

Minutes of the Sixteenth Joint Meeting of the

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

DATE: June 8, 2016
TIME: 9:30 a.m.
PLACE: West Allis City Hall
7525 W. Greenfield Avenue
West Allis, Wisconsin

Members Present

Committee on Regional Land Use Planning

Julie A. Anderson..... Director of Public Works and Development Services, Racine County
Chair
Jennifer Andrews Director of Community Development, City of Waukesha
Robert J. Bauman..... Alderman, City of Milwaukee
Andy Buehler..... Director of Planning Operations, Kenosha County
Harlan E. Clinkenbeard..... City Planner, City of Pewaukee
Charles Erickson Community Development Manager, City of Greenfield
Daniel F. Ertl..... Director of Community Development, City of Brookfield
Debra Jensen Planning Services Supervisor, Milwaukee Metropolitan Sewerage District
Andrew Levy (alternate for Sheri Schmit)..... Systems Planning Supervisor,
Southeast Region, Wisconsin Department of Transportation
Mark Piotrowicz..... City Planner/Operations Manager, City of West Bend
Matthew Sadowski..... Assistant Director & Principal Planner,
City of Racine Department of City Development
Sandy Scherer (alternate for Jason Fruth) Senior Planner,
Waukesha County Department of Parks and Land Use
Andrew T. Struck..... Director, Planning and Parks Department, Ozaukee County
Todd Stuebe Director of Community Development, City of Glendale

Committee on Regional Transportation System Planning

Bruce Barnes (alternate for Allison Bussler and Gary Evans)..... Traffic Engineer,
Waukesha County Department of Public Works
Bill Christianson (alternate for Dennis Yaccarinio)..... City of Milwaukee
David E. Cox..... Village Administrator, Village of Hartland
Peter Daniels (alternate for Michael Lewis) Principal Design Engineer, City of West Allis
Michael Friedlander (alternate for Gail Good) Bureau of Air Management,
Wisconsin Department of Natural Resources
Jennifer Gonda..... Legislative Liaison Director, City of Milwaukee
Thomas Grisa..... Director, Department of Public Works, City of Brookfield
Nik Kovac Alderman, City of Milwaukee

Andrew Levy (alternate for Sheri Schmit)..... Urban and Regional Planner – Freight Transportation,
Southeast Region, Wisconsin Department of Transportation
Max Marechal City Engineer, City of West Bend
Dwight E. McComb Planning and Environmental Manager/Team Leader,
Federal Highway Administration, U.S. Department of Transportation
Jeffrey S. Polenske..... City Engineer, City of Milwaukee
Jennifer Sarnecki (alternate for Donna Brown-Martin) Urban and Regional Planning Supervisor,
Southeast Region, Wisconsin Department of Transportation
Andrew Tillman (alternate for Daniel Boehm) Transit Planner, Milwaukee County Transit System
Bill Wehrley (alternate for William Porter) City Engineer, City of Wauwatosa

Guests and Staff Present

Mary Florenza Transportation Planner/Systems Planning & Performance Team,
Federal Highway Administration, U.S. Department of Transportation
Michael G. Hahn Deputy Director, SEWRPC
Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
Benjamin R. McKay Principal Planner, SEWRPC
Kevin J. Muhs Principal Transportation Planner, SEWRPC
Ross Patronsky Principal, Policy and Programming Department,
Chicago Metropolitan Agency for Planning
David A. Schilling Chief 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
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 9:35 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 MARCH 30, 2016

Ms. Anderson asked if there were any questions or comments on the March 30, 2016, meeting minutes. There were none. On a motion by Mr. Clinkenbeard seconded by Mr. Cox, the March 30, 2016, meeting minutes were approved unanimously.

DISCUSSION OF SCHEDULE AND LOCATION OF FUTURE JOINT ADVISORY COMMITTEE MEETINGS

Ms. Anderson noted that members of the Committees were provided with a tentative schedule for future meetings in their meeting packets. She noted that the next meeting is scheduled for Wednesday, June 29th at 9:30 a.m. in the West Allis Common Council Chambers. She then noted that the VISION 2050 Final Recommended Plan will be reviewed at that meeting. She encouraged those who may not be able to attend to send a representative.

REVIEW AND CONSIDERATION OF THE PRELIMINARY DRAFTS OF VOLUME II, PART III OF CHAPTER IV AND APPENDIX J OF SEWRPC PLANNING REPORT NO. 55, *VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN*

Ms. Anderson noted that members of the Committees received copies of the preliminary drafts of Volume II, Part III of Chapter IV, “Preliminary Recommended Year 2050 Regional Land Use and Transportation System Plan,” and Appendix J, “Public Feedback on the Preliminary Recommended Plan” of the VISION 2050 report (available on the [SEWRPC website](#)). Ms. Anderson then asked Mr. Muhs of the Commission staff to review the public feedback on the Preliminary Recommended Plan. Following the review, Ms. Anderson asked if there were any questions or comments. There were none. Ms. Anderson then asked for a motion to approve the documentation of the public feedback on the VISION 2050 Preliminary Recommended Plan. Mr. Clinkenbeard moved and Mr. Sadowski seconded the motion. The motion was approved unanimously.

DISCUSSION ON VISION 2050 FINAL RECOMMENDED PLAN

Ms. Anderson noted that Commission staff will review an outline of the VISION 2050 Final Recommended Plan and preview the Federally Recognized Transportation Plan under this agenda item. Ms. Anderson asked Mr. Muhs of the Commission staff to review the Final Recommended Plan Outline (see Attachment 1). During his presentation, Mr. Muhs noted that an additional appendix presenting an equity analysis of the VISION 2050 Land Use Component will be included in Volume III of the VISION 2050 report. Mr. Yunker noted that the potential impacts of each land use recommendation on the Region’s minority populations, low-income populations, and people with disabilities will be evaluated. Following the review, Ms. Anderson asked if there were any questions or comments. There were none.

Ms. Anderson then asked Mr. Muhs to preview the Federally Recognized Transportation Plan (F RTP) (see Attachment 2). During his presentation, Mr. Muhs noted that, as discussed at the March 30, 2016, joint Advisory Committee meeting, federal regulations require the Region’s transportation plan to only include projects that can be funded with existing and reasonably expected future revenues. Therefore, only the funded portion of the Final Recommended Plan would be considered the regional transportation plan by the Federal Government. Commission staff have titled this collection of funded projects the Federally Recognized Transportation Plan.

Mr. Muhs then noted that the Public Transit Element of the Final Recommended Plan cannot be implemented within existing and likely reasonably expected future funds and the existing and likely reasonably expected future limitations and restrictions on the uses of those funds. Therefore, transit service under the F RTP would be expected to decline rather than significantly improve as proposed under the Preliminary Recommended Plan. Mr. Grisa noted that reduced public transit service, particularly rapid transit and commuter rail, may impact the VISION 2050 Land Use Component. Mr. Grisa suggested addressing this in the F RTP.

[Secretary’s Note: The following text will be included in Volume III, Chapter II “Federally Recognized Transportation Plan” under Consequences of not Addressing the Public Transit Funding Gap:

“Infill and redevelopment in existing urban areas is the focus of the land use development pattern presented under the Final Plan. TOD is

anticipated to contribute to the levels of infill and redevelopment envisioned under the Final Plan. Consistent with national trends, high-density TOD would be expected to occur within walking distance of the rapid transit and commuter rail stations proposed under the Final Plan. As a result, the forecast regional population and employment from 2010 to 2050 was increased under the Final Plan from the intermediate-growth projections prepared at the beginning of the VISION 2050 process to account for anticipated growth in the station areas and maintain the intermediate-growth forecast for portions of the Region outside of those station areas. The focus on infill and redevelopment and the general development pattern in urban areas throughout the Region would remain under the FRTP; however, the levels of infill and redevelopment in the most highly urbanized areas of the Region envisioned under the Final Plan may not occur without the rapid transit and commuter rail stations to act as a catalyst for investment.”]

Ms. Anderson asked if there were any further questions or comments on the discussion of the VISION 2050 Final Plan. There were none. Mr. Yunker noted that action was not necessary on this item.

REVIEW AND CONSIDERATION OF POSSIBLE CHANGES TO THE PRELIMINARY RECOMMENDED PLAN TO BE CONSIDERED FOR THE FINAL RECOMMENDED PLAN

Ms. Anderson asked Mr. Yunker to review the possible changes to the Preliminary Recommended Plan to be considered for the Final Recommended Plan. Mr. Yunker noted that members of the Advisory Committees received a handout regarding the possible changes (see Attachment 3). Mr. Yunker explained that the handout presents Commission staff recommendations for possible changes to the Preliminary Plan based on staff’s review of the public comment from the fifth round of VISION 2050 outreach. He added that the handout also includes three options with respect to the widening of IH 43 between Howard Avenue and Silver Spring Drive in Milwaukee County for potential inclusion in the Final Recommended Plan for the Advisory Committees to consider. He stated with Committee action on these changes to the Preliminary Plan, the Committees would be acting to recommend a Final Plan. The following comments and discussion points were made during the review:

1. Mr. Ertl asked for clarification regarding the inclusion of the Milwaukee Streetcar in the Final Recommended Plan. Mr. Yunker responded that the City of Milwaukee has requested a revision to the recommendation for the rapid transit network to remove references to the potential extension of the Milwaukee Streetcar service as light rail service. The Streetcar will serve downtown and connect downtown to nearby neighborhoods. Mr. Yunker then referenced Map 2 of the handout and noted that the Streetcar and rapid transit may operate in the same corridor for a limited extent in some instances.
2. Mr. Yunker noted that the Advisory Committees requested that Commission staff analyze the benefits and impacts of adding an additional lane to the segment of IH 43 between Howard Avenue and Silver Spring Drive in Milwaukee County. He noted that this analysis was provided to the Advisory Committees in Appendix I of the VISION 2050 report at the March 30, 2016, meeting and presented to the public during the fifth round of VISION 2050 public outreach. He added that Appendix J presents the summary of public feedback received on the corridor.

Mr. Yunker then noted that Commission staff has developed three options with respect to this segment of IH 43 for potential inclusion in the Final Recommended Plan. Option 1 would include the widening of this segment of IH 43. The Final Plan would recommend that preliminary engineering consider alternatives for rebuilding with additional lanes and rebuilding with the existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made to reconstruct with the existing number of lanes, VISION 2050 would be amended accordingly. Option 2 would not make any recommendation regarding how this segment of IH 43 would be reconstructed. The Final Plan would recommend that preliminary engineering consider alternatives for rebuilding with additional lanes and rebuilding with the existing number of lanes. VISION 2050 would be amended to reflect the decision made in preliminary engineering. Option 3 would recommend maintaining this segment of IH 43 with the same number of traffic lanes that exist today in the Final Recommended Plan. The Final Plan would again recommend that preliminary engineering consider alternatives for rebuilding with additional lanes and rebuilding with the existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made to reconstruct with additional lanes, VISION 2050 would be amended accordingly.

3. Mr. Polenske noted that the City of Milwaukee has a history of opposing freeway expansion within the City, which has been reflected in positions taken by the City's elected officials. He then stated that Option 2 is a good compromise regarding the treatment of IH 43 between Howard Avenue and Silver Spring Drive in the Final Recommended Plan, which City of Milwaukee representatives on the Advisory Committees could support. Mr. Grisa requested input from the Wisconsin Department of Transportation. Mr. Levy responded that a segment of freeway currently experiencing congestion is a key indicator that additional lanes may be needed when the segment is reconstructed. He then stated that Option 2 would be a viable compromise because the preliminary engineering would consider alternatives for rebuilding with additional lanes and maintaining the existing number of lanes.
4. Ms. Jensen stated that the preliminary plan is regional in scope and there may be some concerns regarding issues such as stormwater management. Mr. Yunker noted that the detailed Alternative Plans and the Preliminary Recommended Plan were evaluated with regard to potential amounts of impervious surface and potential impacts to water resources and water quality. Mr. McKay noted that an Implementation Chapter will be included in Volume III of the VISION 2050 report that may address Ms. Jensen's concerns. Mr. Yunker suggested Ms. Jensen meet with staff to address her concerns.

Ms. Anderson asked if there were any further questions or comments. There were none. Ms. Anderson asked for a motion to approve the possible changes to the Preliminary Recommended Plan to be included in the Final Recommended Plan, including Option 2 regarding the widening of IH 43 between Howard Avenue and Silver Spring Drive in Milwaukee County. Mr. Polenske moved and Mr. Bauman seconded the motion. 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 announced the meeting adjourned at 10:30 a.m.

Respectfully submitted,

Benjamin R. McKay
Recording Secretary

KRY/DAS/KJM/BRM

VISION 2050 - Joint AC Minutes - Mtg 16 - 6/8/16 (00232490).DOCX (PDF: #00232569)

Attachment 1

VISION 2050 Final Recommended Plan Outline

Volume III, Chapter I—Recommended Year 2050 Regional Land Use and Transportation System Plan

- Introduction
- Part I – Land Use Component
- Part II – Transportation Component
 - Public Transit Element
 - Bicycle and Pedestrian Element
 - Transportation Systems Management Element
 - Travel Demand Management Element
 - Arterial Streets and Highways Element
 - Freight Element
 - Financial Analysis of Expected Plan Costs and Revenues

Volume III, Chapter II—Federally Recognized Transportation Plan

- Transportation system of the Final Plan that can be funded within reasonably expected revenues per Federal requirements
- Potential revenue sources that could be considered to address any identified funding gaps for the transportation system of the Final Plan

Volume III, Chapter III—Plan Implementation

- Plan Implementation Organizations
- Plan Adoption, Endorsement, and Integration
- Plan Implementation Recommendations
- Detailed Implementation Planning
- Monitoring of Plan Implementation and Performance

Appendix K—Design Guidelines for Implementing VISION 2050

Appendix L—Transportation Recommendations for the Portion of Jefferson County within the Milwaukee Urbanized Area

Appendix M—Equitable Access Analysis of the Federally Recognized Transportation Plan

Attachment 2

PREVIEW OF FEDERALLY RECOGNIZED TRANSPORTATION PLAN

As discussed at the March 30, 2016, Joint Meeting of the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning, federal regulations require the Region's transportation plan to only include projects that can be funded with existing and reasonably expected future revenues. Therefore, only the funded portion of the Final Recommended Plan would be considered the regional transportation plan by the Federal Government. Commission staff have determined to title this collection of funded projects the Federally Recognized Transportation Plan (F RTP). The F RTP has been determined to include all of the transportation elements of the Final Recommended Plan except for the public transit element, which cannot be implemented within existing and likely reasonably expected future funds and the existing and likely reasonably expected future limitations and restrictions on the uses of those funds. Therefore, transit service under the F RTP would be expected to decline rather than significantly improve as proposed under the Draft Plan, with the exception of the East West BRT project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected future sources of funding. This transit system is consistent with the trends of declining transit service levels over the last 15 years, which were a result of transit funding levels during that period of time. Because the Federal regulations guiding this analysis of the projected costs and expected revenues require that the financial analysis of the Final Recommended Plan assume that expected revenues maintain the restrictions placed on them by current laws, the analysis cannot assume that funding for the arterial streets and highways element can be flexed to transit projects, as that is not permitted at this time by the State legislature.

In addition, once Commission staff receive guidance from the Advisory Committees on the any changes to be made from the Preliminary Recommended Plan as staff develop the Final Recommended Plan, Commission staff will complete a Title VI Analysis on the F RTP, which will be provided to the Advisory Committees for their review two weeks prior to their June 29, 2016 meeting.

* * *

KRY/KJM

6/8/16

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**POSSIBLE CHANGES TO THE PRELIMINARY RECOMMENDED PLAN
TO BE CONSIDERED BY THE ADVISORY COMMITTEES FOR INCLUSION
IN THE FINAL RECOMMENDED PLAN**

The following pages contain information related to potential changes proposed by the Commission staff to the each of the components and elements of the preliminary recommended plan for VISION 2050. These changes, if approved by the Advisory Committees, would be included by staff in the Final Recommended Plan to be considered by the Advisory Committees at their June 29, 2016 meeting. In addition, this document contains a discussion of three potential options for IH 43 between Howard Avenue and Silver Spring Drive, which the Committees have reviewed and discussed previously, and was a focus of public discussion and comment during the fifth round of VISION 2050 workshops. This document was prepared for review and consideration by the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning at their June 8, 2016, meeting, following review and consideration of a summary of the feedback received on the VISION 2050 Preliminary Recommended Plan.

LAND USE COMPONENT

Based on the extensive public outreach and feedback received throughout the VISION 2050 process and most recently on the Preliminary Recommended Plan, Commission staff propose making no changes to the Land Use Component included in the Preliminary Recommended Plan as staff prepare the Final Recommended Plan.

PUBLIC TRANSIT ELEMENT

Based on the feedback received on the Public Transit Element of the Preliminary Recommended Plan, Commission staff propose making the following changes as part of preparing the Final Recommended Plan:

- As requested by the City of Milwaukee, revise the recommendation for a rapid transit network to remove references to the potential extension of Milwaukee streetcar service as rapid transit light rail service. Instead, streetcar service would be provided as a Milwaukee downtown circulator and local transit service connecting to nearby neighborhoods. As part of this revision, the currently planned extent of the City of Milwaukee streetcar network would be included as local transit service in the Final Recommended Plan. The Central Business District Inset on Maps 1 and 2 display this proposed change.
- As requested by the City of Milwaukee, include a commuter rail extension along the 30th Street Industrial Corridor between downtown Milwaukee and Century City in the Final Recommended Plan.
- As requested by the City of Waukesha, include a commuter rail extension along Canadian National's existing freight line from Pewaukee to downtown Waukesha, connecting downtown Waukesha to downtown Milwaukee via commuter rail.
- As requested by members of the public, elected officials, and members of the VISION 2050 Public Transit Task Force, include a few minor revisions to commuter and express bus routes.

BICYCLE AND PEDESTRIAN ELEMENT

Based on the feedback received on the Bicycle and Pedestrian Element of the Preliminary Recommended Plan, Commission staff propose making the following changes as part of preparing the Final Recommended Plan:

- As requested by members of the public, elected officials, and members of the VISION 2050 Non-Motorized Transportation Task Force, include a few minor revisions to off-street bicycle paths and enhanced bicycle facility corridors.
- As requested by members of the public and members of the VISION 2050 Non-Motorized Transportation Task Force, include language recommending local governments work to implement Safe Routes to School programs as appropriate will be added to Recommendation 3.6, which recommends that local governments prepare community bicycle and pedestrian plans to supplement the Regional Plan.

Map 1

TRANSIT SERVICES: PRELIMINARY RECOMMENDED PLAN

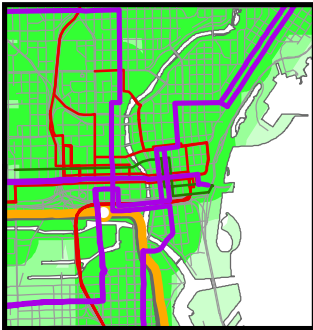
TRANSIT SERVICES

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

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

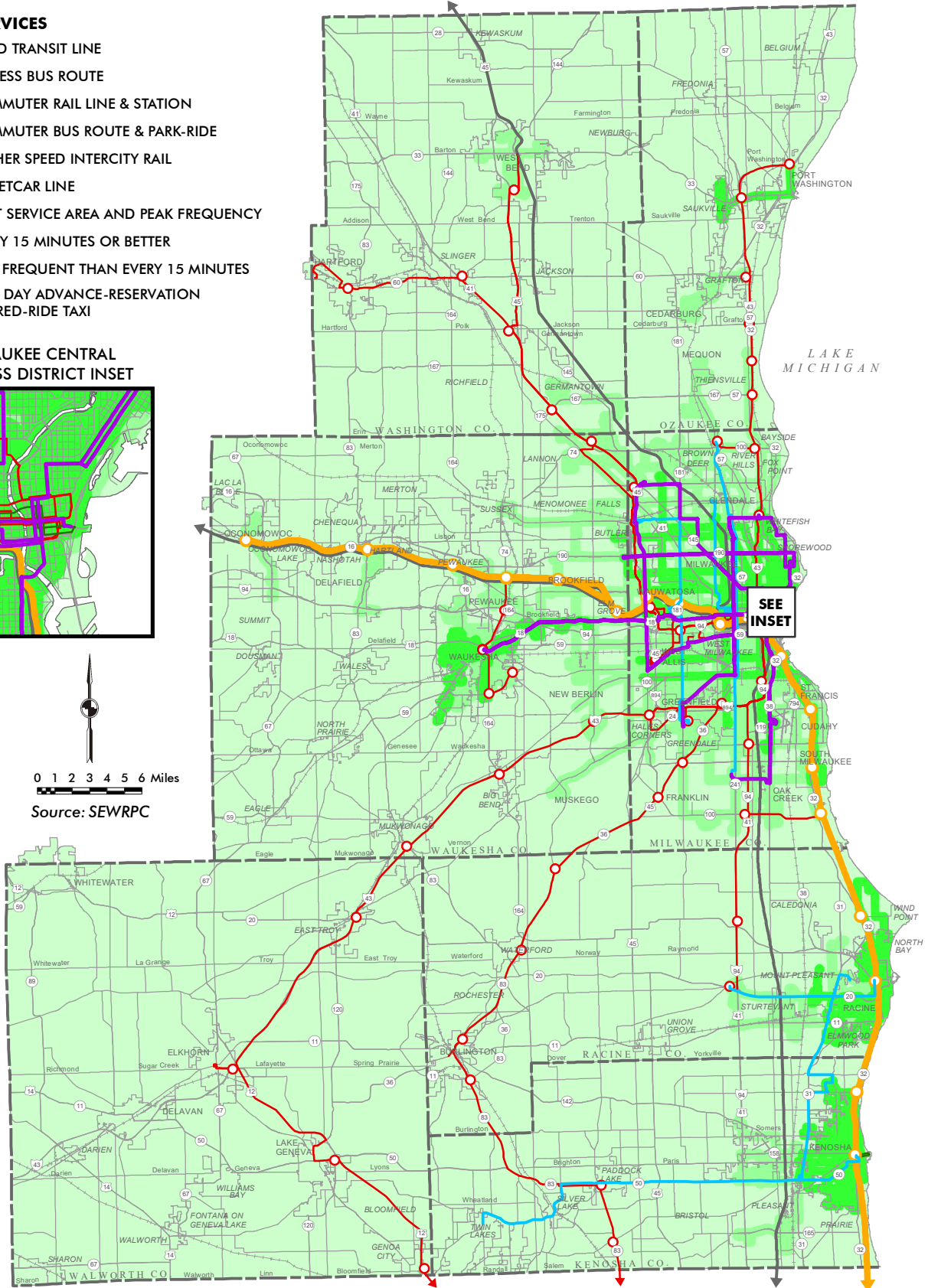
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
SHARED-RIDE TAXI

**MILWAUKEE CENTRAL
BUSINESS DISTRICT INSET**



0 1 2 3 4 5 6 Miles

Source: SEWRPC



Map 2

TRANSIT SERVICES: RECOMMENDED PLAN

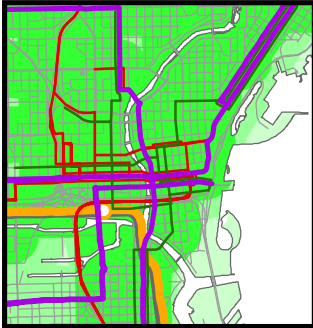
TRANSIT SERVICES

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

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

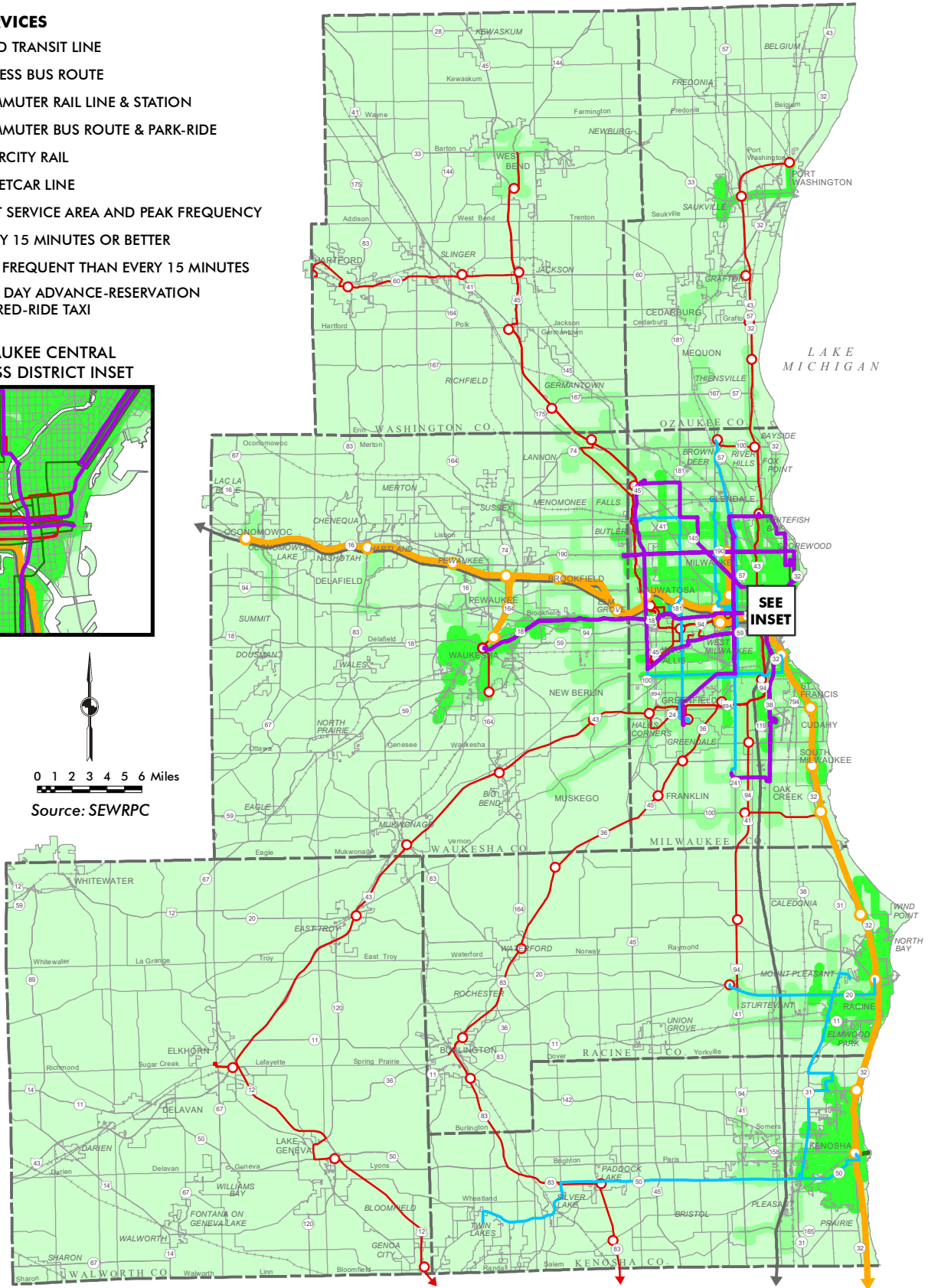
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
SHARED-RIDE TAXI

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



TRANSPORTATION SYSTEMS MANAGEMENT ELEMENT

Based on the feedback received on the Transportation Systems Management Element of the Preliminary Recommended Plan, Commission staff propose making no changes from the Transportation Systems Management Element included in the Preliminary Recommended Plan as staff prepare the Final Recommended Plan.

TRAVEL DEMAND MANAGEMENT ELEMENT

Based on the feedback received on the Travel Demand Management Element of the Preliminary Recommended Plan, Commission staff propose making no changes from the Travel Demand Management Element included in the Preliminary Recommended Plan as staff prepare the Final Recommended Plan.

ARTERIAL STREET AND HIGHWAY ELEMENT

Based on the feedback received on the Arterial Street and Highway Element of the Preliminary Recommended Plan, Commission staff propose making the following changes as part of preparing the Final Recommended Plan:

- As requested by members of the public and members of the Jurisdiction Highway Planning Committees for various counties, include a few minor revisions to the locations of proposed new arterial street and highways in Region.

The Widening of IH 43 between Howard Avenue and Silver Spring Drive in Milwaukee County

Commission staff were requested to analyze the benefits and impacts of adding an additional lane to this segment of IH 43 at the time of its reconstruction, which was provided to the Advisory Committees in Appendix I. Appendix J presents the summary of the public feedback received on this corridor. Commission staff have identified three options with respect to this segment of IH43 for potential inclusion in the Final Recommended Plan.

Option 1: Include the widening of IH 43 between Howard Avenue and Silver Spring Drive in the Final Recommended Plan. Under this option, the preliminary recommended plan would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and also rebuilding it with the existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made that IH 43 between Howard Avenue and Silver Spring Drive be reconstructed with the existing number of traffic lanes, then VISION 2050 would be amended accordingly.

Option 2: Not make any recommendation with respect to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed in the Final Recommended Plan, similar to the Commission staff's suggested compromise during the development of the regional freeway reconstruction plan completed in 2003. Under this option, VISION 2050 would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed. This option would further recommend that any construction along this segment of IH 43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.

Option 3: Recommend maintaining IH 43 between Howard Avenue and Silver Spring Drive with the same number of traffic lanes that exist today in the Final Recommended Plan. Under this option, VISION 2050 would recommend that the preliminary engineering conducted for the reconstruction of this segment of IH 43 include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. Should, at the conclusion of preliminary engineering, a determination be made that

IH 43 between Howard Avenue and Silver Spring Drive be reconstructed with additional traffic lanes, then VISION 2050 would be amended accordingly.

FREIGHT TRANSPORTATION ELEMENT

Based on the feedback received on the Freight Transportation Element of the Preliminary Recommended Plan, Commission staff propose making no changes from the Freight Transportation Element included in the Preliminary Recommended Plan as staff prepare the Final Recommended Plan.

* * *

KJM

5/24/2016

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