cars should be exempt from tolls and parking fees
- Educate State and Federal elected officials on the benefits of transit
- Implement financial incentives to encourage transit use
- Make existing transit services more cost-efficient
- Locate new jobs near the existing workforce to reduce the cost to provide transit services
- Establish a transit foundation
- Stop building new or expanded highways in areas that lack transit and affordable housing, which will incentivize regional collaboration
- Funding for expanded transit is needed to reduce substantial racial disparities in the Region

***Worksheet Question 4: Have your transportation options been impacted by recent expansions or reductions in transit service? What transportation options would you like to see more of in the Region to better meet your needs?***

Some commenters responded that their transportation options have been impacted by recent expansions or reductions in transit service (22), while most commenters responded that their transportation options not been impacted by recent expansions or reductions in transit service (49). Commenters provided the following transportation options that they would like to see more of in the Region to better meet their needs:

- New commuter rail, including between Kenosha, Racine, and Milwaukee; in the 30th Street Industrial Corridor in Milwaukee; between Walworth County and Milwaukee; and between Chicago and Lake Geneva (9)
- Improved transit to/from employers (7)
- More bus routes (6)
- New intercity/high-speed passenger rail service to/from destinations such as Madison, the Twin Cities, and Chicago (6)
- Increased bus frequency (5)
- Increased intercounty transit (5)
- Expansion of streetcar in Milwaukee (4)
- Lower transit fares (4)
- More transit service between the City of Milwaukee and suburban communities (4)
- New light rail (4)
- Increased hours of service, including nights and weekends (3)
- Better first-mile/last-mile options such as Uber/Lyft (2)
- Faster transit service (2)
- Free transit (2)
- Improved transit to/from medical facilities (2)
- Increased bike-share options (2)
- Increased ride-share options (2)

- New bus rapid transit (BRT) service (2)
- Additional door-to-door service to senior centers and meal sites
- Better connections between transit services
- Free rides for seniors and people with disabilities
- Improved transit serving smaller communities
- Improved transit to/from grocery stores
- Increased electric scooter options
- Increased Metra commuter rail frequency in Kenosha
- Increased transit service to/from UW-Parkside
- More affordable options for seniors and people in poverty
- More bus service to events
- More express bus service
- More on-street bike lanes
- More parking spaces at park-ride lots served by transit
- More reliable service
- More safe, welcoming bicycle and pedestrian environments, especially in underserved communities
- More service/options for people with disabilities
- More shared-ride taxi service in less-dense areas of the Region
- More transit focused on underserved communities
- New Amtrak station in Kenosha County
- New bus system in Walworth County
- New commuter bus service to/from the Highway 67 park-ride lot north of Elkhorn
- New dedicated bus lanes on freeways
- New subway system
- New transit service between Lake Geneva and Kenosha
- New transit service between Madison, Milwaukee, and Racine

Additional comments in response to Question 4 included:

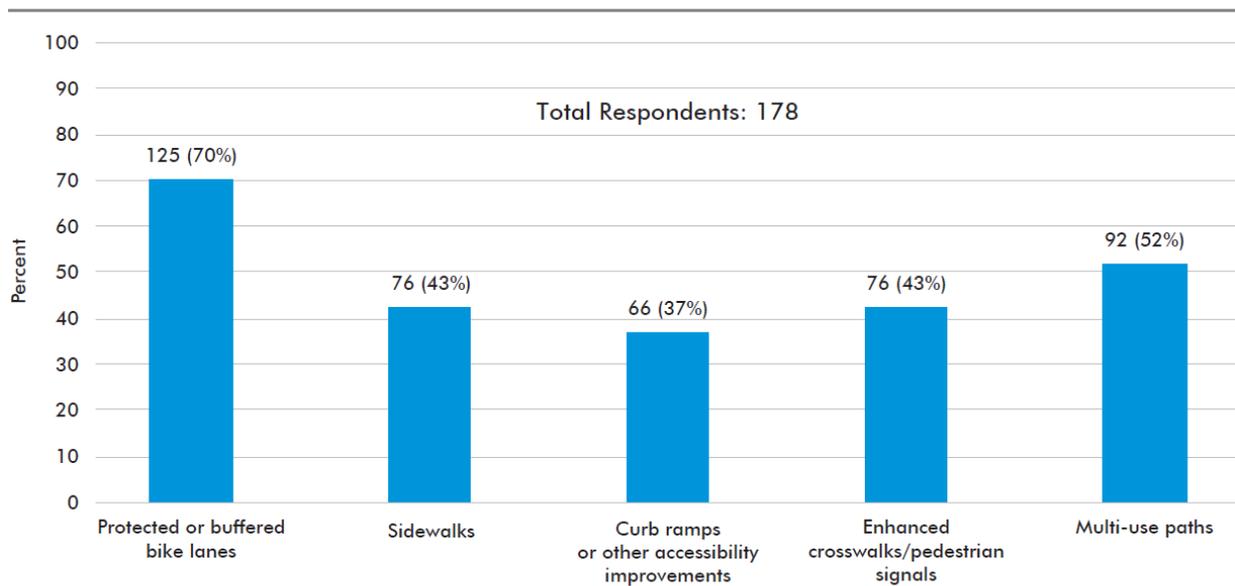
- Do not eliminate service on the MCTS Gold Line
- Driving should not be as convenient
- Focus on repairing local roads before expanding highways
- Implement complete streets concepts in roadway projects
- Implement preferential treatment for transit on roadways
- Improve lighting at bus stops
- Increase parking capacity

- Prohibit electric scooters
- Provide options to compensate for slow traffic caused by the Hop streetcar
- Provide additional traffic lanes to accommodate transit services
- Spend less on roads
- Use renewable energy for transit (e.g., electric vehicles)
- Use smaller buses to allow more frequent service

**Worksheet Question 5: What types of biking and walking improvements would you like to see more of in the Region?**

Figure E.2 shows the percent of responses for each type of biking and walking improvement participants would like to see more of in the Region.

**Figure E.2**  
**Round 1 Feedback: Types of Biking and Walking Improvements**  
**Participants Would Like More of in the Region**



Source: SEWRPC

Additional comments in response to Question 5 included:

- Better maintain existing multi-use paths
- Better snow removal from sidewalks and curb ramps
- Bicycle facilities are not used in winter
- Construct more multi-use paths along and through natural areas (e.g., Lake Michigan, woods, wetlands)
- Construct more off-street multi-use paths
- Construct more protected and buffered bike lanes
- Designate separate areas on multi-use paths for biking and walking
- Do not construct more protected and buffered bike lanes if they will increase traffic congestion

- Do not construct new multi-use trails if they will negatively impact primary environmental corridors and natural areas
- Do not construct new protected and buffered bike lanes or off-street multi-use paths
- Do not prioritize bicycle and pedestrian improvements over building the USH 12 freeway extension between Elkhorn and Whitewater
- Do not widen roadways with additional traffic lanes
- Eliminate gaps in the bicycle network
- Improve bicycle and pedestrian facilities
- Improve bicycle and pedestrian wayfinding signage
- Improve pedestrian crossings at signals to ensure enough time for people with disabilities to cross and add sound signals for visually impaired to know when it is safe to cross
- Improve pedestrian signals at intersections
- Install more speed/red-light cameras along roadways to improve safety
- Install sidewalks and streetlights on Washington Avenue between Green Bay Road and 39th Avenue in the City of Kenosha
- Limit bicycle traffic on streets and highways
- Limit sidewalks to high-pedestrian areas
- Maintain the right-of-way for sidewalks (e.g., trimming trees/shrubs)
- Make sidewalks more accessible for disabled pedestrians by easing the transition between sidewalks and driveways
- Modify the Hoan Bridge to accommodate bicycles
- Prohibit motorized vehicles on multi-use paths
- Provide an equitable distribution of bike and walking facilities
- Provide designated pedestrian/bike paths (e.g., Sanibel Island, FL)
- Provide more raised bike lanes
- Provide more sidewalks in suburban communities
- Repair damaged sidewalks

**Worksheet Question 6: What bicycle- and/or pedestrian-related safety concerns do you have? Is there anything you'd like to see more of in the Region to address these concerns?**

Commenters expressed the following bicycle and pedestrian safety concerns:

- Reckless driving (11)
- Vehicle speeds (8)
- Dangerous to ride bicycles on rural roads without bike lanes (4)
- Traffic signals that prioritize traffic flow over pedestrians (3)
- Biking or walking on high-speed rural roads (2)
- Inattentive driving such as texting while driving (2)
- Potholes in bike lanes (2)

- Snow removal from sidewalks and curb ramps (2)
- Bicyclists who do not follow traffic laws
- Bike lanes that are too narrow
- Bike/car merging (e.g., Hawley Road, State Street bridge)
- Bikes lanes on heavily trafficked roads (e.g., National Avenue in West Allis)
- Dockless scooters riding on sidewalks
- Electric vehicles that make less noise so bicyclists and pedestrians may not hear them coming
- Incomplete pedestrian facilities in suburban shopping centers
- Narrow roads for bicyclists (e.g., the Kettle Moraine area of Walworth County)
- Not enough traffic signals to slow traffic
- Roads that are too wide to cross safely
- Roundabouts are unsafe for pedestrians
- Sharrows and unprotected bike lanes are dangerous for bicyclists
- Sprawling development patterns

Commenters provided the following suggestions for how to address bicycle and pedestrian safety concerns:

- Protected/separated/buffered bike lanes (21)
- Better lighting (9)
- Education for drivers regarding bicycle and pedestrian safety (7)
- Bike trails (6)
- Education on safe bicycling practices (5)
- Bike lanes (4)
- Complete streets and/or roadways that prioritize transit, bikes, and pedestrians (4)
- Sidewalks (4)
- Wider roads (4)
- Accessible pedestrian facilities (3)
- Speed/red-light cameras (3)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (2)
- Enforcement of traffic laws (2)
- Flashing signals at street crossings for pedestrians and bike paths (2)
- Multi-use paths (2)
- Prohibit vehicles from parking in bike lanes (2)
- Repair damaged sidewalks (2)
- Single-use trails (2)
- Wider bike lanes (2)

- Adequate time for people with mobility impairments to cross at signals
- Better paved surfaces
- Bublr bike stations
- Bus lanes in inner cities
- Clearly marked pedestrian right-of-way
- Clearly placed signs for pedestrian right-of-way
- Consider pedestrians and bicyclists when placing orange construction barrels in Downtown Milwaukee
- Enact and enforce helmet laws
- Ensure bicycle and pedestrian improvements are made in the central city and underserved neighborhoods
- Improved pedestrian facilities
- Incentives to encourage people to bike to work
- Local bicycle/pedestrian plans
- Maintain parkway roads
- Maps to show bicycle and pedestrian connections to transit
- Marked crosswalks
- More sidewalks in commercial parking lots connecting to public sidewalks
- Oscillating sound for visually impaired pedestrians crossing roadways
- Painted bike lanes and crosswalks
- Pedestrian median islands
- Promote biking and walking
- Protected sidewalks along busy streets
- Provide protection for bicyclists and pedestrians
- Public transportation to reduce the number of motorized vehicles on the road
- Raised bike lanes
- Reduced speed limits within cities
- Safer bike paths
- Safer street crossings for bike paths
- Separate multi-use paths (e.g., along Highway 20 in Rock and Jefferson Counties)
- Shared parking lots at shopping centers to encourage walkability
- Sidewalks in suburban communities
- Sidewalks on STH 32 between Racine and Kenosha
- Smaller bike lanes
- Technology at signals that anticipates when a pedestrian is approaching
- Traffic calming

- Well-connected biking and walking paths
- Wide paved shoulders

Additional comments in response to Question 6 included:

- Bicycles should be on trails not roadways
- Do not construct new multi-use trails if they negatively impact primary environmental corridors and natural areas
- Should not waste money on bicycle and pedestrian accommodations on rural highways

**Worksheet Question 7: What types of automobile-related safety concerns do you have? Is there anything you'd like to see more of in the Region to address these concerns?**

Commenters expressed the following automobile-related safety concerns:

- Reckless driving (24)
- Vehicle speeds (18)
- Inattentive driving such as texting while driving (10)
- Traffic congestion (9)
- Red light running (7)
- Road conditions (7)
- Dangerous traffic congestion and roadway design along USH 12 between Elkhorn and Whitewater (6)
- Drivers not obeying traffic laws (4)
- Wide roads that encourage high vehicle speeds (4)
- Painted lines that have worn away (3)
- Construction zones on freeways (2)
- Drunk driving (2)
- Poor visibility of painted lines at night and/or when wet (2)
- Speed limit increases on highways (2)
- Unlicensed/uninsured drivers (2)
- Blind curves on rural highways
- Drivers not yielding to pedestrians
- Drivers that drive too slow
- Hit-and-run crashes
- Limited public transit, which results in increased traffic congestion
- Kids stealing and crashing cars
- Large vehicles compared to smaller vehicles, bicycles, and pedestrians
- Narrow lanes on rural highways
- Police chases
- Road conditions in neighborhoods with concentrations of people of color and poverty

- Slow-moving vehicles on rural highways (e.g., farm implements)
- Stop signs that are difficult to see and/or are partially hidden
- Too many access points along rural highways
- Truck traffic

Commenters provided the following suggestions for how to address automobile-related safety concerns:

- Build the USH 12 freeway extension between Elkhorn and Whitewater (17)
- Speed/red-light cameras (13)
- Bring driver's education back to public schools (6)
- Enforce traffic laws (6)
- Roundabouts (6)
- Better planning for construction projects (4)
- Intersection improvements at USH 12/STH 67 intersection at CTH A and/or CTH ES (4)
- Measures to protect pedestrians (e.g., curb bumpouts, refuge islands) (4)
- Repair potholes (4)
- Stricter drunk driving laws (4)
- Traffic calming (4)
- Bicycle facilities (3)
- More high-occupancy vehicle (HOV) lanes to encourage carpooling (3)
- Road diets (3)
- Alternatives to driving (2)
- Better lighting (e.g., rural intersections) (2)
- Fewer cars on the road (2)
- Improve public transit (2)
- Promote carpooling/ride-sharing (2)
- Stop signs at intersections (2)
- Turn lanes on USH 12 in Walworth County (2)
- Additional traffic lanes to address congestion
- Autonomous vehicles
- Better paved surfaces
- Complete a corridor study for the USH 12 freeway extension between Elkhorn and Whitewater
- Complete streets implementation
- Discourage single-occupancy automobile use
- Driver's license recovery programs
- Electric car stations
- Fewer traffic signals

- Flashing red lights on stop signs
- Implement vanpooling programs
- Incentivize carpooling and ride-sharing
- Light rail on highways
- Measures to get old and toxic vehicles off the road
- “No turn on red” signs
- Opposed to expanding highways
- Opposed to expanding highways without also increasing public transit options
- Opposed to roundabouts
- Pilot of 5-10 counties to conduct more frequent safety education programs for drivers
- Provide automobiles rather than buses to workers needing to reach jobs in the suburbs
- Public education campaign to address reckless driving
- Pullover lanes in case of emergencies
- Reduce dependence on automobiles
- Reduce lane widths once autonomous vehicles are implemented
- Reduce traffic congestion
- Require driver's license to purchase gas
- Require periodic online driver's testing as a condition for maintaining a valid driver's license
- Require traffic to stop for school buses in the City of Milwaukee
- Resurface USH 12 from STH 50 to STH 67 in Walworth County
- Road resurfacing projects
- Safer roadway crossings for pedestrians and people with disabilities
- Technology in cars to prevent them from traveling faster than 50 mph within a city
- Traffic lanes on streets and highways to reduce congestion
- Traffic signals
- Truck lanes for semis
- Wide shoulders for bicyclists and pedestrians

**Worksheet Question 8: VISION 2050 previously identified a gap in funding for the recommended street and highway system and identified possible ways to provide additional funding. Would you support providing additional public funding for street and highway improvements? If so, are there particular revenue sources you think should be considered?**

Most commenters supported providing additional funding for street and highway improvements (80). Potential revenue sources that were suggested included:

- Increase the gas tax (11)
- Increase vehicle registration fees (8)
- Implement tolling (8)

- Obtain more private sector support/partnerships (7)
- Increase State funding (7)
- Increase sales taxes (5)
- Increase user fees (3)
- Charge drivers for the true cost to maintain the transportation system (2)
- Increase the excise tax on alcohol (2)
- Increase property taxes (2)
- Increase the sales tax on vehicle purchases (2)
- Index the gas tax to inflation (2)
- Implement a vehicle-miles of travel (VMT) fee (2)
- Implement congestion pricing
- Implement red-light cameras
- Increase Federal funding
- Increase fees on heavy trucks
- Increase taxes on businesses
- Increase the use of Federal grants
- Legalize recreational cannabis
- Allocate more State funding to transportation
- Tax the wealthy

Some commenters indicated they may support providing additional funding for street and highway improvements under certain conditions (15). Conditions needing to be met to obtain their support included:

- If the additional funding is used to build the USH 12 freeway extension between Elkhorn and Whitewater (5)
- If the additional funding will make roads safer (3)
- If the additional funding will improve public transit (2)
- If the additional funding will improve and maintain road conditions (2)
- If the additional funding will add high-occupancy vehicle (HOV) lanes (2)
- If the public is able to determine by majority how funds are allocated

Some commenters were opposed to providing additional funding for street and highway improvements (9). Reasons cited for their opposition included:

- Should invest in public transit instead of providing additional public funding (2)
- Public funds are not being spent effectively
- Should invest more aggressively instead of providing additional public funding
- Unable to afford paying higher taxes

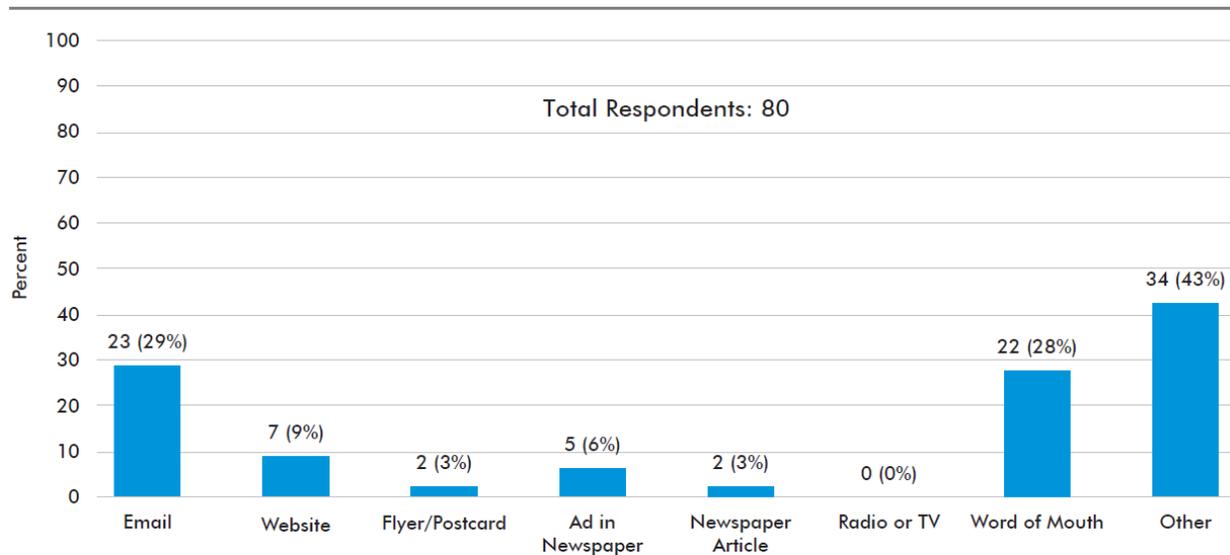
Additional comments in response to Question 8 included:

- Additional funding should be directed to urban areas with high concentrations of people of color
- Additional funding should be spent on local roads not highways
- Apply tolling to out-of-state vehicles only
- Charge out-of-county drivers
- Compare the rate of resurfacing to needs and past trends
- Compensate for the impact of additional taxes on low-income people
- Congestion cannot be eliminated and encourages alternative transportation modes
- Congestion should be de-prioritized in determining roadway improvements
- Consider revenue sources that do not directly impact residents
- Eliminate wasteful spending
- Funding should be distributed in an equitable way
- Funding should be spent to maintain existing roadways not widen roadways
- Funding should first be spent to maintain existing roadways
- Funding sources should be progressive
- Improving the transportation system will attract young people to the Region
- Include funding for bicycle, pedestrian, and transit improvements
- Invest in more environmentally friendly and durable equipment (e.g., snow plows)
- Opposed to spending on bicycle and pedestrian accommodations
- Opposed to increasing property taxes as it increases the burden on residents
- Provide additional public transit funding
- Reduce the salaries of State legislators
- Research best practices for road repair
- Shift highway funding to passenger rail
- Spend less in Milwaukee and surrounding areas to build the USH 12 freeway extension between Elkhorn and Whitewater
- Switch to LED lighting to reduce long-term energy costs

### Worksheet Question: How did you learn about this meeting?

Figure E.3 shows the percent of responses for the way attendees of the seven public meetings heard about the meeting.

**Figure E.3**  
**Round 1 Feedback: How Participants Heard About the Public Meetings**



Source: SEWRPC

Respondents that selected the “Other” option provided the following additional ways they learned about the meeting:

- Through a member of the Commission’s Public Involvement and Outreach staff
- Through one of the Commission’s nine community partners
- Through the SOPHIA Interfaith group in Waukesha County

### Responses to Interactive Board Questions

At each of the seven public meetings, a series of five interactive boards were on display, providing an opportunity to provide feedback on the following topics being considered during the 2020 Review and Update:

- Planning for Public Health
- Planning for Equity
- Planning for Environmental Resilience
- Emerging Trends in Shared Mobility
- Connected and Autonomous Vehicles

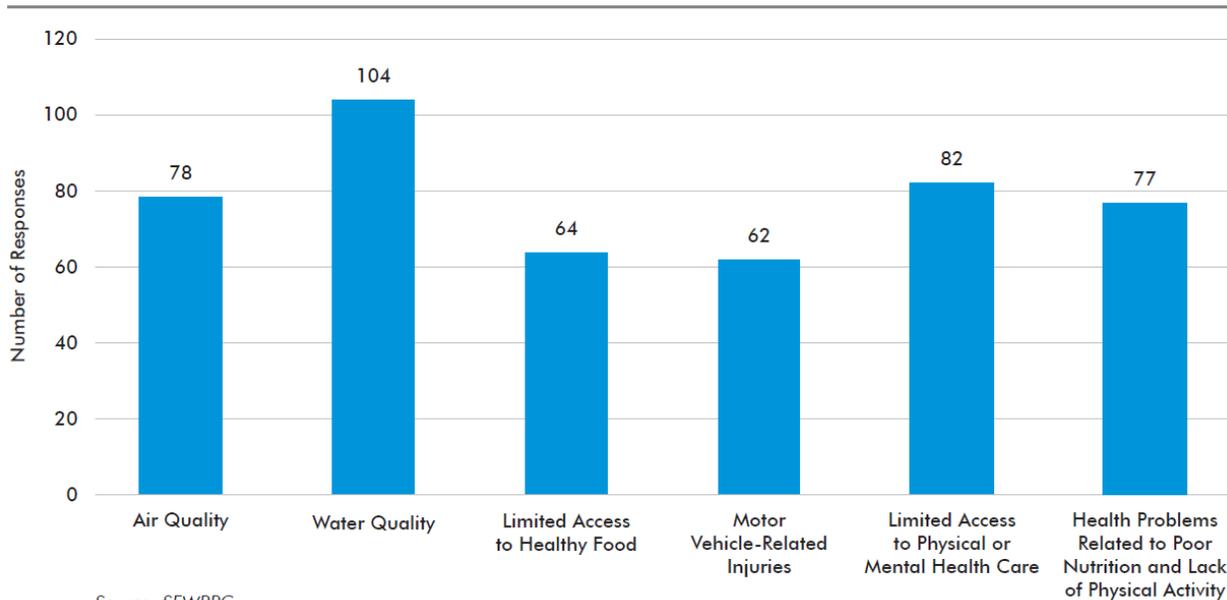
These boards were also on display at the December 15 HAFA meeting, and the questions on each board were asked via the online questionnaire. At the December 7 Community Conversation, rather than interactive boards, staff facilitated a series of small group discussions during which staff asked the same questions.

This input activity involved placed dots next to different options to indicate residents' priorities and adding ideas via sticky notes. The purpose of the activity varied by topic. For public health, environmental resilience, and equity, the intent was to better understand resident's priorities as staff considered enhancing or expanding on each important issue within VISION 2050. For shared mobility and connected and autonomous vehicles, the intent was to obtain residents' ideas as staff considered how these major technological trends could impact or be incorporated into VISION 2050. The responses to the interactive board questions are summarized below.

**Planning for Public Health Question 1: What are your greatest concerns regarding public health in Southeastern Wisconsin?**

Figure E.4 shows what respondents identified as the greatest concerns regarding public health in Southeastern Wisconsin.

**Figure E.4**  
**Round 1 Feedback: Greatest Concerns Regarding Public Health**



Additional comments in response to this question included:

- Bicycle/pedestrian safety (4)
- Lead exposure (e.g., water, paint, soil) (4)
- Access to social activities for seniors (3)
- Gun violence (3)
- Number and quality of bus shelters (e.g., maintenance, garbage cans, snow removal) (3)
- Access to affordable health care/health insurance (2)
- Access to healthcare in the inner city (2)
- Lack of affordable housing (2)
- Noise pollution (2)
- Older housing stock (e.g., lead, asbestos, safety, cost prohibitive repairs) (2)
- Treatment of trauma/stress (2)

- Access to healthcare for people with disabilities
- Aging out of foster care
- Dangerous intersections
- Drug use
- Education on access to fresh foods
- Education on access to medical services
- Emergency situations for people without access to a car
- Lack of a robust network of electric vehicle charging stations
- Lack of accessible housing
- Lack of accessible taxis to access healthcare
- Lack of bicycle facilities
- Lack of community education regarding public health
- Lack of speed/red-light cameras
- Mental health related to domestic violence
- Mental illness and the Region's aging population
- Missing mental health appointments due to transportation issues
- Pedestrian accessibility (e.g., curb cuts)
- Public transit access for workers caring for people aging in place
- Reckless driving
- Secondhand smoke in multifamily housing
- Serving at-need populations
- Snow removal on sidewalks
- Stressful driving due to traffic congestion/delay
- Time for pedestrians to cross at signals
- Unsustainable model for communities to grow using revenues from new development

***Planning for Public Health Question 2: What land use or transportation strategies, if any, would have the greatest impact on improving public health?***

Commenters identified the following land use or transportation strategies to improve public health:

- Bicycle and pedestrian improvements (20)
  - More bike lanes (7)
  - Multi-use paths (4)
  - Bike paths (3)
  - Sidewalks (2)
  - Widened bike lanes (2)
  - Bicycle lockers and bike racks at bus stops, especially park-ride lots

- Connect bicycle paths and sidewalks to transit stops
- Make trails usable throughout the year
- Protect sidewalks from traffic
- Protected/separated bike lanes
- Safe street crossings for pedestrians
- Walking paths in natural areas
- Walkable development (12)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (7)
- Improve public transit (6)
- Improve access to healthy foods and grocery stores (5)
- Include green space in developments (5)
- Improve access to physical and mental health care (4)
- Fewer fast food restaurants (3)
- Improve and maintain parks (3)
- Reduce vehicle emissions (3)
- "Last-mile" options to reach employment centers (2)
- Affordable housing in suburban communities (2)
- Implement complete streets concepts (2)
- Co-op markets to encourage local food production (e.g., Wild Root Market in Racine) (2)
- Incentives for people to live close to jobs (2)
- More mobility options (2)
- Reduce automobile dependency (2)
- Alternative transportation options
- Built environment that promotes good health
- Bus shelters
- Community centers with exercise equipment and classes
- Community gardens
- Compact development pattern
- Connectivity to improve mental health
- Convenient micro-transportation and/or transit that connects major destinations
- Development that promotes community cohesion (green space, sidewalks, lighting, public transit)
- Divert traffic from neighborhoods with high traffic volumes
- Education and incentives to encourage people to make healthy choices
- Education on the impact of transportation options on community health
- Electric vehicle charging stations

- Enforce inattentive driving laws
- Explore hydrogen fuel for vehicles
- Implement a regional transit authority (requires a change to State Statutes)
- Improve air quality
- Improve signage for public transit
- Improve water quality
- Increase shared revenues from the State to Milwaukee
- Increased roadway visibility (e.g., more street lights)
- Less big box development
- Map health disparities in the Region (e.g., life expectancy, infant mortality by race)
- Map public health concerns in underserved communities
- Minimize roadway expansion
- More electric vehicles
- More medical facilities in the City of Milwaukee
- More stringent emission standards
- Porous concrete
- Promote transit-oriented development (TOD) (review examples in Canada)
- Public transit options to medical facilities outside Milwaukee County
- Reduce vehicle-miles of travel (VMT)
- Reduce wait time for shared-ride taxi
- Renewable energy (e.g., require Foxconn to use 100% renewable energy)
- Replace lead pipes in the City of Milwaukee
- Road bypasses around heavily used residential, commercial and recreational areas
- Road maintenance
- Roundabouts
- Sponsors for bus routes (e.g., MCTS Gold Line)
- Stricter drunk driving laws
- Tobacco-free outdoor areas (e.g., parks, Summerfest, bus stops)
- Traffic calming
- Transit service to walkable developments (e.g., Drexel Town Square)
- Transportation system that allows first responders to respond faster to urgent medical needs
- Use technology to achieve cost efficiencies

Additional comments in response to this question included:

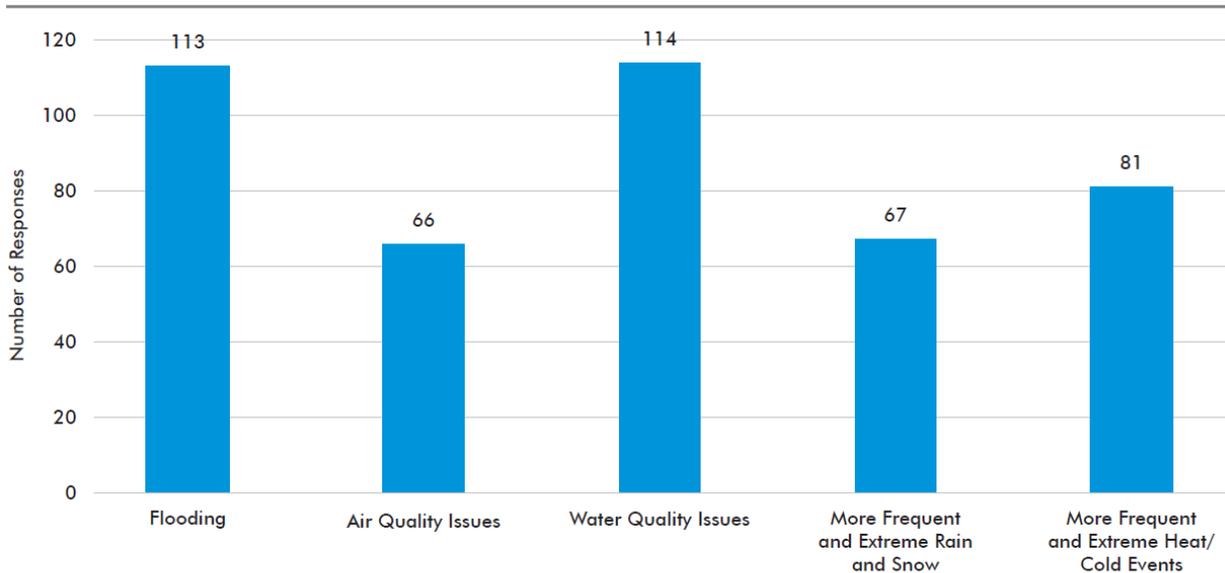
- Make healthy food more affordable
- Increase nutrition education

- Account for the role of politics
- Include climate change in planning considerations
- Provide incentives to increase the number of mental health providers (e.g., TIFs for practices, property tax breaks for individuals)
- Inner city hospitals have become emergency wards
- Ensure physical education, nutrition education, and health care professionals are available in public schools
- MCTS workers should be praised for their assistance to those in need
- Remove fluoride from tap water

**Planning for Environmental Resilience Question 1: When thinking about the effects of a changing climate on Southeastern Wisconsin, what do you perceive as the greatest risk to health, safety, and well-being in the Region?**

Figure E.5 shows what respondents identified as the greatest risks to health, safety, and wellbeing related to the effects of a changing climate.

**Figure E.5**  
**Round 1 Feedback: Greatest Risks to Health, Safety, and Wellbeing Associated with a Changing Climate**



Source: SEWRPC

Additional comments in response to this question included:

- Temperature extremes are difficult for seniors (2)
- Climate is the weather and it will always change
- Rain barrels and the deep tunnel may not be enough to handle increased stormwater
- Where people choose to live impacts climate change
- State patrol should remove snow from highways
- Seniors have fears about using public transit

- Temperature extremes are difficult for seniors
- Temperature extremes increase energy bills
- More frequent and extreme rain events are negatively impacting farmers and increased stormwater runoff from farms negatively impacts water quality
- Changing climate makes it more difficult to grow organic natural foods, resulting in increased pesticide use and engineered food products
- Climate change is a hoax; what we are experiencing is normal weather change
- Weather is never going to be predictable

***Planning for Environmental Resilience Question 2: What resiliency strategies related to land use and transportation should be considered or expanded upon in VISION 2050?***

Commenters identified the following resiliency strategies related to land use and transportation:

- Install green infrastructure (e.g., rain gardens, bioswales, green roofs, porous pavements, infiltration basins) (23)
- Encourage alternatives to driving alone (6)
- Expand clean/renewable energy (5)
- More electric vehicles and charging stations (5)
- Reduce traffic congestion (5)
- More alternative fuel vehicles and supportive infrastructure (4)
- Protect and expand green space (4)
- Reduce emissions (4)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (3)
- Increase the capacity of stormwater infrastructure (3)
- Less roadway expansion (3)
- More walkable development (3)
- Reduce urban sprawl (3)
- Address agricultural runoff (2)
- Improve public transit (2)
- Increase wetland restoration and maintenance (2)
- More infill development (2)
- Prepare emergency preparedness plans (2)
- Reduce fossil fuel dependency (2)
- Require businesses to retain more stormwater onsite (2)
- Restore abandoned lots to natural spaces (2)
- Allow recreation uses on stormwater facilities
- Better road construction and maintenance
- Better road planning

- Better stormwater management
- Bicycle and pedestrian improvements
- Build facilities to accommodate transit users in sudden rain/snow
- Close the coal power plant in Oak Creek
- Conduct an erosion study of Lake Michigan shorelines and bluffs (study should be conducted by the Army Corps of Engineers)
- Consider wildlife and birds (e.g., bird migration)
- Install deep tunnel cameras to monitor storm impacts
- Dredge creeks
- Educate the public on how to reduce emissions (e.g., recycling, reduce fossil fuel use, and reduce energy)
- Educate the public on resilience needs and strategies
- Encourage trip chaining
- End the use of restrictive covenants and common interest development that limit the ability of homeowners to grow food or trees on their property
- Expand tree planting projects
- Improve the fuel efficiency of older vehicles
- Increase habitat restoration
- Increase parking fees to encourage alternative modes of travel
- Increase zoning restrictions in environmentally sensitive corridors
- Improve infrastructure in low-income communities (e.g., weatherization, energy efficiency, energy ownership)
- Limit development along waterways
- Incentivize density and transit options in local planning decisions
- Maintain and expand pollution control requirements
- Maintain buffer zones along water bodies to minimize the impact of flooding
- Make all transit free
- Prevent Lake Michigan water from being diverted outside the Lake Michigan basin
- Protect Lake Michigan from pollution and misuse
- Protect public lands from private uses
- Provide shelter for vulnerable people during extreme heat and cold events
- Redraw floodplain maps to reflect expected conditions in 2050
- Reduce energy use
- Reduce freight traffic
- Reduce the velocity of stormwater entering the MMSD sewer system
- Reduce vehicle-miles of travel

- Remove concrete to increase water infiltration
- Strengthen the Great Lakes Compact

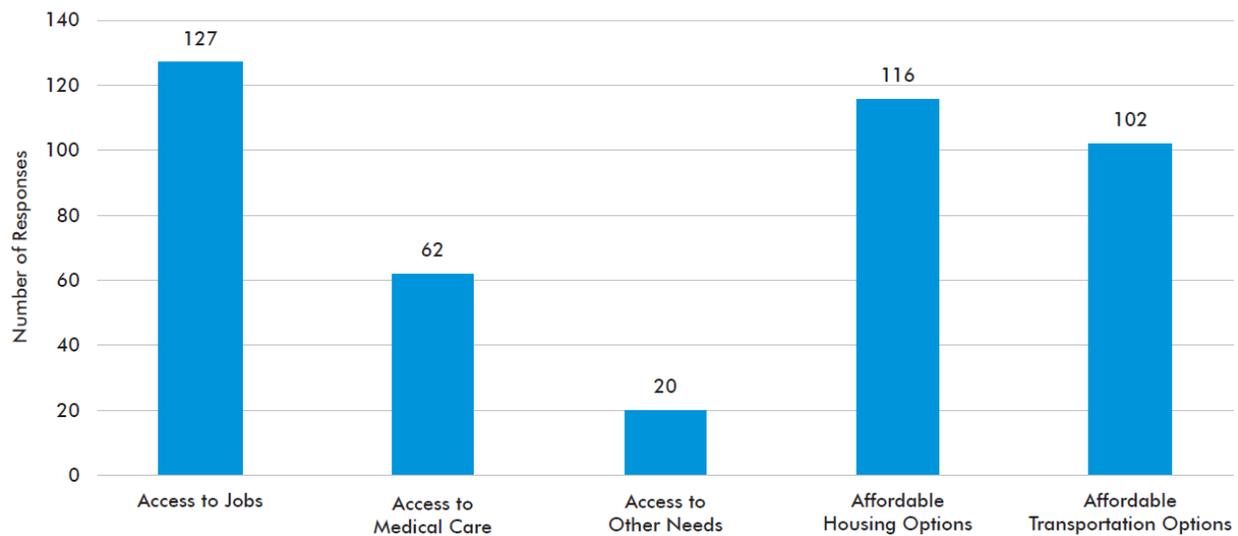
Additional comments in response to this question included:

- Consider mitigation strategies in addition to resiliency strategies
- Improve recycling programs
- Incentivize homeowners to use green alternatives
- Increase the use of reusable containers
- MMSD Water Drop Alerts encourage residents to reduce their water use during heavy rain events
- Place requirements on lawn/farm fertilizers, especially near water bodies
- Place requirements on roof/downspout runoff near water bodies
- Resiliency strategies should be determined by experts not ordinary residents

**Planning for Equity Question 1: In terms of land use and transportation, what are the greatest barriers to equity in the Region?**

Figure E.6 shows what respondents identified as the greatest barriers to equity.

**Figure E.6**  
**Round 1 Feedback: Greatest Barriers to Equity**



Source: SEWRPC

Additional comments in response to this question included:

- Access to mental healthcare
- Access to well-paying jobs that can sustain a family
- Equity in pay (e.g., CEO vs. workers)
- Equity is not an issue and this is a political question
- Gentrification

- High real estate taxes and the high cost of government spending and pension liability
- Inequitable allocation of funding
- Inequitable distribution of green environments (e.g., parks) and park facilities in the City of Milwaukee
- Lack of a jobs/housing balance
- Lack of education related to equity issues
- Maintenance of park facilities in low-income neighborhoods
- Milwaukee not receiving enough shared revenues from the State
- People and resources leaving Milwaukee
- Process for prioritizing transportation project decisions
- Racism
- Reluctance of suburban communities to allow affordable housing
- Segregation
- State control over local revenue generation
- State policies regarding mass incarcerations, justice inequities, and limiting expungement possibilities
- Transit service being limited to urban areas
- Weak laws to limit urban sprawl

***Planning for Equity Question 2: What transportation and land use strategies do you think would have the greatest impact on improving equity in the Region?***

Commenters identified the following land use or transportation strategies to improve equity:

- Improve public transit (25)
  - Transit between affordable housing and jobs (3)
  - Make public transit free (2)
  - Expand the hours and days of transit service operation
  - Extend the Milwaukee streetcar to other neighborhoods
  - Implement a passenger rail service between Walworth County and Chicago
  - Implement commuter rail service (e.g., KRM)
  - Make public transit viable in rural areas
  - Make transit more convenient
  - More subways
  - Partnerships between employers and transit agencies to improve workforce transportation options
  - Smaller transit vehicles (e.g., smaller buses or vans)
  - Special transit for people who work at factories
- More affordable housing (9)

- Build the USH 12 freeway extension between Elkhorn and Whitewater (8)
- Employer-provided transportation to the workplace (3)
- Locate jobs near the potential workforce (2)
- More "last-mile" options to reach employment centers (2)
- More housing options (2)
- More transportation options for neighborhoods that need jobs (2)
- Allow people to live where they want and have easy access to other parts of the Region
- Encourage high-occupancy vehicle (HOV) use
- Establish equity metrics
- Establish requirements for affordable housing and public transit throughout the Region
- Improve access to mental health care
- Improve access to quality housing
- Improve passenger rail services
- Improve road maintenance
- Include a map of race and ethnicity as part of the 2020 Review and Update
- Limit roadway expansion, which encourages people to move farther from cities
- Map lead issues
- Modify local zoning codes
- More activities in downtown Milwaukee (e.g., theaters, restaurants, shopping)
- More assisted living facilities that are affordable
- More development in the City of Milwaukee
- More employment options
- More mixed-use development
- More opportunities to mix socioeconomic backgrounds
- More small clinics closer to people rather than large clinics/hospitals
- More transit-oriented development
- Planned higher-density development with accompanying amenities
- Provide a public transit option in Walworth County
- Redevelop underutilized areas
- Reduce traffic congestion
- Smaller lot sizes
- The process for extending water, sewer, and roadways should be reconsidered, including applying more stringent criteria focused on reducing regional inequities and de-prioritizing criteria like traffic congestion

Additional comments in response to this question included:

- Change leadership

- Conduct a study on why the two worst places for Black Americans are located in Southeastern Wisconsin, what State policies affect this, and how can it can be approached as a regional issue
- Educate elected officials in Racine County on race and equity issues
- Increase access to fast internet
- Increase funding
- Invest in public schools
- Legalize marijuana with an equity restoration package for those who have most suffered from its criminalization
- Lower costs for food and entertainment in downtown Milwaukee
- Make the equity conversation more accessible and relatable to people
- Mass commutation of inmates by the Governor as was done in Oklahoma
- More co-ops and investments locally
- More mobile health centers
- More shared services between neighboring municipalities
- More workforce training and education
- Public transit does not address equity issues in rural and outer suburban communities
- Reduce barriers to participating in job readiness programs

***Emerging Trends in Shared Mobility Question 1: Thinking about the following examples of shared mobility that are relatively new to the Region, are there any benefits, concerns, risks, or other impacts that should be considered as staff updates VISION 2050? (Examples: Dockless electric scooters, transportation network companies such as Uber and Lyft)***

Commenters identified the following benefits, concerns, risks, or other impacts that should be considered related to dockless electric scooters:

- Concerns regarding safety (e.g., helmet use, riding on sidewalks, driver familiarity, potholes, riding recklessly) (18)
- Scooters are not appropriate in rural areas (10)
- Concerns regarding scooter parking (6)
  - Should not be left on sidewalks (3)
  - Need cameras near scooter parking areas
  - Need designated parking areas
  - Users need to be respectful regarding where they leave the scooters
- Users need to follow the rules/laws (5)
- Only usable part of the year (3)
- Concerns regarding a lack of supportive infrastructure (e.g., protected bike lanes, multi-use paths) (2)
- Concerns regarding equity (e.g., even distribution throughout the City of Milwaukee, access to smart phones and credit cards) (2)
- Concerns regarding residents damaging scooters (2)

- Concerns that drivers are not accustomed to scooters (2)
- Need rules governing how scooter companies are allowed to operate in a community (2)
- Provides an additional transportation option in cities (2)
- Use appears to go down significantly after initial introduction (2)
- Users should be licensed and/or vetted (2)
- Can be challenging to access the internet in downtown Milwaukee
- Comfort levels will improve as drivers and users get used to them
- Concerns about the effects on community aesthetics
- Concerns about the effects on the environment
- Concerns regarding theft
- Concerns regarding increased traffic congestion
- Concerns regarding scooter maintenance
- Concerns that scooters are a waste of money
- Could attract younger people to Milwaukee
- Could be a low-cost transportation option
- Could be allowed on buses to address last-mile issues
- Could be paired with more protected/off-street facilities
- Could generate tourism revenue
- Could improve air quality
- Could increase the demand for bike lanes and other bicycle infrastructure
- Could provide a "last-mile" option to reach employment centers
- Historical regulations regarding scooters and other vehicle types should be reviewed given new technologies and offerings
- Milwaukee is only following the national trend
- Not used by seniors
- Require scooter companies to provide data in order to operate in a community
- Scooters are going to be a temporary fad

Commenters identified the following benefits, concerns, risks, or other impacts that should be considered related to transportation network companies (e.g., Uber or Lyft):

- Safety of drivers and passengers (14)
- Not an affordable transportation option (7)
- Reduces drunk driving/driving under the influence (5)
- Accessibility of vehicles (e.g., wheelchair and other restrictions) (4)
- Driver pay and benefits (4)
  - Drivers do not receive adequate wages (2)
  - Drivers do not receive benefits

- Drivers lack job security
- Provides a substitute to car ownership (4)
- Could increase use of carpooling (3)
- Can increase traffic congestion (2)
- Can reduce transit ridership, which harms the transit system (2)
- Helpful in rural areas where traditional taxis do not operate (2)
- Reduces the number of cars in an area (2)
- Still need a good public transit system (2)
- Can reduce parking issues in some areas
- Consider programs to make the cost more affordable (e.g., Washington, DC)
- Could partner with public transit providers
- Helpful for traveling to/from medical appointments
- Helps create jobs
- Increases emissions due to idling and driving without passengers
- Increases access to jobs
- Individual companies should not be allowed to monopolize the TNC industry
- May not work for everyone
- Not a great option for commuting to and from work
- Not appropriate in rural areas
- Not everyone has access to a smart phone or credit card
- Only cost-effective in urban areas (i.e., too expensive in suburbs)
- Regulate TNCs so they provide good jobs and do not compete with public transit
- Require cameras for all vehicles
- Require TNCs to provide data in order to operate in a community
- Should limit how many vehicles are allowed to operate in a given area

***Emerging Trends in Shared Mobility Question 2: What other emerging trends in shared mobility should be considered as staff updates VISION 2050? (Examples: dockless bike sharing, peer-to-peer car sharing)***

Commenters identified the following emerging trends in shared mobility that should be considered:

- Car sharing (e.g., peer-to-peer or neighborhood) (5)
- Bike sharing (3)
- Dockless scooter/bike sharing (2)
- Ride sharing (2)
- Mini buses connecting to transit hubs

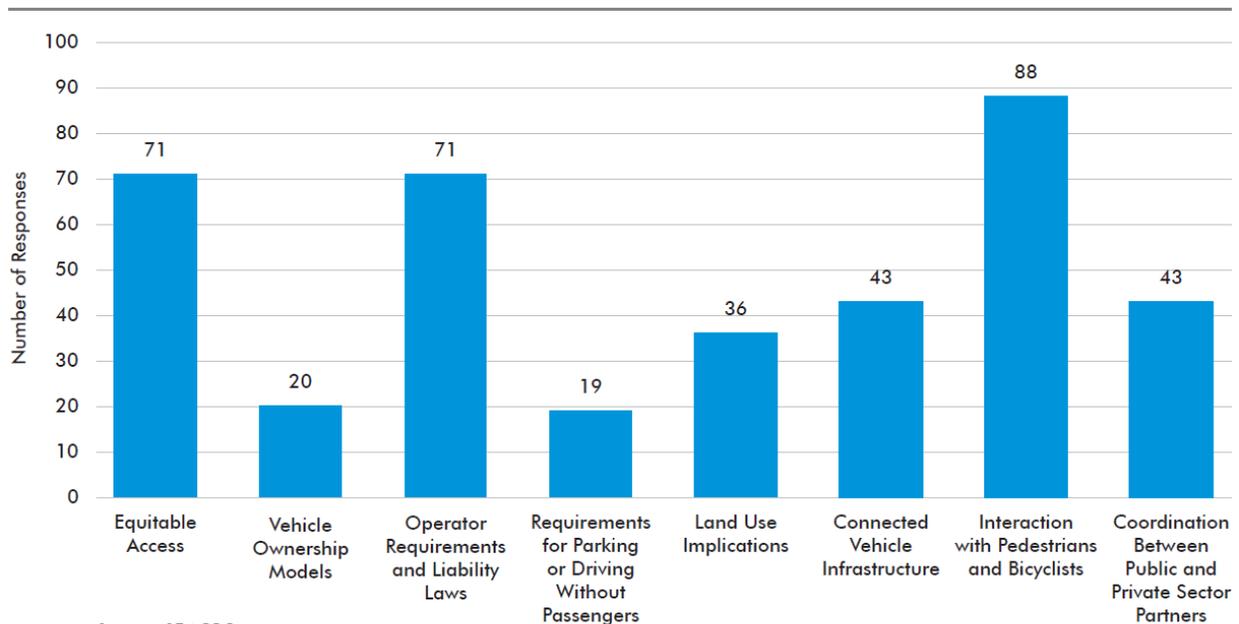
Additional comments in response to this question included:

- Bublr Bikes bike sharing program is coming to Racine in 2020
- Consider accessibility for people with disabilities
- Consider the noise impacts of each option
- Encourage group walk (e.g., walk buddies)
- Improvement in the accessibility and functionality of electric bicycles would expand bicycling as a shared mobility option
- Must change attitudes in personal transportation options
- Need to have a foundation of integrity and community trust before any new ideas can work
- Need transportation options that allow flexibility, which public transit schedules do not allow
- Options that would reduce traffic congestion should be pursued
- Outlying areas of the Region have very limited options
- Ride sharing should be affordable
- The automobile will continue to be the primary mode of transportation
- This question is political and promotes an agenda

**Connected and Autonomous Vehicles Question 1: When considering the impact that connected or autonomous vehicles could have on the Region’s transportation system and land use patterns, which of the following factors, if any, should be considered as staff updates VISION 2050? Please share any additional comments on this topic that you would like staff to consider.**

Figure E.7 shows what respondents identified as the greatest factors to consider related to connected or autonomous vehicles.

**Figure E.7**  
**Round 1 Feedback: Greatest Factors to Consider Related to Connected or Autonomous Vehicles**



Source: SEWRPC

Additional comments in response to this question included:

- Concern about safety, risks, and liability associated with autonomous vehicles (10)
  - Create too much confusion for seniors
  - Concern about all the risks associated with autonomous vehicles
  - Concern about the safety of bicyclists and pedestrians
  - Difficult decisions regarding whether to hit a vehicle, pedestrian, or another object will be dependent on sensors and a pre-determined decision tree, which may not be completely accurate or make the same decision a human being would make
  - Do not trust autonomous vehicles
  - Focus on safety
  - Liability is a huge concern
  - Partially autonomous vehicles could provide safety benefits, but they could also result in less-attentive drivers
  - Risks and liability associated with relying on technology
  - Will reduce driver reaction times and the number of crashes, but will not completely eliminate crashes
- May be many years until fully autonomous vehicles are available (3)
- Autonomous vehicles will still use highways and require capacity expansion (2)
- Autonomous vehicles without passengers could increase traffic congestion and impact parking availability (2)
- Low priority compared to other needs (2)
- Weather could be a limiting factor in implementing autonomous vehicles (e.g., snow, ice) (2)
- Autonomous public transit vehicles will put drivers out of work
- Autonomous vehicles could replace the need for high-speed rail
- Autonomous vehicles function better on freeways than on local roads
- Autonomous vehicles may require wider right-of-way to prevent tall vegetation from disrupting vehicle sensors
- Concern that funding for autonomous vehicles is being diverted from other needs
- Concern about access for all residents
- Consider how autonomous vehicles could benefit rural areas in addition to urban areas
- Consider that younger people are less likely to own a vehicle
- Coordinate with TNCs as they transition to autonomous vehicles
- Could fund autonomous vehicles with revenue generated by legalizing recreational cannabis
- Developing autonomous vehicle technology is costly and will likely result in increased taxes
- Economic and social advantages of autonomous vehicles are unclear
- Important to have laws and structure in place prior to fully autonomous vehicles becoming available

- Invite Google Waymo to drive in Milwaukee to help its algorithm learn and be ready for deployment
- Much more research needs to be done before autonomous vehicles are implemented
- Need Federal rules and regulations for autonomous vehicles
- Public and private sectors need to work together
- Should assist the driver, but not replace the driver
- Should be part of an integrated transportation system
- Should focus on serving the many rather than the individual
- Should have less government control
- Should invest in public transit rather than private vehicles
- Should not be allowed to travel more than 2,000 feet without a passenger
- Should not have autonomous trucks
- The consumer should have input in the design of autonomous vehicles
- There are benefits associated with interacting with strangers using public transit and autonomous vehicles may lead to greater social isolation

#### **Comments in Support of Building the USH 12 Freeway Extension Between Elkhorn and Whitewater**

Numerous commenters expressed support for building the USH 12 freeway extension between Elkhorn and Whitewater, which is recommended under VISION 2050 (31). Supporters provided the following additional comments regarding USH 12:

- Dangerous traffic congestion and roadway design along the existing USH 12 between Elkhorn and Whitewater (23)
- Economic benefits would be provided by the freeway extension, including benefits to the UW-Whitewater, Whitewater University Technology Park, Whitewater Business Park, and Wisconsin's tourism industry (6)
- Widening the existing USH 12 rather than building the freeway extension would have negative impacts to communities, businesses, and the environment (5)
- In the short term, intersection improvements should be made at USH 12/STH 67 intersection at CTH A and/or CTH ES (4)
- The freeway extension should be built much sooner than VISION 2050's plan year of 2050 (4)
- In the short term, turn lanes should be added along the existing USH 12 corridor (2)
- Not implementing the long-planned freeway extension creates uncertainty about future land uses and limits economic development in Walworth County (2)
- A corridor study for the USH 12 freeway extension between Elkhorn and Whitewater should be completed
- Funding functional improvements to the existing USH 12 between Elkhorn and Whitewater would be wasteful spending and would not fully address traffic congestion and safety issues
- High traffic volumes on the existing USH 12 create noise impacts to nearby properties
- The freeway extension should follow the route previously mapped by WisDOT

- Not implementing the long-planned freeway extension creates uncertainty for homeowners that could be impacted by a future USH 12 project

### **Additional Comments Received**

Additional public comments provided via email, online comment form, general comment form, court reporter, letter, discussions with staff, and the November 6 Environmental Justice Task Force meeting are summarized below.

- Comments from members of the public during the Environmental Justice Task Force meeting held on November 6, 2019:
  - Local academics, City of Milwaukee staff, and non-profits such as the Milwaukee Food Council can be a resource for future regional food system planning efforts
  - It is important to identify ways to avoid potential gentrification and displacement when developing transit-oriented development (TOD)
  - Milwaukee Public Schools may have recently restored free driver's education, which could be a factor in addressing reckless driving
  - Commission staff should identify best practices for addressing reckless driving
  - November and December can be difficult months to attract participants to public involvement meetings
  - Publicly promoting and discussing plan recommendations will increase implementation of VISION 2050 and Commission staff should expand its communication efforts
- Comments related to how the municipal funding structure and local budget constraints are leading to more urban sprawl:
  - Municipals budget have been negatively impacted by decreases in State and Federal funding to local governments and by corporate tax laws that allow companies to avoid paying taxes
  - As an example, the Village of Big Bend is facing a false choice between generating new revenue from a large development that includes Walmart or laying off municipal workers and reducing municipal services
  - The proposed Walmart development in Big Bend will result in lost local farm land and will negatively impact small businesses; a similar Walmart store allowed in the City of New Berlin was developed on land that had been planned to be green space
- Comments related to the diversion of Lake Michigan water to Waukesha:
  - Construction of the water pipeline to transport Lake Michigan water to Waukesha will disrupt New Berlin residents for two years
  - Due to urban sprawl and population growth in Waukesha County, green space is being taken for the construction of large water tanks to support the provision of Lake Michigan water to Waukesha
- Comments related to the Commission's public outreach efforts:
  - Improve VISION 2050 outreach and publicity to promote implementation of the plan's recommendations
  - Some of the questions asked of residents during this round of public involvement should be addressed by experts, not ordinary residents who are unqualified to answer the questions
  - Staff should make additional efforts to make meetings more accommodating and welcoming for people with hearing loss

- Staff should hold more public meetings in Milwaukee
- The public should have been informed of VISION 2050 public meetings via a mailing
- City of Milwaukee elected officials are trying to force their ideas on residents through VISION 2050
- Extend I-794 south to Ryan Road (STH 100) and then west to connect to I-94 between Ryan Road and 7 Mile Road
- Implement business-provided rides between stores and transit hubs
- Local governments in Southeastern Wisconsin should establish smart-growth policies that restrict urban sprawl, such as those in Germany and Portland, Oregon, which have resulted in livable, economically sustainable areas
- More highway funding should be spent outside of the Milwaukee area
- Need a regional approach to providing transit service to/from new jobs in Kenosha County near I-94
- SEWRPC should have more control over plan implementation
- Southeastern Wisconsin should capitalize on its proximity to other assets (e.g., Chicago O'Hare International Airport, abandoned railroad corridors)
- State funding for transit systems has not been keeping up with inflation and the State should allow local governments to enact dedicated funding sources for transit
- The State should be more involved in planning and implementing transit service improvements
- Use lighted displays on expressways
- Wheel tax being levied for transit in Milwaukee County is being paid by County residents and not by visitors to the County
- When improving roadway infrastructure, preserve the possibility for future multimodal uses of the roadway corridor
- VISION 2050 should accommodate new types of jobs (e.g., business analytics)
- VISION 2050 should be open to any new ideas that would improve the transportation system
- VISION 2050 should identify appropriate locations, or criteria for identifying appropriate locations, for extractive land uses, with a goal of avoiding negative impacts to populated and environmentally sensitive areas

## **SUMMARY OF ROUND 2 COMMENTS RECEIVED**

*[this section to be completed following the second round of public involvement]*

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