Welcome & Introductions

Kevin Muhs
Executive Director

Ben McKay
Deputy Director

Eric Lynde
Chief Special Projects Planner

Liz Callin
Senior Transportation Planner
1. Background information
2. About the 2020 Review and Update of VISION 2050
3. Proposed plan updates + funding and equity analyses
4. Q/A
Meeting logistics

Participants are all in ‘Listen Only’ mode.

Use the ‘Questions’ panel to ask staff questions throughout the presentation.

Meeting is being recorded. Recording will be shared via email after the webcast is over.
How to provide feedback

1. Online survey

2. Traditional methods:
   - Email: VISION2050@sewrpc.org
   - Phone:
     - Eric Lynde: 262.953.3222
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Comment period open through April 8
About SEWRPC

Official areawide planning agency for SE Wisconsin

Advisory
About SEWRPC

7 counties

150 local governments
What is VISION 2050?

- Region’s long-range land use and transportation plan
- Makes recommendations to local and State government regarding land development and transportation
- Outlook to the year 2050
Purpose of the 2020 Review and Update

Review progress toward implementation and make updates based on that progress, changes in technology, or shifts in priorities for land development and transportation in the Region
2020 Plan Update Timeline

**OCTOBER 2019**
ADVISORY COMMITTEE MEETING #1

**DECEMBER 2019**
ROUND 1 PUBLIC MEETINGS
Reviewed implementation to date and obtained initial feedback.

**SPRING 2020**
ROUND 2 PUBLIC MEETINGS
Review draft plan update, including equity and financial analyses, and provide feedback.

**SUMMER 2020**
COMMISSION ADOPTION OF 2020 REVIEW AND UPDATE

**FEBRUARY 2020**
ADVISORY COMMITTEE MEETING #2

**APRIL 2020**
ADVISORY COMMITTEE MEETING #3

**WE ARE HERE**
SEWRPC staff reviewed feedback and prepared draft 2020 Review and Update.

SEWRPC staff reviews feedback and finalizes 2020 Review and Update.

VISION 2050
One Region, Focusing on Our Future
2020 Plan Update – Round 1 Feedback

December 2019
9 Interactive meetings
1 online survey
277 total participants
What We Heard

1. Land Use
   - Support for recommended compact development
   - Support for a mix of smaller and larger lots for single-family homes

2. Public Transit
   - 90% of participants would support increasing funding for public transit

3. Bicycle and Pedestrian
   - Support for more protected and buffered bike lanes
What We Heard

4. Streets and Highways
   - Concerns for safety around reckless driving, inattentive driving, congestion, and lack of bike lanes, paths, and sidewalks
   - 90% of participants would support, or would support under certain circumstances, increasing funding for road improvements

5. Shared Mobility + Automated Vehicles
   - Safety concerns
   - Concerns about equity
VISION 2050 Themes and Objectives

- VISION 2050 plan objectives under four important themes:
  - **Healthy Communities**
  - **Equitable Access**
  - **Costs and Financial Sustainability**
  - **Mobility**

- In response to public and stakeholder feedback, staff will be adding emphasis on these themes and better showing how the recommended plan addresses them.
Round 2 Public Involvement Focus

✓ Proposed Updates
✓ Updated Funding Analysis
✓ Updated Equity Analysis
The plan will continue to recommend:

- Focus new urban development in urban centers
- Increased density and provide a mix of housing types and uses
- Preserve primary environmental corridors and agricultural land

No changes are proposed to the land use component of the plan.
VISION 2050 Land Use Development Pattern

- MIXED-USE CITY CENTER
- MIXED-USE TRADITIONAL NEIGHBORHOOD
- SMALL LOT TRADITIONAL NEIGHBORHOOD
- MEDIUM LOT NEIGHBORHOOD
- LARGE LOT NEIGHBORHOOD
- LARGE LOT EXURBAN
- RURAL ESTATE
- AGRICULTURAL AND OTHER OPEN LANDS
- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER
Bicycle and Pedestrian

The plan will continue to recommend:

- Expanding the on-street bicycle network, including enhanced bicycle facilities in key regional corridors
- Expanding off-street paths to provide a well-connected network
- Providing sidewalks in areas of existing or planned urban development
- Minimizing crashes involving bicyclists and pedestrians
Proposed changes:

Add dockless scooters to the existing recommendation to expand bike share, and recommend local governments address potential safety concerns related to dockless scooters.
VISION 2050 Bicycle Network as Updated

- **OFF-STREET BICYCLE PATH**
- **ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)**
- **NON-ARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK**
- **RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY**
Travel Demand Management (TDM)

The plan will continue to recommend:

▪ Enhancing preferential treatment for transit and high-occupancy vehicles (HOV) through HOV bypass and transit-only lanes
▪ Expanding the network of park-ride lots
▪ Pricing personal vehicle travel at its true cost
▪ Facilitating transit, bicycle, and pedestrian movement in local land use plans and zoning
Proposed changes:

Add a new recommendation to encourage government entities to work with private-sector mobility providers (e.g., Uber/Lyft or Bublr Bikes) on possible partnerships to advance an equitable, affordable, and efficient transportation system.
Updated Funding Analysis

Investment Required for VISION 2050 (as Updated)
Average Annual in Millions of 2019$

- Public Transit: $201, $285, $486
- Bicycle & Pedestrian: $6
- Streets & Highways: $859, $98, $957

Funding Available for VISION 2050 (as Updated)
Average Annual in Millions of 2019$

- Public Transit: $88, $145, $233
- Bicycle & Pedestrian: $6
- Streets & Highways: $493, $79, $572
The plan will continue to recommend:

- Significant improvement and expansion of the public transit system, including commuter rail, rapid transit, and improved fixed and flexible transit services
- Programs to improve access to suburban employment
- “Transit first” designs on urban streets
- Other initiatives to promote transit use and improve quality of service
Proposed changes:
Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas.
VISION 2050 Transit Services

TRANSPORT 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
Transit Services: Fiscally Constrained System

**TRANSIT SERVICES**

- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE (NONE)
- 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 (NONE)
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

**$250 million gap**

35 percent reduction in existing service
Transit Service Quality

EXISTING

VISION 2050

Fiscally Constrained
Jobs Accessible Within 30 Minutes Via Transit
The plan will continue to recommend:

- Keeping arterial street and highway system in state of good repair
- Incorporating complete streets concepts
- Strategically expanding arterial capacity to accommodate all roadway users and address residual congestion
- Minimizing total traffic crashes, along with crashes involving fatalities and serious injuries
Proposed changes:

- Reduce reckless driving
- Incorporate curbside management
- Monitor automated vehicles
Streets and Highways: VISION 2050 as Updated

NEW ARTERIAL

ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES

PREVERSE EXISTING CROSS-SECTION

NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES

NEW INTERCHANGE

FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS
Streets and Highways: Fiscally Constrained System

- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
  - NEW INTERCHANGE
  - FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

$385 million gap

- Fewer roads reconstructed, widened, or newly constructed
- More rehabs vs. reconstructions
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Purpose of the Equity Analysis

1. Are the benefits and impacts of the plan shared fairly and equitably?

2. Does the plan serve to reduce significant, long standing disparities between whites and people of color?
Equity Analysis Populations

Minority
Families in Poverty
People With Disabilities

See Appendix D, of the draft 2020 Review and Update for the full Equity Analysis
Equity Analysis Findings

Percent of Population with No Vehicle Available

- Minority Households: 16%
- Non-Minority Households: 6%
- Families in Poverty: 30%
- Families Not in Poverty: 6%

About 4x as many people of color, families in poverty, and people with disabilities would have access to high-quality transit under VISION 2050 than under the fiscally constrained transportation system.
Equitable Access to Jobs

Percent of Populations with Access to 10,000 or More Jobs Within 30 Minutes by Transit

- Minority
- Non-Minority
- Families in Poverty
- Families Not in Poverty
- People with Disabilities
- People Without Disabilities

0% 20% 40% 60% 80% 100%

- Existing
- VISION 2050
- Fiscally Constrained
Equity Analysis – Key Land Use Findings

- All recommendations would have a positive impact on the Region’s population as a whole, and many recommendations would have a particularly positive impact on people of color, low-income populations, and people with disabilities.

- None would have an adverse impact on these population groups.
Equity Analysis – Key Transportation Findings

- No area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements.

- **VISION 2050** would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.

- A disparate impact to these population groups is likely unless additional funding is provided for public transit.
QUESTION / ANSWER
Thank you!
We look forward to your comments.

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