

VISION 2050



One Region, Focusing on Our Future

JOINT ADVISORY COMMITTEE MEETING
JUNE 29, 2016

VISION 2050 Process



Changes to Preliminary Plan included in Final Plan

- ❑ 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

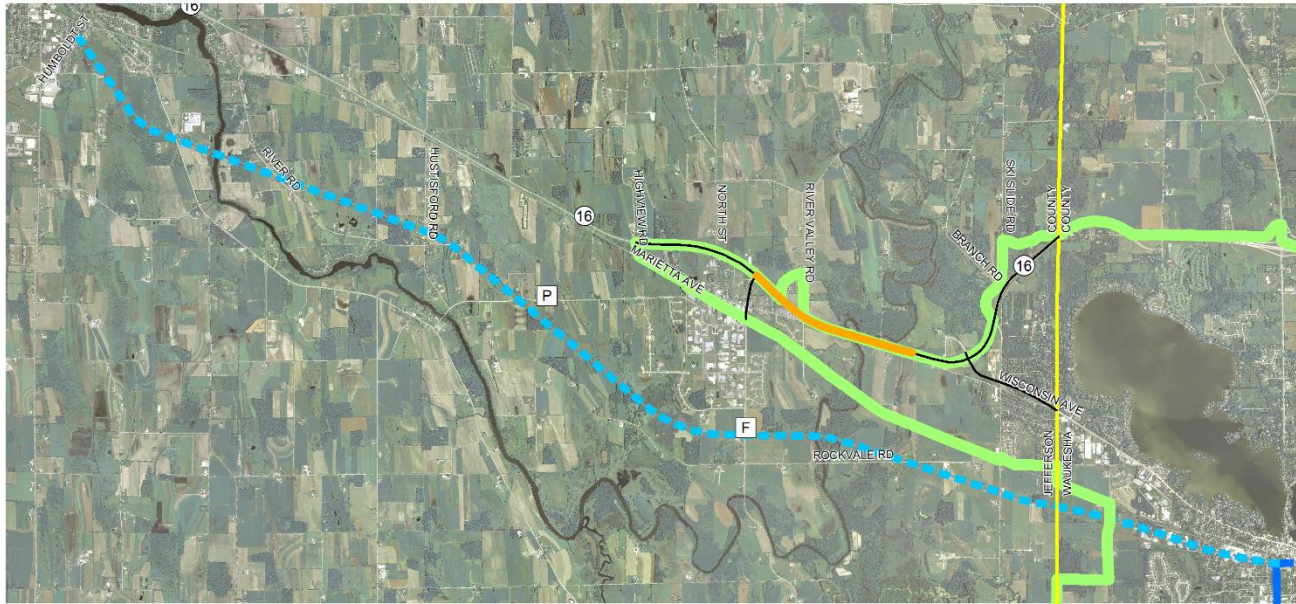
Ch. I – Recommended Plan






- ❑ 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




App. L - Equity Analysis of the Land Use Component

- ❑ 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

App. M – Jefferson County Recommendations



-  MILWAUKEE URBANIZED AREA BOUNDARY
-  PROPOSED INTERURBAN TRAIL
-  EXISTING OFF-STREET BICYCLE PATH
-  RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
-  RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES)

-  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

Ch. II - Federally Recognized Transportation Plan

- ❑ 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

App. N - Equitable Access Analysis of the F RTP

- ❑ 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