

Minutes of the Sixth Joint Meeting of the

**ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING
AND REGIONAL TRANSPORTATION SYSTEM PLANNING**

DATE: July 30, 2014

TIME: 9:30 a.m.

PLACE: West Allis City Hall, Common Council Chambers
7525 W. Greenfield Avenue
Milwaukee, Wisconsin

Members Present

Committee on Regional Land Use Planning

Julie Anderson Director of Public Works and Development Services, Racine County
Chair
Robert J. Bauman Alderman, City of Milwaukee
Daniel Boehm Managing Director, Milwaukee County Transit System
Andy M. Buehler Director of Planning Operations, Kenosha County
David Cialdini (alternate for Teig Whaley-Smith) Milwaukee County Economic Development
Harlan E. Clinkenbeard City Planner, City of Pewaukee
Daniel F. Ertl Director of Community Development, City of Brookfield
Jason Fruth Planning and Zoning Manager, Waukesha County
Vanessa Koster Planning Manager, City of Milwaukee Department of City Development
Eric Nitschke Regional Director, Southeast Region,
Wisconsin Department of Natural Resources
Kari Papelbon (alternate for Douglas Seymour) Planner, City of Oak Creek
Mark Piotrowicz City Planner/Operations Manager, City of West Bend
Matthew Sadowski Assistant Director, City of Racine Department of City Development
Steven Schaer Manager, City Planning and Zoning, City of West Allis
Sheri Schmit Systems Planning Chief,
Southeast Region, Wisconsin Department of Transportation
Debora Sielski Deputy Planning and Parks Administrator,
Manager of Planning Division, Washington County
Andrew T. Struck Director, Planning and Parks Department, Ozaukee County

Committee on Regional Transportation System Planning

Fred Abadi Director of Public Works, City of Waukesha
Julie Anderson Director of Public Works and Development Services, Racine County
Sandra K. Beaupré Director, Bureau of Planning,
Division of Transportation Investment, Wisconsin Department of Transportation
Jennifer Gonda Legislative Liaison Director, City of Milwaukee
Thomas M. Grisa Director, Department of Public Works, City of Brookfield
Michael Friedlander (alternate for Bart Sponseller) Bureau of Air Management,
Wisconsin Department of Natural Resources
T.J. Justice City Administrator and Director of Development, City of West Bend

Committee on Regional Transportation System Planning (continued)

Michael M. LemensDirector of Public Works and City Engineer, City of Kenosha
Michael Loughran (alternate for Ghassan A. Korban) Department of Public Works,
City of Milwaukee
Eric Nitschke.....Regional Director, Southeast Region,
Wisconsin Department of Natural Resources
Jeff PolenskeCity Engineer, City of Milwaukee
William D. Sasse..... Director of Engineering, Village of Mt. Pleasant
Jay Saunders (alternate for Michael Mayo Sr.)..... Public Information Assistant,
Milwaukee County
Sheri Schmit.....Systems Planning Chief,
Southeast Region, Wisconsin Department of Transportation
Dennis Yaccarino..... Senior Budget and Policy Manager, Budget and Management Division,
Department of Administration, City of Milwaukee
Amanda Williams (alternate for Nik Kovac)..... City of Milwaukee
Thomas Winter (alternate for Michael Giugno)..... Director of Schedule and Planning,
Milwaukee County Transit System

Guests and Staff Present

Stephen P. Adams Public Involvement and Outreach Manager, SEWRPC
Ann Dee AllenSenior Public Involvement and Outreach Specialist, SEWRPC
Anthony J. BarthSystems Planning Supervisor, Wisconsin Department of Transportation
Brian BliesnerProject Chief, Southeast Region, Wisconsin Department of Transportation
Peter DanielsPrincipal Design Engineer, City of West Allis
Beth FoyBeth Foy and Associates
Ronald Iwen..... Director, Transportation Department, City of Kenosha
Michael Lewis..... City Engineer/Director of Public Works, City of West Allis
Thomas Longtin State Program Engineer, Southeast Region,
Wisconsin Department of Transportation
Jason Lynch Major Projects – IH94 East-West Study Team Supervisor,
Southeast Region, Wisconsin Department of Transportation
Eric D. Lynde.....Principal Transportation Planner/Engineer, SEWRPC
Benjamin R. McKayPrincipal Planner, SEWRPC
Kevin J. Muhs Principal Transportation Planner, SEWRPC
William Mohr.....Supervisor, Southeast Freeways, Wisconsin Department of Transportation
Jennifer Sarnecki..... Urban and Regional Planning Supervisor
Southeast Region, Wisconsin Department of Transportation
David A. SchillingChief Land Use Planner, SEWRPC
Matthew Schreiber Urban and Regional Planner, Division of Transportation Investment Management,
Bureau of Statewide Planning & Economic Development, Wisconsin Department of Transportation
Kerry Thomas Executive Director, MetroGO
Charlie WebbCH2M Hill
Kenneth R. Yunker Executive Director, SEWRPC

CALL TO ORDER

Ms. Anderson called the joint meeting of the Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning to order at 9:30 a.m., welcoming those in attendance. Ms. Anderson stated that roll call would be accomplished through circulation of a sign-in sheet.

REVIEW AND APPROVAL OF MINUTES OF THE JOINT MEETING OF THE ADVISORY COMMITTEES ON REGIONAL LAND USE PLANNING AND REGIONAL TRANSPORTATION SYSTEM PLANNING HELD ON APRIL 23, 2014

Ms. Anderson asked if there were any questions or comments on the April 23, 2014, meeting minutes. There were none. Ms. Anderson asked for a motion to approve the meeting minutes. Mr. Clinkenbeard moved and Mr. Fruth seconded to approve the April 23, 2014, meeting minutes. The motion was approved unanimously.

PRESENTATION BY WISCONSIN DEPARTMENT OF TRANSPORTATION STAFF REGARDING THE IH 94 EAST-WEST FREEWAY CORRIDOR PROJECT

Ms. Anderson thanked the Wisconsin Department of Transportation (WisDOT) staff for attending the meeting and providing a presentation on the IH 94 East-West Corridor Study. Mr. Bliesner thanked the Advisory Committees for the opportunity to make a presentation on the IH 94 East-West Corridor Study and distributed a PowerPoint handout to Committee members (see Attachment 1). The following comments and discussion points were made during the presentation:

1. Mr. Bauman stated that the City of Milwaukee is opposed to eight lane at-grade and eight lane double deck options for reconstructing the IH 94 east-west segment in the cemetery area in the City of Milwaukee. He stated that the City is working to ensure that a six lane option is included in the environmental impact study. He stated that there would be \$800 million in savings that could be then used for other highway reconstruction projects dropped from the “fiscally constrained” plan as part of the recent interim review and update of the year 2035 regional transportation system plan. Mr. Polenske noted that Common Council actions have consistently been in opposition to adding capacity to the IH 94 east-west segment in the City of Milwaukee. Mr. Bauman stated that VISION 2050 visioning results also show opposition to an eight lane option. Mr. Bliesner indicated that he appreciated the City’s position, but noted that most of the cost of reconstruction is associated with meeting modernization standards and adding capacity represents only about 10 to 15 percent of the total cost, so the cost savings would be significantly less than \$800 million for a six lane option.
2. Ms. Schmit noted that, at the April 23 Joint Committee meeting, a request was made for WisDOT staff to make a presentation on reconstruction of the IH 94 east-west segment at a future Joint Committee meeting and stated that WisDOT will continue to coordinate with the City of Milwaukee and the Federal Highway Administration (FHWA) on the project.
3. Mr. Clinkenbeard asked if WisDOT had considered removing the interstate highway designation for IH 94, so the facility would not be required to be reconstructed to modern interstate design standards. Mr. Bliesner responded that this had not been considered, and that the facility would need to be reconstructed to meet modern design standards.

4. Mr. Clinkenbeard asked if the Commission had studied the impact on alternate routes if capacity is not added to the IH 94 east-west segment in the City of Milwaukee. Mr. Yunker responded that the impacts were studied in both the freeway reconstruction plan and the year 2035 regional transportation system plan. He noted that both studies showed there would be increased congestion on IH 94 and parallel arterials. Mr. Clinkenbeard asked if the cost of upgrading parallel arterials without adding capacity to IH 94 was studied. Mr. Yunker responded that an estimate had not been prepared of the cost of upgrading parallel arterials if capacity was not added to IH 94.
5. Ms. Gonda asked if the freeway reconstruction study or year 2035 regional transportation system plan considered adding capacity to IH 894 to redirect traffic. Mr. Yunker responded that the freeway reconstruction study and the year 2035 plan both included the addition of capacity to IH 894.
6. Mr. Bauman asked if removal of the interstate designation on the IH 94 east-west segment would provide more design flexibility. Mr. Bliesner responded that the current and future traffic volumes warrant the need for a freeway, and that freeway would need to be reconstructed to modern design standards. He noted that a substantial portion of the vehicle trips on this segment of IH 94 have one trip end in the project area.

Ms. Anderson asked if there were any additional questions or comments on the presentation. There were none.

UPDATE ON DEVELOPMENT AND COMPARISON OF VISION 2050 SKETCH LAND USE AND TRANSPORTATION SCENARIOS

Ms. Anderson asked Mr. Muhs of the Commission staff to provide an update on the development and comparison of VISION 2050 sketch land use and transportation scenarios. Mr. Muhs noted that a packet titled "Update on Sketch Land Use and Transportation Scenarios for VISION 2050: July 30, 2014" had been distributed to members at the meeting (see Attachment 2). He noted that the packet includes household growth, employment growth, and public transit service maps for each of the five sketch scenarios. He also noted that the packets contain information regarding transit service headways and hours for each scenario and currently committed arterial highway capacity improvement and expansion projects to be included in all five sketch scenarios. Mr. Muhs then reviewed each of the five sketch scenarios. The following comments and discussion points were made during the review:

1. Mr. Grisa asked if the consequences of a future based on the public input obtained during the visioning process and what is anticipated under Scenario A: Trend could be analyzed. Mr. Yunker responded that staff is developing evaluation criteria based on the VISION 2050 Guiding Statements that will allow evaluation of how all of the scenarios. Mr. Yunker noted that the evaluation of sketch scenarios is one step in the visioning process that will lead to the development and evaluation of more detailed alternative plans.
2. Ms. Anderson suggested adding a timeframe to each of the sketch scenario maps.
3. Ms. Koster suggested including data on single-family housing units and multi-family housing units in the sketch scenarios. She noted that housing preferences of millennials and empty nesters

are changing, which may make areas of the Region with a significant amount of multi-family housing more desirable.

4. Mr. Bauman noted that there is not much contrast between the orange and red lines on the public transit maps and suggested using different colors.
5. Mr. Polenske asked if current highway capacity expansion projects would be included under the sketch scenarios with no added highway capacity. Mr. Yunker responded that only the identified committed projects would be included in those scenarios.
6. Mr. Justice asked if the Commission has examined the correlation between transportation corridors and past development. Mr. Yunker responded that some past development has followed transportation infrastructure, but has also been more influenced by factors such as public sanitary sewer and water service. He noted that there are significant differences in transportation investments included in the sketch scenarios.
7. Mr. Bliesner referred to the map and table showing currently committed arterial highway capacity improvement and expansion projects to be included in the sketch scenarios and noted that the IH 43/Port Washington Road interchange will be converted from a half interchange to a full interchange.
8. Mr. Lewis asked if there would be any development implications if the City of Waukesha's Lake Michigan diversion application under the Great Lakes Compact is approved. Mr. Yunker responded that the City's water service area is consistent with the City's planned sanitary sewer service area. He stated that the City's planned sanitary sewer service area can support only modest long-term growth. He stated that much of the undeveloped land in the planned sewer service area is primary environmental corridor and parks, or extends into areas of the Town of Waukesha that are already developed with large lot subdivisions. He stated that there is only a modest amount of undeveloped land that could be developed with higher density residential, commercial, or industrial uses.

Ms. Anderson asked if there were any additional questions or comments on the update. There were none.

DISCUSSION OF SCHEDULE AND LOCATION OF FUTURE JOINT ADVISORY COMMITTEE MEETINGS

Ms. Anderson noted that the next Joint Advisory Committee meeting will be September 17 in the Tommy Thompson Youth Center at State Fair Park. She noted that the meeting start time is 1:30 p.m. instead of the usual start time of 9:30 a.m. Mr. Lynde noted that a meeting has been added on October 15 because the June 11 meeting was cancelled. He urged members of the Committees to contact staff if there are any conflicts. Ms. Gonda noted that the League of Wisconsin Municipalities statewide conference is October 15, which may create conflicts among some members of the Committees.

[Secretary's Note:

Following the meeting, the Commission staff proposed, and the Committees accepted, the cancellation of the September 17 Joint Advisory Committee. The commission staff also polled Committee members regarding conflicts with the October 15

meeting date, and it was concluded that the meeting should be held as scheduled.]

REVIEW AND CONSIDERATION OF PRELIMINARY DRAFT CHAPTERS OF SEWRPC PLANNING REPORT NO. 55, *VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN* – VOLUME II, CHAPTER I AND APPENDIX A

Ms. Anderson noted that a draft chapter and draft appendix will be reviewed under this agenda item, including the preliminary drafts of Volume II, Chapter I, “Visioning for the Region’s Future” and Appendix A “Results of Initial Visioning Activities.” Ms. Anderson then asked Mr. Lynde of the Commission staff to review the draft chapter and appendix (available on the [SEWRPC website](#)). Mr. Lynde explained that the chapter is a summary of the public input that was obtained during the first steps of the visioning process, which culminated in the VISION 2050 Guiding Statements approved by the Committees at their April 23, 2014, meeting. He noted that detailed visioning activity results are compiled in Appendix A. The following comments and discussion points were made during the review:

1. Mr. Grisa noted that the online survey results are not statistically significant and asked if the results of the survey are valid. Mr. Lynde responded that the purpose of the online survey was to allow people who could not attend a visioning workshop or participate in the telephone survey an opportunity to provide input. He noted that the online survey results are similar to those of the telephone survey, and online survey respondents tended to be younger than telephone survey respondents. Mr. Yunker noted that the telephone survey results are presented separately from the online survey results. Mr. Grisa asked if a summary of where respondents to the telephone and online survey reside is available. Mr. Yunker responded that staff will determine if community of residence data is available.

[Secretary’s Note: A summary of respondent community of residence is provided in Attachment 3.]

2. Mr. Grisa noted the preferences expressed for traditional downtown retail and transit of the visual preference survey held during the first series of visioning workshops. He noted, however, that many people shop at big box stores and drive personal vehicles. Mr. Yunker noted that recent commercial development such as Bayshore Town Center has incorporated a traditional internal street grid design. He also noted the Milwaukee County Transit System has been an efficient and effective public transit system compared with systems in other similar metropolitan areas, particularly before the cuts over the last ten years. He suggested that staff could email the visual preference survey and telephone/online survey questions to members of the Committees so their responses could be compared to those received from the public.

[Secretary’s Note: See Attachment 4 for a summary of responses from members of the Committees and the public.]

3. Mr. Grisa referred to Appendix A-5 and suggested reordering the important places tables by number of references.

[Secretary’s Note: Appendix A-5 has been reordered (see Attachment 5).]

4. Mr. Clinkenbeard noted that there can be inconsistencies between survey results and public actions. Mr. Bauman stated that people ride public transit and there is a demand for more service. He noted that the new light rail line in St. Paul is exceeding ridership estimates after just six weeks of operation. He then stated that Southeastern Wisconsin is falling behind other regions that are investing in public transit. Mr. Yunker stated that a full range of public transit services is included in the sketch scenarios and will be evaluated in more detail for the alternative plans.

Ms. Anderson asked if there were any further questions or comments on the preliminary drafts of Volume II, Chapter I, "Visioning for the Region's Future" and Appendix A "Results of Initial Visioning Activities." There were none. Ms. Anderson then asked for a motion to approve the drafts. Mr. Bauman moved and Mr. Clinkenbeard seconded to approve the preliminary drafts of Volume II, Chapter I, "Visioning for the Region's Future" and Appendix A "Results of Initial Visioning Activities." The motion was approved unanimously.

PUBLIC COMMENTS

Ms. Anderson asked if there were any public comments. There were none.

ADJOURNMENT

Ms. Anderson thanked everyone for attending and asked for a motion to adjourn the meeting. Mr. Lemens moved and Mr. Nitschke seconded the motion to adjourn. The meeting was adjourned at 11:00 a.m.

Respectfully submitted,

Benjamin R. McKay
Recording Secretary



Project corridor



- I-94 from 70th Street to 16th Street
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee



I-94 - A Major Transportation Facility



Project needs to address:

- Crumbling infrastructure
- Heavy congestion
- Unsafe conditions
- A freeway that works hand-in-hand with a crowded local street network

I-94 East-West Corridor Study



As we continue our work on this study, we have narrowed the range of alternatives under consideration.

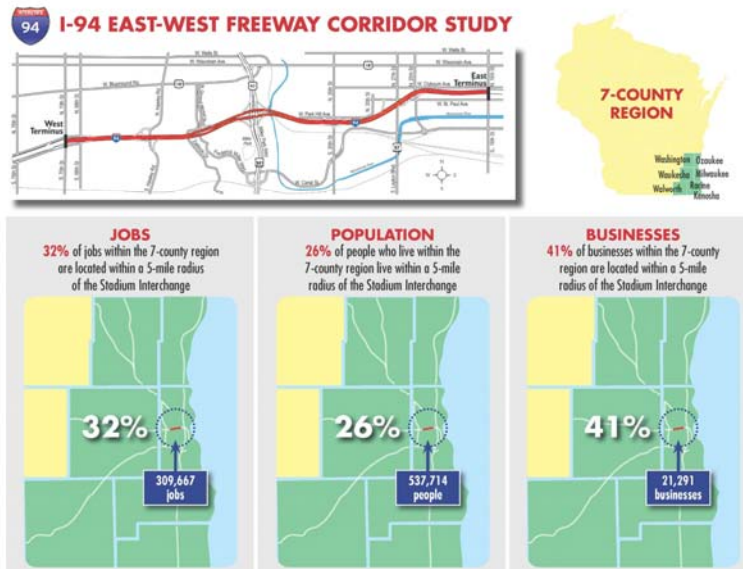
Our process is like a funnel that starts large, with a wide range of initial concepts, and eventually narrows down to a set of alternatives that best meet the needs of the region and the state.

I-94, a Federal Interstate

- I-94 has Midwest, statewide and local importance
- This interstate is a means of moving commerce and people throughout the Midwest region and state
- The City of Milwaukee is the premier destination and hub of commerce for Wisconsin – we must provide safe, reliable access



Project of regional and statewide importance



We must recommend an alternative that addresses the problems

- We must recommend a long-term fix for this stretch of interstate because it cannot be repaired any longer
- This is a federal interstate and we cannot recommend an alternative that doesn't address:
 - Failing infrastructure
 - Congestion
 - Safety
- Need eight lanes
- Overwhelming stakeholder input – maintain access



Status of alternatives



Status of alternative analysis

Alternatives at June 2014 PIM

- **West leg, from 70th Street to the cemeteries**
 - Keep 68th and 70th
- **Cemetery area – two concepts**
 - Double-deck
 - At-grade
- **Stadium Interchange**
 - Hybrid of free-flow ramps and signalized; Interchange moved south
 - Mitchell Boulevard Interchange moved further east
- **East leg, from the Stadium Interchange to 16th Street interchange**
 - Keep interchanges open
 - Move I-94 south (east of 28th), or keep (mostly) on the existing alignment



West leg

- **68th Street/70th Street interchange**
 - Access will remain as it is today with 68th Street the primary access to the north and 70th Street the primary access to the south
- **Hawley Road interchange and cemetery area**
 - Differing access based on cemetery area alternative
 - Double deck – access remains at Hawley Road
 - At-grade alternative – no Hawley Road interchange
 - At-grade alternative – studying half Hawley Road interchange



Cemetery area

Soldiers' Home National Historic Landmark

- On-going consultation:
 - National Park Service
 - Veterans Administration
 - State and local historic preservation organizations
- Assessing visual impacts
- Assessing noise impacts
- Assessing access change impacts



Stadium area

- Remaining alternative has smaller footprint than existing interchange
- Mitchell Boulevard exit/entrance moved further east within interchange



East of stadium

- Maintain access point to destinations

Off-alignment

- Corrects poor horizontal and vertical freeway configuration ('roller-coaster'), and simplifies ramp patterns directly to 27th Street
- Disadvantage – cost and larger footprint



Other Engineering and Environmental Impact Statement (EIS) considerations



Utility Concerns

- Major power corridor for ATC and WE Energies
- Telephone, Gas, Cable, Communication facilities
- Cities of Wauwatosa, West Allis, & Milwaukee utilities, as well as MMSD
- Stormwater and storm sewer considerations
- Work Underway:
 - Review and update utility data
 - Utility coordination (TRANS 220 Process)
 - Identify utility conflicts with design
 - Estimate Utility Impact Costs



Stormwater management

- Stormwater ponds and other treatment alternatives
- East leg and proximity to combined sewer system
- Miller Park – parking lot opportunities for stormwater treatment



Cost and constructability

▪ Cost

- Construction cost
- Traveler delay
- Available state and federal funding

▪ Constructability

- Length of construction and impacts to community
- Feasibility of double deck alternatives (all down, partial down, all up), and impacts to local roads



Local roads, traffic mitigation, transit

▪ Local roads

- Congestion and safety on local roads considered as part of alternative evaluation
- Preserve access and mobility

▪ Traffic mitigation

- During construction – impacts to east-west arterials in Milwaukee, Wauwatosa and West Allis
- Intersection improvements will be considered



▪ Transit

- Considered as part of overall solution



What's next



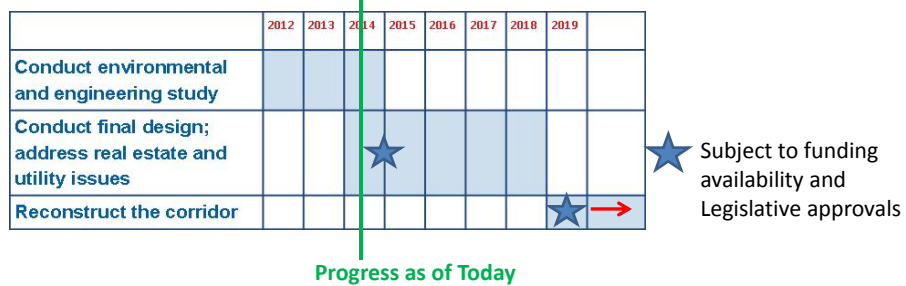
Process moving forward

- Draft environmental impact statement will be complete and will be made available for public review. Watch your mailbox and local newspaper for document availability and comment time period.
- Public hearing (plan - end of 2014)
- Final EIS will be prepared and made available for review.
- Record of Decision (ROD) will be issued by FHWA.



Study Status

Our overall project schedule illustrates the long-term nature of this effort



Come see us at the Fair!

- Wisconsin DOT booths
- Expo Center - Aisle 1700
- I-94 E-W, Zoo Interchange, State Patrol, Railroad

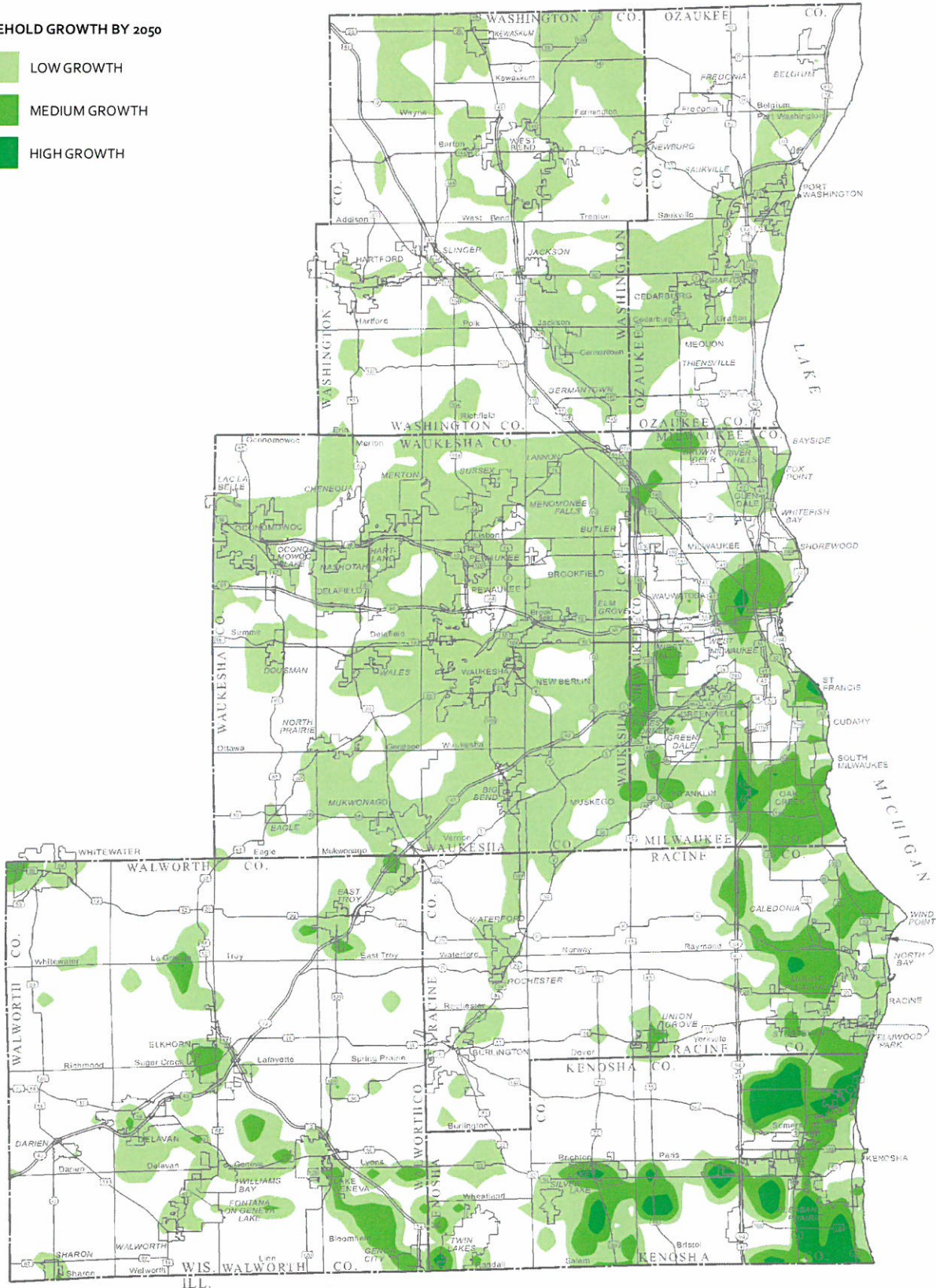
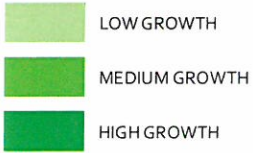


**UPDATE ON SKETCH LAND USE
AND TRANSPORTATION SCENARIOS
FOR VISION 2050: JULY 30, 2014**

PRELIMINARY DRAFT

SCENARIO A: YEAR 2050 HOUSEHOLD GROWTH

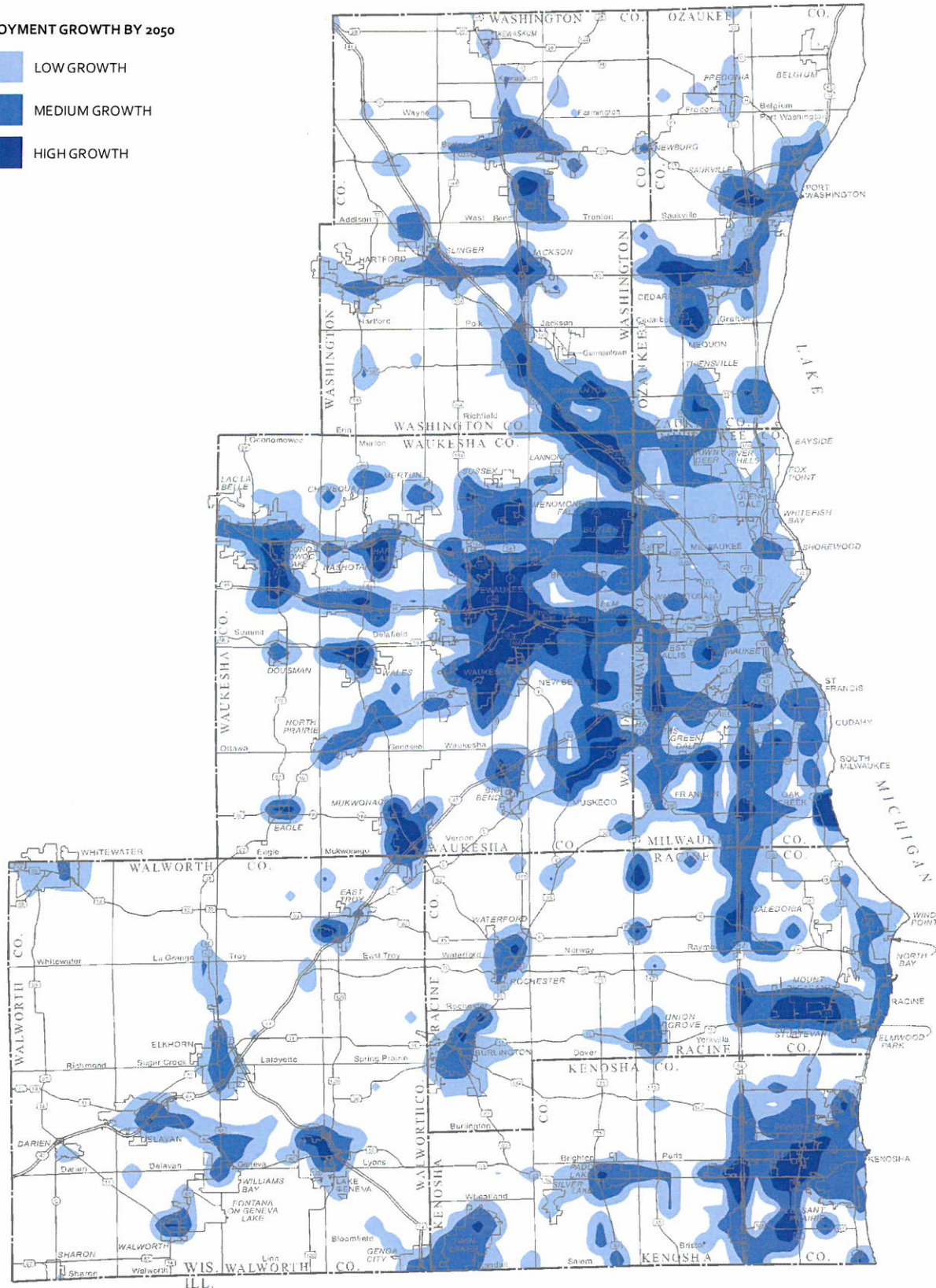
HOUSEHOLD GROWTH BY 2050



PRELIMINARY DRAFT

SCENARIO A: YEAR 2050 EMPLOYMENT GROWTH

EMPLOYMENT GROWTH BY 2050

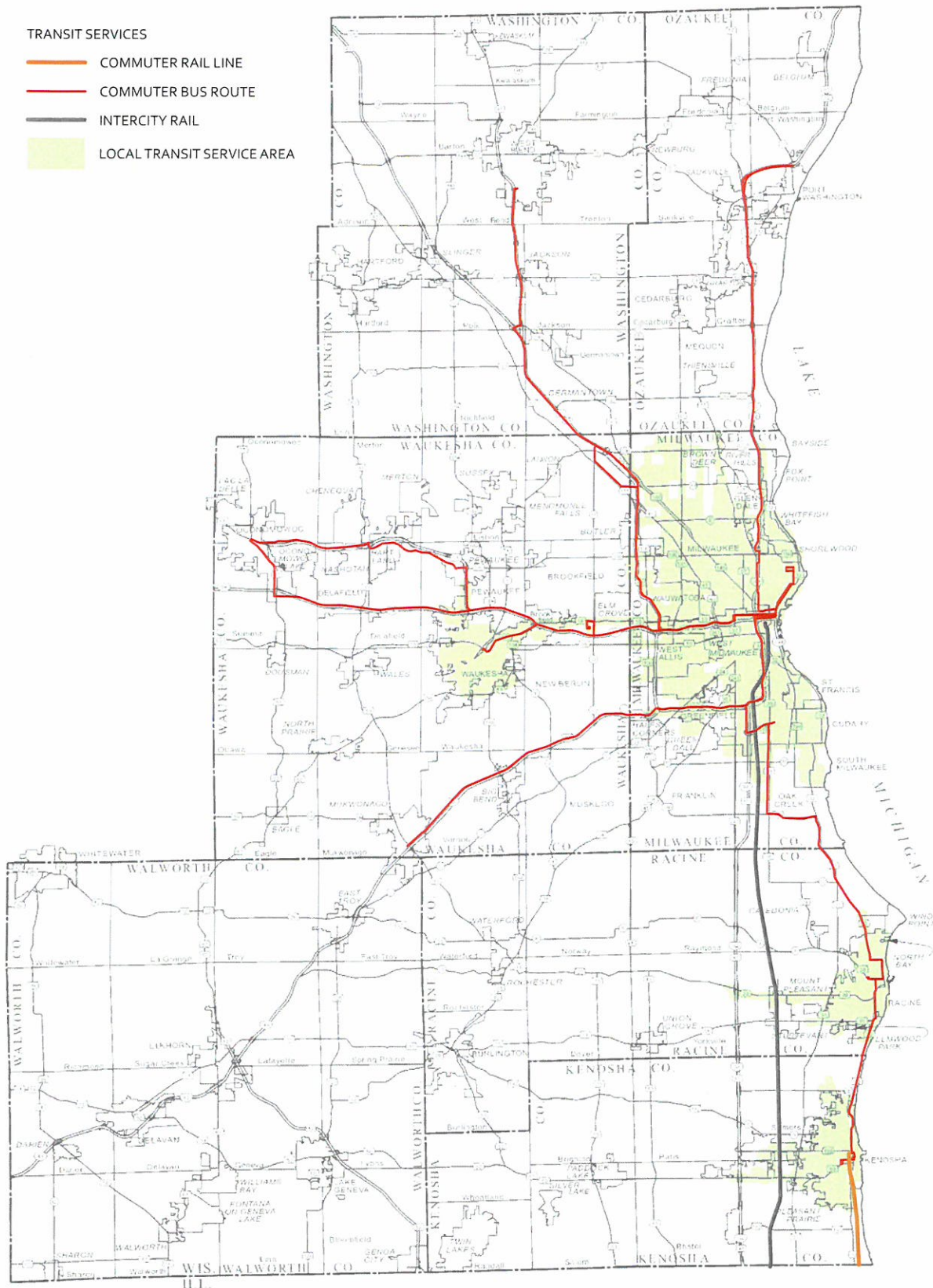


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PRELIMINARY DRAFT

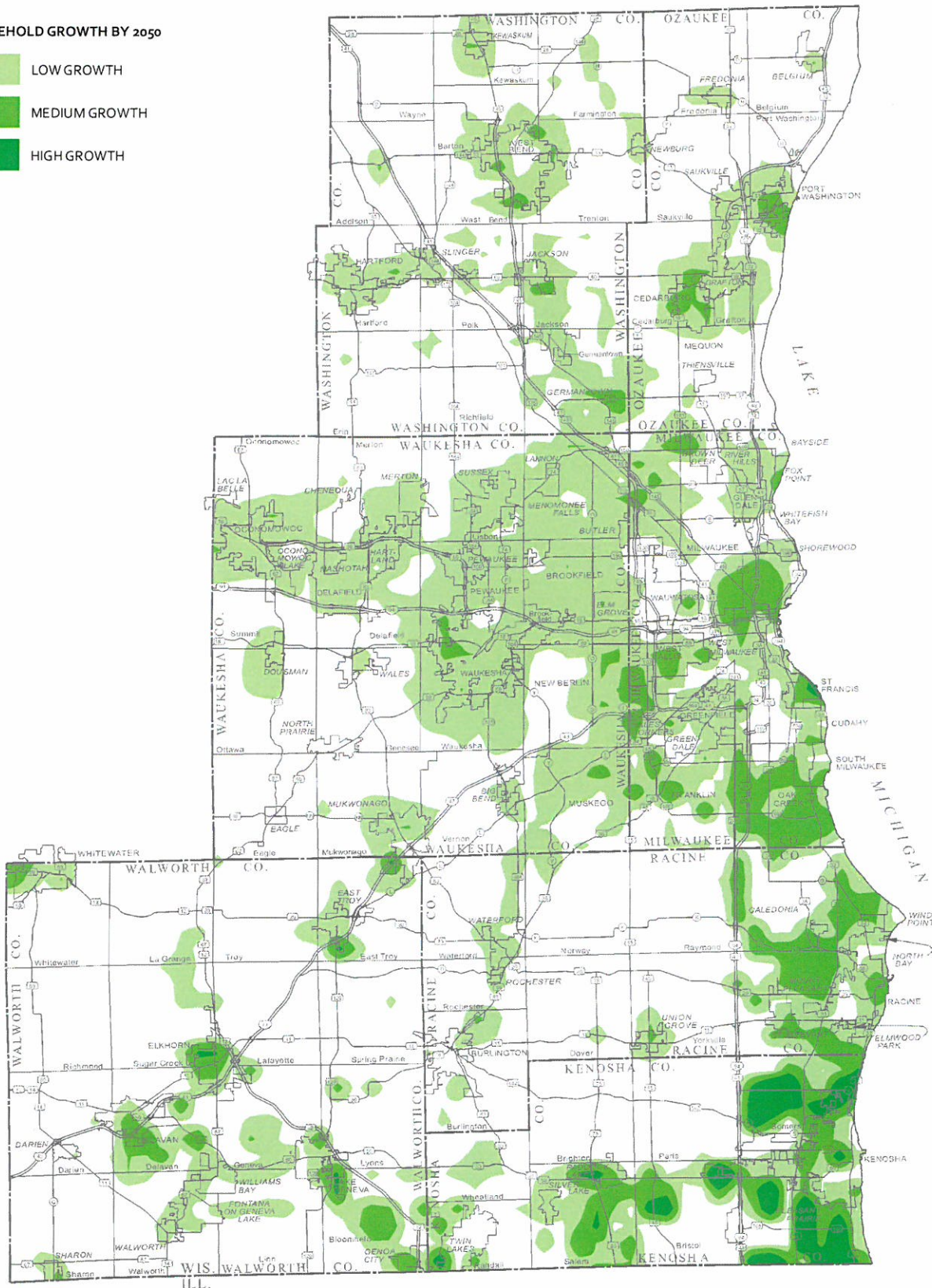
SCENARIO A: PUBLIC TRANSIT SERVICES IN THE REGION BY THE YEAR 2050



PRELIMINARY DRAFT

SCENARIO B: YEAR 2050 HOUSEHOLD GROWTH

HOUSEHOLD GROWTH BY 2050



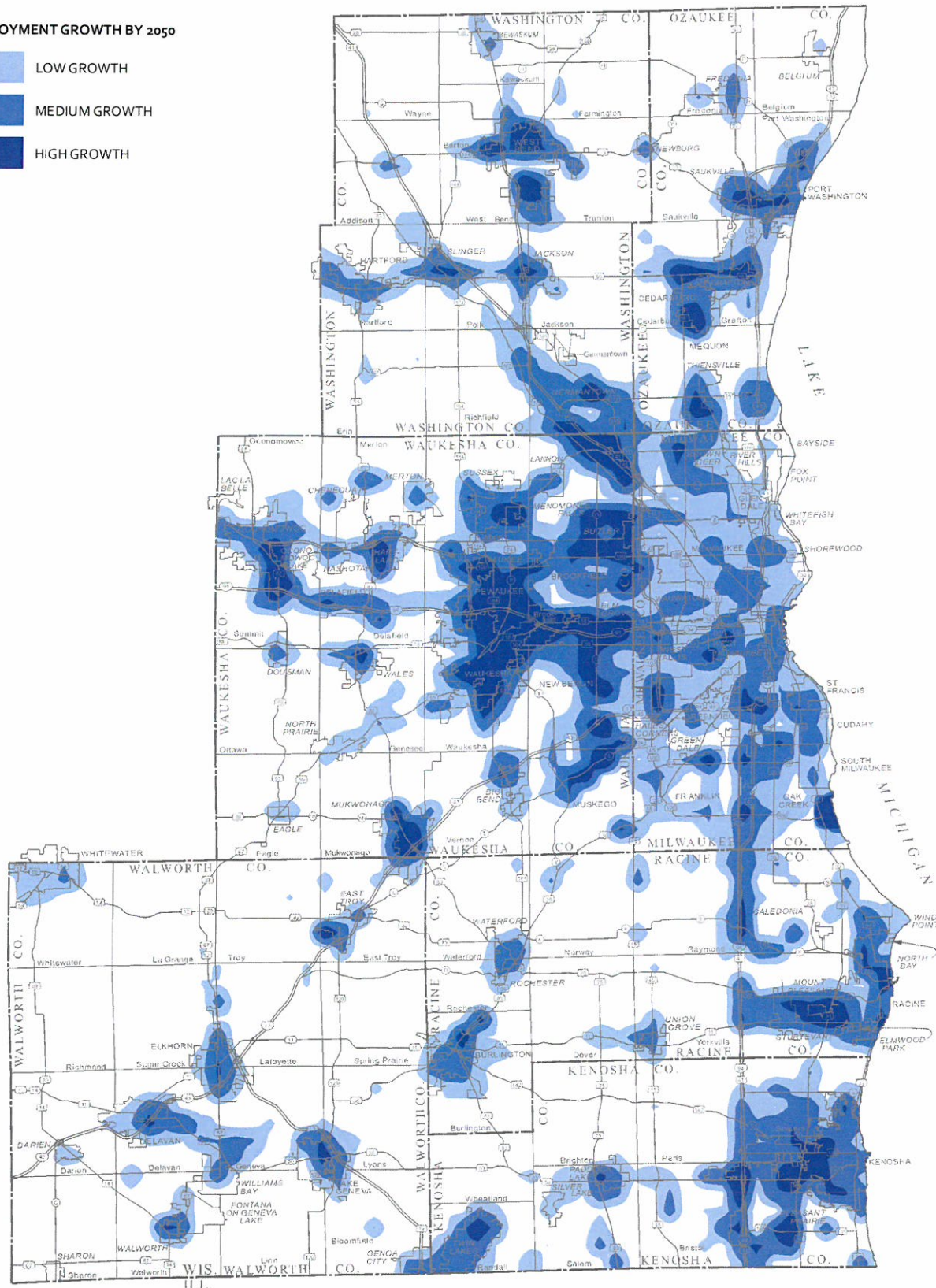
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PRELIMINARY DRAFT

SCENARIO B: YEAR 2050 EMPLOYMENT GROWTH

EMPLOYMENT GROWTH BY 2050

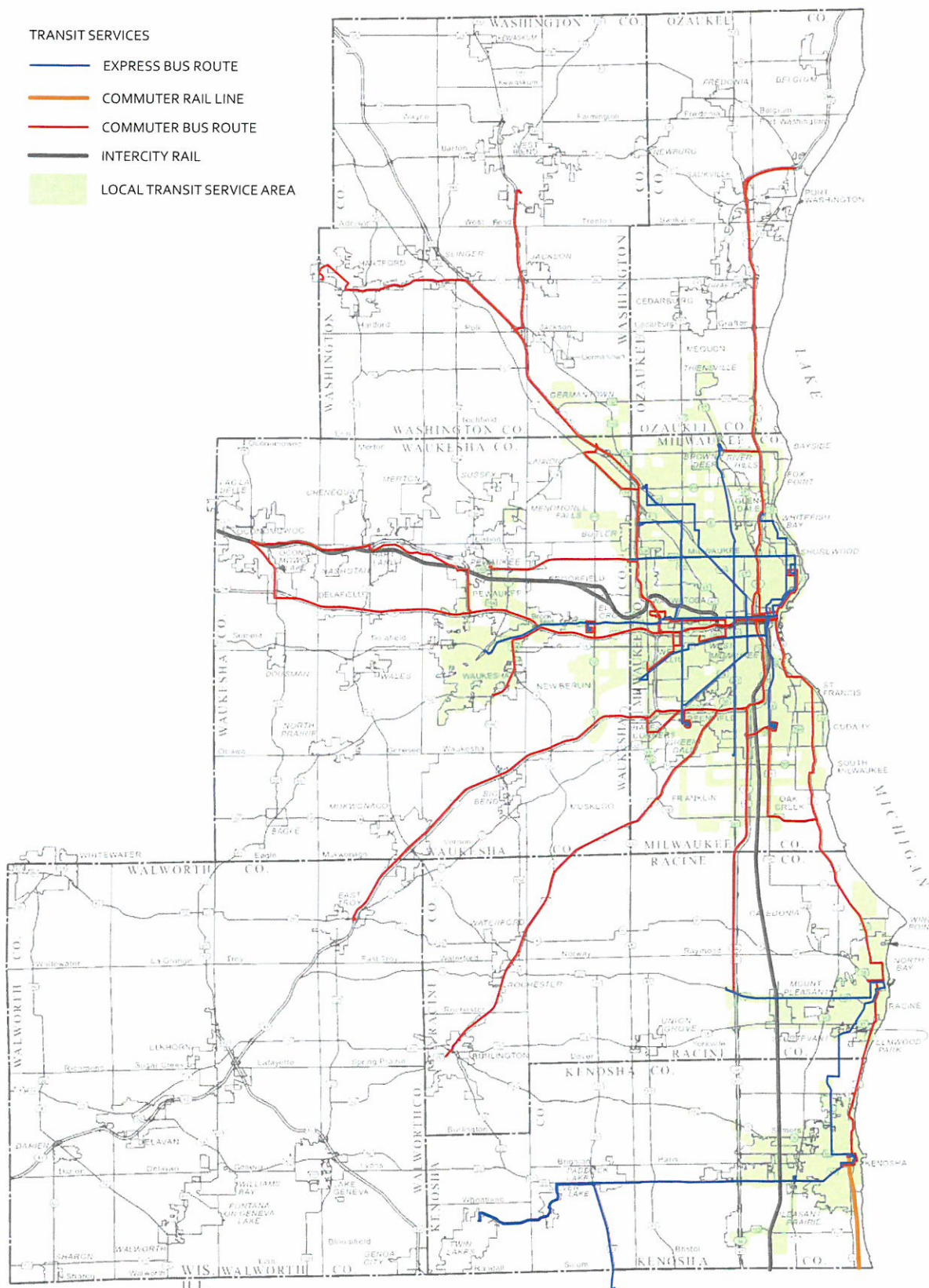


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SCENARIO B: PUBLIC TRANSIT SERVICES IN THE REGION BY THE YEAR 2050

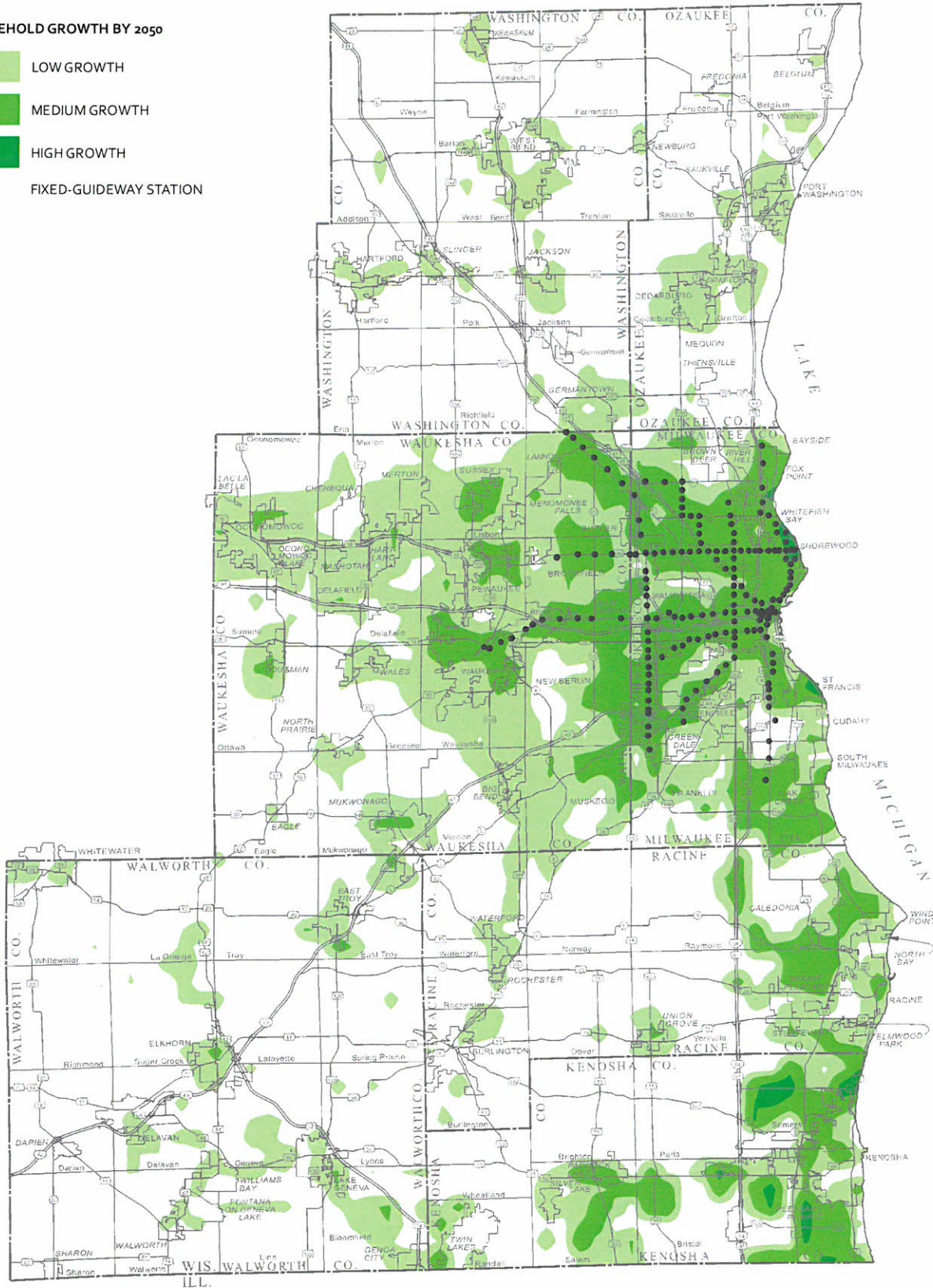


PRELIMINARY DRAFT

SCENARIO C: YEAR 2050 HOUSEHOLD GROWTH

HOUSEHOLD GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION



Source: SEWRPC

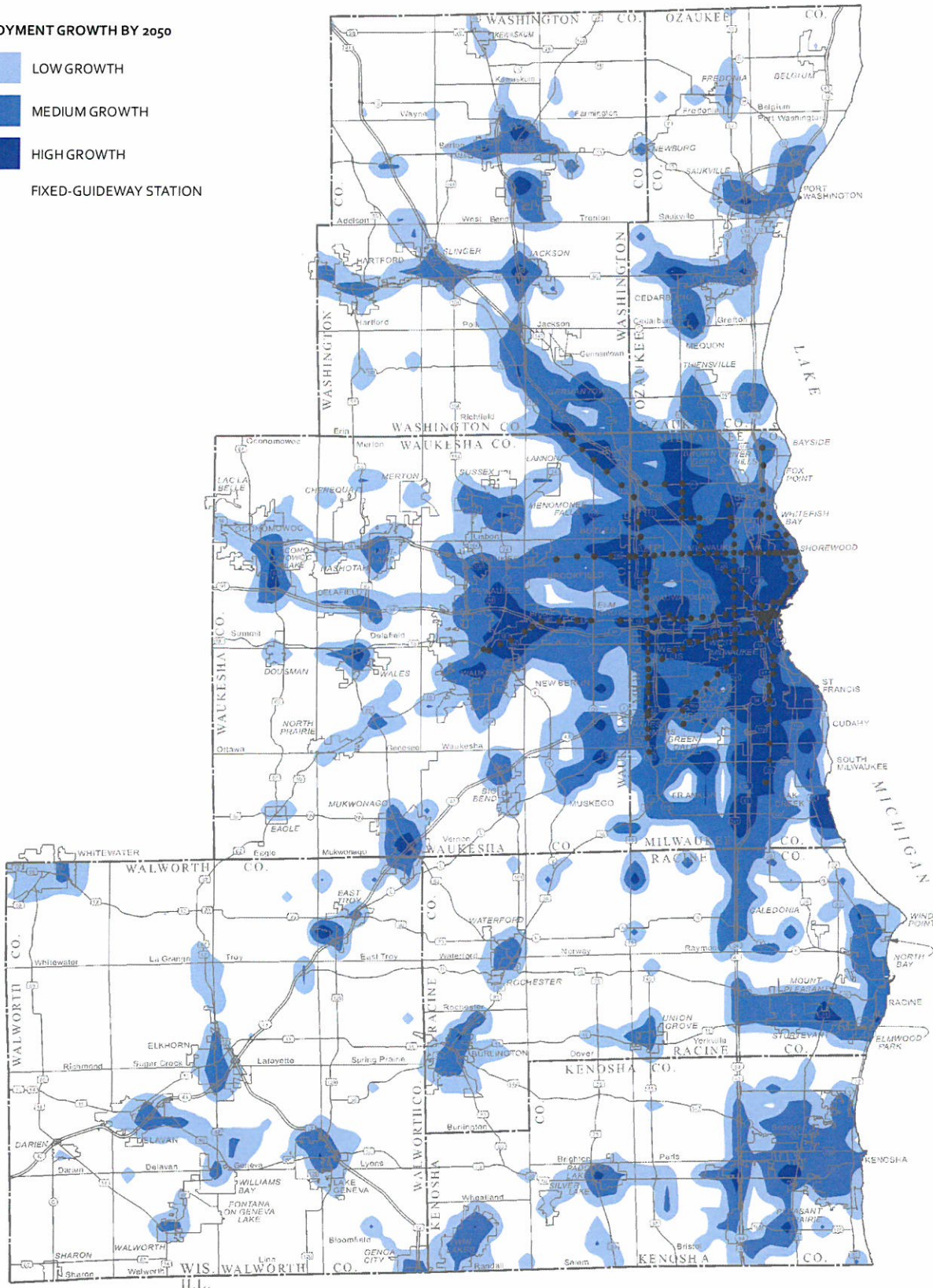
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PRELIMINARY DRAFT

SCENARIO C: YEAR 2050 EMPLOYMENT GROWTH

EMPLOYMENT GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION

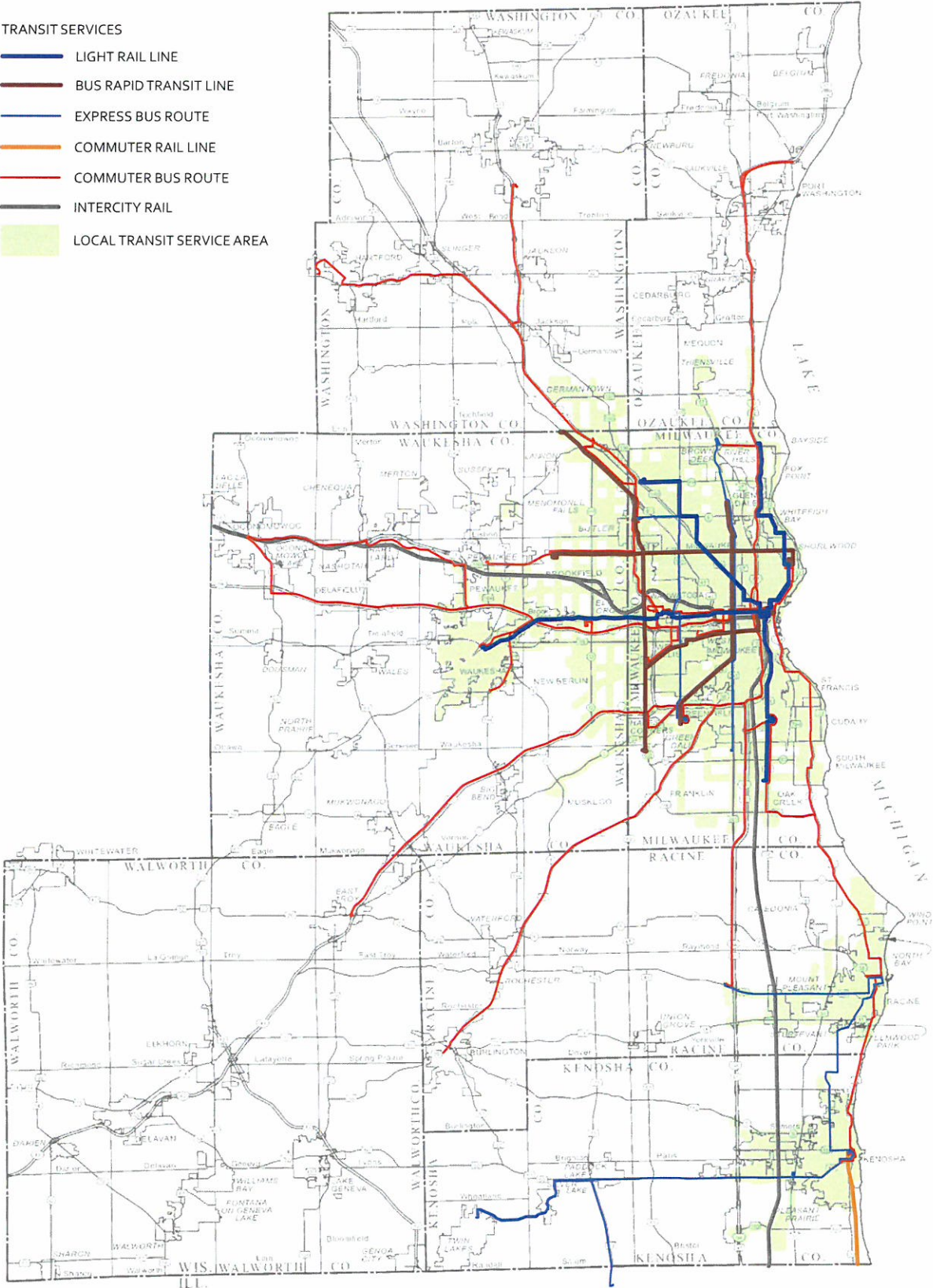


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PRELIMINARY DRAFT

SCENARIO C: PUBLIC TRANSIT SERVICES IN THE REGION BY THE YEAR 2050

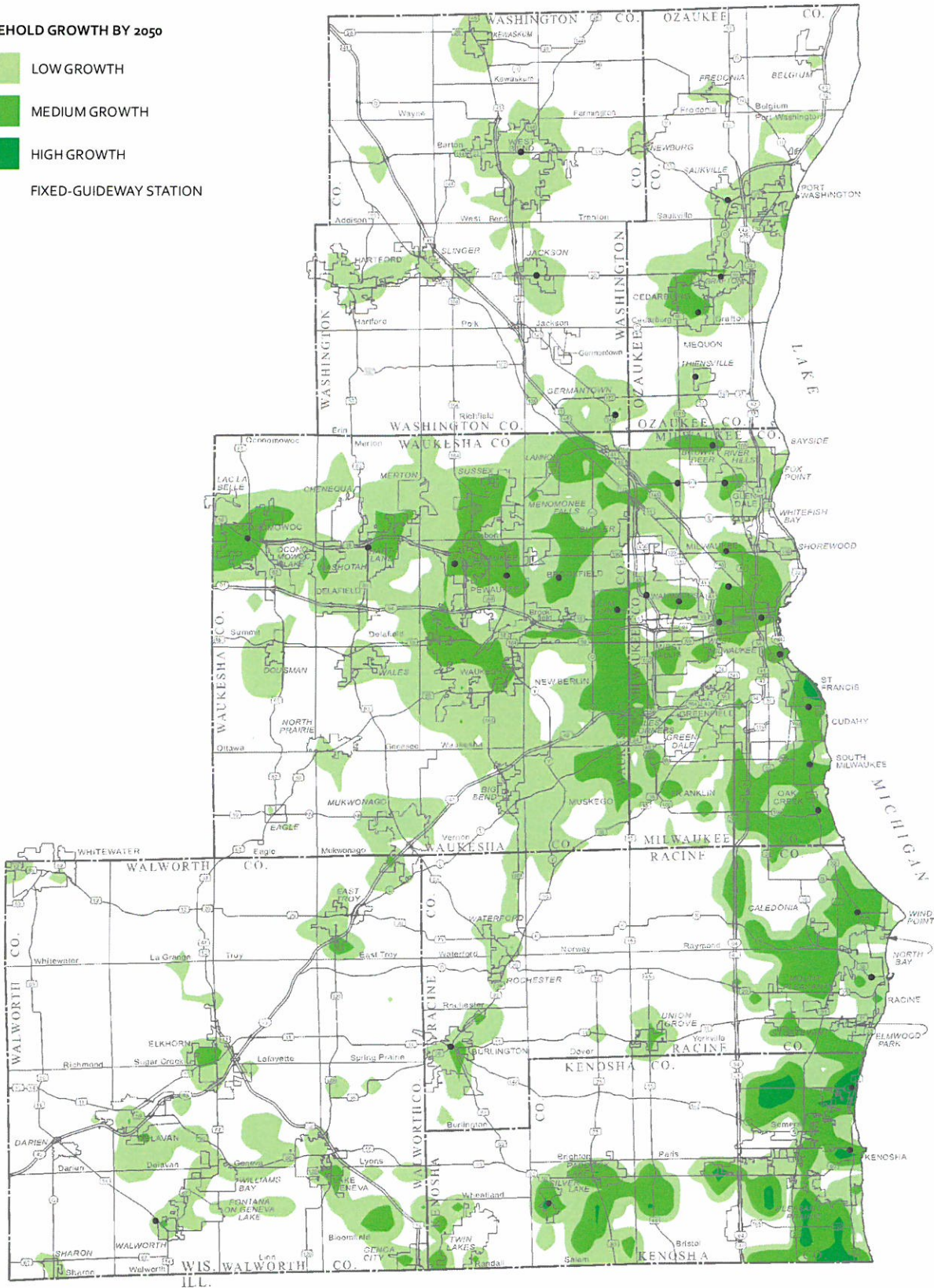


PRELIMINARY DRAFT

SCENARIO D: YEAR 2050 HOUSEHOLD GROWTH

HOUSEHOLD GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION



Source: SEWRPC

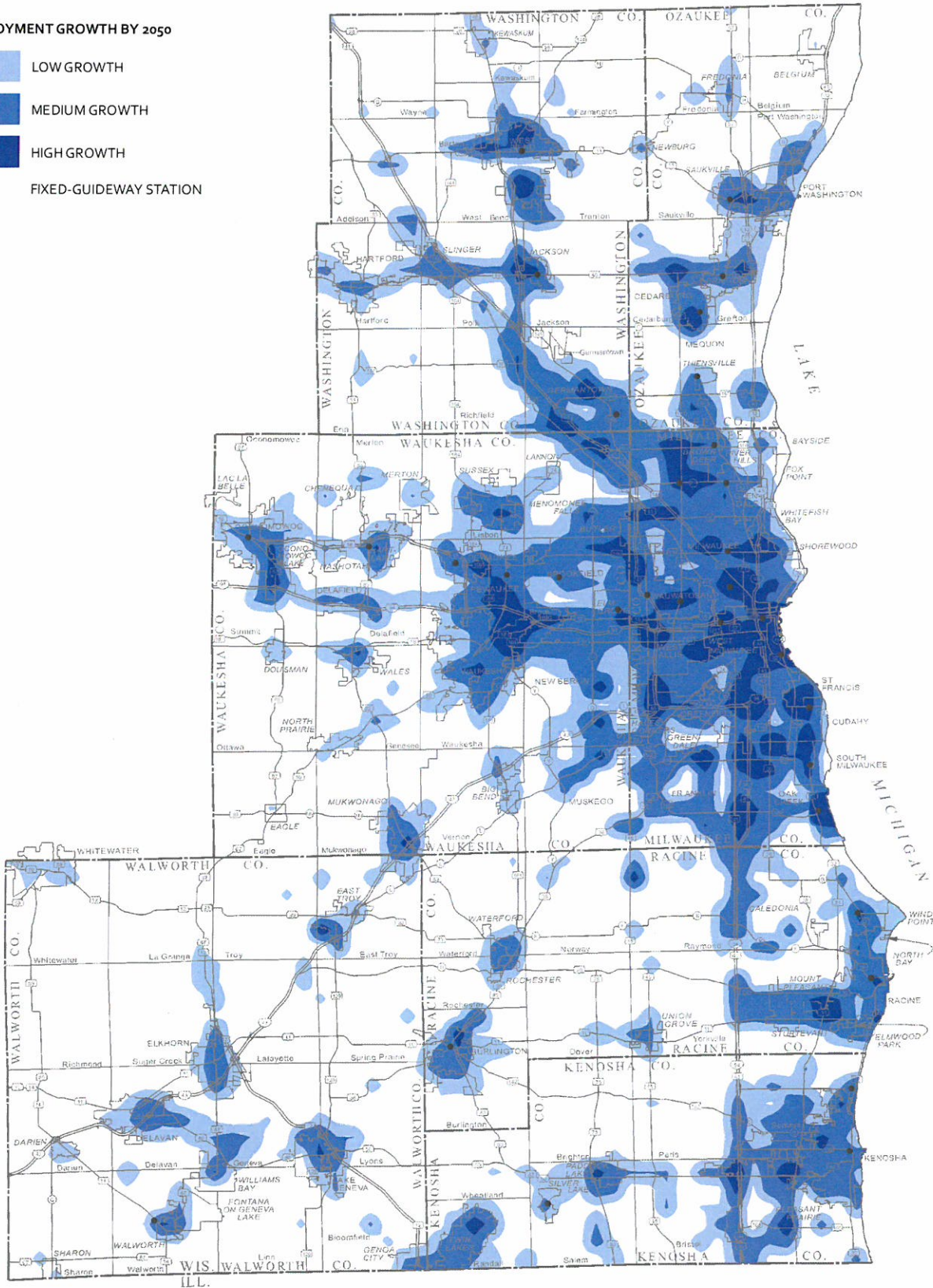
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PRELIMINARY DRAFT

SCENARIO D: YEAR 2050 EMPLOYMENT GROWTH

EMPLOYMENT GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION



Source: SEWRPC

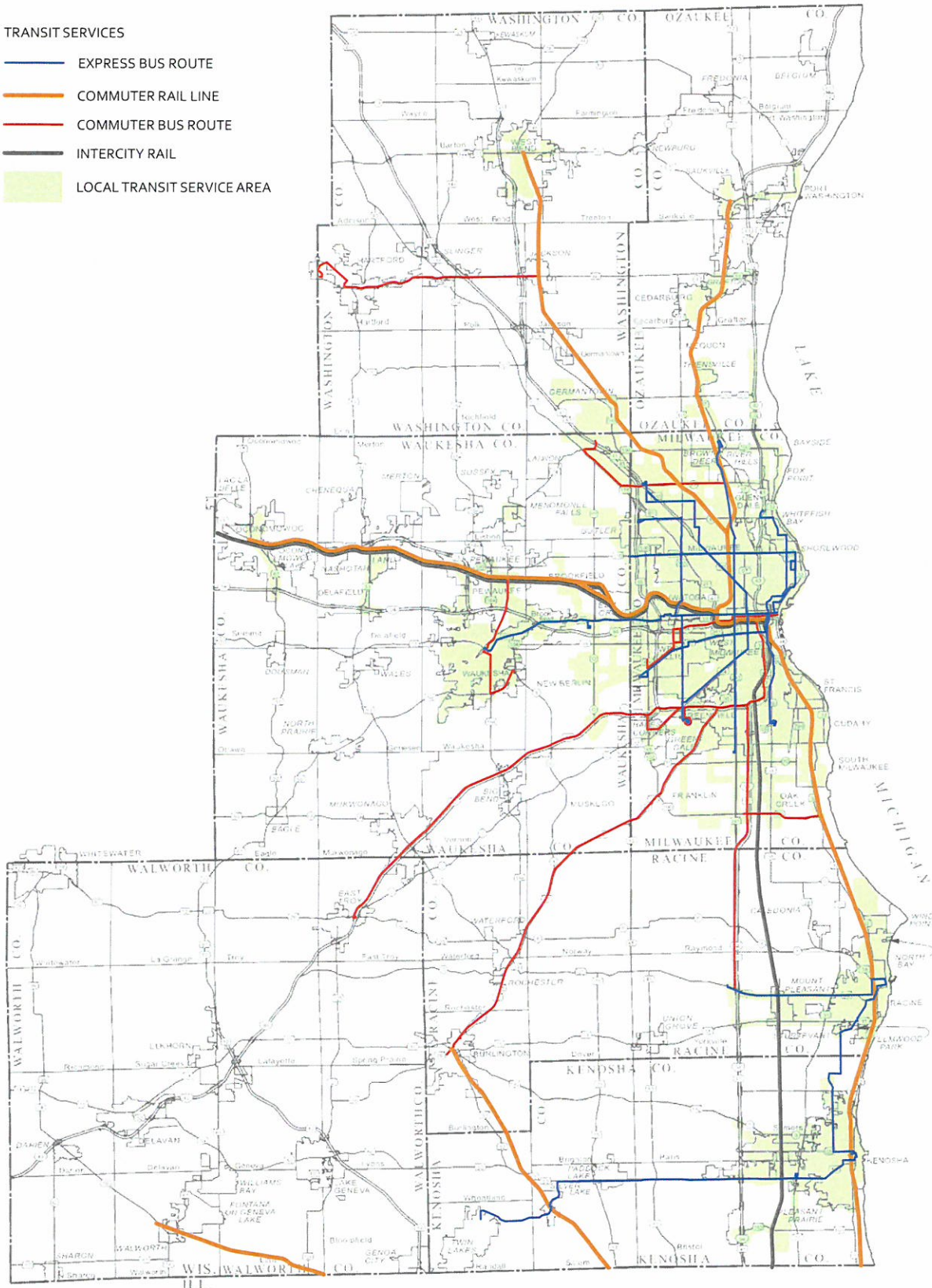
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PRELIMINARY DRAFT

SCENARIO D: PUBLIC TRANSIT SERVICES IN THE REGION BY THE YEAR 2050

TRANSIT SERVICES

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- LOCAL TRANSIT SERVICE AREA

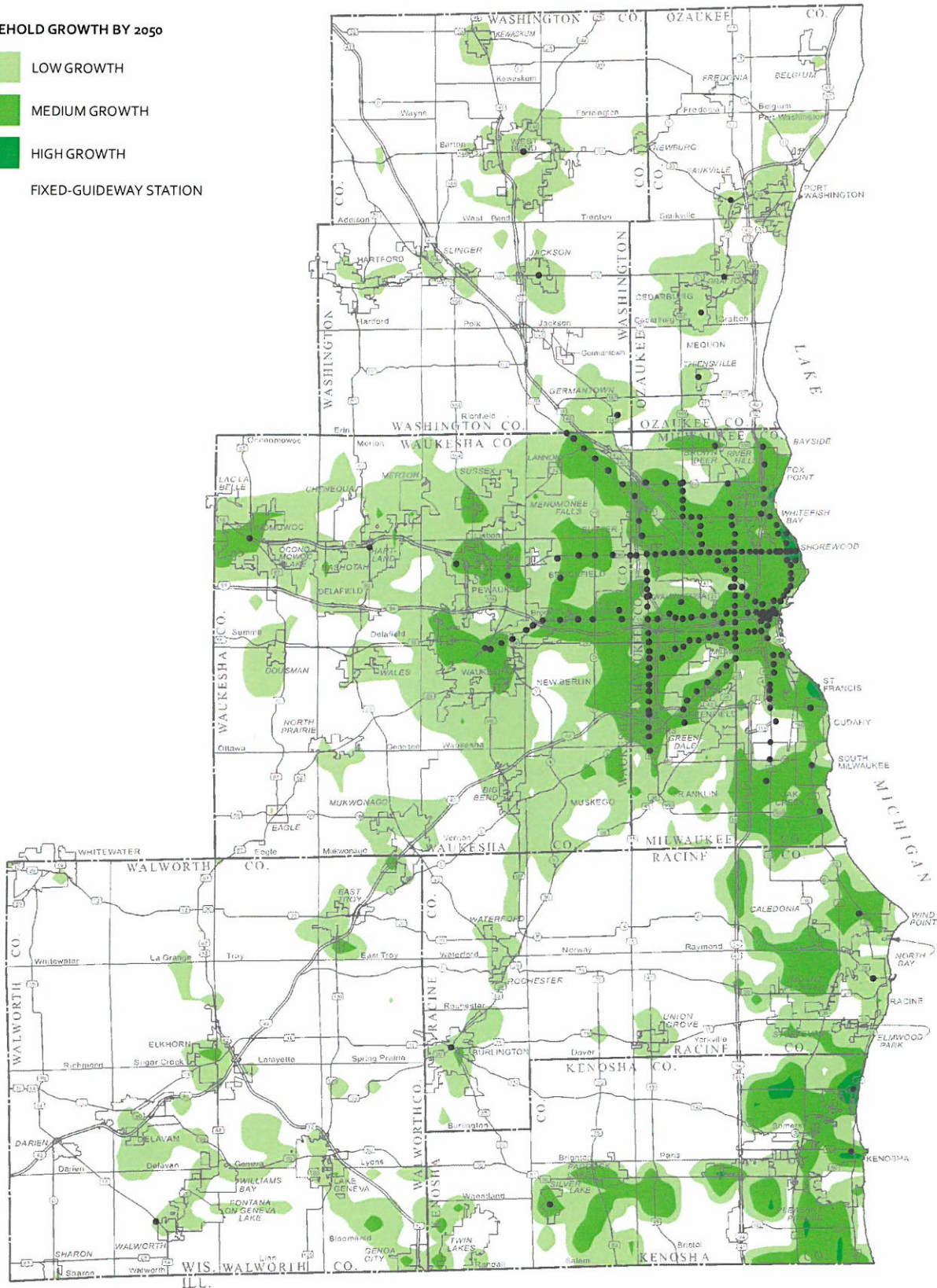


PRELIMINARY DRAFT

SCENARIO E: YEAR 2050 HOUSEHOLD GROWTH

HOUSEHOLD GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION



Source: SEWRPC

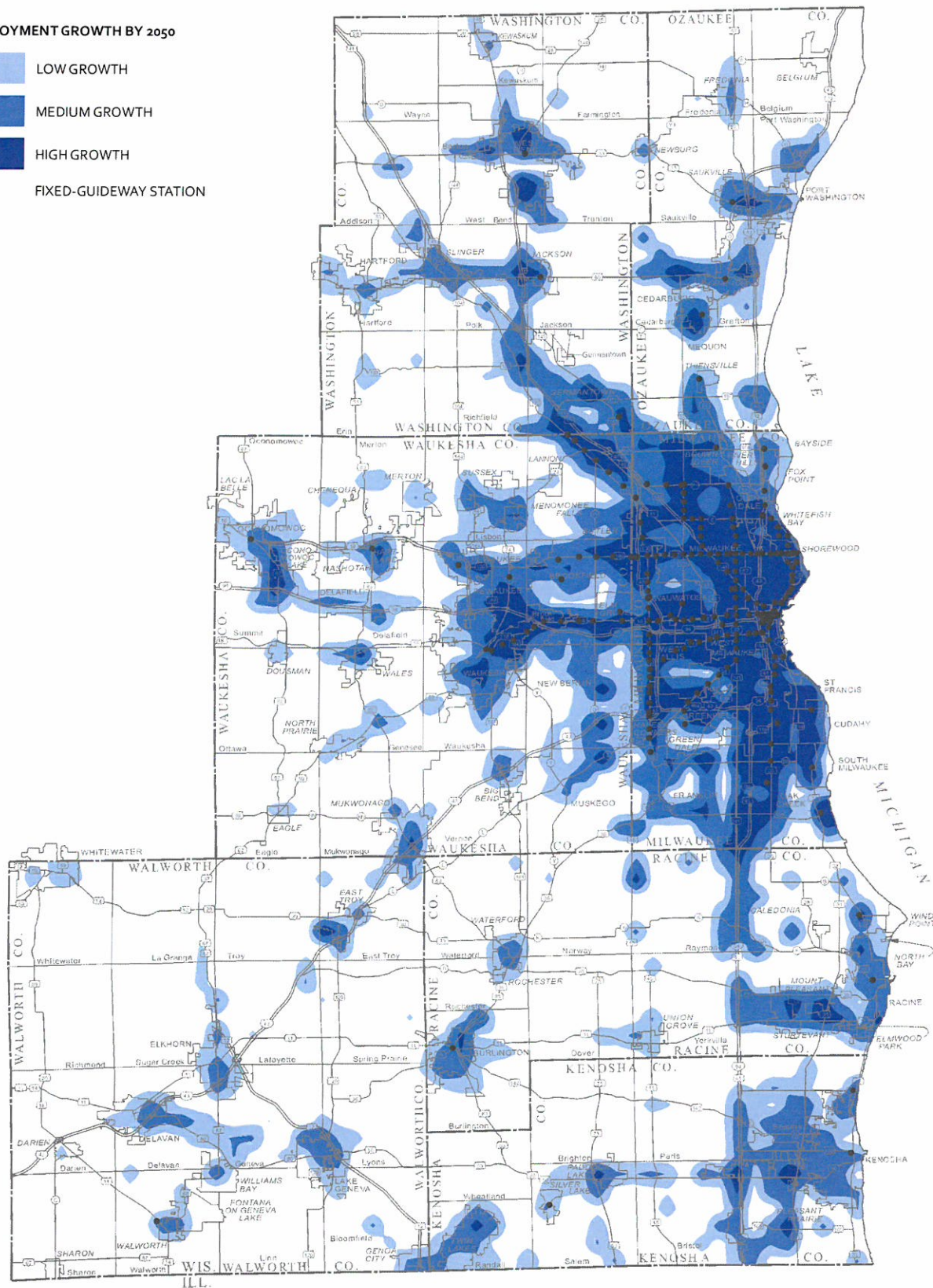
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PRELIMINARY DRAFT

SCENARIO E: YEAR 2050 EMPLOYMENT GROWTH

EMPLOYMENT GROWTH BY 2050

- LOW GROWTH
- MEDIUM GROWTH
- HIGH GROWTH
- FIXED-GUIDEWAY STATION

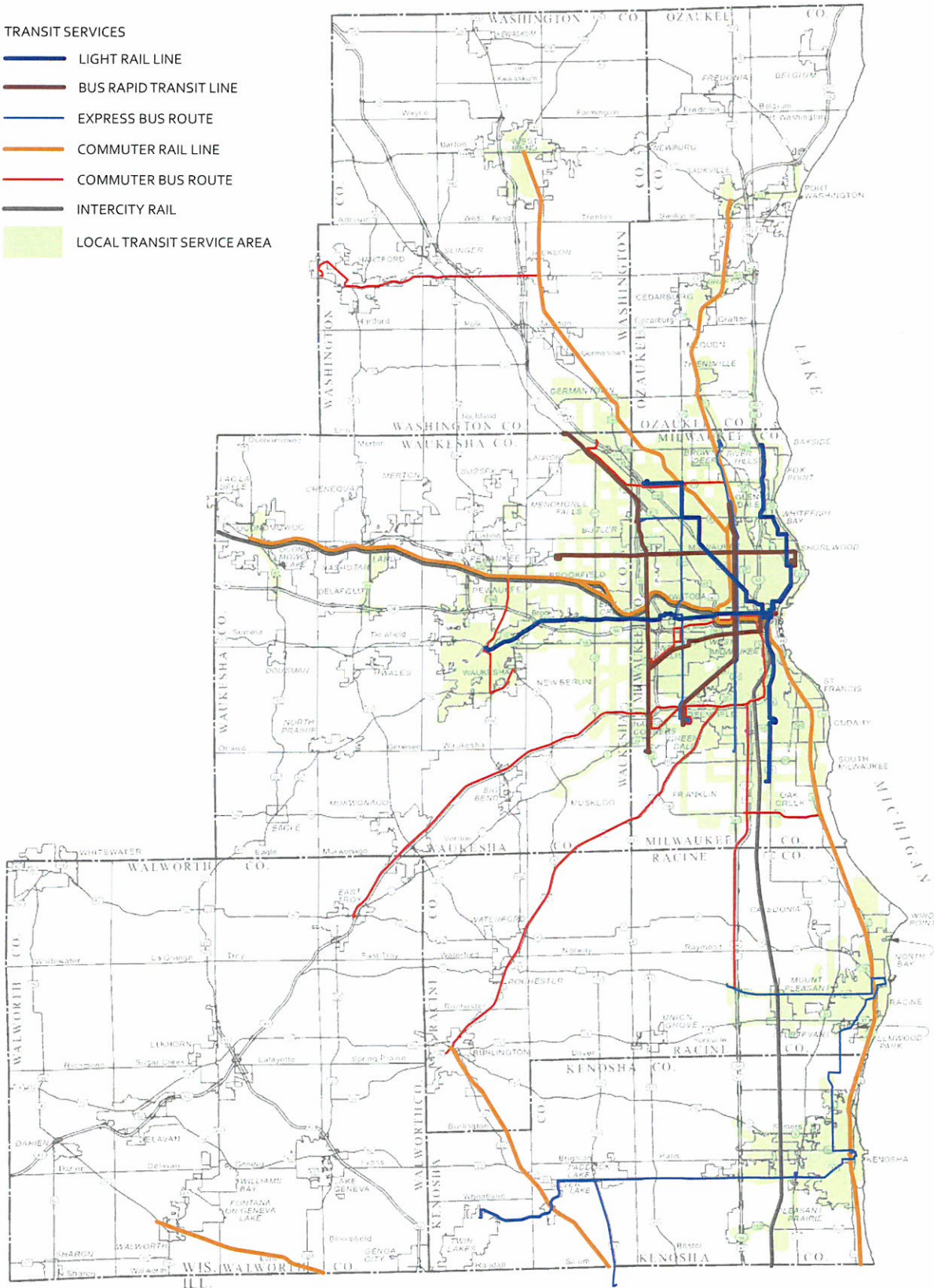


PRELIMINARY DRAFT

SCENARIO E: PUBLIC TRANSIT SERVICES IN THE REGION BY THE YEAR 2050

TRANSIT SERVICES

- LIGHT RAIL LINE
- BUS RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- LOCAL TRANSIT SERVICE AREA



PRELIMINARY DRAFT

TRANSIT SERVICE HEADWAYS UNDER EACH SCENARIO: YEAR 2050

Service Type	Existing Year 2014	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
	Commuter Bus Express Bus Local Bus/Streetcar	Commuter Bus Local Bus/Streetcar	Commuter Bus Express Bus Local Bus/Streetcar	Commuter Bus Express Bus Local Bus/Streetcar Light Rail Bus Rapid Transit	Commuter Rail/Bus Express Bus Local Bus/Streetcar	Commuter Rail/Bus Express Bus Local Bus/Streetcar Light Rail Bus Rapid Transit
Commuter Service	<u>Weekdays</u> 10 – 225 minutes, many services peak direction only	<u>Weekdays</u> 15 – 240 minutes, peak direction only	<u>Weekdays</u> 10 – 60 minutes, both directions	<u>Weekdays</u> 10 – 60 minutes, both directions	<u>Weekdays</u> 10 – 60 minutes, both directions	<u>Weekdays</u> 10 – 60 minutes, both directions
	<u>Weekends</u> 90 – 240 minutes, KRM Bus only	<u>Weekends</u> No service	<u>Weekends</u> 20 – 60 minutes, both directions	<u>Weekends</u> 20 – 60 minutes, both directions	<u>Weekends</u> 20 – 60 minutes, both directions	<u>Weekends</u> 20 – 60 minutes, both directions
	<u>Weekdays</u> 12 – 60 minutes	<u>Weekdays</u> No service	<u>Weekdays</u> 5 – 15 minutes	<u>Weekdays</u> 5 – 15 minutes	<u>Weekdays</u> 5 – 15 minutes	<u>Weekdays</u> 5 – 15 minutes
Express Service	<u>Weekends</u> 20 – 45 minutes, no service on Western Kenosha County Transit	<u>Weekends</u> No service	<u>Weekends</u> 10 – 20 minutes	<u>Weekends</u> 10 – 20 minutes	<u>Weekends</u> 10 – 20 minutes	<u>Weekends</u> 10 – 20 minutes
Local Service Within Milwaukee County	<u>Weekdays</u> 7 – 40 minutes	<u>Weekdays</u> 10 – 60 minutes	<u>Weekdays</u> 5 – 30 minutes	<u>Weekdays</u> 5 – 30 minutes	<u>Weekdays</u> 5 – 30 minutes	<u>Weekdays</u> 5 – 30 minutes
	<u>Weekends</u> 12 – 100 minutes	<u>Weekends</u> 15 – 120 minutes	<u>Weekends</u> 10 – 60 minutes	<u>Weekends</u> 10 – 60 minutes	<u>Weekends</u> 10 – 60 minutes	<u>Weekends</u> 10 – 60 minutes
	<u>Weekdays</u> 30 – 60 minutes	<u>Weekdays</u> 30 – 60 minutes	<u>Weekdays</u> 15 – 30 minutes	<u>Weekdays</u> 15 – 30 minutes	<u>Weekdays</u> 15 – 30 minutes	<u>Weekdays</u> 15 – 30 minutes
Outside Milwaukee County	<u>Weekends</u> 30 – 60 minutes	<u>Weekends</u> No service	<u>Weekends</u> 15 – 30 minutes	<u>Weekends</u> 15 – 30 minutes	<u>Weekends</u> 15 – 30 minutes	<u>Weekends</u> 15 – 30 minutes

PRELIMINARY DRAFT

TRANSIT SERVICE HOURS UNDER EACH SCENARIO: YEAR 2050

Service Type	Existing Year 2014	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Commuter Service	Commuter Bus Express Bus Local Bus/Streetcar	Commuter Bus Local Bus/Streetcar	Commuter Bus Express Bus Local Bus/Streetcar	Commuter Bus Express Bus Local Bus/Streetcar Light Rail Bus Rapid Transit	Commuter Rail/Bus Express Bus Local Bus/Streetcar	Commuter Rail/Bus Express Bus Local Bus/Streetcar Light Rail Bus Rapid Transit
	<u>Weekdays</u> 5 a.m. - 10 a.m. 12 p.m. - 8 p.m. many services peak direction only	<u>Weekdays</u> 5 a.m. - 9 a.m. 3 p.m. - 7 p.m. peak direction only	<u>Weekdays</u> 5 a.m. - 11 p.m. both directions	<u>Weekdays</u> 5 a.m. - 11 p.m. both directions	<u>Weekdays</u> 5 a.m. - 11 p.m. both directions	<u>Weekdays</u> 5 a.m. - 11 p.m. both directions
	<u>Weekends</u> 8 am - 11 p.m. KRM Bus only	<u>Weekends</u> No service	<u>Weekends</u> 5 a.m. - 11 p.m. both directions	<u>Weekends</u> 5 a.m. - 11 p.m. both directions	<u>Weekends</u> 5 a.m. - 11 p.m. both directions	<u>Weekends</u> 5 a.m. - 11 p.m. both directions
Express Service	<u>Weekdays</u> 4 a.m. - 2 a.m.	<u>Weekdays</u> No service	<u>Weekdays</u> 4 a.m. - 2 a.m.	<u>Weekdays</u> Up to 24 hours/day	<u>Weekdays</u> Up to 24 hours/day	<u>Weekdays</u> Up to 24 hours/day
	<u>Weekends</u> 5 a.m. - 2 a.m.	<u>Weekends</u> No service	<u>Weekends</u> 5 a.m. - 2 a.m.	<u>Weekends</u> Up to 24 hours/day	<u>Weekends</u> Up to 24 hours/day	<u>Weekends</u> Up to 24 hours/day
Local Service Within Milwaukee County	<u>Weekdays</u> 4 a.m. - 2 a.m.	<u>Weekdays</u> 5 a.m. - 1 a.m.	<u>Weekdays</u> 4 a.m. - 2 a.m.	<u>Weekdays</u> Up to 24 hours/day	<u>Weekdays</u> Up to 24 hours/day	<u>Weekdays</u> Up to 24 hours/day
	<u>Weekends</u> 5 a.m. - 2 a.m.	<u>Weekends</u> 5 a.m. - 11 p.m.	<u>Weekends</u> 5 a.m. - 2 a.m.	<u>Weekends</u> Up to 24 hours/day	<u>Weekends</u> Up to 24 hours/day	<u>Weekends</u> Up to 24 hours/day
	<u>Weekdays</u> 5 a.m. - 10 p.m.	<u>Weekdays</u> 5 a.m. - 8 p.m.	<u>Weekdays</u> 5 a.m. - 11 p.m.	<u>Weekdays</u> 5 a.m. - 11 p.m.	<u>Weekdays</u> 5 a.m. - 11 p.m.	<u>Weekdays</u> 5 a.m. - 11 p.m.
Outside Milwaukee County	<u>Weekends</u> 5 a.m. - 7 p.m.	<u>Weekends</u> No service	<u>Weekends</u> 5 a.m. - 11 p.m.	<u>Weekends</u> 5 a.m. - 11 p.m.	<u>Weekends</u> 5 a.m. - 11 p.m.	<u>Weekends</u> 5 a.m. - 11 p.m.

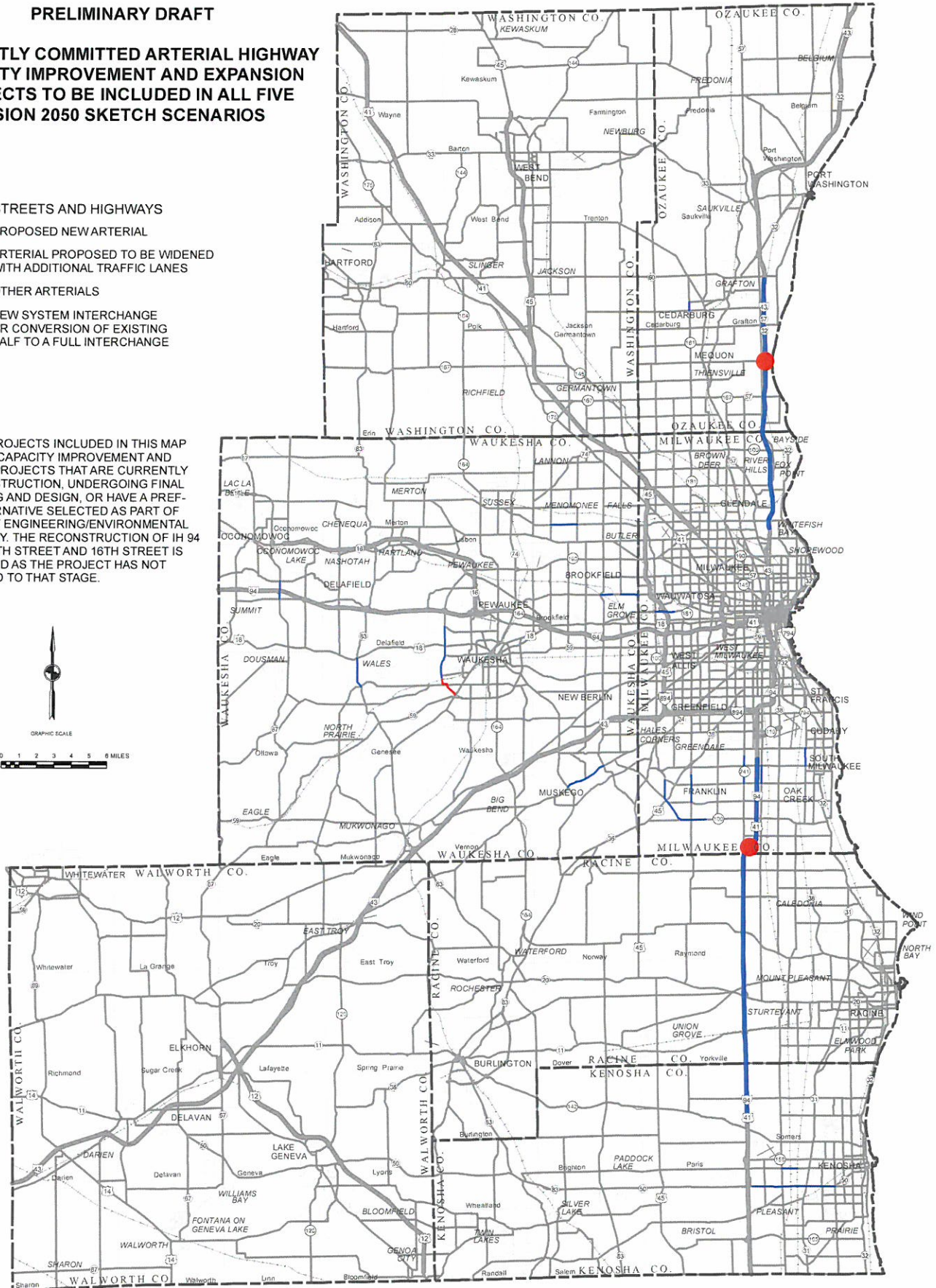
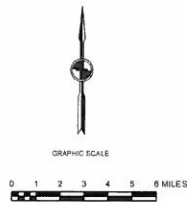
PRELIMINARY DRAFT

CURRENTLY COMMITTED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS TO BE INCLUDED IN ALL FIVE VISION 2050 SKETCH SCENARIOS

ARTERIAL STREETS AND HIGHWAYS

- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED TO BE WIDENED
WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS
- NEW SYSTEM INTERCHANGE
OR CONVERSION OF EXISTING
HALF TO A FULL INTERCHANGE

NOTE: THE PROJECTS INCLUDED IN THIS MAP REPRESENT CAPACITY IMPROVEMENT AND EXPANSION PROJECTS THAT ARE CURRENTLY UNDER CONSTRUCTION, UNDERGOING FINAL ENGINEERING AND DESIGN, OR HAVE A PREFERRED ALTERNATIVE SELECTED AS PART OF PRELIMINARY ENGINEERING/ENVIRONMENTAL IMPACT STUDY. THE RECONSTRUCTION OF IH 94 BETWEEN 70TH STREET AND 16TH STREET IS NOT INCLUDED AS THE PROJECT HAS NOT PROGRESSED TO THAT STAGE.



PRELIMINARY DRAFT

CURRENTLY COMMITTED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS TO BE INCLUDED IN ALL FIVE VISION 2050 SKETCH SCENARIOS

County	Improvement Type	Facility	Termini	Description
Kenosha	Widening	CTH K (60th Street) IH 94/USH 41 IH 94/USH 41 STH 50	CTH H to Union Pacific Railway CTH C to STH 142 STH 142 to CTH KR IH 94/USH 41 to 39th Avenue	Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from six to eight traffic lanes Widen from four to six traffic lanes
Milwaukee	Expansion	Elm Road extension IH 94/USH 41	27th Street to IH 94 Elm Road Interchange	Construct two lanes on new alignment Construct new interchange
	Widening	CTH U (76th Street) Pennsylvania Avenue Watertown Plank Road Watertown Plank Road CTH V (13th Street) STH 241 (27th Street) STH 241 (27th Street) IH 43 IH 94/USH 41 Port Washington Road USH 45/STH 100 USH 45/STH 100 USH 45/STH 100 (Ryan Road)	Puetz Road to Imperial Drive Rawson Avenue to College Avenue STH 100 to USH 45 USH 45 to 92nd Street Rawson Avenue (CTH BB) to Drexel Avenue College Avenue to Rawson Avenue Rawson Avenue to Drexel Avenue Silver Spring Drive to STH 60 CTH G to College Avenue Bender Road to Daphne Road Rawson Avenue to Drexel Avenue Drexel Avenue to STH 36 STH 36 (Loomis Road) to 60th Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from four to six traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
Ozaukee	Expansion	IH 43	Highland Road Interchange	Construct new interchange
	Widening	STH 181	CTH T to Bridge Street	Widen from two to four traffic lanes
Racine	Widening	IH 94/USH 41 IH 94/USH 41	CTH K to CTH G CTH KR to CTH K	Widen from six to eight traffic lanes Widen from six to eight traffic lanes
	Expansion	Waukesha West Bypass	CTH X to Sunset Drive	Construct four lanes on new alignment
Waukesha	Widening	CTH L CTH VV (Silver Spring Drive) CTH M (North Avenue) CTH M (North Avenue) CTH TT CTH TT (Meadowbrook Road) STH 67 (Summit Avenue) STH 83	CTH Y to CTH O CTH Y (Lannon Road) to Jackson Drive Lilly Road to 124th Street Pilgrim Road to 147th Street Sunset Drive (CTH D) to USH 18 Northview Road to USH 18 IH 94 to CTH B USH 18 (High Meadow Lane) to CTH DE	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two/four to four/six traffic lanes Widen from two to four traffic lanes

Source: SEWRPC

NOTE: THE PROJECTS INCLUDED IN THIS TABLE REPRESENT CAPACITY IMPROVEMENT AND EXPANSION PROJECTS THAT ARE CURRENTLY UNDER CONSTRUCTION, UNDERGOING FINAL ENGINEERING AND DESIGN, OR HAVE A PREFERRED ALTERNATIVE SELECTED AS PART OF PRELIMINARY ENGINEERING/ENVIRONMENTAL IMPACT STUDY. THE RECONSTRUCTION OF IH 94 BETWEEN 70TH STREET AND 16TH STREET IS NOT INCLUDED AS THE PROJECT HAS NOT PROGRESSED TO THAT STAGE.

CTH/EDL/gba
7/29/2014
#219390

Attachment 3

VISION 2050 SURVEY RESPONDENT COMMUNITY OF RESIDENCE

County/Community	Number of Respondents	
	Telephone Survey	Online Survey
Kenosha County		
City of Kenosha	107	7
Village of Bristol	4	0
Village of Paddock Lake	2	0
Village of Pleasant Prairie	28	2
Village of Silver Lake	1	0
Village of Twin Lakes	10	0
Town of Brighton	0	0
Town of Paris	4	0
Town of Randall	0	0
Town of Salem	13	0
Town of Somers	10	0
Town of Wheatland	8	0
Milwaukee County		
City of Cudahy	10	2
City of Franklin	26	0
City of Glendale	6	1
City of Greenfield	13	2
City of Milwaukee	192	102
City of Oak Creek	18	0
City of St. Francis	6	2
City of South Milwaukee	12	1
City of Wauwatosa	18	12
City of West Allis	29	3
Village of Bayside	2	0
Village of Brown Deer	8	1
Village of Fox Point	3	2
Village of Greendale	18	0
Village of Hales Corners	7	0
Village of River Hills	1	0
Village of Shorewood	3	9
Village of West Milwaukee	2	0
Village of Whitefish Bay	4	1
Ozaukee County		
City of Cedarburg	53	3
City of Mequon	47	3
City of Port Washington	17	1
Village of Belgium	6	0
Village of Fredonia	8	0
Village of Grafton	38	0
Village of Saukville	10	1
Village of Thiensville	14	1
Town of Belgium	0	0
Town of Cedarburg	0	2
Town of Fredonia	1	1
Town of Grafton	3	1
Town of Port Washington	2	0
Town of Saukville	1	0
Racine County		
City of Burlington	8	0
City of Racine	86	11
Village of Caledonia	22	1
Village of Elmwood Park	0	0
Village of Mt. Pleasant	24	1
Village of North Bay	0	0

Attachment 3

**VISION 2050 SURVEY RESPONDENT COMMUNITY OF RESIDENCE
(continued)**

County/Community	Number of Respondents	
	Telephone Survey	Online Survey
Racine County (continued)		
Village of Rochester	7	1
Village of Sturtevant	4	0
Village of Union Grove	0	0
Village of Waterford	17	0
Village of Wind Point	3	2
Town of Burlington	1	0
Town of Dover	3	0
Town of Norway	13	0
Town of Raymond	7	0
Town of Waterford	3	0
Town of Yorkville	0	1
Walworth County		
City of Delavan	24	0
City of Elkhorn	30	0
City of Lake Geneva	25	2
City of Whitewater	20	1
Village of Bloomfield	3	0
Village of Darien	0	0
Village of East Troy	23	0
Village of Fontana-on-Geneva Lake	3	0
Village of Genoa City	6	0
Village of Sharon	2	0
Village of Walworth	4	0
Village of Williams Bay	10	0
Town of Bloomfield	1	0
Town of Darien	0	0
Town of Delavan	0	0
Town of East Troy	2	0
Town of Geneva	2	0
Town of Lafayette	3	0
Town of La Grange	2	0
Town of Linn	4	0
Town of Lyons	2	0
Town of Richmond	3	0
Town of Sharon	2	0
Town of Spring Prairie	4	0
Town of Sugar Creek	8	1
Town of Troy	1	1
Town of Walworth	1	1
Town of Whitewater	0	0
Washington County		
City of Hartford	22	1
City of West Bend	70	36
Village of Germantown	18	4
Village of Jackson	16	1
Village of Kewaskum	9	2
Village of Newburg	1	1
Village of Richfield	27	23
Village of Slinger	9	3
Town of Addison	5	0
Town of Barton	0	7
Town of Erin	6	1
Town of Farmington	4	3
Town of Germantown	0	0
Town of Hartford	0	1
Town of Jackson	5	5

Attachment 3

**VISION 2050 SURVEY RESPONDENT COMMUNITY OF RESIDENCE
(continued)**

County/Community	Number of Respondents	
	Telephone Survey	Online Survey
Washington County (continued)		
Town of Kewaskum	0	0
Town of Polk	4	2
Town of Trenton	4	4
Town of Wayne	1	1
Town of West Bend	1	9
Waukesha County		
City of Brookfield	29	1
City of Delafield	5	1
City of Muskego	13	0
City of New Berlin	20	0
City of Oconomowoc	10	0
City of Pewaukee	9	0
City of Waukesha	33	10
Village of Big Bend	4	0
Village of Butler	2	0
Village of Chenequa	0	0
Village of Dousman	1	0
Village of Eagle	0	0
Village of Elm Grove	2	1
Village of Hartland	2	2
Village of Lac La Belle	1	0
Village of Lannon	0	0
Village of Menomonee Falls	23	0
Village of Merton	0	0
Village of Mukwonago	1	0
Village of Nashotah	0	0
Village of North Prairie	3	0
Village of Oconomowoc Lake	0	0
Village of Pewaukee	1	2
Village of Summit	6	0
Village of Sussex	7	2
Village of Wales	4	1
Town of Brookfield	0	0
Town Delafield	0	0
Town of Eagle	5	0
Town of Genesee	2	0
Town of Lisbon	4	4
Town of Merton	9	0
Town of Mukwonago	3	0
Town of Oconomowoc	0	0
Town of Ottawa	0	0
Town of Vernon	4	0
Town of Waukesha	1	7
TOTAL	1,554	318

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BRM

Attachment 4

VISION 2050 SURVEY RESULTS

Visual Preference Survey

Image	Average Score (5 is best and 1 is worst)	
	Public	Committee Members
Housing and Community Character		
1 - Larger two-story home on medium-sized lot	3.2	3.3
2 - Smaller one-story home on small lot	3.5	3.1
3 - Neighborhood with small setbacks, alleys	3.7	3.6
4 - Neighborhood with large setbacks, driveways	2.8	3.2
5 - Conventional Subdivision	2.6	2.9
6 - Cluster Subdivision	3.4	3.4
7 - Low-rise multi-family building in suburban style	2.9	3.0
8 - Low-/mid-rise multi-family building in urban style	3.2	3.7
9 - Low-rise multi-family (townhomes)	3.6	4.1
10 - Mid-rise multi-family building	3.0	3.5
11 - High-rise multi-family building	2.6	3.0
Location and Mix of New Urban Development		
12 - Residential street with large lots, no sidewalks	2.6	2.6
13 - Residential street with sidewalks, porches, garages on alleys	3.6	3.5
14 - Low-rise mixed-use building with sidewalk access	3.6	3.5
15 - Mid-rise mixed-use building with sidewalk access	3.2	3.4
16 - Mixed-use building with parking lot in front	3.3	3.1
17 - Offices and retail with on-street parking and parking in rear	3.9	4.0
18 - Retail with parking lot in front	2.8	2.7
19 - Retail with on-street parking and parking in rear	3.9	3.9
20 - Preserved traditional main street/downtown	3.8	3.8
21 - High-density mixed-use area with parking on street and in ramps	3.7	3.5
22 - Big-box retail with large parking lot in front	2.3	1.8
23 - Low-rise office building with parking in front	3.2	3.2
24 - Mid-rise office building with parking on-site	3.2	3.7
25 - High-rise office buildings with parking on-street and in ramps	3.4	3.3
Natural Resources and Recreation		
26 - Neighborhood park with playground	4.4	4.2
27 - Resource corridor showing a river and trail	4.6	4.6
Pedestrian Accommodations		
28 - Mixed street with pedestrians having the right-of-way	3.2	3.3
29 - Pedestrian mall with no automobiles allowed	4.5	4.1
Bicycle Facilities		
30 - Bicycle lanes on roadway	3.6	3.5
31 - Urban off-street path with separated bike and pedestrian areas	4.5	4.2
32 - Rural off-street path shared by bikes and pedestrians	4.5	4.5
33 - Bike Share Station	4.3	4.0
Arterial Street Design		
34 - Rural arterial street without sidewalks, bike lanes, or parking	2.8	2.7
35 - Suburban arterial street with sidewalks	3.4	3.6
36 - Urban arterial street with sidewalks, bike lanes, and parking	3.8	3.8
Freeway		
37 - Freeway design without carpool and transit lane	2.6	2.5
38 - Freeway design with carpool and transit lane	3.7	3.7
Transit Services		
39 - Local bus service in mixed traffic	3.8	3.5
40 - Local rail service in mixed traffic	3.3	2.8
41 - Local rail with dedicated lane	3.9	3.4
42 - Local rail in median	4.3	4.1
43 - Fixed guideway corridor, either buses or rail	4.1	4.1
44 - Bus rapid transit corridor	4.0	4.1
45 - Intercounty rail	4.5	4.0

Attachment 4

(continued)

Telephone/Online Survey

Question	Responses (percent)		
	Telephone Survey	Online Survey	Committee Members
Natural Resources and Recreation			
How important do you believe it is to preserve areas with natural features like woodlands, wetlands, prairies, wildlife habitat, and surface water and its shorelands and floodplains?			
Very Important	75.2	84.6	66.7
Fairly Important	18.1	12.5	26.7
Slightly Important	5.7	2.3	6.7
Not at All Important	1.1	0.7	0.0
How important do you believe it is to preserve farmland?			
Very Important	74.0	60.3	28.6
Fairly Important	18.5	24.9	64.3
Slightly Important	6.3	12.1	7.1
Not at All Important	1.2	2.6	0.0
How would you rate the Region's larger parks with activities like hiking, camping, golfing, and beach swimming?			
Excellent	23.0	17.2	20.0
Above Average	47.0	47.4	66.7
Average	25.3	28.1	13.3
Below Average	3.3	6.0	0.0
Poor	1.3	1.3	0.0
How would you rate the Region's smaller parks with activities like basketball, baseball, tennis, and playgrounds?			
Excellent	16.8	16.9	13.3
Above Average	36.0	34.9	40.0
Average	39.5	39.5	40.0
Below Average	6.0	8.0	6.7
Poor	1.8	0.7	0.0
How would you rate the Region's trails for biking and walking?			
Excellent	23.3	17.9	0.0
Above Average	41.6	41.4	46.7
Average	28.1	29.5	46.7
Below Average	5.3	8.3	0.0
Poor	1.7	3.0	6.7
Housing and Community Character			
How important do you believe it is to have neighborhoods where you can bike or walk to parks, schools, shops, and restaurants?			
Very Important	63.8	77.1	80.0
Fairly Important	23.3	11.0	13.3
Slightly Important	9.7	5.3	6.7
Not at All Important	3.2	6.6	0.0
How important do you believe it is for communities where there are a large number of jobs to have housing that is affordable to the community's workforce?			
Very Important	73.0	62.5	66.7
Fairly Important	17.9	23.3	26.7
Slightly Important	6.3	9.0	6.7
Not at All Important	2.8	5.3	0.0
What types of housing do you think the Region needs more of? Answer all that apply.			
Apartments That May Be Affordable To Lower- and Moderate-Income Households	51.8	56.8	73.3
Apartments or Condominiums That May Be Affordable Only to Higher-Income Households	10.5	19.5	33.3
Starter Homes that May Be Affordable to Moderate-Income Households	75.6	80.5	100.0
Larger Homes that May Be Affordable Only to Higher-Income Households	8.8	15.4	26.7

Attachment 4

(continued)

Telephone/Online Survey (continued)

Question	Responses (percent)		
	Telephone Survey	Online Survey	Committee Members
Location and Mix of New Urban Development			
Do you believe new development in Southeastern Wisconsin should occur as redevelopment or infill development in existing cities and villages?			
Yes	91.7	97.0	100.0
No	8.3	3.0	0.0
Do you believe new development should occur on open land immediately along the outer edge of cities and villages, effectively expanding cities and villages?			
Yes	46.4	31.1	66.7
No	53.6	68.9	33.3
Do you believe new development should occur scattered and separated from existing cities and villages on agricultural or other open land?			
Yes	13.3	8.5	6.7
No	86.7	91.5	93.3
Do you agree that new jobs should be located in existing commercial and industrial areas, like business parks, industrial parks, and retail centers, through redevelopment, infill development, and expansion of these areas?			
Yes	93.8	97.5	100.0
No	6.2	2.5	0.0
Do you agree with the development of new business parks, industrial parks, and retail centers to accommodate jobs, as long as they are located adjacent to existing population centers?			
Yes	78.0	69.9	66.7
No	22.0	30.1	33.3
Do you agree with the development of new business parks, industrial parks, and retail centers to accommodate jobs which may be located away from existing population centers?			
Yes	37.4	16.4	13.3
No	62.6	83.6	86.7
State of the Transportation System			
How would you rate the Region's State and Interstate Highways?			
Excellent	10.5	14.1	6.7
Above Average	32.1	37.5	40.0
Average	45.3	39.9	40.0
Below Average	8.2	7.8	13.3
Poor	3.9	0.7	0.0
How would you rate the Region's County Highways and Local Streets?			
Excellent	5.4	4.2	6.7
Above Average	25.1	26.8	26.7
Average	49.0	42.6	53.3
Below Average	14.0	18.4	13.3
Poor	6.5	7.7	0.0
How would you rate the Region's Public Transportation?			
Excellent	4.5	2.6	7.1
Above Average	10.8	4.7	0.0
Average	38.2	23.0	28.6
Below Average	30.7	33.2	28.6
Poor	15.8	36.5	35.7
How would you rate the Region's Bicycle Facilities and Sidewalks?			
Excellent	6.7	3.2	6.7
Above Average	26.0	13.3	13.3
Average	46.7	36.9	33.3
Below Average	15.2	30.1	33.3
Poor	5.4	16.5	13.3

Attachment 4

(continued)

Telephone/Online Survey (continued)

Question	Responses (percent)		
	Telephone Survey	Online Survey	Committee Members
State of the Transportation System (continued)			
How would you rate the Region's overall transportation system?			
Excellent	4.2	1.4	6.7
Above Average	18.3	13.3	6.7
Average	54.9	44.8	46.7
Below Average	15.2	33.6	40.0
Poor	7.4	7.0	0.0
Personal Travel Preferences			
What type of transportation do you use most often?			
Drive Alone	83.6	65.7	66.7
Carpool (Passenger in An Automobile)	10.3	8.4	6.7
Public Transportation	2.3	5.6	0.0
Bicycle	0.5	13.3	20.0
Walk	1.7	5.2	6.7
Other	1.6	1.7	0.0
Do you commute to and from work or school on a regular basis?			
Yes	50.9	78.9	100.0
No	49.1	21.1	0.0
If you commute on a regular basis, how long does it typically take you to get to work or school?			
0-10 Minutes	26.0	28.4	46.7
11-20 Minutes	29.7	33.3	26.7
21-30 Minutes	18.3	21.8	26.7
More Than 30 Minutes	25.9	16.4	0.0
If you commute on a regular basis, how satisfied are you with how long it typically takes you to get to work or school?			
Very Satisfied	50.9	54.2	80.0
Somewhat Satisfied	30.7	24.9	6.7
Somewhat Dissatisfied	13.0	15.6	13.3
Very Dissatisfied	5.4	5.3	0.0
What types of transportation would you like to use that you cannot access now? Answer all that apply...			
Personal Vehicle (e.g. Car or Truck).	4.5	2.5	0.0
Bus Within My Community	27.6	18.7	13.3
Bus Between Communities	45.0	32.7	6.7
Streetcar Or Light Rail Within My Community Or Between Communities	39.7	48.2	53.3
Commuter Rail Between Communities	44.9	59.9	60.0
Bicycle Facilities	40.7	38.4	33.3
Pedestrian Facilities	43.0	17.6	13.3
How often do you use public transportation, such as a bus or train?			
Daily	1.4	2.8	0.0
Several Times a Week	1.9	6.4	0.0
Several Times a Month	4.6	14.9	13.3
Several Times a Year	30.1	50.2	60.0
Never	62.1	25.6	26.7
Which of the following factors could encourage you to use a public transportation service more often? Answer all that apply			
If Public Transportation Was Easier To Get To From My Home	58.1	38.7	60.0
If It Got Me Closer To My Destination	64.1	46.1	60.0
If It Ran More Frequently	56.4	50.7	33.3
If It Was Faster	50.7	38.0	46.7
If It Ran For Longer Hours, Either Earlier or Later In The Day	49.3	36.6	13.3
If I Felt Safer And More Secure Using It	56.4	26.1	20.0
If It Was More Affordable	53.1	23.2	6.7
If I Had Access To Rail Service	55.6	53.9	53.3
If the Cost of Driving Went Up Significantly	64.2	26.4	26.7

Attachment 4

(continued)

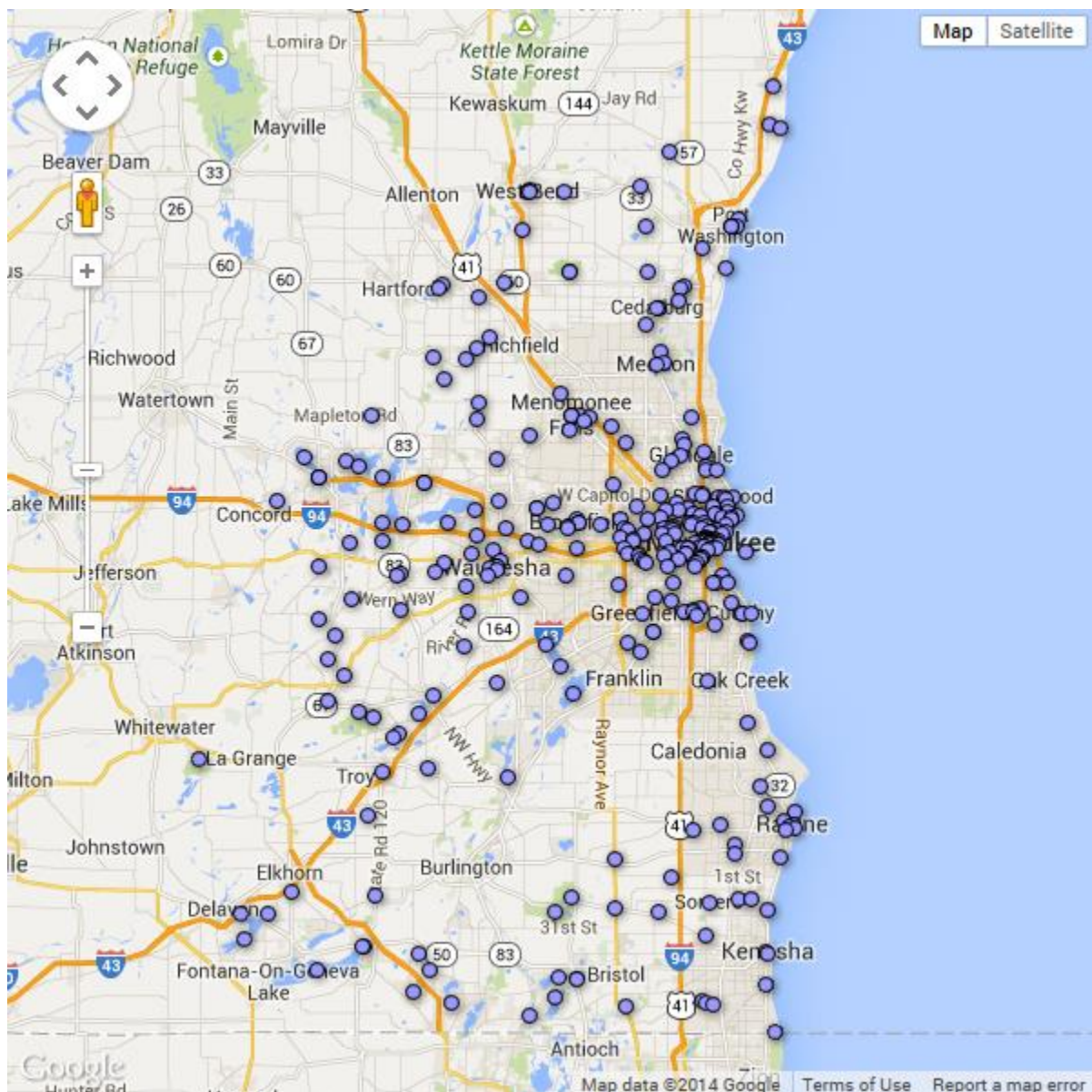
Telephone/Online Survey (continued)

Question	Responses (percent)		
	Telephone Survey	Online Survey	Committee Members
Personal Travel Preferences (continued)			
Which of the following improvements could encourage you to bicycle or walk more often? Answer all that apply.			
More Bicycle Lanes On Roads	45.8	54.2	53.3
More Off-Street Paths Or Other Facilities Separating Bicycles And Pedestrians From Vehicle Traffic	66.4	69.7	66.7
More Sidewalks	52.1	18.7	26.7
Better Connections Between Existing Bicycle Lanes, Sidewalks, and Paths	64.5	59.5	53.3
Make It Easier To Cross Streets	61.7	38.4	33.3
Transportation Investment Priorities			
Which of the following statements would you most agree with regarding State and Interstate Highways investments?			
Improved and Expanded	48.1	23.0	53.3
Maintained As-Is	51.9	77.0	46.7
Which of the following statements would you most agree with regarding County Highways and Local Streets investments?			
Improved and Expanded	49.2	35.4	60.0
Maintained As-Is	50.8	64.6	40.0
Which of the following statements would you most agree with regarding Public Transportation Services investments?			
Improved and Expanded	62.6	77.7	71.4
Maintained As-Is	37.4	22.3	28.6
Which of the following statements would you most agree with regarding Bicycle Facilities and Sidewalks investments?			
Improved and Expanded	53.9	81.8	93.3
Maintained As-Is	46.1	18.2	6.7

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Important Places Mapping

As participants arrived at each fall 2013 visioning workshop, they were asked to identify their favorite places on maps of their county and of the whole seven-county Region. They placed numbered stickers on the maps to mark those important places, and wrote the name of each place and why it was important to them on an Important Places form. Important places that were identified included homes, places of employment, churches, universities, museums, libraries, parks, open spaces, shopping malls, neighborhoods, streets, highways, intersections, airports, bus depots, and train stations. Those places are mapped below and were included in an embedded Google map on the VISION 2050 website so that website visitors could explore the map and see what places their fellow neighbors in the Region think are important. Where possible, clicking on a particular place also brought up a link to images of that place.



IMPORTANT PLACES IN KENOSHA COUNTY

# of References	Important Place
7	Downtown Kenosha/Lakefront
4	Kenosha Metra Station
4	Bong State Recreation Area
2	Lake Andrea
2	Chiwaukee Prairie
2	University of Wisconsin-Parkside
1	Petrified Springs
1	Farm at HWY K-R
1	Camp Lake
1	Silver Lake Park
1	Brighton Dale Links
1	Landmark Services Cooperative
1	Westosha Central High School
1	Town of Paris, WI
1	Union Grove, WI
1	Village of Pleasant Prairie RecPlex
1	88th Ave & CTH S - Development Opportunity
1	Pleasant Prairie Industrial Park
1	Salem
1	Pike River - Kenosha
1	George Lake, Bristol
1	Kenosha County Fairgrounds
1	Town of Somers
1	Kenosha County Aging & Disability Resource Center
1	Pleasant Prairie Premium Outlets
1	Heritage Farm

IMPORTANT PLACES IN MILWAUKEE COUNTY

# of References	Important Place
27	Lake Michigan
19	Lakefront Milwaukee/Summerfest
19	General Mitchell International Airport
17	Downtown Entertainment Area/Bradley Center
14	Milwaukee Art Museum
13	Downtown Milwaukee
12	Bay Shore Towne Center
10	Bay View
7	Third Ward-shopping, restaurants, entertainment
7	Milwaukee Intermodal Station (Amtrak)
6	Milwaukee Public Museum
6	Menomonee River Valley
6	Oak Leaf Trail (C&NW Railroad) Bike Path
6	University of Wisconsin-Milwaukee Neighborhood
6	Village of Wauwatosa (Downtown)
6	Mayfair Mall
6	Lake Park
5	Milwaukee - Theatre/Dining
5	Whitnall Park, Franklin
5	Milwaukee County Zoo
5	Marquette University
4	South Shore Park Area
4	Hank Aaron State Trail
4	Port of Milwaukee
4	Riverside Park Urban Ecology Center
4	Discovery World Museum
4	North 76th Street/STH 181
3	Miller Park
3	Downtown Greendale
3	Froedtert Hospital
3	Hoyt Park & Pool, Wauwatosa
3	Washington Park Urban Ecology Center
3	Grant Park, South Milwaukee
3	Zoo Interchange (I-94 & USH 45)
2	I-94 North/South
2	Historic Downer Avenue Shopping District
2	Humboldt Park
2	Riverwest
2	Wisconsin State Fair Park
2	North Avenue Economic District-BID #32
2	Walkers Point Economic District

IMPORTANT PLACES IN MILWAUKEE COUNTY (CONTINUED)

# of References	Important Place
2	Veteran's Park Lagoon
2	Milwaukee Area Technical College (MATC)
2	I-94 to General Mitchell International Airport
2	USH 41/Lisbon Avenue
2	Intersection of Fond du Lac Avenue, 35th Street, and Burleigh Street
2	Lake Drive, Milwaukee
2	Jackson Park, Milwaukee
2	Oriental Theatre
1	Milwaukee Hamilton High School
1	Northwest Side Community Development Corporation
1	Milwaukee River
1	Walker's Point
1	Atwater Beach and Park (Lake Michigan)
1	Sheridan Park, Cudahy
1	Washington Heights
1	Pettit National Ice Center
1	Brady Street Economic District-BID #11
1	Walnut Way Conservation Corp
1	Milwaukee Riverwalk
1	The Lynden House
1	Turner Hall
1	Powerhouse Theatre/Milwaukee Repertory Theatre
1	Alice's Garden
1	Growing Power
1	Kilbourn Reservoir Park
1	Hephatha Lutheran Church
1	Milwaukee Inner-City Congregations Allied for Hope (MICAH)
1	Milwaukee Regional Medical Center (MRMC)
1	West Allis, WI
1	Cass St & State St, Milwaukee
1	Locust St & Weil St, Milwaukee
1	Village of Shorewood
1	43rd St & Howard Ave (Cherokee Point Subdivision)
1	Kops Park
1	Innovation Campus / County Institution Grounds
1	Riverworks Redevelopment Neighborhood
1	MCTS Green Line - Oakland Ave/Water St/Kinnickinnic Ave
1	Howell Avenue Corridor
1	City of Cudahy
1	Havenwoods State Forest, Milwaukee, WI

IMPORTANT PLACES IN MILWAUKEE COUNTY (CONTINUED)

# of References	Important Place
1	St. Francis, WI
1	99th St & Good Hope Rd
1	Southridge Shopping Mall, Greendale
1	Milwaukee Athletic Club
1	City of Cudahy
1	Grand Avenue Club, Milwaukee
1	Christ Temple Church, Milwaukee
1	I-94 East/West, Milwaukee
1	Intersection of Lisbon Avenue and Appleton Avenue
1	Mill Road and Teutonia Avenue
1	N. 24th Street, Milwaukee
1	N. 36th Street, Milwaukee
1	Hmong American Friendship Association, Inc. (HAFA)
1	The Home Depot, Milwaukee
1	The Rock Sports Complex, Franklin
1	16th Street and Greenfield Avenue
1	16 th and Cesar Chavez Drive
1	College Avenue and Lake Drive, South Milwaukee
1	STH 100 and National Avenue, Milwaukee
1	Milwaukee Central Library
1	Walker Square Park
1	United Community Center
1	Messmer High School
1	L and J Groceries
1	Riverwalk, Milwaukee
1	Wheaton Franciscan Healthcare of Wisconsin
1	Downer Theatre
1	Dretzka Disk Golf Course
1	Wheaton Franciscan Healthcare of Wisconsin
1	McKinley Marina
1	Menomonee River Parkway
1	Trader Joes (BayShore)
1	Shorewood Library
1	Rufus King High School
1	Metropolitan Milwaukee Sewerage District
1	Mitchell Park
1	Interfaith Conference of Greater Milwaukee
1	Village of West Milwaukee
1	Milwaukee/Greenfield Border
1	Aurora Advanced Healthcare (Good Hope Road)
1	35th Street and National Avenue

IMPORTANT PLACES IN MILWAUKEE COUNTY (CONTINUED)

# of References	Important Place
1	Planet Fitness, Milwaukee
1	Brown Deer Park
1	Midtown Center, Milwaukee
1	Bronzeville District
1	Pabst Theatre
1	Nicolet High School
1	Milwaukee Winter Farmers Market
1	Washington Park
1	Monarch Sanctuary / Milwaukee County Grounds
1	Marquette Interchange (I-94 and I-43)
1	Betty Brinn Children's Museum
1	Canal Street Development
1	S. 13th Street, Milwaukee, WI
1	Mitchell Interchange (I-94 and I-894)
1	I-94 and 84th Street

IMPORTANT PLACES IN OZAUKEE COUNTY

# of References	Important Place
5	Lion's Den Gorge Nature Preserve
4	Riveredge Nature Center
3	Ozaukee County Interurban Trail
2	Port Washington
1	Downtown Cedarburg - Shopping District
1	Downtown Port Washington and Lakefront
1	Bragg's Woods
1	Grafton Dog Park (Muttland Meadows)
1	Oak Leaf Trail
1	Bike Trail/Upper Lake Park
1	Harrington State Park
1	Port Washington
1	Covered Bridge Park
1	Town of Cedarburg Recycling Center
1	Jackson Marsh State Wildlife Area
1	Cedarburg Public Library
1	Waubedonia Park / Mesic Woods
1	Milwaukee River (Cedarburg south to Milwaukee)
1	Highland Woods Nature Park
1	UW Field Station/Cedarburg Bog Natural Area
1	Thiensville
1	Nieman Apple Orchards, Cedarburg
1	Grafton
1	Lake Church - Lake Michigan
1	Mequon

IMPORTANT PLACES IN RACINE COUNTY

# of References	Important Place
5	North Beach Park - Lakefront
3	Downtown Racine
2	Corinne Reid Owens Transit Center (Racine Train Station)
1	Gateway Technical College - Racine
1	Racine City Hall
1	MRK Bike Trail (WE Energies)
1	Sheridan Woods Parkway
1	Caledonia - Conservation subdivision
1	STH 11
1	Oakes Road
1	CTH V
1	Olympia Brown Unitarian Universalist Church
1	Armstrong Park
1	Safe Haven of Racine, Inc.
1	Mount Pleasant
1	Quarry Lake Park

IMPORTANT PLACES IN WALWORTH COUNTY

# of References	Important Place
4	Kettle Moraine State Forest (Southern Unit)
3	White River Park - Bike Trail
2	Geneva Lake
2	Lake Geneva (City)
1	East Troy Square
1	Wetland Mitigation Sites
1	Pell Lake
1	Nippersink Lake
1	Lake Ivanhoe
1	Bloomfield Refuge
1	Geneva Lake Museum
1	Lake Delavan
1	Intersection of I-43 and STH 67
1	Intersection of I-43 and STH 50
1	Delavan Lake
1	Waterford and Fox River
1	Alpine Valley Ski Hill
1	Eagle Spring Lake
1	Lake Beulah
1	Mukwonago River, Lullu Lake, Lake Beulah

IMPORTANT PLACES IN WASHINGTON COUNTY

# of References	Important Place
1	Wisconsin Museum of Art (West Bend)
1	Intersection of USH 45 and CTH NN
1	STH 60
1	Eisenbaun State Trail
1	Jackson Marsh State Wildlife Area
1	Intersection of STH 164 and CTH Q
1	Lake Five Area
1	Friess Lake Area
1	Pleasant Hill Road
1	Ackerville Historic Community
1	Friess Lake School
1	West Bend Airport
1	Pike Lake State Park
1	USH 41 to Fond du Lac
1	I-43 to Sheboygan
1	City of West Bend
1	Loew Lake
1	West Bend
1	Town of Polk
1	Holy Hill

IMPORTANT PLACES IN WAUKESHA COUNTY

# of References	Important Place
7	Retzer Nature Center, Waukesha
7	Lapham Peak State Park
6	Vernon Marsh Wildlife Refuge, Genesee
6	Downtown Waukesha
5	Minooka Park (Dog Park), Waukesha
5	Pebble Creek Park, Waukesha
3	Scuppernong Trails & Springs
3	Brookfield Square Mall
3	Unitarian Universalist Church West
3	South Kettle Moraine, Waukesha County
3	Nashotah Park
2	Fox River Sanctuary, Waukesha
2	Kettle Moraine Low Prairie State Natural Area, Eagle
2	Glacial Drumlin Bike Trail, Waukesha
2	Interstate 94
2	Tamarack Swamp & Wildlife Preserve
2	Downtown Oconomowoc
2	Old World Wisconsin, Eagle
2	New Berlin Industrial Park
2	Bark River
2	Village of Menomonee Falls
2	Brookfield Public Library
2	Fox River Park
2	Delafield
2	Oconomowoc, WI
2	Pewaukee
2	Mukwonago River Watershed
2	Oconomowoc River
2	Village of Wales
2	Frame Park, City of Waukesha
1	Mill Valley Elementary School, Muskego
1	Muskego Recreation Trail (Bike trail), New Berlin
1	Naga-Waukee Park and Golf Course
1	Lake Region of Waukesha County
1	Sussex Village Park
1	Pewaukee Lake
1	University of Wisconsin-Milwaukee
1	Center Court Sports Complex
1	Town of Brookfield
1	Downtown Menomonee Falls - Shopping District
1	Intersection of Highways 41 and 45, Menomonee Falls

IMPORTANT PLACES IN WAUKESHA COUNTY (CONTINUED)

# of References	Important Place
1	Pretty Lake
1	Fox Brook County Park
1	Ten Chimneys, Genesee Depot
1	Muskego Lake
1	City of Brookfield
1	Wirth Park (Brookfield)
1	Brookfield Academy
1	I-94 West to Madison
1	I-894 to Airport
1	Waukesha County Administration Center
1	Shopping - Pewaukee Area
1	Waukesha Memorial Hospital
1	Hartland
1	Menomonee Falls Senior Center
1	Johnson Bus Company, Menomonee Falls
1	Fox Brook Bike Trail
1	Brookfield Civic Plaza
1	Goerkes Corners
1	University of Wisconsin-Waukesha
1	Songbird Hills Golf Club
1	Hartland, WI
1	Donna Lexa Art Center
1	Pewaukee High School
1	Majestic Theater
1	Phantom Lake
1	Kettle Moraine State Forest - Southern Unit
1	Lac La Belle
1	Oconomowoc Farmer's Market
1	Three Brothers Farm, LLC
1	Okauchee Lake
1	Menomonee Park
1	Rainbow Springs Lake
1	Martin's Woods
1	Ottawa Wildlife Preserve