

REVIEW AND EVALUATION OF REGIONAL LAND USE AND TRANSPORTATION SCENARIOS



One Region, Focusing on Our Future

Environmental Justice Task Force

October 7, 2014

VISION 2050 Process

Development of Guiding Vision for Land Use and Transportation

Workshops 1 and 2 – October and December 2013



Review and Evaluation of Regional Land Use and Transportation Scenarios

Workshop 3 – September 2014



Review and Evaluation of Alternative Regional Land Use and Transportation Plans

Workshop 4 – Spring/Summer 2015



Review and Evaluation of Preliminary Recommended Land Use and Transportation Plan

Workshop 5 – Summer/Fall 2015



Final Recommended Land Use and Transportation Plan

Completed December 2015

Visioning



Visioning

- ❑ Visioning Workshops #1 – *Fall 2013*
 - Visual Preference Survey
 - Land Use and Transportation SWOTs
 - Identifying Goals for Land Use and Transportation
 - Important Places Mapping
- ❑ Telephone Preference Survey – *Fall 2013*
- ❑ Online Surveys – *Fall 2013*

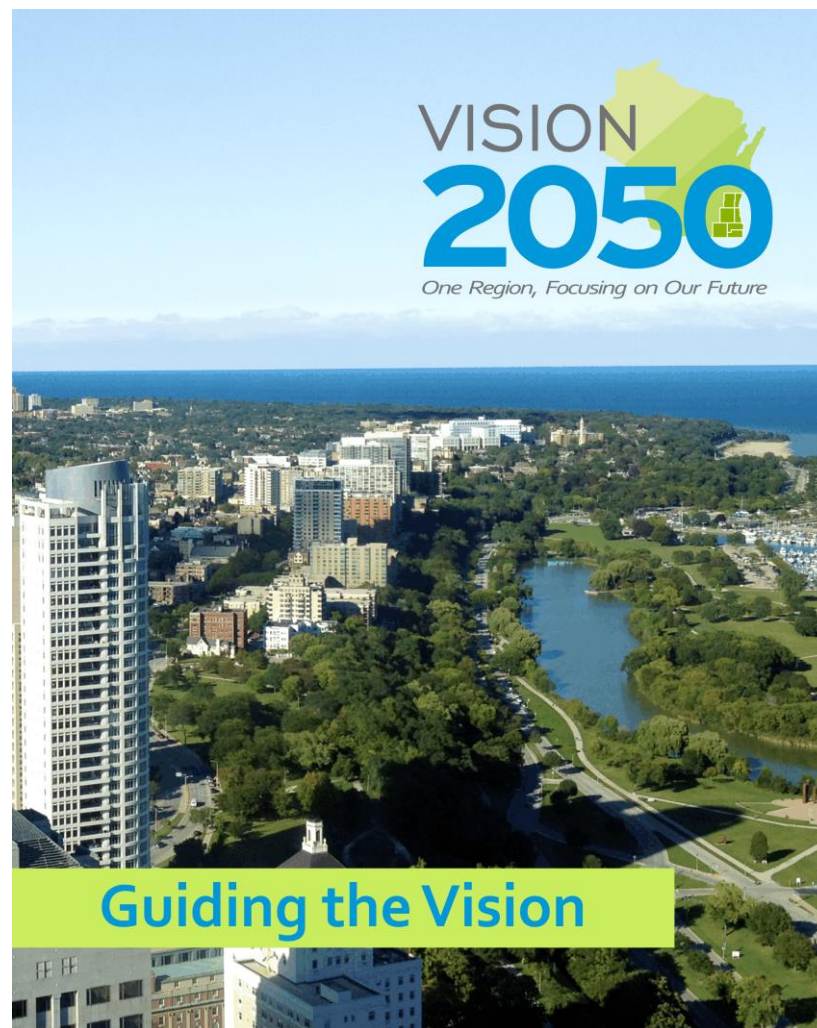
Visioning

- ❑ Visioning Workshops #2 – *Winter 2013/2014*
 - Overview of Preliminary Visioning Results
 - Review and Rate Draft Vision Guiding Statements
 - Initial Input into “Sketch” Scenarios

- ❑ Input to date used to create *Guiding the Vision...*

VISION 2050: *Guiding the Vision*

- ❑ Released in June, *Guiding the Vision* expresses a preliminary vision for future land and transportation system development in the Region
- ❑ Based on values and priorities expressed through initial visioning activities
- ❑ Serves as guide for VISION 2050 process, including developing and comparing sketch scenarios



VISION 2050: *Guiding the Vision*

Achieve a Robust,
Regional Transit System

Maintain Small Town
Character

Make Wise
Infrastructure
Investments

Preserve Farmland

Work Together Toward
Common Goals

Ensure that Goods
Move Efficiently

Develop an Integrated,
Multimodal
Transportation System

Balance Jobs and
Housing

Achieve More Compact
Development

Preserve Natural
Resources and Open
Spaces

Provide a High-quality
Network of Streets and
Highways

Prepare for Change in
Travel Preferences and
Technologies

Develop an Expansive,
Well-connected Bicycle
and Pedestrian Network

Strengthen Existing
Urban Areas

Be Environmentally
Responsible

SKETCH SCENARIOS FOR LAND USE AND TRANSPORTATION











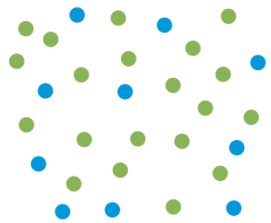


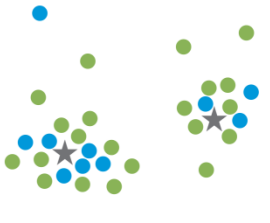
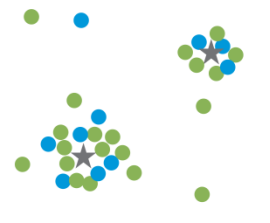
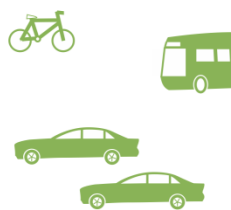
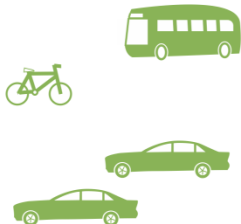

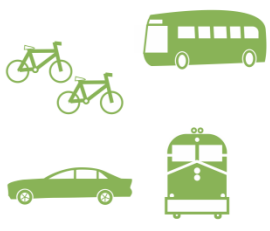
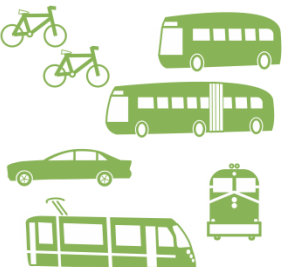
Activities at the Workshops

- ❑ Visioning Workshops #3 – *Fall 2014*
 - Overview of VISION 2050 and initial visioning results
 - Overview of “Sketch” Scenarios
 - Explore the Scenarios (small group activity)

Sketch Scenarios

- ❑ *Guiding the Vision* provides direction for **"Sketch" Land Use and Transportation Scenarios**
- ❑ Sketch scenarios are ***conceptual designs***
 - Purpose is to allow residents to ***consider the long-term consequences*** of alternative paths of developing the Region's land and transportation system

Scenarios At a Glance

Topic	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Housing Mix Single Family Homes vs. Condos, Apts, Townhomes	66.9% 33.1%  	66.6% 33.4%  	64.6% 35.4%  	65.6% 34.4%  	64.0% 36.0%  
Density ● = Residential ● = Jobs ★ = Transit Station					
Transportation Choices					

Development Pattern

- ❑ Location and density of development vary between scenarios

Scenario A: more growth at lower densities—large lots outside existing urban centers



Scenario B: higher densities—smaller lots focused within and at the edge of existing urban centers

Development Pattern

- ❑ Scenarios C, D, and E include more compact development than Scenario B
 - New development/redevelopment as “TOD” around rapid transit and/or commuter rail stations



Healthy Communities

- ❑ Bicycle and pedestrian facilities also vary under the scenarios

More compact development in Scenarios B/C/D/E—particularly the TOD in C/D/E—creates more “walkable” neighborhoods



Healthy Communities

- ❑ Well-connected bicycle facilities are an important consideration as well



All five scenarios assume a regional bicycle network of on- and off-street facilities by 2050

Scenarios C/D/E include higher levels of accommodation (e.g. protected bike lanes or buffered bike lanes)



Transportation System Investment

- ❑ The scenarios include different investments in arterial streets and highways and transit

Scenarios A and B include highway capacity additions to address traffic congestion



Scenarios C/D/E limit highway improvements to modernization and preservation

Transportation System Investment

Scenario A includes further transit service decline, while Scenarios B/C/D/E expand local bus service and establish express bus service



Scenario C adds a system of rapid transit lines—light rail and bus rapid transit—in urban centers

Scenario D adds a system of commuter rail lines between urban centers




































































Scenario E adds a system of both rapid transit and commuter rail

Scenario Evaluation

SCENARIO SCORECARD



Scenario A: Healthy, Equitable, Affordable, and Accessible														
Scenarios		Healthy Communities			Open Space	Equitable Access		Costs		Mobility				
		Bicycle and walking trips	Greenhouse gas emissions	People living in walkable areas	Remaining farmland and undeveloped land	Households with affordable housing + transportation costs	Transit service quality for minority and low-income populations	Cost of supporting new development to local government	Average annual transportation system cost	Congestion	Vehicle miles of travel per capita	Job/housing balance	Access to transit	Access to high quality transit
	A	 328,000 Trips Per Day	 15.5 Million Tons Per Year	 786,000 People	 1.023 Million Acres	 327,000 Households	 Average Transit Score: 2.8	 \$538 Million Per Year	 \$802 Million Per Year	 291 Congested Miles	 8,800 Miles Per Year	 HHs in balanced areas 523,000	 991,000 People 688,000 Jobs	 0 People 0 Jobs
	B	 361,000 Trips	 15.4 Million Tons	 793,000 People	 1.052 Million Acres	 381,000 Households	 4.6	 \$536 Million	 \$1.257 Billion	 272 Miles	 8,700 Miles	 530,000 Households	 1,225,000 People 927,000 Jobs	 0 People 0 Jobs
	C	 472,000 Trips	 15.0 Million Tons	 843,000 People	 1.069 Million Acres	 411,000 Households	 5.6	 \$520 Million	 \$1.499 Billion	 363 Miles	 8,400 Miles	 544,000 Households	 1,327,000 People 970,000 Jobs	 453,000 People 423,000 Jobs
	D	 469,000 Trips	 15.1 Million Tons	 817,000 People	 1.066 Million Acres	 396,000 Households	 4.7	 \$528 Million	 \$1.320 Billion	 374 Miles	 8,500 Miles	 555,000 Households	 1,288,000 People 975,000 Jobs	 84,000 People 93,000 Jobs
	E	 475,000 Trips	 15.0 Million Tons	 849,000 People	 1.069 Million Acres	 420,000 Households	 5.6	 \$514 Million	 \$1.581 Billion	 366 Miles	 8,400 Miles	 542,000 Households	 1,373,000 People 1,013,000 Jobs	 514,000 People 480,000 Jobs

Scenario A

- ❑ Most new development would occur as redevelopment and infill in existing cities and villages throughout the Region; however, more new development would happen on undeveloped land outside of urban service areas than under the other scenarios
 - Including single-family homes on lots greater than 1.5 acres outside urban service areas
- ❑ 25% reduction in transit service
- ❑ Widenings of highways to address congestion
- ❑ Continued expansion of regional bicycle network
- ❑ Discussion?

Scenario B

- ❑ New development would occur as redevelopment and infill in existing cities and villages throughout the Region, and on undeveloped land adjacent to existing cities and villages
 - New single-family homes would have smaller lots
- ❑ Doubling of transit service by 2050
- ❑ Widenings of highways to address congestion
- ❑ Continued expansion of regional bicycle network
- ❑ Discussion?

Scenario C

- ❑ New development centered around a six line rapid transit network in the Milwaukee metro area
 - Light rail, bus rapid transit
 - Compact, mixed use development around transit stations (TOD)
- ❑ No widening of highways to address congestion
- ❑ Continued expansion of regional bicycle network with higher level of accommodation
- ❑ Discussion?

Scenario D

- ❑ New development centered around a four line commuter rail network connecting communities in the Region
 - Compact, mixed use development around transit stations (TOD)
- ❑ No widening of highways to address congestion
- ❑ Continued expansion of regional bicycle network with higher level of accommodation
- ❑ Discussion?

Scenario E

- ❑ New development centered around both rapid transit and commuter rail networks
 - Compact, mixed use development around transit stations (TOD)
- ❑ No widening of highways to address congestion
- ❑ Continued expansion of regional bicycle network with higher level of accommodation
- ❑ Discussion?

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Alternative Plans

- ❑ Scenarios will be refined to develop ***Detailed Alternative Land Use and Transportation Plans*** to be further evaluated and considered
 - Specific land development pattern
 - Specific transportation system
- ❑ Will be evaluated using ***Objectives and Criteria*** based on the Guiding Statements
- ❑ Public review, input, and polling (spring/summer 2015)

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Recommended Plan

- ❑ Preliminary Recommended Plan
 - Developed *based on consideration and evaluation of alternatives*
 - Will attempt to provide a *consensus plan* for the future of the Region
- ❑ Presented to the public for review (summer/fall 2015)
 - Feedback considered as final recommended land use and transportation plan is developed

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