Commission staff are proposing to amend VISION 2050 to reflect WisDOT’s planned surface arterial improvements near the Foxconn manufacturing campus.

- WisDOT has temporary jurisdiction over select local and county roads.

Staff are also proposing to amend the plan’s land use component and public transit and bicycle/pedestrian elements.
Timeline

- **August**: Committees consider approval to take draft amendment out for public comment
- **Late August through late September**: 30-day public comment period with series of public meetings
- **October**: Committees consider public comment and consider approving revised amendment for Commission adoption
- **December**: Commission considers adoption
Pertinent VISION 2050 Recommendations

- Recommendations worth highlighting that are already included in VISION 2050

- Key Land Use Recommendations:
  - Mix of housing types and land uses
    - Mix of housing types for a wide range of incomes
    - Access to job opportunities for workers with transportation barriers
    - Walkable neighborhoods to attract workers
  - Compact development pattern
    - Efficient, cost-effective municipal services
    - Minimize impacts to natural and agricultural resources
Key Transportation Recommendations:

- Access via significantly improved and expanded public transit and bicycle/pedestrian facilities
- Road capacity and design that address traffic impacts and safety, and accommodate all users
- Freight improvements that include pursuing a new intermodal facility, improving reliability, and providing clearances for OSOW shipments
- Employer-sponsored programs to reduce vehicle trips and VMT (e.g., HOV preferential treatment, parking cash-out, live near your work programs)
Proposed Changes in Amendment

- Proposed land use and transportation changes summarized on following slides
- “Primary Impact Area” highlights where key map changes would occur
  - Primary Impact Area boundary varies by map
Proposed Land Use Changes

- Additional 32,000 residents and 17,000 jobs
  - About half the total jobs potentially associated with Foxconn could be absorbed by job growth originally envisioned under VISION 2050

- New industrial, commercial, and residential development in primary impact area
  - Residential development consistent with Small Lot Traditional Neighborhood land use category
Proposed Land Use Changes

- Additional development disbursed over several communities within the Region
- Amendment to the sewer service area of the City of Racine and served communities
- New “IH 94/STH 11” major economic activity center
Proposed Land Use Changes

- **MIXED-USE CITY CENTER**
  (Residential and Other Urban Land—At Least 18.0 Dwelling Units per Net Residential Acre)

- **MIXED-USE TRADITIONAL NEIGHBORHOOD**
  (Residential and Other Urban Land—At Least 7.0 to 17.9 Dwelling Units per Net Residential Acre)

- **SMALL LOT TRADITIONAL NEIGHBORHOOD**
  (Residential and Other Urban Land—At Least 4.4 to 6.9 Dwelling Units per Net Residential Acre)

- **MEDIUM LOT NEIGHBORHOOD**
  (Residential and Other Urban Land—At Least 2.3 to 4.3 Dwelling Units per Net Residential Acre)

- **LARGE LOT NEIGHBORHOOD**
  (Residential and Other Urban Land—At Least 0.7 to 2.2 Dwelling Units per Net Residential Acre)

- **LARGE LOT EXURBAN**
  (Residential Land—0.2 to 0.6 Dwelling Units per Net Residential Acre)

- **RURAL ESTATE**
  (0.1 to 0.2 Dwelling Units per Acre)

- **AGRICULTURAL AND OTHER OPEN LANDS**

- **PRIMARY ENVIRONMENTAL CORRIDOR**

- **SURFACE WATER**

**Primary Impact Area**
Proposed Land Use Changes

- **ORIGINAL**

- **PROPOSED**

- **AREAS TO BE PROVIDED WITH PUBLIC SANITARY SEWER AND WATER SUPPLY SERVICE**

- **PRIMARY ENVIRONMENTAL CORRIDOR**

- **SURFACE WATER**

- **SUB-CONTINENTAL DIVIDE**

**Primary Impact Area**
Proposed Land Use Changes

- EXISTING MAJOR ECONOMIC ACTIVITY CENTER IN 2010 TO BE RETAINED
- RECOMMENDED MAJOR ECONOMIC ACTIVITY CENTER: 2050

MAJOR ECONOMIC ACTIVITY CENTER TYPE

G  GENERAL PURPOSE CENTER
I  INDUSTRIAL CENTER
R  RETAIL CENTER
O  OFFICE CENTER
I/O  INDUSTRIAL/OFFICE CENTER
R/O  RETAIL/OFFICE CENTER

MAJOR ECONOMIC ACTIVITY AREA
Proposed Street/Highway Changes

- Surface arterials to be improved with additional capacity (blue on map):
  - STH 11 (Durand Avenue) – 56th Road to CTH H
  - Braun Road – IH 94 to 90th Street
  - CTH KR – IH 94 to 90th Street
  - CTH H – CTH KR to Venice Avenue

- New surface arterials (red on map):
  - International Drive – STH 20 to STH 11
  - Wisconn Valley Way – CTH KR to STH 11
Proposed Street/Highway Changes

ARterial Street or highway
- **NEW**
- **NEW FACILITY WITH RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES)**
- **WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY**
- **RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)**
- **RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY**
  - **NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)**

Freeway interchange
- **EXISTING**
Commuter bus routes to Foxconn campus:
- From downtown Racine (Racine Transit Center along Sheridan Road and CTH KR)
- From downtown Milwaukee (along IH 94)
- From western Racine County (Burlington and Union Grove)

Local transit service improvements in impacted area, including shuttle between Sturtevant Amtrak Station and Foxconn campus
Proposed Public Transit Changes

TRANSIT SERVICES
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- INTERCITY RAIL
- STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
  SHARED-RIDE TAXI

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Proposed Bicycle Network Changes

- Revise on-street accommodations in impacted area based on updated surface arterial network
- Extend STH 11 enhanced bicycle facility corridor along CTH H and Braun Road
Proposed Bicycle Network Changes

**BICYCLE FACILITIES**

- **OFF-STREET BICYCLE PATH**
- **ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)**
- **NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK**
- **RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY**

\* Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a neighborhood greenway on a nearby parallel nonarterial.

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