



PLAN AMENDMENT RELATED TO FOXCONN

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WHAT IS VISION 2050?

VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was prepared by the Southeastern Wisconsin Regional Planning Commission. Learn more about the plan, and view the full three-volume plan report, at vision2050sewis.org.

INCORPORATING LAND USE AND TRANSPORTATION CHANGES

VISION 2050 was adopted in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, VISION 2050 needed to be amended to incorporate land use changes to accommodate additional residents and jobs related to the Foxconn manufacturing campus. In addition, the plan amendment incorporates transportation improvements to serve the Foxconn area. The transportation improvements include several surface arterial improvements around the Foxconn site, transit services to connect workers to jobs at Foxconn and nearby businesses, and additional bicycle facilities. The amendment also highlights key VISION 2050 recommendations already included in the plan that should be considered as local planning and development continues in the Foxconn area.

REEXAMINING TRANSPORTATION FUNDING

As part of the plan amendment, based on changes in funding for transportation projects in the last State budget, staff also revisited the analysis of expected transportation costs and revenues. This updated analysis identifies the portion of the recommended transportation system that can reasonably be funded, which is referred to as the Fiscally Constrained Transportation Plan (FCTP). The analysis shows that additional revenue will be needed to avoid further declines in transit service levels and achieve the significantly improved and expanded public transit system recommended under VISION 2050. It also shows that expected revenues will be insufficient to complete the recommended construction or reconstruction of several portions of the Region's arterial street and highway system by 2050, which will particularly affect the ability to reconstruct aging freeways in a timely manner.

EVALUATING THE EQUITY OF THE AMENDED PLAN

Staff also prepared updated equity analyses of the plan's land use and transportation components as amended. Among its findings, the equity analysis of the amended transportation component indicates that the more than doubling of transit service under VISION 2050 would greatly improve transit access to jobs, healthcare, education, and other activities for the Region's minority populations, low-income populations, and people with disabilities. Under the FCTP, a disparate impact on these population groups is likely to occur unless the State of Wisconsin provides additional funding for transit services or allows local units of government and transit operators to generate such funds on their own.



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Local planning will continue for many years around the Foxconn manufacturing campus. Much of this local planning is not expected to require amending VISION 2050. As the affected communities and Racine County conduct more detailed planning, VISION 2050 should be considered as a guide and the Commission staff as a resource.

In anticipation of this planning, the amendment highlights key VISION 2050 recommendations already included in the plan that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities (see the full amendment report for more details). These recommendations support:

- Efficiently and responsibly developing land
- Providing the right mix of housing for workers near their jobs
- Achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area

Highlighting VISION 2050's recommendations as originally adopted is also important because it establishes an understanding of the recommendations before identifying what changes have been made under the plan amendment.

LAND USE

VISION 2050 is intended to provide a guide, or overall framework, for future land use within the Region. Implementation of the land use recommendations ultimately relies on planning decisions made at the community level. Incorporating key VISION 2050 land use recommendations in future community planning decisions regarding the area around Foxconn would have many benefits to the communities and those who may seek to work and live within the communities.



A mix of housing types and land uses should be developed to provide:

- A variety of housing types (multifamily, single-family on smaller lots) affordable to a wide range of incomes and accessible to people with disabilities
- Access to job opportunities for workers with transportation barriers, which can help reduce economic and educational disparities between white and minority populations
- Walkable neighborhoods near amenities to attract workers

A compact development pattern should be achieved to:

- Allow municipal services (e.g., public sewer, water, and transit) to be provided more efficiently and cost-effectively
- Minimize impacts to natural and agricultural resources

TRANSPORTATION

The transportation component of VISION 2050 includes the following six elements: public transit, bicycle and pedestrian, transportation systems management, travel demand management, arterial streets and highways, and freight transportation. Some of these elements are more directly affected by the plan amendment than others, but there are recommendations from each of these elements that should be considered in the ongoing decision-making regarding transportation improvements to serve the Foxconn campus.

Significantly improved and expanded public transit:

- Added commuter rail lines, including a Kenosha-Racine-Milwaukee line with stations that could be connected to the Foxconn campus
- Added express bus routes, including two in the vicinity of the Foxconn campus
- Increased frequency and expanded service area of Racine-area local bus service
- Improved Amtrak Hiawatha service between Milwaukee and Chicago, which includes a Sturtevant station about three miles north of Foxconn



Significantly improved and expanded bicycle and pedestrian facilities:

- On-street bicycle accommodations on all surface arterials (non-freeways)
- Enhanced bicycle facilities that go beyond a traditional bike lane (e.g., protected bike lane or path within a road's right-of-way) in key regional corridors
- Expanded off-street bicycle path system
- Expanded bike share program implementation
- Safe, efficient, and accessible pedestrian facilities

Road capacity and design that address traffic impacts and safety, and accommodate all users:

- Routine maintenance, periodic rehabilitation, and reconstruction of roadway infrastructure to keep the arterial system in a state of good repair
- Complete streets concepts to allow safe and convenient travel for all roadway users traveling by various modes
- Strategically expanded arterial capacity to address congestion

Employer-sponsored programs to reduce vehicle trips and VMT:

- High-occupancy vehicle (HOV) preferential treatment, such as preferential parking for those who carpool or vanpool
- Parking cash-out, which involves charging employees for parking then offsetting that cost with additional pay to encourage alternatives to driving alone
- Live near your work programs designed to help workers buy or rent a home near their employer

Freight improvements:

- Address forecast congestion on the regional freight highway network to improve reliability
- Accommodate oversize/overweight (OSOW) shipments, particularly by maintaining appropriate clearances
- Pursue a new truck-rail intermodal facility in the Region so intermodal shipments can avoid the highly congested Chicago area



REVISIONS TO VISION 2050 LAND USE COMPONENT

Based on the most current information available to the Commission staff, VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn (see Figure 1). While various sources have estimated the total employment impact of development associated with Foxconn at about 30,000 jobs, staff estimates that about half of the total jobs could be absorbed by the employment growth originally envisioned under VISION 2050.

The amendment accommodates the additional residents and jobs through revisions to the regional land use development pattern (see Figure 2). Much of the new development is anticipated to be industrial and commercial in nature with related residential development occurring with a mix of housing types. New housing units near the Foxconn campus are recommended to include multifamily housing and single-family homes on lots of 1/4 acre or less.

The amendment also reflects revisions to the planned public sanitary sewer service areas in VISION 2050. These revisions incorporate adopted amendments to the sewer service areas for the City of Racine and environs and the City of Kenosha and environs. The sewer service area changes would result in additional population being served by public sanitary sewer and public water.

In addition, the amendment adds a new major economic activity center encompassing the area in and around the Foxconn campus. This is the 62nd existing or recommended center located in the Region.

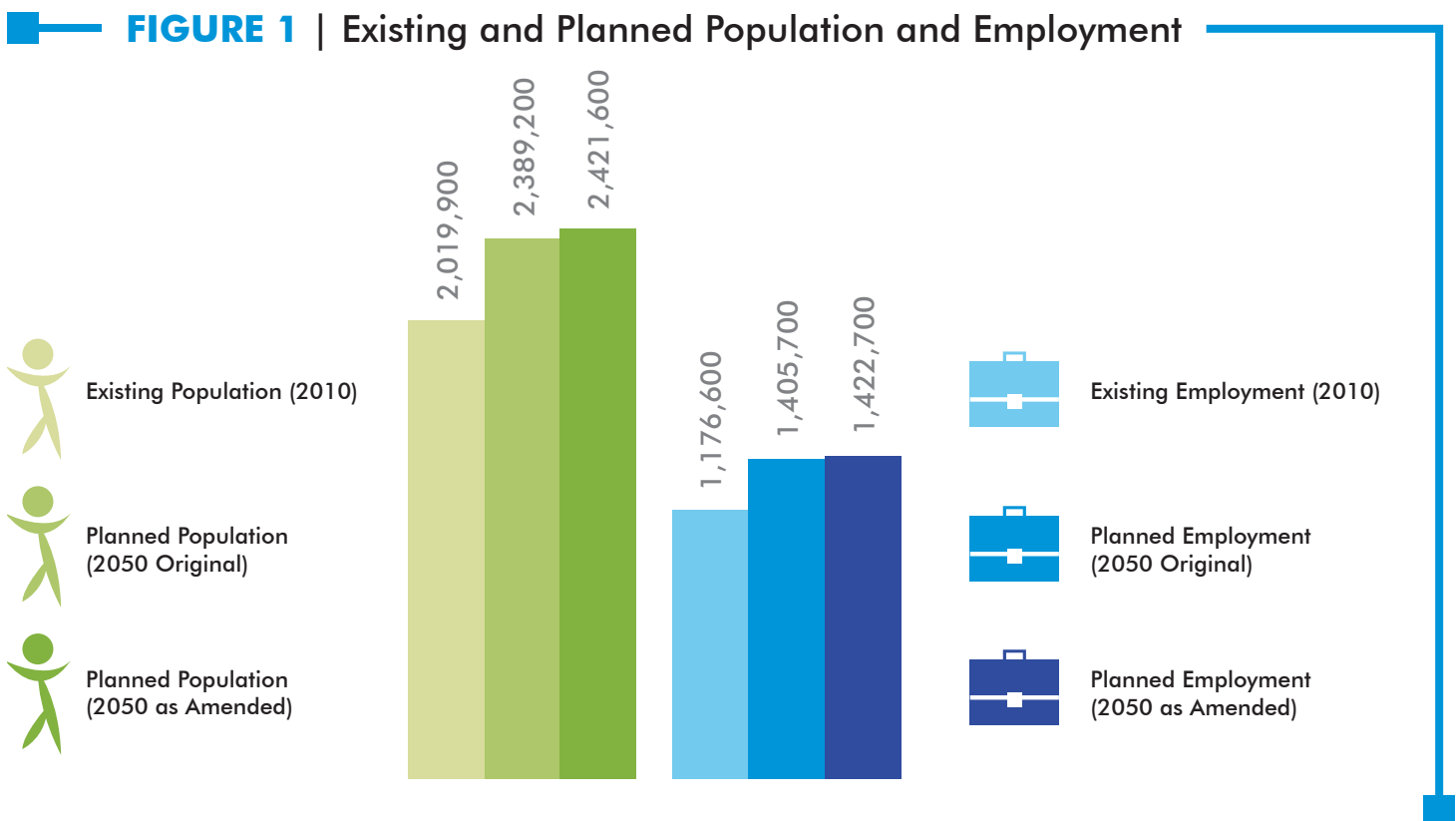
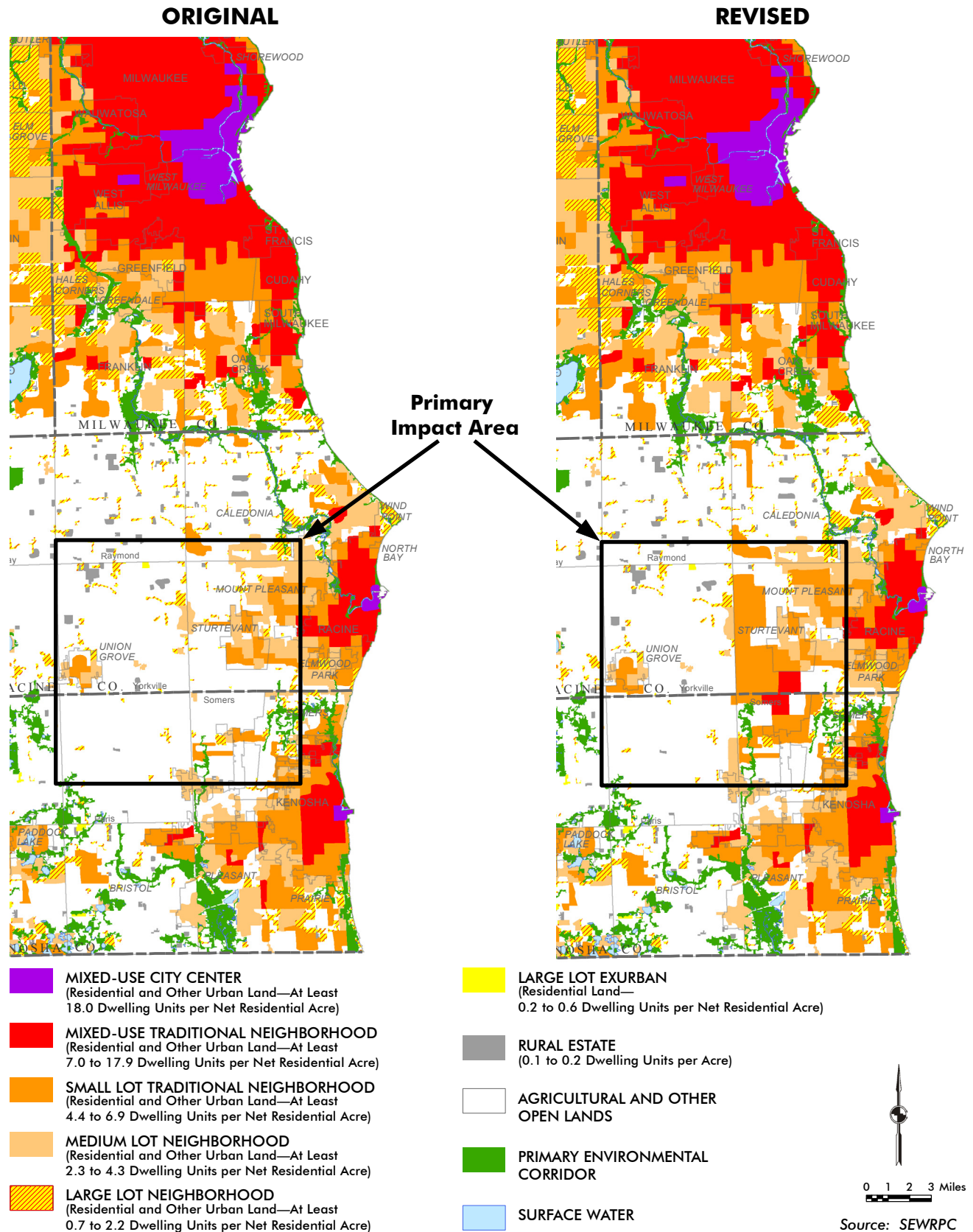
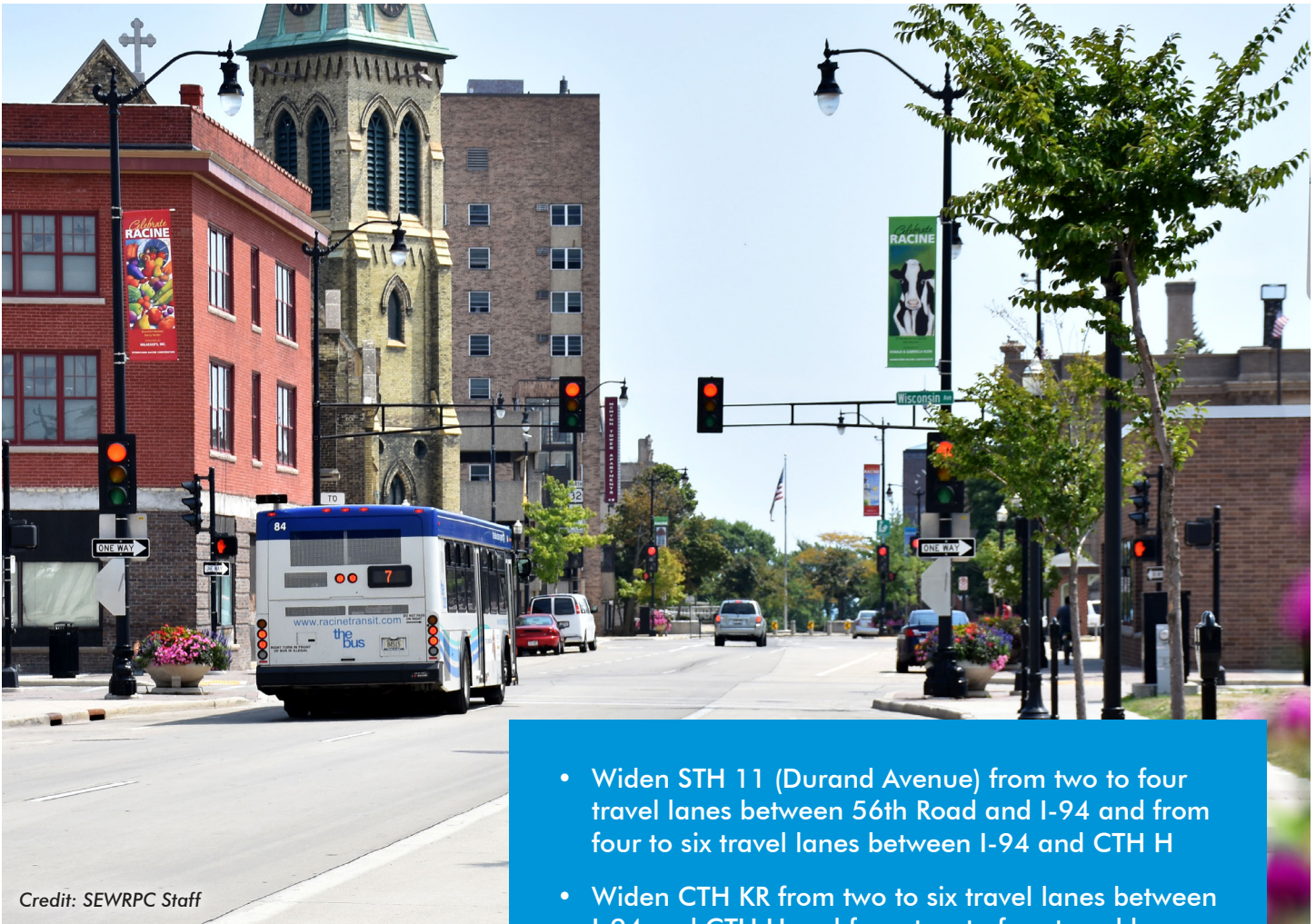


FIGURE 2 | Revisions to VISION 2050 Land Use Development Pattern





Credit: SEWRPC Staff

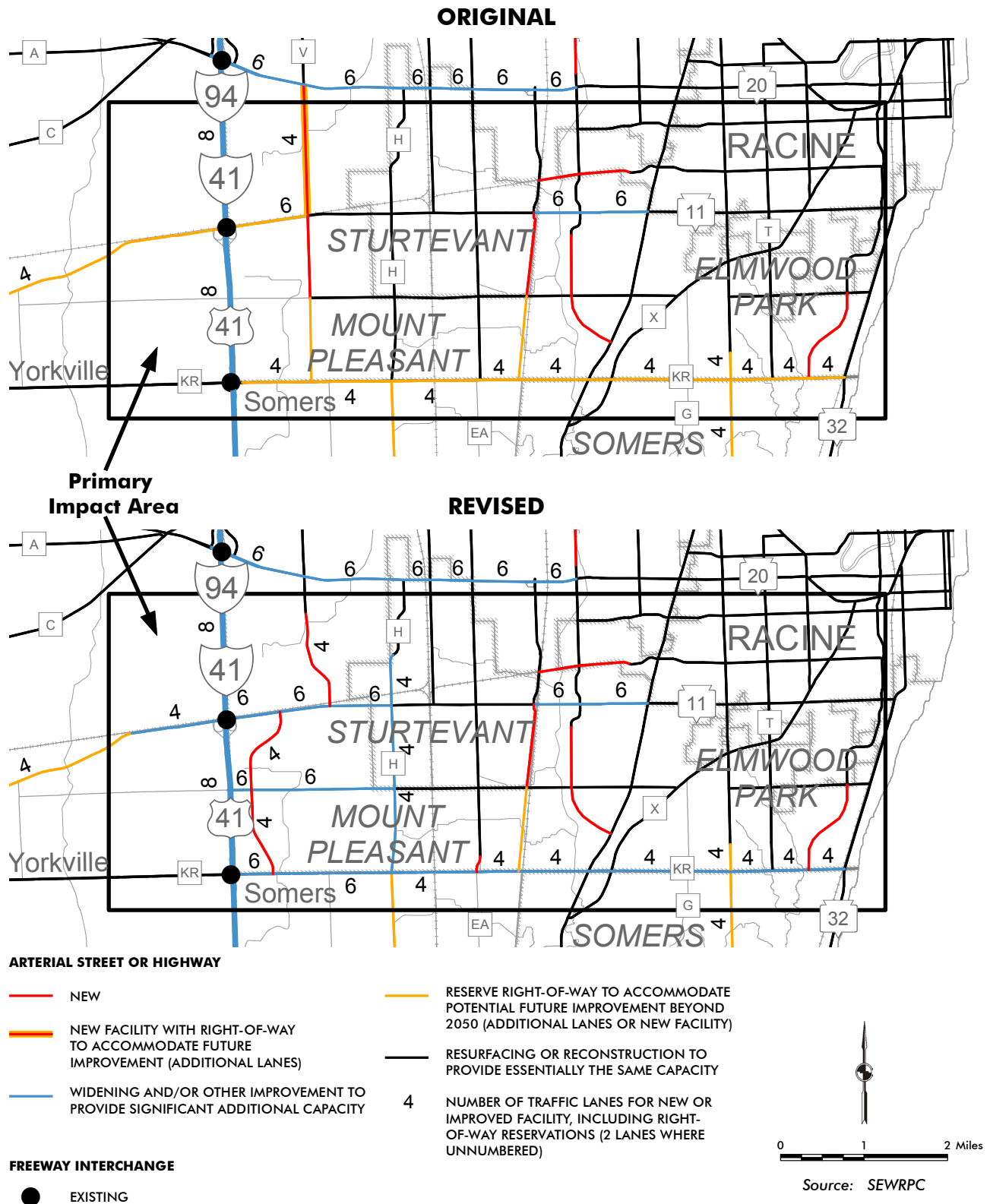
ARTERIAL STREET AND HIGHWAY CHANGES

The Wisconsin Department of Transportation (WisDOT) is designing and constructing several surface arterial improvements in the vicinity of the Foxconn manufacturing campus. The VISION 2050 amendment reflects WisDOT's planned surface arterial improvements, referred to as the Foxconn development roads, which include the new and reconstructed roadway segments listed on this page.

- Widen STH 11 (Durand Avenue) from two to four travel lanes between 56th Road and I-94 and from four to six travel lanes between I-94 and CTH H
- Widen CTH KR from two to six travel lanes between I-94 and CTH H and from two to four travel lanes between CTH H and STH 32
- Widen Braun Road from two to six travel lanes between I-94 and CTH H
- Widen CTH H from two to four travel lanes between CTH KR and Venice Avenue
- Extend International Drive as a new four-lane facility from its current terminus just south of STH 20 (Washington Avenue) to STH 11 (Durand Avenue) and remove the planned extension between STH 11 and Braun Road
- Add Wisconn Valley Way as a new four-lane facility between STH 11 (Durand Avenue) and CTH KR

Figure 3 compares the arterial improvement changes to the arterial improvements originally recommended in VISION 2050.

FIGURE 3 | Revisions to VISION 2050 Arterial Street and Highway System



PUBLIC TRANSIT SERVICE AND BICYCLE NETWORK CHANGES

The recommended public transit element and bicycle and pedestrian element have also been amended to meet the multimodal transportation needs in the area of the potential new development.

The recommended public transit services, which are in addition to significantly expanded and improved services already recommended in VISION 2050, include:

- Add a commuter bus route from the Corinne Reid-Owens Transit Center in downtown Racine along Sheridan Road (STH 32) and CTH KR to the Foxconn campus
- Add a commuter bus route from western Racine County along STH 11 to the Foxconn campus
- Add a commuter bus route connecting the City of Milwaukee and southern Milwaukee County along I-94 to the Foxconn campus and businesses further south in Kenosha County
- Improve local transit service in the impacted area, including extending RYDE Route 1 along Braun Road to the Foxconn campus and establishing a shuttle service along CTH H between the Sturtevant Amtrak Station and the Foxconn campus

Figure 4 compares the transit service changes to the transit services originally recommended in VISION 2050.

Changes to the bicycle network include:

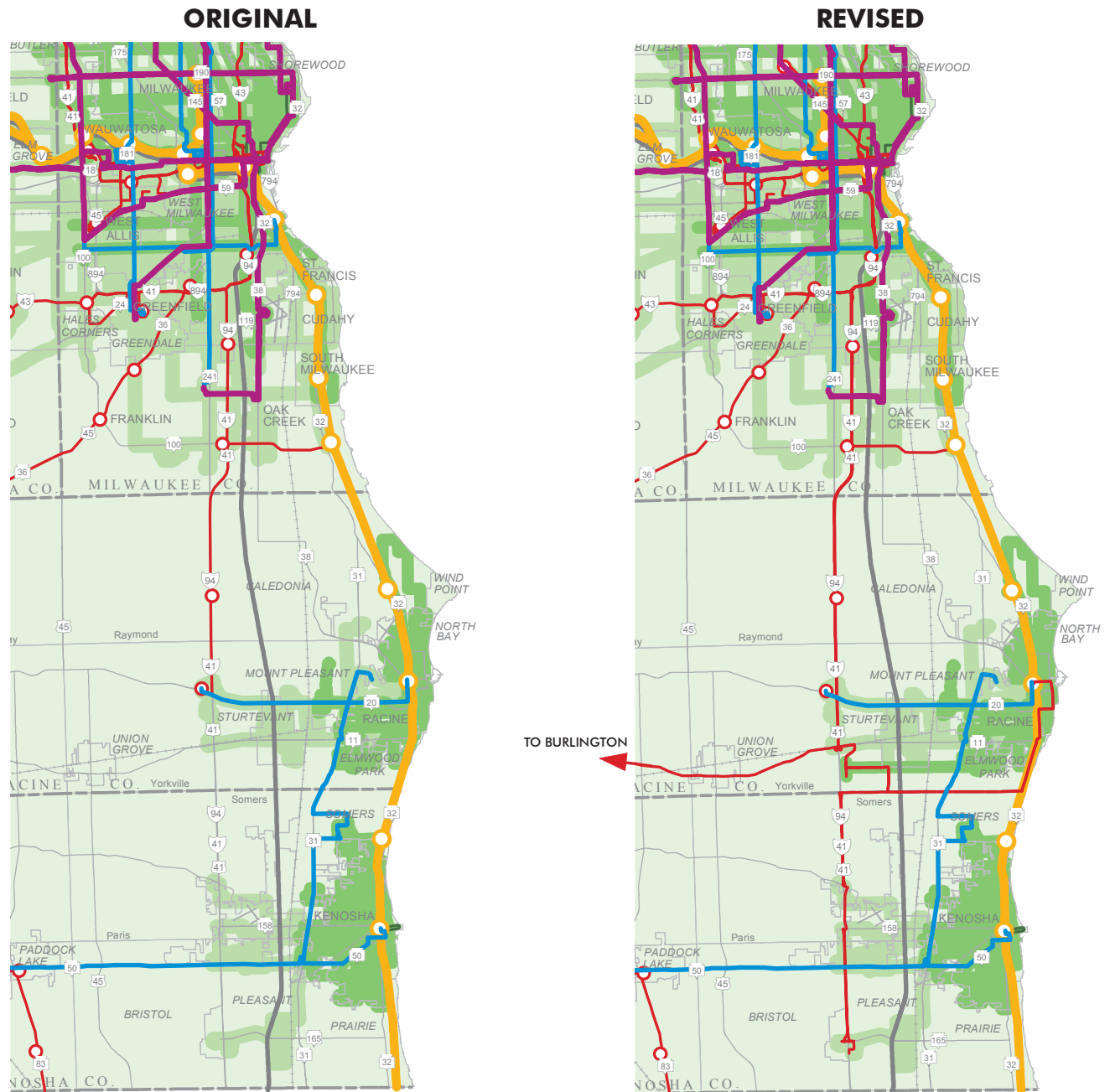
- Additional bicycle accommodations along the new Foxconn development roads
- Extensions to the enhanced bicycle facility corridors recommended along STH 11 and CTH KR in the Racine area, both connecting to the Foxconn campus



REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

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FIGURE 4 | Revisions to VISION 2050 Transit Services



TRANSIT SERVICES

- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- INTERCITY RAIL
- STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

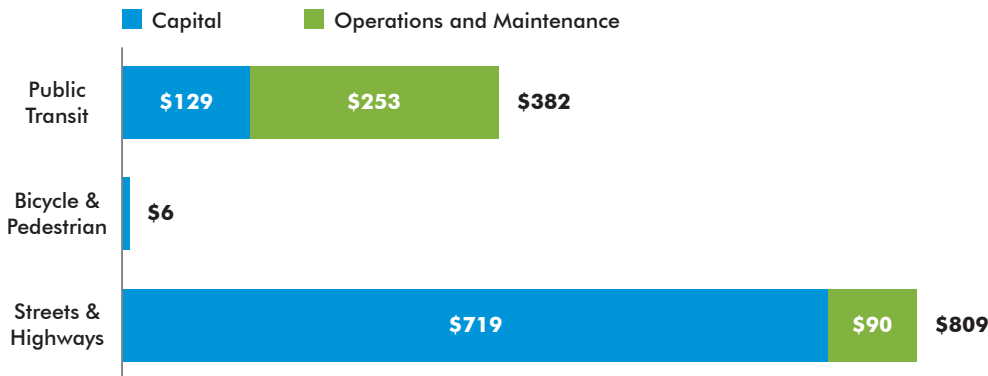
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI



Source: SEWRPC

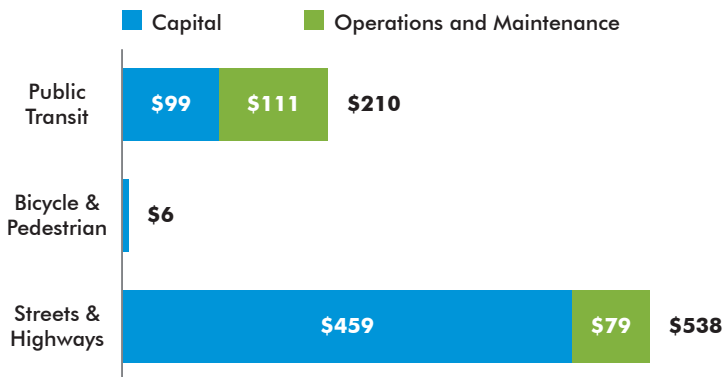
UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

FIGURE 5 | Transportation System Investment Required to Implement VISION 2050 as Amended (Average Annual in Millions of 2017\$)



When VISION 2050 was initially prepared, the financial analysis identified a difference between the cost to build, maintain, and operate the recommended transportation system and what the Region's existing and expected revenues would allow the Region to afford. As a result, the funded portion of the plan, referred to as the Fiscally Constrained Transportation Plan (FCTP), was identified. The FCTP originally included all transportation elements of VISION 2050 except for portions of the public transit element.

FIGURE 6 | Funding Available to Implement VISION 2050 as Amended (Average Annual in Millions of 2017\$)



Specifically, most of the major transit improvement and expansion components in VISION 2050 were not included in the FCTP, and reductions in current transit service were expected to continue. However, the analysis noted that the recommended arterial system improvements, particularly reconstructing the regional freeway system, would require funding levels from State budgets of the previous decade to be maintained.

In revisiting this analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, staff confirmed insufficient funding for the recommended public transit improvements. Due to changes in transportation funding levels included in the 2017-2019 State budget, the updated analysis also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050 (see Figures 5 and 6). This will result mostly in a reduction in the amount of freeway that can be reconstructed, but will also reduce the amount of surface arterials (non-freeways) that can be reconstructed with additional lanes or can be newly constructed by 2050.

Based on the updated analysis, several segments of the regional freeway system and two non-freeway segments would be removed from the FCTP under the plan amendment. Specifically, only 35 miles of the total 233 miles of recommended freeway reconstruction would be expected to be implemented by 2050 under the revised FCTP, as shown on Map 1.

UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

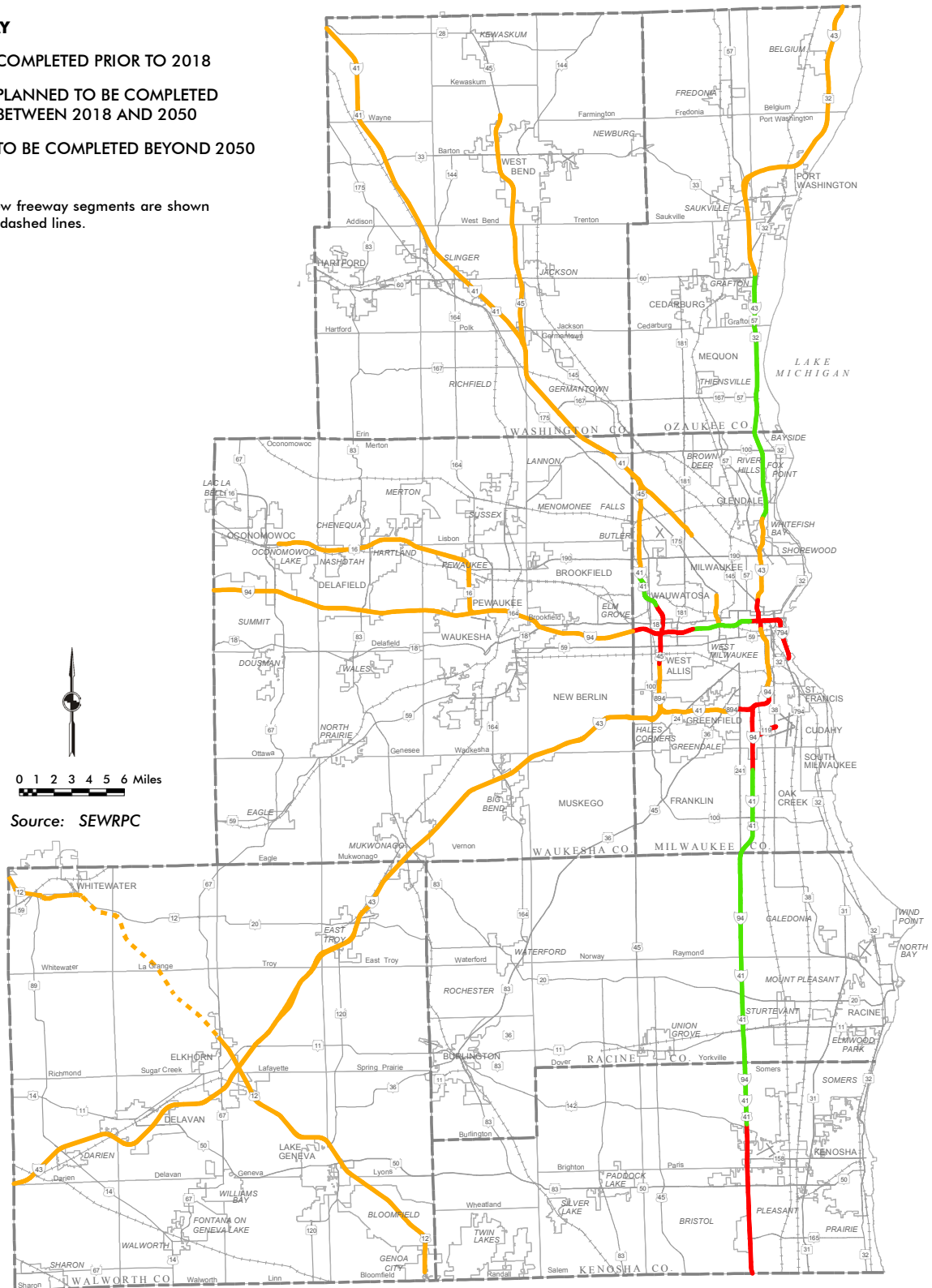
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MAP 1 | Schedule for Reconstructing the Freeway System Under the Revised FCTP

FREEWAY

- COMPLETED PRIOR TO 2018
- PLANNED TO BE COMPLETED BETWEEN 2018 AND 2050
- TO BE COMPLETED BEYOND 2050

Note: New freeway segments are shown as dashed lines.



Source: SEWRPC

UPDATED EQUITY ANALYSES OF AMENDED PLAN

In terms of the amended land use component for VISION 2050, none of the recommendations would have an adverse impact on the Region's minority populations, low-income populations, and people with disabilities and many of them would have a positive effect. Regarding the transportation component of the amended VISION 2050 and FCTP, no area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements and minority populations and low-income populations would benefit from the expected modest improvement in highway accessibility to employment.

The more than doubling of transit service under the amended VISION 2050 would significantly improve transit access for the Region's minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities. However, there would be a significant reduction in transit access under the amended FCTP (see Figure 7). The analysis suggests that, without the State of Wisconsin providing additional funding for transit services or allowing local units of government and transit operators to generate such funds on their own, a disparate impact on these population groups is likely to occur.

FIGURE 7 | Comparison of VISION 2050 and FCTP Transit Services

