

OUTLINE OF POTENTIAL AMENDMENT TO VISION 2050 RELATED TO IMPROVEMENTS SERVING THE FOXCONN MANUFACTURING CAMPUS

INTRODUCTION

The Wisconsin Department of Transportation (WisDOT) is working on completing design work and a traffic impact assessment for several surface arterial improvements in the vicinity of the Foxconn manufacturing campus in Racine County. The campus is anticipated to be constructed in the Village of Mount Pleasant east of IH 94 between CTH KR and Braun Road. The Commission staff anticipates receiving a request to amend VISION 2050 to reflect the planned improvements. Since some of the improvements would occur on local or county roadways, WisDOT has taken temporary jurisdiction over these roadways with the intent to return them to the local and county governments once reconstruction is complete. Concurrent with the surface arterial improvements, WisDOT is moving forward on an expedited schedule to reconstruct and modernize IH 94 North/South between Rawson Avenue in Milwaukee County and STH 142 in Kenosha County (18.5 miles). This segment of IH 94 would be widened from six to eight travel lanes, which is consistent with the recommendations set forth in VISION 2050.

In addition to amending the plan for surface arterial improvements, the Commission staff is proposing to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs related to the Foxconn manufacturing campus and associated new development in the immediate vicinity of the campus and in other parts of the Region. This growth would be beyond what is currently envisioned under VISION 2050, which was completed prior to any knowledge of the Foxconn development. Staff is also proposing to amend the recommended public transit element and bicycle and pedestrian element to meet the multimodal transportation needs in the area of the potential new development.

The Commission staff intends to review the potential amendment at up to three joint meetings of the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation Planning:

- Meeting 1: Review and discussion on outline of potential amendment
- Meeting 2: Review and consideration of draft amendment to be presented for public comment
- Meeting 3: Review and consideration of revised draft amendment following consideration of public comment

An outline of the changes to potentially be included in the amendment is presented below.

POTENTIAL LAND USE CHANGES

Based on the most current information available to the Commission staff, VISION 2050 would need to be revised to accommodate an additional approximately 32,300 residents and 17,000 jobs related to development associated with Foxconn. These residents and jobs would mostly be allocated in the immediate vicinity of the Foxconn campus, with a portion allocated in other parts of the Region. The plan would also need to be revised to incorporate an amendment to the adopted sewer service area for Racine and environs, requested by the Racine Wastewater

Utility and Commission in response to requests by the Village of Mount Pleasant and Town of Yorkville for a Lake Michigan water supply diversion.

The following land use maps and tables from Chapter 1 of Volume III of the VISION 2050 plan report would be revised to accommodate the expected additional residents and jobs and the sewer service area amendment:

- Map 1.1 (Land Use Development Pattern)
- Map 1.3 (Planned Public Sanitary Sewer and Water Supply Service Areas)
- Map 1.4 (Major Economic Activity Centers)
- Table 1.1 (Existing and Planned Land Use in the Region)
- Table 1.2 (Existing and Planned Land Use in the Region by County)
- Table 1.3 (Existing and Planned 2050 Population, Households, and Employment)
- Table 1.4 (Forecast Growth in the Region)
- Table 1.6 (Area and Population Served by Public Sanitary Sewer and Public Water)
- Table O.1 (Population in the Region by Sewer Service Area)

POTENTIAL TRANSPORTATION CHANGES

VISION 2050 recognizes that each arterial street and highway project identified in the plan needs to undergo preliminary engineering by the responsible State, county, or local government prior to implementation. The plan states that final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or local government at the conclusion of preliminary engineering. WisDOT is essentially completing this work in an expedited manner through its design and traffic impact assessment work. WisDOT is currently planning to make the following improvements, which would require changes to the VISION 2050 arterial street and highway element:

- Widen STH 11 (Durand Avenue) between 56th Road and CTH H
- Widen CTH KR between IH 94 and 90th Street/72nd Street
- Widen Braun Road between IH 94 and 90th Street (Note: a portion of Braun Road is not identified as planned arterial in VISION 2050, and would need to be added to the planned arterial system)
- Widen CTH H between CTH KR and Venice Avenue
- Extend International Drive as a new facility from its current terminus just south of STH 20 (Washington Avenue) to STH 11 (Durand Avenue)
- Add Wisconn Valley Way as a new facility between CTH KR and STH 11 (Durand Avenue)

In addition, the Commission staff would revise the public transit services presented in the recommended plan to provide additional transit services connecting workers to the Foxconn campus and vicinity. Staff also intends to revise the bicycle network to show additional on-street bicycle accommodations and off-street paths in the affected area.

The following transportation maps and tables from Chapter 1 of Volume III (Recommended Year 2050 Regional Land Use and Transportation Plan) of the VISION 2050 plan report would be revised under this amendment (Note: As applicable, the corresponding maps and tables in Chapter 2 of Volume III (Fiscally Constrained Transportation Plan) would also be revised):

- Map 1.8 (Transit Services)
- Map 1.11 (Bicycle Network)

- Map 1.12 (Off-Street Bicycle Path System)
- Map 1.15 (Functional Improvements to the Arterial Street and Highway System in Kenosha County)
- Map 1.18 (Functional Improvements to the Arterial Street and Highway System in Racine County)
- Table 1.8 (Fixed-Route Public Transit Service Levels)
- Table 1.9 (Transit Service Hours and Frequency)
- Table 1.10 (Miles of Bicycle Facilities)
- Table 1.12 (Arterial Street and Highway System Preservation, Improvement, and Expansion by Arterial Facility Type by County)
- Table 1.13 (Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System in 2015 Constant Dollars: 2016-2050)
- Table 1.14 (Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System Based on Year of Expenditure: 2016-2050)
- Table 1.15 (Estimate of Existing and Reasonably Expected Arterial Street and Highway Revenues)
- Table 1.16 (Estimate of Existing and Reasonably Expected Transit Revenues)
- Table 1.17 (Estimated Cost and Potential Schedule of Freeway Construction and Reconstruction: 2016-2050)
- Table 1.18 (Estimated Cost and Potential Schedule of Major Surface Arterial Construction and Reconstruction Projects)
- Table 1.19 (Average Annual Costs by County Associated with the VISION 2050 Public Transit Element in 2015 Constant Dollars: 2016-2050)
- Table 1.20 (Estimated Gap Between VISION 2050 Costs and Existing and Reasonably Expected Revenues)

PERTINENT VISION 2050 RECOMMENDATIONS

Local planning will necessarily continue for many years around the Foxconn manufacturing campus. Much of this local planning is not anticipated to require amending VISION 2050. In anticipation of this planning, it is worth highlighting some of the key VISION 2050 recommendations that are pertinent to efficiently and responsibly developing land, providing the right mix of housing for workers near their jobs, and achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area. As Racine County and the affected communities conduct more detailed planning, VISION 2050 should be looked upon as a guide and the Commission staff as a resource.

Land use recommendations to highlight would revolve around:

- Development pattern
 - Mix of housing types and land uses, particularly near employment-supporting land uses
 - Development pattern that can be efficiently served by municipal facilities and services
 - Compact development pattern that minimizes impacts to natural and agricultural resources

Transportation recommendations to highlight would revolve around:

- Access
 - Transit services
 - Bike/pedestrian accommodations
- Road capacity and design
 - Traffic impacts
 - Safety
 - Accommodating all users (autos, transit riders, bicyclists, pedestrians, freight)
- Technology
 - Automated vehicles and connected vehicles (AV and CV) (while VISION 2050 does not include specific recommendations regarding AV and CV, VISION 2050 analyses included discussion on potential implications and Commission staff is knowledgeable on this emerging technology)
 - TSM (signal priority, advisory information)