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
Summary of Preliminary 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 Expected Transportation Plan Costs and Revenues
Key Recommendations (pgs. IV-4 to IV-13)

- Protect primary environmental corridors
- Preserve productive agricultural land
- Preserve areas with high groundwater recharge potential
- Focus new urban development in urban service areas that can be efficiently served by essential municipal facilities and services
- Develop urban service areas with a mix of housing types and land uses
- Focus TOD near rapid transit and commuter rail stations
Summary of Public Transit Element

- Key Recommendations (pgs. IV-16 to IV-20)
  - Develop a rapid transit network
  - Develop commuter rail corridors and improve and expand commuter bus services
  - Improve existing express bus service and add service in new corridors
  - Increase the frequency and expand the service area of local transit
Other Notable Recommendations (pgs. IV-20 to IV-25)

- Improve and expand intercity rail and bus service
- Implement “Transit-First” designs on urban streets
- Enhance bus stops, stations, and park-ride lots
- Implement programs to improve access to suburban employment centers
- Implement fare system enhancements
Key Recommendations (pgs. IV-26 to IV-30)

- Expand the on-street bicycle network as the surface arterial system is resurfaced and reconstructed
- Expand the off-street bicycle path system to provide a well-connected regional network
- Implement enhanced bicycle facilities in key regional corridors
- Expand bike share programs
- Provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel
Key Recommendations (pgs. IV-31 to IV-43)

- Improve and expand freeway traffic management
- Improve and expand coordinated traffic signals
- Improve arterial street and highway traffic flow at intersections
- Implement parking management and guidance systems in major activity centers
- Implement demand-responsive pricing for on-street parking in major activity centers
Key Recommendations (pgs. IV-44 to IV-49)

- Enhance the preferential treatment for high-occupancy vehicles
- Expand the network of park-ride lots
- Implement personal vehicle pricing
- Promote car sharing and live near your work programs
- Facilitate transit, bicycle, and pedestrian movement in local land use plans and zoning
Key Recommendations (pgs. IV-50 to IV-61)

- Preserve the Region’s arterial street and highway system
- Incorporate complete streets concepts
- Expand arterial capacity to address residual congestion
  - 8 percent recommended for widening (shown in blue)
  - 2 percent new facilities (shown in red)
  - 22 percent of widenings and new facilities considered committed (under construction, undergoing final engineering and design, or had a preferred alternative selected as part of preliminary engineering/EIS)
- Avoid, minimize, or mitigate environmental impacts of arterial capacity expansion
Summary of Freight Transportation Element

Key Recommendations (pgs. IV-62 to IV-67)

- Pursue development of a new truck-rail intermodal facility in or near Southeastern Wisconsin
- Accommodate oversize/overweight shipments to, from, and within Southeastern Wisconsin
- Construct the Muskego Yard bypass
- Accommodate truck traffic on the regional highway freight network
Summary of Financial Analysis

- Expected costs and reasonably expected revenues (pgs. IV-67 to IV-70)
  - Arterial street and highway funding
    - Expected revenues based on historical revenues (bonding)
  - Public transit funding gap
  - Identification of funded portion of the Plan

- Potential revenue sources to address funding gap (pgs. IV-71 to IV-73)
Evaluation of the Preliminary Recommended Plan

- Compares the Preliminary Recommended Plan to existing conditions and the Trend
- Uses the four themes and 50 evaluation criteria used to evaluate the alternative plans
  - Healthy Communities
  - Mobility
  - Costs and Financial Sustainability
  - Equitable Access
Healthy Communities – Plan compared to Trend

- More people living in walkable areas (pg. H-1)
- Significantly improved comfort for people riding bicycles (pg. H-7)
- More farmland and undeveloped land preserved (pg. H-18)
- Slightly fewer impacts to natural resource areas caused by the transportation system (pg. H-19)
- Fewer impacts to water resources and water quality
  - Impervious surfaces (pg. H-22)
  - Areas with high groundwater recharge potential (pg. H-21)
  - Reducing use of salt for de-icing (pg. H-26)
Healthy Communities – Plan compared to Trend

- GHG emissions and other air pollutants (pg. H-24)
  - Slight reduction in transportation-related emissions
  - Reduction in residential structure-related emissions

- Slightly fewer homes, businesses, land, and parkland acquired for transportation infrastructure (pg. H-31)

- Fewer crashes and slightly fewer crashes involving serious injuries or fatalities (pg. H-32)
Mobility – Plan compared to Trend

- Lower VMT and VMT per capita (pg. H-140)
- Slightly more congestion on arterial streets and essentially the same on freeways (pg. H-181)
- Slightly more travel time delay (pg. H-187)
- Essentially the same average trip times for automobiles, and great improvement for transit (pg. H-189)
- Access to transit and fixed-guideway transit greatly increased (pgs. H-193 & H-194)
- Transit service quality significantly improved (pg. H-195)
- Slightly more congestion on the regional freight network (pg. H-205)
- Significant improvement in travel time to important places via transit and essentially the same via automobile (pg. H-142)
Costs and Financial Sustainability – Plan compared to Trend

- Would require a significantly higher level of public investment (pg. H-131)
- Would result in significantly lower costs to municipalities and developers to construct public infrastructure and provide public services (pg. H-138)
- Significant savings for the Region’s residents due to lower out-of-pocket transportation costs (pg. H-133)
- Greater potential to attract new residents and businesses by offering more economically-competitive amenities (pg. H-130)
Equitable Access – Plan compared to Trend

- Significantly better accessibility to jobs and activity centers for minority and low-income populations and people with disabilities by transit and essentially the same level of accessibility by automobile (pg. H-34)
- Significantly more minority and low-income populations and people with disabilities served by transit (pg. H-66)
- Greatly improved transit service quality for minority and low-income populations and people with disabilities (pg. H-84)
- Essentially the same amount of minority and low-income populations and people with disabilities both benefited and impacted by new and widened arterial street and highway facilities (pg. H-94)
- Slightly more households spending less than 45 percent of their income on housing and transportation combined (pg. H-117)
- Reduction in areas with a mismatch between the number of workers and jobs (pg. H-122)
Next Steps

- Fifth series of VISION 2050 workshops to review and provide comment on the Preliminary Plan
  - April/May 2016
- Final Plan completed by Mid-2016