



# PROPOSED PLAN AMENDMENT RELATED TO FOXCONN

## SUMMARY

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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](http://vision2050sewis.org).

### WHY IS THE PLAN BEING AMENDED?

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 needs 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 development area. 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.

### HOW TO PROVIDE INPUT

This handout summarizes the main elements of the proposed plan amendment and the results of the updated financial analysis. You can access the full amendment document at [vision2050sewis.org](http://vision2050sewis.org) and are invited to attend one of six public meetings across the Region. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online. See the back page of this handout for the detailed public meeting schedule and how to submit comments.

## PUBLIC MEETING SCHEDULE

Waukesha | Monday 9/10  
Carroll University

[ 5 - 7 PM ]

Milwaukee | Tuesday 9/11  
Mitchell Street Library

[ 5 - 7 PM ]

Sturtevant | Monday 9/17  
SC Johnson iMET Center

[ 5 - 7 PM ]

Milwaukee | Tuesday 9/18  
Villard Square Library

[ 5 - 7 PM ]

Kenosha | Wednesday 9/19  
Boys and Girls Club

[ 5 - 7 PM ]

Racine | Thursday 9/20  
Racine Transit Center

[ 5 - 7 PM ]



[vision2050sewis.org](http://vision2050sewis.org)



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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 document 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 are being proposed 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
- 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

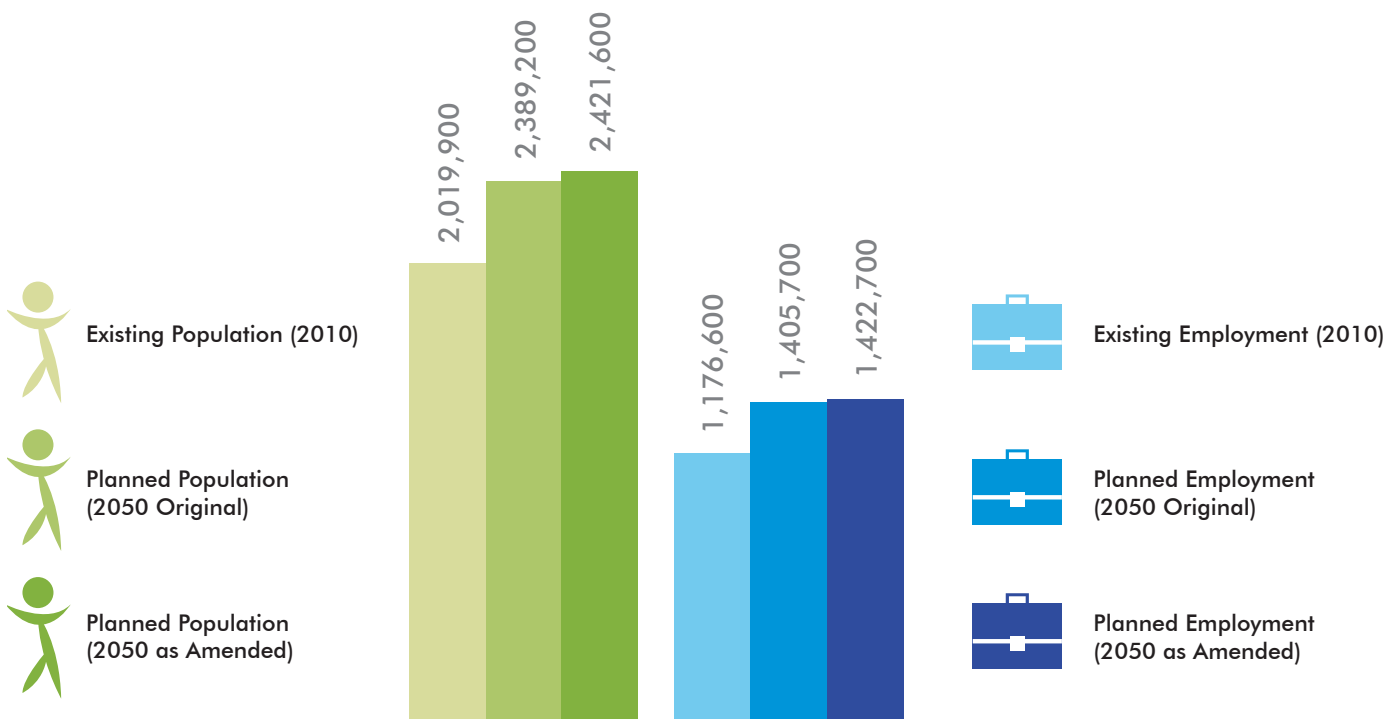
Based on the most current information available to the Commission staff, VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn (see Figure 1). While various sources have estimated the total employment impact of development 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 range of lot sizes and housing types. New housing units near the Foxconn campus are recommended to be either multifamily housing or single-family homes on lots of 1/4 acre or less.

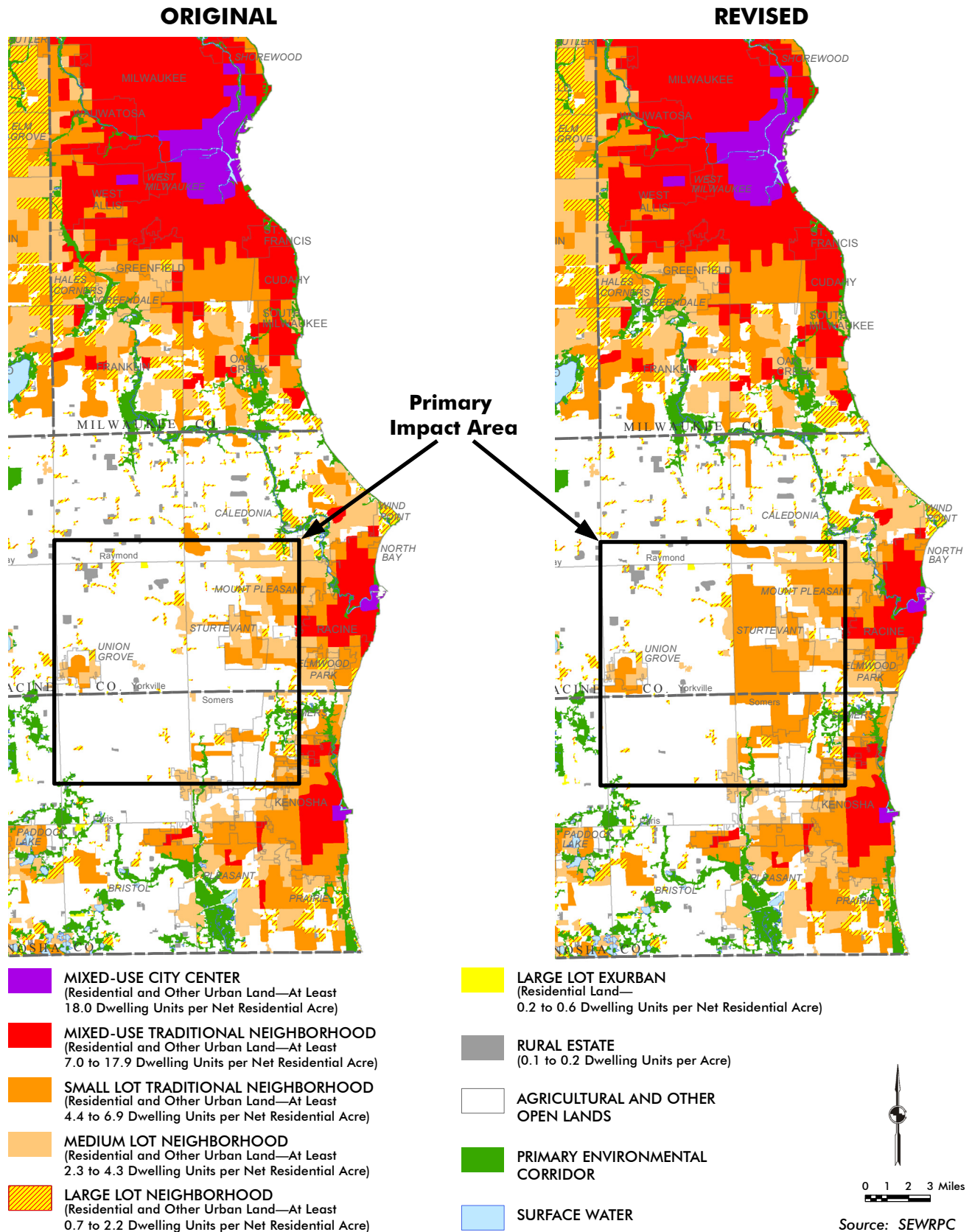
The amendment also reflects revisions to the planned public sanitary sewer service areas in VISION 2050. These revisions incorporate requested amendments to the adopted sewer service areas for the City of Racine and environs and the City of Kenosha and environs. The sewer service area changes would result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

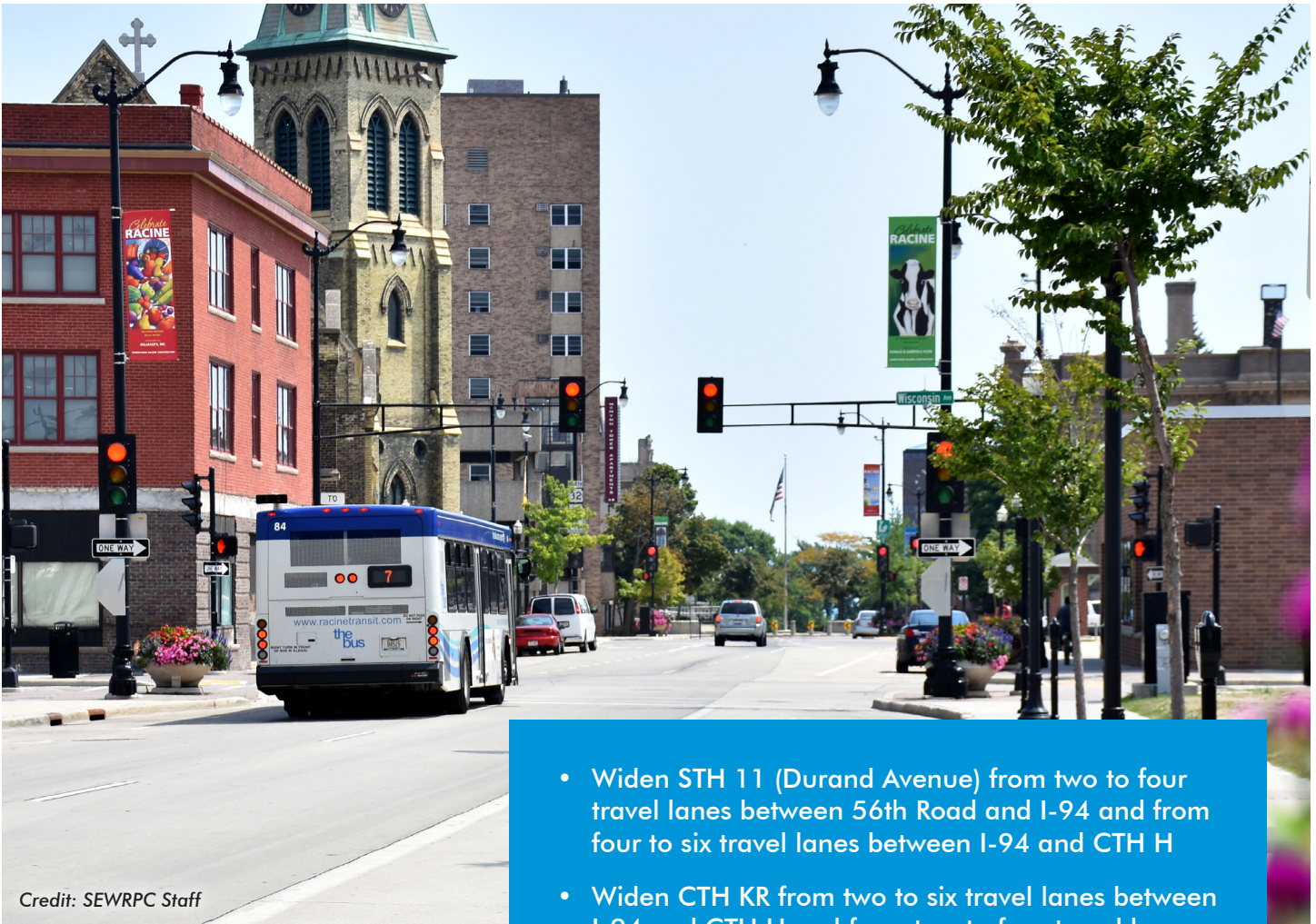
**FIGURE 1 | Existing and Planned Population and Employment**



**FIGURE 2** | Revisions to VISION 2050 Land Use Development Pattern







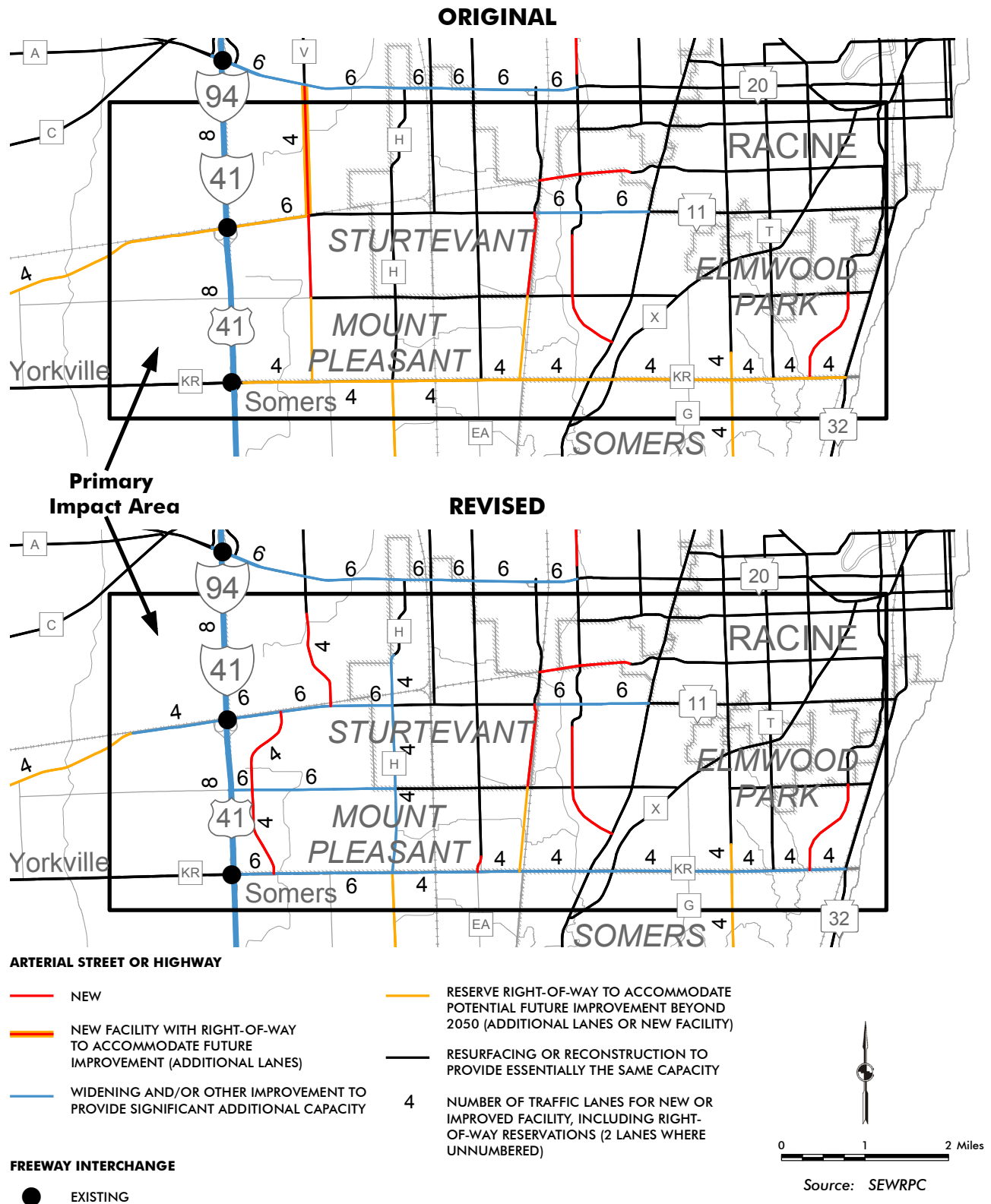
## ARTERIAL STREET AND HIGHWAY CHANGES

The Wisconsin Department of Transportation (WisDOT) is designing and constructing several surface arterial improvements in the vicinity of the Foxconn manufacturing campus. The proposed 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 planned extension between STH 11 and Braun Road
- Add Wisconsin Valley Way as a new four-lane facility between STH 11 (Durand Avenue) and CTH KR

*Figure 3 compares the proposed arterial improvement changes to 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 would also be 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 Burlington and Union Grove along STH 11 to the Foxconn campus
- Add a commuter bus route connecting downtown 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 proposed transit service changes to the transit services originally recommended in VISION 2050.*

Proposed 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

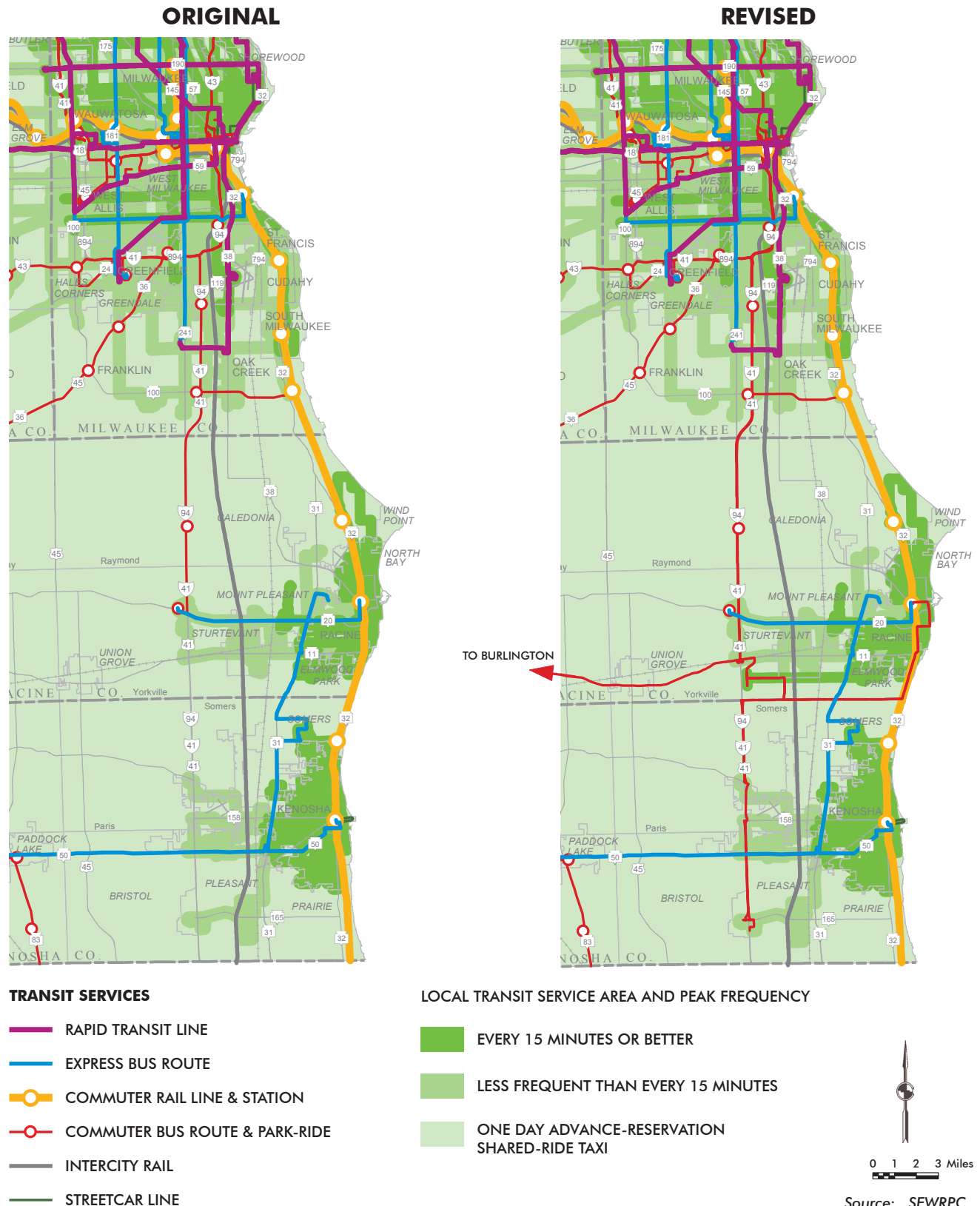




# REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

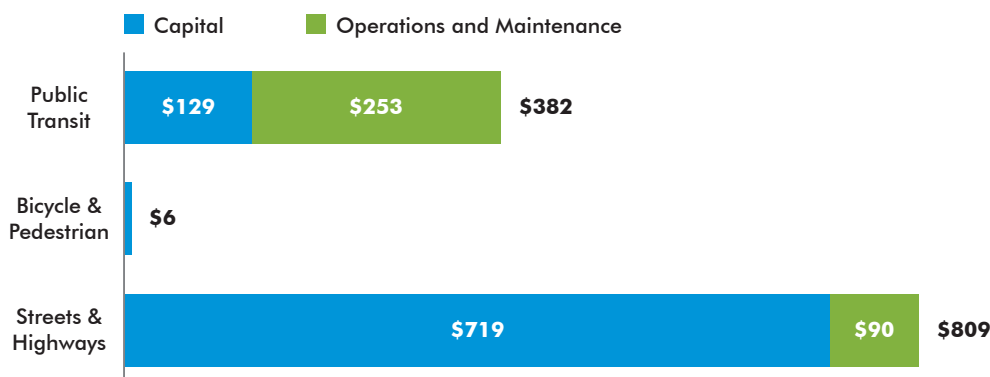
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**FIGURE 4** | Revisions to VISION 2050 Transit Services



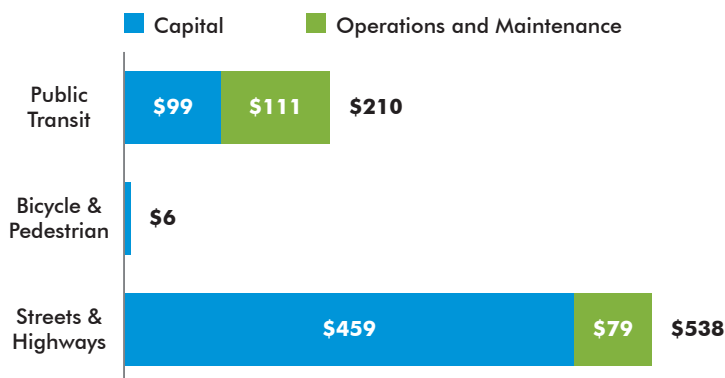
## UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

**FIGURE 5 |** Transportation System Investment Required for 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 for 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.

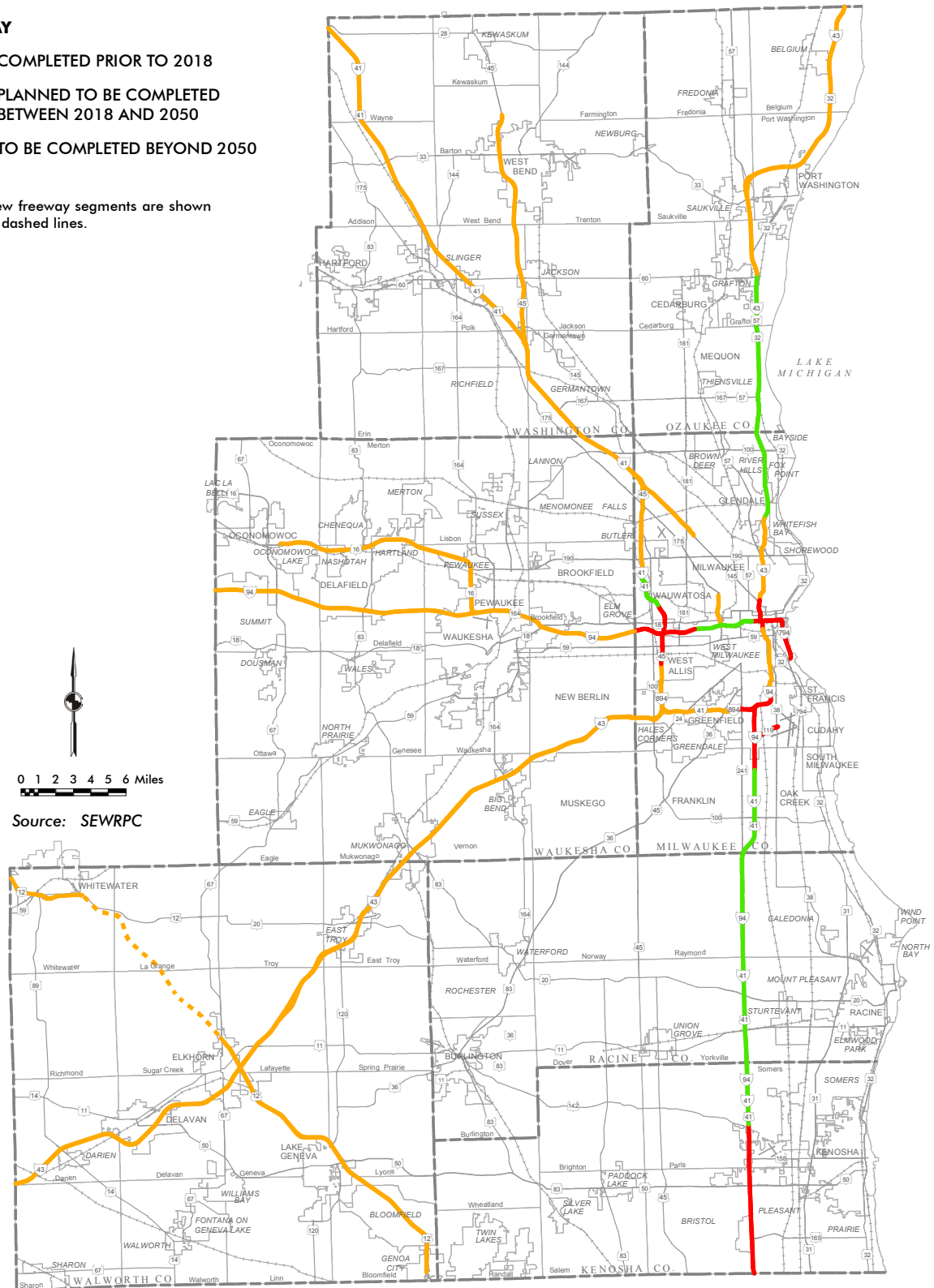
In revisiting this analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, staff reconfirmed insufficient funding for the recommended public transit improvements. The updated analysis also shows that expected revenues will 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.

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## FREEWAY

- Note: New freeway segments are shown as dashed lines.





Please join us at one of these six public meetings to learn more about the proposed VISION 2050 amendment. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through **September 30, 2018**:

**Website:** [vision2050sewis.org](http://vision2050sewis.org)

**Email:** [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org)

**Mail:** W239 N1812 Rockwood Dr  
P.O. Box 1607  
Waukesha, WI 53187-1607

**Fax:** (262) 547-1103

Carroll University – Campus Center (Oak Room)  
101 N East Ave, Waukesha, WI 53186

**Monday, September 10, 2018 | 5-7PM**

Mitchell Street Library (Community Room)  
906 W Historic Mitchell St, Milwaukee, WI 53204

**Tuesday, September 11, 2018 | 5-7PM**

SC Johnson iMET Center  
2320 Renaissance Blvd, Sturtevant, WI 53177

**Monday, September 17, 2018 | 5-7PM**

Villard Square Library (Study Rooms)  
5190 N 35th St, Milwaukee, WI 53209

**Tuesday, September 18, 2018 | 5-7PM**

Boys and Girls Club of Kenosha  
1330 52nd St, Kenosha, WI 53140

**Wednesday, September 19, 2018 | 5-7PM**

Corinne Reid-Owens Transit Center  
1421 State St, Racine, WI 53405

**Thursday, September 20, 2018 | 5-7PM**



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