VISION 2050
One Region, Focusing on Our Future

JOINT ADVISORY COMMITTEE MEETING
JUNE 29, 2016
VISION 2050 Process

Guiding Vision
Workshops 1 and 2 – *October and December 2013*

Comparison of Conceptual Scenarios
Workshop 3 – *September 2014*

Evaluation of Alternative Plans
Workshop 4 – *November 2015*

Draft VISION 2050 Plan
Workshop 5 – *Spring 2016*

Final VISION 2050 Plan
*Completed Mid-2016*
Changes approved by Advisory Committees following review of public feedback at the June 8th meeting

- Land Use Component
  - No changes

- Public Transit Element
  - Modify Milwaukee Streetcar
  - Add commuter rail extension along 30th Street Corridor
  - Add commuter rail extension from Pewaukee to downtown Waukesha
  - A few minor changes

- Bicycle and Pedestrian Element
  - Safe Routes to School added to Recommendation 3.6
  - A few minor changes
Changes to Preliminary Plan included in Final Plan

- Transportation Systems Management, Travel Demand Management, and Freight Transportation Elements
  - No changes

- Arterial Street and Highway Element
  - IH 43 between Howard Avenue and Silver Spring Drive
    - No recommendation made regarding how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed
      - Final Plan recommends 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
    - A few minor changes
Outline of Final Recommended Plan

- Volume III, Chapter I – Recommended Year 2050 Regional Land Use and Transportation System Plan
- Volume III, Chapter II – Federally Recognized Transportation Plan
- Volume III, Chapter III – Plan Implementation
- Appendix K – Design Guidelines for Implementing VISION 2050
- Appendix L – Equity Analysis of the VISION 2050 Land Use Component
- Appendix M – Transportation Recommendations for the Portion of Jefferson County within the Milwaukee Urbanized Area
- Appendix N – Equitable Access Analysis of the Federally Recognized Transportation Plan
Ch. I – Recommended Plan

- Land Use Component
- Transportation Component
  - Public Transit Element
  - Bicycle and Pedestrian Element
  - Transportation Systems Management (TSM) Element
  - Travel Demand Management (TDM) Element
  - Arterial Street and Highway Element
  - Freight Transportation Element
- Financial Analysis of Costs and Expected Revenues
All 18 of the land use recommendations would have a positive impact on the Region’s population as a whole.

None of the recommendations would have an adverse impact on environmental justice populations.

Several recommendations would have positive impacts on environmental justice populations, including:

- Develop urban areas with a mix of housing types and land uses
- Focus TOD near rapid transit and commuter rail stations
- Focus new development in areas that can be efficiently served with essential municipal services
- Provide a mix of housing types near employment supporting land uses
- Develop a regional food system
- Target brownfield sites for redevelopment
Small portion within Milwaukee UZA

- Recommend additional off-street path connecting Lake Country Trail to Watertown just south of UZA borders
- Recommend reserving right-of-way on STH 16 between CTH F and the terminus of the existing four traffic lane section of STH 16
As discussed throughout the VISION 2050 process, only funded portion of the Final Recommended Plan will be considered the regional transportation plan by the Federal Government.

The Public Transit Element of the Final Plan cannot be implemented within existing and reasonably expected future funds.

- Transit service under the FRTP would be expected to decline rather than significantly improve as recommended under the Public Transit Element.
- East West BRT and initial Milwaukee Streetcar lines included in FRTP.
Same Analysis as conducted on the Preliminary Plan

Equitable Access evaluation criteria include:

- Minority populations, low-income populations, and people with disabilities served by transit
- Transit service quality for minority populations, low-income populations, and people with disabilities
- Minority and low-income populations benefited and impacted by new and widened arterial street and highway facilities
  - Benefits from arterial improvements
    - Select link analysis to determine utilization of segments of arterial streets and highways that would be improved under the Preliminary Plan
  - Impacts of widenings and new facilities
    - Comparison of locations of existing concentrations of minority and low-income populations to widenings and new facilities
- Impacts of freeway widenings
  - Minority and low-income populations within ¼ mile and ½ mile
Ch. III - Plan Implementation

- Identifies responsible parties, techniques, and methods for implementing each component and element of VISION 2050, including:
  - Recommended plan implementation measures (such as comprehensive plans) and application of appropriate Federal, State, and local regulations and ordinances
  - Changes in State legislation required to implement the Public Transit element
  - Process for determining jurisdiction of arterial streets and highways
  - Detailed planning efforts to assist in implementing the Transit, TSM, and Streets and Highways elements
  - Monitoring of plan forecasts, implementation, and performance on an annual, quadrennial, or decennial basis
Next Steps

- Consideration and Approval of Volume III by the Advisory Committees
- Commission will consider VISION 2050 for adoption at their July 28 meeting
- Consideration of Endorsement by all concerned agencies and units of government