
VISION 2060 Committee Meeting

September 2, 2026 | Virtual



02

Review and Approve Minutes

June 23, 2026, Committee Meeting

03

Planning Activities Update

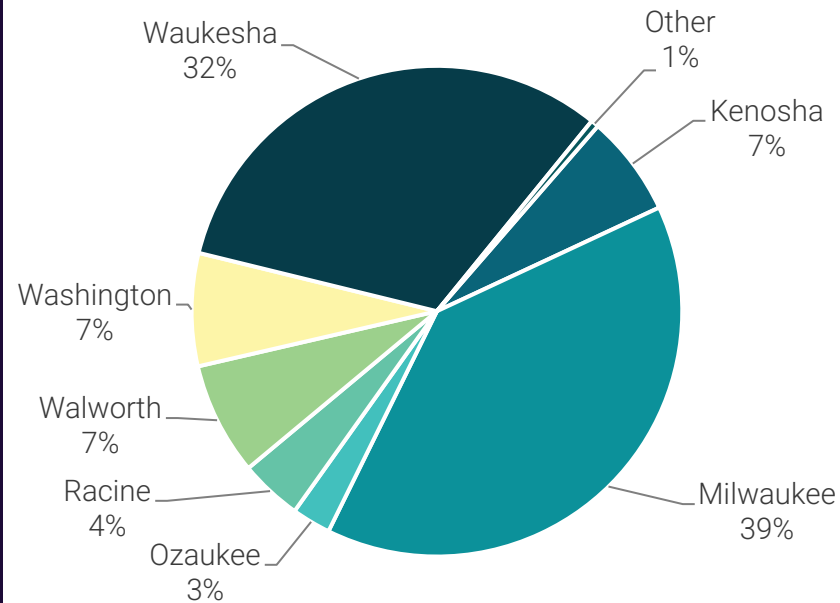


- Draft VISION 2060 Technical Reports
 - #1: Review of VISION 2050
 - #2: Land Use and Resource Base of Southeastern Wisconsin
 - #3: Transportation System of Southeastern Wisconsin
- In-progress VISION 2060 Technical Reports
 - #4: Demographic and Economic Conditions, Trends, and Forecasts
 - #5: Travel Habits and Patterns
- VISION 2060 Research Reports

Where are we at?

Community Engagement

- 390 survey responses (as of 9/1/2026)
- 9 in-person events



Geography of survey responses as of 9/1/2026



Downtown Employee Appreciation Week, 8/20/2026

Land Use and Resource Base of Southeastern Wisconsin

VISION 2060 Technical Report #2

Key Findings

Technical Report #2:
Land Use and Resource Base

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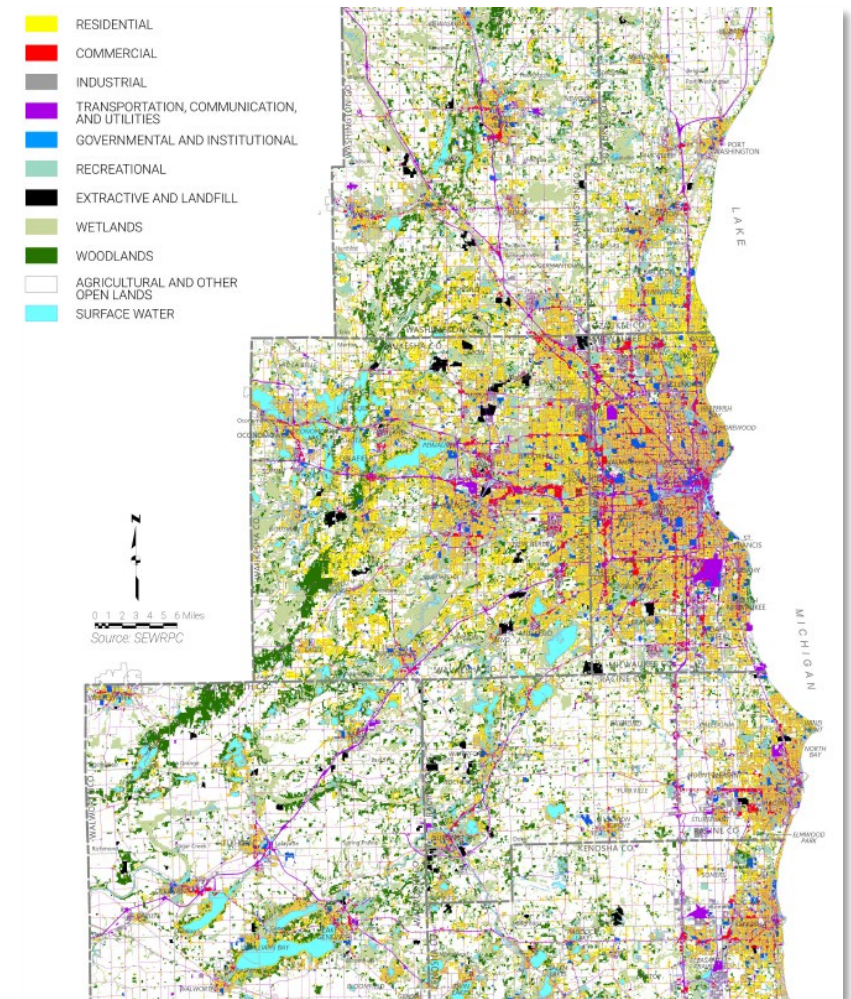
- Slower growth from 2010-2020
 - Smallest change in area since 1963
- Resource conservation
 - Primary environmental corridors expanded by about 15 square miles
 - Agricultural land decreased by about 128 square miles
- Planning and implementation framework
 - Act 173 impacts cities and villages

Existing Land Use

2020 Regional Land Use Inventory

...

- 810 square miles (30%) of the Region is developed
- Residential is the largest developed use (419 square miles)
- Agriculture is the largest overall use (1,027 square miles or 38% of the Region)
- Developed land expanded by 31 square miles (4%)



Source: SEWRPC, Existing Land Use in the Region: 2020

Trends

Housing Mix & Density, 2010-2020

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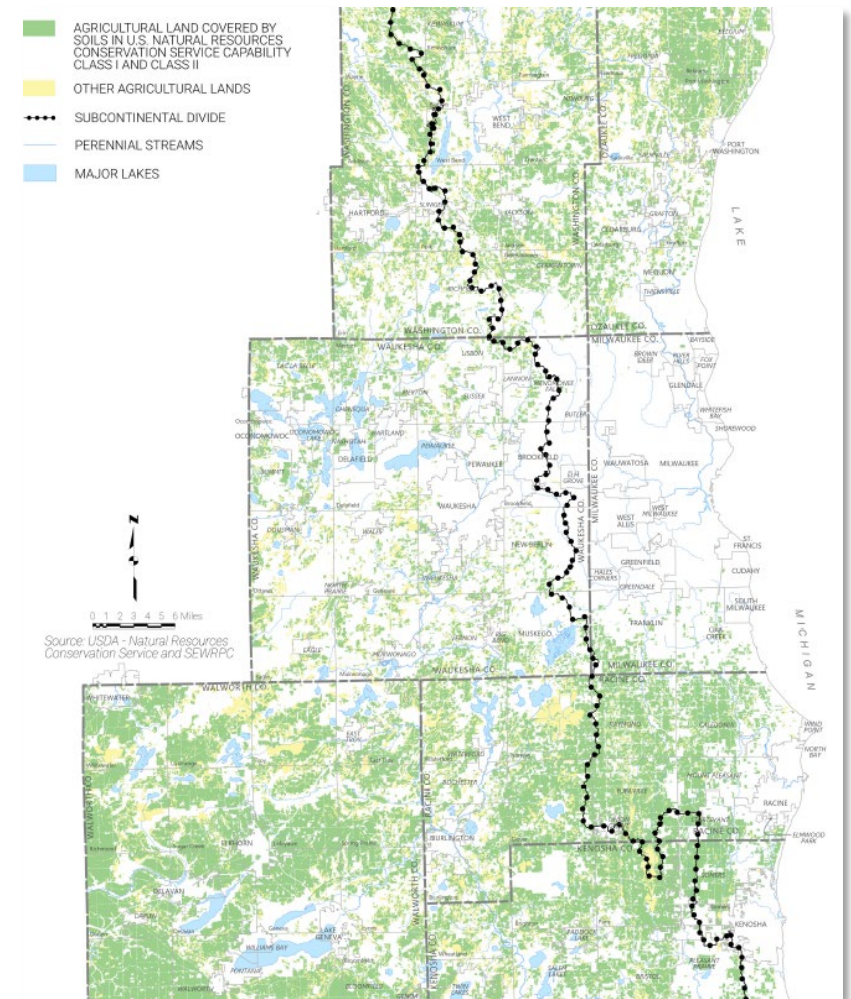
- Household growth outpaced population growth
 - 4.9% vs. 1.3%
- Multifamily housing accounted for 52% of new units built
 - 25% share of the existing housing stock in 2010
- Half of new residential land was developed outside sewer service areas (7,789 acres)
- Greenfield development continues to outpace infill
 - About 74% of new development was on previously vacant land

Agricultural Land & Contaminated Sites

Farmland & Brownfields

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- Agricultural land decreased by 128 square miles
 - 17 square miles was converted to urban
- 78% of remaining farmland is prime agricultural soil
- 10,800 identified contaminated sites
 - 88% remediated
 - About 1,300 open



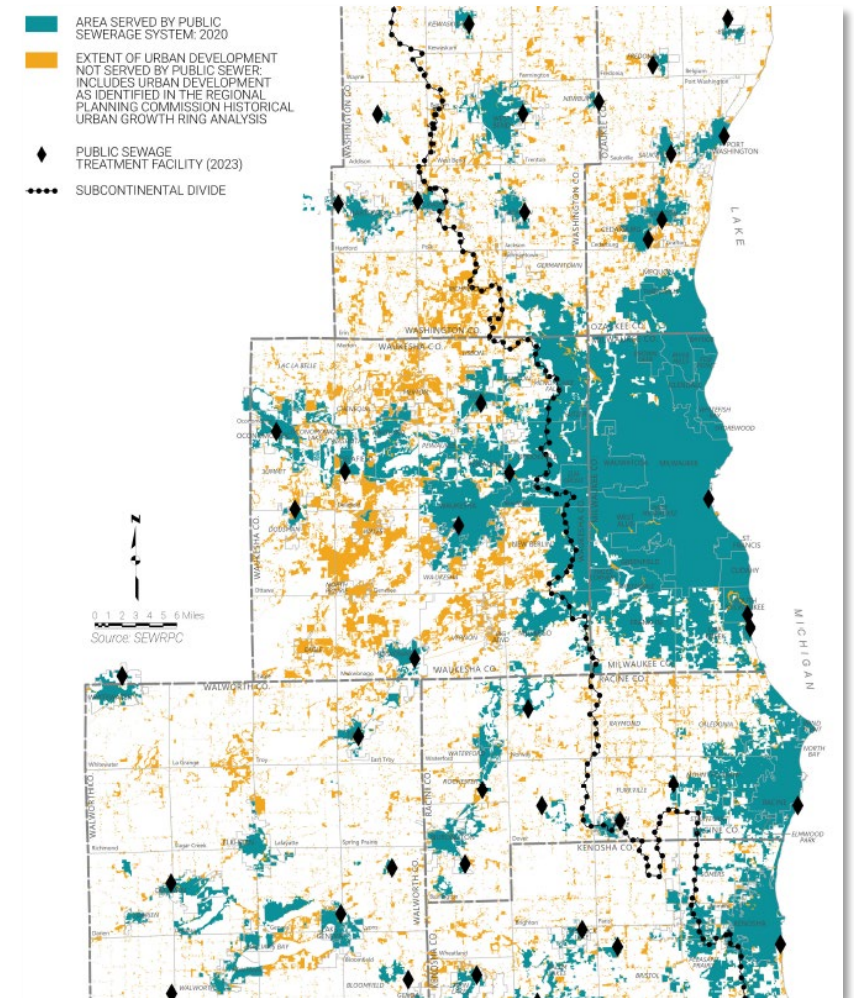
Source: USDA NRCS and SEWRPC, Agricultural Lands by Soil Class: 2020

Public Utilities

Sewer & Water Service

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- 90% of the population served by public sewer
- 85.8% of the population served by public water
- Both service areas expanded about 7%
 - 560 square miles sewerred
 - 476 square miles watered



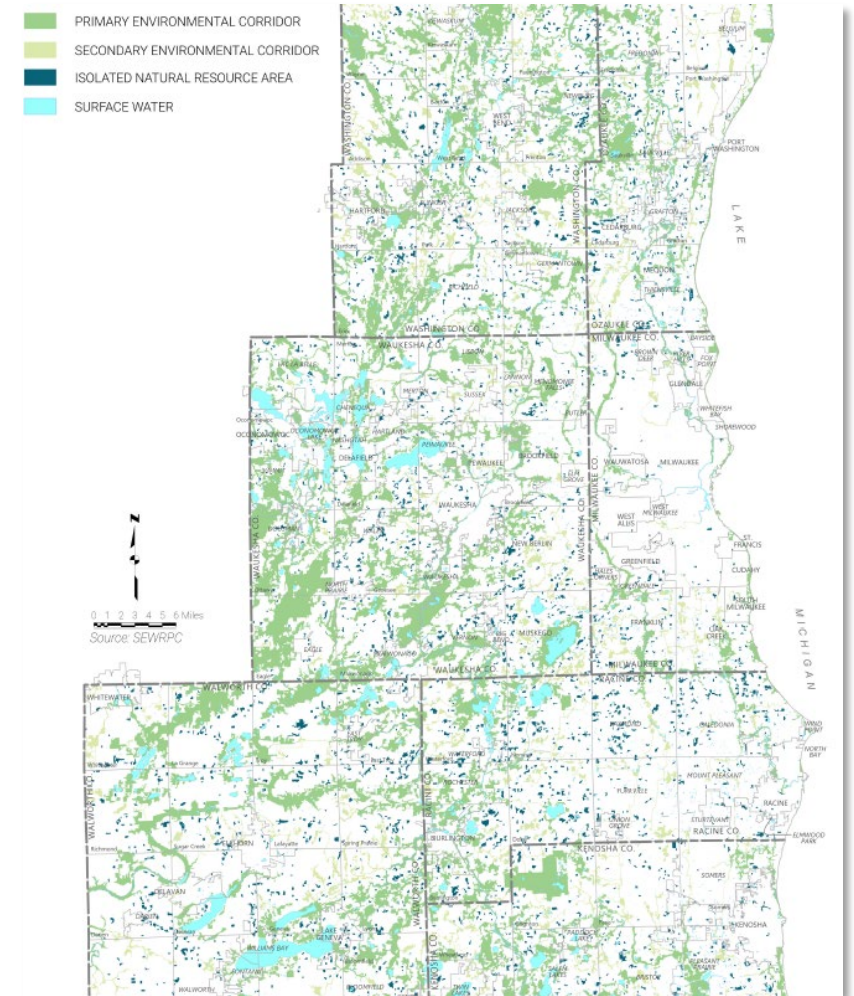
Source: SEWRPC, Areas Served by Public Sanitary Sewers: 2020

Natural Resources

Environmental Corridors,
Wetlands, Woodlands &
Conservation Lands

...

- Primary environmental corridors
 - 499 square miles
- Secondary environmental corridors
 - 82 square miles
- Wetlands
 - 322 square miles
- Woodlands
 - 213 square miles



Source: SEWRPC, Environmental Corridors & Isolated Natural Resource Areas: 2020

Parks, Open Space & Trails

Regional System

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- Parks and open space
 - 309 square miles of Region
 - Nearly 2,700 sites, 1,900 are public
- Nearly a quarter of the Region's primary environmental corridors are within public park and open space sites
- Trails provide recreational and transportation value while complementing other land uses

Planning & Zoning Context

Implementation Framework



- Local plans often reflect full buildout and can accommodate substantially higher growth than the regional plan
- 2025 Wisconsin Act 173
 - Effective January 1, 2028
 - Requires city and village plans to designate residential growth areas and density ranges
 - 90 days to act on compliant rezoning requests



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Transportation System

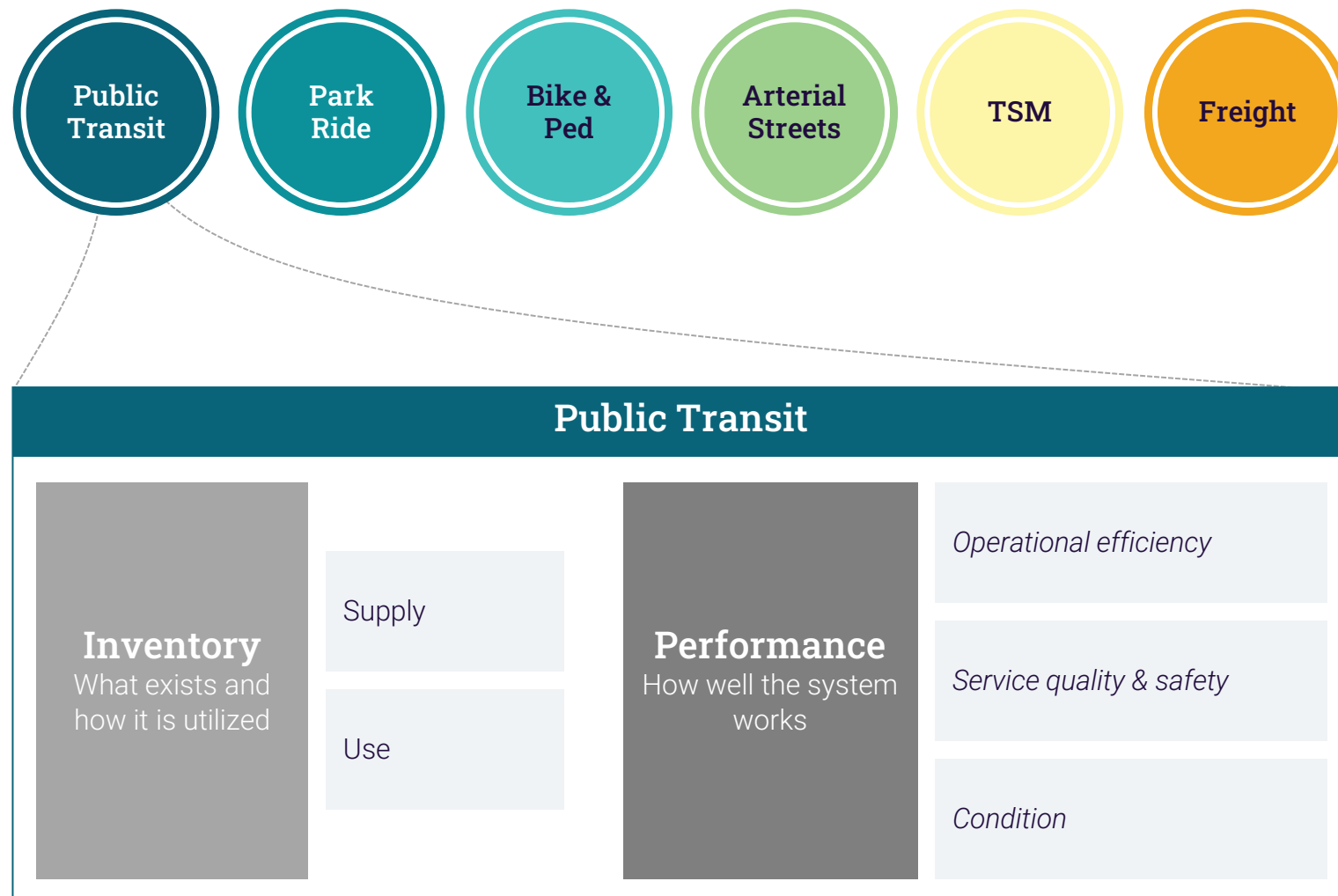
of Southeastern Wisconsin

VISION 2060 Technical Report #3

How to Use the Report

VISION 2060 Technical Report #3

*Transportation System of
Southeastern Wisconsin*

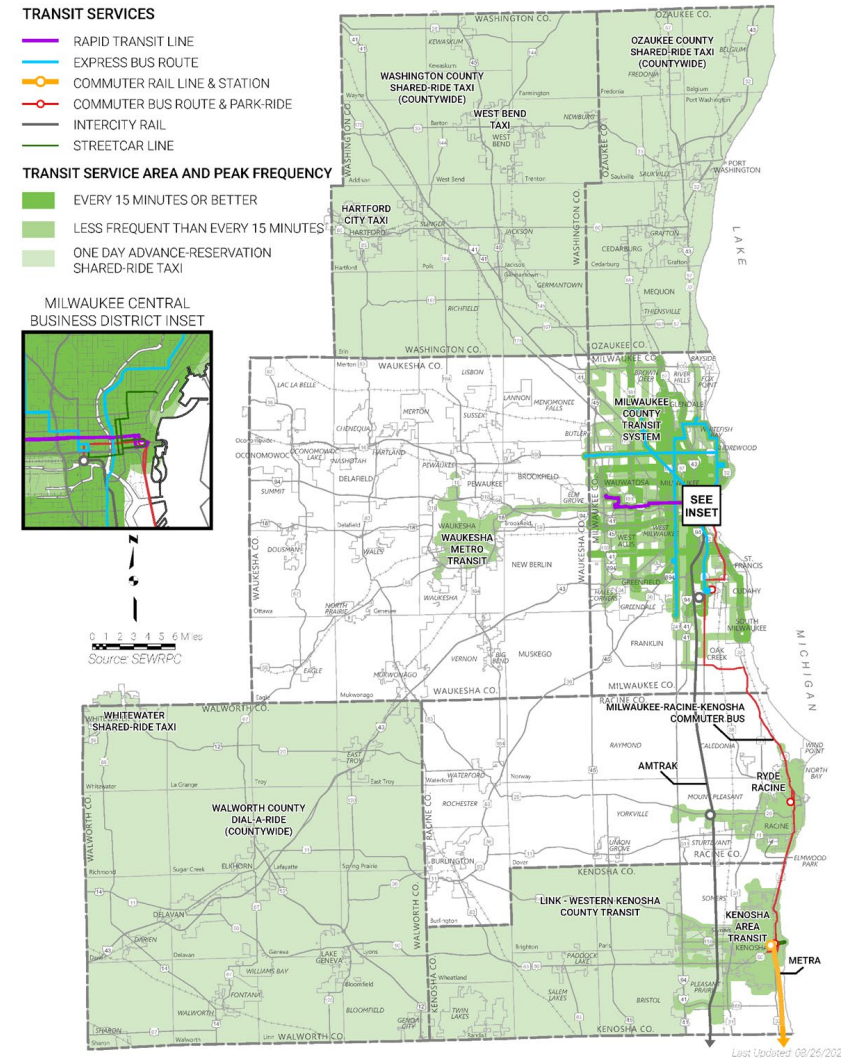


Public Transit

Inventory: Transit types

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- Rapid
- Commuter (rail/bus)
- Express
- Local
 - Fixed-Route
 - Demand-Responsive
 - Paratransit
- Intercity (rail/bus)

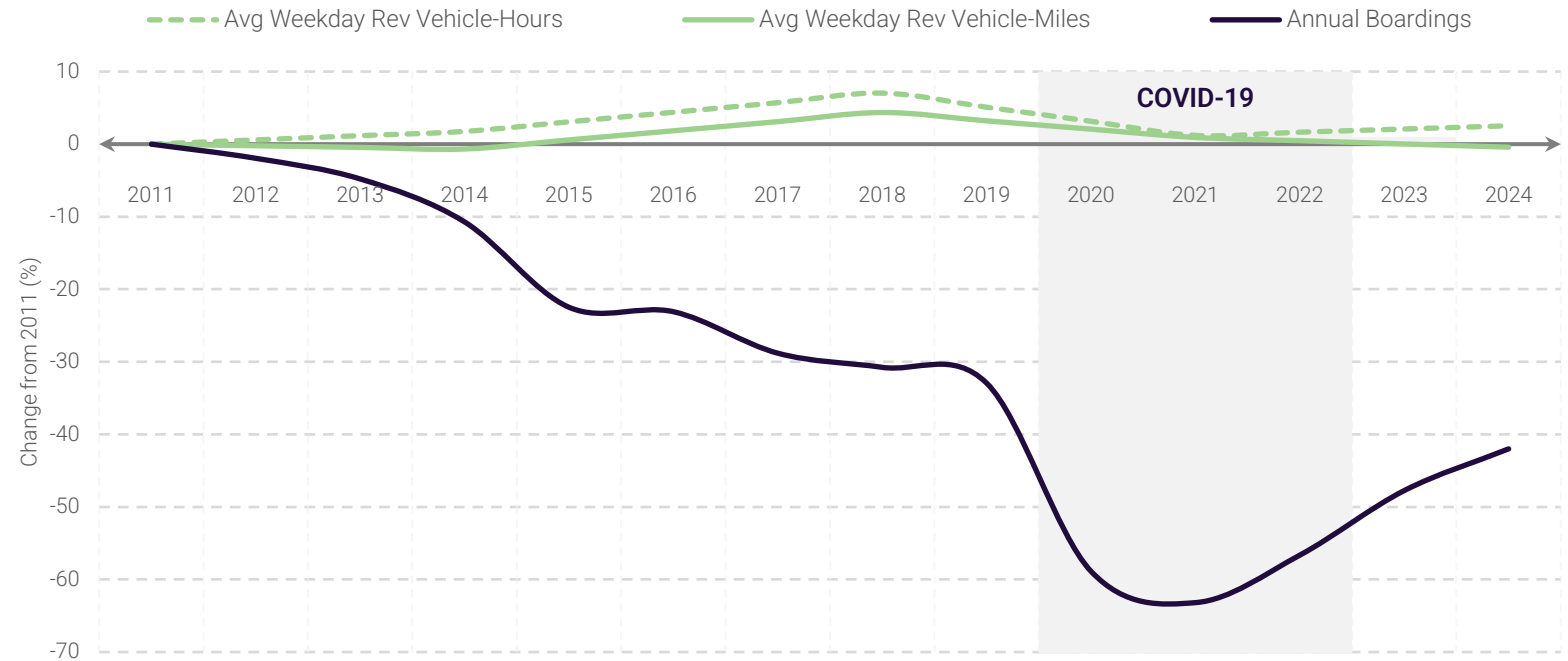


Public Transit

Inventory: Service and Ridership



% Change in Supply and Use of Transit Service Relative to 2011, Public Transit in Southeastern Wisconsin

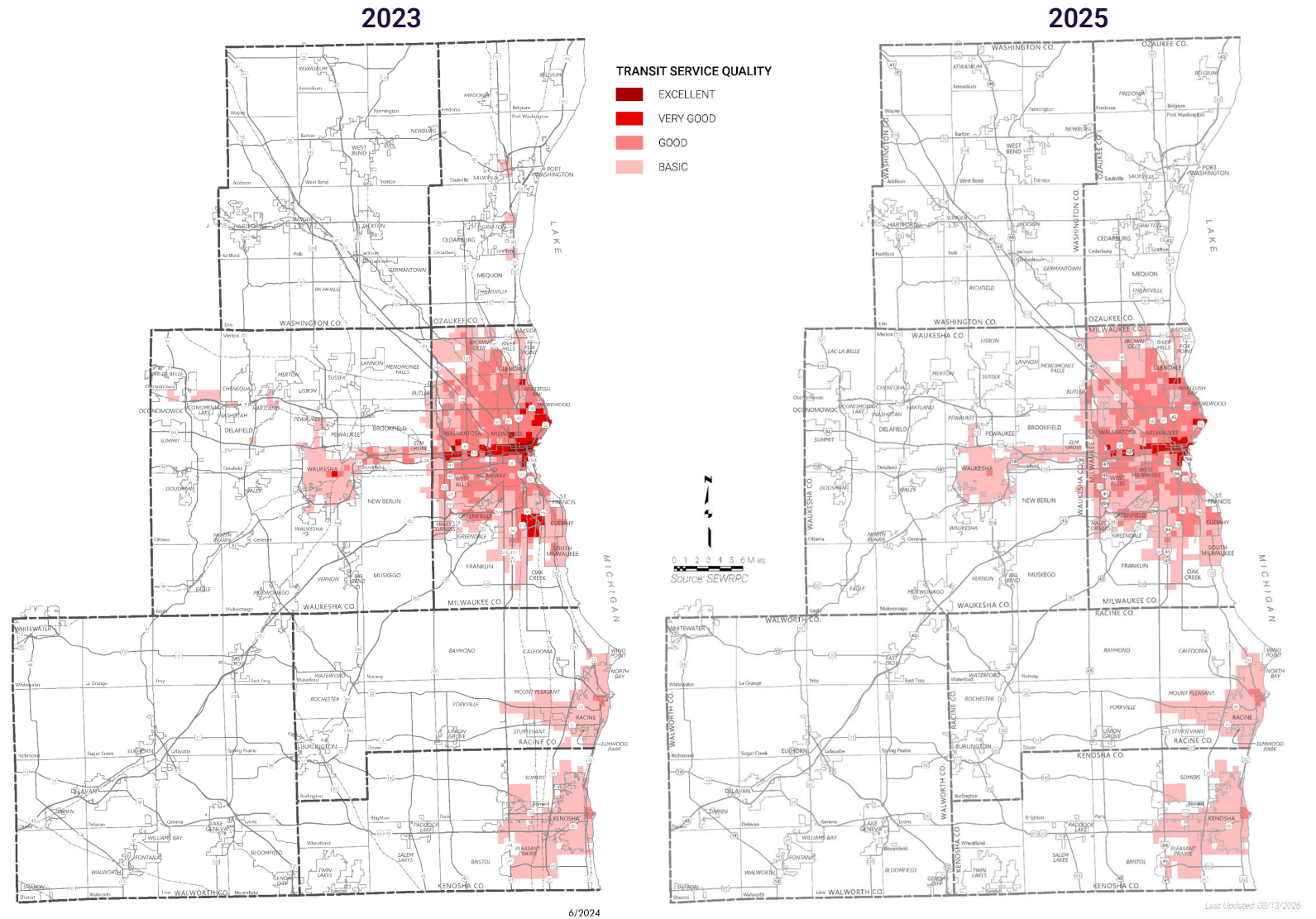


Source: National Transit Database, MCTS, and SEWRPC

- Service remained near 2011 levels through 2024 (4,665 weekday vehicle-hours)
- Boardings fell 42% over the same period (28.9 million)
- Regional shifts to higher level of transit (rapid, more frequent service) and elimination of commuter bus routes

Public Transit

Performance: TSQ
(Transit Service Quality)



- Population served by “quality transit” (Excellent, Very Good, or Good) increased ~52,000 from 2015-2023, then declined ~69,000 between 2023 and 2025

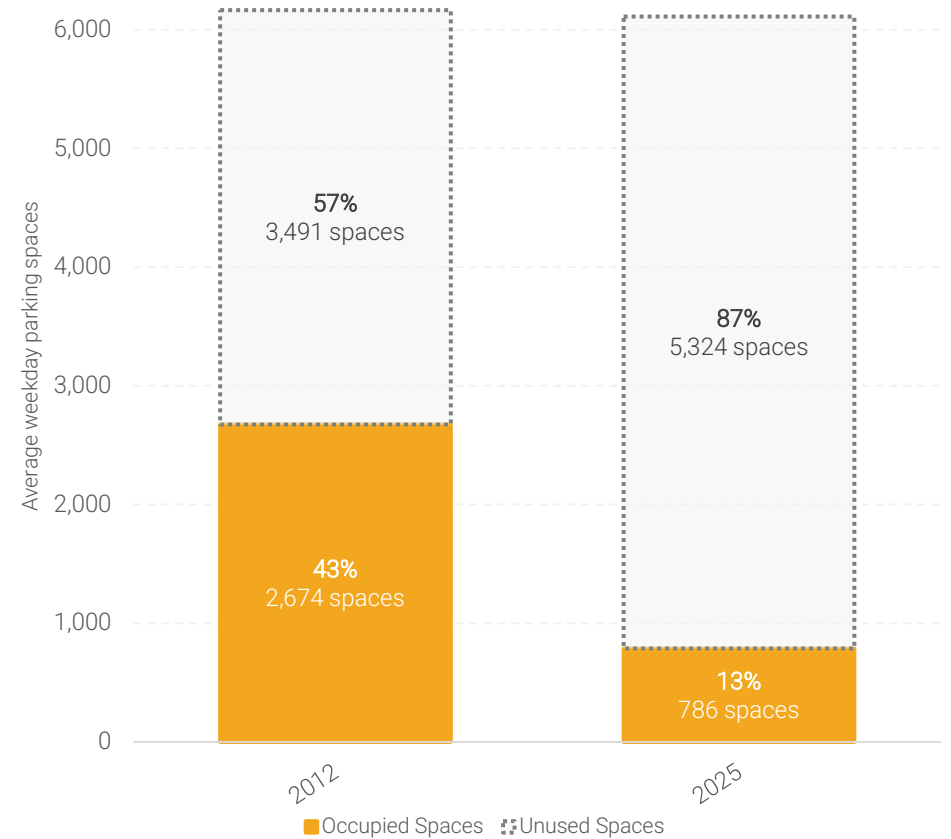
Park and Ride Lots

Inventory



- Spaces used on an average weekday fell between 2012-2025
- Lots served by transit: 70% in 2012, 21% in 2025

Avg. Weekday Utilization, Park and Ride Lots in Southeastern Wisconsin



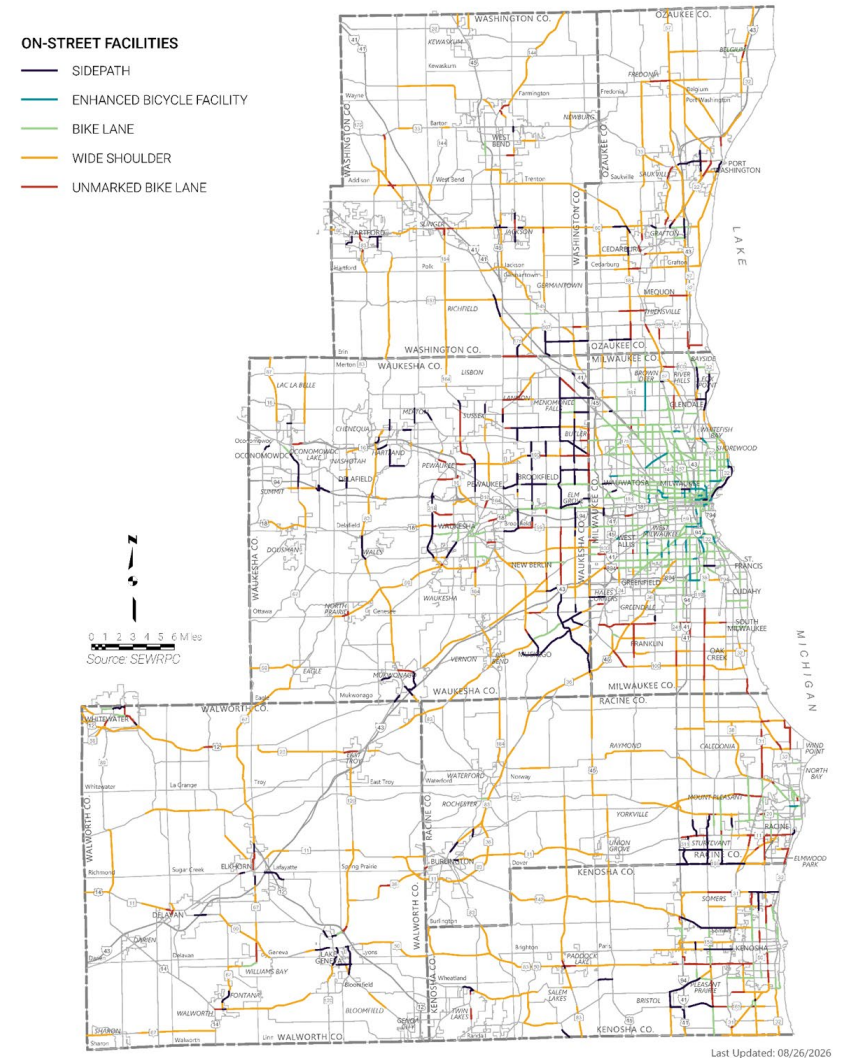
Source: WisDOT and SEWRPC

Bicycle and Pedestrian

Inventory: On-street facilities



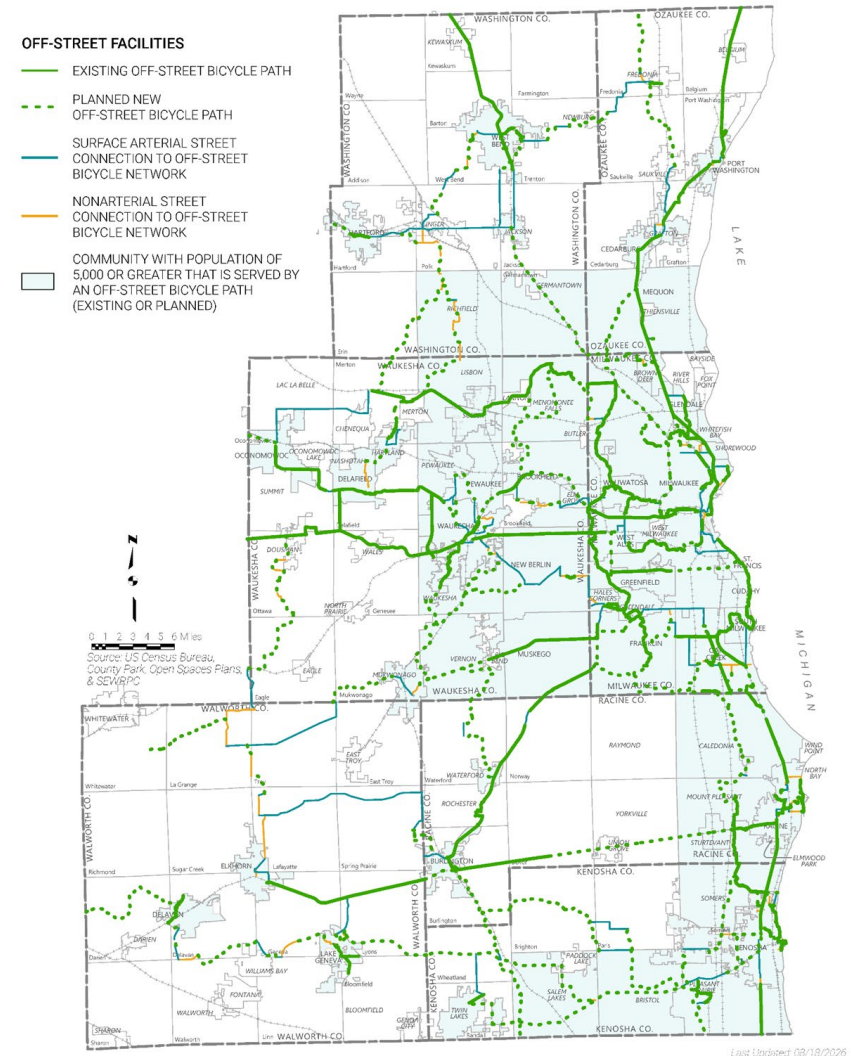
- About 36% of arterial mileage has a designated bicycle facility
- Wide shoulders are the largest share at 665 of 1,205 facility miles
- Enhanced, physically separated facilities total about 26 miles



Bicycle and Pedestrian

Inventory: Off-street facilities

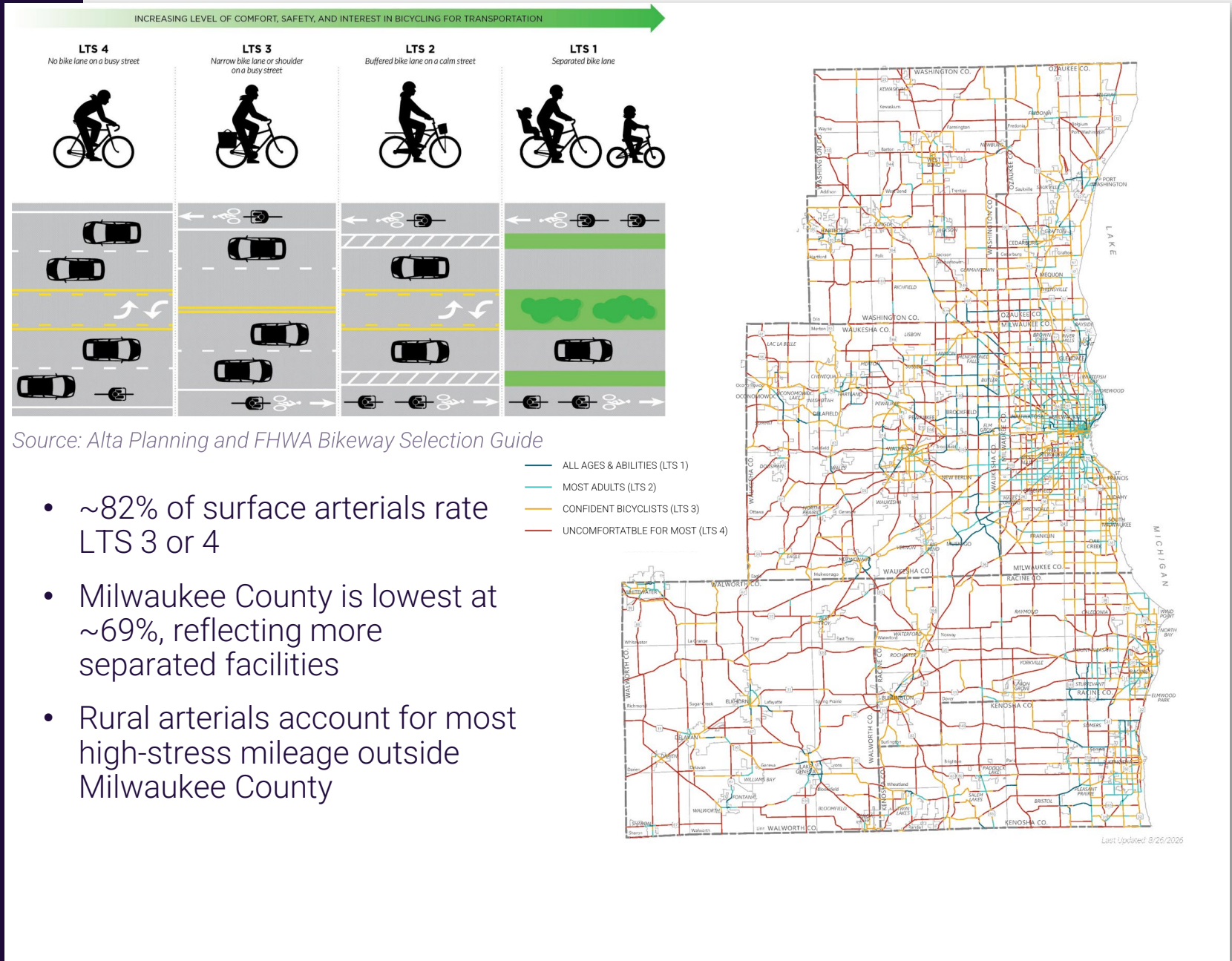
- 330 miles of off-street path — about 45% of the planned network



Bicycle and Pedestrian

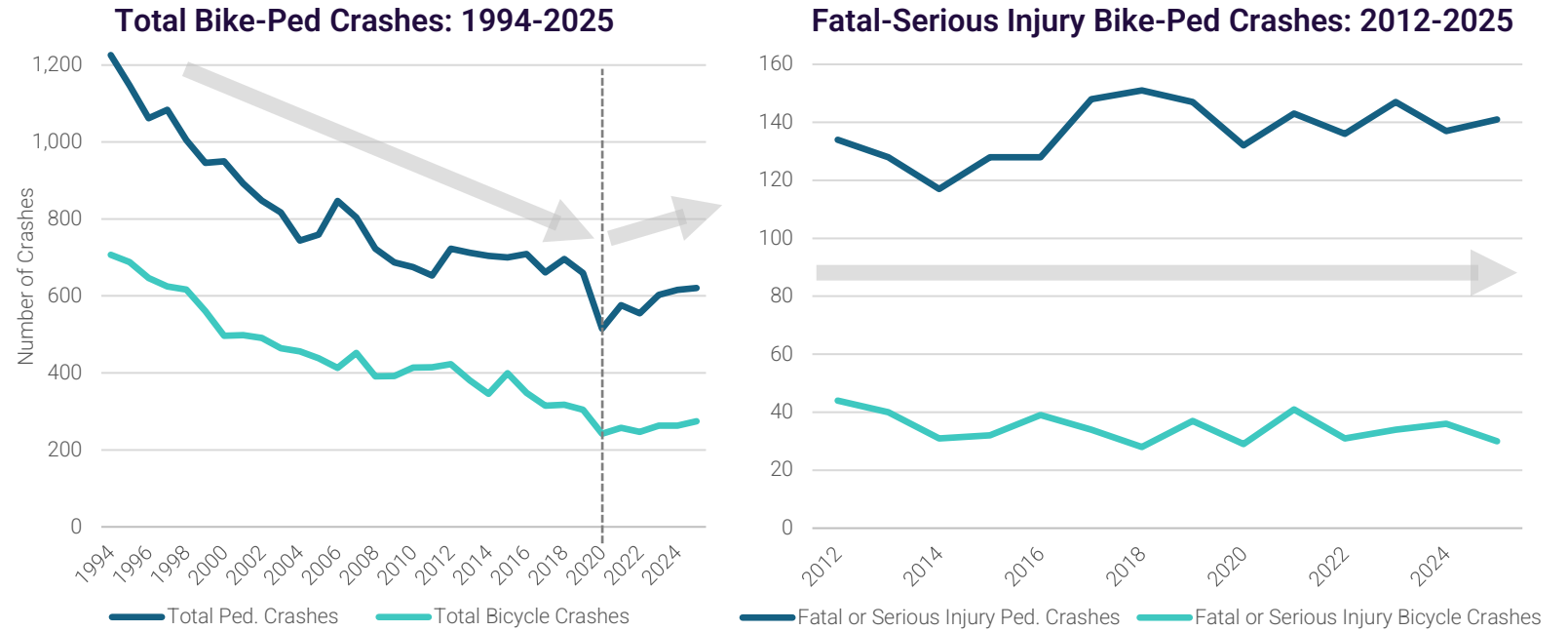
Performance: LTS

(Bicycle Level of Traffic Stress)



Bicycle and Pedestrian

Performance: Safety



Note: totals reflect sums of crashes in the seven counties in Southeastern Wisconsin.

Source: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC

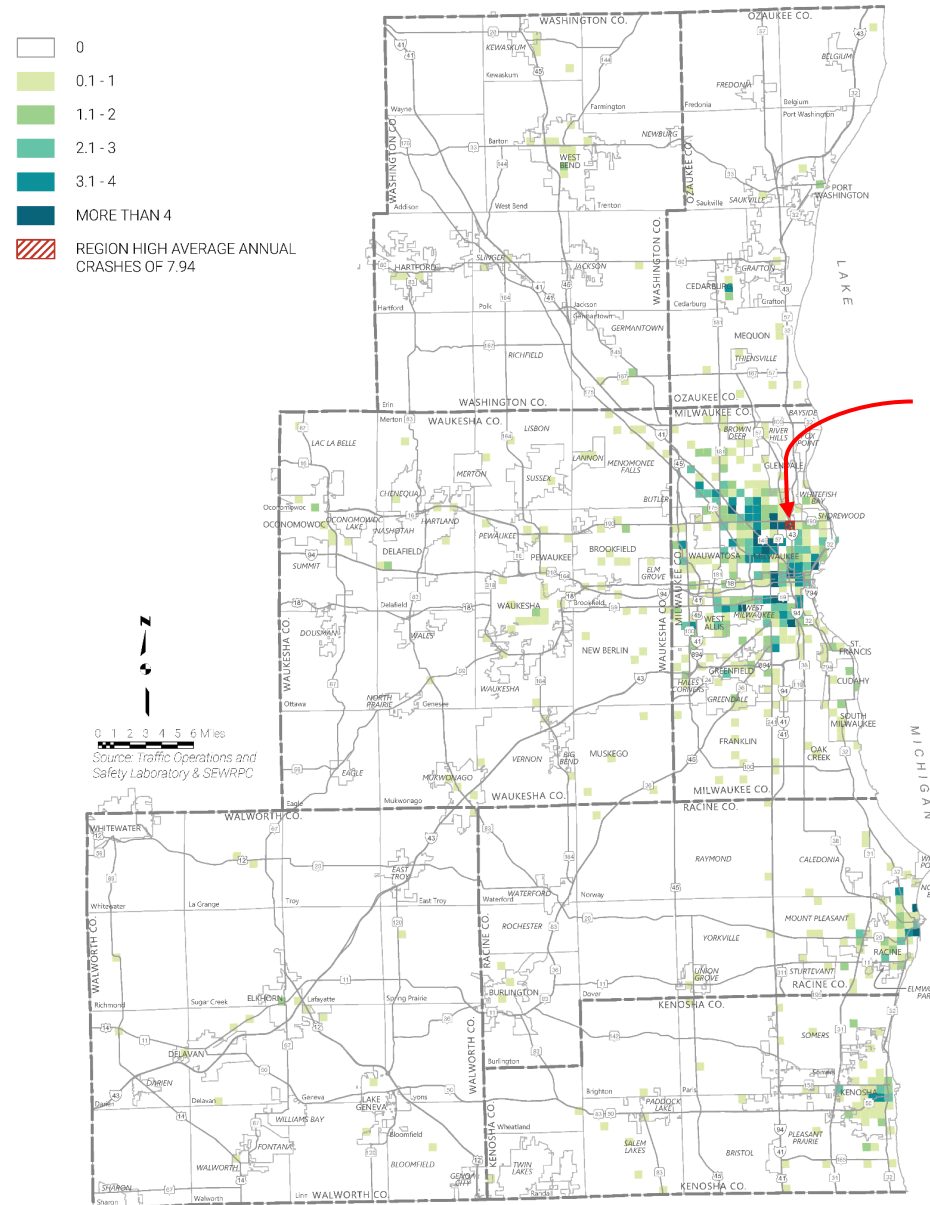
- Total bike and pedestrian crashes (left) fell through 2020 and have risen since
- Fatal and serious injury outcomes (right) show little improvement:
 - 134 pedestrian fatal or serious injury (SI) crashes in 2012, 117 in 2014, 141 in 2025
 - 44 bicycle fatal or SI crashes in 2012, 31 in 2014, 30 in 2025
- In 2025, 18% of all fatal or serious injury crashes involved bicycles or pedestrians

Bicycle and Pedestrian

Performance: Safety



Avg. Annual Fatal or Serious-Injury Crashes Involving Bicycles or Pedestrians: 2020-2024



Quarter section with the highest avg. fatal-SI Bike-Ped crashes per year (2020-2024)

Last Updated 03/20/2026

Arterial Streets & Highways

Inventory



Arterial Vehicle-Miles of Travel on an Average Weekday in Southeastern Wisconsin: 1963-2024

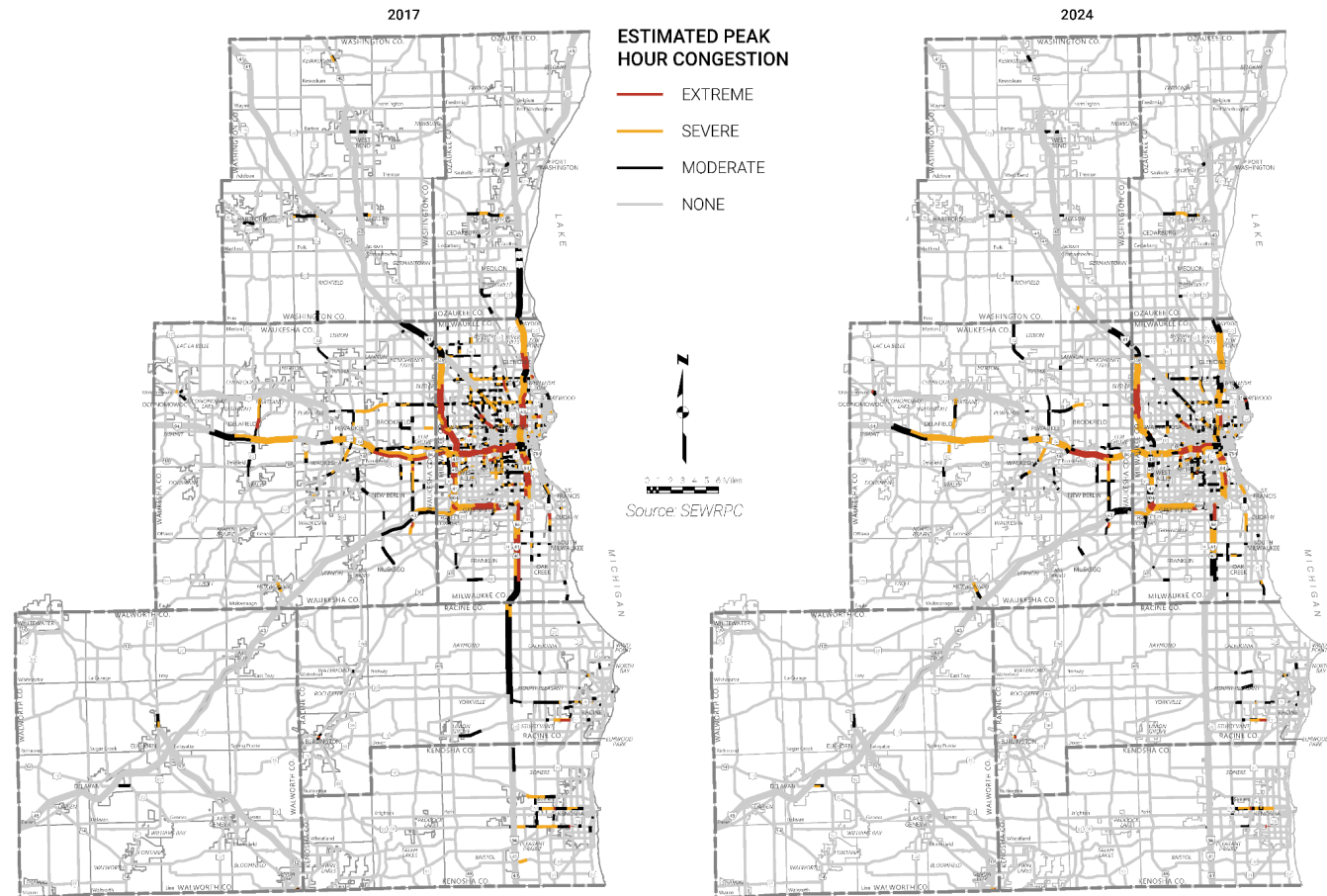


- 3,597 arterial miles — about 26% of all street and highway mileage
 - Roughly 90% of average weekday traffic
- 42.3 million vehicle-miles on an average weekday in 2024
- Jurisdictional responsibility: State 34%, county 35%, local 31%

Arterial Streets & Highways

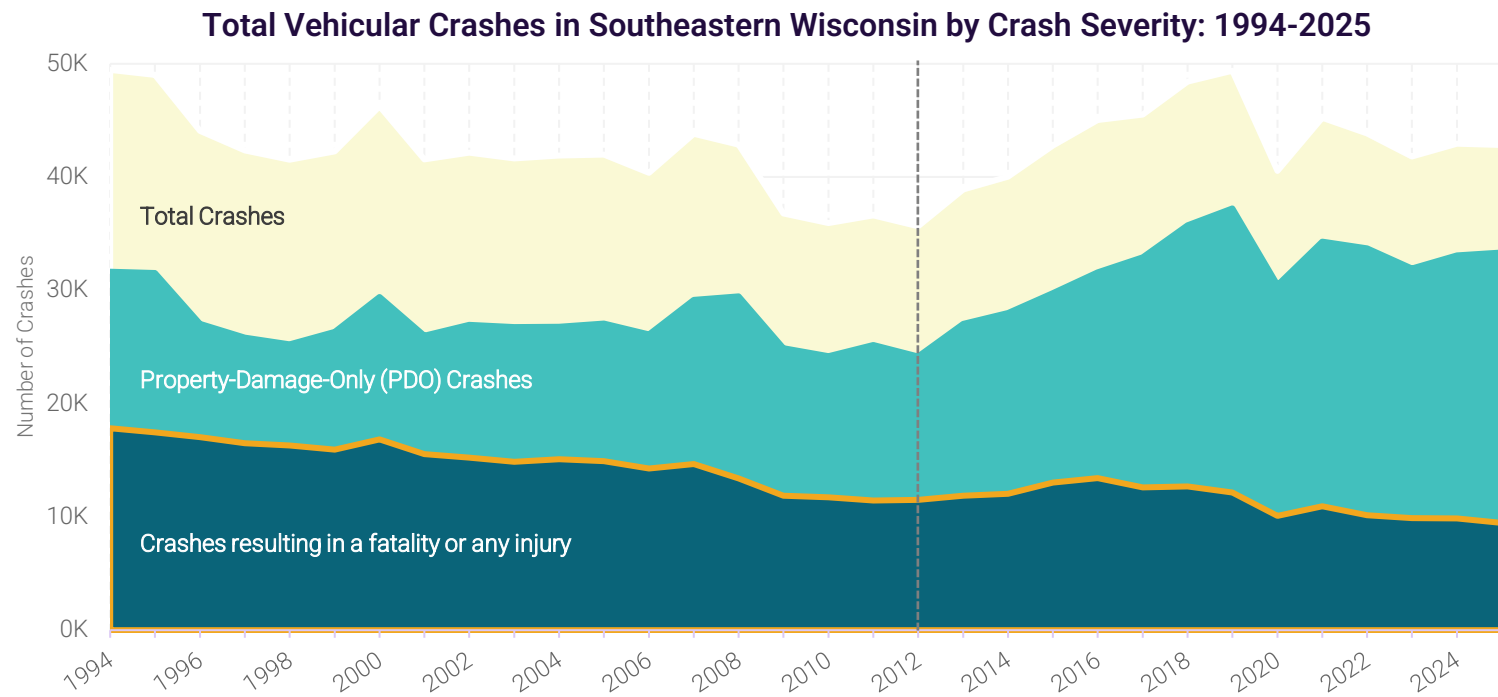
Performance: Peak hour congestion

- Mileage over design capacity fell from 274 to 172 miles – about 37%
- Extreme congestion fell 57%, from 34.0 to 14.5 miles



Arterial Streets & Highways

Performance: Safety



Source: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC

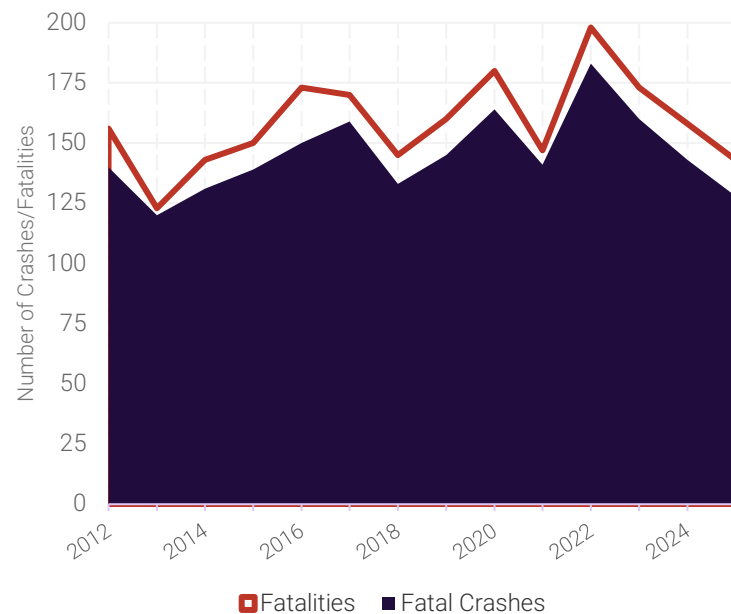
- About 42,800 total crashes in 2025, roughly 20% above the 2012 low
- Crashes causing injury or death fell 47% since 1994, to about 9,500
- But fatal crashes peaked at 183 in 2022 (highest in 30 years) and were 128 in 2025

Arterial Streets & Highways

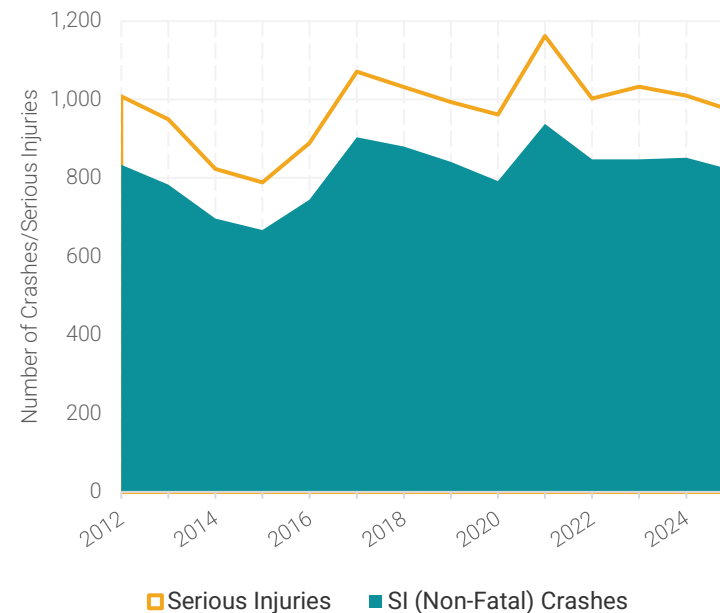
Performance: Safety



Fatalities/Fatal Vehicular Crashes: 2012-2025



Serious Injuries and SI Crashes: 2012-2025



Source: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC

Transportation Systems Management

Inventory



- TSM strategies maximize capacity and travel efficiency on existing facilities
- 118 ramp meters, 41 variable message signs, and 185 CCTV cameras on freeways
- Freeways with “Severe” and “Extreme” peak hour congestion
 - ~25% of freeway mileage but 81% of its ramp meters and 64% of cameras
 - Every extreme congestion segment has all three technologies deployed

Inventory and Performance

-
- FREIGHT NETWORK**
- MAJOR FREIGHT INTERMODAL FACILITY
 - FREEWAY URBAN FREIGHT ROUTE
 - SURFACE ARTERIAL FREIGHT ROUTE
 - - - RAILROAD FREIGHT ROUTE
- Note:
- The regional highway freight network is based on the National Highway System (NHS), the State of Wisconsin's designated long oversize-overweight (OSW), and high-clearance truck routes, and critical urban freight corridors (CUFC) and critical rural freight corridors (CRFC).
- The Commission is responsible for designating CUFCs in the Milwaukee urban area. The Wisconsin Department of Transportation (WDOT) is responsible for designating CRFCs in other urban areas and CRFCs in nonurban areas. Identifying roadways as CUFCs or CRFCs adds them to the National Highway Freight Network, which largely consists of the Interstate Highway System and other intermodal connectors, and makes certain roadways eligible for Federal National Highway Freight Program funding.
- MILWAUKEE CENTRAL BUSINESS DISTRICT INSET
- Petroleum Products Pipeline Terminal
- Port Milwaukee
- Milwaukee Mitchell International Airport
- 0 1 2 3 4 5 6 Miles
Source: SEWRPC
- Last Updated: 7/30/2025

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Comments & Next Steps

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THANK YOU

Please reach out for more information!



VISION 2060

