

COMMENTS RECEIVED ON THE VISION 2050 PRELIMINARY RECOMMENDED PLAN

This document presents the public comment received on the Preliminary Recommended Plan (“Draft Plan”) for VISION 2050 during a formal public comment period of April 7 through May 6, 2016. The document presents, without summary, the public comment received on the Draft Plan. A summary, along with Commission staff responses to comments, can be found in Appendix J to the VISION 2050 plan report. The comment received will be considered by Commission staff and the Advisory Committees guiding VISION 2050 as a final recommended plan is prepared for VISION 2050.

Comment was received via U.S. mail, email, fax, online comment form, or an interactive website dedicated to the Draft Plan (vision2050draft.org). Comment was also received during seven public workshops (one held in each county) held between April 25 and May 5, 2016; eight workshops held by the Commission’s partner community organizations between April 19 and May 3, 2016, or a workshop held by request for City of Wauwatosa staff and elected officials on May 9, 2016. The document presents in a series of figures:

- Comments submitted via U.S. mail, email, fax, online comment form, or the Draft Plan’s interactive website during the public comment period (Figure 1).
- Comments submitted via comment card during one of the public, partner, or requested workshops on the Draft Plan (Figure 2).
- Comments submitted orally to court reporters during one of the public, partner, or requested workshops on the Draft Plan (Figure 3).
- Other comments submitted during one of the public, partner, or requested workshops on the Draft Plan (Figure 4).
- Comments submitted at the Environmental Justice Task Force meeting held on March 22, 2016 (Figure 5).

**FIGURE 1:
COMMENTS SUBMITTED VIA U.S. MAIL,
EMAIL, FAX, ONLINE COMMENT FORM, OR
THE DRAFT PLAN'S INTERACTIVE WEBSITE**

Figure 1 presents the public comments submitted via U.S. mail, email, fax, online comment form, or an interactive website dedicated to the Draft Plan (vision2050draft.org) during the formal public comment period of April 7 through May 6, 2016.

EDL
#232027
5/16/16

Comments Received via U.S. Mail, Email, Fax, or Online Comment Form

From: Karyn Rotker
Sent: Friday, May 06, 2016 2:44 PM
To: VISION2050
Cc: Dennis Grzezinski
Subject: comments on Vision 2050 plan

I am including my comments, and documents referenced in those comments. If you want copies of any or all the exhibits to the DEIS or FEIS comments, which are referenced and attached, please advise accordingly.

--

Karyn L. Rotker
Senior Staff Attorney
Poverty, Race & Civil Liberties Project
ACLU of Wisconsin Foundation
207 E. Buffalo St. #325
Milwaukee WI 53202
(414) 272-4032 ext. 221
(414) 272-0182 (fax)

Visit our website at aclu-wi.org

Like our Facebook page (<https://www.facebook.com/ACLUofWi>) or follow us on Twitter
(<https://twitter.com/ACLUofWisconsin>)

The information in this e-mail message and any attachments is from an attorney. It is confidential and may be protected by the attorney's work product doctrine and/or the attorney-client privilege. It is intended solely for the addressee(s); access to anyone else is strictly prohibited. If you have received this message in error, do not review, disseminate, distribute or copy it or any attachments. Please notify the sender by reply e-mail that you have received the message in error, then delete the message and attachments. Thank you for your cooperation.



May 6, 2016

Vision 2050 Review

Transmitted electronically only: XXXXXXXX@sewrpc.org

Dear Vision 2050 Staff:

I understand that comments I made at the last EJTF meeting will be considered part of the record. I am submitting a few additional points here on the Vision 2050 plan. In particular, I note the need for a far more robust Title VI and environmental justice analysis, especially in light of materials that suddenly indicate that much of the proposed and desired transit expansion is not going to be included in the Federally Recognized Transportation Plan.

The fact that the omission of many of the planned and desired transit benefits from the F RTP is occurring now, at the last stages of the process, “differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.” 23 CFR § 450.316 (a)(1)(viii). Because the omission of these elements from the F RTP will also have profound, racially disparate effects, which may cause persons to think differently about other elements of the plan, it is also necessary that SEWRPC conduct a new round of public comments, *emphasizing this fact*, particularly for the communities of color and persons with disabilities.

Moreover, the exclusion of expanded transit services from the F RTP will unquestionably result in an *inequitable* distribution of the benefits and burdens of transportation services. *See infra* Sec. 1. Moreover, given the well-known, racially disparate, transit dependence in the region, the refusal to acknowledge and include, in the plan, the indisputable fact that a reduction in transit service has already imposed a disproportionate adverse effect on communities of color – especially African-Americans and Latinos – and will continue to do so, may well constitute a form of intentional discrimination. SEWRPC has the obligation to make it absolutely clear to decision makers that the failure and refusal to provide improved transit, especially while at the same time expanding highway capacity, *is* an action that has a discriminatory effect.

1. Need for Meaningful Title VI and Environmental Justice analysis:

As an MPO, SEWRPC is subject to Title VI of the Civil Rights Act. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. Thus, an “MPO must “[d]evelop[] measures to verify whether there is equitable distribution of the benefits and burdens of transportation services” and address how “the specific interests of

minority and low-income populations [are] addressed in transportation . . . projects.” FHWA & FTA, “The Transportation Planning Process - Key Issues” (Sept. 2007) at 55; *see also*, 23 CFR § 450.316 (a)(1)(vii) (requiring MPO to “[s]eek[] out *and consider[] the needs of* those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.”)(emphasis added).

Project teams sometimes think that because there is no discriminatory intent on the highway agency’s part, impacts of the various alternatives under consideration are not discriminatory or do not fall disproportionately on a particular segment of society. This can be a faulty assumption on some projects - an assumption that can lead to misunderstandings and mistrust. Therefore, *it is important to be aware of the signs that a potentially discriminatory situation might exist*. Such signs include:

- Demographic profiles that show whether the impacted population has a concentration of minority individuals;
- A history of impacts from governmental projects on a particular minority group or community in the project area. This might include not just highways [sic] projects but other governmental projects as well;¹ and
- Complaints or assertions of disproportionate impacts that are unveiled during public involvement activities.”

FHWA, “Title VI: Non-Discrimination in the Federal-Aid Highway Program” at 7-11 (emphasis added). “To the extent that *plans* and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements.” *Id.* at 7-3 (emphasis added). The “desired outcome” is providing “[f]air distribution of the beneficial and adverse effects of the proposed action.” FHWA, “Guidance on Environmental Justice and NEPA” (“EJ/NEPA”) (Dec. 16, 2011). Moreover, the plan must “[m]inimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase *and providing offsetting initiatives and enhancement measures* to benefit affected communities and neighborhoods.” *An Overview of Transportation and Environmental Justice* (FHWA & FTA, May 2000) (emphasis added).

2. Transit issues:

The plan must address the Title VI and equity effects of the *funded* portion of the draft plan, as well as the expanded transit plan supported by the majority of the community (and by

¹ Extensive examples of the racially discriminatory history in the region, with respect to both housing and transportation, are found in comments submitted regarding the DEIS for I-94 E/W at 21-27, 34-37, comments on the I-94 FEIS at 6-8, and in the report of Dr. Marc Levine, “Racial Disparities, Socioeconomic Status and Racialized Politics in Milwaukee and Wisconsin: An Analysis of Senate Factors Five and Six of the Voting Rights Act” (Oct. 18, 2013), all of which are attached.

the EJTF).² It also must evaluate the Title VI implications of failing to fund the service most strongly desired/recommended by communities of color and the EJTF – improved transit. Among other things, this means the plan must include data about the racial gaps in vehicle ownership and drivers licenses, as the 2035 plan did. It also must disaggregate this data by racial group – not include all “minorities” in the same situation, as the problem appears to be more acute for African-Americans and Latinos in the region, and perhaps less so for Asians – and also include data on white non-Hispanic persons, to provide a meaningful basis for comparison.

Moreover, the plan must be clear about the *racially* disproportionate transit dependence and the *racially* disproportionate effects of providing (and not providing) improved transit. While the Freeway Reconstruction plan and the 2035 Plan included highway expansion, they also both contemplated significant increases in transit service and did so, specifically, as a matter of racial equity, an issue which remains equally true now – and which must be included in the Vision 2050 plan. “The public transit recommendations of the regional transportation plan would, in particular, serve minority and low-income populations within Southeastern Wisconsin. The transit element of the regional transportation plan would in particular connect minority and low-income populations with jobs. Also, the public transit recommendations of the regional transportation plan are directed towards improving transit service in central Milwaukee County and those areas with minority and low-income populations.” 2035 Plan at 576. Thus the plan was intended to “provide better connectivity between central Milwaukee County residents, including minority and low-income populations, and employment and other opportunities in the outlying communities within the Region.” *Id.* The same is true of the Vision 2050 plan, which therefore must also include a similar evaluation.

The transit element of the plan would provide a substantial increase in transit service and accessibility by expanding service coverage, expanding service hours, increasing service frequency, and reducing service travel time by expanding rapid and express transit service (See Maps H-40 through H-43). A doubling of transit service overall is recommended with rapid transit to more than triple and express transit to be initiated. Accessibility would be improved not only to hospitals, colleges and universities, recreational facilities, major passenger terminals, retail centers, and parks, but to most activity locations and centers including jobs and employment centers, medical offices and centers, and schools as shown in Maps H-44 through H-48. The plan also includes a number of recommendations beyond service improvement and expansion to further enhance public transit service and ridership. These recommendations include provision of reserved surface street lanes for express bus routes, provision of bus bypass lanes at metered freeway on-ramps, provision of priority traffic signal systems for express and major local routes and the surface arterial portion of rapid transit routes, expansion of the regional network of park-ride lots from 49 to 74, development of a single website for all public transit information within southeastern Wisconsin, and the expansion of annual transit pass programs to additional colleges and universities and employers throughout the Region.

² It is striking and disturbing that this disparity, between the desired plan and the funded plan, and the Title VI implications of that disparity, were not highlighted at SEWRPC’s recent EJTF meeting.

2035 Plan at 588. The 2035 Plan explicitly stated that to “fully implement the regional plan, there will be a need to assure that during economic downturns, progress in plan implementation, particularly with respect to public transit, continues, and is not eroded through service reductions.” *Id.* at 366, 592. Again, it was clear that this was a necessary condition to ensure equity to minority residents. “As minority and low income populations disproportionately use and are dependent upon, public transit, these populations are disproportionately impacted by reductions in transit service.” *Id.* at 592. All these recommendations were made in the context of ensuring that communities of color received a fair share of benefits of transportation system investments, and were included in the chapter evaluating the environmental justice compliance of the 2035 Plan. *See also*, SEWRPC Housing Plan at 932 (socioeconomic (environmental justice) analysis “found a need for regionwide cooperation on effective workforce development, access to educational opportunities, *and an effective transit system to fully address the problems caused by the concentration and isolation of environmental justice populations. The analysis determined that full implementation of the public transit element of the year 2035 regional transportation system plan, as recommended by the regional housing plan, should be a priority.*) (emphases added).). This, of course, all remains true. Similar analyses must be included in the Vision 2050 plan, and the Title VI, equity and environmental justice impacts of providing – or not providing – expanded transit services must also be addressed, openly and in a manner that does not attempt to obscure the *racial*, as well as income, dynamics of this issue.

The Vision 2050 plan also must address the Title VI, equity and environmental justice impacts of *reducing* transit service, and it must do so openly and in a manner that does not attempt to obscure the *racial*, as well as income, dynamics of this issue. It must not and cannot try to avoid or hide the fact that a reduction in transit services will have a *disproportionate* adverse effect on communities of color – and thus would have a racially discriminatory effect.³ Although in its 2014 Regional Transportation plan update, SEWRPC admitted that the trend (reduced) transit service would not improve access to jobs in suburban locations, particularly Waukesha County, for transit-dependent populations in Milwaukee. This is, of course, true. However, the update clearly obscured the extent of the harm by claiming that people of color will continue to have access to the reduced transit system. This completely (and discriminatorily) avoids any analysis of the extent to which those reductions – whether in routes, frequency of service, availability of night and weekend service, and/or increased fares –will restrict access to employment even within Milwaukee. It ignores any analysis of how such reductions will adversely and disproportionately affect persons of color and persons with disabilities (who are disproportionately transit dependent). Such omissions are particularly problematic – and discriminatory - in light of the repeated statements in the 2035 regional transportation plan regarding the need for *improved* transit to benefit communities of color (findings that remain true and which thus, as a Title VI matter, must also be included in the Vision 2050 plan). And if, as appears certain, there is a disproportionate adverse effect on communities of color, then the plan must minimize, mitigate or offset that harm – or violate Title VI.

Nor may the Title VI/equity/EJ analyses try to avoid the issue by claiming that many people of color commute to work by car. First, the issue is *disproportion*: If, as is true, people of

³ There would likely be similar adverse effects on people with disabilities.

color (and people with disabilities) are *more likely* than white or non-disabled persons to be transit-dependent, then they are *disproportionately* adversely affected by failure to increase transit and by a decline in transit. Second, given the significant lack of job access by transit in the region *of course* most persons with jobs commute by car – because if they do not have cars, they are far less likely to be able to get to work at all,⁴ a barrier reflected in profound racially disparate joblessness rates. Third, focusing on work commuting ignores the fact that only a minority of trips are made for employment purposes, and does not evaluate access to programs and facilities other than jobs, such as education, health care, and recreation.

Finally, the Title VI/equity/EJ analyses must ensure that, to the extent they are evaluating what transit does exist, it relies only on transit actually available to communities of color. Thus, for example, the analyses may not treat Amtrak, which few people use to commute, or commuter bus service that links suburban Waukesha County commuters with downtown jobs, (*e.g.*, Waukesha Rtes. 904 and 905) as transit that benefits communities of color in the city of Milwaukee.

3. Highway/Transit Comparison

In addition to evaluating the effects of transit itself, the Title VI, equity and environmental justice analyses must compare the relative benefits and burdens imposed on communities of color and persons with disabilities in the context of the differing treatment of, and funding for, highway and transit issues. *See, e.g., MICAH v. Gottlieb*, 944 F.Supp.2d 656, 669 (E.D.WI 2013) (requiring evaluation of harms that might occur if highways are expanded while transit languishes). In that context they must evaluate not only relative access to jobs, health care, education, and other facilities by transit versus by automobile at peak hours, but also relative access during second and third shift and weekend hours, and do so with specific attention to the differing or disproportionate benefits and burdens for white non-Hispanics and African-Americans and Latinos, and for persons with and without disabilities. And it must do so while evaluating whether or not “offsetting” benefits – such as transit – are being provided to the most affected communities. Again, if the case is that whites will *disproportionately* benefit because the plan allows more highway expansion than transit expansion, then it also needs to say so – without trying to make excuses or hide the reality of the situation.

4. Highway and Road Issues

It is necessary to conduct a Title VI, equity and EJ analysis of the highway portions of the plan, as well as the transit portions. In particular there must be an evaluation of the relative and proportionate effects of expanding highway capacity, either by building new roads, designating new highways, or adding new lanes (and contrast those to the relative effects of a plan that focuses on repairing and maintaining existing roads) – the “preservation” component of the recommended plan. Such an analysis would, for example, compare the relative benefits and burdens on communities of color from prioritizing use of resources to repair existing roads and de-prioritizing expansion, with a plan that focuses on expansion.

⁴ See, *e.g.*, DEIS comments at n. 62; Levine report.

Any Title VI/equity/EJ analysis must also evaluate the relative benefits and burdens of facilitating urban sprawl in the most racially segregated metropolitan region in the U.S. for African-Americans, and among the top third in segregation for Latinos,⁵ with suburbs – including Waukesha County and its communities – that continue to resist and refuse to implement regionally recommended affordable housing plans. *See*, DEIS comments at 35-37. Whether or not adding lanes to the Interstate system – or to other highways in the region – creates the same level of sprawl as did the initial Interstate construction – it is clear there will be some effects, and given the level of segregation in the region, those “effects” will benefit predominantly white suburban commuters, as the DEIS and FEIS comments discuss, not communities of color in the region. Thus, there will not be anything resembling a “fair distribution” of the benefits and burdens of the plan.

Moreover, the plan proposes to facilitate even more segregated sprawl by expanding highways – including interstate highways – in even more exurban areas, such as western Waukesha County. Again, the racial effects of facilitating development in even more segregated communities must be reviewed and addressed, and efforts to minimize, mitigate and offset those harms must be included.

With respect to the widening of I-43 in Milwaukee – which also would facilitate suburban sprawl commuting – the plan must also particularly evaluate the history of this road, which decimated Milwaukee’s African-American community. An analysis of that project’s history – such as recently raised by U.S.DOT Sec. Anthony Foxx – regarding similar projects, is necessary. *See*, “A Crusade to Defeat the Legacy of Highways Rammed Through Poor Neighborhoods,” *Washington Post* (March 29, 2016) (attached). Again, expanding that segment of highway – especially without providing any offsetting benefits, such as transit, to the majority-minority communities that border it – is an action that will have a discriminatory effect.

Further, an analysis of the effects of highway expansion (or declining to expand highways) must focus not only on those who live near the highway, but those expected to use (or not use) it, and include not only effects such as noise or air quality from those projects, but also broader effects, such as effects on tax base, businesses and neighborhoods. Again, this should also be done in the context of comparing the relative burdens and benefits of different alternatives (such as repair vs. expansion). It also must include an analysis of potential benefits to communities if highway capacity is *not* expanded. *See*, e.g., DEIS comments at 29-30.

5. Land Use Issues

Finally, as I raised at the EJTF meeting, the plan must also include an equity and TVI analysis of land use (and associated housing and business/industrial development), both in terms

⁵ Whether or not the *percentages* of Latinos, or to a far lesser extent African-Americans, are increasing in suburban communities, in absolute numbers they constitute only a small percentage of the populations of the suburbs – and a far smaller percentage than they do of the city and county of Milwaukee. Moreover, any population analysis must also review the number of white non-Hispanic persons who have also moved to these suburban communities – which may be a smaller percentage, but larger absolute numbers.

of the trend line and in terms of the plan proposal. In other words, it must evaluate the relative benefits and burdens – and do so with explicit reference to those benefits and burdens on particular racial groups (including whites) and on persons with and without disabilities – of differing land use scenarios. For example, it must evaluate whether and to what extent communities of color will likely benefit if affordable family housing, including affordable multifamily housing, is provided in the region, as recommended in the housing plan, and what will likely occur if it is not. It must review the relative racial effects of sprawling business and industrial development (especially if the suburbs fail to provide affordable housing), versus infill development. It must review and develop ways to minimize, mitigate and offset any adverse effects imposed upon communities of color.

Sincerely,

A handwritten signature in blue ink that reads "Karyn Rotker". The signature is fluid and cursive, with the first name "Karyn" and last name "Rotker" clearly distinguishable.

Karyn L. Rotker
Senior Staff Attorney
ACLU of Wisconsin Foundation
(414) 272-4032 x221
XXXX@aclu-wi.org

Electronic copy: Atty. Dennis Grzezinski (XXXXXXX@gmail.com)

From: Lynde, Eric D.
Sent: Wednesday, May 11, 2016 3:28 PM
To: Karyn Rotker
Cc: VISION2050; Dennis Grzezinski; Yunker, Kenneth R.
Subject: RE: comments on Vision 2050 plan

Karyn,

Thank you for your comments on the VISION 2050 Draft Plan. These comments, the comments you provided at the March 22, 2016, meeting of the Environmental Justice Task Force, and the comments you submitted at the public workshop held on May 5, 2016, at the Global Water Center in Milwaukee, will be considered as we prepare a final year 2050 recommended land use and transportation system plan for VISION 2050. See below for responses to provide clarification and explanation related to your comments.

Related to your comments that the Commission needs to conduct another round of public comments because the proposed improvement and expansion of public transit from the Draft Plan is being omitted from the Federally Recognized Transportation Plan (FRTTP) at the last stages of the process, which “differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts. 23 CFR § 450.316 (a)(1)(viii)”:

23 CFR § 450.316 and the Commission’s Public Participation Plan: This section of Title 23 refers to the participation plan required to be developed and used by MPOs. The full language for 23 CFR § 450.316 (a)(1)(viii) is as follows:

“§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;”

The last bullet on Page 9 of the Commission’s [“Public Participation Plan for Regional Planning for Southeastern Wisconsin”](#) addresses this requirement: “If significant changes are made to a preliminary plan or program following completion of a public participation process, an additional notification and formal comment period may be provided prior to adoption.” The Commission staff is currently reviewing public comment on the VISION 2050 Draft Plan and Federally Recognized Transportation Plan (FRTTP) received during the public comment period of April 7 through May 6, 2016, for which your comments pertain. Unless “significant changes” are made to the Draft Plan or FRTTP as staff develops the Final Recommended Plan and final FRTTP, staff does not intend to conduct another round of public comments. Further, as described below, we have been very clear during the past three rounds of public involvement

for VISION 2050 that the significant improvement and expansion of public transit would require additional revenue, and a major focus of the most recent public involvement efforts was on an expected funding gap for the public transit element of the Draft Plan and the inclusion of a reduction of transit service in the F RTP—rather than a significant improvement and expansion of public transit as proposed in the Draft Plan. The transit service reduction under the F RTP, as described below, is due to a comparison of the costs and reasonably expected revenues associated with the Draft Plan’s transportation system, which indicated a funding gap for the public transit element of the Draft Plan that would need to be addressed in order to fully implement the Draft Plan. Addressing this funding gap would likely require the Governor and State Legislature to pass State legislation allowing local governments in Southeastern Wisconsin to enact dedicated funding sources for public transit.

Need to identify fiscally constrained version of the regional transportation plan: Federal regulations stipulate that the regional transportation plan recognized by the Federal government needs to be fiscally constrained. Prior to the [Review and Update of the Year 2035 Regional Transportation Plan](#) prepared in June 2014, the recommended regional transportation plan for Southeastern Wisconsin and the fiscally constrained regional transportation plan have been one and the same. This was possible for the year 2035 regional transportation plan in 2005, when the 2035 plan was initially adopted, and again in 2010 when that plan was first reviewed and updated, because a comparison of estimated 2035 plan costs to reasonably expected to be available revenues indicated that the plan recommendations for public transit were reasonably consistent with existing and reasonably expected to be available revenues. However, for the 2014 review and update, this conclusion was no longer reasonable due to the failure of State legislation to allow dedicated local funding for transit in Southeastern Wisconsin. As a result, in order to meet Federal regulations, the original year 2035 plan was considered to be a “vision” plan, outlining the desirable transportation system improvements believed to be necessary to address the current and future transportation needs of the Region. It was then necessary to identify a “fiscally constrained” year 2035 regional transportation plan, which included those elements of the 2035 plan that likely could be achieved within the restrictions of the amounts and limitations of existing and reasonably expected to be available revenues. The vision plan included the significant improvement and expansion of public transit recommended in the year 2035 regional transportation system plan, while the fiscally constrained plan identified likely transit service reductions and fare increases.

Similar to the vision 2035 plan, the Draft Plan for VISION 2050 proposes significant improvement and expansion of public transit in the seven-county Southeastern Wisconsin Region. We have been very clear during the past three rounds of public involvement for VISION 2050 that improvement and expansion of public transit would require additional revenue, which was a primary discussion point with members of the public during each round (see description of each round below). As you noted, the F RTP presented for public comment along with the Draft Plan in the spring of 2016 included a reduction in public transit rather than the significant improvement and expansion proposed in the Draft Plan. It was necessary to include a reduction in transit service levels under the F RTP based on the Federal requirements attendant to the fiscal constraint of the Draft Plan, which examined the expected costs of the Draft Plan’s transportation system and compared those costs to reasonably expected revenues that would be available to fund the transportation system. This analysis necessarily considered existing and reasonably expected limitations on funding. For example, existing limitations which dictate that funding can be used only for capital projects as opposed to covering operating costs. As another example, funds may be restricted to a specific travel mode, program, or geographic area.

A comparison of the Draft Plan costs to revenue forecasts indicated a funding gap for the public transit element of the Draft Plan that would need to be addressed in order to fully implement the Draft Plan. While the proposed transit system would be expected to attract new Federal funding to the Region, it would still require approximately \$120 million each year in additional local and/or State funding for

transit. The public outreach materials provided during the Draft Plan stage made it clear that until additional public investment is provided, the public transit element of the Draft Plan is unattainable. It also made it clear that the plan recognized by the Federal Government is required to be funded within existing and reasonably expected revenues, and since it cannot be reasonably expected at this time that additional transit revenues will be provided, the Draft Plan indicated that the F RTP included an expected reduction in public transit rather than the significant improvement and expansion proposed in the Draft Plan. The Draft Plan then identified several potential revenue sources to address the funding gap for transit. It should be noted that the F RTP does include two transit capital projects that are both being funded outside of traditional revenue streams for public transit: the East-West Bus Rapid Transit project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected sources of funding. It is possible that additional transit projects will be identified using nontraditional revenue sources, and if so, those projects would be added to the F RTP. It is also possible that the Governor and State Legislature will pass State legislation allowing local governments in Southeastern Wisconsin to increase State transit funding and/or to enact dedicated funding sources for public transit. However, unless or until these events occur, the Federally recognized transportation plan for Southeastern Wisconsin cannot include the additional improvement and expansion of public transit proposed in the Draft Plan.

Emphasizing the need for additional funding for transit improvement and expansion during public involvement for VISION 2050: As noted above, we have been very clear during the past three rounds of public involvement for VISION 2050 that the significant improvement and expansion of public transit would require additional revenue. The need for additional funding for public transit has also been discussed with the Environmental Justice Task Force at many of their meetings, including most recently at their March 22 meeting when we discussed the need to identify the portion of the Draft Plan's transportation system that could be funded within reasonably expected revenues for the purposes of identifying a fiscally constrained version of the Draft Plan (i.e. the F RTP). In addition, we have analyzed during each of the three most recent steps in the VISION 2050 process the potential benefits to minority and low-income populations that would result from increasing the Region's investment in transit service levels and of changing the Region's historical trend in land development, and have shared the results of these analyses with the public during each associated round of public involvement. These three steps are summarized as follows:

- **Conceptual Scenarios** (Chapter II of Volume II of the VISION 2050 plan report): During the comparison of conceptual land use and transportation system scenarios in the fall of 2014, five scenarios were compared, including one that illustrated a continuation of current trends (Scenario A) and four with different levels of investment in the transportation system and different development patterns (Scenarios B through E). Scenario A assumed transit service reductions similar to recent trends, including consideration of the comparison of current and expected revenues to current and expected capital, operating, and maintenance costs for the Region's existing transit services. The comparison of the scenarios indicated that Scenarios B through E, which all included improved and expanded public transit to varying degrees, would all require additional investment in public transit beyond currently available revenues given recent trends.
- **Detailed Alternatives** (Chapter III of Volume II of the VISION 2050 plan report): During the evaluation of detailed alternative land use and transportation system plans in the fall of 2015, three alternatives were developed through refinement of five conceptual scenarios, including a baseline alternative (Trend) and two detailed alternative plans (Alternative Plan I and Alternative Plan II). Alternatives I and II included significant improvement and expansion of public transit. The Trend's transportation system represented a continuation of recent trends in transportation investment in the Region, based on current and recent past investment levels and priorities, and therefore transit service levels under the Trend were shown to be reduced

beyond already reduced levels, which have declined since the early 2000s. A thorough evaluation of the alternatives indicated that Alternatives I and II would require significantly more public investment than the Trend primarily due to the increased investment in transit.

- **Draft Plan** (Chapter IV of Volume II of the VISION 2050 plan report): During the most recent round of public involvement in the spring of 2016, the Draft Plan was presented following consideration of public feedback on, and evaluation of, the three detailed alternatives. The Draft Plan's transportation system included the most effective elements of the alternatives and proposed a significant improvement and expansion of public transit. The Draft Plan was thoroughly evaluated similar to the alternatives, and was compared to the Trend alternative from the alternatives stage. A detailed financial analysis of the Draft Plan was presented to the public, which indicated, consistent with the scenarios and alternatives stages, that the significant improvement and expansion of public transit proposed under the Draft Plan would require additional public investment. As previously noted, this analysis also included the discussion of potential revenue sources to address the gap in funding.

Specific efforts to emphasize the transit funding gap and F RTP in the latest round of public involvement:

The funding gap and inclusion of a reduction of transit service in the F RTP—rather than a significant improvement and expansion of public transit as proposed in the Draft Plan—was a major focus of the most recent public involvement efforts. Indeed, many attendees at the seven public workshops held in each county and the eight workshops held with the Commission's partner organizations concentrated on the funding gap and the expected decline in public transit service (as you know, the eight partners represent traditionally underrepresented population groups, in particular, minority populations, people with disabilities, and low-income individuals, and the Commission has contracted with these partners to hold their own workshops for their constituents during each of the five rounds of public involvement during the VISION 2050 process). At each workshop on the Draft Plan, the F RTP was a focal point on the front cover of the [20-page booklet summarizing the Draft Plan](#) and was discussed in more detail on pages 14 through 16; the F RTP was presented on a poster board on display at each workshop as part of a "Funding and Benefits" station; and the comment cards at the Funding and Benefits station explicitly asked the following questions:

- The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?
- The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

Related to your comment noting the need for a more robust Title VI/equity/environmental justice analysis and your numerous suggestions for specific analyses to conduct:

The Final Plan and a Title VI/equity/environmental analysis of the Final Plan for VISION 2050 are currently being developed:

The vast majority of your comments relate to specific analyses to be included in a Title VI/equity/environmental analysis of the Final Plan for VISION 2050. The Final Plan, like the Draft Plan, will involve a comparison of the estimated costs and reasonably expected revenues for the proposed transportation system. As with the Draft Plan, should the Final Plan identify a funding gap for the public transit element, we will need to identify a Federally recognized "fiscally constrained" version of the Final Plan. As described above, for the Draft Plan, this Federally Recognized Transportation Plan (F RTP) included a reduction in transit service in the Region rather than the significant improvement proposed under the Draft Plan. Like the Draft Plan, the Final Plan would then identify possible ways to address the transit funding gap in order to achieve all elements of the plan. In preparing the Final Recommended Plan for VISION 2050, the Commission staff intends to prepare a

chapter of the plan report dedicated to the Final Plan and its recommendations, which will incorporate revisions made to the Draft Plan following consideration of public comment on the Draft Plan. Should a funding gap for the public transit element be identified for the Final Plan, as was the case for the Draft Plan, a subsequent chapter will then be dedicated to the F RTP and identify the elements of the Final Plan that would be included in and excluded from the F RTP. The Commission staff will also be preparing an appendix to the VISION 2050 plan report with the working title “Equitable Access Analysis of the Federally Recognized Transportation Plan” as staff prepares the Final Plan, and your comments regarding specific analyses to conduct will be considered during the preparation of this Equitable Access Analysis. The Equitable Access Analysis will build on the analysis conducted as part of the Equitable Access evaluation of the detailed alternatives and Draft Plan, and will identify the expected benefits and impacts on minority populations, low-income populations, and people with disabilities associated with the F RTP. An additional EJTF meeting is currently being scheduled in June to discuss the Final Plan for VISION 2050, with a particular focus of the meeting on this Equitable Access Analysis.

Sincerely,

Eric Lynde
Principal Transportation Planner/Engineer
Southeastern Wisconsin Regional Planning Commission
P: 262.953.3222

From: CBS - RICHARD H. BAUZENBERGER
Sent: Thursday, April 28, 2016 3:46 PM
To: Yunker, Kenneth R.
Cc: Wirth Sandy; Fuchs David; Fuchs Mary Glenn; Maguire Tim
Subject: Vision 2050

Dear Ken,

As a follow-up to our discussion yesterday at the Vision 2050 workshop, I would like to summarize my concerns as follows:

1. ***Biased Input:*** It has been my experience that “workshop” appeals do not attract a representative cross section of the population. Some of this results from the communication methods used for the workshops and some results from a lack of interest from many other than the most radical spendthrift individuals. As an example, many years ago the County conducted workshop meetings regarding the County’s continued involvement with the Lasata senior care facility. The conclusion was “overwhelmingly” supportive. More recently, I undertook a written door-to-door survey while campaigning and got markedly different results. Politically it is difficult to vote against a resolution that on the surface appears to have overwhelming public support. This manipulative approach is often used as a means to an end, rather than a means to a solution.
2. ***Unproven Core Assumption:*** The Vision 2050 is based on the belief that future growth will only be obtained by those communities that have an existing robust infrastructure analogous to “build it and they will come”. While infrastructure is important in attracting business, so are taxes. Building infrastructure as it is needed while keeping taxes low would seem to be a better formula for attracting business.
3. ***Unrealistic Assumptions:*** (1) The population growth assumed by the Plan appears to be much greater than current projections that show very limited growth. The Country could easily move to negative growth without a liberal immigration policy. (2) Biking in Ozaukee County, and no doubt other counties in the Region, is predominately recreational and should remain so. If Milwaukee County feels biking can become a substitute for the automobile, allow Milwaukee to make that decision. Given the geography and population demographics, biking should be addressed locally, not regionally.
4. ***Disregard for Supply/Demand Dynamics:*** Preserving farmland by governmental fiat circumvents the market efficiencies and benefits that result from a free-market demand/supply economy. Such controls result in artificial shortages and surpluses that are disruptive to society. Such government intrusion is also a direct attack on individual property rights, a core element of our Bill of Rights.
5. ***Disregard for Advances in Technology:*** While the Plan attempts to look into the future, it relies on past technology to provide solution. The most expensive part of the Plan deals with public transportation. While rapid transit, commuter rail, and freeway expansion all seem very rational today, there is proven technology yet to be implemented that could have a significant impact on the best way to modernize public transportation. All-electric, autonomous cars when used as part of a public carpool allowing the most efficient itinerary for multiple passengers would reduce congestion significantly. While not a reality today, the technology is there and could be available long before 2050. A Plan that recommends committing billions of dollars each year to yesterday’s technology seems foolish.

I hope the above is helpful and can be reflected in the final draft of the Vision 2050. Please feel free to contact me should you have any questions.

Richard (Rick) H. Bauzenberger
Ozaukee County Supervisor
262-241-0852

-----Original Message-----

From: Maguire Tim
Sent: Thursday, May 05, 2016 10:42 AM
To: Yunker, Kenneth R.; CBS - RICHARD H. BAUZENBERGER
Cc: Fuchs David; Fuchs Mary Glenn; Wirth Sandy
Subject: Re: Vision 2050

Rick, thanks for including me on your Vision 2050 comments. I agree with your point of view. Committing large amounts of money based on the belief that we can see 20 to 30 years into the future assumes powers we do not possess. The only people certain to benefit are those paid with our tax dollars to develop this nonsense.

Tim Maguire

From: Yunker, Kenneth R.
Sent: Monday, May 16, 2016 8:54 AM
To: 'CBS - RICHARD H. BAUZENBERGER'
Cc: Wirth Sandy; Fuchs David; Fuchs Mary Glenn; Maguire Tim
Subject: RE: Vision 2050

Supervisor Bauzenberger,

This is to acknowledge receipt of, and to respond to, your email of April 28, 2016. Your email will be included in the record of public comments on the Draft VISION 2050 Regional land use and transportation plan and will be provided to the Commission's Advisory Committees on Regional Land Use Planning and Transportation Planning, which will make recommendations to the Regional Planning Commission on the final VISION 2050 plan. These Advisory Committees are composed of representatives from the Region's seven Counties and local governments in Southeastern Wisconsin, and State and Federal Departments of Transportation and Environmental resource agencies. Your comments will also be provided to the Commission. We would also like to express our appreciation for your attendance and participation at the VISION 2050 Workshop on the draft plan, and at previous VISION 2050 workshops.

We note that you express in your email a concern that the comments that are received at public meetings and workshops may be biased, in that they may not represent the beliefs and opinions that would be representative of the entire population of Ozaukee County and the Region. We would note that comments obtained from workshops are only one consideration in the preparation of a draft and final plan. Also considered are the technical analyses conducted on plan alternatives, including consideration of how well plan alternatives perform with respect to goals of mobility, healthy communities, equitable access, and cost and financial sustainability. Another consideration is the input of representatives of local governments and State agencies. In particular, throughout the process and at the same times of the public workshops, the Commission meets with a committee from each County which includes a representative of each local unit of government of that County, and also with the Commission's Advisory Committees on Regional Land Use Planning and Transportation Planning, which as noted earlier include representation from each of the seven Counties and local units of government of Southeastern Wisconsin and State and Federal agencies. Ozaukee County's Director of Planning and Parks and Director of Public Works serve on these Committees. We would also note that early in the

planning process, the Commission did conduct a telephone survey seeking to gather opinions regarding land use and transportation within each County in the Southeastern Wisconsin Region. Attached to this email is a summary of the findings of that telephone survey. This survey attempted to gather opinions of a representative cross-section of the population of each County and the Region.

We also note your concern that the expected future population and employment growth upon which the Draft plan is based may be too large. We would note that the growth in households and employment that are forecast for Ozaukee County over the next 40 years between the years 2010 and 2050 are about equal to the amount of growth in households and employment that were actually experienced in Ozaukee County over the past 20 years from 1990 to 2010. Thus, the 2050 plan anticipates significantly slower growth than the growth that was experienced in the past. The Commission monitors the change in population, households, and employment in the Region and in each County annually, and compares the actual annual change to Commission forecasts. This is documented in the Commission's [Annual Report](#). Should the actual change in households and employment depart significantly from forecasts, the forecasts would be reviewed and modified, and regional plans would be subsequently reviewed and modified. Commission forecasts that have been prepared over the last 30 years of future population, households, and employment have proven to be accurate.

You also noted in your email that you believe that infrastructure should be built as it is needed, and keeping taxes low would be most important to attracting business and industry. It is our understanding that the Milwaukee7—the regional economic development organization—has identified that both good infrastructure and keeping taxes low are important to economic development. It is important to understand that VISION 2050 is a long-range plan. The VISION 2050 regional transportation plan proposes improvements in infrastructure for State and local government to consider over the next 35 years. No recommendation in the VISION 2050 plan would go directly to construction or implementation. Every recommendation, if it was to be pursued, would require feasibility and engineering studies by the State or local government sponsor. The VISION 2050 plan is intended to help State and local governments anticipate future infrastructure needs.

You also stated your belief that bicycle travel in Ozaukee County is predominantly recreational, and that bicycle facility planning should be addressed locally, rather than regionally. We would note that the off-street bicycle paths proposed in the VISION 2050 draft plan for Ozaukee County are identical to the off-street bicycle paths proposed in Ozaukee County's park and open space plan. Thus, this component of the regional plan is directly based upon local plans. Further, with respect to bicycles, the VISION 2050 transportation plan also proposes that as arterial streets are reconstructed, consideration be given by the State and local government to providing bicycle accommodation, such as a partially paved shoulder, a slightly wider curb lane, a separate off-street path, or a marked bike lane. This is consistent with Federal law to provide such bicycle accommodation, if Federal funds are used to reconstruct an arterial street.

You also expressed your opposition to any recommendations in the VISION 2050 land use plan proposing the preservation of farmland. The VISION 2050 land use plan does propose preserving the farmlands which are recommended for preservation in Ozaukee County's farmland preservation plan. In this manner, the VISION 2050 plan is consistent with Ozaukee County's own plans. The VISION 2050 plan does further propose that Ozaukee County consider between now and 2050 preserving, if possible, additional agricultural lands in Ozaukee County that have the highest quality soils (Class 1 and Class 2 soils as rated by the U.S. Natural Resources Conservation Service). Given the amount of growth expected to occur within the Region and Ozaukee County by the year 2050, substantial portions of the Region and Ozaukee County may be expected to remain undeveloped. This proposal encourages local governments in the Region to consider avoiding development on the most productive farmlands that remain in the Region.

Lastly, you note in your email that there may not need to be any expansion of freeway capacity or public transit, as by the year 2050 it may be expected that there will be self-driving cars which will encourage sharing of travel

in public carpools. There are many questions attendant to self-driving, or autonomous, vehicles. When will the technology be available for actual use? How will self-driving cars mix with traditional vehicles? Can a future of all self-driving cars be expected and when might it occur? Would individuals own self-driving vehicles or would they be shared? If shared, would they result in more traffic as cars shuttle back and forth to multiple users? Will people be willing to wait for a shared vehicle and how long? Would people be willing to share a trip with strangers? What will be the cost of this technology? Will it be affordable? These are only some of the questions. As a result, it is generally expected that universal self-driving technology may only be feasible in the very long-term future. As a result, the draft plan recommends that the technology be monitored, as VISION 2050 will undergo routine review every four years and a major review every 10 years. Should significant advances in technology and implementation occur, the plans for freeway and public transit improvement will be modified. Specifically, should self-driving car technology advance as you anticipate, regional plans would be modified to include that technology and eliminate significant public transit and freeway capacity recommendations before they are implemented.

Again, we appreciate your interest in VISION 2050 and we recognize the concerns which you have expressed, and please be advised that they will be provided to the Advisory Committees making recommendations on the final plan, and also to the Regional Commission as they consider final approval of a plan. Should you wish to discuss this further, please do not hesitate to contact me.

Ken Yunker, Executive Director
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
262 953 3211

From: Jerry Mellone

Sent: Thursday, 05 May 2016 21:20:52 (UTC-06:00) Central Time (US & Canada)

To: VISION2050

Cc: 'District 6 Alderman'

Subject: draft plan feedback from the public info meeting in Waukesha

I have been an alderman in Brookfield for the last 12 years. I am concerned about the possibility of an interchange at Calhoun Road & I-94. I have lived in my home in Brookfield one block off of Calhoun for 26 years. My warehouse business and offices are in the New Berlin industrial park on Lincoln Ave. I travel Calhoun almost every day. This is a city street that handles the traffic very well. Traffic counts have not gone up for many years. Adding an interchange would encourage truck traffic servicing the industrial park to go through a residential area. There is an elementary school on Calhoun that has been recently remodeled and is planned to be there for many years since enrollment is increasing. Calhoun was built as a class B roadway. I have seen trucks doing a u turn at the interstate bridge because of a low clearance. This bridge was replaced when Calhoun was widened. It is a 75 year bridge that would have to be changed because of this low clearance. Vision 2050 should eliminate the proposal to study and additional interchange at Calhoun. The following are my suggestions to improve the existing 2 interchanges at Moorland and Barker.

1. The eastbound entrance ramp at Moorland should be extended adding a continuous south lane all the way to the zoo interchange. The 124th st. bridge and Sunnyslope bridges are being replaced this year. Adding a continuous entrance lane that eventually becomes an exit lane would eliminate cueing of cars at the timing lights to the entrance. I-94 traffic would be signed that the 3 left lanes are continuous lanes. Construction crews are in this area working on this sector. This could be finished when the zoo interchange is completed by 2018.
2. A westbound exit lane could be created at the same time on the north side of the highway onto Moorland. This exit only lane could be extended to the east to Sunnyslope. Again the 3 remaining lanes would be marked as thru traffic lanes. This would assist the flow of traffic on I-94 when cars cue up exiting northbound onto Moorland.
3. The westbound entrance ramp at Moorland could be extended to past the Calhoun bridge. Again eliminate the timing lights and cueing of cars entering I-94. You could also add an additional westbound entrance ramp from Executive Dr. This would take away traffic from Bluemound and Moorland. It goes through a business park and does not impact a residential area.
4. The eastbound exit to Moorland could also be extended to the west to Calhoun Rd. It would be marked as an exit only lane. This would also help the flow of traffic by signing the 3 left lanes as thru lanes.

The above improvements would cost a great deal less than adding a new interchange. It could also be done within the next year and residents would not have to wait 10 to 15 years for an improved traffic flow.

Similar improvements could be done to the Barker interchange. However they would have to wait for the bridge replacements at Brookfield Road before they could be fully implemented.

Thank you,

Jerry Mellone
16980 Ruby Lane
Brookfield, WI 53005
6th District Alderman

From: Hiebert, Christopher T.
Sent: Monday, May 23, 2016 1:58 PM
To: Mallone, Jerry
Cc: Grisa, Tom; Ertl, Dan; Yunker, Kenneth R.; Hoel, Ryan W.; Muhs, Kevin J. ; Lynde, Eric D.
Subject: RE: draft plan feedback from the public info meeting in Waukesha

Alderman Mellone,

Thank you for your comments on the VISION 2050 Draft Plan. Your email will be included in the record of public comments on the Draft VISION 2050 Regional land use and transportation plan and will be provided to the Commission's Advisory Committees on Regional Land Use Planning and Transportation Planning, which will make recommendations to the Southeastern Wisconsin Regional Planning Commission (SEWRPC) on the final VISION 2050 plan. These Advisory Committees are composed of representatives from the Region's seven Counties and local governments in Southeastern Wisconsin, and State and Federal Departments of Transportation and Environmental resource agencies. The City of Brookfield's Director of Public Works, Thomas M. Grisa, and Director of Community Development, Daniel F. Ertl, are members of these Advisory Committees. Your comments will also be provided to the Commission.

The need for an additional interchange between the Barker Road interchange and Moorland Road interchange was first identified in 1987 in SEWRPC Community Assistance Planning Report No. 151, "A Transportation System Plan for the Blue Mound Road (USH 18) Corridor". This study of the Blue Mound Road corridor was conducted by the Commission at the request of the Wisconsin Department of Transportation and the City of Brookfield. The Calhoun Road Interchange has been included in the regional transportation system plans for over 20 years. The Calhoun Road Interchange was recommended because it provided improved travel safety, reduced travel costs, and reduced travel time, and traffic capacity relief to the Moorland Road Interchange, Moorland Road between Blue Mound Road and Greenfield Avenue, and Blue Mound Road between Moorland Road and Barker Road.

No improvement proposed in the Plan moves directly into construction. The Calhoun Road Interchange may be expected to be considered when the Wisconsin Department of Transportation (WisDOT) conducts preliminary engineering and environmental impact studies for the reconstruction of IH 94 west of the Zoo Interchange. In that study, WisDOT will examine alternatives including whether or not the proposed Calhoun Road Interchange should be constructed. It is at the conclusion of this study that the determination will be made by WisDOT whether the Calhoun Road Interchange would be built.

With regard to your suggestions of providing an auxiliary lane eastbound and westbound between the Moorland Road Interchange and the Zoo Interchange, the Wisconsin Department of Transportation has a project expected to be completed in 2018 which will provide an auxiliary lane eastbound and westbound between the Zoo Interchange and Moorland Road as you suggest. This project will include reconstructing the Sunnyslope Road and Elm Grove Road bridges over IH 94.

With regard to suggestions 3 and 4 for providing a longer on ramp to the west, and off ramps from the west, at the Moorland Road Interchange and adding an additional westbound on ramp from Executive Drive, these could be studied by the WisDOT as part of the preliminary engineering and environmental impact studies for the reconstruction of this segment of IH 94.

Again, we appreciate your interest in VISION 2050 and we recognize the concerns which you have expressed, and please be advised that they will be provided to the Advisory Committees making recommendations on the

final plan, and also to the Regional Planning Commission as they consider final approval of a plan. Should you wish to discuss this further, please do not hesitate to contact me.

Sincerely,

Christopher T. Hiebert, P.E.
Chief Transportation Engineer
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607
Main Phone: (262) 547-6721
Direct Line: (262) 953-3227
Fax: (262) 547-1103

-----Original Message-----

From: John Thomas

Sent: Monday, May 02, 2016 4:26 PM

To: Lynde, Eric D.

Subject: Jobs and transportation study

Good Afternoon Sir,

I just spoke to Megan O'Conner of Mayor Tom Barrettes office. She will forward your reply to my efforts to the appropriate office.

I requested that I need to know if my intentions are of value. If not, I will drop the entire idea. The goal is to find opportunities for the unemployed, under employed, and those willing to make a commitment. Actually, the mayors office should contact you directly.

See you at WCTC.

Regards,

John

From: Lynde, Eric D.

Sent: Monday, May 02, 2016 2:10 PM

To: 'John Thomas'

Cc: VISION2050

Subject: RE: email from VISION 2050 workshops web page

John,

Apologies for the delay in responding. We have been extremely busy the last few weeks. We appreciate you sharing your idea for connecting unemployed or underemployed residents in the City of Milwaukee to potential jobs in the Hartford industrial park, which was received during the alternative plans stage and was considered as we developed the Draft Plan for VISION 2050.

Your proposal, if our understanding is correct, involves an in-depth study of existing job opportunities in the Milwaukee-Hartford corridor and identification of potential unemployed or underemployed residents of the City of Milwaukee. This type of study would likely be an extensive work effort on the part of the entity conducting it, and would be outside the scope of VISION 2050. VISION 2050 is an effort to prepare a long-term vision and plan for the Region's land development pattern and transportation system, and as I indicated in one of my previous emails, the Commission staff does not intend to conduct the study you suggest as part of VISION 2050. The study would be more suited for an agency focused on workforce development and matching potential workers to jobs, such as the Milwaukee Area Workforce Investment Board (MAWIB). The study you suggest would also likely be very complicated, as it can be incredibly challenging to obtain information on job openings from companies, and assuming the information can be obtained, it quickly becomes out of date. There would be similar challenges to obtaining and keeping up-to-date the unemployed and underemployed residents that may be interested in the available jobs.

However, the transportation component of your proposal, again as we understand it, would involve providing either a commuter rail or commuter bus service between the City of Milwaukee and the Hartford industrial park. As previously indicated, a commuter rail option to the Hartford industrial park would require a significant infrastructure investment, and commuter bus would be a far less costly alternative to commuter rail (it appears

you acknowledge this in your most recent email). Given that ridership for this type of reverse commute service (typically commuting patterns involve travel to the urban job centers in the Milwaukee area), commuter bus would likely be a more feasible alternative, but the Draft Plan for VISION 2050 does identify the Milwaukee-Hartford corridor as a potential corridor for commuter rail in VISION 2050. If an entity determines to pursue the line's development, we would recommend a corridor study be conducted to determine the feasibility of the line. As part of that corridor study, the entity conducting the study would consider alternative technologies (i.e. rail or bus), alternative alignments, costs, funding, ridership, etc. It may be possible that your proposal could be considered during that potential corridor study as the entity determines whether or not a potential commuter bus or rail service would be likely to generate enough riders to make it worth the investment. It should be noted that the distance of this potential service would likely be a major factor in limiting ridership. As you note, it is a long drive (approximately 35 miles one way from Milwaukee to the Hartford industrial park), and a commuter bus or rail service would need to have a travel time that is very competitive to driving in order to make the service attractive to potential riders.

We should also note that the Commission prepares short-range (~5-year) transit development plans for each of the transit operators in the Region, as requested. One such plan was completed for Washington County in March 2015 ([website](#)), and considered a commuter bus option originating in Hartford and traveling to downtown Milwaukee, as well as reverse commute service from Milwaukee County to employers in Washington County.

We look forward to seeing you at one of this week's public meetings for the VISION 2050 Draft Plan. Perhaps we can discuss your proposal further and provide you more direction at that time.

Sincerely,

Eric Lynde
Principal Transportation Planner/Engineer
Southeastern Wisconsin Regional Planning Commission
P: 262.953.3222

From: John Thomas
Sent: Friday, April 08, 2016 8:58 PM
To: Lynde, Eric D.
Subject: Re: email from VISION 2050 workshops web page

Good Evening Eric,

My original proposal must have ended in the circular file.

Ref. rail to the Hartford Industrial Park.

The goal was to match the large number of unemployed in the core of Milwaukee to jobs in the north west corridor.

The steps involve a complete inventory of skilled and unskilled positions of all manufacturing firms within X miles of the rail line that runs diagonally through north west Milwaukee. Match the current job openings with willing un or under employed. Training would be made available. Applicants would sign an agreement / contract to insure a continued effort. If you have ever toured the Hartford Industrial Park, you might understand what I'm getting at. If bus transportation is the better route, use it. The city of Milwaukee would apply for federal funds to pay for the training. No unemployed worker can afford to drive from the core to the middle of Washington County. Feedback is appreciated.

Regards,
John

On Apr 8, 2016, at 5:30 PM, Lynde, Eric D. wrote:

Good evening John,

Thank you for your continued interest in VISION 2050. We have appreciated your past input and the suggestions you have made.

Regarding your first suggestion, assuming you mean commuter rail between Milwaukee and Hartford not light rail, the Draft Plan proposes two commuter rail lines that would connect Kenosha, Racine, Milwaukee, Wauwatosa, Oconomowoc, and communities in between. However, in addition to those two corridors, the Draft Plan identifies a number of other freight rail corridors in the Region that could be utilized for commuter rail, should an entity be interested in pursuing their development. These additional corridors (including one that would connect Milwaukee to Hartford) are not included in the Draft Plan because they are forecast to have markedly lower ridership than the two corridors included in the Draft Plan, but are shown on Map IV-9 of the [draft chapter](#) as an acknowledgement that they could be pursued in the future.

Regarding your second suggestion, the Draft Plan proposes eight rapid transit corridors (either bus rapid transit or light rail) shown on Map IV-8 of the draft chapter. The intent of the proposed rapid transit services is to provide travel times that are similar to the travel time of an automobile using parallel arterial street and highway facilities during congested peak periods. While the precise routing of your suggested light rail line is not included in the Draft Plan, the corridor you identified is included in the Draft Plan and your routing could be considered in the more detailed planning as part of a corridor study that would need to be done prior to implementation. Additionally, the rapid transit technology (either bus rapid transit or light rail) in each corridor would be considered and determined in that corridor study.

We hope to see you at one of the upcoming workshops. You can also get a preview of the workshops and review a summary of the Draft Plan on the [VISION 2050 website](#). If you want more detail, the draft chapter presenting the Draft Plan (referenced above) and the appendix presenting the full evaluation of the Draft Plan can be found on the [SEWRPC website](#).

Have a great weekend,

Eric Lynde
Principal Transportation Planner/Engineer
Southeastern Wisconsin Regional Planning Commission
P: 262.953.3222

-----Original Message-----

From: John Thomas
Sent: Monday, April 04, 2016 2:50 PM
To: VISION2050
Subject: email from VISION 2050 workshops web page

Good Afternoon,

Thank you for the schedule for the Workshop schedule. I naturally hope I see my suggestions for light rail transportation from the core of Milwaukee to jobs along the right-of-way ending in the Hartford Industrial Park

AND Light rail initiating from downtown Milwaukee through the valley, past Miller Park, State Fair Park, the Zoo and ending at the County Hospitals.

Regards,
John R. Thomas
Waukesha

From: Jeff Warg

Sent: Tuesday, 26 April 2016 21:44:47 (UTC-06:00) Central Time (US & Canada)

To: VISION2050

Subject: Feedback on 2050 Plan

I'm disappointed in this plan, it does nothing to improve the 1960's era freeway access to the city of Racine. Almost 30 percent of Racine Counties population lives in the NE corner of the county, there is not one 4 lane highway between the city of Racine and Milwaukee, while there are two 4 lane highways between the cities of Racine and Kenosha. 794 should be brought south to Hwy K in Racine County ASAP, it would get traffic off the dangerous, outdated Hwy 38. We also do not have one four lane highway that goes west out to I-94 on the north side of the county. 77 percent of Racine Counties population lives east of I-94, yet there was a \$200 M bypass built for the 10,000 people who live in Burlington. No one can provide a legitimate reason as to why it was built! Downtown Racine is nearly 30 minutes from the interstate, a modern freeway spur could cut that trip down to 9 minutes.

The state must be okay with Racine having the highest unemployment rate in Wisconsin for the last 10 years. They need to decide if are they going to invest in Racine's highway access or continue to pay a high number of unemployment claims in this area. We need quick, direct interstate access that all other large Wisconsin cities have. Racine County is not getting a fair return on the gas taxes that are paid into the state.

Jeff Warg

From: Marcia Sahag

Sent: Wednesday, 04 May 2016 12:25:44 (UTC-06:00) Central Time (US & Canada)

To: VISION2050

Subject: Feedback on the Draft Plan

For many reasons, I support the "red-line" plan for Highway 12 from Elkhorn to Whitewater (page 11 of Vision 2050 The Draft Plan).

Along the current highway 12/67 route from Elkhorn to Whitewater exist wetlands, many lakes including Lauderdale Lakes, and valuable agricultural lands. It is an environmental corridor. It abuts the environmentally protected Kettle Moraine State Park.

The rural and lake nature of the area is a major asset. It attracts many people from various states for recreational activities as well as habitation.

Increased highway traffic through the area would diminish this valuable asset.

In addition, there is an increasing density of the residential and local commercial communities along the current highways 12/67.

For these and other reasons, the "red-line" plan as shown on page 11 of the Draft Plan is the most sensible and effective development option and should be pursued as soon as possible.

Sincerely,

Marcia M. Sahag

From: Marcia Sahag

Sent: Wednesday, 04 May 2016 12:39:28 (UTC-06:00) Central Time (US & Canada)

To: VISION2050

Subject: Feedback on the Vision 2050 The Draft Plan

To: SEWRPC Vision 2050

From: Richard Callaway

Date: 5/4/16

RE: The Draft Plan "Red line" plan for highway 12 page 11 of The Draft Plan

There are many sensible reasons for adopting the "red-line" option for traffic between Elkhorn and Whitewater. These include environmental and safety issues. In addition to being an environmental corridor, the increased density of the residential and local commercial communities along the current highways 12/67 make the "red-line" the most sensible and effective option.

From: Thomas Dieckelman (Wisconsin Coach Lines)

Sent: Thursday, May 12, 2016 10:31 AM

To: Muhs, Kevin J.

Subject: RE: VISION 2050 - Southeastern Wisconsin's Next Long-Range Transportation and Land Use Plan-Follow-Up

Hi Kevin. Here are our revised comments.

We believe in a mobile and flexible transportation system that is economically viable. This is especially important for the millennials who are transit friendly and looking for convenient transportation solutions. We encourage the committee to local at cost effective solutions for the long range plan being developed.

Thank you.

Tom

Tom Dieckelman

President

Wisconsin Coach Lines/Coach USA Milwaukee

1520 Arcadian Ave.

Waukesha, WI 53186

(262)-542-8861, ext. 140

www.wisconsincoach.com

Coach USA: Committed to Delivering Safe, Affordable, Greener Travel

From: Muhs, Kevin J.

To: Deborah Laney (Greyhound), Chad Cushman (Indian Trails), Steve Woelfel (Jefferson Lines), Jon T. Evenson (Lamers Bus Lines), Thomas Dieckelman (Wisconsin Coach Lines)

Cc: Reuter, Chadwic D – DOT, Yunker, Kenneth R., Lynde, Eric D., Johnson, Ethan S.

Date: 04/26/2016 11:57 AM

Subject: VISION 2050 - Southeastern Wisconsin's Next Long-Range Transportation and Land Use Plan

Good Morning;

As part of developing Southeastern Wisconsin's next long-range land use and transportation plan (titled "VISION 2050"), the Southeastern Wisconsin Regional Planning Commission (sewrpc.org) staff would like to invite you to review the [Draft Plan](#) and provide any comments you might have regarding the Draft Plan. In case you were unaware of the Commission, the Commission provides advisory planning for land use and infrastructure in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties, and is the official metropolitan planning organization (MPO) for Southeastern Wisconsin.

In particular, Commission staff ask that you review Recommendation 2.5 (on page 34) and Map 4.10 (on page 35) which discuss intercity rail and bus services. If you do have any comments or suggestions, please provide them to Commission staff by May 6, 2016.

Thank you,

Kevin Muhs

Principal Transportation Planner

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Dr.
PO Box 1607
Waukesha, WI 53187
262.953.4288

Sent: Thursday, 14 April 2016 14:09:07 (UTC-06:00) Central Time (US & Canada)

To: VISION2050

Subject: Comment on VISION2050

FirstName1: Robert

LastName1: Gardenier

Organization1: Mr

MailingAddress1: 5699 N Centerpark Way Apt 656

City1: Glendale

State1: Wisconsin

Zipcode1: 53217

phone: 4142942108

comments: Concerning the build out of I-94 corridor from Miller to the Zoo. It would be the height of madness to NOT complete the complete overhaul of the I-94 corridor. I believe the plan currently under consideration is the 'most' best plan. Yes!, we do need to invest in transit infrastructure. Lets though finish what we started.

Comments Received via the Draft Plan's Interactive Website

Land Use

Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region?

- Yes, we need to maximize the use of the remaining land we have.
- yes. But some discussion of trash and landfill space is needed. maybe it is in the full evaluation, but this topic needs to be presented. There should be a section of the plan on environmental quality, which would include this topic along with some of the environmental considerations under land use.
- Yes.
- yes As and the baby boomers age, i deeply appreciate the proposal for more compact. pedestrian friendly communities. It will help my generation be more active and more independent as we age.
- Yes, for the most part.
- Yes, the proposed development pattern promotes preserving our most productive agricultural land, protecting our primary environmental corridors, and preserving areas with high groundwater recharge potential. This is as it should be! The plan encourages infill and redevelopment, which is an efficient way to move forward. I also like the idea of TOD. It can promote the flow of people and products without having to widen all arterials.
- Yes if most of it actually happens. Even more mass transit would be better. Technology for light rail or streetcars has come a long way. Be sure current methods are used.

Do you have any other comments on the Draft Plan's proposed land use component?

- An overall analysis of carbon emissions is needed. This comment maybe should be under General comments, not land use. p. 19 of the 20-page booklet talks about GHG emissions from transportation, and only a little on housing. But other elements should be looked at, too, e.g., trash, food, landfill space, electricity demand . Climate change is the most serious challenge we face as a society, so there needs to be more serious analysis of carbon emissions (not just CO2.)
- I don't think you have the multi-use center in Shorewood mapped correctly. Review it again.
- I wonder if strip malls, and big shopping malls, will need to be converted to mixed use? I wonder if the huge houses being built will become multifamily, or more of them have "mother in law" quarters to accommodate multiple generations.
- In order to preserve the downtowns, I think the mixed use city center has to be incorporated into the rural cities and villages. We need to be thinking about the needs of the millennials and the boomers, which may demand lots of rental properties with mixed uses incorporated.
- The population projections for Walworth County seem very high. Growth slowed before the recession in 2008 and there is no reason to think it will reach the numbers of 140,000 to 150,000 that are in the plan. 125,000 to 130,000 is realistic. the Highway 12 extension from Elkhorn to Whitewater should be moved up in time - it is already critical. I question why it shows the new highway running parallel to the old one for several miles - they should run together. More work to get cooperation from Illinois to connect 12 on their end to 53 or other highway needs to be done - we are not an island.

Public Transit

How well does the Draft Plan meet your vision for public transit?

- It's good. In addition to all the new facilities, there needs to be an information campaign to educate the public about options. I know this is probably too detailed but I think it's awful that there are no sidewalks for long stretches on Good Hope Road. It's not safe.
- I fully support the expanded plan for providing more public transit. If people cannot get to good jobs, grocery stores, parks and health care facilities, our communities will become more isolated from each other and we will pay more for social services and have to live in a more divisive and unjust society.
- It's a good plan for urban and suburban communities, but isn't great for rural communities.
- I like the Draft Plan's emphasis on improving public transit service in the region. The improved efficiency will enable many more people to utilize public transit to get to work. The expanded hours and expanded service will enable people in the City of Kenosha to take a bus to jobs in the Pleasant Prairie Industrial Park! More efficient service will encourage more people to use the bus. This may lead to less traffic congestion on the roads and will likely improve air quality. Let's make sure we can fund these improvements!

Do you have any other comments on the Draft Plan's proposed public transit system?

- I would be glad to pay more for transit. Gas tax should go up enough to cover all of the \$120 million needed. We need a regional rapid transit authority.
- Since Walworth County may not ever get great public transportation, we need to make sure our roads are adequately resourced and maintained; otherwise, it could hurt our economies. The plan does not address technological possibilities like driverless buses for rural areas. I do like the idea of tapping the transportation network of companies like Uber or Lyft. Also, can the freight lines in rural areas be used by driverless commuter trains to move people to bigger cities?

Bicycle and Pedestrian

How well does the Draft Plan meet your vision for biking and walking options?

- I see there is a policy to expand off-street bike path system but it's not on the map. Where are those corridors?
- I like it!! i don't feel safe biking on roadsides with cars and trucks whizzing by, and breathing their exhaust. And I love to bike into town for errands.
- It's good.
- The Draft Plan encourages the development of complete streets! I like the idea that as major street networks are resurfaced and reconstructed bike traffic will be considered and accommodated when feasible. Our climate sometimes makes it hard to walk and bike, but I am happy the Draft Plan considers these healthful ways to travel,

Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

- Please include provisions for bicycle lockers for commuters and recreationists. Thank you.
- Emphasize safe routes for children to walk and bike to school.
- I would like to see Walworth County get more connected within its borders so that it can connect to surrounding counties, and I think tax payers would support this.

Arterial Streets and Highways

How well does the Draft Plan meet your vision for streets and highways?

- Somewhat well.

Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highways elements?

- There is not a need to widen any highways in the area. The highways, and far too many arterials, are all too wide as it is
- "I believe if you build it they will come - and more and wider highways will not relieve congestion. Designing and remodeling communities to minimize the need for getting in a single person car is much more important for the health and quality of life of our region's citizens."

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

- The draft plan should not include this widening. This implication of not widening feels like the response that has been given in favor of highway widening for a long time. How were the traffic projections for this analysis generated? Does it reflect the induced demand that adding lanes will create? Has there been analysis on previous expansions and their true impact on traffic congestion?
- They seem to be minimal negative impacts for the widening compared to safety improvements and peak travel time reductions. I would support it.

Funding and Benefits

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

- no
- Yes, will support public funding for transit. We need public transit. As noted in the plan, it is expected in an economically-competitive city. Though I would not call it an "amenity" as the plan does. It is a necessity to reach other parts of the plan, e.g., land use & jobs.
The draft plan does a good job of describing the benefits of a multi-modal transportation system including roadways, transit, bikes, and pedestrians. Also does a good job describing the gap in transit funding. The cost of streets and highways compared to transit is appalling -- over twice the cost. WE NEED TRANSIT! VMT fees make a lot of sense, though there will be some public resistance.
Also need the dedicated funding base. Yes, I know we need to vote in electeds who support it.
- In Kenosha County I think we should increase the sales tax by 0.05%. A sales tax rate of 6% is still low enough to encourage IL shoppers to shop in WI because their sales tax rates are significantly higher. Sales tax in Wilmette, IL is 10%. About half of the sales tax revenue in Kenosha County comes from people who live elsewhere. I doubt Kenoshans would be willing to share this revenue with the other 6 counties in the region.
I would also favor the \$0.01 fee per vehicle mile driven. The fee would max out at \$170 per car. I think it would be easier to raise the per gallon motor fuel tax by \$0.05. When was the last time this tax was raised? I favor this method as it would not require any new collection methods. Let's raise the funds for improved transit!

The Federally Recognized Transportation Plan (FRTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the FRTP?

- Good extra analysis of widening I-43. The arguments presented against are stronger than those in favor. I therefor oppose widening I-43.
- If we have to accept the FRTP, our transit services will take another step backward. It will not be easy to convince motorists they should pay higher taxes to improve transit service they do not use. Maybe if the revenue from increased fees/taxes were split between road repair and transit it would become more palatable. Most of the benefits of the Draft Plan disappear with the FRTP. We have to find ways to raise the funds so that we can implement the whole plan!

General Comments

- Generally: the plan is well thought-out and well presented. All is positive, i.e.,
 - + Under land use: preserving farmland, protecting env'l corridors, mix of housing types, TOD, protecting groundwater. YOU SHOULD ADD protecting one of our most precious resources: Lake Michigan. Some discussion of stormwater runoff, impervious cover, non-point source pollution, chemicals in the lake, problems with invasive species.
 - + Transportation: describing improved bike-ped, TSM & TDM (I particularly like personal vehicle pricing as a user fee -- those that use it pay for it. Good job of describing the funding gap, which MUST be addressed. I hope your committees and board support the transit portion of the plan and the message goes out that voters must elect people to make it happen. Do not favor widening I-43 based on the analysis presented. Costs vs benefits too high.
 - + The benefits of the draft plan are clear and on-point -- strong arguments in favor.
- The public presentation materials, and summary booklet fails to communicate in a meaningful way the huge health benefits and massive health care expense savings that would result from the recommended plan. The public, decision-makers (Commissioners, elected and appointed officials), and media would have no idea of the magnitude of health problems and diseases that result from or are exacerbated by the current land use/transportation patterns and systems. Some discussion of the impact of land uses that make walking or biking difficult or impossible, and that require use of individual vehicles to get almost anywhere or to do almost anything is essential -- in terms of increasing obesity, diabetes, respiratory illnesses, cardiac problems, etc.. And, some information regarding the probable magnitude of health care expenses from implementing the recommended plan is needed. At a minimum, provide an estimate of the annual health care expenses in the Region, and some information, from the many research publications, on the range of percentage reductions in those expenses that can be expected from the recommended land use and transportation plan elements.

Another benefit of the added public expenditures to implement the recommended plan is completely overlooked. There is language buried in the plan that describes the racial and economic segregation in the region, and very clear language in the draft (and in the regional transportation plan) that describes the overwhelming need to increase public transit services, both for the health of the regional economy and to provide greater opportunities for the segregated and poverty-stricken minority communities currently largely isolated within Milwaukee's central city neighborhoods. The public presentation materials and summary booklet mention the fact that minority residents and low-income residents need and use public transit at a higher proportion than do white residents. However, this is not enough -- the essential nature of the expansion of transit for both the health of the regional economy and for improving the opportunities and lives of minority and low income residents needs to be publicly stated and highlighted in the presentations and newsletters.

The recommended plan would result in some steps toward mitigating and ameliorating some portion of the harms which the entire region suffers as a result of decades of transportation, land use, and housing policies and decisions which have resulted in and maintained the region's segregation. This is not simply a planning or economic issue, and the fact that it is also a civil rights issue of huge proportions at least needs to be acknowledged somewhere in the plan, and should also be noted in SEWRPC's public materials..
- I hugely appreciate the openness of the staff to public input and comments, and the process that has been inclusive instead of top down. I hope this will increase the chances of implementation as our communities look to the future. Thank you!!

**FIGURE 2:
COMMENTS SUBMITTED VIA COMMENT CARD
DURING THE PUBLIC, PARTNER, AND REQUESTED WORKSHOPS**

Figure 2 presents the public comments submitted via comment card during one of the public, partner, or requested workshops on the Draft Plan. Seven public workshops (one held in each county) were held between April 25 and May 5, 2016. Eight workshops were held by the Commission's partner community organizations between April 19 and May 3, 2016. One workshop was held by request for City of Wauwatosa staff and elected officials on May 9, 2016.

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

What about zero runoff

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I favor

Restraining use of more agri. land for housing
Maintaining flood-able areas along all streams (like Atlanta) (reduce flood damage)
Infill, redevelopment, & new development in abandoned areas/cities
Mixed-use residential areas

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

More urban density — less urban sprawl —
we do not need any more 3 acre lots
for houses

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Preserve the land & natural resources left.
Please! Flood control, life quality, green
space, less air & water pollution if
more land & trees left in its natural
state...

Environmental corridors are
needed, give wildlife a place to traverse
so they don't travel via the highway; save
both human^{life} and wild life

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Compactness will help greatly with making transportation other than in personal motor vehicles more feasible.

Why don't the environmental "corridors" connect?

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Yes - worry about stress on natural resources with higher density.
- I think use + reuse of vacant, foreclosed + empty factory space is great

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

No more growth in Waukegan and other areas if water needs are bad for environment — shallow wells are damaging and use of Lake Michigan water indicate that more growth is not responsible

Increase low income/affordable housing in a variety of areas

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

The "Environmental Corridors" on this map do not appear to be connected. If they are not connected, then they are not "corridors." Please connect them.

Also, in order to have legitimate environmental corridors, which we desperately need, they need to be equipped with bridges and bypasses over roads and highways.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Non-vehicular transportation is mentioned, but without many details.

Young people tend to prefer not to have to purchase a car, so are looking for more public transit, safe cycling & walking areas, etc. Encouraging transition to decreasing private automobile use will provide the following benefits; attract younger workers, provide transportation for those no longer able to drive, decrease road repair costs,

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I personally like the 1. Mixed-Use City Center
2. " " Traditional Neighborhood

Milwaukee has

green areas, water (rivers, lakes),
bike trails, walking in parks

where city dwellers could have

places to be close to nature for their relief of stress,
and places to have space to exercise.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I think the proposed development pattern will promote the long term economic & environmental health of the region.

Again Thank you for the well planned!!

VISION2050SEWIS.ORG

LAND USE

Good Plan -

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Do not displace existing low-income populations

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I would like a copy of the draft plan. My
e-mail address is jalexander@independencefirst
address: .org

7224 W State St #1A
Wauwatosa, WI 53213

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I've noticed a lot of high-rise condo/apt building over the past decade, very good idea but they are kind of pricey. Apt/condos mixed in w parks + easy access to transit + shopping will attract people to stay or move to Milwaukee

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Yes, I like the proposed plan. Compact land use + infill will help preserve natural areas + agricultural land, as well as making mass transit more efficient.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Please provide recommendations to communities to eliminate setback and parking requirements. Large building setbacks and parking lots kill density, which then kills pedestrian activity.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I would recommend adding one or two commuter rail stations between Waukegan Harbor, IL + KENOSHA, WI (on the lake front line fr. Chicago to Kenosha).

Perhaps a station/stops near 91st street and another near 116th St.

VISION2050SEWIS.ORG

LAND USE

we own property that contains primary environmental corridor.

we do not want to sell at any time, do not = change or attempt to Fund environmental corridor land acquisition

Bell Barrett
1424 Sheridan Road
Kenosha WI 53140

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Encourage green corridors within mixed use city center
what is "empty" in the rural stays rural "empty"
and what is "empty" - now built in city center
becomes green space.

see = 1400 N Milwaukee

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Important to do a Title VI / ES / equity analysis of land use + related housing / jobs issues - similar to what was done re transit / transportation. For example, affordable / ~~real~~ multi-family housing options throughout the region would likely ~~see~~ benefit communities of color (esp Af-Am + Latinos), while trend would not. →

VISION2050SEWIS.ORG

LAND USE

Similarly infill development - housing + jobs could benefit urban residents / communities of color, while sprawl likely will not.

In any case imp't to have an equity + TVI analysis of these issues.

Karyn Rotker
ACLU-WI

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

More public info needed

better continued management of existing structures

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Environmental impacts of agriculture need much more attention. Organic gardens are great but large scale dairy farms (CAFOs) + industrial agriculture are devastating our aquifers, wells + surface waters.

This has serious impacts on public health.

You need to consider public health factors relating to kinds of business activities + land use. (Nitrate pollution in WI)

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I think this is a very good direction. I only hope that elected government officials will work in this direction. Too many want to continue sprawl.

VISION2050SEWIS.ORG

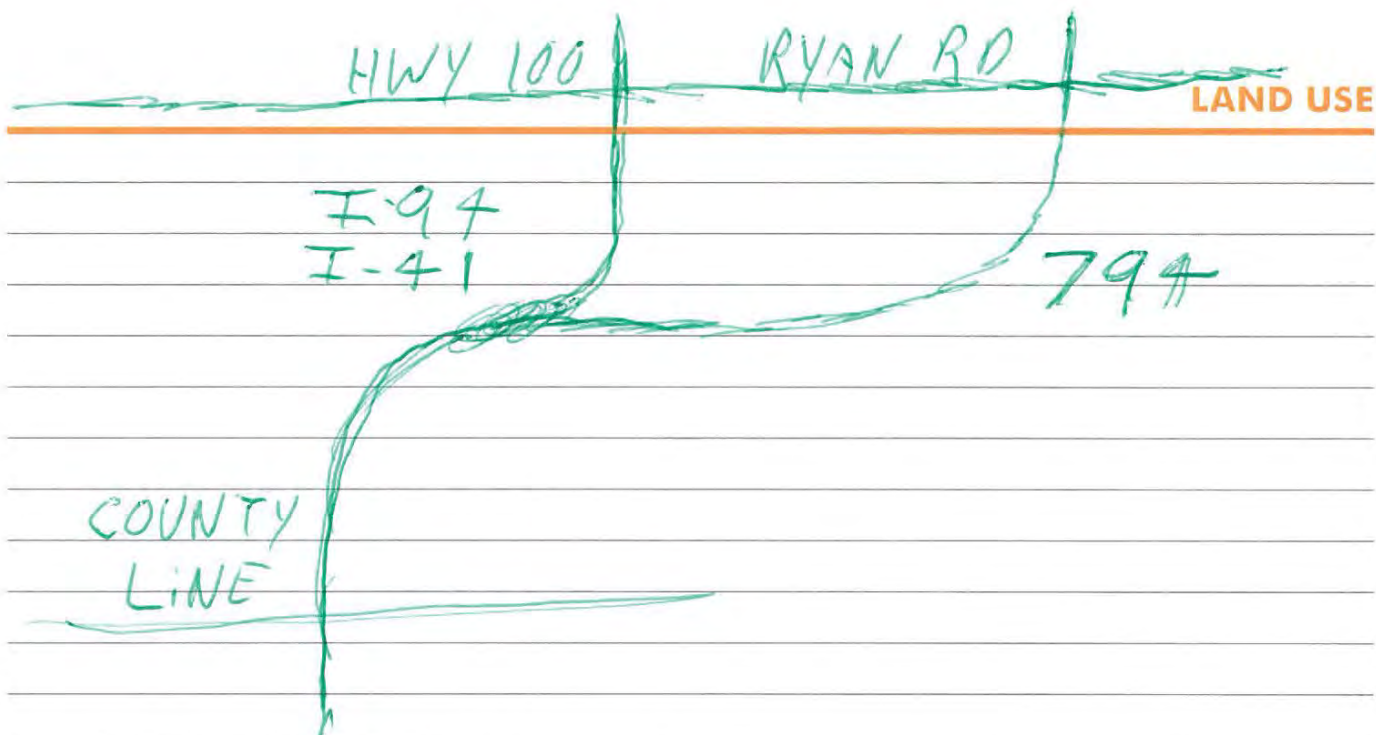
LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I THINK THAT LAND ALONG 794 FROM RYAN RD (HWY 100) TO MERGE TO I-94. NOT ALONG LAKE SHORE THAT GO TO RACINE. ONLY GOES TO I-94 FROM HWY 100.

MAP ON OTHER SIDE

VISION2050SEWIS.ORG



Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I REALLY LIKE THE DRAFT PLAN'S PROPOSALS.

What's important:

Preserve land use for agriculture

Preserve wetlands & watersheds

Bring people together in community-friendly living + working environments.

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Yes! Let's make it happen!

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I support the proposed compact development pattern.

Yes

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

PRESERVE FARMLAND!

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

The plan looks very good, but I am concerned that many areas in cities etc. have green lawns that are monocultures and do nothing to contribute to biodiversity and environmental health. I hope that developing a "stepping stone" nature corridor in city areas by planting native flowers, bushes, trees, etc. and low-grow natives meadow prairies in school, church, park, and commercial areas where land is available be strongly encouraged by SEWRPC. This should become part of your plan and recommendation.

VISION2050SEWIS.ORG

in all communities.

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

I appreciate the progressive vision for land use in SE Wisconsin, ~~but~~ I find it hard to believe that many of the politicians in struggling communities who are more focused on the short term economic impact rather than the long term economic + environmental impact ^{will} endorse the Draft plan.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Less large lot exurban and large lot neighborhoods - Inefficient/ takes more energy, more road surface and prevents contiguous primary environmental corridors - Reduce rural estates - or eliminate - More areas for surface areas to soak in water (rain gardens/ less concrete or asphalt) rather than flooding

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

There needs to be much more emphasis on affordable housing being decentralized from Urban Communities to being evenly spread Amount the whole Southeast Wisconsin area. All county, cities, towns and villages should have as a best practice to include a percentage low income and affordable house in all future Land use and construction. Housing vouchers need to useable anywhere in the nine county VISION2050SEWIS.ORG areas. Fair Housing

Laws by HUD should be utilized to be sure counties are not preventing or avoiding low income housing.

LAND USE

There needs to be an auditing Body to make sure Communities that do not have affordable housing and receive Federal or State Fund will be required to have a minimum amount of low income and affordable housing.

The Plan need this as being one of the major miles stones for 2050. Right now this part of the program is buried in the details of the Plan.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

- Like the Protection of Environmental Corridors
- Develop Urban SERV. Areas w/ Mix of Housing Types + Along w/ public transit
- Large Lot Neighborhood - (TOD)

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Will ~~can~~ support new Transit areas and bike use also helps our environment and our personal cardio.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Help Farmers to Exist

Help Redevelop Existing Neighborhoods - Preserve Historic

Help develop jobs that keep our - Flavor of the City

children home. Better High Tech

More access to Education

Better to have walkable neighborhoods

Less strip mall areas

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Put People in the Houses that are here stop building

Places people who are already here live here can't afford.

Leave the Farm Land's alone

Help people keep their houses

Invest in the people here with ~~the~~ affordable education

Training programs

Travis Hope

414-551-1125

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

Urban farming ~~owned~~ by collectively owned
by working class communities is justice.

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

- Need to keep the protection of primary environmental
- city council is given power to sell public lands.
- Need to keep affordable small traditional neighborhood.
- Need to strengthen the Education System to develop workforce
from K-12 to universities to transit

VISION2050SEWIS.ORG

LAND USE

The Draft Plan proposes a compact development pattern intended to preserve natural and agricultural resources and support active lifestyles, high-quality public transit, and a variety of housing options. Do you think the proposed development pattern will promote the long-term economic and environmental health of the Region? Do you have any other comments on the Draft Plan's proposed land use component?

This category needs more teeth. In addition to preserving and protecting, there should be recommendations to reclaim and restore. This has been an economically successful approach for the Merrimack Valley, for example. Could there be recommendations for government facilities to restore large sections of their grounds to native plants to create new environmental areas (and save money on lawn maintenance)?

VISION2050SEWIS.ORG

LAND USE

The suggestions for the future make sense. A lot of thought has gone into this plan. Yes, it will cost money to implement, but it seems like the best way to go to move people, conserve energy & resources. I hope all goes smoothly -

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

~~Great~~ Beautiful! love it! would pay for it too! must DO
Love the High Speed Rail option

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Do all of it - Push for a
regional transit authority to
implement these recommendations!

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Increasing local transit & rapid transit will dramatically improve quality of life in the region & attract more young workers.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

We need to reduce our dependence on the automobile by providing comfortable and efficient mass transit options - Rapid transit + light rail are necessary for our future + for the economic vitality of the region

VISION2050SEWIS.ORG

PUBLIC TRANSIT

Thank you for including MORE
public transit!

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Love high speed transit to Madison & Chicago
Also love rail out to Oconomowoc.

Specified lanes for bus is key to higher
speed schedules - crossing county lines

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I'm in favor of

wise ~~planning~~ decision-making betw. light rail & dedicated bus lanes
intense (forced?) cooperation among municipalities & systems
to make good, efficient decisions

overruling Gov. Walker's decision against commuter rail

RESTRAINING further freeway development (esp. where it ~~needs~~ ^{allows}
people to live far away from downtown and expect us
in the city to accommodate their whims)

All 8 bullet points on Public Transit poster

The lifestyle changes I read of that Millennials advocate ^(live in city, fewer cars)

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Again I wish I could live to
use the proposed Rapid Transit Line.

We need Rapid + Express Bus.
Routes to supplement
earnings for our workers.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Transit should go un-interrupted throughout the counties. It is too difficult to have to get from one county to the next for persons w disabilities & have to transfer multiple times. If we get rail, which I hope we do, it too should be a smooth easy to use system.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

This is an ambitious plan, and I hope the staff will follow through with communities, collaborating on funding opportunities.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I am wondering if there could be a plan to intermix more passenger use of trains on the current rail lines that are still operating? i.e. along State St, etc. There are many trains on this line but only a few have passengers & there are no stops

Julie Alexander

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Yes to light rail in Milwaukee!

Model the network after Portland. Such a fantastic city to visit.

Connection to Jackson Park neighborhood in Milwaukee is critical.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

1. wonderful
resists the funding for the KRAM
commuter rail, in spite of Robin Voss
2. Increase the frequency and speed of
Amtrak service. Now the Hiawatha
are in the top 10 for ridership.
Need high speed trans in spite of
what Scottie Walker says
3. Increase Milwaukee and Kenosha
street cars

VISION2050SEWIS.ORG

(OVER)

Bell Butlett, 1424 Sheridan Road, Kenosha, WI

PUBLIC TRANSIT

Less money for roads and more for
commuter rail
no more money for airports
raise tax on trucks and buses
to pay for this

divert \$\$ from Federal highway
funding for mass transit
same with transit capital program

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

This is absolutely critical for equity in our region, esp transit connecting communities of color to job centers - even those outside milw county

Karen Rotker
ACM of WI

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

WE NEED COMMUTER RAIL SERVICE FROM WAUKEGAN, TO MILWAUKEE INCLUDE KENOSHA, RACINE, CALEDONIA, SOUTH MILWAUKEE, CAHADDY, BAYVIEW, MILWAUKEE, THAT IS CALLED "METRA".

WE NEED THIS EXTEND TO MILWAUKEE ALONG LAKE SHORE, WITH MORE SERVICE, AND MORE STATIONS THAT GOES TO NUMBERS OF CITIES ALONG THAT ROUTE.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

uber + Lyft are extractive industries - discourage - reformed
taxes

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

ALL-AROUND VERY GOOD PLAN, MEETS MY VISION
FOR PUBLIC TRANSIT

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I would like to see light rail to areas as Waukesha. On the north side of Milwaukee there is a sense of hopelessness for jobs.

We also need much better MPS schools. I was a Catholic school principal for 29 years on the near Southside of Milwaukee. (St Anthony's - 9th & Mitchell for 19 years) Holy Wisdom Academy. I was shocked when I substituted at a few MPS elementary schools on the north side. This has to be

VISION2050SEWIS.ORG addressed

Richard Moson 614-6624

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

COMPLETE K-R-M LINKING DT CHICAGO AND DMII ON GOOSE ISLAND (SAME UP NORTH METRA LANE) AND DT MKE TO CREATE HIGH SPEED [COMMUTER] INNOVATION CORRIDOR. CHILLOP → DMII → WAUKEGAN → KEOSHA → RACINE → QWERTY MKE, GLOBAL WATER CENTER, MKE'S COLLEGIATE INFRASTRUCTURE (6th LARGEST IN U.S.)

DMII IS INTERESTED IN MAKING THIS HAPPEN.

THOMAS P. LEISLE JR.
TAL-JR@FORWARDMKE.COM

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Use a carbon tax to fund this?

Steve Coleman spoke about the efficacy of this

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Expand Trains!

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

This is an excellent plan. If it can be implemented (despite the obstructive attitude of many elected officials), it would be long overdue. We must reduce and counteract the adverse effect of fossil fuel profligacy on our already-damaged climate.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Public transit of the highest quality that uses dedicated right-of-way paths (such as light rail, BRT, commuter rail) needs to be a huge priority for the plan's recommendations.

What Milwaukee Metro area needs more than anything else in this plan is heavily expanded high quality rapid transit. BRT is only the first step, but light rail and even Metro rail should be the target with true rapid intercity rail + commuter rail as well as the streetcar.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I ABSOLUTELY support a substantial investment of tax money into a transit system that will take people to work, recreation, health care, shopping, in an efficient way.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I strongly support what is being proposed on many levels.
Let's make it happen ~ and create a Milwaukee that once again is a forward-looking, future-oriented city.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Public Transit System - proposal looks very good
it would attract more employees to jobs in outlying
Areas.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

BUS LINE ON Hwy 32 - SERVICE TO OZ CO JUSTICE
CENTER
IS NEEDED

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

WOULD LIKE TO SEE LIGHT/COMM RAIL TRANSIT
INTO OZAUKEE COUNTY (VP CORRIDOR)

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

MORE ROBUST TRANSIT SERVICE IN OZAUKEE COUNTY

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I support significantly improving and expanding public transit in the region. Our resistance to ~~no~~ light rail, commuter rail, high-speed rail puts us at a significant disadvantage to other regions

VISION2050SEWIS.ORG

PUBLIC TRANSIT

that invest in their systems. Tough to attract new residents without investing in transit.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Light rail should parallel (sp?) I 94 to Kenosha and Racine including UW Parkside. I don't see the current plan from medical center to downtown Milwaukee as anything but ~~political~~ political and MILWAUKEE CENTERED.
Relieve traffic from I-94 don't increase lanes

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Thank you for promoting public transport. Two points to emphasize:

1. We need high speed rail from Chicago through Kenosha, Racine, Milwaukee and suburbs through Madison to Minneapolis.

2. We absolutely need transportation from Racine to the jobs at Amazon, etc in Kenosha County. The lines can be determined by work schedules.

VISION2050SEWIS.ORG Thank you.

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I'M CONCERN THAT WE DON'T HAVE COMMUTER RAIL IN RACINE, CALEDONIA, SINCE 1971 WHEN AMTRAK TOOK OVER. RTA & SEWRPC TRYING TO GET BACK ONTO SERVICE, BUT NO SUPPORT AT ALL. WHAT WE NEED SALE TAX, GASOLINE TAX, REGISTRATION FEE FROM \$75.00 TO \$95.00, OR WHEEL TAX FOR ROAD REPAIRS, OR SOME IDEAS SHOULD COME UP FOR SUPPORT METRA COMMUTER RAIL FROM WAUKEGAN TO MILWAUKEE, INCLUDE KENOSHA, RACINE, CALEDONIA, SOUTH MILWAUKEE, SAINT FRANCIS, BAYVIEW, DOWNTOWN MILWAUKEE. WE NEED IT!

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

The Draft Plan offers a very progressive vision for the public transit system in SE Wisconsin that ~~meets~~ exceeds my expectation for the plan in many aspects. I was disappointed to see no plans for light rail expansion in Kenosha to connect the Chrysler Lot/Uptown to Downtown, and to connect Carthage College to Downtown.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

K-R-M LIGHT RAIL IS
BADLY NEEDED.

WALKABILITY NEEDED.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Like the Increased Bus service + New corridors
to Improve Access to Suburban Employment.

-RACINE transit to milw. - Support!!

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

will this open up to the handicap for special needed with improvement to Access with our transit that's all ready here

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Safeguards in place to assure system stability of service over years and decades of Political and Public changing trends and views toward paying for public transport. Successability to attempts to Privatize transport systems. Future County city governing parties refusing to continue Funding. How to control maintenance costs and properly scaled out to stay on budget

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Rail systems to connect to other states

Travis Hope
414-551-1125

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

~~I believe that we need a rail line~~

We need a ^(subway) rail from Milwaukee
Mall to Mitchell mall. Something that
connects black and brown people, and
working class people.

VISION2050SEWIS.ORG

TRANSPORTE PÚBLICO

El Plan Preliminar propone una mejora y expansión significativa del transporte público en la Región. ¿Qué tan bien satisface el Plan Preliminar su visión de transporte público? ¿Tiene otros comentarios sobre la propuesta del sistema de transporte público del Plan Preliminar?

Need to make #1 the Higher speed Intercity Rail

- Many things

Public Trans needs to better coordinate services for the Elder population:

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Roll-on, Roll-off bicycle service on all trains including streetcar

VISION2050SEWIS.ORG

PUBLIC TRANSIT

Wouldn't you like to take the train to see the Packers?
Roll-on, Roll-off bicycle service on all trains

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

FUNDING THE PLAN APPEARS TO BE GOOD, BUT SAFEGUARDING
THE FUNDS MUST BE MORE THAN WHAT IS PRESENTLY AVAILABLE.
AS IN ANY PLAN, THE LONGER IT TAKES TO
IMPLEMENT THE MORE IT WILL COST

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Public Transit is a very imp. piece for growth in this area. As is, people in East Troy work & play in Milwaukee. If a better transportation were available more people will come to this area.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

consider Auto-Train to cities south (Racine, Kenosha, Chicago)

Finish bridge over river in WB to connect downtown to additional parking in MOWA area

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

I think Public Transit and Bicycle + Pedestrian are the strongest and best categories and recommendations because they are proactive and specific.

The Public Transit recommendations exceeded my expectations. These improvements will become minimum requirements if our area is to be considered a major contender for attracting young people. Rapid transit between the airport and downtown Milwaukee is essential unless we want the rest of the world to think we are a bunch of yokels.

VISION2050SEWIS.ORG

PUBLIC TRANSIT

The Draft Plan proposes significantly improving and expanding public transit in the Region. How well does the Draft Plan meet your vision for public transit? Do you have any other comments on the Draft Plan's proposed public transit system?

Freeways should not be expanded but congestion can be reduced by multiple transit options but priority should be on rebuilding the lost trains or streetcars.

*State should allow SE Wisc. a 10¢ gas tax to be used for Public Transportation.

VISION2050SEWIS.ORG

See Barbu

PUBLIC TRANSIT

We need to build facilities for a
truck to rail intermodal facility.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

more Bike paths, where there are no cars!
Love Bike lanes very family friendly
I would pay for it

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Need Protected Bike lanes, especially in the central city.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Am an avid biker - make it easier
to connect the Oak Leaf trail
from Veterans Park to Grant Park

We need many more lights that
make cars stop for pedestrians in
uncontrolled intersections - such as
crossing Lincoln Memorial Drive at
the Ogden Ave walkway!

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I appreciate the emphasis on bike paths and enhancements that makes biking a more safe and useful transportation option

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

The increase in connecting bike paths to one another or to new enhanced bicycle facilities will, after the initial investment, greatly decrease the cost of road & other transit maintenance, as bicycles put minimal wear & tear on pavement. Great!
It'll also make cycling & walking safer, more appealing & more practical.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

As a bicyclist the plan gives me hope; perhaps with a plan for more biking interest AND biking infrastructure we'll have less pollution and thinner & healthier bodies

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

1. Keep encouraging accommodations for bicyclists (both on-street and off-street)

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I wish I could live longer. I like the well-connected bike + pedestrian network. People can save money + get exercise by having such an effective system to get around the city.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Very good to see transportation ideas/vision incorporated in the inner city. Though we need to make the areas feel safer.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Well planned! ;)

Thank you for all the hard work! ;)

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I have seen no comments about the use of accessible bikes for people w/ disabilities in this plan. These bikes exist in other cities but need a different stand.

Julie Alexander

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

THE PLAN OUTLINES MY "DREAM" FOR
BICYCLE TRAFFIC FOR THE LAST 22 YEARS
ALL ROADS SHOULD PROVIDE FOR EXISTING
ROADS TO BE REPAVED - AS NECESSARY - AND ALSO
BUILD IN ROOM FOR BICYCLES

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

A lot of great options, for both recreational riders +
for commuters!

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I personally do not use the bike paths but my daughter does + she loves them, she even rides on them throughout the state & back + forth to Mzdisch, she is always eager to learn of new paths.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

We live in the 1400 Block of Sheridan Rd in the village of Somers, Kenosha County. We own 2 properties, one is $\frac{1}{2}$ residential + $\frac{1}{2}$ C1 zoned, the other is $\frac{1}{3}$ residential + $\frac{2}{3}$ C1 zoned. Our properties extend down to the Pike River.

We do not want a public use trail along the river in our back yard. It would be detrimental to the wildlife, environment + the residents that live in this area.

No public acquisition of personal property. We

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

have maintained & pd taxes on these lands for 35 years.

Thank you for the opportunity to express my interests & concerns.

Sandra M. Barrett
1424 Sheridan Rd
Kenosha, WI 53140

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Please take into account the "Safe Routes to School" program. Too many children are driven to school on a daily basis. Too many schools are too far away from neighborhoods or do not have safe accommodations to kids to walk or bicycle.

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

As someone who enjoys the leisure of riding there a bike just as much as the privilege to drive, the Draft Plan is the most ideal vision to see ~~the~~ safety and structure for both the driver in his/her car and the biker; they can both be accommodated. I think it's super important to underline ~~the~~ ~~mutual~~ ~~benefit~~ ~~the~~ ~~value~~ the value for both types of transport to continue at the same time while not risking the safety of the other. I think the Draft Plan is working to foresee a future community that is not only safe but also promotes the health of its people with safer ways to travel - whether it be by a vehicle or on foot.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

No bike trail along the pitco tract
between Birch Road and highway E.
Currently not planned but want
to make sure not ever planned

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Would like trails to be connected so
bikes wouldn't have to ride on streets

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Fits it perfectly. More bikeways + pedestrian
facilities improve quality of life substantially

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I wonder what can be done for pedestrians like myself. We are constantly in the path of dangerous motor vehicles. Can we modify intersections to minimize this unequal conflict?

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

BICYCLE ROUTE THROUGH DOWNTOWN NEEDS ATTENTION

THE SEWRPC MAP HAS NOTHING NORTH-SOUTH THAT IS EAST OF SIXTH STREET. BICYCLES USING SIXTH STREET NORTHBOUND RUN INTO SERIOUS CONGESTION AS THEY HEAD EAST. TAKE ADVANTAGE OF THE NEW CLYBURN AVENUE TO BUILD IN A SAFE ROUTE EAST TO THE N-S EAST DOWNTOWN STREETS

VISION2050SEWIS.ORG

WSE

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

The Draft Plan provides a good start in promoting better enhanced bicycle facilities, but the Plan really should explore far more in-depth the advantages of promoting active transit ~~for~~ for area residents. The WHO recently released a study that shows that biking to work or school instead of driving can reduce disease and health risks by 30% — that can be quantified in large public health numbers. which should be

VISION2050SEWIS.ORG represented here.

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Yes! to accommodations for bicycles/pedestrians.
BUT: right now, the bicycle lanes on city streets are not working optimally. I'm thinking that maybe bikes should share the sidewalks with pedestrians (which are rare) rather than trying to share the streets with cars (which are numerous).

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

As someone who enjoys biking but does not feel safe on many of our existing roadways, I really like what is being proposed. I also strongly support it for its health & environmental benefits!

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I support a well-connected bicycle network and accessible pedestrian facilities in the region. These are crucial investments for giving more people more options for getting

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

around locally. Anything the plan could do to support the reinstatement of a Complete Streets law would be very welcome indeed.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

BICYCLE & PEDESTRIAN

There needs to be more effort to connect the bike trail along Hwy 32 from 6 mile to We Energies. Also horses should be allowed on the We Energies Trails.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

BICYCLE & PEDESTRIAN

HWY 32, RACINE TO KENOSHA,

BADLY NEEDS TO BECOME

BIKE-FRIENDLY.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!



BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Support all aspects of this plan -

Additionally I recommend buses have bike racks on them to accommodate bike transport & support

Bike lockers would also give riders a place to store bikes, helmets & riding gear -

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I believe it will keep economy to a roll of order with using man power instead of adding to pollution, where it will keep pedestrians safe and moving traffic on going. and by maintaining the city streets will also cut cost on our budget of growth.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I agree with the biking and walking options the widen area for bikers is a definite plus

This presentation was very informative to me

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I love this idea because people will be a lot healthier.
I would use this with my son.

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

How much of the \$6 million
capital budget for the bicycle
piece of the project
will be appropriated for
bicycle lockers?

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Like The bike LANES - I Like The ones in Chicago
and Seattle.

The Public Need more education on bike LANES,

Travis Hope
414-551-1125

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

We should be having better bus
systems that are public versus
private companies ~~etc~~

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Bike share program:

I do not think bike sharing programs are appropriate, especially in the inner city, I think we should be encouraging bike co-ops, where people can own their bikes.

Most bike sharing is super expensive and doesn't make sense for people

to pay \$3 for a 30 min bike ride when they can pay \$3 for the bus,

VISION2050SEWIS.ORG

which lasts for hours.

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I see this growing & developing a plan in every community:

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

I like both Seattle example + New York
Love Rental Bikes and the fact that Trails are extended

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Protected bike lane on Highland (unless the Alderman wants a streetcar there) Interconnectivity of bike trails; Bike lanes connecting across city limits. More obvious markings in the bike lane (Not all the drivers are the sharpest knives in the drawer) PSA's "Watch out for pedestrians you're sometimes one yourself"

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

AGREE WITH PROVIDING AS MANY SAFE BIKE AND PED FACILITIES
AS POSSIBLE.

PUSHING FOR BETTER CONNECTIONS BETWEEN CITIES & VILLAGES IN WASHINGTON COUNTY

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

This is the way of the future

- Like the connectivity recommendation for population of SK
- Like the idea of visibly promoting bike/pedestrian way of life

VISION2050SEWIS.ORG

BICYCLE & PEDESTRIAN

The Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. How well does the Draft Plan meet your vision for biking and walking options? Do you have any other comments on the Draft Plan's proposed bicycle and pedestrian element?

Long neglected, this is a good beginning.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Less Highways and more public transit!

More public transit to the new jobs

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

No widening, please.

Let's make sure bigger vehicles & ^{more} users pay a larger share of road improvement.

over

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

I believe that existing roads need to be repaired and widened, but that new roads, especially highways, should be avoided.

I also believe that highways should include wildlife corridors and bridges.

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

1. Give preference to bus movement on city streets (sometimes dedicated lanes, sometimes traffic light management)

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

The increased/improved mass transit & connecting bike routes will make increasing the number of lanes on the Freeways not necessary (& a waste of money).
The proposals for increasing parking costs will also decrease the number of cars & thus the need for increased Freeway lanes.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Yes I support road user fees
and parking pricing strategies

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

We need to get more realistic about auto & trucks
having to fund roads & highways. (Why do govts. finance
~~not~~ streets, highways, and airports, but trains finance
their roadbeds? - it's nuts)

Elected officials don't have the political guts to do the
right thing, e.g., tollways, where transponders have greatly
simplified to the collection system. Grandma Schultz, who
no longer has a car shouldn't have to pay property taxes
to build roads for my 2 cars.

More realism is needed - those who cause the expenses should pay for them.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

I am always writing for less roads not more.
When a road is widened then the
noise increases.

My wish would be that materials
for roads would be porous. - So water
could filter water and ~~not~~ less
water would do better drainage.

Perhaps secondary roads could be
made from different material
then for major highways.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Well planned!!
Love the design!!

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

- 1- Want to see better material for these roads with lots of salt creating potholes all over! with high tech we have we should something better.
- 2- good to have wide streets.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

More efficiency is good.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

yes widen!!!

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

VMT Fees would hurt the average
commuter and possibility of hurting
employers as a future commuter may
turn down a job because of
the distance they would have to
travel.

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

Implement Demand Responsive Parking MOST

MAKE ~~INCLUDE~~ Accessible parking spots

IF They DO NOT They MAY Be in violation
OF ADA LAWS

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

A well designed efficient Regional Transit system would address many of the other issues ie employment.

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

Not sure. Many businesses
might be required to relocate.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Highways need to be wide enough to accommodate traffic.
City streets need to have curb cuts at all
corners. No cobblestone or brick used for "beautification."
Rail should have option to bypass the city if hauling
toxic harmful items

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

I am not convinced on the necessity of expanding I-94 through Milwaukee County. Expanded transit should alleviate the need to expand. Expanding freeways encourage more driving and destroy existing neighborhoods.

Please avoid building STROADs - needlessly wide roads that are expensive, and cause drivers to speed.

Yes to "complete streets"! Implement traffic calming within neighborhoods.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Capacity expansion will facilitate the trend / sprawl development - with disproportionate affects for communities of color. Need for a TSM / EJ analysis. Need for transit first before any more capacity expansion occurs. Kayn Potter ACNU-W

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

Strongly object to this ~~idea~~
with increase sprawl and inequity,
while adversely affecting
adjacent neighborhoods,
which are disprop. communities
of color.
There needs to be a title VI/ES analysis of this
Karyn Rother
ACW-WI

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

NO MORE FREEWAY WIDENING UNTIL
PUBLIC TRANSIT IS ADVANCED!

LIKE THE IDEA OF PERSONAL VEHICLE
PRICING. CAR USERS NEED TO PAY A
FAIR PRICE / NOT SUBSIDIZED FOR THEIR
USE

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

EXTEND 294 SOUTH TO MILWAUKEE COUNTY LINE
THENCE WEST TO ELM ROAD INTERCHANGE.

EXTENT 45 NORTH / MILWAUKEE COUNTY LINE / DZAUKEB
COUNTY LINE EAST / CONNECTOR TO 43 NORTH

THOMAS P. LEISLE JR.
TAL_JR@FORWARD.MKE.COM

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

We do not need widening, Benefits are small,
environmental impacts are serious.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

I note you are including more park and rides -
I wonder if putting them at progressively
widening places -
leave I43 at current
lane capacity - squeeze
car people into transit
(and I44)
- start at ends of current transit
(bus lines)
then to BRT spots - end spots
then to streetcar end spots
- shift them as infrastructure grows

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

FREEWAYS SHOULD NOT BE WIDENED IN THE MILWAUKEE REGION, AS VEHICLE MILES TRAVELED BY CAR HAVE BEEN TRENDING DOWNWARD FOR SEVERAL YEARS.

MONEY GOING TOWARD EXPRESSWAYS IS BETTER SPENT ON LOCAL STREETS, ARTERIALS & PUBLIC TRANSIT.

WIDENING I-43 WOULD RESULT IN ~~MA~~ ~~LOW~~ LOW-INCOME MINORITY NEIGHBORHOODS BEING IMPACTED W/ MORE POLLUTION.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

The existing street and highway system is actually too extensive and the draft should look at ~~ELIMINATING~~ freeway ~~and~~ spurs such as I-94 in downtown Milwaukee and NO widenings should be recommended for the region. Investments in rapid transit (light rail) and other alternative transport options should be the primary focus of the plan.

VISION2050SEWIS.ORG

Also, protected bike lanes (cycletracks) should be extensively built.

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

The projections of traffic in the region are overinflated and there will be NO significant need or demand to expand I-43 or I-94. Recommendations to expand transit alternatives should be emphasized instead.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

WISDOT'S TRAFFIC PROJECTIONS HAVE BEEN CHALLENGED BOTH BY DEMOGRAPHICS (GRAYING OF WISCONSIN + THE MILLENNIAL'S REJECTION OF PRIVATE TRANSPORTATION IN FAVOR OF PUBLIC).

WILL SEWRPC EXAMINE THESE CHALLENGES OR ACCEPT THE WISDOT VERSION?

VISION2050SEWIS.ORG

WSP

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

IMPLEMENT A INCENTIVE PROGRAM ^{AND/} OR EDUCATION & OUTREACH PROGRAM ABOUT FLEX TIME/TELECOMMUTING/COMPACT WORK WEEKS TO SHIFT COMMUTERS OFF PEAK PERIODS.

MUCH OF MILWAUKEE'S FREEWAY NETWORK ISN'T CONGESTED ANY OTHER TIME THAN THE PEAK PERIODS.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Most important to me is using our technology wisely to help in traffic control & to encourage healthy traffic patterns (safety and efficiency).

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

There is evidence that vehicle miles travelled is not increasing on the Milwaukee-Waukesha corridor. I don't know the data about I-43 traffic (vehicle-miles-travelled) but I would hope the decision would not take up more land for traffic if the vehicle miles travelled does not support an increase.

I am really disheartened by the amount of land taken and the amount of concrete poured in both the Marquette Interchange & at Watertown Plank Road on Hwy 45, which does not really improve traffic flow.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

DO NOT INCLUDE WIDENING!

- people should be encouraged to use other modes of transportation instead of private vehicles — widening roads does not support that
- the poor & minorities will be those most negatively affected, i.e. air quality, noise levels, wider division of their communities, etc.
- the difference in travel time seems laughably negligible
- the environmental impacts (salt/storm water) are significant to me when taken with all the environmental impacts of the whole system

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Please proceed with the I-43 plans
and keep serving Ozaukee County

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

I LIKE TO TALK ABOUT 794 FREEWAY. 794 GOES SOUTH TO HWY 100, THAT IS OK. NOW WHAT ABOUT BEHIND HWY 100 TO WHERE? I WOULD LIKE TO SEE IF THAT WOULD BE GO TO MERGE TO I-94. THERE WERE CURVE ALONG I-94 BETWEEN COUNTY LINE TO HWY 100, SO MAYBE A CURVE CONNECT TO 794 GO EAST & WEST, THEN 794 MAKE A CURVE TO NORTH-SOUTH TO HWY 100. SO THAT WOULD CONNECT 794 & I-94 TO MILWAUKEE EITHER ALONG LAKE, OR HWY 41. I CAN DRIVE FROM RACINE ALONG I-94 TO MILWAUKEE, THEN CONNECT TO 794 GO TO MILWAUKEE LAKE FRONT.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

modes for a more balanced system.

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

I don't support adding a travel lane to I-43, nor do I support freeway expansion generally in our region. We're driving less and the monetary costs of highway building dwarf the costs of investing in other

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

DON'T EXPAND I-43.

NO HIGHWAY EXPANSION WITHOUT CORRESPONDING
TRANSIT EXPANSION.

EXTENDING WIS 794 MAKES SENSE

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

I think we should for emergency vehicles and the room for more traffic which give efficient times for jobs and employment growth

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

The widening will increase safety and improve efficiency (travel) also it would attract business

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

~~2/11/10~~ NO Need

Tavis Hope
414-551-1125

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

We need more bike lanes. I also encourage horse riding.

When building highways, please be conscious of the people being displaced.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

I don't see any benefit to expanding I-94 - it will not benefit the poor of this city - it will only get people who don't live here to get from point A - to B without having to travel in poverty stricken areas - further segregating the haves and have nots -

VISION2050SEWIS.ORG

CALLES Y AUTOPISTAS

El Plan Preliminar propone un sistema de calles principales y autopistas en la Región eficiente y con buen mantenimiento. ¿Qué tan bien satisface el Plan Preliminar su visión de calles y autopistas? ¿Tiene usted otros comentarios sobre la propuesta acerca de las componentes TSM, TDM, de carga pesada, y de calles principales y autopistas del Plan Preliminar?

No need to widen I-43 - need to rebuild / fix & maintain.
+ Place Mass transit / speed rail way: get people to place faster +

I do not see benefit to minority.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Expanding freeways doesn't really ease congestion. Let's take care of our existing streets instead. I'd like to see a bascule bridge connecting Walker's Point with Jones Island through Greenfield Ave, continuing down Car Ferry Dr. Big improvement for emergency services (and bicyclists) accessing Jones Island. Freight would have easier access to the Port of Milwaukee.

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Does an App. exist for routing trucks?

VISION2050SEWIS.ORG

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

I'm not a Milwaukee County resident so I'm not well versed on the needs in this category. However, it would be nice to consider a carpooling lane in future freeway expansions in addition to public transit improvements.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

The priority should be improving the intersection on Moreland Rd & I-94. Then widening Moreland Rd and Pilgrim Rd. Then widening I-94 from Moreland West to Pewaukee. In the future it is uncertain how much the landscape and land use will change around I-94 & Calhoun Rd. If in 2035 and later there is still an elementary school and a residential neighborhood there, then an Interchange on Calhoun Rd. would be inappropriate. Perhaps moving it west to the office Park would be more appropriate.

STREETS & HIGHWAYS

The Draft Plan proposes adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive, but also analyzes the implications of not including the widening. After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

- 1.) Rather than put a new interchange at I 94 + Calhoun - fix the Moorland Rd Interchange. Terrible N bound off ramp on to Moorland.
- 2.) Waukesha Bypass needs 4 lanes to I-94.
- 3.) Like to added bike paths.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

STREETS & HIGHWAYS

The Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. How well does the Draft Plan meet your vision for streets and highways? Do you have any other comments on the Draft Plan's proposed TSM, TDM, freight, and arterial streets and highway elements?

Do not widen I-43. Eventually more lanes lead to more congestion. Need rapid transit.

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Yes - additional public funding for transit
All of the ones you outlined - spread it
around!

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

What a pity, of all times to
not work on getting people out of
their cars & on to the busses &
trains. We need to have
cleaner air & less accidents.
Drivers are getting crazier & more
dangerous. I seem to avoid an accident
every day by being a defensive driver.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I think that public transit should be funded with Registration fees for vehicles.

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Adding vehicle registration fees on vehicle wt as well as on miles driven would help those that place the most wear & tear on roads to bear their share of the costs.

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Increase vehicle registration fee
Increase gas tax
Institute tax on electricity use by
~~business~~ electric cars
Reinstate vehicle rental fee
Increase Hotel Room Tax

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Boq, I like the reasoning on the "Benefits of the Plan" posters.
Keep up that kind of thinking.

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

After Reviewing the Sections AND speaking to the available Staff, I Believe more than ever that there is a need for a Regional transportation board to Hold each sector AND entity Accountable. There are Different Communities, towns, industries AND Legislators that will have to be held accountable.

There must also be Transparency as I can envision there will be plenty of room for corruption.

There is also A chance that Community could be

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

harmes say if VMT is put into place before Public transit is upgraded, The average commuter could find themselves paying a penalty for Having a job in another community (like many of us already do).

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

- Increase the gas tax
- Regional tax

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

There needs to be increased public support for public transit - make sure it's seen as a legitimate alternative for everyone, not "just for the poor."

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I'm not exactly sure about funding - if adding rail more federal money. If there were more options between rail + bus lines more ridership + more revenue from ridership. sell advertisement space on trains + buses

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

Expressways are more expensive to build + maintain than rail, BRT + Bikes
minimize expressway \$ + send to rail, BRT + Bikes

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

We must expand transit. It is the thing we need to do. All of the potential funding sources are worthwhile, especially the sales tax increase approved 8 years ago by county voters, and an increase in the gasoline tax. Fossil fuel ought to be taxed heavily, because it's ruined our climate.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Yes, there should be RTA funding and a dedicated funding source for added transit in the region. Higher vehicle taxes, a wheel tax, toll way funding, and a tax on cab services could help fund more transit.

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

There needs to be
a recommendation that strongly
calls for increased funding for transit
and an extensive cost/benefit
analysis should be published to
turn public policy in this direction.

In particular, public health benefits
to added transit + bike/ped facilities
must be studied and quantified.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or
e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Yes! I think the next generation will greatly benefit from our investment
Today in a public transportation system. I'm willing to pay more
taxes if it is explained to me as a good investment in the future.
PROPERTY TAXES, VEHICLE TAXES, GASOLINE TAXES, are OK with me.

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

In my estimation, investment in public transit is MORE IMPORTANT than most other elements of the plan, and should be supported.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

YES.

Sales tax (per passed referendum)

Congestion tolling (similar to Stockholm)

Not sure about implementation, but long distance commuting surcharge (i.e. extra charge for commuting by car over a certain distance).

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Yes I would support additional public funding for transit. Transit is key to ~~reducing~~ increasing access to jobs, creating vibrant communities and reducing environmental impact. It is also an issue of equity for people who cannot or chose not to drive.

I would support a VMT, and exploring ^{or ideas} other sources ~~as~~ listed.
Car purchase tax - less fuel efficient vehicles would pay more.

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

The F RTP should include all of the 2050 draft proposals.

If not all it should include Shared fare taxi for all counties
~~the better bus lines for all~~ bus service out to other counties and BRT in Milwaukee and to Waukesha.

But really it should include all.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I WOULD SUPPORT ADDITIONAL FUNDING FOR
TRANSIT & SUPPORT
- SALES TAX
- REGISTRATION
- VEHICLE RENTAL FEE

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

PLAN FOR INCREASES IN TRANSIT TO SHOW ALTERN-
ATIVES AND HELP PERSUADE LAWMAKERS TO SEE
NEED.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

Still is about multiple elements

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

- Really important to execute this plan.

- Further ^{financial &} quantification of impacts & outcomes is needed such as health.

- Additionally, the PR funding is unusually insufficient. Lack of communication & marketing is undermining the advancement of the plans and also employers are disconnected from transp

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

and land use. They need to be streamlined. PR is critical = add \$2-3 million

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

with the exception of charging people to drive their cars; the funding plan appears sound. The projected revenue from \$0.1 per mile traveled could be made up by increases in proposed ~~assessments~~ ^{assessments} collected in other areas.

↑
assessments

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

yes

I would support the consideration of all of the new funding streams proposed on the Funding Board

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

Yes, I don't like that rule!

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

YES It should open up Access to Opportunity For
"MINORITIES IN Racine, Kenosha" -

- Reduce the Burden of Parking & Gas Emissions

VISION2050SEWIS.ORG

EL FINANCIAMIENTO DEL PLAN

El Plan de Transportación Federalmente Reconocido (F RTP siglás en Inglés) incluye todos los elementos de transportación del Plan Preliminar, pero no incluye la propuesta de mejoras y expansión significativas del transporte público debido al deficit en financiamiento. ¿Tiene usted alguno otro comentario sobre el F RTP?

It will help our growth city & county wide which
will keep us growing with expansion and great
change to make a great change.

Entregue esta tarjeta al personal de la Comisión, o envíela a P.O. Box 1607, Waukesha, WI 53187-1607, o envíenos sus comentarios a VISION2050@sewrpc.org. ¡Gracias!

EL FINANCIAMIENTO DEL PLAN

El Plan de Transportación Federalmente Reconocido (F RTP siglás en Inglés) incluye todos los elementos de transportación del Plan Preliminar, pero no incluye la propuesta de mejoras y expansión significativas del transporte público debido al deficit en financiamiento. ¿Tiene usted alguno otro comentario sobre el F RTP?

I Support the Draft Plan

Entregue esta tarjeta al personal de la Comisión, o envíela a P.O. Box 1607, Waukesha, WI 53187-1607, o envíenos sus comentarios a VISION2050@sewrpc.org. ¡Gracias!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I don't have a problem as long as Everyone pays a fair share and the Big Companies do not Benefit more than the community these things will serve.

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Fundraising - donations - Not more taxes

Transit/bofe

4/4 551-1125

Public Transit - Bicycle - Pedestrian - OK

Everything else Leave alone.



VISION2050SEWIS.ORG

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Tax carbon emissions to provide for funding.

VISION2050SEWIS.ORG

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

We should bring back the idea of a high speed rail and see if the federal government could still help fund it. The construction of a high speed rail will not only help connect people to jobs, the project itself will create a great deal of jobs in construction.

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I believe public transportation is the most important piece of this. We need to make sure people can live in the city and work in the suburbs and not just the other way around. We also need to consider transportation for those working 2nd and 3rd shift.

I would support funding public transportation and believe we need to pressure employers with a demand for workers to contribute to public transit. If the main, or one of the main concerns is our workforce employers should help fund transit for workers.

FUNDING THE PLAN

The Federally Recognized Transportation Plan (F RTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit due to a gap in funding. Do you have any comments on the F RTP?

? may not be here 595A7A

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, or e-mail us your comments at VISION2050@sewrpc.org. Thanks!

FUNDING THE PLAN

The Draft Plan identifies a gap in funding for the proposed transit system. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

I'm in! As long as we have high standards for our environment and maintain a modern viewpoint for young people, I'm willing to pay extra money to get it done.

**FIGURE 3:
COMMENTS SUBMITTED ORALLY TO A COURT REPORTER
DURING ONE OF THE PUBLIC WORKSHOPS**

Figure 3 presents the comments provided orally to court reporters during the seven public workshops (one held in each county) held between April 25 and May 5, 2016.

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

VISION 2015:
FIFTH SET OF VISIONING WORKSHOPS

PUBLIC COMMENTS taken before JENNIFER L.
SCHMALING, a Registered Merit Reporter, Certified
Realtime Reporter, Certified Broadcast Captioner and
Notary Public in and for the State of Wisconsin, at
Gateway Technical College, 1001 South Main Street,
Racine, Wisconsin, on April 25, 2016, commencing at
5:00 p.m. and concluding at 7:04 p.m.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

* * * * *

I N D E X

CITIZEN COMMENT:	Page
Mr. David Rhoads.....	3
Mr. Jeff Warg.....	6
Mr. Jay Warner.....	8
Ms. Melissa Kaprelian-Becker.....	9
Mr. John Magee.....	10

* * * * *

TRANSCRIPT OF PROCEEDINGS

MR. DAVID RHODS: Greening Greater

Racine, the website is

www.greeninggreaterracine.weebly.com, and we are

working to support sustainability in the greater

Racine area, and we are eager to support and

contribute to the plans to think about this area,

particularly in terms of land use. And we think

there is potential to think about this area as a

significant corridor for butterflies, birds, bees,

as well as animals. And we're trying to figure out

how we can develop the land use to support that

kind of nature preserve is not quite the right

word, but you get -- it conveys the idea.

And we are working with land areas in --

in terms of supporting this in, of course, parks,

city parks, as well as potential uses for brown

fields as well as businesses that own land to make

use of it in such a way that it would do much more

to protect the watershed, have native planting.

We do have some businesses already. CNH

has a section of theirs which they're getting

certified through the National Wildlife Federation

to become certified as kind of a backyard native

planting area, native life. And we're trying to

06:22 1 work with the schools to see in what ways the
06:22 2 schools can use their land as a -- an outdoor
06:23 3 classroom with trees they have, with a butterfly
06:23 4 garden or a green garden or whatever may be done
06:23 5 with native plants there. And we're working with a
06:23 6 variety of environmental -- about 30 environmental
06:23 7 organizations that promote these kinds of things in
06:23 8 terms of vegetable gardens in terms of native
06:23 9 plants, in terms of getting rid of invasive
06:23 10 species, in terms of supporting having nature
06:23 11 centers. We have several nature centers in Racine,
06:23 12 greater Racine area. And the city itself is
06:23 13 landlocked, so it has to make the best use of the
06:23 14 different -- of the different green spaces that
06:23 15 they have, and we're trying to work with people to
06:24 16 do that. So we're working with different
06:24 17 government agencies as well as the others to try to
06:24 18 find ways in which we can support the
06:24 19 sustainability of the area, in particular in our
06:24 20 land use as it relates to this. We're also
06:24 21 interested in supporting bike paths and
06:24 22 transportation and other areas of the plan, but the
06:24 23 primary contribution at this point we can probably
06:24 24 make is in the area of land use.

06:24 25 Let me just add that Melissa Becker is in

06:24 1 charge of one of our initiatives on dealing with
06:24 2 native planting and land use, and she has a group
06:24 3 who's working on this, and they're trying to
06:24 4 develop a plan to get residents and businesses to
06:25 5 adopt a commitment and to see if we can acquire the
06:25 6 services of an ecological landscaper who would help
06:25 7 residents and businesses model this native planting
06:25 8 in -- in the greater Racine so that others can see
06:25 9 it and come aboard online.

06:25 10 We also have a different group working
06:25 11 with -- with water getting started. It's already a
06:25 12 robust plan for the watersheds, but we also want to
06:25 13 see in what ways cooperatively the different groups
06:25 14 working on water can enhance our efforts both in
06:25 15 terms of residents, businesses and others to -- to
06:25 16 care for the watershed. And a third group we have,
06:26 17 it's on food, and the focus we have is on food
06:26 18 deserts. And we're trying to map where the food
06:26 19 deserts are and find ways in which we can see that
06:26 20 the residents who do not get proper access to
06:26 21 healthy food can do that more than they are
06:26 22 currently doing. There are other initiatives and
06:26 23 things we're doing, but those are probably the
06:26 24 most -- most significant related to this plan.

06:26 25 We also have -- I've been interviewing

06:26 1 nine or ten different departments in the city of
06:26 2 Racine and in the -- in municipalities in an effort
06:26 3 to find out what sustainable efforts have already
06:26 4 taken place, and that relates to transportation and
06:27 5 bike paths and water run-off and so forth. And
06:27 6 there's really quite an extraordinary amount that's
06:27 7 already happening in the city and the areas around
06:27 8 the city to build on in terms of supporting the
06:27 9 sustainability of the region. That's all I have.

06:29 10 MR. JEFF WARG: First name is Jeff. Last
06:29 11 name is W-A-R-G. I'll just say that at least
06:29 12 from -- I'm going to give you my perspective from
06:29 13 Racine County. I'm kind of disappointed we're
06:29 14 getting overlooked in many of the plans, especially
06:29 15 for highway access. The reason is is that we're
06:29 16 the only city of 80,000 people that's nine miles
06:29 17 from the freeway, and what's proposed doesn't
06:29 18 address any of this. There's not a four-lane
06:29 19 highway that leads out west to the freeway from the
06:29 20 north side. We don't have a four-lane highway
06:29 21 between the city of Racine and city of Milwaukee
06:29 22 east of I-94. We'll continue to lead the state in
06:29 23 unemployment until something's done. The State
06:29 24 needs to decide if they're going to spend money
06:30 25 here, or will they continue to pay our

06:30 1 unemployment? Will they invest, or are they going
06:30 2 to ignore us?

06:30 3 They would not even look at a study of
06:30 4 the downtown freeway spur, but yet all we want is
06:30 5 the same things that every other community has,
06:30 6 good highway access. And as a businessperson,
06:30 7 we're -- we have a lot of potential, but we'll
06:30 8 never realize it because we're too far from the
06:30 9 freeway. And even Local Racine -- City of Racine
06:30 10 asked for a study of this, and SEWRPC won't even
06:30 11 look at it. All they said is, "We'll look at the
06:30 12 existing routes." All of them are slow and not
06:30 13 direct to the city. It was a joke.

06:30 14 I don't see that we're getting a fair
06:30 15 return on our gas tax money. I'd actually like to
06:30 16 see what percentage of money that Racine County
06:30 17 gets back is paid in. Another example I'll give
06:30 18 you is that on I-94, I don't agree it needed to be
06:30 19 expanded in Racine County, but when you're doing
06:31 20 it, we're the last ones that's going to get it
06:31 21 done. So we're always at the bottom of the list,
06:31 22 and we get all the scraps, but I can show you a
06:31 23 project in Burlington. They built a \$200 million
06:31 24 bypass for 10,000 people, and 77 percent of the
06:31 25 people in Racine County live east of the freeway,

06:31 1 and in Racine we have nothing. And the State seems
06:31 2 to have plenty of money to do projects like at 141
06:31 3 and Green Bay or by Appleton, and there's a very
06:31 4 questionable need for those. So I think you guys
06:31 5 need to start spending money here, or will we
06:31 6 always be No. 1 in unemployment? And that's
06:31 7 basically all I have to say.

06:31 8 MR. JAY WARNER: All right. I am Jay
06:32 9 Warner, 4444 North Green Bay Road, Racine. I have
06:32 10 been following this development through all the
06:32 11 stages so far, I think. My comments are that the
06:32 12 plan here has a great deal of focus on highway and
06:32 13 the like. Politically, I can understand why that's
06:33 14 true. I think it is not looking forward as well as
06:33 15 the original objective which was make life better
06:33 16 to attract more people and thus keep the economy
06:33 17 going. I think it's time to get serious about
06:33 18 building a commuter rail, building connections
06:33 19 between Milwaukee and Chicago, Milwaukee and
06:33 20 Waukesha and Madison, Milwaukee and for that matter
06:33 21 Green Bay.

06:33 22 The potential commuter line from
06:33 23 Milwaukee to Waukegan is wise, obviously going to
06:34 24 benefit Racine. As an older adult who is looking
06:34 25 forward to the day when he will not be driving or

06:34 1 certainly not very much, I look at the potential of
06:34 2 self-driving automobiles, and I think, "Right.
06:34 3 You're going to hand me over to something that runs
06:34 4 on Windows." I'm sorry. It's not there yet. We
06:34 5 need commuter rails to get us around. We need
06:34 6 commuter rails to get those bright-face, new
06:34 7 employees around, and I think that there should be
06:34 8 an increased emphasis on that as a financially
06:34 9 beneficial option.

06:34 10 Building -- Rebuilding I-94 and expanding
06:34 11 it by two lanes, one on each side, is costing
06:35 12 somewhere north of a billion dollars, or was it \$2
06:35 13 billion, of which the cost of expanding the width
06:35 14 of the highway is just about equal to the cost of
06:35 15 building the KRM Rail, very close to the same, 200,
06:35 16 250 million bucks. We are now run out of highway
06:35 17 money. The state legislature is scurrying, trying
06:35 18 to find ways to continue funding the highways. I'm
06:35 19 sorry. We could have with KRM saved ourselves a
06:35 20 humongous bundle.

06:44 21 MS. MELISSA KAPRELIAN-BECKER: Land use,
06:44 22 the land use, so I don't know how you're going to
06:44 23 write this, if you're a really quick short-hander,
06:44 24 and I'm going to talk long. But I would like to
06:44 25 see if the ideal is moving forward, and what you

06:44 1 are presenting, is to have the smaller lots,
06:44 2 smaller yards but houses, closer together. I would
06:45 3 like to see it be implemented that instead of
06:45 4 promoting turf that in these visions that we are
06:45 5 looking to focus on water conservation and our
06:45 6 watershed so to have the dialect and the
06:45 7 conversation for native plant use in yards instead
06:45 8 of turf, less turf, in any of our projects for this
06:45 9 Whole Vision 2050, even if it's not in personal
06:45 10 properties but in businesses, municipalities, that
06:45 11 we're moving away from turf, so -- and hopefully,
06:45 12 it'll be -- especially because we live right here
06:45 13 by the water, so that was saying it very jumbled.
06:45 14 I hope you put that together very eloquently for
06:45 15 me.

06:53 16 MR. JOHN MAGEE: Okay. About 794, from
06:53 17 downtown Milwaukee to Highway 100, build the
06:53 18 freeway along 794 from Layton to Highway 100.
06:53 19 That's already approved, but they're going to
06:53 20 build. Now, after they build 794 to Highway 100,
06:53 21 then what they're going to do between Highway 100
06:53 22 and further south, where is that gonna go? It's
06:53 23 gonna go either around the lake freeway to C in
06:54 24 Kenosha? No, they're not gonna do that, or what
06:54 25 can they do? They don't know. Okay. So how about

06:54 1 my suggestion is we put 794 south of Highway 100 to
06:54 2 go south to southwest to I-94, I-94, merge into
06:54 3 I-94. That would be better to have people from
06:54 4 I-94 and to 794 to go down along the lake freeway.

06:54 5 That's my idea. I don't know what they
06:54 6 think about it. Is it okay or not? I don't know.
06:54 7 So it would be better to have 794 go south, go over
06:55 8 the railroad tracks, go southwest to I-94 before
06:55 9 County Line Road right before that. That's what
06:55 10 I'm concerned about. Okay. John Magee.

07:04 11 (Proceedings concluded at 7:04 p.m.)

12

13

14

15

16

17

18

19

20

21

22

23

24

25

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SEWRPC - VISION 2050:

FIFTH SET OF VISIONING WORKSHOPS

PUBLIC COMMENTS taken before
TIFFANY DE BRUIN, a Registered Professional
Reporter and Notary Public in and for the
State of Wisconsin, at Gateway Technical College,
Madrigano Center, 3520 30th Avenue, Kenosha,
Wisconsin, on April 26, 2016, commencing at
4:55 p.m. and concluding at 7:00 p.m.

I N D E X

CITIZEN COMMENT:	PAGE:
DAVE MORESI	2

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

TRANSCRIPT OF PROCEEDINGS

MR. MORESI: I -- I'm -- I was just talking to this guy, and I look towards Chicago. I live in Pleasant Prairie and -- near Kenosha, and I look towards Chicago rather than Milwaukee, and so I would like more connectivity with Chicago trains, and if it extended all the way to Milwaukee so I could go both ways, that would be wonderful.

But the plan I see there, as I was mentioning to him, everything seems to be headed -- all roads leading to Milwaukee, which looks good on that map, but there's a lot of more stuff happening south of there, and I like to travel down to Chicago and Illinois. Don't throw things at me. I'm not supposed to say that up here, but I'm from Chicago originally, although we've been living here for 20 years and we love it here, but we need more -- maybe more train stations on the Metra line in between the state line and downtown Kenosha.

One or two more stations would be helpful and a lot more trains because, right now, a lot of them end at Waukegan, and it's almost impossible to get from where we are to Waukegan. I mean, a cab ride is prohibitively expensive. Parking, driving is a pain in the neck. If you're going to drive

1 that far, you might as well drive all the way
2 downtown Chicago, so I guess I'm in favor of
3 enhanced rail service in both directions, up to
4 Milwaukee through Racine and down all the way to
5 Chicago. That's my comment.

6 I'm a big believer in bikes for commuting
7 as well as pleasure, and I was in the Navy, so I
8 worked on the Great Lakes, and I commuted one year
9 at least three or four days a week by bicycle, and
10 it was great, and -- but it was hard, especially in
11 the winter, because the bike path didn't get plowed
12 and so I had to go on streets and find my own way.
13 But I would favor anything they can come up with to
14 enhance making it possible for people to ride
15 bicycles as opposed to cars.

16 And once again, I know the maps all stop
17 at the state line, but connecting with stuff down
18 in Lake County and all the way from Chicago would
19 be a big plus as well.

20 I'm not against these blue bikes that you
21 take one and drop it somewhere else and that, but
22 that's not the way I operate. I have my own bike,
23 and so I'm in favor of just having, "Give me the
24 route," and I can get from here to there. That's
25 it. That's my thought.

1 Okay. Now, I want to address the funding
2 thing that I was asked to save for last, and I
3 apologize for getting political, but here on the
4 one hand, we're talking about wanting to increase
5 population and bring people in who want to live
6 here and work here, and at the same time, elements
7 of the government are -- through NAFTA and things
8 like that are shipping all the jobs elsewhere, and
9 so any people that are coming here, it would seem,
10 are coming for lower-paying jobs rather than highly
11 skilled higher-paying jobs, and all the
12 manufacturing is going away, and so we're building
13 an infrastructure or we're thinking about, you
14 know, increasing all these transportation things
15 for all these people, but the jobs are in Mexico or
16 China or India or someplace, and I think we need to
17 have a unified, organized plan for it.

18 If we're going to try to get people here,
19 we got to have the jobs here and we got to have
20 incentives for companies to stay here rather than
21 close up here and go somewhere else. That's my
22 thought.

23 (Proceedings concluded at 7:00 p.m.)
24
25

1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)
4

5 I, TIFFANY DE BRUIN, a Registered
6 Professional Reporter and Notary Public in and for the
7 State of Wisconsin, do hereby certify that the above
8 deposition of VISION 2050 MEETING was recorded by me on
9 April 26, 2016, and reduced to writing under my personal
10 direction.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of any of
13 the parties, or a relative or employee of such attorney
14 or counsel, or financially interested directly or
15 indirectly in this action.

16 In witness whereof I have hereunder set
17 my hand and affixed my seal of office at Milwaukee,
18 Wisconsin, this 27th day of April, 2016.
19
20

21 _____
22 Notary Public
23 In and for the State of Wisconsin
24

25 My Commission Expires: June 2, 2018.

APRIL 2016., 04/27/2016

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC COMMENTS IN RE:

VISION 2050:
FIFTH SET OF VISIONING WORKSHOP

PUBLIC COMMENTS taken before Leah J. Yates, a
Notary Public in and for the State of Wisconsin, at
Ozaukee County Pavilion, W67 N890 Washington Avenue,
Cedarburg, Wisconsin, on the 27th day of April, 2016,
commencing at 5:30 p.m. and concluding at 7:30 p.m.

1 CERTIFICATION PAGE

2
3 I, Leah J. Yates, Notary Public in
4 and for the State of Wisconsin, do hereby certify;

5 I hereby certify the foregoing is a
6 full, true, and correct transcript of my shorthand
7 notes so taken from a digital recorder and
thereafter reduced to computerized transcription
under my direction and supervision.

8 I further certify that I am neither
9 counsel for nor related to any party to said
action, nor in any way interested in the outcome
thereof; and that I have no contract with the
10 parties, attorneys, or persons with an interest in
the action that affects or has a substantial
11 tendency to affect impartially, that requires me to
relinquish control of an original deposition
12 transcript before it is certified and delivered to
the custodial attorney, or that requires me to
13 provide any service not made available to all
parties to the action.

14 IN WITNESS WHEREOF, I have hereunto
15 subscribed my name this 27th day of April 2016.

16
17
18
19
20
21
22
23
24 Leah J. Yates
Notary Public - State of Wisconsin
25 My Commission Expires August 18, 2019.

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SEWRPC - VISION 2050:

FOURTH SET OF VISIONING WORKSHOPS

PUBLIC COMMENTS taken before

ALICE M. BARBELN, a Notary Public in and for the
State of Wisconsin, at Washington County Public Agency
Center, 333 E. Washington Street, West Bend, Wisconsin,
on April 28, 2016, commencing at 5:30 p.m. and concluding
at 7:30 p.m.

I N D E X

CITIZEN COMMENT:	PAGE:
------------------	-------

DAN WILSON.....	3
-----------------	---

CRAIG HOEPPNER.....	3
---------------------	---

PAUL DECHANT.....	4
-------------------	---

TIMOTHY MICHALAK.....	4
-----------------------	---

* * * * *

1 TRANSCRIPT OF PROCEEDINGS

05:41 2 MR. WILSON: Two issues: One, bicycles;
05:41 3 all arterial streets should have bicycle lanes.
05:41 4 And part of the reasoning is we are in Slinger.
05:41 5 Slinger is disconnected from the rest of the county
05:41 6 for bicycling. There is just no way to get safely
05:41 7 from one bike trail or bike route to another bike
05:42 8 route without being on unmarked bicycle streets --
05:42 9 or streets that are unmarked for bicycles, so every
05:42 10 time that we want to bicycle someplace to do it
05:42 11 safely, we have to get into a vehicle -- put our
05:42 12 bikes on the back, get into a vehicle, drive to a
05:42 13 trail, and then trail bicycle safely, so we are one
05:42 14 of those that really would like to see the bicycle
05:42 15 lanes on arterial streets.

05:42 16 Point two is that we would like to see
05:42 17 the proposed arterial from North River Road to
05:43 18 Highway 144 be moved to an alternative route to the
05:43 19 east of Lenwood, L-E-N-W-O-O-D, Lake. It presently
05:43 20 intersects the property between Lac Lawrann,
05:43 21 L-A-C-L-A-W-R-A-N-N Conservancy, and the
05:43 22 campground and -- both the campground owner and our
05:43 23 policy committee for Lac Lawrann Conservancy
05:43 24 instead would like to see that proposed arterial
05:43 25 shown on the maps to go east of the present route,

05:44 1 which would be east of that lake, Lenwood Lake.

05:44 2 That's it.

05:46 3 CRAIG HOEPPNER: We are asking that the
05:46 4 proposed North River Road extension is moved, or
05:46 5 the alternative that is shown as the concept plan
05:46 6 is moved to a second or third alternative so it
05:46 7 doesn't go through the Lac Lawrann Conservancy.
05:46 8 Right now it's proposed conceptually to go through
05:46 9 the conservancy, and we would like to see that
05:46 10 moved to the east of Lake Lenwood. I guess that's
05:47 11 it in a nutshell.

06:14 12 PAUL DECHANT: I'm president of Friends
06:15 13 of Lac Lawrann Conservancy, and my concern is that
06:15 14 the conservancy is right along or actually part of
06:15 15 one of the new proposed arterials on the north end
06:15 16 of the City of West Bend, and our concern is that
06:15 17 it is a -- considered a primary environmental
06:15 18 corridor and that consideration of some other
06:15 19 possible routing further to the east would be more
06:15 20 in line with preserving that environmental corridor
06:15 21 and some of the wildlife species that we have
06:15 22 resident on our property.

07:21 23 TIMOTHY MICHALAK: I would like to see
07:21 24 that the transportation for bus extends not only to
07:21 25 get people from Hartford to Milwaukee but that we

07:21 1 see people from Jackson and Slinger be able to get
07:22 2 to Hartford because Hartford has more jobs than
07:22 3 people. We have a very developed and growing
07:22 4 industrial complex, and we would like to make sure
07:22 5 that people outside of Hartford have the ability to
07:22 6 use public transit to get into Hartford during the
07:22 7 day, not just pull our people out. Hartford is not
07:22 8 a bedroom community. It is a stand-alone community
07:22 9 with developed and developing industry, and I would
07:22 10 like to make sure that that's incorporated into the
07:22 11 plan.

07:22 12 From a bike perspective, I looked at your
07:22 13 bike map and would like to see too that -- we have
07:22 14 a beautiful area, Pike Lake State Park right there,
07:22 15 and I just don't see as much of a development of
07:22 16 pulling people into that area, especially from the
07:22 17 east with bikes, and would like to make sure that
07:22 18 that is also incorporated into it because it's such
07:22 19 a beautiful venue for families and I think would
07:22 20 bode very well to make sure that it is very
07:23 21 accessible via bikes, and that wasn't necessarily
07:23 22 as represented in your map, and I would like to see
07:23 23 that happen. That's it.

24 (Proceedings concluded at 7:30 p.m.)
25

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

VISION 2050:

FIFTH SET OF VISIONING WORKSHOPS

PUBLIC COMMENTS, taken before
PEGGY MITCHELL, a Certified Realtime Reporter, Registered
Merit Reporter and Notary Public in and for the State of
Wisconsin, at Gateway Technical College, Elkhorn Campus,
400 County Road H, Elkhorn, Wisconsin, on May 3, 2016,
commencing at 4:59 p.m. and concluding at 7:07 p.m.

* * * * *

I N D E X

CITIZEN COMMENT:	Page
Mr. Jeffrey P. Knight.....	3
Ms. Sylvia L. Baker.....	4
Mr. Les Fafard.....	5
Mr. Jerry Peterson.....	5

* * * * *

04:59

1

TRANSCRIPT OF PROCEEDINGS

04:59

2

MR. JEFFERY KNIGHT: Okay. I just wanted

05:00

3

to make my comments.

05:00

4

05:00

5

05:00

6

05:00

7

05:00

8

05:00

9

05:00

10

05:00

11

05:00

12

05:00

13

05:00

14

05:01

15

05:01

16

05:01

17

05:01

18

05:01

19

05:01

20

05:01

21

05:01

22

05:01

23

05:01

24

05:01

25

I think that the Vision 2050 is doing an excellent job. Our concern is that the red line route shown on the corridor's plan is a direct route from Elkhorn to Whitewater is very important for Whitewater's economic development future. A lot of transportation companies now that take product to market, and there's significant delays when they take the current Highway 12. So completing the Highway 12 through Whitewater, and then onto Madison, is crucial for long-term development.

I serve as the president and CEO of an organization called the Greater Whitewater Committee. And that's most of the larger industries, developers, businesses in town. And they think it's absolutely crucial.

Something else that's very important is that University of Wisconsin-Whitewater, which is now the largest four-year institution in the state, when you take out Madison and Milwaukee, for full-time equivalent students, it's the only four-year university that doesn't have a four-lane

05:01 1 highway going next to it or near it.

05:01 2 So I'm also the chairman of the Community
05:01 3 Development Authority. And we have a lot of vacant
05:01 4 land in our industrial park. And I can tell you
05:01 5 every day when we do retention visits and visit
05:01 6 with our industries, they talk how crucial it is to
05:02 7 get their product to Chicago. So long-term
05:02 8 continuing to work the Highway 12 corridor and
05:02 9 improve it is just critical for our development and
05:02 10 growth.

05:02 11 And I want to commend SEWRPC and the
05:02 12 whole Vision 2050 process of how open they've been
05:02 13 and inviting of comments throughout the region.

05:28 14 MS. SYLVIA BAKER: I have been a resident
05:28 15 who lives on Highway 12 all of my life. And have
05:28 16 seen the huge increase in traffic, especially since
05:28 17 the different distribution centers have come forth;
05:28 18 that we are getting a huge amount of semi traffic
05:28 19 in addition to a very busy area.

05:29 20 Our particular area of Highway 12 is
05:29 21 between two lakes. And there are a huge number of
05:29 22 people that live around those lakes, especially
05:29 23 during the summer. That it doesn't look like it's
05:29 24 a huge population, but about 1,500 homes in a
05:29 25 two-mile area. Their only access is Highway 12.

05:29 1 I am very pleased to see the
05:29 2 recommendation of doing a red line of a new highway
05:29 3 from Elkhorn to Whitewater to bypass the lakes area
05:29 4 and bypass the busy 12.

05:57 5 MR. LES FAFARD: I would like to see
05:57 6 consideration given to widening or relocating
05:57 7 Highway 12 from the interchange with Highway 67
05:57 8 just north of Elkhorn, but on the new alignment --
05:57 9 proposed alignment for the freeway so that the
05:57 10 traffic can be relocated onto a safe facility for
05:57 11 safety and for mobility.

05:57 12 We live just north of Elkhorn. And in
05:57 13 the summertime, there's lots of tourism, traffic
05:57 14 and that. And we've seen many crashes out there.
05:57 15 And for purposes of safety and, I think, the growth
05:57 16 of the area, we'd like to see the new freeway
05:57 17 built.

06:02 18 MR. JERRY PETERSEN: I'm a permanent
06:02 19 resident in the county, living on Lauderdale Lakes
06:02 20 in the town of La Grange.

06:02 21 My concerns for the future are trying to
06:02 22 be sure we don't inappropriately dumb down
06:02 23 regulations that have been implemented locally at
06:02 24 the suggestion of the state DNR and others. And
06:02 25 we're currently facing that with the changed

06:02 1 position of DNR with respect to shoreland zoning,
06:03 2 dredging, and respect for the environmental zones
06:03 3 which were established at DNR's recommendation of
06:03 4 eight to 10 years ago.

06:03 5 We're now facing DNR permits being issued
06:03 6 for activity which is illegal per those guidance
06:03 7 which have been codified locally via township
06:03 8 ordinances. And we're hopeful we can find some way
06:03 9 to establish the ability of local township and
06:03 10 counties to protect land as DNR recommended 10
06:03 11 years ago.

06:04 12 We're now in a position where DNR is
06:04 13 saying it's illegal for your local community to
06:04 14 protect it as we told you 10 years ago. And
06:04 15 ordinances that you have put in place per our
06:04 16 recommendations are probably now illegal. Or
06:04 17 invalid. That's point No. 1.

06:04 18 Point No. 2. I would feel much better if
06:04 19 the SEWRPC evaluations included impacts and needs
06:04 20 of the lake communities. I see a wonderful
06:04 21 evaluation of the impacts of the urban areas on
06:04 22 nearby countryside. But here in Walworth County
06:04 23 alone, we have 20 named lakes with organizations on
06:05 24 them where memberships have votes on what should be
06:05 25 done to protect their community. And we're seeing

06:05 1 increased tourism use, in addition to increased use
06:05 2 by resident owners, the majority of whom are not
06:05 3 state residents.

06:05 4 And when it comes to considering
06:05 5 environmental protection, such as the couple that
06:05 6 I've given, and considering the importance of
06:05 7 trails and other recreational aspects of those
06:05 8 communities, I think they need to be part of your
06:05 9 plan.

06:05 10 The lake that I live on has a thousand
06:05 11 homes around it and another thousand that are
06:06 12 within a thousand feet. And when each of those
06:06 13 homeowners have their family and guests up in the
06:06 14 summertime, the practical population who's within
06:06 15 that boundary is as big as most, at least the
06:06 16 average, the average incorporated area within the
06:06 17 county. And they generate as much traffic and as
06:06 18 much impact as those incorporated areas in the
06:06 19 county that you do plan for.

06:06 20 So we're searching for ways to better
06:06 21 plan for what we need for where we live. Thank
06:06 22 you.

23 (Proceedings concluded at 7:07 p.m.)

24

25

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

VISION 2050:

FIFTH SET OF VISIONING WORKSHOPS

PUBLIC COMMENTS taken before

JODI L. TYLEY, a Registered Professional Reporter and
Notary Public in and for the State of Wisconsin, at
Waukesha County Technical College, 800 Main Street,
Pewaukee, Wisconsin, on May 4, 2016, commencing at
5:00 p.m. and concluding at 7:10 p.m.

* * * * *

I N D E X

CITIZEN COMMENT:	Page
Mr. David Swan.....	3
Mr. Bill Carity.....	9

* * * * *

1

TRANSCRIPT OF PROCEEDINGS

05:12 2

MR. SWAN: My name is David Swan. I've

05:12 3

been following this process for three, four years

05:12 4

or so. I'm a person that likes executive

05:12 5

summaries either at the beginning or at the end.

05:12 6

Once they come out in their final draft, whatever

05:12 7

it is, I would like to see executive summaries in,

05:12 8

like, bullet-point fashion either at the beginning

05:12 9

or the end. My preference would be at the

05:12 10

beginning so people could look at it and see

05:12 11

what's actually happening and then, maybe like

05:12 12

they did tonight, go through different stations if

05:12 13

you want to talk about one of the items; like land

05:13 14

use, bicycle paths. You go to that section. I

05:13 15

like executive summaries that show people where to

05:13 16

go, and it also helps people who don't like to

05:13 17

read a lot find out what's in there without

05:13 18

reading.

05:13 19

I just recently read an article or heard

05:13 20

over the news, I'm not sure which, I believe it

05:13 21

was the Town of Genesee that touted a new 70-acre

05:13 22

subdivision which had 20 acres of homes and 50

05:13 23

acres of open space, and they touted that as being

05:13 24

really wonderful. And I notice in here they talk

05:13 25

about more dense areas, less open space, less

05:14 1 larger lots, smaller lots, that kind of thing.

05:14 2 And in this Genesee situation, I'm
05:14 3 concerned that -- I consider those 50 acres a
05:14 4 waste of land. I've been involved in farming, and
05:14 5 I know what an acre is, and I know how much work
05:14 6 it is to have, say, your house on an acre lot and
05:14 7 then have to cut the grass or take care of it.
05:14 8 It's hard. Most people work. They come home and
05:14 9 they don't want to spend another day doing work on
05:14 10 their property. They want to go out and have some
05:14 11 fun. So I'm not so sure that that should be a
05:14 12 real good point by having that much open space
05:14 13 because I look at it, what about that 50 acres
05:14 14 being productive for farming or trees or something
05:14 15 like that? So I'm concerned about subdivisions
05:15 16 where there's a lot of open space.

05:15 17 I know that we have to worry about
05:15 18 attracting workers, and I don't know what's the
05:15 19 best way of doing that. I understand that
05:15 20 companies now are going to where the workers are
05:15 21 and building their businesses there because they
05:15 22 know the workers already want to live there so now
05:15 23 if they put their business there, maybe they can
05:15 24 get them to work for them; rather than the other
05:15 25 way around, build their business here and make

05:15 1 sure the workers come. And that part I don't
05:15 2 think is working. We need to attract workers. We
05:15 3 need to have economic growth, and I agree. I
05:15 4 don't expect that can occur if the region does not
05:15 5 compete with other regions. They talk about
05:16 6 229,000 additional jobs coming by 2050 and 369,000
05:16 7 more residents by that time. And although that's
05:16 8 a significant number of jobs and residents, I'm
05:16 9 not sure what kind of residents those people will
05:16 10 be, if they're actually workers or if they're
05:16 11 seniors or who the residents are. We must, as I
05:16 12 see it, move people here from outside the region.
05:16 13 I don't know how we're going to attract those
05:16 14 people. If you were going to move here, what
05:16 15 would you consider? It would depend on things
05:16 16 that you value and quality-of-life issues. For
05:16 17 example, if you're a biker, you're probably want
05:16 18 to go to places that have bike lanes, bike trails.
05:17 19 If you're a snowmobiler, you're going to want to
05:17 20 go those places.

05:17 21 I think that we have a plus in the fact
05:17 22 that we don't spend a lot of hours on our freeways
05:17 23 battling rush hour traffic compared to other
05:17 24 regions, which is a big plus for us. For example,
05:17 25 I'm familiar with -- the east coast Highway 95 is

05:17 1 atrocious. They swap out lanes morning or night
05:17 2 as to which direction more lanes go, and the same
05:17 3 with the west coast, same kind of deal. And I
05:17 4 think even our rush hour on our freeway here is a
05:17 5 lot of cars; so therefore, if we're ahead of the
05:17 6 curve, then in order to stay ahead of the curve,
05:17 7 we'd got to move forward with an east-west freeway
05:18 8 extra lane; although, there are some regions, some
05:18 9 people that don't want that to happen. I think
05:18 10 it's critically important for Waukesha County to
05:18 11 have another east-west lane on I-94.

05:18 12 In addition, the access to
05:18 13 transportation is very important. For example, I
05:18 14 understand that one in ten households do not have
05:18 15 a car, and there are a lot of younger people who
05:18 16 don't really want a car. They would prefer to not
05:18 17 have a car. If you have a car, like, in Chicago,
05:18 18 it's a hassle trying to find a place to park, and
05:18 19 it costs a lot to park. So if they can get by
05:19 20 without having a car, they're going to be better
05:19 21 off.

05:19 22 So we have to consider increasing our
05:19 23 bus service, access to jobs, increasing health
05:19 24 care, education, and even grocery stores.
05:19 25 Minority people depend on bus service more than,

05:19 1 say, whites. Often the younger people look for
05:19 2 public service for transportation so they know
05:19 3 where to live. And then if they can get to those
05:19 4 places, they don't need a car.

05:19 5 There's a lot of other metropolitan
05:19 6 areas that don't have light rail and rapid transit
05:20 7 and commuter trains and that stuff, but it's an
05:20 8 important part I think to look at. I believe the
05:20 9 region needs to have supporting infrastructure,
05:20 10 which would include high-quality rapid
05:20 11 transportation and a variety of housing options.
05:20 12 If your subdivision is spread out, large lots for
05:21 13 example, it takes a lot of money for the
05:21 14 infrastructure, sewer and water, to be put in
05:21 15 those lots. So typically, then, when the home is
05:21 16 built, there's not enough recovery in the taxes
05:21 17 for the municipality. The municipality always
05:21 18 gets behind in trying to recover their cost of
05:21 19 laying out sewer and water.

05:21 20 I like to see the agricultural land
05:21 21 preserved for the future, in addition to natural
05:21 22 resources, you know, large body of water,
05:21 23 wetlands, woodlands and other open spaces, but how
05:21 24 much open space I'm not sure. It seems like when
05:21 25 residents become more dense, there seems to be

05:22 1 more conflict in how they get along. For example,
05:22 2 take an eight-family apartment versus, say, four
05:22 3 duplexes. People are closer together so they have
05:22 4 a harder time getting along, but residents like to
05:22 5 be able to walk to the parks and to schools and
05:22 6 jobs so in a mix of homes -- I see a mix of, you
05:22 7 know, like, single-family homes, affordable
05:22 8 housing units, multiple-family residences, and if
05:22 9 you keep those compact, it would cost less.

05:22 10 And then I recently read that Milwaukee
05:23 11 County is studying rapid transit to get people
05:23 12 from, I'll say, on the east side of Milwaukee to
05:23 13 the west side, like out in the region of the
05:23 14 medical center in Wauwatosa. And I was
05:23 15 disheartened of the fact that I didn't see anybody
05:23 16 else studying that, like Waukesha County or
05:23 17 Ozaukee or Washington or Racine or Kenosha,
05:23 18 because I think there ought to be rapid transit
05:23 19 lines going throughout those counties, too. It
05:23 20 shouldn't just be Milwaukee County. So I think
05:23 21 they're on the right track, but it's very hard to
05:23 22 try to anticipate a plan for 2050 and it's 2016
05:23 23 now, you know what I mean? We don't even know who
05:24 24 our next president is going to be and it's a year
05:24 25 from now. We don't know what effect that's going

05:24 1 to have. And to try to imagine what it's going to
05:24 2 be in 2050 I think is almost impossible, so I
05:24 3 would hope that in five years, or maybe less, that
05:24 4 we take another look at the plan to see, is it
05:24 5 actually going to be a reality? Thank you.

05:52 6 MR. CARITY: My name is Bill Carity, a
05:52 7 resident of Waukesha County. I've been actively
05:52 8 involved in land development for the last 40 years
05:52 9 of my life, and my observation is that there is a
05:52 10 lack of transportation corridors running in a
05:53 11 north-south direction, and a suggestion that I may
05:53 12 have is to utilize Highway 45 in Waukesha and in
05:53 13 particular Racine and Kenosha counties as an
05:53 14 alternate to I-94 that could run parallel to I-94
05:53 15 and provide for additional relief of traffic on
05:53 16 I-94 and transportation to and from the Chicago
05:53 17 and Illinois area.

18 (Proceedings concluded at 5:53 p.m.)

19

20

21

22

23

24

25

1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)
4

5 I, JODI L. TYLEY, a Registered
6 Professional Reporter and Notary Public in and for the
7 State of Wisconsin, do hereby certify that the above
8 VISION 2050 MEETING was recorded by me on May 4, 2016,
9 and reduced to writing under my personal direction.

10 I further certify that I am not a
11 relative or employee or attorney or counsel of any of
12 the parties, or a relative or employee of such attorney
13 or counsel, or financially interested directly or
14 indirectly in this action.

15 In witness whereof I have hereunder set
16 my hand and affixed my seal of office at Milwaukee,
17 Wisconsin, this 9th day of May, 2016.
18
19
20

21 _____
22 Notary Public
23 In and for the State of Wisconsin
24
25

My Commission Expires: October 5, 2018.

C E R T I F I C A T E

STATE OF WISCONSIN)

MILWAUKEE COUNTY)

I, ALICE M. BARBELN, a Notary Public in
and for the State of Wisconsin, do hereby certify
that on May 5, 2016, at Global Water Center, 247
W. Freshwater Way, Milwaukee, Wisconsin, for
SEWRPC: Fifth Set of Visioning Workshops, there
were no statements taken.

Alice M. Barbeln
Alice M. Barbeln, Notary Public
In and for the State of Wisconsin

My Commission Expires: November 18, 2017.

FIGURE 4: OTHER COMMENTS SUBMITTED DURING WORKSHOPS

Figure 4 presents other comments provided during a public, partner, or requested workshop in lieu of being written on comment cards. They were either recorded by staff or written by an attendee on a separate sheet of paper.

Land Use

- I believe that we create more problems, such as crime, when we develop in high densities because people live right on top of each other.
- We should focus more on the existing public infrastructure (water and sewer) over new public infrastructure.
- I have concerns about sprawl. I do not want Milwaukee to become developed like Houston.
- I think there are a lot of economic benefits to the Draft Plan, including reducing sprawl and having more access to jobs.
- Plan should include design guidelines that promote the use of natural landscaping as part of new developments.
- VISION 2050 should identify strategies that would encourage developers to implement transit-oriented development (TOD).
- A range of housing options including smaller sizes with pedestrian access to parks and preserved parkways is desirable
- Plan includes too much population and household growth in Walworth County.
- The focus on urban development and redevelopment is essential for the region's economic vitality. With population remaining stable, it's important to measure density so there is enough people to pay for replacement infrastructure.
- Glad to see a focus on TOD, and walkable community.
- Concern with development and its impact on recharge of shallow individual home wells
- Concern that large detached rural estate houses will be converted to multi-family housing in the future
- Concern that larger scale conversions of farmland to urban development, even office parks having green spaces in the cities of Oconomowoc and Brookfield, could jeopardize eventually the recharge of wells, even those tapping the deep aquifer
- My background is familiarity with need. Good to see more of small lot traditional and medium-size lot neighborhoods.
- I think recommendations on where and how we develop can be implemented and is very important

Public Transit

- I hope we can implement all of the proposed public transportation systems before 2050.
- I believe residents in the Milwaukee area will need to adjust their perception of public transit. They need to realize the cost effectiveness and time savings of using public transportation over a personal automobile.
- I believe that we can incorporate smaller buses into the bus fleet to save money. I see the many large buses that are empty.

- I see younger adults going to school in the city and staying in the city after graduating. The younger generation prefers to live in urban areas where there is ample public transportation and the Milwaukee area needs to provide the infrastructure to keep them here.
- Other parts of the country and world have extensive transportation systems where people have a card (one form of payment) to use multiple modes of transportation. Milwaukee should implement a system like this.
- I am excited about the idea of commuter rail and to have rail that has more geographic coverage.
- I think buses tend to have more of a stigma than rail.
- There will be economic opportunities associated with rail, especially for small businesses along major corridors.
- Freeways should not be expanded but congestion can be reduced by multiple transit options but priority should be on rebuilding the lost trains or streetcars.
- The most important transit improvements are expansion of transit service areas and expansion of hours of service.
- Improved transit service needs to be affordable for those on fixed incomes, and it needs to be useful for those using transit to run errands. The Care-A-Van monthly pass is \$35 and limits riders to 8 trips per month, which makes running errands over an entire month difficult. Running errands (e.g. shopping at a grocery store or hardware store) using regular transit service can be difficult when it involves purchasing items that are difficult to carry. Regularly using taxi service to run errands can be very expensive.
- Improving transit service will be especially important for the Region's aging population. Aging parents may not have their children living near them to help them with their transportation needs.
- Commuter rail especially would be appreciated as a transit improvement, so that this region can keep up with others
- For transit improvements, it's good to get something major in place, so that use will be generated and other gains will follow
- Present transit is "workable" for people within the HAFA neighborhood, but not for daily needs which require transporting anything of size or weight
- Strong interest in public transit improvements expressed from resident(s) of Milwaukee's northwest side
- Transit connections from Milwaukee's northwest side to downtown need improvement – possibly beyond those now recommended in the draft plan
- Public transit improvements, in general, are very impressive
- Excellent overall. I appreciate the focus on transit. I really appreciate recommendation 2.10 for an integrated user interface between transit types
- I really like the transit piece
- I think recommended increases regarding transit can be implemented and is very important
- Important for the City of Wauwatosa to pursue the improved public transit proposed in the Draft Plan, particularly since the City has about the same number of jobs as Kenosha County.
- Concern that rapid transit, namely the East-West BRT line on Bluemound, would result in needing to widen roadways and/or remove a travel or parking lane.

Bicycle and Pedestrian

- I do not think the City of Milwaukee is pedestrian or bike friendly. Many motorists use bike lanes as passing lanes making it dangerous for pedestrians and bicycles. We need to change the mindset like it is in other parts of the country, such as California, where vehicles actually yield to pedestrians.

- It is dangerous to ride bikes around the city where there are no bike lanes. As we expand the bike sharing system, we need to ensure there are safe bike lanes to utilize.
- The increase in bicycle facilities has been the most visible transportation improvement in the area.
- I believe raised bicycle lanes provide the most safety for bicyclists.
- I like the protected bicycle lanes that use the parked cars.
- Long neglected, this is a good beginning.
- We need improved accommodations for pedestrians who take longer to cross wide roads (e.g. four-lane, divided roads). An example of an improved accommodation would be to provide spacious medians where pedestrians can safely wait if they don't make it across the entire road before the signal changes.
- We need brighter street lights to make sure pedestrians remain visible to cars at night.
- Installing reflector pads (similar to reflectors on roadways) along bicycle paths would help bicyclists and pedestrians navigate the paths at night.
- Strong interest in bicycle and pedestrian elements of VISION 2050
- Commenter says pedestrian aspects of the plan are very important
- Include bike share in this.
- Need to consider all ages of bicyclists when pursuing bicycle accommodations. For families and children, it may be better to develop bicycle boulevards on non-arterial streets then providing bike lanes or enhanced bike facilities on arterials where there is faster, heavier traffic.
- Protected bike lanes would help to improve pedestrian safety.

Arterial Streets and Highways

- A truck-to-rail intermodal station in southeastern Wisconsin would be competitive with the intermodal station in Chicago as it would attract businesses and truck drivers who wish to avoid the congestion and tolls in Illinois. An intermodal station in southeastern Wisconsin would be utilized by businesses in northern Illinois. Larger companies who need to send hundreds of trucks through Chicago daily/weekly spend a lot of money on tolls and would save money by using an intermodal station in southeastern Wisconsin.
- We need to invest more into city streets. The streets are in such bad condition they are destroying vehicles.
- The wheel tax that the City of Milwaukee implemented does not seem like it has done enough to fix the roads.
- I believe that many businesses suffer in Milwaukee because the road conditions are so poor.
- I would like to see Interstate 43 between Howard Ave and Silver Spring Rd to be reconstructed with only 6 lanes. If we provide the additional rail lines (or other public transit system enhancements) parallel to this segment of Interstate 43, we won't need the additional lanes.
- I would like to see Interstate 43 to be reconstructed with 8 lanes.
- Poor planning of the freeway system has held southeastern Wisconsin back.
- A perfect place for a rail intermodal station would be in the Menomonee Valley where there are existing rail lines and easy access to the freeway.
- It seems to me that even when roads are repaired, they are often quickly falling back into disrepair.
- I would not support lane widenings because it tends to leave you with the same problem that was trying to be addressed. Roads with more lanes seem to become just as congested.
- There seem to be a lot of bottlenecks on IH-43.
- We need to build facilities for a truck to rail intermodal facility.

- Do not widen I-43. Eventually more lanes lead to more congestion. Need rapid transit.
- The plan does not appear to address traffic on Moorland Rd adjacent to Brookfield Square. Traffic should be addressed there first to ensure that the Brookfield Square Mall remains competitive against the areas other 3 malls. Improving the conditions for Brookfield Square should take a priority over constructing a new interchange at Calhoun Road. There should be a widening of Moorland shown between Greenfield Avenue and Bluemound Road. The Moorland Road/Pilgrim Parkway Corridor is important due to its connecting Muskego to Menomonee Falls. Priority should be given to this corridor. When Pilgrim Parkway is widened at North Avenue, the intersection should be redesigned to better address issues related to its proximity with the railroad tracks.
- Expanding I-43 is not a good idea (I realize there is a bit of bottleneck there, but expansion is not warranted)
- Related to personal vehicle pricing recommendations under TDM, the City of Wauwatosa would prefer to pay for improved transit than for constructing parking. To attract new development, the City has felt pressure to construct parking as a TIF-funded site improvement.
- Related to the complete streets concept, wider roads make it dangerous for pedestrians to cross the road. Narrowing roads would improve pedestrian safety.

Funding and Benefits of the Draft Plan

- I would be concerned over the implementation of vehicle user fees but understand that additional revenue are needed in order to fund the transportation system. Having a personal vehicle provides people with more freedom to drive to different destinations and I am hesitant about increasing the cost of owning a vehicle and how it would negatively affect some families. Also, trucks and other large vehicles should be required to pay more into the transportation system (rather than increasing the costs to own personal vehicles) due to the damage they cause roads.
- The additional investment into the infrastructure will create more jobs and attract more people to the region which would result in additional revenue to help pay for the infrastructure.
- There are challenges ahead and some barriers to tear down but this is a good plan that will work.
- I believe the region should look into installing express lanes on the freeway.
- We cannot just invest in the infrastructure, we need to wisely invest in the development around the infrastructure in order for it to be most effective.
- Illinois has studied implementing a VMT fee, I believe this is an interesting concept.
- I would be concerned over privacy issues with any GPS technology that would monitor where and how far I travel (referring to implementation to VMT fee).
- I think implementing tolls in southeastern Wisconsin is a great idea.
- I prefer an increase in sales tax over tolls. I would also favor an increase in the hotel room tax as well. Increasing the property taxes would not be fair to most residents in the City of Milwaukee and would be an unpopular across the region.
- Southeastern Wisconsin has been slow to adapt and progress because people do not want to spend money to help improve our infrastructure. This has only hurt southeastern Wisconsin.
- I would prefer more funding for transit improvements compared to more lane widenings.
- I think we should tax corporations as a means of generating more funding.
- State should allow SE Wisc. a 10 cent gas tax to be used for public transportation.
- More people are moving from Illinois into Kenosha County to take advantage of a lower cost of living in Kenosha County, but they continue to work in Illinois. It is important to ensure that these residents pay their fair share to support the Region's transportation system.
- Each county's share of the \$120 million per year transit funding shortfall should be estimated.

- The VMT fee should be considered but at a lower rate (e.g. \$.005) VMT. Also you might mention that state funds on highway expansion to exurbs would be better spent on maintaining existing infrastructure and transit.
- We need toll roads linking with northern IL development to help fund public transit in SE WI
- If the State increases the motor fuel tax, it is important that the revenues be segregated for transportation purposes.
- Need an additional funding mechanism to provide adequate funding for local roads.
- Need to fund the improvements proposed in the Draft Plan in order to compete with other regions for people and jobs.
- The State needs to allow the necessary funding to improve public transit and recognize the potential for improved transit to encourage economic growth.

General Comments

- When citizens meet with local officials to advocate for transit improvements, it would be beneficial to have SEWRPC staff in attendance to facilitate the discussion by providing data and other related transit information.
- Citizens should be informed if/when SEWRPC staff presents the completed VISION 2050 plan during meetings with local elected officials, so that they can attend the meetings if they so choose.
- Many good ideas are presented
- Attendee(s) very impressed with the long and thorough planning process including many meetings for public involvement
- SEWRPC is complimented on the great number, widespread locations, and time sequenced groupings of public meetings
- It looks like a very good plan. Let's hope that we can get these things carried out (especially transportation and neighborhood accessibility improvements).
- This was a great meeting with very good materials and knowledgeable, helpful staff
- Thank you for coming to our neighborhood; and, we hope that we can stay very involved
- Everything looks great
- Good consistency between planning stages - for example, the sketch scenarios to the three alternatives to the draft plan
- It's a very good plan – hope we can get it through
- The VISION 2050 process has been very sound (I liked the previous meetings as well as this one)
- You guys (SEWRPC) do a great job “pushing from the sides with us pushing from the bottom and others hopefully from the top”
- I read the entire summary and everything included makes sense (recommendations also are good, logical)
- Everything looks good
- This a pretty progressive plan; and we'll also need progressive legislators and businesses to make it a reality
- This keeps getting better and better all the time (the VISION 2050 planning process progression)
- Good that the draft closely follows previous alternatives that deviated from existing trends
- The key recommendations very much address issues felt important and voiced in previous VISION 2050 meetings
- Commission staff should present the Draft Plan to the Milwaukee County Board of Supervisors.

**FIGURE 5:
COMMENTS SUBMITTED AT THE MARCH 22
ENVIRONMENTAL JUSTICE TASK FORCE MEETING**

Figure 5 presents comments provided by members of the public attending the Commission's Environmental Justice Task Force (EJTF) meeting held on March 22, 2016. These comments were provided orally to Commission staff and the members of the EJTF during that meeting.

- Ms. Rotker complimented the VISION 2050 planning process and made the following comments:
 - Ms. Rotker referred to Appendix H and suggested including a dot map showing the locations of concentrations of minority and non-minority populations in the Region under each Equitable Access criterion.
 - Ms. Rotker suggested disaggregating minority populations for core issues presented under the Equitable Access criteria.
 - Ms. Rotker commented that the Households with Affordable Housing + Transportation Costs criterion uses the area median household income as the basis for measuring affordability and does not consider low-income and minority households.
 - Ms. Rotker referred to the text on page H-34 and commented that the text states that most minorities use the automobile for their travel to and from work, but it does not discuss the higher unemployment rate among the minority population compared to the non-minority population.
 - Ms. Rotker commented that a lack of affordable housing in some areas of the Region limits access to jobs, and freeway widenings in outlying portions of the Region may exacerbate the problem and have a disproportionately negative impact on the Region's minority population. She requested an equity analysis of the potential impacts of the land use component on minority and low-income populations.
- Mr. Grzezinski commented that he is pleased with the direction of VISION 2050. He stated that the savings in extending infrastructure and services to new residential development, out-of-pocket transportation savings, and public health benefits under the Draft Plan should be highlighted for the public. He then stated that the increased public investment in transit is a small price to pay for addressing the isolation of minority residents in the Region.