

VISION 2050 UPDATE



One Region, Focusing on Our Future

Environmental Justice Task Force Meeting
March 22, 2016

VISION 2050 Process

Guiding Vision

Workshops 1 and 2 – *October and December 2013*



Comparison of Conceptual Scenarios

Workshop 3 – *September 2014*



Evaluation of Alternative Plans

Workshop 4 – *November 2015*



Draft VISION 2050 Plan

Workshop 5 – *Spring 2016*



Final VISION 2050 Plan

Completed Mid-2016

Evaluation of Alternative Plans



VISION 2050

One Region, Focusing on Our Future



A publication of the **Southeastern Wisconsin Regional Planning Commission**

Fall 2015

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THE ALTERNATIVES

THE EVALUATION

Introduction

ALTERNATIVES: Three detailed year 2050 land use and transportation alternatives for Southeastern Wisconsin have been developed for VISION 2050. The Trend is a projection to the year 2050 of land use and transportation trends from the last 20-25 years, including continued lower density development and declines in public transit service. Alternative Plans I and II include higher density development patterns and significant increases in public transit service. The three detailed alternatives were developed by refining five conceptual-level land use and transportation scenarios, which were the focus of the previous stage of VISION 2050.

PURPOSE: The purpose of the alternatives stage of VISION 2050 is to evaluate possible outcomes and consequences of continuing recent development and transportation trends compared to following the two distinctly different paths for the future envisioned in Alternatives I and II. The three alternatives were evaluated using a set of plan objectives and 50 criteria organized under four themes, including Healthy Communities, Mobility, Costs & Financial Sustainability, and Equitable Access. The plan objectives are based on public input from the initial visioning stage of VISION 2050. Detailed information about the alternatives and their evaluation is available on the VISION 2050 website at www.vision2050sewis.org.

INPUT: Public feedback from the fourth round of VISION 2050 public involvement will help determine which aspects of the alternatives will be included in a preliminary recommended year 2050 regional land use and transportation system plan. The goal of the preliminary plan is to achieve a consensus vision for regional land use and transportation in the year 2050. Residents throughout the Region will be given the opportunity to review and comment on the preliminary recommended plan at a fifth round of public involvement prior to finalizing VISION 2050.

Advisory Committees

Staff work on VISION 2050 is being guided by two of the Commission's Advisory Committees: the Advisory Committee on Regional Land Use Planning and the Advisory Committee on Regional Transportation System Planning. Information on the oversight provided by the two Committees can be found on the Commission website at www.sewrpc.org.

TIMELINE OF THE VISION 2050 PROCESS



Public Comment on Alternative Plans

- Evaluation of the alternative plans was the focus of the fourth series of VISION 2050 Workshops
 - One public workshop in each of the seven counties
 - Eight workshops hosted by VISION 2050 community partners
 - Online review and comment

Summary of Feedback on the Alternatives

1. How important is it for VISION 2050 to encourage more infill, redevelopment, and somewhat higher density development?
 - A. Not important (5%)
 - B. Somewhat important (26%)
 - C. Very important (69%)
2. How important is it for VISION 2050 to recommend a land development pattern that reflects development trends from the past 20-25 years, including very low density development?
 - A. Not important (48%)
 - B. Somewhat important (22%)
 - C. Very important (30%)

Summary of Feedback on the Alternatives

3. Should rapid transit and commuter rail be included in the preliminary recommended plan?
 - A. No (5%)
 - B. Yes (95%)

4. How important is it to provide bicycle facilities in the Region?
 - A. Not important (7%)
 - B. Somewhat important (31%)
 - C. Very important (62%)

Summary of Feedback on the Alternatives

5. How important is it to address congestion on the Region's freeways?
- A. Not important (20%)
 - B. Somewhat important (34%)
 - C. Very important (46%)
6. Which arterial street and highway widenings should be included in the preliminary recommended plan?
- A. Widenings to address congestion (39%)
 - B. Only widenings in rural and suburban areas not served by fixed-guideway transit (29%)
 - C. No widenings anywhere in the Region (32%)

Summary of Preliminary Recommended Plan

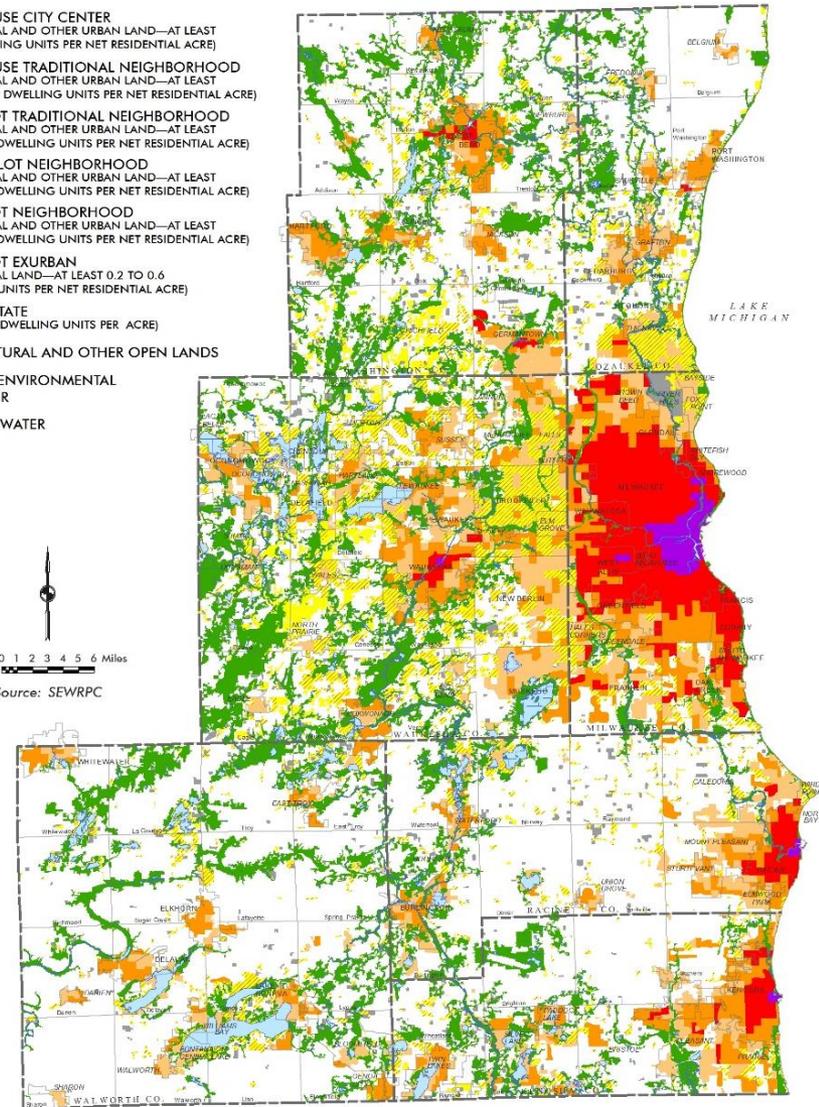
- ❑ Land Use Component
- ❑ Transportation Component
 - Public Transit Element
 - Bicycle and Pedestrian Element
 - Transportation Systems Management (TSM) Element
 - Travel Demand Management (TDM) Element
 - Arterial Street and Highway Element
 - Freight Transportation Element
- ❑ Financial Analysis of Expected Transportation Plan Costs and Revenues

Summary of Land Use Component

Key Recommendations

- Protect primary environmental corridors
- Preserve productive agricultural land
- Preserve areas with high groundwater recharge potential
- Focus new urban development in urban service areas that can be efficiently served by essential municipal facilities and services
- Develop urban service areas with a mix of housing types and land uses
- Focus TOD near rapid transit and commuter rail stations
- Increase access to healthy foods throughout the entire Region
 - Urban agriculture, such as community gardens on vacant lots
 - Farmers markets

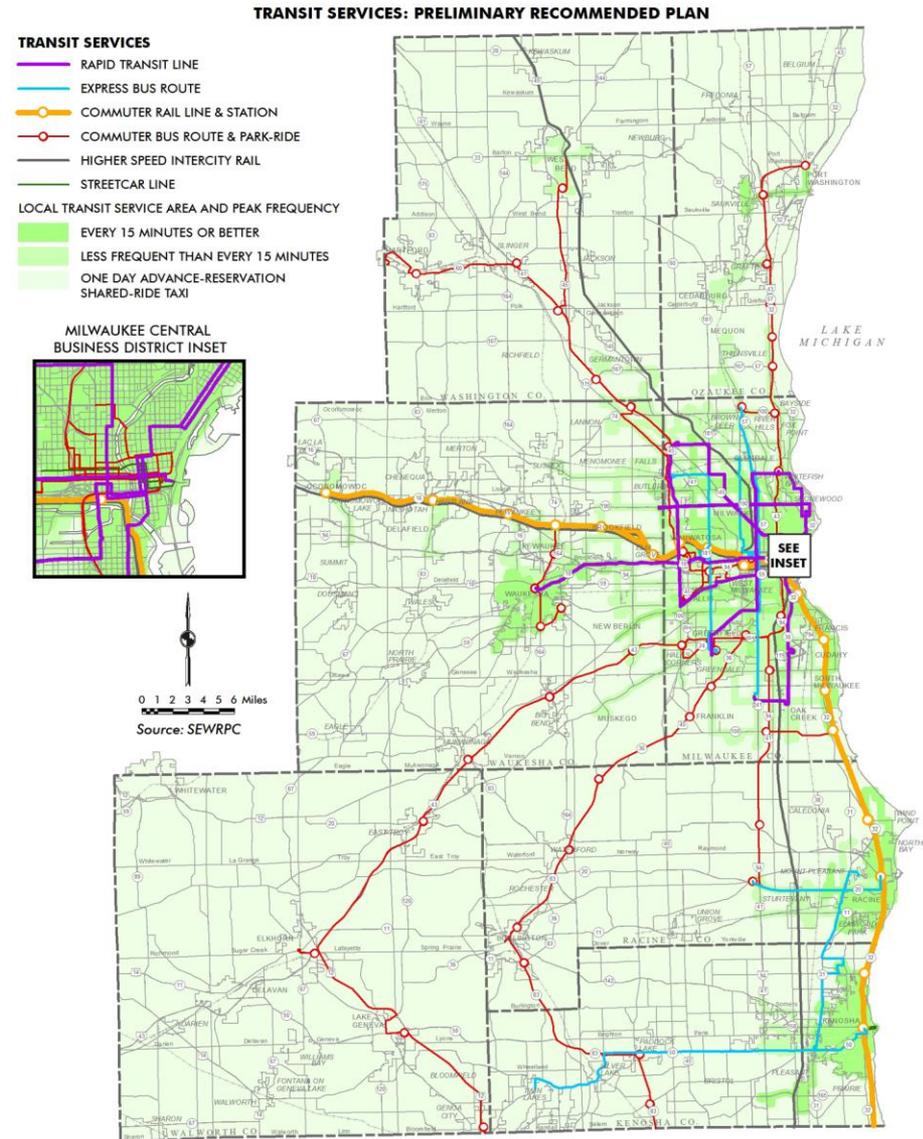
LAND USE DEVELOPMENT PATTERN: PRELIMINARY RECOMMENDED PLAN



Summary of Public Transit Element

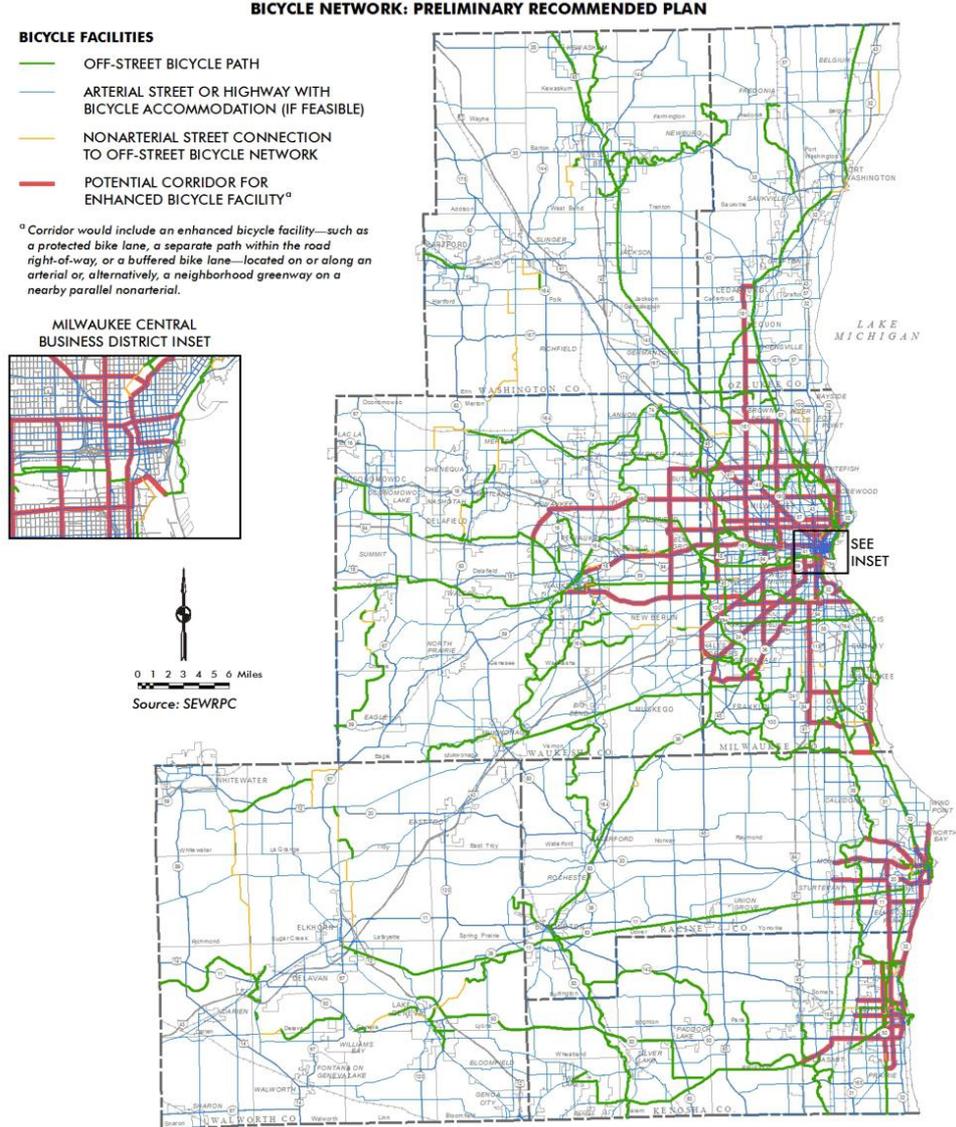
Key Recommendations

- Develop a rapid transit network
- Develop commuter rail corridors and improve and expand commuter bus services
- Improve existing express bus service and add service in new corridors
- Increase the frequency and expand the service area of local transit
- Implement programs to improve access to suburban employment centers
 - Job access programs, including driver's license recovery and low-interest vehicle loan programs
 - Vanpool programs
 - Pedestrian facility enhancements
- Expand "guaranteed ride home" programs



Summary of Bicycle and Pedestrian Element

- Key Recommendations
 - Expand the on-street bicycle network as the surface arterial system is resurfaced and reconstructed
 - Expand the off-street bicycle path system to provide a well-connected regional network
 - Implement enhanced bicycle facilities in key regional corridors
 - Provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel



Summary of Transportation System Management (TSM) Element

□ Key Recommendations

- Improve and expand freeway traffic management
- Improve and expand coordinated traffic signals
- Improve arterial street and highway traffic flow at intersections
- Implement parking management and guidance systems in major activity centers

Summary of Transportation Demand Management (TDM) Element

□ Key Recommendations

- Enhance the preferential treatment for high-occupancy vehicles
- Expand the network of park-ride lots
- Implement personal vehicle pricing
- Facilitate transit, bicycle, and pedestrian movement in local land use plans and zoning

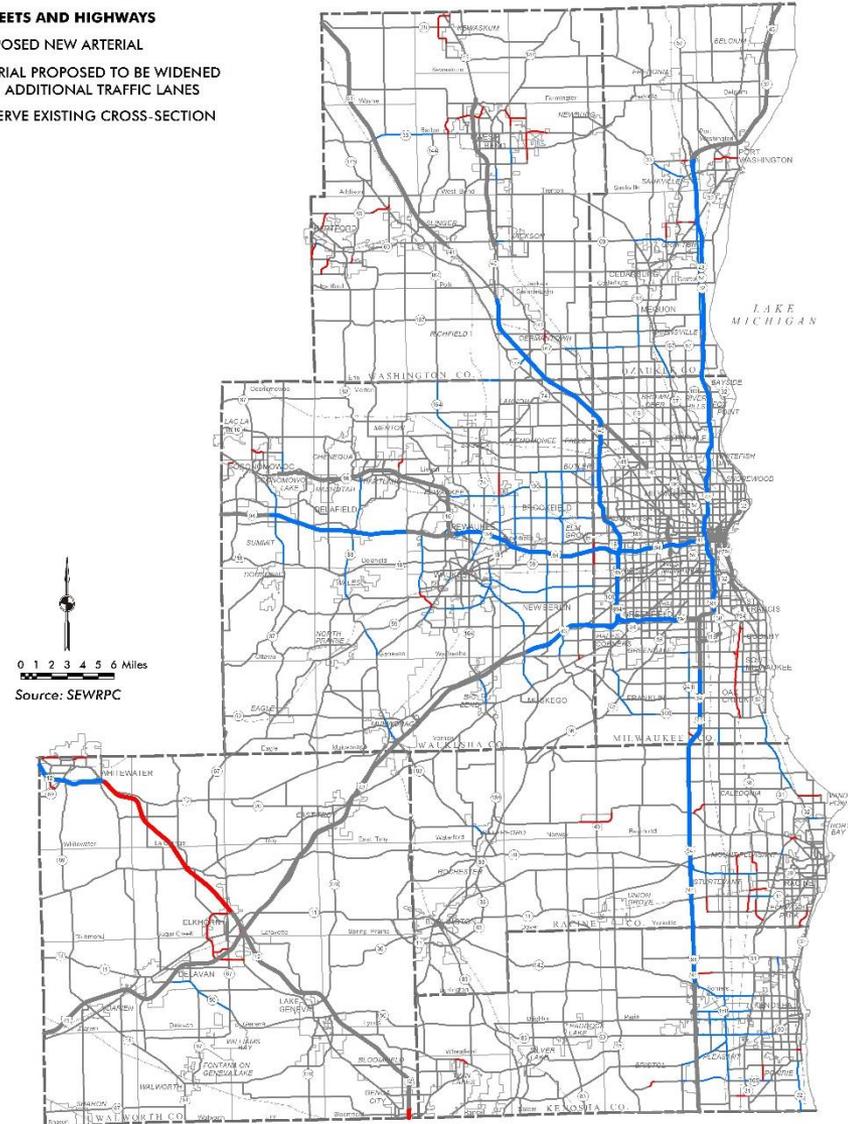
Summary of Arterial Street and Highway Element

Key Recommendations

- Preserve the Region's arterial street and highway system
- Incorporate complete streets concepts
- Expand arterial capacity to address residual congestion
 - 8 percent recommended for widening (shown in blue)
 - 2 percent new facilities (shown in red)
 - 22 percent of widenings and new facilities considered committed (under construction, undergoing final engineering and design, or had a preferred alternative selected as part of preliminary engineering/EIS)
- Avoid, minimize, or mitigate environmental impacts of arterial capacity expansion

ARTERIAL STREET AND HIGHWAY ELEMENT: PRELIMINARY RECOMMENDED PLAN

- ARTERIAL STREETS AND HIGHWAYS**
- PROPOSED NEW ARTERIAL
 - ARTERIAL PROPOSED TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
 - PRESERVE EXISTING CROSS-SECTION



Summary of Freight Transportation Element

□ Key Recommendations

- Pursue development of a new truck-rail intermodal facility in or near Southeastern Wisconsin
- Accommodate oversize/overweight shipments to, from, and within Southeastern Wisconsin
- Construct the Muskego Yard bypass
- Accommodate truck traffic on the regional highway freight network

Summary of Financial Analysis and Funded Plan

- ❑ Expected costs and reasonably expected revenues
 - Arterial street and highway funding gap
 - Public transit funding gap
 - List of funded projects

- ❑ Potential revenue sources to address funding gaps
 - Arterial street and highway
 - Public transit

Evaluation of the Preliminary Recommended Plan

- ❑ Compare the Preliminary Recommended Plan to existing conditions and the Trend
- ❑ Utilize the four themes and 50 evaluation criteria used to evaluate the alternative plans to evaluate the Preliminary Plan
 - Healthy Communities
 - Mobility
 - Costs and Financial Sustainability
 - Equitable Access

Summary of Healthy Communities

- Preliminary Plan performs better than the Trend due to its compact development pattern
 - More walkable areas
 - More farmland and open space preserved
 - Less impervious surface and greater preservation of areas with high groundwater recharge potential
 - Less energy use and air pollution
 - More roadways with a high level of comfort for people on bicycles

Summary of Mobility

- ❑ More transportation choices and greater access to important places under the Preliminary Plan than the trend
 - More people with access to excellent or very good transit service
 - Greater access to jobs, shopping, recreation, education, and health care by transit
- ❑ Similar congestion levels on the Region's arterial street and highway system

Summary of Costs and Financial Sustainability

- ❑ More public investment in the transportation system under the Preliminary Plan than the Trend
- ❑ Some savings for residents on out-of-pocket transportation costs under the Preliminary Plan
- ❑ Less spent on extending and maintaining sewer pipes, water mains, and local roads and providing fire protection, school transportation, and solid waste collection under the Preliminary Plan

Summary of Equitable Access

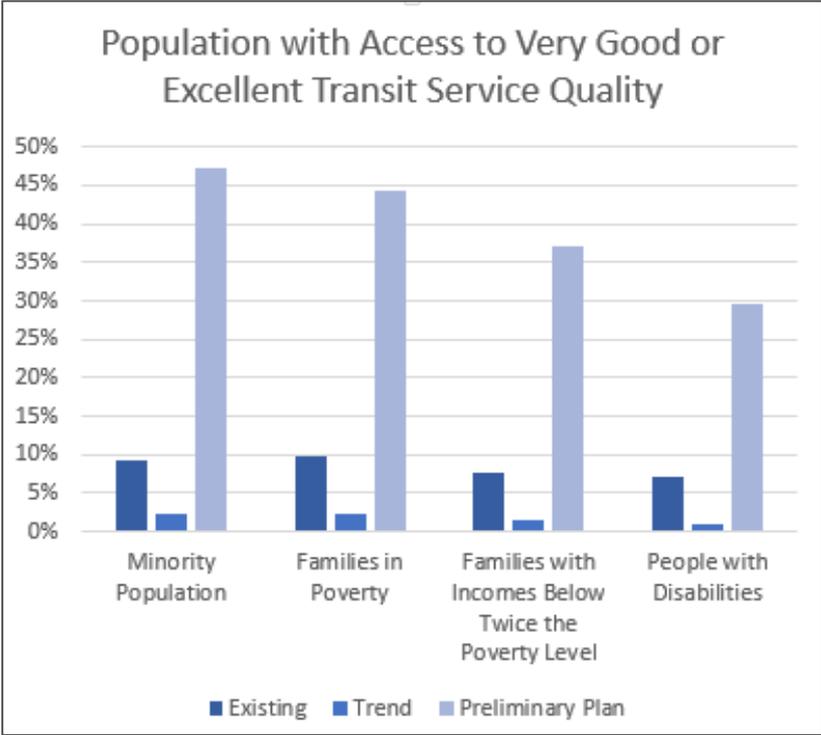
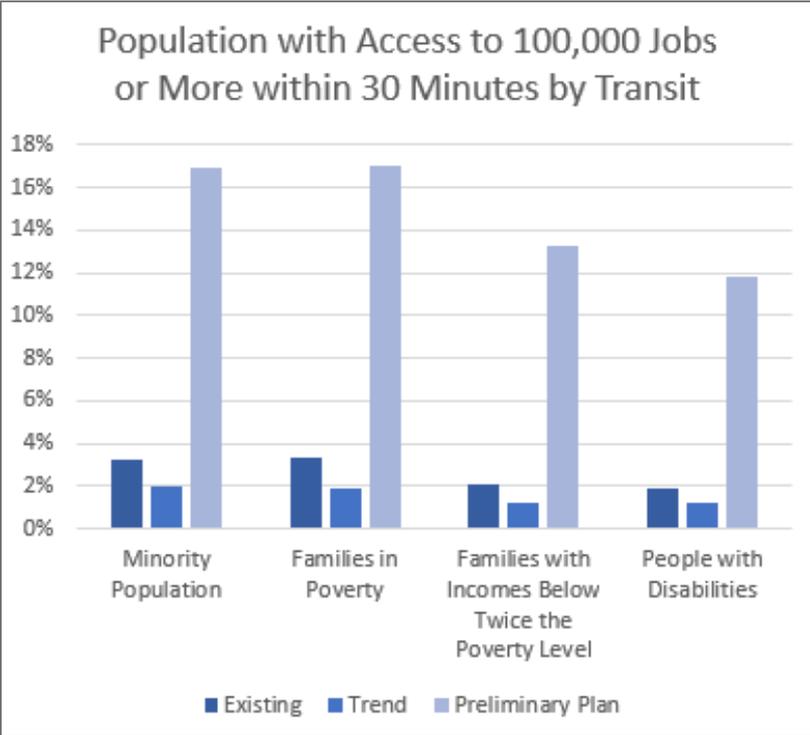
- Equitable Access evaluation criteria include:
 - Level of accessibility to jobs and activity centers for minority and low-income populations by transit and automobile
 - Jobs (total and low-wage)
 - Major parks
 - Retail centers
 - Public technical colleges and universities
 - Health care facilities
 - Grocery stores
 - General Mitchell International Airport
 - Milwaukee Regional Medical Center

Summary of Equitable Access

- ❑ Equitable Access evaluation criteria include:
 - 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
 - Benefits from arterial improvements
 - Select link analysis to determine utilization of segments of arterial streets and highways that would be improved under the Preliminary Plan
 - Impacts of widenings and new facilities
 - Comparison of locations of existing concentrations of minority and low-income populations to widenings and new facilities
 - Impacts of freeway widenings
 - Minority and low-income populations within ¼ mile and ½ mile

Example Findings of Equitable Access Criteria

- Transit access to jobs and transit service quality
 - Significantly better transit connections for environmental justice populations under the Preliminary Plan than the Trend



Next Steps

- ❑ Fifth series of VISION 2050 workshops to review and provide comment on the Preliminary Plan
 - April/May 2016
- ❑ Final Plan completed by Mid-2016

Related VISION 2050 Transportation Planning Work Underway

□ Milwaukee County Bus Rapid Transit Study

