

PRELIMINARY DRAFT

APPENDIX G

PUBLIC FEEDBACK ON DETAILED ALTERNATIVES



Fall 2015 VISION 2050 Community Partners Workshops Report

EXECUTIVE SUMMARY

This is the fourth in a series of reports summarizing an effort by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to partially fulfill its environmental justice and public involvement and outreach efforts for VISION 2050, which involves a visioning process to develop a year 2050 regional land use and transportation plan. Detailed information about VISION 2050 is available at www.vision2050sewis.org. A final Community Partners Workshops Report will include results from all partner workshops.

VISION 2050 includes extensive public outreach to ultimately shape a final year 2050 land use and transportation plan. This outreach includes SEWRPC relationships with eight community partner organizations representing minority, low-income, and immigrant populations, people with disabilities, and other diverse groups of traditionally underrepresented residents, nonprofits, and businesses in the Region. The eight organizations are: Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, Milwaukee Urban League, Southside Organizing Committee, Urban Economic Development Association of Wisconsin, Urban League of Racine and Kenosha, and Common Ground.

The fourth set of VISION 2050 partner workshops was conducted concurrently with SEWRPC's VISION 2050 workshops for the general public, held in each of the seven counties in the Southeastern Wisconsin Region. Partner and public workshops during the period included the same presentation, materials, and activities. The approximate schedule for Visioning Workshops is as follows:

- Workshop #1 October – November 2013
- Workshop #2 December 2013 – January 2014
- Workshop #3 September – October 2014
- Workshop #4 October – December 2015
- Workshop #5 Spring 2016

Appendix G-1 (continued)

PARTNER WORKSHOP ATTENDANCE

Attendance for the fourth set of partner Visioning Workshops (identified as Workshop #4 throughout this report) in fall 2015 totaled 169 participants, as indicated in the following table:

<i>Partner Visioning Workshops 1-4</i>									
Organization	Workshop # 1 Attendance	Workshop #2 Attendance	Workshop #3 Attendance	Workshop #4 Attendance	Total Partner Attendance	Workshop #1 Date	Workshop #2 Date	Workshop #3 Date	Workshop #4 Date
Common Ground	47	33	44	18	142	11/20/13	1/23/14	10/1/14	12/2/15
Ethnically Diverse Business Coalition	22	15	21	37	95	11/18/13	1/8/14	9/22/14	11/5/05
Hmong American Friendship Association	23	55	30	21	129	11/14/13	1/16/14	9/23/14	11/17/15
IndependenceFirst	21	23	20	19	83	11/7/13	12/12/13	10/2/14	12/3/15
Milwaukee Urban League	33	23	23	22	101	11/13/13	2/10/14	9/29/14	11/4/15
Southside Organizing Committee	25	30	10	20	85	11/21/13	1/14/14	10/6/14	11/10/15
Urban Economic Development Association	22	17	15	10	64	11/14/13	1/9/13	9/24/14	11/3/15
Urban League of Racine and Kenosha	27	13	19	22	81	11/12/13	12/16/13	9/25/14	10/27/15
Total Attendance	173	176	138	169	638				

WORKSHOP #4 ACTIVITIES

The presentation, materials, and activities for the fourth series of VISION 2050 community partner workshops were consistent with the fall 2015 SEWRPC public workshops and included:

- A large-group presentation about three detailed alternatives for future land use and transportation in the Region and an evaluation of the three alternatives. Each participant received a 20-page handout that provided detailed information about the alternatives and their evaluation and included maps, illustrations, and data. Six sets of maps that depicted 1) transit services, 2) the bicycle network, 3) the arterial street & highway system, 4) traffic congestion, 5) transit service quality, and 6) transit access to jobs within 30 minutes for existing conditions, a Trend alternative, and two alternative plans, were included in the handout and were also presented on large display boards, along with additional information.
- Commission staff facilitated small group discussions about the alternatives based on the four themes of: Healthy Communities, Mobility, Equitable Access, and Costs & Financial Sustainability. The 20-page handout was used as a resource to aid in the discussions. Each participant was able to engage in dialog directly with the staff and other participants about how each alternative would perform based on the evaluation.
- Large-group electronic survey of attendee preferences related to the three alternatives with real-time, on-screen results.
- Feedback forms for individual comments.

Appendix G-1 (continued)

WORKSHOP #4 PARTNER RESULTS

Throughout the VISION 2050 process, feedback from participants at all partner workshops is being incorporated with the input provided by the participants at public workshops, as well as the feedback provided by the public through the VISION 2050 website, SEWRPC surveys, U.S. mail, and email. Compilations of Visioning Results can be found at <http://vision2050sewis.org/Vision2050/TheResults>.

All feedback on the alternatives presented in 2015 will be considered as Commission staff develop a preliminary recommended plan for VISION 2050. The preliminary recommended plan will be evaluated and presented for public comment in spring 2016.

WORKSHOP #4 PARTNER REPORTS

Leaders and participants from the partner organizations consistently reported positive experiences regarding the VISION 2050 Workshop #4 content, process, planning, communication, and responsiveness of Commission staff. Suggestions for future workshops included the following:

- Expand the base of the audience SEWRPC is trying to reach.
- Keep the partners informed between workshops.
- Continue to try to simplify precise, technical language to make materials accessible and easy to understand.

SEWRPC staff and the partner organizations will consider these suggestions in planning for the fifth and final round of partner workshops.

Excerpts from the Workshop #4 reports submitted by VISION 2050 community partners follow:

Appendix G-1 (continued)

Ethnically Diverse Business Coalition

"The attendees were engaged, attentive and welcomed the opportunity to assist in the planning for the region. They were impressed with the clarity of the alternatives as they were presented which made it easy to quantify the information presented and vote at the end. Great questions were asked by the attendees, and many are looking forward to seeing what SEWRPC will come up with based on the feedback of this particular session in 2016. The attendees represent businesses owned by ethnically diverse individuals, ethnic chambers of commerce and residents so their participation provided SEWRPC with opinions of an individual that wears different hats (resident, employer, vendor, parent, community leader, tax-payer)."



Hmong American Friendship Association

"We are into our 4th VISION 2050 workshop; many of the participants have participated from the 1st, 2nd, and 3rd workshops. They feel that VISION 2050 has made great progress in engaging with our community."

"At this particular workshop, staff rotating to the different groups helped the participants to participate in all of the presented topics. This was a good idea."

"It's good to see Hmong writing in the post-card...this makes us feel like we made a difference in the process."

IndependenceFirst

"Overall, the workshop was a success. There was a lot of information provided and people enjoyed providing their opinion."

"SEWRPC has done a lot in improving the materials and conducting outreach, but the language, both written and spoken, tend to still be very formal and precise (i.e. terminology). While this is necessary for many audiences, public outreach efforts like VISION 2050 should continue to attempt to make materials as accessible and easily understood as possible."



Appendix G-1 (continued)



Milwaukee Urban League

"Even though this was the first workshop for about 50% of those in attendance, everyone was engaged and based on the comments I received, really enjoyed the discussion and opportunity to have input into the planning process."

Urban League of Racine and Kenosha, Inc.

"The demographics of the 22 participants: 11 African Americans, 7 Hispanics, 4 European-Americans (11 males; 11 females). Of the 22 participants, 8 were low-income and 14 were moderate income or above."

"As has occurred in the past, comments and remarks made by participants after the workshop were the SEWRPC team did a great job with the workshop and presentation."



Southside Organizing Committee

"Inviting residents through the neighborhood associations ensured representation from across the district. Some of our outreach was via individual recruitment. In addition, SOC was able to recruit youth representatives that participated in the sessions."

"The biggest concerns that were expressed during the session were how new types of transportation would affect current traffic patterns and how highway construction would displace residents alongside the highway. Residents were also concerned on how these changes would benefit and address the needs of low-income community members."

Appendix G-1 (continued)

Urban Economic Development Association

"Overall, the small group format was a great way to unpack the trends and alternative plans, particularly because many of the participants had not attended any of the prior workshops."

"The conversation through the healthy communities lens ignited a rich conversation about walkability and crime rate. Additionally, there was an ongoing conversation about equitable access and how connectivity continues to be a problem in the region and continues to affect minorities and their ability to reach potential places of employment and obtain affordable housing."



Common Ground

"First time attenders seemed very impressed with the depth of information and knowledge/skill of presenters."

"We need to expand the base to which we try to reach and include testimonials from past session participants."

#229154
KRY/EDL/ADA
01/07/16

Copies of the partner Workshop #4 reports follow:

Ethnically Diverse Business Coalition

Vision 2050 Planning Session November 5, 2015

The event was attended by approximately 35 small business owners, chamber of commerce and business association executives and residents. The attendees participated in activities to gauge their opinions about the three alternatives that were created based on the feedback that was gleaned from the community at the past SEWPRC planning sessions in 2013 and 2014.

The SEWRPC team engaged the attendees in small groups to obtain their feedback of the alternatives. The themes for the alternatives was Healthy Communities or Mobility. The small groups discussed what is needed to enhance transportation in the southeastern Wisconsin region around traffic patterns and amenities, housing density and cost. At the end, all attendees voted on the options they liked the best.

The attendees were engaged, attentive and welcomed the opportunity to assist in the planning for the region. They were impressed with the clarity of the alternatives as they were presented which made it easy to quantify the information presented and vote at the end. Great questions were asked by the attendees, and many are looking forward to seeing what SEWPRC will come up with based on the feedback of this particular session in 2016. The attendees represent businesses owned by ethnically diverse individuals, ethnic chambers of commerce and residents so their participation provided SEWRPC with opinions of an individual that wears different hats (resident, employer, vendor, parent, community leader, tax-payer).

Our group looks forward to working with the SEWRPC staff again in the future.

Appendix G-1 (continued)

**Hmong American Friendship Association, Inc.,
SEWRPC
Summary Workshop #4
Nov 17, 2015**

HAFSA 2050 Vision Workshop #4

A total of 21 members of our community attended the Visioning Workshop #4 at the Hmong American Friendship on November 17, 2015.

The workshop deals with the following:

1. Healthy communities objectives and criteria
2. Mobility objective and criteria
3. Costs and financial Sustainability Objectives and criteria
4. Equitable Access objectives and Criteria

We are into our 4th Vision 2050 workshop; many of the participants have participated from the 1st, 2nd and 3rd workshops. They feel that Vision 2050 has made a great progress in engaging with our community.

The staffs of SWRPC are very well organized and knowledgeable about the topic presented. At this particular workshop, staff rotating to the different groups helped the participants to participate in all of the presented topics. This was a good idea.

Many of the participants expressed positive thoughts regarding to the Hmong postcard. "It's good to see Hmong writing in the post-card...this makes us feel like we made a difference in the process...", Boua Cheng Vang of the Vang clan leader expressed.

Submitted by: Naobee Lor



The VISION 2050 workshop on December 3, 2015 had 19 participants with varying disabilities. Accommodations were provided in the form of large print of materials and sign language interpreters.

Overall, the workshop was a success. There were a lot of information provided and people enjoyed providing their opinion.

There were a few issues, though.

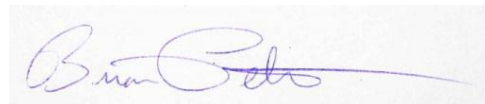
One person with vision loss was not able to easily read the materials which had font that was not quite large enough, even the large print version. However, this person did not request an accommodation ahead of time with a specific font size. I attempted to do an impromptu accommodation with an iPad using the VISION 2050 website. I could not enlarge the website page to make font larger and more readable for her. SEWRPC staff verbally providing description of what was on the screen during the voting part was very helpful. I was told by another person that the speaker for that part did very well.

Another person who did not attend previous workshops expressed frustration because she did not feel like she understood what was happening.

SEWRPC has done a lot in improving the materials and conducting outreach, but the language, both written and spoken, tend to still be very formal and precise (i.e. terminology). While this is necessary for many audiences, public outreach efforts like the VISION 2050 should continue to attempt to make materials as accessible and easily understood as possible.

IndependenceFirst appreciates the opportunity to ensure that people with disabilities have input in the region's future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Peters", is shown on a light-colored background.

Brian Peters
Community Access & Policy Specialist



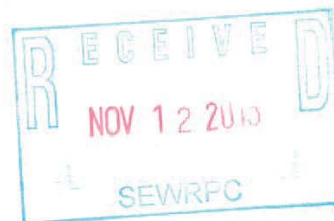
435 West North Avenue
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414-374-5850 414-562-8620 fax
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Mr. Eric Lynde
Principle Planner/Engineer
SEWRPC P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, WI 53187-1607

November 6, 2015

Re: VISION2050 Workshop – November 4, 2015 Invoice

Dear Mr. Lynde:



On Wednesday, November 4, 2015, the Milwaukee Urban League held its 4th VISION2050 Workshop at which twenty-two people participated (attendance sheet enclosed).

This workshop focused on a discussion and evaluation of the four alternatives:

- ❖ Healthy Communities
- ❖ Mobility
- ❖ Costs and Financial Sustainability
- ❖ Equitable Access


Even though this was the first workshop for about 50% of those in attendance, everyone was engaged and based on the comments I received, really enjoyed the discussion and the opportunity to have input into the planning process.

It should also be noted that near the end of the workshop when everyone voted on the alternatives, the majority of people voted the same way on each alternative. This shows that whether new to the planning process or not, most people agreed on which alternatives would be best for our region in the future.

Lastly, the SEWRPC staff collected the evaluation sheets, so when you have time, would you send me a copy for my files?

Thank you for the opportunity to participate.

Sincerely,


Ralph E. Hollmon
President & CEO

RH/tfm

Cc: Steve Adams
Nakeisha Payne

An Affiliate of the National Urban League • A United Way Funded Agency

Empowering Communities • Changing Lives

Appendix G-1 (continued)

SEWRPC VISION 2050 – Urban League of Racine and Kenosha, Inc.

October 27, 2015

Urban League Outreach Efforts – SEWRPC VISION 2050 PROCESS

Workshop #4 was hosted by Yolanda Adams, the CEO of the Urban League on Tuesday, October 27, 2015 from 6:00 p.m. to 8:30 p.m. at the Italian American Club, 2217-52nd Street, Kenosha WI 53140 (lower level). There were 22 participants in the workshop.

Facilitate meetings at underrepresented populations: Mr. Bryan McKay of SEWRPC opened the meeting with a brief explanation on the purpose of this 4th workshop. SEWRPC staff facilitated a power-point presentation giving a recap of the prior three workshops held throughout Southeastern Wisconsin. He was assisted by Nakeisha Payne and other staffers. The meeting concluded at approximately 8:30 p.m.

Attend Commission-facilitated meetings/workshops: At 10:00 a.m. on Wednesday, October 14, 2015, Ms. Adams met with Ben McKay and Nakeisha Payne at the Italian American Club to view the facility and to plan the October 27th event in Kenosha. Ms. Adams requested the session be held the same afternoon/evening as agency's Equal Opportunity Day dinner. Together, they decided the layout of the stations/tables for break-out discussions and focus groups. All agreed the dinner would be held in one room and the SEWRPC session in the other room. Also, that there was adequate room for easels and poster boards.

Ms. Adams is scheduled to attend the November 12, 2015 meeting at the Madrigrano Center in Kenosha to assist with that public involvement presentation. Both the Urban League's Kenosha and Racine offices have been busy faxing and emailing the VISION 2050 Workshop #4 schedule to Kenosha and Racine churches, nonprofit organizations and elected officials in an effort to solicit participation from grassroots organizations.

Promote attendance and participation at targeted meetings: Our responsibility was to ensure a minimum of 20 of our constituents attended our 4th targeted meeting/workshop. To accomplish this, Ben McKay of SEWRPC created a postcard for the October 27th event. The postcard was sent via U.S. Mail and/or personally delivered to all of the Urban League's contacts, including its current members. In addition, Urban League staff made telephone calls and reminder calls to Racine and Kenosha's minority-owned businesses, the Black churches, the Hispanic churches and community organizations. We also informed our contacts they could visit the website (www.vision2050sewis.org) to view results of the previous workshops, as well as sign up to receive the Vision 2050 Newsletter.

The 22 attendees at our October 27, 2015 workshop included four board members, 5 interns and trainees from Urban League programs, Teresa Mora (Congressman Paul Ryan's office), Adelene Greene (Kenosha County Job Center), Patrick Metzker (ResCare), Jose Palacios (LULAC Council 320) and community residents from Kenosha and Racine. The demographics of the 22 participants (not including the SEWRPC staff): 11 African Americans, 7 Hispanics, 4 European-Americans (11 males; 11 females). Of the 22 participants, 8 were low-income and 14 were moderate income or above.

Appendix G-1 (continued)

SEWRPC VISION 2050 – Urban League of Racine and Kenosha, Inc.

October 27, 2015

Ensure meaningful results: Yolanda Adams, agency CEO, assisted in engaging the meeting participants so they would provide ideas and suggestions in a way that would be effectively combined with the results of the previous general public meetings conducted by SEWRPC staff. Throughout the scenario exercises, participants asked SEWRPC staff questions about each of the Scenarios.

As this was our 4th workshop, Ben McKay and the other SEWRPC staff provided technical assistance and materials that included easels with maps, a point overhead presentation and copies of the VISION 2050 Workshop #4 Schedule. As has occurred in the past, comments and remarks made by participants after the workshop were the SEWRPC team did a great job with the workshop and presentation.

Provide results of meetings to Commission staff: This document serves as our written report conveying the process and results of the 4th targeted meeting/workshop.

Budget: The Outreach Grant is \$5,000; \$1,000 per successfully completed targeted meeting. Attached is our invoice number #201483 dated 10/27/15 for \$1,000.00 for the October 27, 2015 workshop held in Kenosha. The check should be made payable to the Urban League of Racine and Kenosha Inc. and mailed to 718 N Memorial Drive, Racine WI 53404.



Southside Organizing Committee

GO'ing BLUE: Grassroots Organizing – Building Leadership, Unity & Engagement



CDBG

Summary Report: Near South Side Vision 2050 Session IV
December 11, 2015

The Southside Organizing Committee (SOC) held its 4th VISION 2050 workshop on November 10, 2015. It was held at Ascension Lutheran Chapel located at 1300 South Layton Boulevard.

SOC recruited 20 neighborhood participants from the following neighborhoods: Kinnickinnic River Neighbors in Action, Layton Boulevard West, Muskego Way, South 5th Place Neighbor's Group, South of the Tracks, and Walker Square Neighborhood Association. Most of the outreach was face-to-face through resident meetings using the postcard invitations that were provided to us by SEWRPC. Inviting residents through the neighborhood associations ensured representation from across the district. Some of our outreach was via individual recruitment. In addition, SOC was able to recruit youth representatives that participated in the sessions.

The biggest concerns that were expressed during the session were how new types of transportation would affect current traffic patterns and how highway construction would displace residents alongside the highway. Residents were also concerned on how these changes would benefit and address the needs of low-income community members. Residents also enjoyed giving feedback through Iclickers and in the small groups.

Thank you for your collaboration on another successful session.

Sincerely,

A handwritten signature in blue ink that reads "Tammy L. Rivera".

Tammy L. Rivera
Executive Director

Appendix G-1 (continued)

UEDA Alternative Stage of Vision 2050

Southeastern Wisconsin Regional Planning Commission (SEWRPC) Vision 2050

Workshop Date: November 3, 2015

Workshop Location: ManpowerGroup, 100 Manpower Place, Milwaukee

Time: 3:30- 5:00pm

Summary

The Alternative Stage of Vision 2050 Workshop began with a brief welcome by Kristi Luzar, Executive Director of UEDA and Kevin Muhs, Principal Transportation Planner for SEWRPC. Kevin provided a brief overview of the possible outcomes and consequences of three alternative plans. He explained the alternatives through the lens of the following four themes; Health Communities, Mobility, Costs, and Financial Sustainability.

The second part of the workshop was an interactive process where participants analyzed and evaluated each of the 3 plans in each theme. Because the participants were in small groups, the SEWRPC staff was able to rotate throughout the groups to provide clarification and answer specific questions. The conversation through the “healthy communities lens ignited a rich conversation about walkability and crime rate. Additionally, there was an ongoing conversation about equitable access and how connectivity continues to be a problem in the region and continues to affect minorities and their ability to reach potential places of employment and obtain affordable housing. One of the participants who has lived in Portland, Oregon mentioned that he thought that the transportation options there promotes mixed-use and high-density development. He also thought that Portland has a great model of how to connect individuals of all socio- economic backgrounds through a developed transit system.

Lastly, participants were given an opportunity to provide real-time feedback by using the iClickers to choose their preferences for each theme. Additionally, the participants were given an opportunity to provide written feedback that might assist SEWRPC with developing preliminary recommended plans. After the workshop, UEDA staff provided feedback to SEWRPC staff regarding wording of the questions during the iClicker session, in order to assist in having attendees make decisions that weight the various trade-offs (and not ending up with competing outcomes).

Twenty-one people registered for the event, but unfortunately only 10 attended the workshop. The registrants were representative of UEDA’s network, coming from CDC’s, neighborhood groups, local businesses or corporations, workforce development, residents, etc. To encourage additional participation (particularly for those that did not attend), UEDA sent a follow-up email the next day, encouraging them to visit the VISION 2050 website and share their feedback. We also promoted the VISION 2050 Alternatives webpage in our November newsletter, membership listserv and Facebook page to promote web-based feedback.

Overall, the small group format was a great way to unpack the trends and alternative plans, particularly because many of the participants had not attended any of the prior workshops. Given that, UEDA staff discussed with SEWRPC the possibility that the lag time between the previous session and the Alternative scenarios meant that this “fell off the radar” for past participants. We reflected that UEDA should do more to communicate VISION 2050 progress as we head towards the last session, in order to keep people engaged in the process. So please let us know of information or updates that SEWRPC staff think would be appropriate to share over the next six months.

Prepared by Gayle Peay & Kristi Luzar

Urban Economic Development Association of Wisconsin, Inc. (UEDA)

Appendix G-1 (continued)

SEWRPC Vision 2050 Workshop #4
Hosted By Common Ground
At Wauwatosa Presbyterian Church
2366 N. 80th Street
Observations

Attendance

18 people attended this session. This is less than past sessions. A number of participants from past sessions didn't return for this one. Perhaps they are losing interest in the subject.

Presentation Acceptance

First time attenders seemed very impressed with the depth of information and knowledge/skill of presenters.

Lessons Learned

1. We need to expand the base to which we try to reach and include testimonials from past session participants.
2. I assumed this time that people from other organizations would be attending the County focused sessions since there now has been a number of these workshop. In talking with a few groups since December 2nd, I think that was a false assumption. A number of people seemed to have conflicts with attending the County workshops and some people just seemed to miss the publicity although SEWRPC publicity was wide sweeping.

Submitted by D. Briley – 12/6/15

SUMMARY OF FEEDBACK ON DETAILED ALTERNATIVES

The following is a summary of all public feedback received on the detailed regional land use and transportation alternatives for VISION 2050, which were presented to the public for review during the fall of 2015. Feedback was received at public workshops (one held in each county), workshops held by eight community organizations, workshops held by request, and via an interactive online tool.

The feedback was considered as Commission staff prepared a preliminary recommended land use and transportation plan to present during the fifth round of VISION 2050 public involvement.

Responses to Alternatives Preference Questions

This section presents a summary of the responses to a series of questions related to which elements of the alternatives should be included in the preliminary recommended plan. The questions were asked at each workshop following review of the results of the alternatives evaluation, with attendees responding via keypad polling devices, and as well through the online tool. Figure G-1 presents the responses to each question for the Region as a whole, as well as broken down by the county from which the response was provided. While the respondents were self-selected and the results are not statistically significant, they do indicate preferences of those residents that took the time and effort to share their opinions.

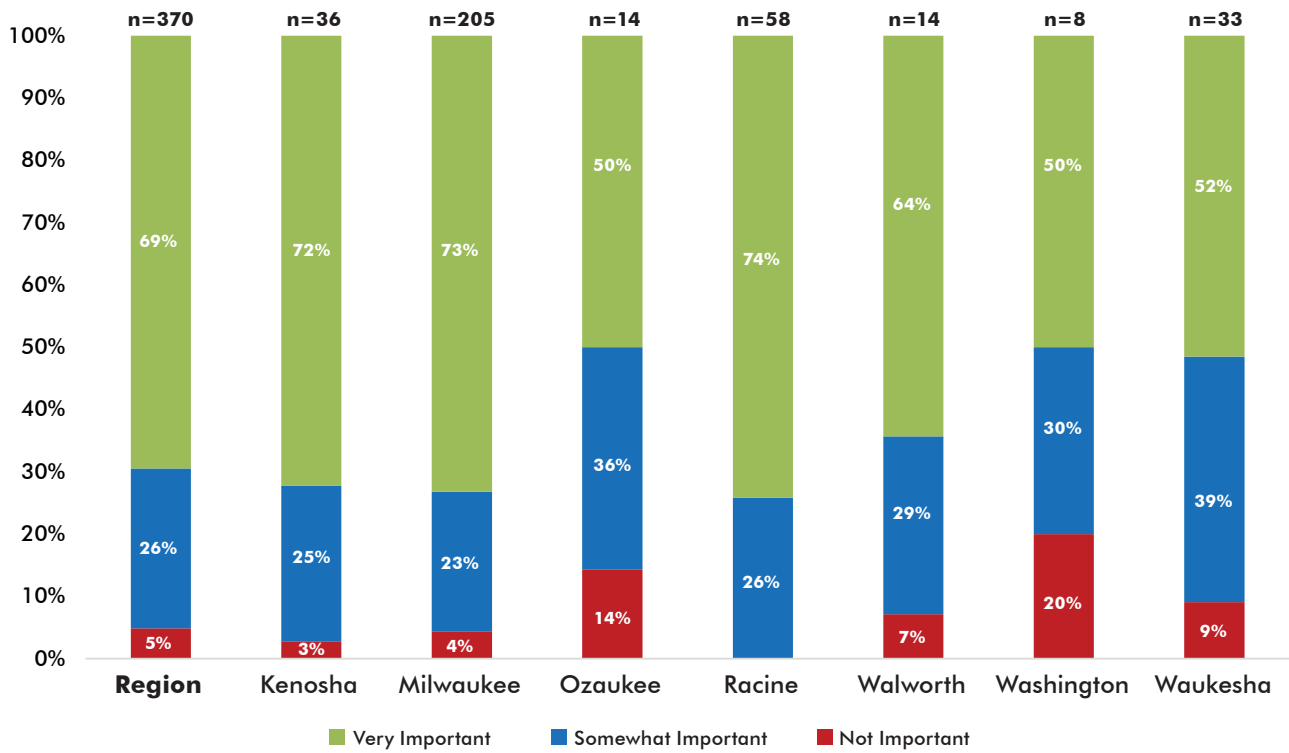
Summary of Comments Received

The comments in this section were received during small group discussions or via individual comment forms completed as part of a workshop, via email or mail, or through the interactive online tool. Although comments were obtained through the above means, the primary way staff encouraged feedback was through responding to the preference questions. As such, even though attendance at the alternatives workshops was similar to attendance at the scenarios workshops, the number of individual comments received concerning the alternatives was lower than for the conceptual scenarios in the previous step of VISION 2050. Similarly, although only 32 individuals provided feedback through the online tool for the alternatives, there were 551 unique visitors to the alternatives site during the comment period for the alternatives (ended December 18, 2015). This compares well to the 514 unique visitors to the scenarios site during the comment period for the scenarios (ended October 31, 2014). The content and structure of the alternatives workshops and the alternatives online tool was likely the primary reason for the reduced number of comments compared to the scenarios. The alternatives workshops and online tool focused on the performance of the alternatives as measured against the VISION 2050 plan objectives and their 50 associated criteria, while the scenarios workshops focused on gathering input on the specific land use and transportation elements of each scenario. In confirmation of this reasoning, although the content presented at the workshops was generally well received, one of the primary observations was that a significant amount of information was covered in a 90-minute session.

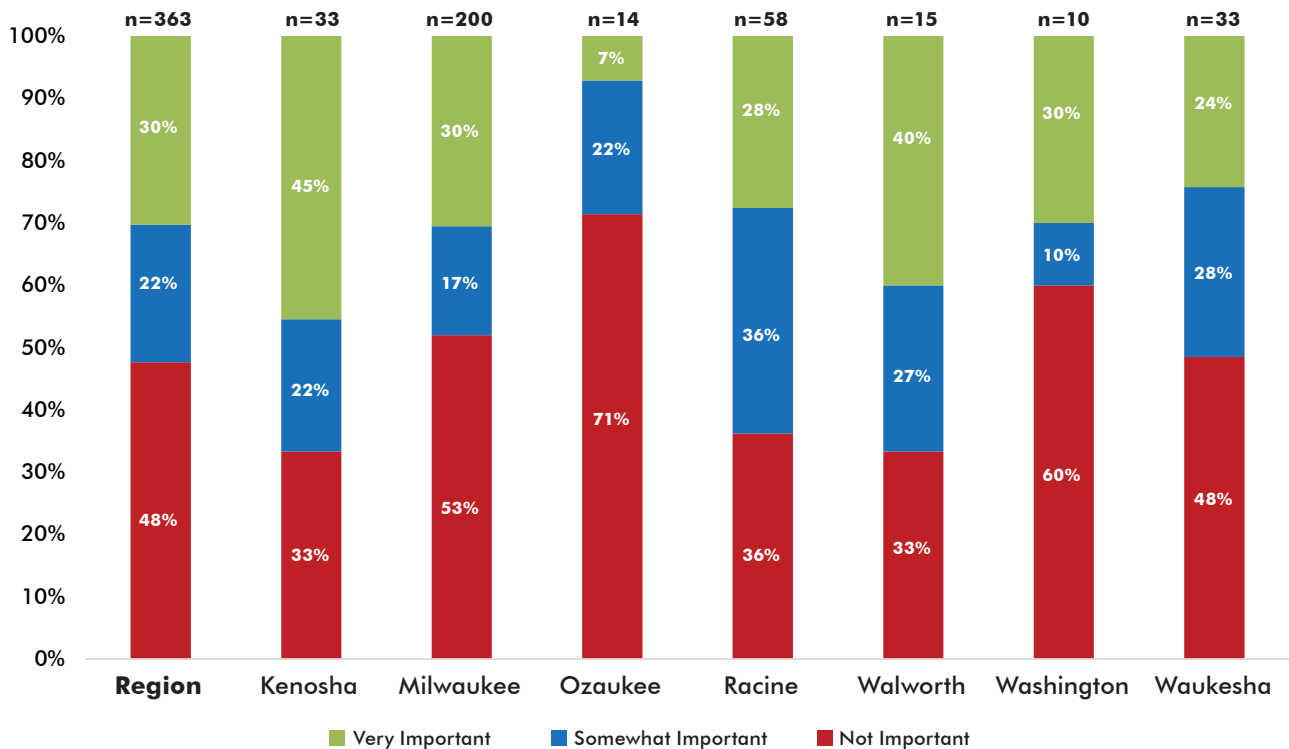
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Figure G-1

1. How important is it for VISION 2050 to encourage more infill, redevelopment, and somewhat higher density development?



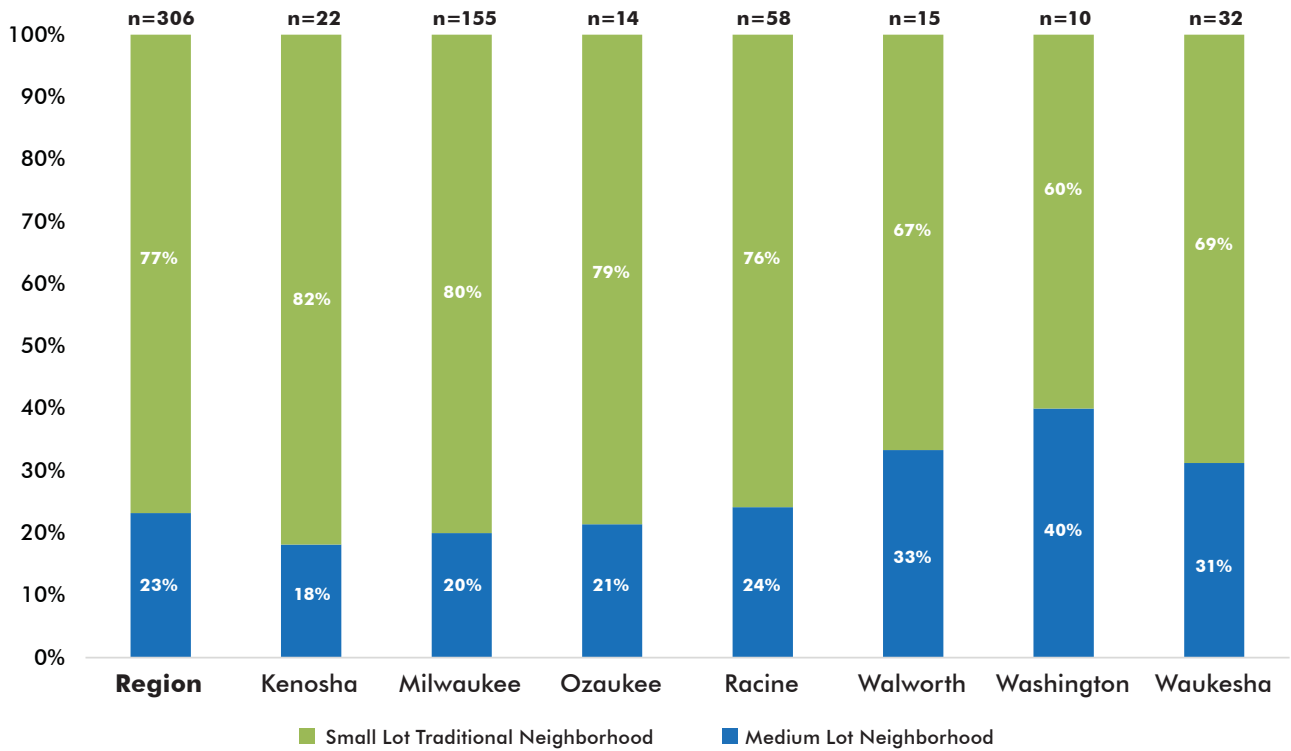
2. How important is it for VISION 2050 to recommend a land development pattern that reflects development trends from the past 20-25 years, including very low density development?



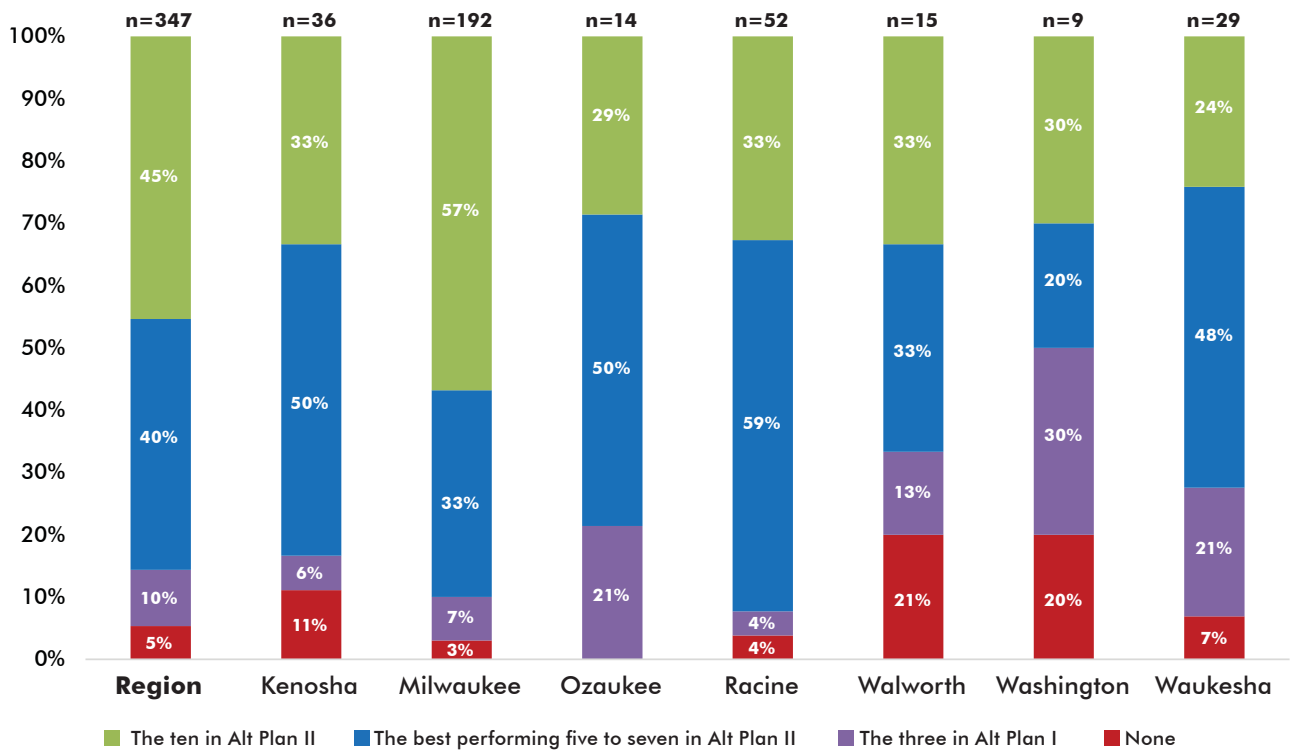
n = number of responses

Figure G-1 (continued)

3. Which type of new development would you suggest be encouraged in the recommended plan?



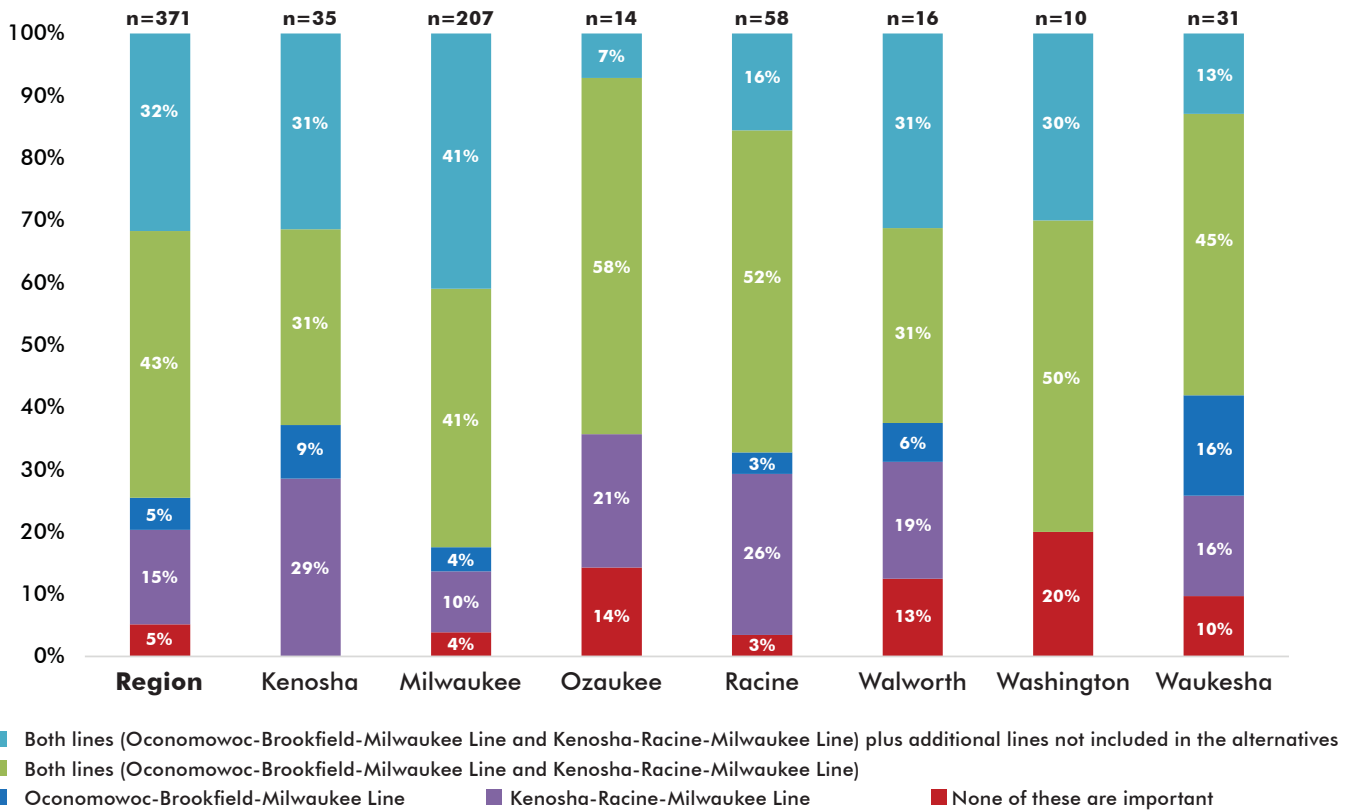
4. Which rapid transit corridors (could be BRT or light rail) would you like included in the preliminary recommended plan?



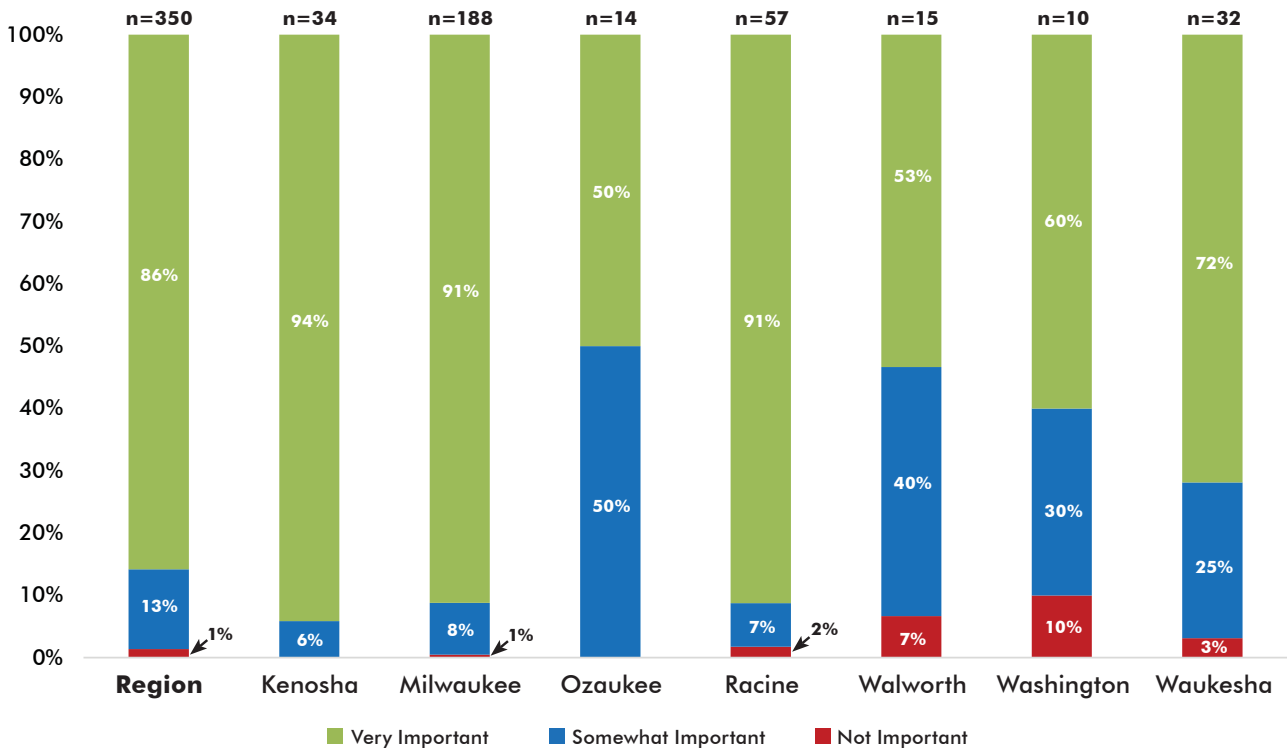
n = number of responses

Figure G-1 (continued)

5. Which commuter rail lines would you like included in the preliminary recommended plan?



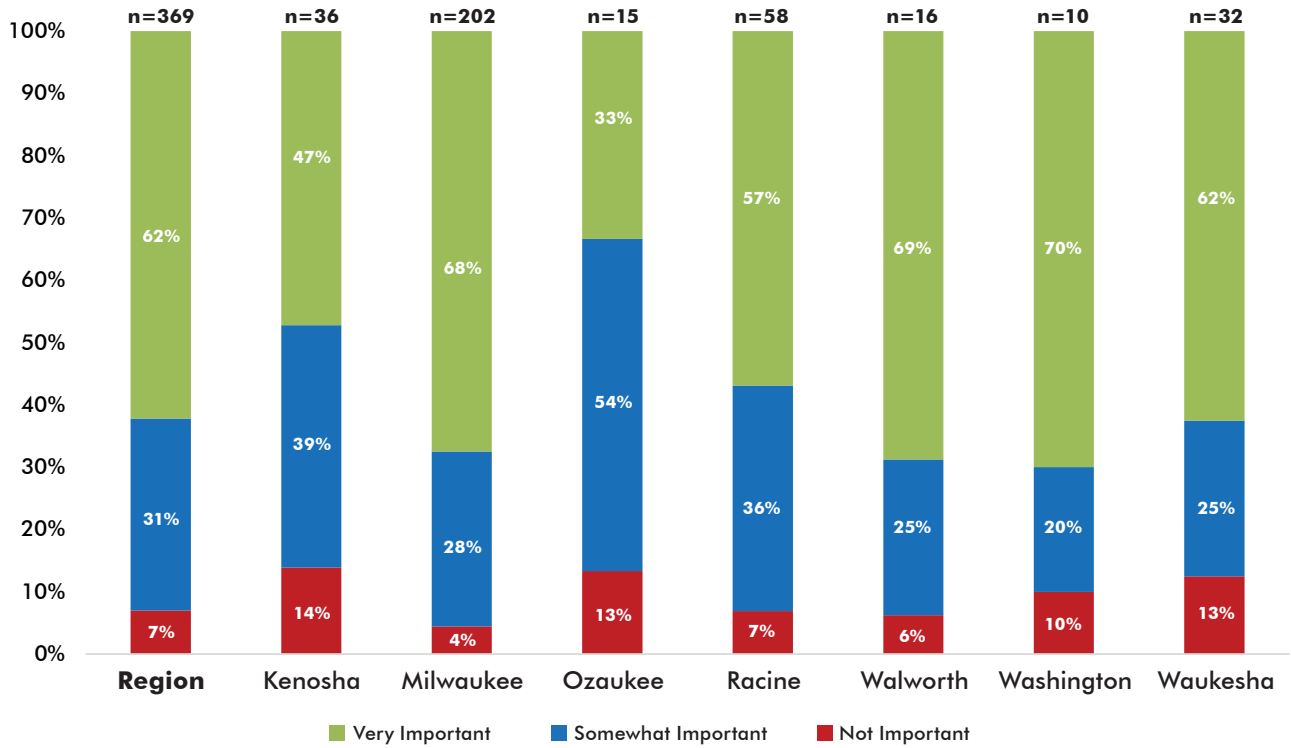
6. How important is it for residents to be able to reach jobs by public transit?



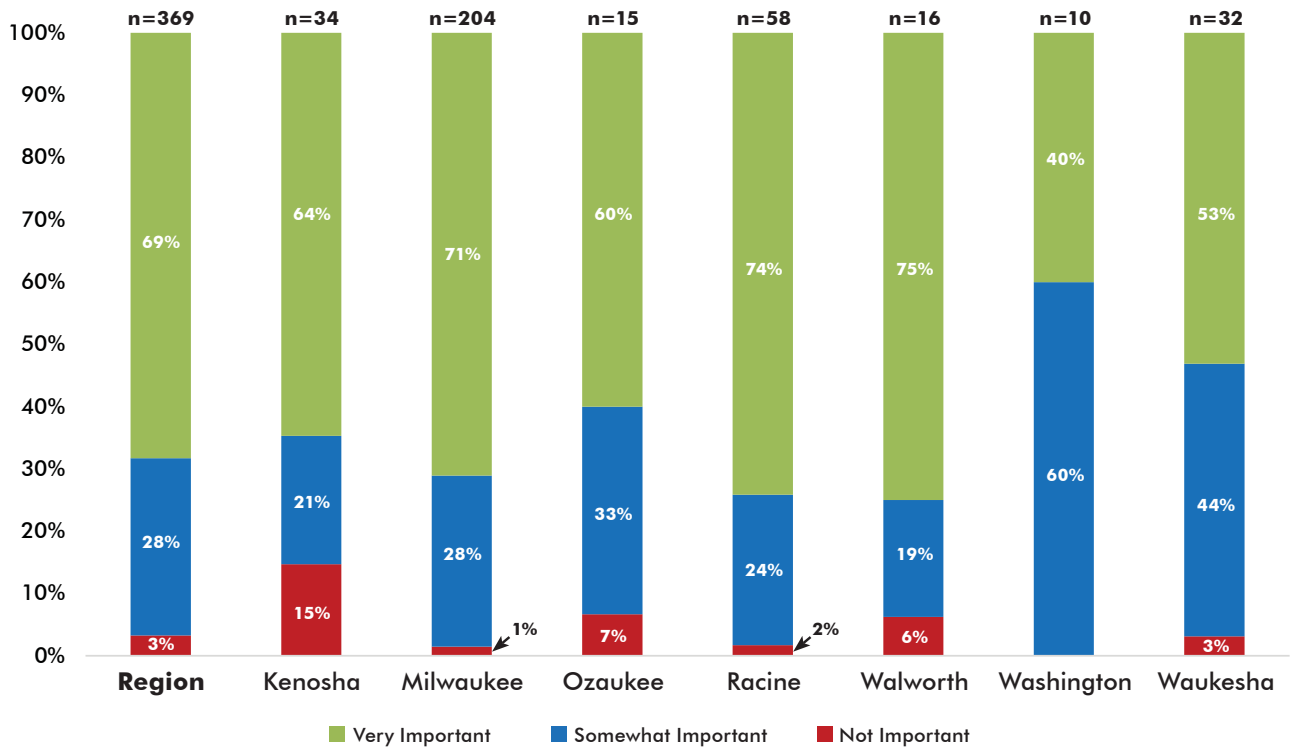
n = number of responses

Figure G-1 (continued)

7. How important is it to provide bicycle facilities in the Region?



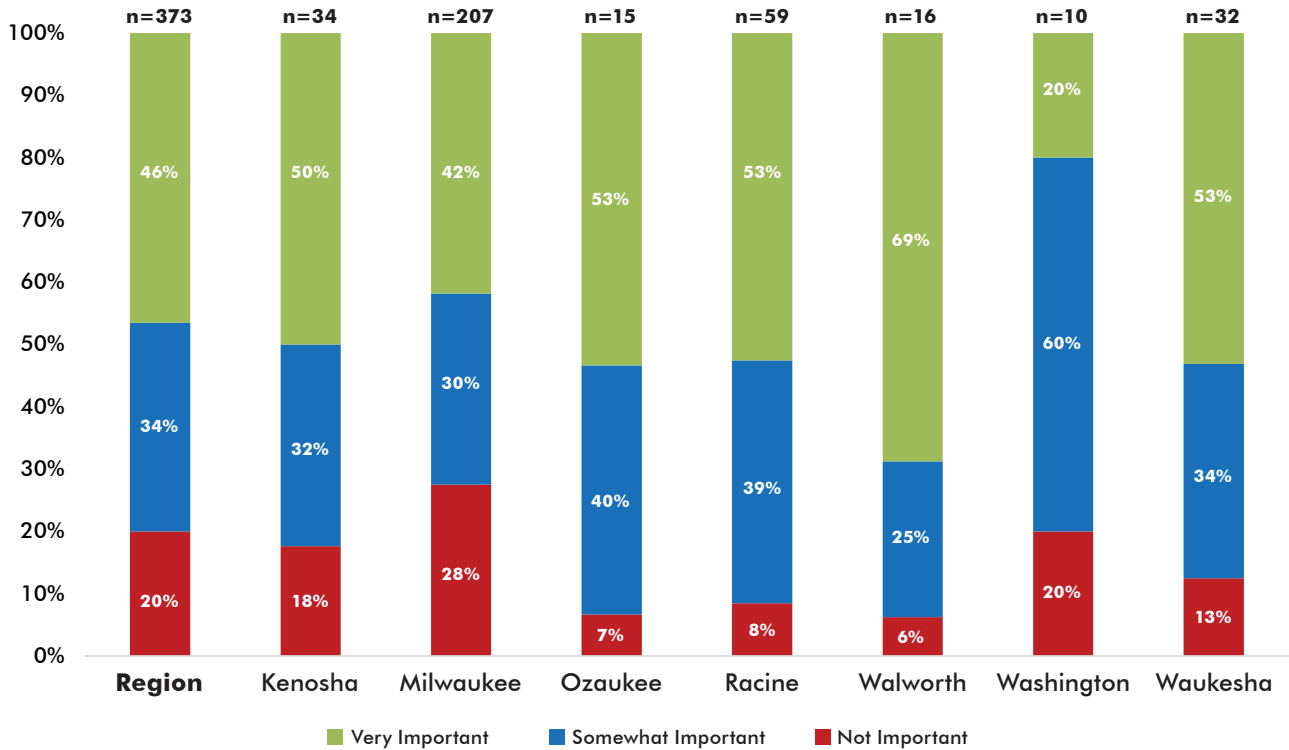
8. How important is it to separate bicyclists from motor vehicle traffic?



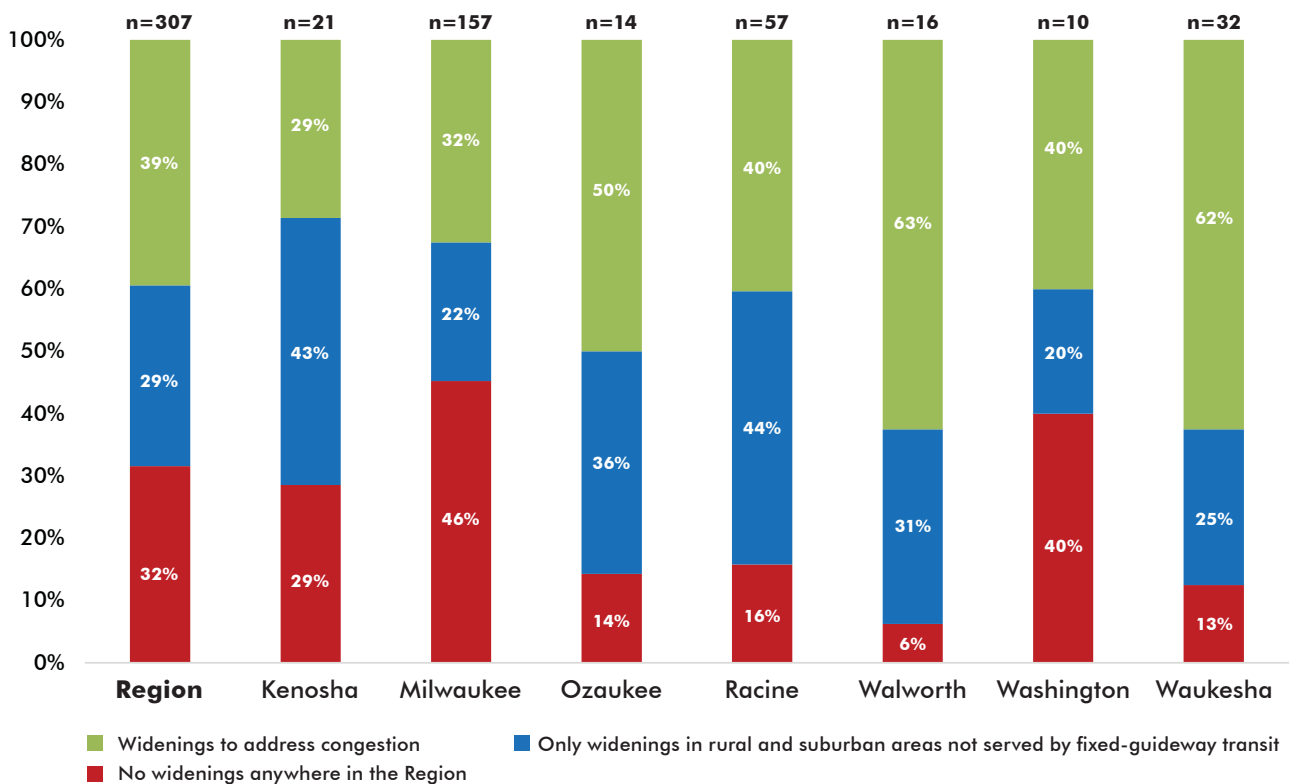
n = number of responses

Figure G-1 (continued)

9. How important is it to address congestion on the Region's freeways?



10. Which arterial street and highway widenings should be included in the preliminary recommended plan?



n = number of responses

Land Use

Environmental

- Numerous commenters expressed support for protecting environmental features such as water recharge areas, wildlife habitat, natural and historic resources, riparian corridors, green space, and native plants.
- Several commenters supported maintaining prime agricultural land in agricultural use.
- Several commenters supported encouraging pervious surfaces/permeable pavement.
- A few commenters suggested analyzing natural resource impacts by smaller geographies.
- A commenter noted public parklands should be in close proximity to population centers.
- A commenter indicated planning for downtown Milwaukee near Lake Michigan seems focused on economic development, but should also consider scenic viewpoints, urban open space, and bird migration routes (e.g. the Lake Michigan Flyway).
- A commenter encouraged creating passageways for wildlife where transportation infrastructure bisects green space.
- A commenter suggested recommending open space standards (e.g. acres per capita for each community).
- A commenter suggested recommending best management practices for farmland areas, such as how to minimize soil loss.
- A commenter suggested considering water supply from aquifers in locating new development.
- A commenter suggested new limits on phosphorus pollution by wastewater treatment plants.
- A commenter suggested modifying planned sewer service areas to discourage development that would harm lakes and rivers.
- A commenter suggested VISION 2050 make recommendations aimed at achieving more efficient water use by residents and businesses.
- A commenter indicated very low-density housing does not have a significant impact on an area's groundwater recharge potential.
- A commenter suggested that the City of Waukesha application to use Lake Michigan water could have a negative impact environmentally.
- A commenter noted the Kenosha area has air quality issues and it seems power plant emissions are a factor.

Support for More Compact Development

- Numerous commenters noted that retired people and Millennials are increasingly preferring to live in urban areas where they do not need to drive to various destinations.
- Numerous commenters cited benefits of more compact development, including:
 - People socialize more often in traditional neighborhoods, which builds a sense of community and increases trust among neighbors.
 - Residents living in neighborhoods with higher density, mixed-use development are able to get around easily.
 - Ability to take advantage of existing water and sewer infrastructure.
 - Extending public services and infrastructure outside existing service areas is costly.
 - Communities with limited land availability are able to accommodate more residents.
 - Less house and yard to maintain, particularly beneficial to older residents.
 - Barriers and crime decrease, when combined with increased connectivity.

Appendix G-2 (continued)

- Several commenters suggested that development in rural areas should involve a home on a small part of a larger land area, with the remainder of the larger area left undeveloped (i.e. cluster subdivision principles).
- A commenter indicated communities should be strengthened by infill and redevelopment in existing cities and villages.
- A commenter opposed employment sprawl and suggested limiting greenfield development.
- A commenter suggested considering lower tax rates closer to rail lines and restricting development in certain areas to promote more compact TOD.
- A commenter expressed support for building more homes on smaller lots.
- A commenter suggested that achieving higher density will require economic incentives, and that VISION 2050 should recommend economic incentives to achieve higher density.
- A commenter suggested some people want to live in the city and this should be made a viable option to avoid losing educated people to the suburbs.
- A commenter suggested denser, more walkable development should involve local businesses rather than big box retail with large parking lots.
- A commenter suggested that the Region needs more walkable, higher density residential development, as there is already a large supply of low-density housing.
- A commenter suggested encouraging employers to locate in transit-supportive areas rather than in lower density areas that are difficult to serve by transit.

Concerns Related to More Compact Development

- Numerous commenters indicated a need to avoid gentrification and displacement of existing residents, citing the potential for increased property values associated with redevelopment and TOD in existing urban areas under Alternatives I and II.
- A few commenters expressed concern that crime will increase with higher population density.
- A commenter noted small lots may be more efficient, but larger lots allow people to build larger homes.
- A commenter expressed concern regarding fire safety for compact development.
- A commenter noted that some communities (e.g. Genoa City) are apprehensive about allowing more compact development because it has had negative consequences, such as increasing property taxes due to additional school costs.
- A commenter expressed concern that increased density would increase the concentration of air pollution.
- A commenter expressed concern that tax revenue from large lot homes would be lost if more compact development is encouraged.
- A commenter suggested consideration of the stress of living in dense neighborhoods.
- A commenter noted that, while more compact development may be beneficial, many people see a larger home as a sign of status and may not be willing to give that up.

Walkability

- Numerous commenters cited benefits related to developing more walkable areas, including:
 - There is an aging population, and walkable areas allow people to live in their homes longer.
 - The ability to walk to destinations encourages more active transportation, which can improve residents' health.

Appendix G-2 (continued)

- A few commenters indicated it is important to ensure safety in walkable areas.
- A commenter suggested recommending making rural areas more walkable.
- A commenter suggested improving walkability in urban areas with existing sidewalks by providing more destinations within walking distance.
- A commenter noted that support for walkable neighborhoods will require a cultural change.
- A commenter noted that certain areas in the Region will be difficult to make walkable because they do not have sidewalks.

Other Land Use-Related Comments

- Several commenters noted the need to make recommendations for actions required to achieve more compact development, citing that development is often based on real estate market forces.
- Several commenters expressed concern regarding people and jobs moving from the urban center of the Region, particularly the City of Milwaukee, to suburban areas.
- Several commenters supported encouraging employment adjacent to transit improvements.
- A few commenters suggested incorporating New Urbanism concepts into VISION 2050 recommendations.
- A few commenters indicated some businesses that have relocated to the suburbs are having trouble finding workers who are able or willing to commute to their new suburban locations.
- A few commenters noted the need to address multi-generational housing.
- A commenter suggested making recommendations for cohousing.
- A commenter suggested more education for municipal elected officials about land use concepts covered in VISION 2050.
- A commenter indicated a need to coordinate land use zoning to achieve Alternatives I and II in Waukesha County.
- A commenter noted it is important to locate a variety of affordable housing options near jobs, but that it can be difficult to get communities to offer a variety of options.
- A commenter suggested graphically showing the amount of land consumed and breaking down how much land is consumed by purpose (residential, transportation, etc.).
- A commenter indicated that property owners have the right to sell their land and there should be limited government control.
- A commenter noted that a number of businesses are leaving Illinois and moving to Walworth County, and that young families are moving to Walworth County because of the school systems.
- A few commenters suggested that family-supporting jobs should be created in areas where people already reside.
- A commenter noted that there seems to be a disconnect between potential workers residing in Milwaukee County and employers and jobs located in Waukesha County.
- A commenter suggested that municipalities should be allowed to determine how dense to develop their communities.
- A commenter noted a need to consider local plans when developing VISION 2050.

Public Transit

General Support for Transit Investment

- Numerous commenters expressed general support for improving and expanding public transit, citing that public transit investment provides potential benefits such as:
 - Transportation options for people that cannot afford a car.
 - Improved access to jobs, school, education, shopping and other destinations, particularly for low-income residents.
 - Strengthened communities when paired with more dense development.
 - Attracting more residents and businesses to the Region.
 - Reduced traffic congestion.
 - An alternative to driving in congested traffic.
 - Transportation options for older residents that may not have the ability to drive, particularly given the aging Baby Boomer population.
 - More affordable to users than private transportation companies.
 - Less stressful than driving.
 - More health benefits than driving.
 - Reduced wait times for existing transit users.
 - Reduced air pollution.
- Numerous commenters expressed general support for the transit expansion in Alternatives I and II, but noted a need to address how the expansion could be funded.
- Numerous commenters expressed concern that if transit services continue to decline, many residents will not be able to get to jobs.
- Several commenters suggested additional public transit services or areas to serve, including:
 - Connecting western Racine County and the City of Racine.
 - Connecting western Racine County and Walworth County.
 - Connecting the Milwaukee area to Ozaukee and Washington Counties.
 - Services to address the needs of low-income, migrant, and undocumented residents in Walworth County.
 - Connecting the Region's smaller communities.
 - Some form of public transportation services in Walworth County, especially around Elkhorn and Delavan, such as shared-ride taxi or employer shuttles.
 - Connecting Kenosha and Pleasant Prairie.
 - Connecting Kenosha and Racine Counties.
 - Connecting to North Shore Suburbs of Milwaukee.
 - Connecting Mequon/Thiensville to downtown Milwaukee.
 - Connecting downtown Milwaukee, UW-Milwaukee, Walker's Point, Bay View, and General Mitchell International Airport with streetcar.
 - Connecting workers in the Kenosha and Racine areas to Snap-On in Kenosha.
 - Connecting to western Milwaukee suburbs such as Brookfield and Waukesha.
 - Connecting to job locations like Amazon in Kenosha and Quad Graphics in Sussex.
 - Expanding shared-ride taxi in Ozaukee County to areas outside the County.
- A few commenters suggested increasing transit service frequency, particularly in Racine and Kenosha.

Appendix G-2 (continued)

- A few commenters suggested transit schedules should be reflective of school times and second- and third-shift jobs.
- A commenter suggested the Region needs a regional transit system.
- A commenter indicated that Millennials are more inclined to use transit.
- A commenter expressed concern that if transit services become less frequent it will be difficult for the students and teachers that rely on public transit to get to class on time.
- A commenter indicated residents want extended hours for shared-ride taxi services in Ozaukee County, particularly for seniors, people with disabilities, and third-shift workers.
- A commenter expressed support for the transit expansion in Alternative II because it would do the most to reduce disparities between white residents and minority residents.
- A commenter noted that City of Kenosha is working to develop a Central Transit Hub at the former Chrysler engine plant site.
- A commenter indicated a need to address the issue related to transit users having difficulty traveling the “last mile” to their final destinations.

General Opposition to Transit Investment

- A commenter noted that you can get most places in 30 minutes driving a car, and questioned why people would want to give that up to use transit.
- A commenter expressed concern that rapid transit, while beneficial for the Milwaukee area, would not benefit the rural areas of the Region and may result in less resources for maintaining the quality of the roadways in rural areas.

Rapid Transit

- A commenter suggested an additional rapid transit corridor in the far northwest side of Milwaukee, between Butler and 43rd St/Silver Spring Dr.
- A commenter suggested that bus rapid transit is more cost effective than light rail.
- A commenter suggested that light rail should be prioritized over bus rapid transit.
- A commenter suggested removing IH 794 and replacing it with light rail.

Commuter Rail

- Numerous commenters suggested additional destinations to consider serving with commuter rail, including:
 - Northwest: Menomonee Falls, Germanton, Hartford, West Bend, Fond Du Lac
 - North: Shorewood, Glendale, Mequon, Grafton, Port Washington, Sheboygan, Green Bay
 - Southwest: Greenfield, New Berlin, Muskego, Franklin, Elkhorn, Delavan, Lake Geneva, East Troy, Janesville
 - West: Jefferson County
 - South: Northern Illinois
- A few commenters expressed support for commuter rail between Milwaukee and Waukesha County.
- A commenter expressed support for commuter rail between Kenosha, Racine, and Milwaukee.
- A commenter suggested that commuter rail and freight rail services should operate on separate lines to minimize delays between modes.
- A commenter suggested adding stations in Racine.

Appendix G-2 (continued)

- A commenter suggested providing commuter rail north to Port Washington instead of west to Oconomowoc, while providing intercity rail between Milwaukee and Madison that would have a local option with more stops in Waukesha County.
- A commenter suggested that the western terminus of the Milwaukee-Brookfield-Oconomowoc line would not provide enough demand to justify frequent service.
- A commenter noted it would be better if people lived closer to their jobs rather than needing commuter rail to commute long distances.
- A commenter suggested implementing commuter rail in shorter increments, such as extending Metra service to the Racine area.
- A commenter noted that companies like SC Johnson want commuter rail extended to Racine to attract workers from the Chicago area.
- A commenter indicated that commuter rail may address congestion at a lower cost than widening highways.
- A commenter suggested a Kenosha-Racine-Milwaukee commuter rail line would be more cost effective than a Lake Parkway extension as it would connect people to Racine, Kenosha, and northeastern Illinois.

Other Transit-Related Comments

- Numerous commenters expressed support for implementing high-speed passenger rail service between Milwaukee and Madison.
- A few commenters suggested comparing the Region's transit systems to other regions' systems.
- A few commenters suggested that rail transit would have more economic benefits than bus transit.
- A few commenters indicated there is a need to improve the public perception of transit safety.
- A few commenters suggested consistent fares and payment type across the different types of transit services.
- A few commenters suggested that bus stops include shelters and benches, particularly for seniors and people with disabilities.
- A few commenters suggested implementing disincentives for driving to encourage the use of transit services.
- A few commenters noted that there did not seem to be enough transit improvements serving Walworth County, noting that the commuter bus route in Alternatives I and II would only extend to Elkhorn.
- A commenter expressed disappointment that short-term political pressures often influence public transportation investments rather than the actual needs.
- A commenter indicated that fixed-route public transportation is too inflexible in certain areas of the Region, and suggested considering more flexible public transit options, like vanpooling.
- A commenter suggested encouraging schools, businesses, and hospitals to change hours to be more accommodating of public transit schedules.
- A commenter expressed disappointment that the former rail corridor between downtown Milwaukee and Waukesha was converted into the Hank Aaron State Trail rather than preserving it for passenger rail service.
- A commenter suggested adding passenger rail service to Minnesota from the Illinois Border, Racine County, and Walworth County.

Appendix G-2 (continued)

- A commenter expressed concern that out-of-pocket costs for transit dependent residents will increase at a faster rate than for residents that own cars and do not use transit.
- A commenter suggested it will be important to have improved accommodations/amenities on local buses and/or other public transit as part of the proposed transit expansion.
- A commenter noted that saving money by switching to transit is good, but estimates of how many people would switch need to be realistic because driving is quick and convenient.
- A commenter suggested connections between different types of transit service should be convenient and affordable.
- A commenter noted Southeastern Wisconsin is far behind other regions in terms of the Region's transit system.
- A commenter expressed concern that additional transit options may negatively impact ridership on existing local bus systems.
- A commenter noted that Walworth County has a Transportation Coordinating Committee that has been considering shared-ride taxi, and while progress has been slow, shared-ride taxi in Walworth County should probably be considered part of the Trend.
- A commenter suggested shared-ride taxi in Walworth County would help get people to jobs.
- A commenter suggested that there are many low-income individuals in Walworth County that need improved transportation access.
- A commenter noted that shared-ride taxi has many benefits, but can also be expensive to provide.
- A commenter noted that transit should only be expanded where ridership would be high enough.
- A commenter expressed concern that shared-ride taxi would not provide adequate transportation for lower income people in Walworth County when many times a short turnaround is needed in pick up times.
- A commenter suggested transit service be ADA accessible, both getting on and off transit vehicles (e.g. level boarding) and on-board transit vehicles (e.g. wheelchair tie downs).
- A commenter suggested shared-ride taxi service be ADA accessible, accommodating large/heavy wheelchairs and guide dogs.
- A commenter suggested surveying residents to determine whether they would be willing to give up a car and use transit instead.
- A commenter expressed concern that there may be limited right-of-way available for rapid transit lines due to recent roadway widenings.
- A commenter noted that transit accessibility should also consider the presence and maintenance of sidewalks.
- A commenter indicated the transit expansion in Alternatives I and II appeared to not be serving the Milwaukee's inner city.

Bicycle and Pedestrian

General Support for Bicycle Investment

- Numerous commenters expressed general support for improving and expanding bicycle and pedestrian facilities, citing the following potential benefits:
 - Improved safety for bicyclists.
 - More comfortable and efficient travel for existing bicyclists.
 - Potential to attract more people to travel by bicycle if they feel safe.
 - Additional transportation options can improve health and reduce healthcare costs.
- Numerous commenters expressed support for enhanced bicycle facilities, citing the following potential benefits:
 - Physical separation of bicycles and automobiles.
 - Increased safety and perception of safety.
 - Potential to attract more people to travel by bicycle.
- Several commenters indicated that many people bicycle all year round, including during cold winter months.
- Several commenters expressed support for accommodating bicycles as surface arterial streets and highways are resurfaced or reconstructed.
- A commenter suggested narrowing urban automobile travel lanes to 9 feet to make room for on-street bike lanes.
- A commenter suggested Washington County should be a destination for recreational cyclists.
- A commenter expressed support for bike share programs, particularly in higher-density, mixed-use neighborhoods.
- A commenter suggested an off-street path connecting the MRK Trail to the We Energies Trail in the Village of Caledonia.
- A commenter suggested an off-street path connecting the Burlington and Sturtevant areas.
- A commenter suggested implementing bicycle and pedestrian facilities similar to those in Scandinavian countries.
- A commenter expressed support for expanding the off-street bicycle network because it provides access to natural areas.
- A commenter indicated a need for a safe bicycle connection from downtown Milwaukee to the South Side and South Shore Park.
- A commenter suggested providing an extension of the off-street path in Whitewater.
- A commenter suggested converting Vliet Street in Milwaukee into a bikeway.

General Opposition to Bicycle Investment

- Numerous commenters suggested that bicycle investment should be limited, citing the following reasons:
 - The Region's climate involves several months of cold weather, which may limit the use of bicycle facilities.
 - Bicycles are used more for recreation than for getting to work, school, or shopping, particularly in the suburbs.
 - Not many people currently travel by bicycle compared to other modes.
 - Bicycle facilities require additional right-of-way, which may result in additional traffic congestion if automobile capacity is reduced.

Appendix G-2 (continued)

- Off-street path expansion may negatively impact existing farmland, open space, and walking spaces.

Pedestrian Facilities

- A commenter suggested providing more data on walking trips, noting that walking is the most efficient travel mode and pedestrians need safe facilities.
- A commenter suggested identifying key corridors where sidewalks should be constructed, such as Washington Avenue in Racine.
- A commenter suggested providing guidance on where and how to construct sidewalks.
- A commenter suggested ensuring that sidewalks meet ADA requirements.
- A commenter noted that many sidewalks are in disrepair, which discourages walking.
- A commenter suggested providing covered walking areas.

Other Bicycle/Pedestrian-Related Comments

- A commenter suggested that the need to separate bicyclists from vehicular traffic depends on the built environment and the availability of other nearby routes, noting it may make sense in areas where vehicle speeds are higher, but not in urban centers where speeds are lower.
- A commenter expressed support for restricting bicycles from using sidewalks in urban areas as it is unsafe for pedestrians.
- A commenter suggested encouraging bicycle travel on lower speed roads to increase safety.
- A commenter noted that drivers do not have enough respect for bicyclists, which creates dangerous situations.
- A commenter noted it may be difficult to implement enhanced bicycle facilities in higher density areas with limited right-of-way availability.
- A commenter expressed support for more protected bike lanes rather than buffered bike lanes.
- A commenter suggested encouraging bicycle travel on nonarterial streets paralleling arterials, rather than on the arterials themselves.
- A commenter expressed concern that the alternatives do not include adequate bicycle connections in Walworth County.
- A commenter expressed concern that rental rates increase along "Complete Streets," which could displace existing residents.
- A commenter suggested using rail corridors for bicycle facilities rather than transit.
- A commenter suggested designing certain roads to disallow trucks and focus on accommodating bicycles.
- A commenter suggested providing bicycle and pedestrian connections through neighborhoods that have a lot of cul-de-sacs.
- A commenter indicated a need to provide adequate funding for trail maintenance.
- A commenter suggested considering the needs of ADA/wheelchair users of bike paths.

Arterial Streets and Highways

General Support for Highway Investment

- Several commenters suggested providing a better highway connection between the City of Racine and IH 94.
- Several commenters indicated the extension of the USH 12 freeway from Elkhorn to Whitewater is needed, citing that it would provide significant economic development benefits.
- A commenter suggested if congestion is not addressed in developed areas, people will move out to suburban/rural areas.
- A commenter noted that not widening any highways may lead to increased traffic congestion.
- A commenter indicated a need to address poor pavement condition.
- A commenter stated that the widening of STH 164 in Washington County is needed.
- A commenter indicated a need for more north-south roads in Waukesha County.

General Opposition to Highway Investment

- Numerous commenters expressed a preference for not widening any highways.
- Several commenters noted that congestion is not a major issue in the Milwaukee area, citing low congestion levels compared to other metro areas across the country.
- Several commenters recommended not including the 124th St. extension between Greenfield Ave. and Watertown Plank Rd. in the recommended plan.
- A few commenters noted that reconstructing with additional lanes results in additional maintenance and reconstruction costs in the future.
- A few commenters indicated the Region should repair existing roads and streets first rather than widening roadways.
- A few commenters suggested that widening streets and highways does not necessarily alleviate congestion, and may increase congestion due to the additional vehicles that would be attracted.
- A few commenters expressed opposition to expanding IH 43 in Milwaukee County.
- A few commenters suggested specifying the congestion level that prompts the need to widen a roadway.
- A commenter noted that roadway widenings can decrease property values.
- A commenter suggested that freeway widenings lead to more jobs moving to suburban areas of the Region and away from the minority and low-income populations that need the jobs.
- A commenter expressed support for the alternatives without highway widenings or new facilities, citing that the Region does not need more expansion and that fewer widenings and new facilities would result in lower impacts to primary environmental corridors.
- A commenter expressed concern that some highway projects consume too much land and divide neighborhoods.
- A commenter suggested that widenings encourage further low density development and limiting widenings to rural areas can still impact the potential for higher density development in urban centers.
- A commenter indicated that providing additional highway capacity is expensive and is an inefficient use of public space at most times of the day.
- A commenter suggested maintaining existing freeway footprints during reconstruction and investing in walking, bicycling, and transit options instead.

Appendix G-2 (continued)

- A commenter expressed opposition to the West Waukesha Bypass project, citing impacts to natural resources/wetlands.

Other Highway-Related Comments

- Several commenters suggested enhancing programs that provide access to automobiles for low-income residents, such as auto loan and driver's license recovery programs.
- Several commenters suggested implementing more traffic calming measures to deter drivers from speeding, particularly on residential streets.
- A few commenters suggesting measures be taken to discourage drivers from using residential streets to avoid traffic congestion on main arterial streets and highways.
- A commenter suggested considering the displacement of minority populations and low-income families in relation to the impacts of highway widenings.
- A commenter indicated if the minority population will be negatively impacted by an arterial street or highway improvement, the improvement needs to benefit the minority population.
- A commenter noted if IH 43 is widened (especially between Capitol Dr. and North Ave.) there would be a need to address moving minority residents and low-income families out of their homes and a need to provide these groups with jobs.
- A commenter suggested that if no widenings or new facilities were implemented, transit improvements would need to be implemented to address the additional congestion.
- A commenter suggested reducing freeway speed limits from 70 mph to 65 mph if data show that the higher speed limit leads to more crashes and more serious injuries.
- A commenter suggested there may be maintenance cost savings associated with limiting the amount of heavy traffic allowed on certain arterials.
- A commenter suggested identifying unneeded roadways that can be removed to reduce future maintenance costs.
- A commenter expressed confusion regarding the approach to highway widenings in Alternative II, indicating it would not be appropriate to limit widenings to rural areas as these areas are not congested.

Additional Comments Related to the Alternatives

Comments Related to VISION 2050 Implementation

- Numerous commenters indicated a need to explain how VISION 2050 would be implemented, including how investments would be funded and who would be responsible for implementation.
- Numerous commenters expressed concern that current revenue sources would not be adequate to fund the improvements proposed in the alternatives, specifically suggesting:
 - The gas tax will not be able to adequately fund future highway projects due to increases in fuel efficiency.
 - The Region needs a regional transit authority and dedicated funding for transit.
 - Fares could be changed to help fund Alternatives I and II.
 - Tolling should be considered as a new revenue source.
 - The current highway funding structure is unsustainable as it requires significantly subsidizing road construction and maintenance costs.

Appendix G-2 (continued)

- Several commenters expressed skepticism that Alternatives I or II could be implemented, citing a need for many people to change their behavior and many communities to change the way they develop.
- Several commenters indicated a need to monitor community implementation of VISION 2050, especially the land development pattern recommendations.
- A commenter noted a need to make sure individual municipalities are aware of VISION 2050 recommendations so they can be incorporated into their plans.
- A commenter stated that in order to implement major public transit improvements decision makers need to be convinced that there will be real benefits, such as reduced crime.

Comments Related to the Economy or Labor Force

- Numerous commenters suggested further emphasizing the indirect or “soft” economic benefits of Alternative Plans I and II, which involve quality of life improvements that are difficult to monetize but provide benefits that can offset the additional proposed investment.
- Several commenters indicated a need to address education and job training.
- A commenter suggested encouraging even more travel by alternative transportation modes, which would result in even more out-of-pocket transportation savings.
- A commenter indicated a need to address an existing and future labor shortage in the Region, noting a critical need for businesses to have access to workers and that the economy benefits from people being employed.
- A commenter indicated a need to attract more workers to the Region, especially as the Baby Boomer generation retires.
- A commenter expressed concern that an increase in machines replacing humans in the workforce will affect minority and low-income populations in particular.

Comments Related to Multiple Transportation Modes

- Numerous commenters suggested the transportation system needs to be multimodal.
- Several commenters suggested integrating the bicycle network with the transit system, making the following specific suggestions:
 - Connect bicycle routes to transit stops and stations.
 - Include bicycle parking facilities (e.g. racks or lockers) and other amenities (e.g. showers) at transit stops and stations.
 - Accommodate bicycles on transit vehicles to assist transit users in traveling the “last mile” to their final destinations.
- A commenter suggested considering combined bus and bike lanes.
- A commenter suggested it should be a goal to eliminate at-grade railroad crossings and that commuter train tracks should not have at-grade bicycle/pedestrian crossings.
- A commenter suggested reducing turn lanes and narrowing roadways in corridors where bicycle and transit travel is prioritized.
- A commenter noted that a continuing trend of development towards Sheboygan may justify additional investment in transportation connecting to areas north of Ozaukee County.
- A commenter suggested encouraging employers to offer incentives to employees to use public transit, bike, or walk to work.

Appendix G-2 (continued)

Comments Related to the VISION 2050 Presentation, Process, and Analyses

- Several commenters suggested evaluation results should be presented by county or community, noting that land use and transportation solutions differ by area of the Region.
- Several commenters suggested expressing the transportation investment dollar figures on a per resident or per taxpayer basis.
- Several commenters suggested equitable access analyses should also include estimating the benefits and impacts for people with disabilities.
- A few commenters indicated a need to obtain more input from central city residents.
- A few commenters expressed concern that minority residents are not being asked about their needs in terms of land use and transportation.
- A few commenters suggested quantifying the savings in healthcare costs under the alternatives.
- A commenter suggested more significantly considering the implications of shared mobility.
- A commenter suggested presenting how the alternatives compare to the year 2035 regional land use and transportation plans.
- A commenter suggested describing why improvements in one part of the Region should be supported by residents in other parts of the Region.
- A commenter suggested additional analyses to determine if VISION 2050 would achieve three main aspects of sustainability: financial/economic, social/equity, and environmental.
- A commenter suggested identifying the implications of transportation system improvements on international transportation access (e.g. airports, interstates, rail).
- A commenter suggested comparing the percent of minority residents within 30 minutes of 100,000 jobs by transit to that of other regions.
- A commenter suggested comparing the percent of minority residents within 30 minutes of 100,000 or more jobs by transit to that of non-minority residents.
- A commenter noted that the maps of the Milwaukee Central Business District appear to show less service under Alternatives I and II than under the existing transit system.
- A commenter suggested more explicitly showing where residential and employment growth would occur under the alternatives.
- A commenter suggested better explaining the factors considered when determining where future residential and employment growth would be located.
- A commenter suggested breaking down population growth projections by how many people would be moving to the Region and how many would be born in the Region.
- A commenter suggesting testing the sensitivity of the alternatives under extreme population growth projections (e.g. no growth or extremely high growth).
- A commenter suggested providing a map of the projected labor pool near employment centers.
- A commenter suggested providing the existing cost of providing infrastructure and public services for development to compare to the alternatives.
- A commenter suggested being clear on whether/how inflation is factored into cost estimates.
- A commenter suggested more detailed analysis to compare the costs and benefits of transit and highway projects at a local or corridor level (e.g. comparing a Kenosha-Racine-Milwaukee commuter rail line to a Lake Parkway extension).
- A commenter indicated the estimates for out-of-pocket transportation savings under Alternatives I and II seem high.

Appendix G-2 (continued)

- A commenter indicated the estimates for out-of-pocket transportation savings under Alternatives I and II seem low.

Other Comments

- Several commenters expressed skepticism that self-driving cars will become widespread.
- A few commenters suggested the Commission membership should closer match the proportion of the population of each county in the Region.
- A commenter suggested eliminating subsidies given to commercial trucking.
- A commenter indicated the alternatives were too Milwaukee-centric.
- A commenter suggested aggressively integrating intelligent transportation systems and implementing pilot corridors for connected vehicle technology.
- A commenter indicated Alternative II, while the preferred of the three alternatives, does not go far enough, suggesting VISION 2050 should envision a Region without sprawl, with all streets becoming Complete Streets, and where streets and highways are reclaimed for direct human utilization (e.g. food/goods production, recreation, or public transit).
- A commenter suggested considering alternative fuel sources.
- A commenter stated that cars provide freedom and the vast majority of people drive and want to drive.
- A commenter suggested municipalities consider consolidating services to reduce expenses.
- A commenter suggested that new technology will likely reduce costs associated with automobile travel and ownership.
- A commenter indicated a need to address public safety in terms of both public and private infrastructure.
- A commenter suggested expanding carpooling and carsharing in the Region.
- A commenter suggested studying the use of rain gardens in transportation infrastructure.