PUBLIC FEEDBACK ON PRELIMINARY RECOMMENDED PLAN

APPENDIX J

EXECUTIVE SUMMARY

This is the fifth and final report in a series 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 fifth 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 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	April – May 2016

PARTNER WORKSHOP ATTENDANCE

Attendance for the fifth round of partner Visioning Workshops (identified as Workshop #5 throughout this report) in spring 2016 totaled 195 participants, as indicated in the following table:

Table J.1
Partner Visioning Workshops 1-5

	Workshop Attendance						Workshop Date				
Organization	#1	#2	#3	#4	#5	Total	#1	#2	#3	#4	#5
Common Ground	47	33	44	18	20	162	11/20/13	1/23/14	10/1/14	12/2/15	5/2/16
Ethnically Diverse Business Coalition	22	15	21	37	21	116	11/18/13	1/8/14	9/22/14	11/5/15	4/21/16
Hmong American Friendship Association	23	55	30	21	56	185	11/14/13	1/16/14	9/23/14	11/17/15	4/28/16
Independence*First*	21	23	20	19	20	103	11/7/13	12/12/13	10/2/14	12/3/15	4/25/16
Milwaukee Urban League	33	23	23	22	19	120	11/13/13	2/10/14	9/29/14	11/4/15	4/27/16
Southside Organizing Committee	25	30	10	20	20	105	11/21/13	1/14/14	10/6/14	11/10/15	4/19/16
Urban Economic Development Association of Wisconsin	22	17	15	10	10	74	11/14/13	1/9/13	9/24/14	11/3/15	5/3/16
Urban League of Racine and Kenosha	27	13	19	22	29	110	11/12/13	12/16/13	9/25/14	10/27/15	7/20/16
Total Attendance	220	209	182	169	195	975					

WORKSHOP #5 ACTIVITIES

The presentation, materials, and activities for the fifth and final series of VISION 2050 community partner workshops were consistent with the spring 2016 SEWRPC public workshops and included:

- Each meeting was held in an interactive open house format. An orientation presentation was given by SEWRPC staff throughout each meeting as new attendees arrived.
- Each participant received a 20-page booklet that summarized the preliminary recommended plan ("Draft Plan") for VISION 2050. The booklet included information about the land use component and transportation component of the Draft Plan, including each of the transportation elements: 1) Public Transit, 2) Bicycle and Pedestrian, 3) Transportation Systems Management (TSM), 4) Travel Demand Management (TDM), 5) Arterial Streets & Highways, and 6) Freight Transportation. The booklet also included information on funding for the Draft Plan, including a funding gap for the Public Transit element, and identified benefits of implementing the Draft Plan and addressing the transit funding gap.
- Each venue was set up with interactive stations, including display boards, comment cards, and staff available to answer questions. The stations and comment cards were color-coded to match the sections of the Draft Plan booklet. There were six stations in total: 1) VISION 2050 Overview, 2) Land Use, 3) Public Transit, 4) Bicycle and Pedestrian, 5) Arterial Streets and Highways (including TSM, TDM, and Freight), and 6) Funding and Benefits of the Draft Plan.

WORKSHOP #5 PARTNER RESULTS

Throughout the VISION 2050 process, feedback from participants at all partner workshops has been 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. Visioning results can be found on the VISION 2050 website (www.vision2050sewis.org).

All public comment on the Draft Plan presented in spring 2016 will be considered as the Commission staff prepares a final recommended plan for VISION 2050. Public comment and the final recommended plan will be considered by the Advisory Committees guiding VISION 2050 in mid-2016.

WORKSHOP #5 PARTNER REPORTS

Leaders and participants from the partner organizations consistently reported positive experiences regarding the VISION 2050 Workshop #5 content, process, planning, communication, and responsiveness of Commission staff.

Excerpts from the Workshop #5 reports submitted by VISION 2050 community partners follow:

Common Ground

"Twenty people attended this session. This included 6 people from UUCW, 5 CG staff members, 5 from other CG organizations and 4 from organizations other than CG. At least 6 attendees hadn't attended any of the preceding workshops. The previous CG workshop turned out 18 people. A few previous attendees indicated they planned to attend one of the county wide sessions…This turnout could be considered a success."

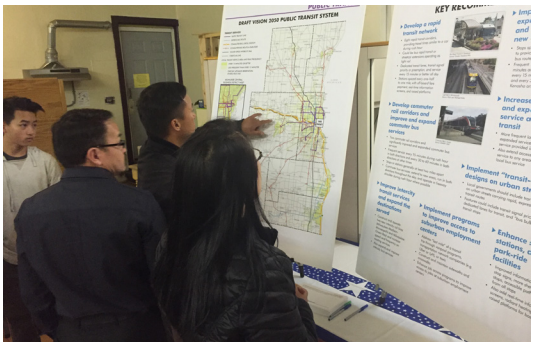
Ethnically Diverse Business Coalition

"The attendees were engaged, attentive and welcomed the opportunity to assist in the planning for the region."

"Based on the attendees demographics, which were business owners, chambers of commerce and residents, their participation provided SEWRPC with opinions of an individual that wears different hats (resident, employer, vendor, parent, community leader, taxpayer)."

"Our group looks forward to working with the SEWRPC staff again in the future when invited to do so. Thank you again for allowing the EDBC to be a part of planning for the year 2050."

Hmong American Friendship Association



"The model used in this final workshop was very effective and friendly. There were 6 stations set-up. The stations allowed the attendants to walk around and look at the final results. They enjoyed talking with the SEWRPC staff."

"Working with the SEWRPC team has been a great experience. They are very organized and always willing to help our people understand the process and finding creative ways to get everyone to participate, whether it is a push of a button or intense discussion in groups. They help shape this "incredible hard process" into a fun educational learning process for everyone."

Independence*First*

"Given that much of the information were covered as part of the alternatives in the previous round of VISION 2050 workshop on December 3, the open house format worked very well. This way, past participants did not have to sit through the same information again."

"The presentation at the start was a good idea in providing summary and background information for both past participants and first-timers. After the presentation, people were free to browse at their leisure and ask follow up questions. I saw quite a few SEWRPC staff in deep discussion with some participants."

"IndependenceFirst has enjoyed our collaboration with SEWRPC for the duration of the VISION 2050 workshops. Please keep us in mind for future opportunities for collaboration."

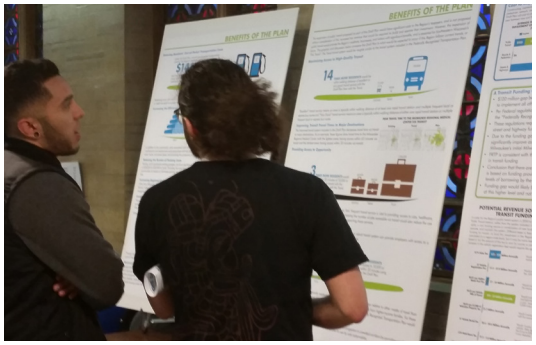
Milwaukee Urban League

Everyone really liked the Open House format…Everyone was in favor of the "land use" recommendations… Everyone was in favor of the "multiple transportation" options. Especially the options that would help central city residents get to jobs in outlying areas…Most were ok with the recommendations regarding "bicycle and pedestrian". It should be noted that our participants are not big bicycle users…While everyone was in favor of most elements of the draft plan, everyone felt funding the plan

would be a big challenge. When looking at the potential revenue sources, people had mixed feelings about what were the best options."

"I would like to thank all of the people at SEWRPC; especially Steve Adams and Nikki Payne, for giving MUL the opportunity to participate in this important multi-year planning process. As I said before, all too often our community is not included when planning efforts like this occur."

Southside Organizing Committee



"SOC recruited 20 neighborhood participants from the following neighborhoods and neighborhood stakeholders: Kinnickinnic River Neighbors in Action, Layton Boulevard West, Muskego Way, Forest Hills and South 5th Place Neighbor's Group, South of the Tracks, Bradley Tech High School, and Public Allies."

"Many of the conversations were those of public transportation and its effectiveness. One conversation that was discussed among the groups was concerning the usage of bike sharing stations. The concern was that they would deter the use of public transportation and there are better use of resources. Other participants were concerned about bike paths and how they would be improved to complement their recreational activities. Participants were also concerned about the cost, effectiveness and accessibility of the street car, if implemented."

"There was positive feedback with the open house style of the workshop because it accommodated our participants work and personal schedules."

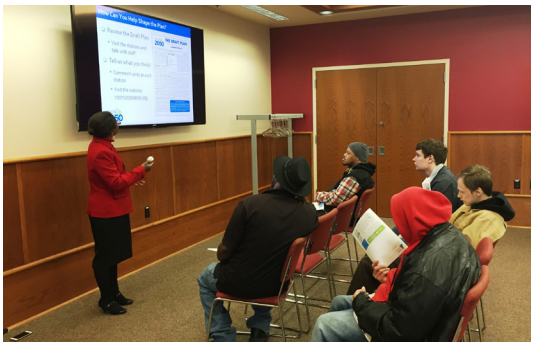
Urban Economic Development Association of Wisconsin

"Initially, a group of participants gathered around the "Land Use" station and discussed how the outreach for Vision 2050 public input sessions has been very impressive and inclusive."

"Though 24 individuals registered for the workshop, a total of ten attended. Of the individuals that did attend, the majority spent at least 30 to 45 minutes walking around, visiting stations and talking with SEWRPC staff. While participation was low, this seemed to be a great way for the public to examine the draft plan and provide candid input."

"Lastly, the majority of open house attendees indicated that they went to most, if not all, previous Vision 2050 public input sessions - some with UEDA, some through other entities."

Urban League of Racine and Kenosha, Inc.



"The 30 attendees at our April 20, 2016 Open House included three board members, 6 interns/trainees from Urban League programs and community residents from Kenosha and Racine. The demographics of the 30 participants (not including the SEWRPC staff): 6 African Americans, 7 Hispanics, 14 European-Americans, and 3 unknown (13 males; 17 females). Of the 30 participants, we know that 12 were low-income, 9 were moderate income or above, and the income of the other 9 is unknown."

"As has occurred in the past, the positive comments and feedback from attendees at the conclusion of the open house reflected the great job done by the SEWRPC team of experts."

Copies of the partner Workshop #5 reports follow:

SEWRPC Vision 2050 Open House
Hosted By Common Ground
At Capitol Drive Lutheran Church
5305 Capitol Drive
Observations
Monday, May 2, 2016

Twenty people attended this session. This included 6 people from UUCW, 5 CG staff members, 5 from other CG organizations and 4 from organizations other than CG. At least 6 attendees hadn't attended any of the preceding workshops. The previous CG workshop turned out 18 people. A few previous attendees indicated they planned to attend one of the county wide sessions.
This turnout could be considered a success.
Submitted by D. Briley – 5/12/16

Ethnically Diverse Business Coalition

Vision 2050 Planning Session
April 21, 2016

The event was attended by approximately 21 small business owners, chamber of commerce and business association executives. The attendees participated in activities to gauge their opinions about the drafted alternatives to-date for a 2050 blueprint of transit as well as the cost. The alternatives presented were created based on the feedback that was gleaned from the community at the past four SEWPRC planning sessions that took place in 2013, 2014 and 2015.

The SEWRPC team engaged the attendees in small groups of no more than 6 to obtain their feedback of the alternatives. The themes for the presentation of the final alternatives and cost was the interactive Open House. The small groups discussed what the plans looked like 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 now work to implement moving forward. Based on the attendees demographics, which were business owners, chambers of commerce and residents, their participation provided SEWRPC with opinions of an individual that wears different hats (resident, employer, vendor, parent, community leader, taxpayer).

Our group looks forward to working with the SEWRPC staff again in the future when invited to do so. Thank you again for allowing the EDBC to be a part of planning for the year 2050.

c/o The Business Council, Inc. 756 North Milwaukee Street Milwaukee, WI 53202

Hmong American Friendship Association, Inc.
SEWRPC
Workshop
April 28, 2016 Report

A total of 54 individuals attended the SEWRPC final workshop on April 28, 2016. Many of those who attended are Hmong community clan leaders. They have attended a number of SEWRPC workshops in the past.

The model used in this final workshop was very effective and friendly. There were 6 stations set-up. The stations allowed the attendants to walk around and look at the final results. They enjoyed talking with the SEWRPC staff.

Working with the SEWRPC team has been a great experience. They are very organize and always willing to help our people understand the process and finding creative ways to get everyone to participate, whether it is a push of a bottom or intense discussion in groups. They help shape this "incredible hard process" into a fun educational learning process for everyone.

IndependenceFirst
The Resource For People With Disabilities

December 17, 2015

SEWRPC
c/o Ben McKay
W239 N1812 Rockwood Drive
POB 1607
Waukesha, WI 53187-1607

Dear Mr. McKay;

Independence*First* was pleased to collaborate with SEWRPC to host the fifth and final VISION 2050 workshop on April 25th. There were 21 people in the audience.

Given that much of the information were covered as part of the alternatives in the previous round of VISION 2050 workshop on December 3, the open house format worked very well. This way, past participants did not have to sit through the same information again.

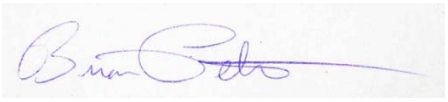
The presentation at the start was a good idea in providing summary and background information for both past participants and first-timers. After the presentation, people were free to browse at their leisure and ask follow up questions. I saw quite a few SEWRPC staff in deep discussion with some participants.

Personally, I was a bit surprised there was a separate comment card for each station, but it seems to have been effective.

Independence*First* has enjoyed our collaboration with SEWRPC for the duration of the VISION 2050 workshops. Please keep us in mind for future opportunities for collaboration.

Enclosed is the invoice for the workshop, including interpreter costs. Please contact me if you have any questions.

Sincerely,



Brian Peters
Community Access & Policy Specialist

Mr. Eric Lynde
Vision 2050 Project Manager
SEWRPC P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, WI 53187-1607

April 29, 2016

Re: Final Session - Vision 2050 Workshop Report & Invoice

Dear Mr. Lynde:

On April 27, 2016, the Milwaukee Urban League (MUL) held its final Vision 2050 workshop. I am disappointed that our attendance was down from previous workshops: 18 people attended on the 27th but I am pleased that most of the 18 had participated in Vision 2050 workshops previously.

Below is some brief feedback based on my "exit poll" of those in attendance:

- Everyone really liked the Open House format.
- Everyone was in favor of the "land use" recommendations.
- Everyone was in favor of the "multiple transportation" options. Especially the options that would help central city residents get to jobs in outlying areas.
- Most were ok with the recommendations regarding "bicycle and pedestrian". It should be noted that our participants are not big bicycle users.
- While everyone was in favor of most elements of the draft plan, everyone felt funding the plan would be a big challenge. When looking at the potential revenue sources, people had mixed feelings about what were the best options.

In summary, I would like to thank all of the people at SEWRPC; especially Steve Adams and Nikki Payne, for giving MUL the opportunity to participate in this important multi-year planning process. As I said before, all to often our community is not included when planning efforts like this occur.

If there are questions or a need for more information, feel free to contact me.

Please see the following attachments:

- Copy of Attendance Sheets
- April 27, 2016 Invoice

Sincerely,

Ralph E. Hollmon
President & CEO

Cc: Steve Adams

GO BLUE: Grassroots Organizing Building Leadership, Unity & Engagement

Summary Report: Near South Side Vision 2050 Session IV
May 4, 2016

The Southside Organizing Committee (SOC) held its 5th VISION 2050 workshop on April 19, 2016. It was held at Ascension Lutheran Chapel located at 1300 South Layton Boulevard.

SOC recruited 20 neighborhood participants from the following neighborhoods and neighborhood stakeholders: Kinnickinnic River Neighbors in Action, Layton Boulevard West, Muskego Way, Forest Hills and South 5th Place Neighbor's Group, South of the Tracks, Bradley Tech High School, and Public Allies. 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 and neighborhood stakeholders ensured representation from across the district. In addition to have wide representation of associations, SOC ensured a wide representation of age groups.

Many of the conversations were those of public transportation and its effectiveness. One conversation that was discussed among the groups was concerning the usage of bike sharing stations. The concern was that they would deter the use of public transportation and there are better use of resources. Other participants were concerned about bike paths and how they would be improved to complement their recreational activities. Participants were also concerned about the cost, effectiveness and accessibility of the street car, if implemented.

There was positive feedback with the open house style of the workshop because it accommodated our participants work and personal schedules.

Thank you for the 5th and final session.

Sincerely,

Clarissa Morales
Community Organizer

Southside Organizing Committee – SOC
1300 South Layton Boulevard, 2nd Fl., Milwaukee, WI 53215
(414) 672-8090 SOC@SOCmilwaukee.org www.SOCmilwaukee.org

UEDA Vision 2050 Open House: Public Meeting Draft Plan

Southeastern Wisconsin Regional Planning Commission (SEWRPC) Vision 2050

Workshop Date: May, 3 2016
Location: YWCA Southeast Wisconsin (1915 N. Martin Luther King Drive, Milwaukee)
Time: 3:00pm- 5:00pm

Summary

The interactive public meeting began with Steve Adams providing a brief opening presentation on the Vision 2050 Draft Plan for groups of two to three attendees at a time. The presentation covered what information, data and feedback was used to compile the draft plan. Following the presentation, participants explored six stations that focused on different aspect of the plan. SEWRPC staff members were posted at each of the six stations to answer questions and provide clarity.

Initially, a group of participants gathered around the "Land Use" station and discussed how the outreach for Vision 2050 public input sessions has been very impressive and inclusive. During the open house, individuals trickled into the room slowly and moved around to stations conversing with UEDA and SEWRPC staff, all of whom encouraged them to fill out feedback and comment cards before leaving.

Though 24 individuals registered for the workshop, a total of ten attended. Of the individuals that did attend, the majority spent at least 30 to 45 minutes walking around, visiting stations and talking with SEWRPC staff. While participation was low, this seemed to be a great way for the public to examine the draft plan and provide candid input. Interestingly, one participant who has attended most of UEDA's Vision 2050 workshops was there for this open house and continued to provide feedback on the Bicycle& Pedestrian Plan.

Lastly, the majority of open house attendees indicated that they went to most, if not all, previous Vision 2050 public input sessions - some with UEDA, some through other entities.

Additional comments that participants left on feedback cards:

- **Land Use- "**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."

- **Public Transit-** "Excellent overall. I appreciate the focus on transit. I really appreciate recommendation 2.10 for an integrated user interface between transit types"

  "Include bike share in this."

- **Funding the Plan- "**The UMT fee should be considered but at a lower rate (e.g. $.005) UMT. Also you might mention that state funds on highway expansion to exurbs would be better spent on maintaining existing infrastructure and transit."

SEWRPC VISION 2050 – Urban League of Racine and Kenosha, Inc. **April 20, 2016**

Urban League Outreach Efforts – SEWRPC VISION 2050 PROCESS

Workshop #5 was hosted by Yolanda Adams, the Chief Executive Officer of the Urban League on Wednesday, April 20, 2016 from 5:00 p.m. to 7:00 p.m. at Gateway Technical College, Racine Lakeside campus, 901 Pershing Drive in Racine, WI. There were 30 participants who signed in and participated in the open house style format.

Facilitate meetings at underrepresented populations: Mr. Ben McKay (Principal Planner), Nikki Payne (Public Involvement & Outreach Specialist), Eric Lynde (Transportation Planner/Engineer) and several other SEWRPC staff facilitated the Open House where attendees learned about the Draft Plan and visited interactive stations to provide feedback to SEWRPC. Yolanda Adams, CEO of the Urban League, was present to assist and keep visitors moving from station to station. The Urban League provided two volunteers to greet visitors, ensure they signed and received copies of the SEWRPC Vision 2050 Newsletter. Refreshments and snacks were provided by the Urban League. The Open House concluded at approximately 7:15 p.m.

Attend Commission-facilitated meetings/workshops: At 2:30 pm on Tuesday, April 12, 2016, Ms. Adams met with Ben McKay and Nakeisha Payne at the Urban League's Racine office to to plan the April 20th Open House event in Racine. Ms. Adams sent Urban League representatives to the April 25th and April 26th sessions at Gateway Technical College in Racine and Kenosha. Both the Urban League's Kenosha and Racine offices distributed the VISION 2050 postcards listing the April and May schedule of workshops to Kenosha and Racine churches, nonprofit organizations and elected officials in an effort to get the word out and increase the level of community participation.

Promote attendance and participation at targeted meetings: Our responsibility was to ensure a minimum of 20 of our constituents attended our 5th targeted meeting/workshop. To accomplish this, Ben McKay of SEWRPC created a postcard in both English and Spanish for the April 20, 2016 event. The postcard was sent via U.S. Mail and/or personally delivered to all of the Urban League's contacts, including our 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 30 attendees at our April 20, 2016 Open House included three board members, 6 interns/trainees from Urban League programs and community residents from Kenosha and Racine. The demographics of the 30 participants (not including the SEWRPC staff): 6 African Americans, 7 Hispanics, 14 European-Americans, and 3 unknown (13 males; 17 females). Of the 30 participants, we know that 12 were low-income, 9 were moderate income or above, and the income of the other 9 is unknown.

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 four previous general public meetings conducted by SEWRPC staff.

As this was our 5th and final workshop, Ben McKay, Nikki Payne and the other SEWRPC staff provided technical assistance and materials that included easels with maps, a video presentation and copies of the VISION 2050 April and May schedule of sessions. As has occurred in the past, the positive comments and feedback from attendees at the conclusion of the open house reflected the great job done by the SEWRPC team of experts.

Provide results of meetings to Commission staff: This document serves as our written report conveying the process and results of the 5th targeted meeting/workshop.

Budget: The Outreach Grant is $5,000; $1,000 per successfully completed targeted meeting. Attached is our invoice number #201620 dated 04/20/16 for $1,000.00 for the April 20, 2016 Open House/workshop held in Racine. It is our understanding the grant funds have been expended upon receipt of the reimbursement check. Please make the check payable to the Urban League of Racine and Kenosha Inc. and mailed to 718 N Memorial Drive, Racine WI 53404.

SUMMARY OF FEEDBACK

The following is a summary of all public feedback received on the Preliminary Recommended Plan ("Draft Plan") for VISION 2050, which was presented to the public for review during the spring of 2016. Feedback was received at public workshops (one held in each county), workshops held by eight community organizations, a workshop held by request, and via an interactive website.

The feedback was considered as Commission staff prepared a final recommended land use and transportation plan.

SUMMARY OF COMMENTS RECEIVED

The comments in this section were received via individual comment forms completed at a workshop, orally to Commission staff members or a court reporter during a workshop, via email or mail, or through the interactive website. Only 10 individuals provided feedback through the website for the Draft Plan, but there were 163 unique visitors to the Draft Plan site during the comment period (ended May 6, 2016). This is considerably less than the 514 unique visitors to the scenarios site during the comment period for the scenarios (ended October 31, 2014) and the 551 unique visitors to the alternatives site during the comment period for the alternatives (ended December 18, 2015). The primary reason for the lower number of visitors is likely that the period during which the website was available for commenting was shorter than the period for the scenarios and alternatives. The website, however, will remain available for informational purposes and staff expects that many more residents will visit the site in the weeks following the end of the comment period.

Land Use

The Land Use comment card at each workshop included questions to direct feedback on the Land Use component of the Draft Plan, which were also asked on the Draft Plan website. The comment card first indicated that 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. It then posed two questions:

- 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?

A summary of the responses to these two questions and other comments on the Land Use component is presented below, along with Commission staff responses to comments, as appropriate.

Comments in Support

General

- Several commenters thought the proposed development pattern will promote the long-term economic and environmental health of the Region. (7)
- A commenter supported quality of life amenities to compete for workers with other Regions.

Environmental

- Several commenters supported preserving farmland. (7)
- Several commenters supported protecting primary environmental corridors. (6)
- A commenter stated that the plan will conserve energy and natural resources.
- A commenter stated that preserving land in its natural state will have numerous environmental and quality of life benefits.
- A commenter stated that the Region's natural resources attract tourists and residents.

Water Resources

- A commenter supported minimizing low-density development to minimize roadways/impervious surfaces.
- A commenter supported protecting groundwater.

Affordable Housing

- Several commenters supported a variety of housing options throughout the Region. (5)

Redevelopment

- A few commenters supported redevelopment/infill to preserve agricultural and natural resources. (2)
- A commenter supported redeveloping existing neighborhoods while preserving historical character.
- A commenter supported redevelopment/infill in areas with existing public infrastructure (sewer and water) instead of development in areas without existing public infrastructure.
- A commenter supported the reuse of vacant residential and industrial properties.
- A commenter supported redevelopment/infill because it is efficient.
- A commenter stated that urban development and redevelopment is essential for the Region's economic vitality, because density is important to support enough population to fund replacement infrastructure.
- A commenter noted that strip malls and large shopping malls may become mixed-use and large houses may become multi-family buildings with more accessory housing units in the future.

Compact Development

- Several commenters supported walkable neighborhoods. (6)
- Several commenters supported compact development because it supports public transit. (5)
- Several commenters supported limiting urban sprawl.(4)

- Several commenters supported transit-oriented development (TOD). (4)
- A few commenters believed mixed-use development with access to public transit will attract people to the Region. (2)
- A commenter suggested that TOD can promote transportation without widening arterials.
- A commenter supported the economic benefits of compact development, including greater access to jobs.
- A commenter stated that the compact development pattern will result in pedestrian friendly communities that will help the baby boom generation remain active and independent as they age.
- A commenter supported compact development because it can be efficiently served with public infrastructure.

Comments in Opposition

General

- A few commenters expressed concern about government policy influencing the preservation of farmland, which would result in circumventing the free market demand/supply economy and individual property rights. (2)

  Response: The VISION 2050 land use plan does propose preserving the farmlands that are recommended for preservation in adopted county farmland preservation plans. In this manner VISION 2050 is consistent with county plans. The VISION 2050 plan does further propose that local governments consider between now and 2050 preserving, if possible, additional agricultural lands that have the highest quality soils (Class I 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 by the year 2050, substantial portions of the Region 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.
- A few commenters stated that the population growth assumed by the Draft Plan appears to be much greater than current projections that show very limited growth. (2)
- A commenter stated that Draft Plan includes too much population and household growth in Walworth County.

  Response: Planned population levels included in the regional plan are based on detailed projections developed by the Commission. Those projections include a range of future population levels – high, intermediate, and low. The projections were developed using a cohort-component population projection model, with specific assumptions made regarding vital events that affect population levels, including births, deaths, and migration.[1] In general, the intermediate projection envisions a modest increase in fertility rates, a modest improvement in survival rates, and a gradual, modest improvement in net migration for the Region. The same assumptions regarding future fertility rates and

[1] *The cohort-component model is a widely used population projection method. Its name reflects the fact that the method involves disaggregating the population into cohorts, or subgroups, based on characteristics such as age and gender, and explicitly considering the three components of population change—births, deaths, and migration—with respect to each cohort.*

survival rates were used for the high-, intermediate-, and low-growth scenarios. The projections differ primarily in terms of assumed future migration. The Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning determined that the intermediate projection is considered the most likely to be achieved and serves as the basis of the "forecast" for the 2050 regional plan.

Water Resources

- A commenter stated that there should be no more growth in Waukesha or other areas where demand for water may be bad for the environment. The commenter stated that shallow wells are damaging and growth that results in converting to use of Lake Michigan water is irresponsible.

  Response: The residential, commercial, industrial, institutional, and agricultural land uses in the Region rely on two major sources of water supply–surface water supply primarily from Lake Michigan, and groundwater supplied from both deep and shallow aquifer systems. Groundwater is susceptible to depletion in quantity and deterioration in quality as a result of urban and rural development, and diversion of Lake Michigan water west of the subcontinental divide that bisects the Region is constrained by the Great Lakes Compact. The Commission recognizes the relationship between land use planning and water supply and has prepared and adopted a regional water supply plan.

  The year 2035 regional land use plan served as the basis for the regional water supply plan. It was indicated at the beginning of the water supply planning effort that the land use plan would be amended if water resource constraints were identified due to the development pattern recommended under the land use plan. The water supply planning effort found that water supply would not be a limiting factor within the Region with respect to the recommended development pattern either east or west of the subcontinental divide. The water supply plan also found that implementation of the recommended development pattern would have benefits, such as preserving areas with high groundwater recharge potential. This is due to the focus of the year 2035 land use plan on infill, redevelopment, and compact development within planned urban service areas, which has been carried forward in VISION 2050. It should be noted that the forecast population under the year 2035 plan of 2,276,000 residents is about 95 percent of the forecast population under VISION 2050 (2,389,200 residents) and the forecast employment under the year 2035 plan of 1,368,300 jobs is about 97 percent of the forecast employment under VISION 2050 (1,405,700 jobs). Therefore, the regional water supply plan conclusion that water supply would not be a limiting factor within the Region with respect to the development pattern recommended under the year 2035 regional land use plan also applies to VISION 2050.

Comments Requiring a Clarifying Response

General

- A few commenters supported investing in the Region's workforce through affordable education and training. (3)

  Response: While recognizing the importance of workforce education and training, the Commission is charged by law with "the function and duty of making and adopting a master plan for the physical development of the Region." The permissible scope and content of

this plan, as outlined in the enabling legislation, extend to all phases of regional development, implicitly emphasizing, however, the preparation of spatial designs for the use of land and for supporting transportation and utility facilities.

- A commenter noted that the Mixed-Use City Center area shown in Shorewood may be incorrect.

  Response: The Mixed-Use City Center land use category is delineated based primarily on residential density. The area shown as Mixed-Use City Center in the Village of Shorewood encompasses a mix of land uses, including commercial, government and institutional, recreational, and residential. A significant portion of the residential land is developed with high-density, multi-family buildings. This brings the overall density of the area delineated as Mixed-Use City Center over 17.9 dwelling units per net acre. Surrounding areas in the in the Village of Shorewood also have a mix of uses, including commercial and residential; however, the overall residential density is below 17.9 dwelling units per net acre.

- A commenter suggested incorporating Mixed-Use City Center in the downtowns of rural cities and villages because millennials and baby boomers may demand rental properties with a mix of uses.

  Response: VISION 2050 recognizes the importance of walkable neighborhoods in cities and villages throughout the Region. VISION 2050 proposes focusing residential development within urban service areas across the Region under the Small Lot Traditional Neighborhood, Mixed-Use Traditional Neighborhood, and Mixed-Use City Center land use categories, each of which would support the development and redevelopment of walkable neighborhoods by allowing a variety of housing types in proximity to a mix of uses, such as parks, schools, and businesses.

- A commenter expressed concern about food deserts in urban areas.

  Response: Recommendation 1.15 proposes developing a regional food system, which focuses on providing access to healthy foods in areas of the Region identified as food deserts by the U.S. Department of Agriculture.

- A commenter suggested undertaking a Title VI/environmental justice/equity analysis of land use and related housing and job issues, noting that affordable/multifamily housing options throughout the Region would likely benefit communities of color, while the Trend would not.

  Response: An equity analysis of the VISION 2050 land use competent is under preparation, and will be reviewed by the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning and Environmental Justice Task Force.

- A commenter stated that more public information on the plan is needed.

  Response: The process for VISION 2050 occurred between September 2013 and mid-2016 with five rounds of public input, including initial input (two rounds), sketch scenarios, Alternative Plans, and the Draft Plan. Each round included opportunities to provide input through a series of workshops held throughout the Region as well as the VISION 2050 website (dedicated websites were also developed for the sketch scenarios, Alternative Plans, and the Draft Plan). Each series of workshops included one public workshop in each of the seven counties in the Region and eight workshops hosted by the VISION 2050 partner

community organizations for their constituents. Summary materials were developing throughout the VISION 2050 process, including Guiding the VISION (which presented an initial VISION for land use and transportation system development to guide the planning process), summary materials regarding the sketch scenarios and their evaluation, a summary booklet of the Alternative Plans and their evaluation, and a summary booklet of the Draft Plan and its evaluation.

Environmental

- Several commenters suggested including recommendations for the expansion and connection of environmental corridors, as well as the creation of new areas of natural vegetation in urban and rural areas to enhance wildlife movement and add valuable green space in developing areas. (8)
- A commenter stated that urban farming collectively owned by working class communities is freedom.

  Response: Design guidelines will be prepared that include recommendations for use of native vegetation/natural landscaping in urban and rural developments and redevelopment areas. The design guidelines will also include recommendations for urban farming, in addition to those presented under Recommendation 1.15 of the plan.
- A commenter suggested including a discussion of landfill space in a section of the plan on environmental quality that would include some of the environmental considerations under land use.
- A commenter suggested an overall analysis of carbon emissions, including analyses of trash, food, landfill space, and electricity demand.

  Response: Closed landfill sites can and have been reserved for other uses in the Region. Environmentally responsible reuse of these sites involves remediation of and extensive monitoring of environmental concerns by the Wisconsin Department of Natural Resources. The regional plan recognizes the potential conversion of extractive and landfill areas to other uses.
- A commenter expressed concern about individual homeowners maintaining open space in cluster subdivisions.

  Response: Most developments that include common open space involve detailed landowner covenants that provide for long-term maintenance of the open space land.

Water Resources

- A commenter expressed concern about the impact of development on the recharge of shallow wells for individual residences.
- A commenter expressed concern about converting large areas of farmland to urban development. The commenter stated that even office parks having green space in the Cities of Brookfield and Oconomowoc and could eventually jeopardize the recharge of wells, even those tapping the deep aquifer.
- A commenter expressed concern about the impacts of industrial agriculture on aquifers, wells, and surface waters.

  Response: See the previous response under Comments in Opposition to the Plan regarding the findings of the regional water supply plan.

Affordable Housing

- • A few commenters expressed concern about gentrification. (3)

Response: A number of mixed-income housing strategies for TOD are discussed in VISION 2050 in response to concerns regarding gentrification (see Table 4.5 in Volume II, Chapter IV). Additional discussion regarding mixed-income TOD strategies will be included in the VISION 2050 design guidelines. In addition, there are extensive affordable housing analyses, findings, and recommendations for the Region presented in the regional housing plan.

- A commenter expressed concern about the concentration of affordable and subsidized housing in urban areas and suggested that all communities in the Region should have a fair share of affordable housing. The commenter stated that affordable housing is buried deep in the details of the plan.

  Response: VISION 2050 recognizes the need for affordable housing throughout the Region. VISION 2050 proposes focusing residential development within urban service areas across the Region under the Small Lot Traditional Neighborhood, Mixed-Use Traditional Neighborhood, and Mixed-Use City Center land use categories, each of which would support the development multi-family housing and single-family homes on smaller lots (one-quarter acre or less). In addition, the mixed-income housing strategies for TOD set forth in Table 4.5 discuss strategies for Low Income Housing Tax Credit development in TOD. There are also extensive subsidized and tax credit housing analyses, findings, and recommendations for the Region presented in the regional housing plan.

Redevelopment

- A commenter expressed concern about maintaining existing housing stock in urban areas.

  Response: Infill development and neighborhood revitalization (particularly through TOD) is a focus of VISION 2050. In addition, there are a number of best housing practices focused on the maintenance of existing housing stock and revitalization of foreclosed and substandard residential properties administered by government agencies in the Region. Many of these programs are documented in the regional housing plan.

- A commenter expressed concern about large detached Rural Estate housing being converted to multi-family housing in the future.

  Response: Rural Estate housing is located outside of urban service areas. These areas do not have public sanitary sewer service and cannot support higher-density housing, such as multi-family housing.

Compact Development

- A commenter expressed concern that high density development may result in increased crime.

  Response: Commission staff cannot conclude that high density development directly correlates to an increase in crime. VISION 2050 does propose infill development and redevelopment in areas of the Region that have concentrations of vacant properties and families experiencing poverty. The proposed development in these areas would include of mix of uses, include employment supporting uses. This, coupled with improved and expanded public transit service, would significantly increase access to job opportunities and promote strong neighborhoods.

- A commenter expressed concern that high density development may put stress on natural resources.

Response: VISION 2050 does not propose any new urban development in areas with significant natural resource features, including primary environmental corridors, secondary environmental corridors, and isolated natural resource areas. In addition, VISION 2050 does not propose any new urban development on other wetlands, woodlands, natural areas, critical species habitat sites, or park and open space sites outside of environmental corridors.

Implementation

- A few commenters supported the Draft Plan, but expressed concern about support from elected officials. (2)
- A commenter suggested recommendations to communities to eliminate setback and parking requirements to encourage compact development and pedestrian activity.
- A commenter did not support funding for acquiring environmental corridors.
- A commenter expressed concern about changes in the authority counties have regarding shoreland ordinances that are more restrictive than the State shoreland zoning standards.
- A commenter suggested a recommendation regarding zero stormwater runoff regulations.

  Response: VISON 2050 is an advisory plan intended to provide a guide, or overall framework, for land use development in the Region. VISION 2050 is intended to be refined by local governments within the Region through the local comprehensive planning process.
- A commenter suggested VISION 2050 should identify strategies that would encourage developers to implement TOD.

  Response: Strategies that would encourage developers to implement TOD are presented in Table 4.5 and will be discussed in more detail in the design guidelines.

Public Transit

The Public Transit comment card at each workshop included questions to direct feedback on the Public Transit element of the Draft Plan, which were also asked on the Draft Plan website. The comment card first indicated that the Draft Plan proposes significantly improving and expanding public transit in the Region. It then posed two questions:

- 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?

A summary of the responses to these two questions and other comments on the Public Transit element is presented below, along with Commission staff responses to comments, as appropriate.

Comments in Support

- Numerous commenters expressed support for all of the recommendations included in the Public Transit Element of the Draft Plan. (40)
- Numerous commenters particularly supported implementing the rapid transit network in the Milwaukee metro area. (14)
- Numerous commenters were particularly supportive of implementing commuter rail in the Region, with many of these stating that the Kenosha-

Racine-Milwaukee Commuter Rail line should be implemented in the near future. (13)

- Numerous commenters indicated that expanding and enhancing intercity and commuter rail services that connect the Region to other areas should be a high priority. (13)
- Numerous commenters stated that they believed that expanded transit service was necessary for the Region to be economically competitive with its peers and attract new, especially younger, residents. (11)
- Several commenters supported expanding transit services that particularly focus on enabling residents to access more jobs. (7)
- A few commenters thought that transit services that allowed seniors and people with disabilities to age in place should be a high priority for implementation. (3)
- A few commenters supported providing transit services in the Region that travel across county and municipal borders seamlessly. (3)
- A few commenters supported the recommendation that rapid transit, commuter rail, and intercity rail vehicles allow for bicycles on-board. (3)
- A few commenters expressed support for improving public transit to partially address the Region's racial and economic inequities. (3)
- A commenter indicated that they believed that increasing access to jobs and other resources via transit would decrease the amount of funds the Region's governments dedicate to social services.
- A commenter indicated support for improving public transit to reduce the Region's greenhouse gas emissions.
- A commenter supported the Draft Plan's recommendation for better coordination of transit services with transportation network companies such as Uber or Lyft.
- A commenter supported the Draft Plan's recommendation to implement a universal fare card within the Region.
- A commenter supported the Draft Plan's recommendation for "transit-first" designs on urban streets.

Comments Suggesting Changes or Additions to the Draft Plan

- A few commenters thought that the Public Transit Element of the Draft Plan did not provide enough service to the rural parts of the Region. (3)

  Response: The Draft Plan includes shared-ride taxi service throughout the rural parts of the Region, connecting rural residents and businesses to the urban areas of the Region. Residents who wish to travel anywhere in Southeastern Wisconsin will be able to use the proposed shared-ride taxi service to travel between two rural areas or connect to the fixed-route transit service in the urban areas. Generally, local fixed-route bus services are not cost-effective in areas with less than four households per acre, and even higher densities are needed to justify relatively frequent service. Commuter bus services are provided in some rural areas of the Region, and are cost-effective in those areas because they rely on riders driving themselves or carpooling to a park-ride lot.
- A few commenters encouraged subway or metro rail service in the Milwaukee metro area be added to the Final Plan. (2)

Response: Currently, subway and metro rail service is generally provided in metropolitan areas of the United States with higher population, congestion, and density than the Milwaukee area. Given the significant cost of $800 million to $2.8 billion per mile for subways currently under construction in the United States, and the ridership forecast for the rapid transit lines included in the Draft Plan (no line is expected to draw more than 32,000 riders per day by 2050), it would be difficult to justify the additional expense required to provide subway or metro rail service rather than light rail or bus rapid transit.

- A few commenters stated that the Final Plan should include streetcar expansions in Kenosha, particularly connecting downtown Kenosha to Carthage College and the former Chrysler plant in Uptown. (2)

  Response: At this time, the City of Kenosha has indicated that they are not interested in pursuing additional streetcar expansion in the future. Should that change, VISION 2050 could be amended to include streetcar expansion within the City of Kenosha.

- A few commenters indicated that the Final Plan should include commuter rail service into Ozaukee County. (2)

  Response: Commuter rail service connecting downtown Milwaukee to communities in Ozaukee County was studied earlier in the development of VISION 2050, and it was determined that it would not attract a significant number of riders. However, Map 4.9 of Volume II shows corridors that could be considered for commuter rail in the future, including those that are not included in the Draft Plan. A corridor serving Ozaukee County is included on this map, and could be amended into VISION 2050 should concerned and affected local governments come forward to propose studying and implementing the service.

- A commenter indicated that the Final Plan should include light rail parallel to I-94 in Kenosha and Racine Counties connecting communities to UW-Parkside.

  Response: Rapid transit, whether light rail or bus rapid transit, works best when it serves corridors of continuous, high-density development, which does not exist between Kenosha and Racine.

- A commenter believed that fares on existing paratransit and senior-oriented transit services in much of the Region were too expensive, and that the Final Plan should make recommendations ensuring that transit services are affordable for those on fixed incomes.

  Response: The Draft Plan recommends that transit operators not increase fares faster than the rate of inflation, but does not make specific recommendations about fare rates for different residents, such as people with disabilities, seniors, students, or low-income residents. Transit operators should consider different fares for different residents as they deem appropriate.

- A commenter believed that the Final Plan should support the elimination of transportation network companies such as Uber or Lyft.

  Response: Commission staff believe that transportation network companies have a role to play in the current and future transportation system in Southeastern Wisconsin, by providing relatively low-cost travel options for those who are unable or do not wish to drive.

- A commenter indicated that the Final Plan should include bus service between IH 43 and the City of Port Washington on STH 32 to provide service to the Ozaukee County Justice Center.

Response: Given the relatively low density of development along STH 32 between IH 43 and the City of Port Washington, it would be difficult for a cost-effective fixed-route bus service to operate throughout the day. However, providing transit service to the Ozaukee County Justice Center could be efficiently accomplished through coordination between the Justice Center staff and the existing Shared-Ride Taxi service, so that a taxi is available to provide service to the Justice Center as needed.

- A commenter stated that the Final Plan should recommend Auto-train service within the Region and connecting to Chicago.

  Response: Auto-train service (where passengers can pay to drive their car onto a train and have it transported with them on their journey) has had limited success in the United States. The only surviving example of this type of service connects northeast Virginia with central Florida, which has national tourist destinations that requires a car to access. Without the theme parks and associated destinations in and around Orlando, it is unlikely that this service would still exist, and therefore makes it difficult to justify such a service connecting Southeastern Wisconsin to other areas of the nation. Should Amtrak or another entity wish to pursue such a service, VISION 2050 could be amended as necessary.

- A commenter indicated that the Final Plan should include additional commuter rail stations in between Winthrop Harbor, IL and Kenosha on the existing Metra commuter rail line.

  Response: Although the distance between Winthrop Harbor and the existing Kenosha Metra station is relatively large (about 7.5 miles), the stations included in the Draft Plan were selected as part of the Kenosha-Racine-Milwaukee Commuter Rail Corridor Study. Should this commuter rail line once again progress toward implementation, a revised corridor study will consider if any station locations should be modified, or if stations should be added or removed.

- A commenter believed the Final Plan should include additional improvements in transit service for the northwest side of Milwaukee County, beyond what is included in the Draft Plan.

  Response: Under the Draft Plan, the northwest side of Milwaukee County receives significant transit improvement and expansion, including two rapid transit lines, an express bus route, and significantly expanded local bus service, providing access to all major employers in the area. Given the current and expected amount of development in that area, it would be difficult to justify additional transit service beyond what is included in the Draft Plan.

- A commenter stated that the Final Plan should focus more on flexible transit services that provide increased transit at the lowest possible cost.

  Response: More than 85 percent of service included in the Draft Plan is provided via local, express, or commuter buses on routes that can be easily modified in response to changing development and travel patterns. The corridors identified for the investment in permanent infrastructure associated with commuter rail or rapid transit are long-standing transit corridors that have remained strong throughout the history of the Region's transit system, and generally serve well-established neighborhoods and major destinations. Investing in high-quality transit in these areas will also reinforce

these neighborhoods and major destinations, increasing the cost-effectiveness of the transit service in those areas.

- A commenter stated that the Final Plan should include transportation to get people from the Villages of Slinger and Jackson to the City of Hartford, as Hartford has a larger number of jobs than working-age residents.

  Response: The Draft Plan currently includes a commuter bus route connecting the Richfield Park-Ride Lot to the Hartford industrial parks, with stops in the Village of Slinger and the City of Hartford. This route connects to a commuter bus route that provides service in both directions between West Bend and Milwaukee County, providing residents of Milwaukee County with access to jobs in the Hartford industrial parks. For the Final Plan, both routes will be modified slightly, with the route to Hartford traveling on STH 60 to Jackson, rather than on IH 41 to the Richfield Park-Ride Lot, and the route between West Bend and Milwaukee will be modified to meet the route to Hartford at the Jackson Park-Ride Lot.

Comments Requiring a Clarifying Response

- A few commenters were concerned that choosing bus rapid transit technology over light rail technology in the rapid transit corridors included in the Draft Plan would result in lower ridership in those corridors. (2)

  Response: Although there is not significant statistical evidence regarding the impact of rapid transit technology choices on ridership, it is generally accepted that light rail technology tends to provide a more comfortable ride for passengers due to the smoothness provided by steel wheel on steel rail operation. This increase in comfort may lead to more a more attractive service compared to bus rapid transit, and therefore more ridership. VISION 2050 does not make a recommendation regarding rapid transit technology, and leaves the decision regarding the tradeoffs between the passenger comfort and cost of construction to the implementing unit of government.

- A commenter believed that the Draft Plan does not adequately take advantage of self-driving vehicle technology to provide more public transit service to more parts of the Region.

  Response: The Draft Plan does not make assumptions about the impacts of self-driving vehicle technology, partially because the technology has not advanced sufficiently to determine many of its impacts on the Region's land use and transportation system. Should the technology allow transit to be provided at significantly lower cost by removing a significant portion of the labor costs associated with providing transit, it may make sense to explore an expanded service area for fixed-route transit in the Region. However, a similar potential for vastly reduced costs associated with taxis may completely redefine the current understanding of transit service in some of the lower-density urban parts of the Region. More analysis of the impact of self-driving vehicles on the Region's future can be found under the discussion of Criterion 4.3.2 in Appendices F and H.

- A commenter believed that the Draft Plan does not adequately consider the possibility that self-driving vehicle technology will eliminate the need for public transit service in many areas of the Region.

  Response: The Draft Plan does not make assumptions about the impacts

of self-driving vehicle technology, partially because the technology has not advanced sufficiently to determine many of its impacts on the Region's land use and transportation system. Should the technology allow many public transit services to be replaced with on-demand taxi services, some of the transit recommendations included in the Draft Plan would need to be reconsidered. More analysis of the impact of self-driving vehicles on the Region's future can be found under the discussion of Criterion 4.3.2 in Appendices F and H.

- A commenter believed that smaller buses should be incorporated into transit fleets to save money.

  Response: Previous analyses of this issue by the Commission staff have indicated that although smaller vehicles would save fuel, introducing them into a fleet that currently only has one type of vehicle could lead to increased costs associated with maintenance and the purchase of spare parts. In addition, a significant majority of the costs associated with operating a transit bus are related to the wages and benefits of the driver, which limits the ability of a smaller vehicle to positively impact operating costs. However, under the transit system proposed in the Draft Plan, there would be enough variety in route types and technologies that a transit fleet of multiple transit vehicles of different sizes would be appropriate.

- A commenter indicated concerns that implementing rapid transit would result in needing to widen roadways and/or remove a travel or parking lane.

  Response: In some cases, implementing rapid transit would result in either the removal of a travel or parking lane, or a widened roadway. In other cases, there is enough existing space in the median of a roadway that the rapid transit service could be constructed without increasing the roadway's width or removing existing parking or travel lanes.

Bicycle and Pedestrian

The Bicycle and Pedestrian comment card at each workshop included questions to direct feedback on the Bicycle and Pedestrian element of the Draft Plan, which were also asked on the Draft Plan website. The comment card first indicated that the Draft Plan proposes a well-connected bicycle network and accessible pedestrian facilities in the Region. It then posed two questions:

- 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 summary of the responses to these two questions and other comments on the Bicycle and Pedestrian element is presented below, along with Commission staff responses to comments, as appropriate.

Comments in Support

- Numerous commenters expressed general support for the Draft Plan's Bicycle and Pedestrian element, citing the following potential benefits: (25)
  - Improved public health and reduced healthcare costs. (5)
  - Reduced air pollution. (4)
  - Improved safety for bicyclists, pedestrians, and drivers. (4)

  - Provides more transportation options. (2)
  - Improved connectivity of the bicycle network. (2)
  - Makes bicycling more attractive and practical.
  - Saves residents money as bicycling and walking are less expensive than driving.
  - Makes the Region more attractive to young workers.
  - Reduced road maintenance costs as bicycles put minimal wear and tear on pavement.
  - Improved quality of life.
- Numerous commenters expressed specific support for expanding the off-street bicycle path network. (11)
- Several commenters expressed specific support for enhanced bicycle facilities. (8)
- A few commenters expressed specific support for more bike lockers. (3)
- A commenter expressed specific support for expanding bike sharing programs.
- A commenter expressed specific support for the proposed off-street bicycle path connecting the MRK Trail to the We Energies Trail in Racine County.
- A commenter expressed specific support for connecting Kenosha County bicycle facilities to Lake County and Chicago.
- A commenter noted that the more compact development pattern proposed in the Draft Plan would make bicycling and walking easier.
- A commenter noted that the proposed bicycle improvements would benefit both recreational users and commuters.
- A commenter noted that the public needs more education on bicycle facilities.
- A commenter noted that the increase in bicycle facilities has been the most visible transportation improvement in the Milwaukee area.
- A commenter noted that drivers in the City of Milwaukee need to change their behavior to make the City more pedestrian and bicycle friendly.
- A commenter expressed support for more accessible pedestrian facilities.
- A commenter expressed support for improving accommodations for pedestrians who take longer to cross wide roads, such as spacious medians where pedestrians can safely wait if they are unable to cross the entire road before the signal changes.
- A commenter expressed support for improving intersections to address pedestrian safety.

Comments in Opposition

- A commenter indicated that bicycle travel in Ozaukee County is predominantly recreational, and that bicycle facility planning should be addressed locally, rather than regionally.

  Response: 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. With respect to bicycles, the VISION 2050 Draft 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.

Comments Suggesting Changes or Additions to the Draft Plan

- A few commenters suggested encouraging Safe Routes to School programs to make it safer for children to bike and walk to school. (2)

  Response: Commission staff will recommend including a reference in Recommendation 3.6 to encouraging local governments and school districts to include Safe Routes to School programs in their local planning and programming efforts.

- A commenter suggested VISION 2050 should advocate for reinstating the State's Complete Streets law.

  Response: The Draft Plan proposes incorporating "complete streets" concepts for arterial streets and highways in Recommendation 6.2 under the Arterial Streets and Highways element. Specifically, it proposes that complete street concepts be considered as part of the reconstruction of existing standard arterial roadways and the construction of new standard arterial roadways.

  The 2009 State Statute requiring WisDOT to provide bicycle and pedestrian accommodations in all new highway construction and reconstruction projects funded in whole or in part from State or Federal funds, if feasible, is still in place. However, it was modified in the 2015-2017 State budget to require that WisDOT give due consideration to establishing bicycle and pedestrian facilities in all new highway construction and reconstruction projects funded in whole or in part from State and Federal funds. Administrative Code Trans 75, which provided detail on the Statute, was repealed. The modified Statute further requires that after giving due consideration, if WisDOT determines bicycle and pedestrian facilities are required on a project funded in whole or in part by State funds, then WisDOT is authorized to include these facilities only if each municipality in which the project is located adopts a resolution authorizing WisDOT to establish the bicycle or pedestrian facility.

  While the impact of these changes to State requirements is currently unknown, these changes will not affect Federally funded projects and the Commission staff anticipates that significant expansion of on-street accommodations will continue as proposed under the Bicycle and Pedestrian element of the Draft Plan.

Comments Requiring a Clarifying Response

- A few commenters expressed opposition to developing an off-street bicycle path along the Pike River between Birch Road and CTH E in the Village of Somers, recognizing that it was not included in the Draft Plan. (2)

  Response: This off-street bicycle path was not included in the Draft Plan, and will not be in the Final Plan.

- A commenter noted a need to make STH 32 between Racine and Kenosha more bicycle friendly.

  Response: The Draft Plan proposes bicycle accommodations on STH 32 between Racine and Kenosha. Given the speed and volume of traffic on the roadway, the bicycle accommodations could take the form of a separate path within the road's right-of-way. Final determination of the type and location of bicycle accommodations would be determined by WisDOT as part of designing and engineering the reconstruction of this segment of STH 32.

- A commenter suggested improving bicycle connections to Pike Lake State Park.

  Response: A separate path largely within the right-of-way of STH 60 already exists between the City of Hartford and Pike Lake State Park. Commission staff will propose a modification from the Draft Plan to the Advisory Committees guiding VISION 2050 so that the Final Plan will note that a bicycle facility along STH 60 between Pike Lake State Park and the Eisenbahn State Trail be considered an arterial connection to the off-street path system, and would desirably be provided as a separate path within the right-of-way of STH 60, to improve bicycle connections east of Pike Lake State Park.

- A commenter suggested making it easier to connect the Oak Leaf Trail from Veterans Park to Grant Park.

  Response: Due to the limited availability of linear stretches of land along the lake front between Veterans Park and Grant Park, it would be difficult to provide an off-street extension of the Oak Leaf Trail to connect these two segments of the Trail. However, Commission staff proposed a number of enhanced bicycle facility corridors which provide this connection, and are intended to provide a similar level of comfort for bicyclists on-street as bicyclists experience on off-street paths through physically separating bicyclists from moving vehicles through the use of curbs, planter, and plastic bollards.

- A commenter suggested constructing a protected bike lane on Highland Avenue in Milwaukee.

  Response: Although not shown as an enhanced bicycle facility in the Draft Plan, Highland Avenue likely has surplus automobile capacity between N. 12th Street and W. Vliet Street, and would make a good location for a protected bike lane that is shorter in length than those shown as enhanced bicycle facilities in the Draft Plan. The enhanced bicycle facilities shown in the Draft Plan are not intended to be an exhaustive list of streets where enhanced bicycle facilities could be implemented, and instead are intended to highlight corridors of Regional importance that cross neighborhood and municipal boundaries. The Draft Plan does propose that an on-street bicycle accommodation be provided on Highland Avenue, and that one of the possible types of accommodations to be considered is an enhanced bicycle facility.

- A commenter suggested adding a north-south enhanced bicycle facility corridor east of 6th Street in Downtown Milwaukee.

  Response: The enhanced bicycle facilities shown in the Draft Plan are not intended to be an exhaustive list of streets where enhanced bicycle facilities could be implemented, and instead are intended to highlight corridors of Regional importance that cross neighborhood and municipal boundaries. The Draft Plan does propose that on-street

bicycle accommodations be provided on nearly every north-south street east of 6th Street, and that one of the possible types of accommodations that should be considered is an enhanced bicycle facility.

- A commenter noted a need to consider all ages of bicyclists when pursuing bicycle accommodations, citing that bicycle boulevards on nonarterial streets may be better for families and children than bike lanes or enhanced bicycle facilities on arterials.

  Response: A bicycle boulevard on a nearby local street is one option for providing an enhanced bicycle facility in the Regional corridors identified in the Draft Plan. The implementing agency (such as WisDOT, a County, or a municipality) should determine the appropriate type of enhanced bicycle facility for each corridor identified in the Draft Plan.

- A commenter suggested encouraging bike co-ops instead of bike sharing because they are more affordable.

  Response: Bike co-ops and bike sharing serve slightly different intended purposes. Bike co-ops provide bikes at an affordable price so that those who would not otherwise be able to afford their own bike to afford one. Bike sharing allows people to temporarily use a bike for travel without needing to be responsible for purchasing, safely storing, and maintaining that bike. The Draft Plan includes a bike share recommendation because bike sharing is transportation infrastructure often located within public right-of-way and is partially funded through public dollars. In contrast, bicycle co-ops are typically entirely private entities, and often utilize private land and buildings for their locations.

- A commenter suggested the Draft Plan should include more information on the health benefits of encouraging active transportation.
  Response: The Draft Plan was evaluated in significant detail in Appendix H, which includes Criterion 1.2.3: Benefits and Impacts to Public Health. The active transportation (transit, bicycling, and walking) included in the Draft Plan would positively impact the health of the Region's residents, through increased physical activity, slightly improved water quality in rivers and streams, and slightly reduced air pollutant emissions. However, Commission staff were unable to find reliable research that would allow staff to measure the quantitative impact on public health at a Regional level, such as a reduction in obesity rates associated with increased physical activity. Therefore, the analysis within Criterion 1.2.3 is strictly qualitative.

- A commenter suggested that it may be safer for bicyclists to use sidewalks in the City of Milwaukee rather than use the street.

  Response: Generally, bicyclists over the age of 12 are not permitted to use sidewalks within the City of Milwaukee. This is for a number of reasons, including the safety of the pedestrians using sidewalks and the high differential between the speed of a person walking and a person on a bike. Bicycling on streets is exceptionally safe, with a very low crash rate relative to traveling by other modes, and allows all travel modes to best coexist within a corridor.

- A commenter suggested VISION 2050 should recommend encouraging accessible bikes for people with disabilities.

  Response: Commission staff do not disagree that bikes that are accessible to people with disabilities should be available. However, the Draft Plan does not propose any recommendations that specify a type of vehicle be available for any mode, including types of bicycles.

- A commenter suggested that houses should be allowed along the We Energies trails.

  Response: Specifying that housing go in a very narrow location, such as along the east side S. Chicago Rd. near the Oak Creek Power Plant, is beyond the scope of the VISION 2050 process, and could be discussed as part of each community's comprehensive planning process.

- A commenter noted a need for brighter street lights to make pedestrians easily visible to cars at night.

  Response: Implementing brighter street lights would be at the discretion of each responsible implementing agency, and is beyond the scope of VISION 2050.

- A commenter suggested that installing reflector pads along bicycle paths would help bicyclists and pedestrians navigate the paths at night.

  Response: Implementing reflectors along off-street paths would be at the discretion of each responsible implementing agency, and is beyond the scope of VISION 2050.

- A commenter noted a need to add lights that make cars stop for pedestrians in uncontrolled intersections (e.g. crossing Lincoln Memorial Drive at the Ogden Avenue).

  Response: The specific location of advanced pedestrian accommodations will be determined by each responsible implementing agency, and is beyond the scope of VISION 2050.

- A commenter suggested more obvious markings be used for bike lanes.

  Response: Implementing agencies in the Region are currently experimenting with different types of markings for bicycle facilities, and the design guidelines associated with the Final Plan will make some recommendations regarding the use of green lanes to improve the visibility of bike lanes. However, the specific types of paint or tape that should be used to mark bike lanes will be determined by each responsible implementing agency, and is beyond the scope of VISION 2050.

Arterial Streets and Highways (including TSM, TDM, and Freight Transportation)

The Arterial Streets and Highways comment card at each workshop included questions requesting feedback on the Arterial Streets and Highways element of the Draft Plan, which were also asked on the Draft Plan website. The Arterial Streets and Highways element was presented in conjunction with the TSM, TDM, and Freight elements at each workshop and on the website. The comment card first indicated that the Draft Plan proposes an efficient, well-maintained arterial street and highway system in the Region. It then posed two questions:

- 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 highways elements?

A summary of the responses to these two questions and other comments on the Arterial Streets and Highways, TSM, TDM, and Freight elements is presented below, along with Commission staff responses to comments, as appropriate.

In addition, the comment card noted that the Draft Plan proposes adding a

travel lane to I-43 between Howard Avenue and Silver Spring Drive during its reconstruction, but also analyzes the implications of not including the widening. It then posed the following question:

- After reviewing the analysis, what is your opinion on whether or not the Draft Plan should include this widening?

A summary of responses to this question and any other comments on adding a travel lane to I-43 between Howard Avenue and Silver Spring Drive follows after the summary of comments on the of the TSM, TDM, Arterial Street and Highways, and Freight elements.

Transportation Systems Management
Comments Requiring a Clarifying Response

- A commenter noted a need to include accessible parking when implementing demand-responsive pricing for parking.

  Response: Providing accessible parking is required for as part of all off-street parking facilities, and would not be removed or reduced in any way as part of implementing demand-responsive pricing for parking.

Travel Demand Management
Comments in Support

- A few commenters expressed support for personal vehicle pricing/road user fees, specifically suggesting that: (3)
  - A VMT fee should be considered,
  - Tolling should be considered, and
  - The costs of constructing and maintaining county and local roads should not be paid through property taxes.
- A few commenters expressed support for parking pricing strategies to encourage using alternative modes of travel. (3)
- A few commenters expressed support for HOV preferential treatment. (2)
- A commenter expressed support for programs to promote telecommuting, compressed work weeks, and work-shift rescheduling.

Comments in Opposition

- A commenter expressed opposition to a VMT fee, suggesting it would negatively affect the average commuter and it may result in people turning down jobs because of the distance they would need to travel.

  Response: Current user fees primarily include Federal and State motor fuel taxes and vehicle registration fees. Federal and State motor fuel taxes have not been increased within the last decade, and there is substantial opposition at the Federal and State level to increase the current motor fuel tax rates. Additionally, technological advances, such as increased fuel efficiency and alternative fuels have the potential to reduce the ability of the current motor fuel tax system to equitably serve as a user fee paying for the costs of constructing, maintaining, and operating the arterial street and highway facilities. There is merit in having the users of the transportation system pay the actual costs of the transportation system, and as travel behavior is affected by the cost of travel, user fees can encourage the use of alternative modes of travel, lessening the number of vehicles, and potentially the amount

of congestion, on the arterial street and highway network. The Draft Plan supports the user fee concept, including potential increases in motor fuel taxes and consideration of alternative user fees (VMT fee, tolling, and/or congestion pricing) that either supplement or replace the motor fuel tax system.

Arterial Streets and Highways
Comments in Support

- Several commenters expressed support for constructing the USH 12 freeway between the City of Elkhorn and the City of Whitewater, because: (5)
  - It would improve safety and mobility, (2)
  - Widening the existing USH 12/67 route would have too many impacts to wetlands, agricultural land, and environmental corridors, (2)
  - Widening the existing USH 12/67 route would impact the nature of the area and the increasing residential and commercial development along the route, (2)
  - It is critical for economic development,
  - It would reduce travel times for transporting goods,
  - There is strong support from local businesses,
  - The University of Wisconsin-Whitewater lacks a major four-lane highway to campus, and
  - There is too much traffic, especially truck traffic, on the existing USH 12/67 route.
- Several commenters expressed general support for widening/adding freeways/highways to address congestion, specifically suggesting: (4)
  - It would improve travel times to jobs and encourage economic growth, and (2)
  - It would increase safety.
- A few commenters expressed support for the Lake Parkway extension (STH 794) to STH 100 in Milwaukee County, but added that: (3)
  - It should extend further south, curving southwest to meet IH 94 as part at the planned Elm Road Interchange, or (2)
  - It should extend further south to CTH K in Racine County.
- A few commenters expressed support for widening IH 94 in Waukesha County. (2)
- A commenter expressed general support for widening freeways/highways to address congestion, but not adding new freeways/highways.
- A commenter expressed support for widening IH 94 between 70th and 16th Streets in Milwaukee County.
- A commenter expressed support for constructing the West Waukesha Bypass.
- A commenter expressed support for the recommendation related to complete streets.

Comments in Opposition

- Numerous commenters expressed general opposition to widening/adding freeways/highways to address congestion, specifically stating that: (11)
  - The Region should focus instead on improving/encouraging alternative modes of travel, (9)
  - Adding capacity will not actually reduce congestion, (5)
  - People are driving less, (3)
  - Congestion levels in the Milwaukee area are not that high, (2)
  - Existing arterial streets and highways are already too extensive/wide, (2)
  - Projections of traffic in the Region are exaggerated,
  - WisDOT's traffic projections are inflated,
  - Millennials would prefer public transit over driving,
  - Widening increases noise pollution,
  - Widening will facilitate sprawl development,
  - Widening will have adverse effects on communities of color,
  - The Region should consider eliminating freeway spurs such as IH 794 in Milwaukee,
  - The amount of land and concrete used for recent WisDOT projects is excessive (e.g. Marquette Interchange and Watertown Plank Road Interchange),
  - Implementing future technologies will reduce the need to expand freeways, or
  - Expanded transit should alleviate the need to expand roadways.

  Response: As part of the development of the Draft Plan, more efficient land use, expanded public transit, bicycle and pedestrian facilities, and travel system and demand management measures were considered first to address existing and probable future congestion prior to any consideration given to arterial street and highway system improvement and expansion. With respect to land use, the Draft Plan proposes that new development be at higher densities focused in areas within or adjacent to existing urban development served by public sanitary sewer and water systems, while avoiding development in the Region's environmentally sensitive areas and best remaining agricultural lands. The Draft Plan also proposes more than a doubling of transit service in the more densely developed areas of the Region, including the development of two commuter rail corridors and a network of eight rapid transit corridors (either bus rapid transit or streetcar extension operating as light rail). In addition, the Draft Plan proposes the development of a 713 mile network of off-street bicycle paths and the provision of bicycle accommodations on the 3,300 mile arterial street and highway system as it is resurfaced or reconstructed segment-by-segment. Arterials street and highway system improvement and expansion—widening of arterials upon their reconstruction and new arterial facilities—was then considered to address the residual highway traffic volume and traffic congestion which may not be expected to be alleviated by the other measures.

  The arterial system capacity expansion proposed in the Draft Plan represents about an 8 percent expansion in arterial system lane-miles

over the next 35 years. The year 2050 arterial street and highway system is designed to serve the expected increase in VMT in the Region of 23 percent by the year 2050 (even with the more than doubling of transit and a more compact development pattern proposed under the Draft Plan). Even with this expected growth in travel by the year 2050, implementation of the arterial highway improvements and expansion under the Draft Plan would be expected to maintain or slightly improve from current levels overall traffic congestion, travel time delay, and average trip times.

The evaluation of the Draft Plan included five criteria (Criteria 2.1.1 through 2.1.5) related to the benefits and impacts the highway and transit elements of the plan had on minority and low-income populations, as provided in Appendix H of the draft VISION 2050 report. As the automobile is the dominant mode of travel for all population groups in the Region, the maintaining or slightly improving of accessibility to jobs and other activity areas under the Draft Plan—even with an increase of VMT of 23 percent by the year 2050—would likely benefit significant portions of the minority and low-income populations of the Region. Should these improvements not be implemented, access to jobs and other activities using automobiles would be expected to decline for the residents of the Region, and as well to minority and low-income populations. With respect to freeways, the segments of freeway proposed to be widened under the Draft Plan would directly serve areas of minority and low-income population, particularly in Milwaukee County. As a result, it is expected that minority and low-income populations, particularly those residing adjacent to the freeway widenings, would be utilizing, and experiencing benefit from, the expected improvement in accessibility associated with the proposed widenings. With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened, there would also be direct benefits to the existing minority and low-income populations that would use the widened freeway segments under the Draft Plan.

As proposed surface arterial improvements are largely located outside areas of minority and low-income populations, and therefore their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority and low-income populations. With respect to proposed freeway widenings and new construction, some segments are located adjacent to existing minority and low-income populations, but most segments are not. With respect to the effect of exposure to higher levels of transportation-related air pollutants, the analysis found that within each county the percentage of existing total minority and nonminority, and the percentage of existing families in poverty and families not in poverty, that reside in proximity to a freeway (within one-half mile or one-quarter mile) are generally similar (equal or within a few percent lower or higher). It should be noted that, due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining, and are expected to continue to decline in the future, even with the projected 23 percent increase in VMT under the Draft Plan. Thus, it is expected that by the year 2050 there would be a lower amount of exposure of these pollutants to residents of the Region, including minority and low-income populations.

- A commenter expressed opposition to widening IH 94 between 70th and 16th Streets in Milwaukee County.

  Response: The preliminary engineering and environmental impact studies for the reconstruction of IH 94 between 70th Street and 16th Street have been nearly completed by WisDOT, and they have selected a preferred alternative that includes the widening of this segment of IH 94 from six to eight traffic lanes. As part of the preliminary engineering conducted, WisDOT analyzed the benefits and impacts of a number of alternatives, including with and without the widening of IH 94, and conducted extensive public involvement to develop and select the preferred alternative. As such, the Draft Plan recognizes the widening upon the reconstruction of IH 94 between 70th Street and 16th Street as a committed project.

Comments Suggesting Changes or Additions to the Draft Plan

- Several commenters suggested improving the IH 94 interchange at Moorland Road rather than constructing a new IH 94 interchange at Calhoun Road. (4)

  Response: The need for an additional interchange between the Barker Road interchange and Moorland Road interchange was first identified in a study of the Bluemound Road corridor that was conducted by the Commission in 1987 at the request of the WisDOT 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 Bluemound Road and Greenfield Avenue, and Bluemound Road between Moorland Road and Barker Road. The Calhoun Road Interchange may be expected to be considered when 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. Similarly, at the time WisDOT conducts preliminary engineering for the reconstruction of the existing IH 94 interchange at Moorland Road, a number of alternatives would be considered for addressing future traffic demand and improving traffic flow in the interchange.

- A few commenters suggested moving the alignment for the proposed arterial from N. River Road to STH 144 in Washington County east of Lake Lenwood so it does not go through the Lac Lawrann Conservancy. (3)

  Response: The extension of N. River Road is recommended to provide the desirable spacing of arterial roadways for planned future development in the northeastern portion of the West Bend area. The proposed extension of N. River Road was reevaluated, reconsidered, and reaffirmed during the preparation of the Washington County jurisdictional highway system plan in 2008, and is included in the City of West Bend comprehensive plan completed in 2004. The proposed alignment shown in the Draft Plan is conceptual, indicating the need for an arterial to be provided along the general route shown as urban development occurs within this area, and is consistent with the alignment in the City of West Bend comprehensive plan. The City of

West Bend comprehensive plan and the regional transportation plan recognize that a preliminary engineering study should be undertaken by the City of West Bend, in cooperation with the Towns of Barton and Trenton, to establish the centerline alignment for the extension. The alternatives considered should include N. River Road alignments both east and west of the existing lake in the area, Lake Lenwood. The alignment shown in the VISION 2050 regional transportation plan would be amended upon revision of the City of West Bend comprehensive plan, or the conduct of preliminary engineering.

- A commenter suggested there is a need for a four-lane limited access highway between the City of Racine and City of Milwaukee east of IH 94.

  Response: An extension of the Lake Parkway (STH 794) as a four-lane standard arterial facility between Edgerton Avenue and STH 100 was added by amendment to the year 2035 regional transportation plan in 2012. This amendment was formally requested by the Milwaukee County Board of Supervisors and Executive based on the results of a Lake Parkway extension study conducted by the Commission staff. This study was guided by an Advisory Committee composed primarily of elected officials that was responsible for making final study recommendations. During the study, there was support by local residents for implementing the Lake Parkway (STH 794) extension to STH 100. A study could be conducted to further extend the Lake Parkway extension into Racine County. However, studying this further extension would require interest and support from affected local governments in Racine County.

- A commenter suggested there is a need for a four-lane limited access highway between the City of Racine and IH 94.

  Response: The City of Racine Common Council adopted a resolution requesting that Commission staff work with the City of Racine, concerned and affected municipalities in Racine County, and Racine County to consider ways to improve highway access to the City of Racine from IH 94 as part of VISION 2050. Commission staff has completed an analysis of six potential routes between IH 94 and the City of Racine downtown area (defined as Main Street between State Street and 7th Street): Four Mile Road/STH 32, CTH K/STH 38, CTH C/STH 38, STH 20/STH 32, STH 11/STH 32, and CTH KR/STH 32. Based on the results of the analysis, Commission staff identified three routes for further study: STH 20/STH 32, CTH K/STH 38, and CTH KR/STH 32. Commission staff is working with affected local units of government and WisDOT to identify potential recommended improvements along these three routes. Any additional functional improvements identified would be amended into the VISION 2050 regional transportation plan.

- A commenter suggested widening Moorland Road (CTH O) between Greenfield Avenue and Bluemound Road.

  Response: Moorland Road (CTH O) is a six-lane divided roadway between Bluemound Road and Greenfield Avenue. The existing and forecast future year 2050 traffic volumes are below the design capacity of Moorland Road between Bluemound Road and IH 94, and at the design capacity of Moorland Road between IH 94 and Greenfield Avenue. A significant amount of the traffic travelling on Moorland Road between Bluemoud Road and Greenfield Avenue is generated from the IH 94 interchange at that roadway. The Draft Plan proposes the construction of an IH 94 interchange at Calhoun Road that is

intended, in part, to alleviate traffic along Moorland Road between Bluemound Road and Greenfield Avenue.

- A commenter suggested that when Pilgrim Parkway (CTH YY) is widened at North Avenue (CTH M), the intersection should be redesigned to better address issues related to its proximity with the railroad tracks.

  Response: Addressing the issues related to the proximity of the intersection of Pilgrim Parkway and North Avenue to the Canadian Pacific Railway line (just north of the intersection) may be expected to be considered when Waukesha County conducts preliminary engineering and environmental impact study for the reconstruction of this segment of Pilgrim Road.

- A commenter suggested there is a lack of north-south highways in Waukesha County.

  Response: The regional transportation plan has in the past included an extension of Barker Road between Racine Avenue (CTH Y) and Greenfield Avenue (STH 59) and between Capitol Drive (STH 190) and Lisbon Road (CTH K). This would have provided a continuous north-south arterial across Waukesha County. However, at the request of the Waukesha County Board of Supervisors and Executive, this extension was removed from the plan, and replaced with the extension of Springdale Road (CTH SR) between Capitol Drive and Lisbon Road, providing a continuous north-south arterial in northern Waukesha County. The implementation of this extension would be dependent upon interest by affected and concerned local governments and the County.

- A commenter suggested that USH 45 be improved in Kenosha, Racine, Milwaukee, and Waukesha Counties to serve as an alternate route to IH 94.

  Response: Based on USH 45 between STH 36 in Milwaukee County and the Wisconsin State Line being located about four to seven miles west of IH 94, it would be expected that it currently provides an alternate route to IH 94, particularly for through traffic travelling between Kenosha or Racine County and the western portion of Milwaukee County. USH 45 between STH 36 in Milwaukee County and the Wisconsin State Line is generally a two-lane rural roadway. Current and future forecast year 2050 traffic volumes are below the current design capacity of the roadway. Thus, the Draft Plan proposes that this segment of USH 45 be maintained to essentially its current design capacity.

- A commenter suggested that express lanes be implemented on freeway mainlines.

  Response: WisDOT studied installing high-occupancy vehicle (HOV) lanes on freeway mainlines in the 1990s, but received very little or no support when proposed at that time. Implementing separated HOV lanes on the freeway would require significant right-of-way acquisition, and attendant significant increase in cost. In addition, it would be difficult to design HOV lanes through the freeway system interchanges, like the Zoo, Marquette, Mitchell, and Hale Interchanges. Thus, the Draft Plan does not propose HOV lanes on freeway mainlines. However, the Draft Plan does propose consideration of part-time shoulder use during times of peak freeway congestion. Implementation may be limited to transit use as bus-on-shoulder, increasing the reliability of transit service in congested corridors and encouraging increased transit use by the public. It may be necessary to construct emergency refuge areas at frequent intervals along the portions of freeway shoulder where use

as a through lane is permitted, as vehicles would not be able to use the shoulder for refuge purposes during its use as a through lane.

Other Comments Related to Streets and Highways

- A few commenters noted a need to repair and maintain local (nonarterial) streets, specifically noting: (3)
  - The wheel tax increase in the City of Milwaukee has not been enough to repair local streets in the City, and
  - Businesses in the City of Milwaukee suffer from bad roads
- A commenter indicated a need to consider accessibility when designing roadways, including implementing curb cuts at all corners on urban streets, and avoiding the use of cobblestone or brick used for aesthetics, which makes it more difficult for people with disabilities.
- A commenter suggested constructing a bascule bridge connecting Walker's Point with Jones Island through Greenfield Avenue, continuing down Carferry Drive.
- A commenter indicated that highways should include wildlife corridors and bridges.
- A commenter suggested using porous pavement for roads to improve drainage.
- A commenter indicated that narrowing wide roadways should be considered to improve pedestrian safety under the complete streets recommendation.
- A commenter indicated a need to be conscious of the people being displaced when building highways.

Freight Transportation
Comments in Support

- Several commenters expressed support for a truck-to-rail intermodal station in southeastern Wisconsin, specifically suggesting: (4)
  - It would attract businesses and truck drivers who wish to avoid the congestion and tolls in Illinois, and
  - The Menomonee Valley would be a perfect place for an intermodal station due to existing rail lines and easy freeway access.
- A commenter expressed support for designating OSOW truck routes.
- A commenter expressed support for encouraging more freight movement via rail rather than truck.
- A commenter suggested that freight rail should be able to bypass the city if transporting hazardous materials.

Widening of IH 43 between Silver Spring Drive and Howard Avenue
Comments in Support

- Several commenters expressed support for widening IH 43 to eight lanes, specifically suggesting: (5)
  - It would improve travel times to jobs and encourage economic growth, (2)
  - It is needed to provide space for emergency vehicles,
  - It is needed to address bottlenecks along IH 43,

- It would improve safety, and
- The negative impacts appear to be minimal.

Comments in Opposition

- Numerous commenters expressed opposition to widening IH 43 to eight lanes, specifically suggesting: (16)
  - There should be a focus instead on improving public transit in the corridor, (3)
  - It would impact adjacent neighborhoods, which are disproportionately communities of color, (3)
  - It would have environmental impacts, (2)
  - The costs of the widening outweigh the benefits, (2)
  - There should be a focus instead on repairing/maintaining,
  - It would not benefit minority populations,
  - It may require relocating businesses,
  - It would increase sprawl and inequity,
  - There needs to be a Title VI/environmental justice analysis of widening IH 43, and
  - The travel time improvements are not worth the additional cost and impacts.

  Response: An evaluation was conducted of the benefits and impacts of widening and not widening upon the reconstruction of IH 43 between Howard Avenue and Silver Spring Drive, as documented in Appendix I of the draft VISION 2050 report. Specifically, the evaluation considered the effect of widening or not widening this segment of IH 43 on construction cost, traffic carrying capacity, traffic congestion on the freeway and adjacent surface arterials, travel time on IH 43, traffic on adjacent surface arterials, vehicular crashes, impacts to natural resource areas and businesses and residences, and greenhouse gas emissions and other transportation-related emissions. An evaluation is also included in Appendix I of the benefits and impacts of widening or not widening this segment of IH 43 on minority populations and families in poverty residing in proximity to IH 43 between Howard Avenue and Silver Spring Drive. This evaluation and the comments provided by the public in support or opposition to the widening upon the reconstruction of IH 43 between Howard Avenue and Silver Spring Drive will be considered by the Advisory Committee on Regional Transportation System Planning as they consider whether the Final Plan includes or does not include the widening of this segment of IH 43. Regardless of whether the Final Plan includes or does not include the widening of IH 43 between Howard Avenue and Silver Spring Drive, when WisDOT conducts preliminary engineering and environmental impact study for the reconstruction of this segment of IH 43, alternatives that include both widening and not widening IH 43 would be considered. Should WisDOT determine that this segment of IH 43 be reconstructed in a manner that differs from the Final Plan, the plan would be amended accordingly to be consistent with the determinations of preliminary engineering.

Funding and Benefits of the Draft Plan

The Funding and Benefits comment card at each workshop included questions to direct feedback on the funding and benefits of the Draft Plan, which were also asked on the Draft Plan website. The comment card first indicated that the Draft Plan identifies a gap in funding for the proposed transit system. It then posed two questions:

- Would you support providing additional public funding for transit?
- If so, are there particular revenue sources you think should be considered?

In addition, the comment card noted that the Fiscally Constrained Transportation Plan (FCTP) includes all transportation elements of the Draft Plan, but does not include the proposed significant improvement and expansion of public transit because they cannot be implemented within existing and likely reasonably expected future funds, and the existing and likely reasonably expected future limitations and restrictions on the uses of those funds. It then posed the following question:

- Do you have any comments on the FCTP?

A summary of the responses to these three questions and other comments on the funding and benefits of the Draft Plan is presented below, along with Commission staff responses to comments, as appropriate.

Comments in Support

- Numerous commenters expressed support for generating additional public revenue to fund the public transit element of the Draft Plan. Several of those commenters also indicated their preferences regarding which funding sources should be pursued: (29)
  - Several commenters expressed support for increasing fuel tax rates to fund the public transit element of the Draft Plan. (7)
  - Several commenters expressed support for implementing a VMT fee to fund the public transit element of the Draft Plan. (7)
  - Several commenters indicated that they supported an increase in sales tax rates to fund the public transit element of the Draft Plan. (6)
  - Several commenters expressed support for paying for the public transit and bicycle and pedestrian elements of the Draft Plan by flexing State and Federal funding away from streets and highways. (4)
  - A few commenters expressed support for increasing vehicle registration fees to fund the public transit element of the Draft Plan. (3)
  - A few commenters indicated that they supported an increase in hotel room tax rates to fund the public transit element of the Draft Plan. (3)
  - A few commenters expressed support for increasing the vehicle rental fee to fund the public transit element of the Draft Plan. (2)
  - A few commenters proposed that employers pay for part of the cost of providing public transit to suburban business parks. (2)
  - A few commenters expressed concern about implementing any version of a VMT fee that would require government access to GPS technology in vehicles. (2)
  - A few commenters expressed support for implementing tolls on the

Region's freeway system to fund the public transit element of the Draft Plan. (2)

- A commenter opposed implementing tolls on the Region's freeway system to fund the public transit element of the Draft Plan.
- A commenter opposed implementing a VMT fee to fund the public transit element of the Draft Plan.
- A commenter supported increasing property taxes in the Region to fund the public transit element of the Draft Plan.
- A commenter opposed increasing property taxes in the Region to fund the public transit element of the Draft Plan.
- A commenter expressed support for increasing taxes and fees on trucks rather than on personal vehicles to fund the public transit element of the Draft Plan.
- A commenter proposed utilizing a carbon tax to fund the public transit element of the Draft Plan.
- A commenter proposed a Regional corporate income tax to fund the public transit element of the Draft Plan.

- Several commenters expressed that the public transit element of the Fiscally Constrained Transportation Plan was inadequate for the Region's future. (8)

Comments in Opposition

- A few commenters opposed raising additional revenue to fund the public transit element of the Draft Plan. (2)

Comments Requiring a Clarifying Response

- A few commenters expressed support for a regional transit authority to manage and operate transit services in the Region. (3)

  Response: Although the public transit element of the Draft Plan would require additional funding of some sort, it would not necessarily require a regional transit authority to implement and operate the proposed transit system. However, a regional transit authority should be explored and considered as part of any discussion of providing additional, dedicated funding for transit services in the parts or all of the Region.

- A commenter expressed support for ensuring that any additional revenues raised be spent only on transportation infrastructure and services.

  Response: As a result of a binding referendum that was part of the November 4, 2014 ballot, the State of Wisconsin's Constitution requires that all funds collected from taxes or fees associated with transportation (such as motor vehicle fuel taxes or vehicle registration fees) can only be used by a program that is directly administered by WisDOT.

- A commenter expressed a need for additional funding sources to be available to local governments to maintain collector and land access streets (non-arterial streets).

  Response: Although Commission staff recognize that this is an issue of vital concern to many local governments in the Region, the applicable element of VISION 2050 focuses on arterial streets and highways,

and therefore does not make recommendations related to the design, funding, or maintenance of collector and land access streets within Southeastern Wisconsin.

Additional Comments on the Draft Plan

The following summarizes additional comments related to the Draft Plan that were received:

Comments in Support

- Numerous commenters complimented the VISION 2050 planning process, the opportunities for public input, and the outreach materials. (12)
- Several commenters support the plan and its implementation. (7)

Comments in Opposition

- A few commenters expressed concern regarding the input received during the VISION 2050 planning process. The commenters expressed concern than many residents who may object to plan proposals do not comment due to lack of interest. The commenters noted that it is then difficult for elected officials to object to a plan that appears to have overwhelming support. (2)

  Response: 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 the plan alternatives, including consideration of how well the plan performs with respect to goals of mobility, healthy communities, equitable access, and costs 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 time as 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 include representation from each of the seven Counties, local units of government of the Southeastern Wisconsin Region, and State and Federal agencies. In addition, early in the planning process, the Commission did conduct a statistically significant telephone survey seeking to gather opinions regarding land use and transportation within each County in the Region in an attempt to gather opinions of a representative cross-section of the population of each County and the Region.

- A few commenters expressed concern that VISION 2050 is based on the belief that future growth will only be obtained by communities that have a robust infrastructure. The commenters noted that infrastructure is important to attracting businesses, but taxes are also an important consideration. The commenters suggested building infrastructure as it is needed while keeping taxes low. (2)

  Response: 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 is 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.

Comments Suggesting Changes or Additions to the Draft Plan

- A few commenters stated that there is not enough emphasis in the public outreach materials, including the summary booklet, on the benefits of the Draft Plan related to improving public health and improving opportunities for minority and low-income residents. (3)

  Response: Additional emphasis will be given to these matters in the summary booklet of the Final Plan.

Comments Requiring a Clarifying Response

- A commenter suggested that it would be beneficial if Commission staff was present when citizens meet with local officials regarding public transit.

  Response: Commission staff will attend meetings with concerned agencies and units of government or interested parties upon request.

- A commenter stated that citizens should be informed when Commission staff presents the completed VISION 2050 Final Recommended Plan during meetings with local elected officials.

  Response: County and local units of government follow formal public notice procedures for meetings of bodies such as plan commissions and governing bodies. Any presentations regarding VISION 2050 would be included as an item on meeting agendas.

- A commenter suggested preparing an executive summary of the Final Plan.

  Response: A summary booklet will be prepared for the VISION 2050 Final Recommended Plan, similar to those prepared for the VISION 2050 Alternative Plans and the VISION 2050 Draft Plan.

- A commenter suggested presenting the Draft Plan to Milwaukee County.

  Response: Throughout the planning process, commission staff has met 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 System Planning, which include representation from each of the seven Counties, local units of government of the Southeastern Wisconsin Region, and State and Federal agencies. Upon adoption of VISION 2050 by the Regional Planning Commission, Commission staff will request that Milwaukee County review the VISION 2050 plan, and consider endorsement and integration of the findings and recommendations into County planning activities.

- A commenter suggested conducting a Title VI/environmental justice analysis.

  Response: Environmental justice analyses have been conducted throughout the VISION 2050 process. These analyses began at the conceptual sketch scenario stage of the process, which included equitable access evaluation criteria. The next step in the VISION 2050 process involved evaluation of the Alternative Plans. Unlike the scenarios, the Alternative Plans were not "conceptual" in nature. Each of the Alternative Plans had a higher level of detail, including a specific development pattern and transportation system. A detailed evaluation

of the Alternative Plans was possible, including a detailed Equitable Access analysis which assessed the potential benefits and adverse impacts of each of the Alternative Plans on minority and low-income populations. The Equitable Access analysis of the Alternative Plans included the following evaluation criteria:

- Level of Accessibility to Jobs and Activity Centers for Minority and Low-Income Populations by Mode
- Minority and Low-Income Populations Served by Transit
- Transit Service Quality for Minority and Low-Income Populations
- Minority and Low-Income Populations Benefited and Impacted by New and Widened Arterial Street and Highway Facilities
- Transportation-Related Air Pollution Impacts on Minority and Low-Income Populations

An Equitable Access analysis was then performed on the Draft Plan. The analysis performed on the Draft Plan included the same criteria as the Equitable Access analysis performed on the Alternative Plans as well as an assessment of the potential benefits and adverse impacts of the Draft Plan on moderate-income populations and people with disabilities. Further environmental justice analyses are under preparation on the Fiscally Constrained Transportation Plan and the VISION 2050 Land Use Component. These analyses will be reviewed by the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning and Environmental Justice Task Force.

- A commenter suggested adding discussion of protecting Lake Michigan, stormwater runoff, impervious cover, non-point source pollution, chemicals in the Lake, and problems with invasive species.

  Response: The Draft Plan evaluation criteria include amount of impervious surface estimated for plan conditions and potential impacts to water resources and water quality.