

**2020 REVIEW AND UPDATE OF VISION 2050:
A REGIONAL LAND USE AND TRANSPORTATION PLAN
FOR SOUTHEASTERN WISCONSIN**

Appendix E

SUMMARY OF PUBLIC COMMENTS

INTRODUCTION

This appendix presents a summary of all public comments received during the 2020 interim review and update process.¹ Staff conducted two rounds of public involvement for the 2020 Review and Update.

Comments from the first round were obtained at the November 6, 2019, Environmental Justice Task Force meeting and during a formal public comment period from November 18 through December 20, 2019, in the following ways:

- Seven public meetings held across the Region (one in each county) from December 3 through 12
- An online questionnaire that replicated the feedback opportunities of the seven public meetings
- A “Community Conversation” event on December 7 with several of the Commission’s community partners
- A meeting of the Hmong American Friendship Association (HAFA) on December 15
- Email or online comment form (note: no comments were submitted via U.S. mail or fax)

Comments from the second round were obtained at the February 18, 2020, Environmental Justice Task Force meeting and during a formal public comment period from February 27 through April 8, 2020, in the following ways:

- Four public meetings held across the Region from March 9 through 12 (note: three additional public meetings and all meetings scheduled with the Commission’s community partners were canceled due to public health concerns related to the COVID-19 pandemic)
- An online questionnaire that replicated the feedback opportunities of the public meetings
- Email or online comment form (note: no comments were submitted via U.S. mail or fax)

In lieu of the canceled public and partner meetings during the second round, staff held two virtual public meetings on March 31 and April 1, prepared a YouTube video presentation, and extended the original comment period from March 27 to April 8.

All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff prepared the 2020 Review and Update of VISION 2050.

¹ A separate report entitled Record of Public Comments: 2020 Review and Update of VISION 2050, documents all comments received during preparation of the 2020 Review and Update.

SUMMARY OF ROUND 1 COMMENTS RECEIVED

A total of 277 unique individuals participated in the first round of public involvement by attending one of the nine public or partner meetings held in December or completing the online questionnaire. A summary of the comments received during the first round is presented below.

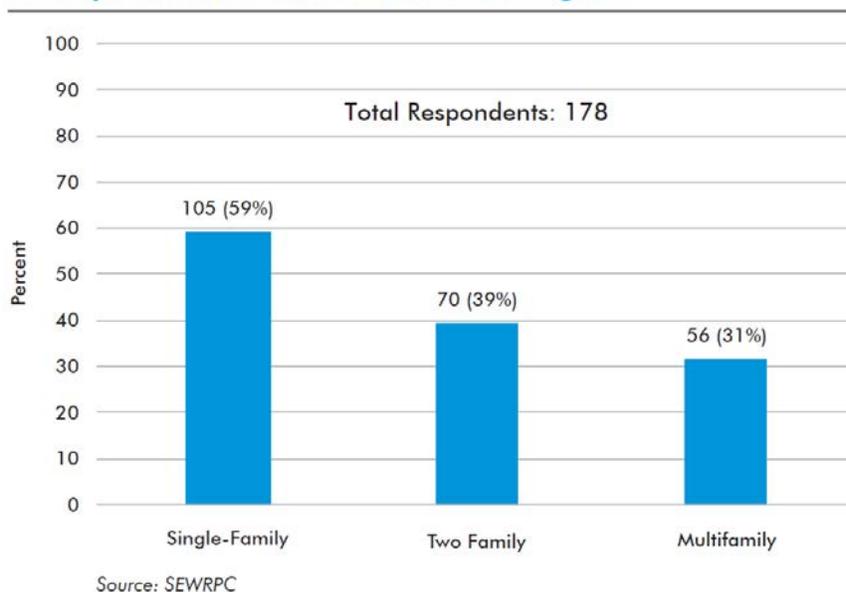
Responses to Worksheet Questions

At each of the seven public meetings, staff distributed a worksheet to attendees with a series of eight questions about land use and transportation. This worksheet was also distributed at the December 7 Community Conversation and December 15 HAFA meeting, and the same eight questions were asked via the online questionnaire. The responses to the worksheet questions are summarized below. Note that the comments are from a self-selected sample of individuals and were not obtained via a statistically significant survey method.

Worksheet Question 1: What types of housing development would you like to see more of in the Region?

Figure E.1 shows the percent of responses for each type of housing development participants would like to see more of in the Region.

Figure E.1
Round 1 Feedback: Types of Housing Development
Participants Would Like More of in the Region



Additional comments in response to Question 1 included:

- Support for affordable housing (18)
- Support for mixed-use development (5)
- Support for a variety of housing types (5)
- Support for higher-density housing near transit stops (3)
- Support for senior housing (3)
- Support for common greenspace in housing developments (2)

- Support for walkable neighborhoods (2)
- Opposition to developing any single-family homes
- Support for accessible housing for people with disabilities
- Support for co-op housing
- Support for farmettes
- Support for infill development
- Support for land trusts
- Support for mixed-income housing
- Support for multi-generation housing
- Support for passive housing design that minimizes the energy needed for heating/cooling
- Support for renovation of older homes and buildings (e.g. lead abatement)
- Support for tiny homes
- Support for townhouses instead of traditional duplexes

Worksheet Question 2: The single-family homes recommended by VISION 2050 would largely be on lots of 1/4-acre or less (the Small Lot Traditional Neighborhood land use category), but most single-family homes developed since 2010 have been on larger lots. Do you think developing single-family homes on smaller lots is a good idea? Why do you think most single-family homes are being developed on larger lots?

Most commenters supported developing single-family homes on smaller lots (83). Reasons cited for their support included:

- Smaller lots encourage alternative modes of transportation and reduce the dependency on automobiles
- Smaller lots tend to be more affordable
- Smaller lots tend to preserve more land as open space
- Smaller lots tend to be more cost-effective (utilities, public services)
- Smaller lots tend to be more profitable to developers
- Smaller lots encourage people to use public spaces and explore their community
- Smaller lots support development of public transit
- Smaller lots would allow better racial integration in different communities

A significant number of commenters were opposed to developing single-family homes on smaller lots (40). Reasons cited for their opposition included:

- Larger lots better preserve the character of rural communities
- Larger lots provide large yards for families with children and for gardening
- Larger lots generate less traffic congestion

Commenters provided the following possible reasons why most single-family homes are being developed on larger lots, rather than on smaller lots as VISION 2050 recommends:

- People desire larger lots for a variety of reasons (e.g., space, privacy, family activities, natural lighting, gardening, connection to nature, safety, status)

- Larger housing on larger lots may be seen as more profitable to developers
- Homes on smaller lots may require too many stairs for kids, seniors, and people with disabilities
- People moving from the Chicago area can afford larger homes on larger lots
- Local regulations do not promote housing development on smaller lots and/or limit housing development on larger lots
- Larger lots are more environmentally friendly
- Smaller lots put a higher strain on local infrastructure
- Demand for larger lots is due to people's sense of self-importance over the collective good
- Demand for larger lots is due to people's tendency to self-segregate
- Larger lots are facilitated by approval of sewer extensions, water service, and roadways to serve such developments

Additional comments in response to Question 2 included:

- Housing and lot size should reflect people's specific needs and circumstances
- Providing common public spaces within smaller lot developments can eliminate the need for large yards
- Smaller lots may be suitable for urban areas, but larger lots may be more appropriate for suburban and/or rural areas
- If larger lots are developed, they should include accessory dwelling units
- Municipalities should consider allowing smaller minimum lot sizes in sewer service areas
- There is an increased need for rental units for younger generations and retiring baby boomers
- Housing should be designed in a neighborhood setting and in a way that encourages community cohesiveness
- More education needs to be done in counties that are not receptive to smaller lots
- New homes seem to be larger regardless of lot size
- Private land managed to benefit stormwater retention, infiltration, and with native vegetation should be taxed at a lower rate
- Single-family development should be as infill and in mixed-use neighborhoods
- Smaller lots should be developed to allow space for agriculture
- Slow population growth may be causing low demand for single-family homes
- Fewer people are buying homes due to lower wages and higher debt
- Larger lot development tends to exclude low-income people, which perpetuates and exacerbates discrimination, especially against people of color and people with disabilities, whom are disproportionately concentrated in the City of Milwaukee
- The process for extending water, sewer, and roadways should be reconsidered, including applying more stringent criteria focused on reducing regional inequities and de-prioritizing criteria like traffic congestion

Worksheet Question 3: VISION 2050 previously identified a gap in funding for the recommended transit system and identified possible ways to provide additional funding. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?

Most commenters supported providing additional funding for public transit (116). Potential revenue sources that were suggested included:

- Allocate more State funding to transit (10)
- Increase sales taxes and/or create a sales tax dedicated to transit (7)
- Increase taxes on and/or support from businesses (7)
- Increase the gas tax (7)
- Increase vehicle registration fees (6)
- Implement tolling (5)
- Increase property taxes (4)
- Reallocate highway funding to benefit transit (4)
- Increase development fees (3)
- Increase Federal funding (3)
- Implement a vehicle-miles of travel (VMT) fee (2)
- Implement congestion pricing (2)
- Increase funding from out-of-state travelers (2)
- Increase hotel room tax (2)
- Increase user fees (2)
- Generate revenue from developing public land
- Implement a one-time property tax increase
- Implement an excise tax
- Implement a payroll tax
- Implement a dedicated income tax
- Increase car rental fees
- Increase fines for driving under the influence of alcohol or other drugs
- Increase parking fees
- Increase rates of all types of taxes currently used to fund transit
- Increase revenue from tourism
- Increase sales tax on car purchases
- Increase taxes on gambling
- Increase taxes on the wealthy
- Increase transit fares
- Increase use of Federal grants

- Index the gas tax to inflation
- Obtain sponsorships for bus routes
- Reallocate local tax revenue to benefit transit
- Reallocate parking ticket revenues to benefit transit
- Tax tow lots on every car that is towed

Some commenters were opposed to providing additional funding for public transit (11). Only one commenter cited a reason for their opposition, indicating they believed the existing transit system is sufficient.

Additional comments in response to Question 3 included:

- Implement a regional transit authority (RTA)
- Increase vehicle registration fees specifically for larger vehicles
- Consider the impact of revenue sources on low-income individuals
- Consider revenue sources that do not directly impact residents
- Improving public transit will generate cost savings by reducing the need to expand highways
- Do not increase transit fares
- Bicycles and electric cars should be exempt from tolls and parking fees
- Educate State and Federal elected officials on the benefits of transit
- Implement financial incentives to encourage transit use
- Make existing transit services more cost-efficient
- Locate new jobs near the existing workforce to reduce the cost to provide transit services
- Establish a transit foundation
- Stop building new or expanded highways in areas that lack transit and affordable housing, which will incentivize regional collaboration
- Funding for expanded transit is needed to reduce substantial racial disparities in the Region

Worksheet Question 4: Have your transportation options been impacted by recent expansions or reductions in transit service? What transportation options would you like to see more of in the Region to better meet your needs?

Some commenters responded that their transportation options have been impacted by recent expansions or reductions in transit service (22), while most commenters responded that their transportation options not been impacted by recent expansions or reductions in transit service (49). Commenters provided the following transportation options that they would like to see more of in the Region to better meet their needs:

- New commuter rail, including between Kenosha, Racine, and Milwaukee; in the 30th Street Industrial Corridor in Milwaukee; between Walworth County and Milwaukee; and between Chicago and Lake Geneva (9)
- Improved transit to/from employers (7)
- More bus routes (6)
- New intercity/high-speed passenger rail service to/from destinations such as Madison, the Twin Cities, and Chicago (6)

- Increased bus frequency (5)
- Increased intercounty transit (5)
- Expansion of streetcar in Milwaukee (4)
- Lower transit fares (4)
- More transit service between the City of Milwaukee and suburban communities (4)
- New light rail (4)
- Increased hours of service, including nights and weekends (3)
- Better first-mile/last-mile options such as Uber/Lyft (2)
- Faster transit service (2)
- Free transit (2)
- Improved transit to/from medical facilities (2)
- Increased bike-share options (2)
- Increased ride-share options (2)
- New bus rapid transit (BRT) service (2)
- Additional door-to-door service to senior centers and meal sites
- Better connections between transit services
- Free rides for seniors and people with disabilities
- Improved transit serving smaller communities
- Improved transit to/from grocery stores
- Increased electric scooter options
- Increased Metra commuter rail frequency in Kenosha
- Increased transit service to/from UW-Parkside
- More affordable options for seniors and people in poverty
- More bus service to events
- More express bus service
- More on-street bike lanes
- More parking spaces at park-ride lots served by transit
- More reliable service
- More safe, welcoming bicycle and pedestrian environments, especially in underserved communities
- More service/options for people with disabilities
- More shared-ride taxi service in less-dense areas of the Region
- More transit focused on underserved communities
- New Amtrak station in Kenosha County
- New bus system in Walworth County

- New commuter bus service to/from the Highway 67 park-ride lot north of Elkhorn
- New dedicated bus lanes on freeways
- New subway system
- New transit service between Lake Geneva and Kenosha
- New transit service between Madison, Milwaukee, and Racine

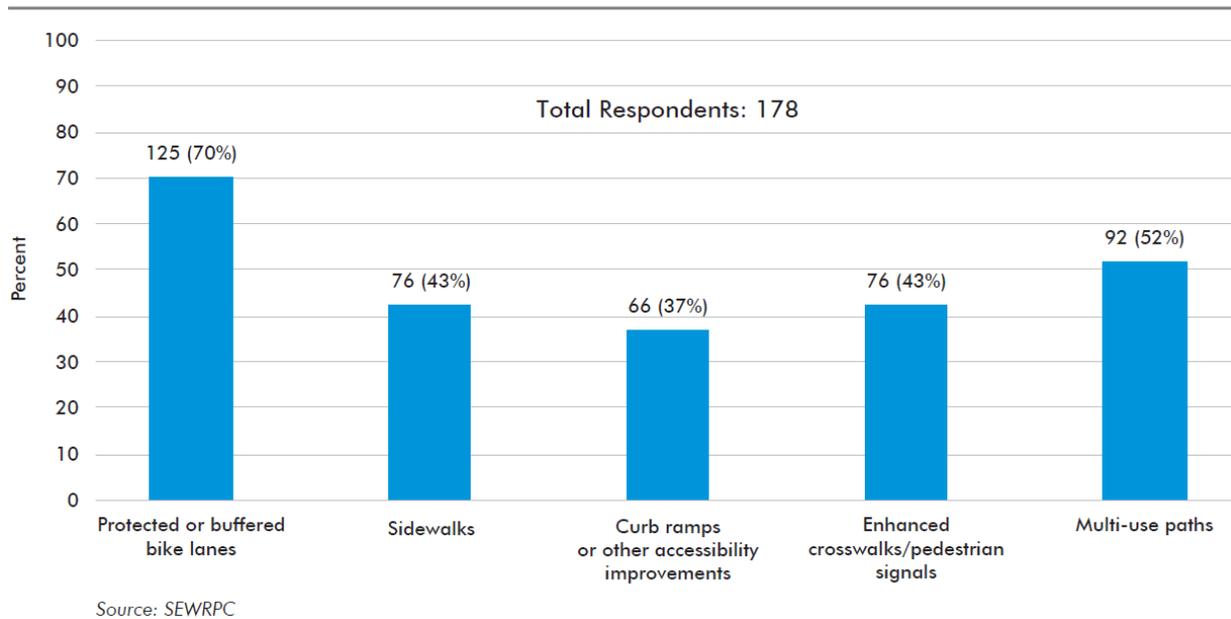
Additional comments in response to Question 4 included:

- Do not eliminate service on the MCTS Gold Line
- Driving should not be as convenient
- Focus on repairing local roads before expanding highways
- Implement complete streets concepts in roadway projects
- Implement preferential treatment for transit on roadways
- Improve lighting at bus stops
- Increase parking capacity
- Prohibit electric scooters
- Provide options to compensate for slow traffic caused by the Hop streetcar
- Provide additional traffic lanes to accommodate transit services
- Spend less on roads
- Use renewable energy for transit (e.g., electric vehicles)
- Use smaller buses to allow more frequent service

Worksheet Question 5: What types of biking and walking improvements would you like to see more of in the Region?

Figure E.2 shows the percent of responses for each type of biking and walking improvement participants would like to see more of in the Region.

Figure E.2
Round 1 Feedback: Types of Biking and Walking Improvements
Participants Would Like More of in the Region



Additional comments in response to Question 5 included:

- Better maintain existing multi-use paths
- Better snow removal from sidewalks and curb ramps
- Bicycle facilities are not used in winter
- Construct more multi-use paths along and through natural areas (e.g., Lake Michigan, woods, wetlands)
- Construct more off-street multi-use paths
- Construct more protected and buffered bike lanes
- Designate separate areas on multi-use paths for biking and walking
- Do not construct more protected and buffered bike lanes if they will increase traffic congestion
- Do not construct new multi-use trails if they will negatively impact primary environmental corridors and natural areas
- Do not construct new protected and buffered bike lanes or off-street multi-use paths
- Do not prioritize bicycle and pedestrian improvements over building the USH 12 freeway extension between Elkhorn and Whitewater
- Do not widen roadways with additional traffic lanes
- Eliminate gaps in the bicycle network
- Improve bicycle and pedestrian facilities
- Improve bicycle and pedestrian wayfinding signage
- Improve pedestrian crossings at signals to ensure enough time for people with disabilities to cross and add sound signals for visually impaired to know when it is safe to cross

- Improve pedestrian signals at intersections
- Install more speed/red-light cameras along roadways to improve safety
- Install sidewalks and streetlights on Washington Avenue between Green Bay Road and 39th Avenue in the City of Kenosha
- Limit bicycle traffic on streets and highways
- Limit sidewalks to high-pedestrian areas
- Maintain the right-of-way for sidewalks (e.g., trimming trees/shrubs)
- Make sidewalks more accessible for disabled pedestrians by easing the transition between sidewalks and driveways
- Modify the Hoan Bridge to accommodate bicycles
- Prohibit motorized vehicles on multi-use paths
- Provide an equitable distribution of bike and walking facilities
- Provide designated pedestrian/bike paths (e.g., Sanibel Island, FL)
- Provide more raised bike lanes
- Provide more sidewalks in suburban communities
- Repair damaged sidewalks

Worksheet Question 6: What bicycle- and/or pedestrian-related safety concerns do you have? Is there anything you'd like to see more of in the Region to address these concerns?

Commenters expressed the following bicycle and pedestrian safety concerns:

- Reckless driving (11)
- Vehicle speeds (8)
- Dangerous to ride bicycles on rural roads without bike lanes (4)
- Traffic signals that prioritize traffic flow over pedestrians (3)
- Biking or walking on high-speed rural roads (2)
- Inattentive driving such as texting while driving (2)
- Potholes in bike lanes (2)
- Snow removal from sidewalks and curb ramps (2)
- Bicyclists who do not follow traffic laws
- Bike lanes that are too narrow
- Bike/car merging (e.g., Hawley Road, State Street bridge)
- Bikes lanes on heavily trafficked roads (e.g., National Avenue in West Allis)
- Dockless scooters riding on sidewalks
- Electric vehicles that make less noise so bicyclists and pedestrians may not hear them coming
- Incomplete pedestrian facilities in suburban shopping centers
- Narrow roads for bicyclists (e.g., the Kettle Moraine area of Walworth County)
- Not enough traffic signals to slow traffic

- Roads that are too wide to cross safely
- Roundabouts are unsafe for pedestrians
- Sharrows and unprotected bike lanes are dangerous for bicyclists
- Sprawling development patterns

Commenters provided the following suggestions for how to address bicycle and pedestrian safety concerns:

- Protected/separated/buffered bike lanes (21)
- Better lighting (9)
- Education for drivers regarding bicycle and pedestrian safety (7)
- Bike trails (6)
- Education on safe bicycling practices (5)
- Bike lanes (4)
- Complete streets and/or roadways that prioritize transit, bikes, and pedestrians (4)
- Sidewalks (4)
- Wider roads (4)
- Accessible pedestrian facilities (3)
- Speed/red-light cameras (3)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (2)
- Enforcement of traffic laws (2)
- Flashing signals at street crossings for pedestrians and bike paths (2)
- Multi-use paths (2)
- Prohibit vehicles from parking in bike lanes (2)
- Repair damaged sidewalks (2)
- Single-use trails (2)
- Wider bike lanes (2)
- Adequate time for people with mobility impairments to cross at signals
- Better paved surfaces
- Bublr bike stations
- Bus lanes in inner cities
- Clearly marked pedestrian right-of-way
- Clearly placed signs for pedestrian right-of-way
- Consider pedestrians and bicyclists when placing orange construction barrels in Downtown Milwaukee
- Enact and enforce helmet laws
- Ensure bicycle and pedestrian improvements are made in the central city and underserved neighborhoods

- Improved pedestrian facilities
- Incentives to encourage people to bike to work
- Local bicycle/pedestrian plans
- Maintain parkway roads
- Maps to show bicycle and pedestrian connections to transit
- Marked crosswalks
- More sidewalks in commercial parking lots connecting to public sidewalks
- Oscillating sound for visually impaired pedestrians crossing roadways
- Painted bike lanes and crosswalks
- Pedestrian median islands
- Promote biking and walking
- Protected sidewalks along busy streets
- Provide protection for bicyclists and pedestrians
- Public transportation to reduce the number of motorized vehicles on the road
- Raised bike lanes
- Reduced speed limits within cities
- Safer bike paths
- Safer street crossings for bike paths
- Separate multi-use paths (e.g., along Highway 20 in Rock and Jefferson Counties)
- Shared parking lots at shopping centers to encourage walkability
- Sidewalks in suburban communities
- Sidewalks on STH 32 between Racine and Kenosha
- Smaller bike lanes
- Technology at signals that anticipates when a pedestrian is approaching
- Traffic calming
- Well-connected biking and walking paths
- Wide paved shoulders

Additional comments in response to Question 6 included:

- Bicycles should be on trails not roadways
- Do not construct new multi-use trails if they negatively impact primary environmental corridors and natural areas
- Should not waste money on bicycle and pedestrian accommodations on rural highways

Worksheet Question 7: What types of automobile-related safety concerns do you have? Is there anything you'd like to see more of in the Region to address these concerns?

Commenters expressed the following automobile-related safety concerns:

- Reckless driving (24)
- Vehicle speeds (18)
- Inattentive driving such as texting while driving (10)
- Traffic congestion (9)
- Red light running (7)
- Road conditions (7)
- Dangerous traffic congestion and roadway design along USH 12 between Elkhorn and Whitewater (6)
- Drivers not obeying traffic laws (4)
- Wide roads that encourage high vehicle speeds (4)
- Painted lines that have worn away (3)
- Construction zones on freeways (2)
- Drunk driving (2)
- Poor visibility of painted lines at night and/or when wet (2)
- Speed limit increases on highways (2)
- Unlicensed/uninsured drivers (2)
- Blind curves on rural highways
- Drivers not yielding to pedestrians
- Drivers that drive too slow
- Hit-and-run crashes
- Limited public transit, which results in increased traffic congestion
- Kids stealing and crashing cars
- Large vehicles compared to smaller vehicles, bicycles, and pedestrians
- Narrow lanes on rural highways
- Police chases
- Road conditions in neighborhoods with concentrations of people of color and poverty
- Slow-moving vehicles on rural highways (e.g., farm implements)
- Stop signs that are difficult to see and/or are partially hidden
- Too many access points along rural highways
- Truck traffic

Commenters provided the following suggestions for how to address automobile-related safety concerns:

- Build the USH 12 freeway extension between Elkhorn and Whitewater (17)
- Speed/red-light cameras (13)

- Bring driver's education back to public schools (6)
- Enforce traffic laws (6)
- Roundabouts (6)
- Better planning for construction projects (4)
- Intersection improvements at USH 12/STH 67 intersection at CTH A and/or CTH ES (4)
- Measures to protect pedestrians (e.g., curb bumpouts, refuge islands) (4)
- Repair potholes (4)
- Stricter drunk driving laws (4)
- Traffic calming (4)
- Bicycle facilities (3)
- More high-occupancy vehicle (HOV) lanes to encourage carpooling (3)
- Road diets (3)
- Alternatives to driving (2)
- Better lighting (e.g., rural intersections) (2)
- Fewer cars on the road (2)
- Improve public transit (2)
- Promote carpooling/ride-sharing (2)
- Stops signs at intersections (2)
- Turn lanes on USH 12 in Walworth County (2)
- Additional traffic lanes to address congestion
- Autonomous vehicles
- Better paved surfaces
- Complete a corridor study for the USH 12 freeway extension between Elkhorn and Whitewater
- Complete streets implementation
- Discourage single-occupancy automobile use
- Driver's license recovery programs
- Electric car stations
- Fewer traffic signals
- Flashing red lights on stop signs
- Implement vanpooling programs
- Incentivize carpooling and ride-sharing
- Light rail on highways
- Measures to get old and toxic vehicles off the road
- "No turn on red" signs
- Opposed to expanding highways

- Opposed to expanding highways without also increasing public transit options
- Opposed to roundabouts
- Pilot of 5-10 counties to conduct more frequent safety education programs for drivers
- Provide automobiles rather than buses to workers needing to reach jobs in the suburbs
- Public education campaign to address reckless driving
- Pullover lanes in case of emergencies
- Reduce dependence on automobiles
- Reduce lane widths once autonomous vehicles are implemented
- Reduce traffic congestion
- Require driver's license to purchase gas
- Require periodic online driver's testing as a condition for maintaining a valid driver's license
- Require traffic to stop for school buses in the City of Milwaukee
- Resurface USH 12 from STH 50 to STH 67 in Walworth County
- Road resurfacing projects
- Safer roadway crossings for pedestrians and people with disabilities
- Technology in cars to prevent them from traveling faster than 50 mph within a city
- Traffic lanes on streets and highways to reduce congestion
- Traffic signals
- Truck lanes for semis
- Wide shoulders for bicyclists and pedestrians

Worksheet Question 8: VISION 2050 previously identified a gap in funding for the recommended street and highway system and identified possible ways to provide additional funding. Would you support providing additional public funding for street and highway improvements? If so, are there particular revenue sources you think should be considered?

Most commenters supported providing additional funding for street and highway improvements (80). Potential revenue sources that were suggested included:

- Increase the gas tax (11)
- Increase vehicle registration fees (8)
- Implement tolling (8)
- Obtain more private sector support/partnerships (7)
- Increase State funding (7)
- Increase sales taxes (5)
- Increase user fees (3)
- Charge drivers for the true cost to maintain the transportation system (2)
- Increase the excise tax on alcohol (2)
- Increase property taxes (2)

- Increase the sales tax on vehicle purchases (2)
- Index the gas tax to inflation (2)
- Implement a vehicle-miles of travel (VMT) fee (2)
- Implement congestion pricing
- Implement red-light cameras
- Increase Federal funding
- Increase fees on heavy trucks
- Increase taxes on businesses
- Increase the use of Federal grants
- Legalize recreational cannabis
- Allocate more State funding to transportation
- Tax the wealthy

Some commenters indicated they may support providing additional funding for street and highway improvements under certain conditions (15). Conditions needing to be met to obtain their support included:

- If the additional funding is used to build the USH 12 freeway extension between Elkhorn and Whitewater (5)
- If the additional funding will make roads safer (3)
- If the additional funding will improve public transit (2)
- If the additional funding will improve and maintain road conditions (2)
- If the additional funding will add high-occupancy vehicle (HOV) lanes (2)
- If the public is able to determine by majority how funds are allocated

Some commenters were opposed to providing additional funding for street and highway improvements (9). Reasons cited for their opposition included:

- Should invest in public transit instead of providing additional public funding (2)
- Public funds are not being spent effectively
- Should invest more aggressively instead of providing additional public funding
- Unable to afford paying higher taxes

Additional comments in response to Question 8 included:

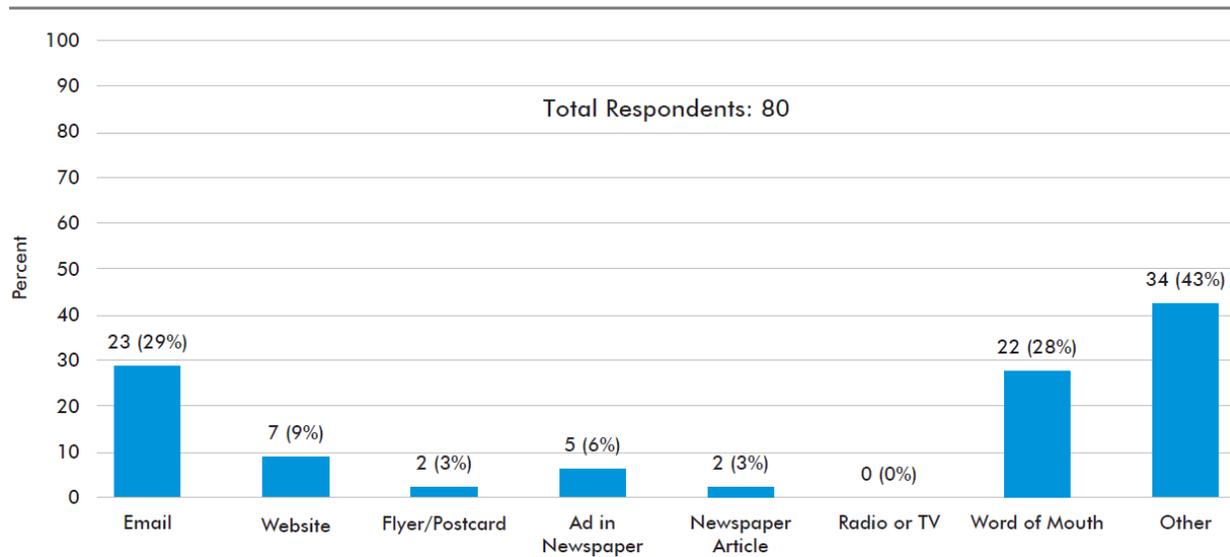
- Additional funding should be directed to urban areas with high concentrations of people of color
- Additional funding should be spent on local roads not highways
- Apply tolling to out-of-state vehicles only
- Charge out-of-county drivers
- Compare the rate of resurfacing to needs and past trends
- Compensate for the impact of additional taxes on low-income people
- Congestion cannot be eliminated and encourages alternative transportation modes

- Congestion should be de-prioritized in determining roadway improvements
- Consider revenue sources that do not directly impact residents
- Eliminate wasteful spending
- Funding should be distributed in an equitable way
- Funding should be spent to maintain existing roadways not widen roadways
- Funding should first be spent to maintain existing roadways
- Funding sources should be progressive
- Improving the transportation system will attract young people to the Region
- Include funding for bicycle, pedestrian, and transit improvements
- Invest in more environmentally friendly and durable equipment (e.g., snow plows)
- Opposed to spending on bicycle and pedestrian accommodations
- Opposed to increasing property taxes as it increases the burden on residents
- Provide additional public transit funding
- Reduce the salaries of State legislators
- Research best practices for road repair
- Shift highway funding to passenger rail
- Spend less in Milwaukee and surrounding areas to build the USH 12 freeway extension between Elkhorn and Whitewater
- Switch to LED lighting to reduce long-term energy costs

Worksheet Question: How did you learn about this meeting?

Figure E.3 shows the percent of responses for the way attendees of the seven public meetings heard about the meeting.

Figure E.3
Round 1 Feedback: How Participants Heard About the Public Meetings



Source: SEWRPC

Respondents that selected the “Other” option provided the following additional ways they learned about the meeting:

- Through a member of the Commission’s Public Involvement and Outreach staff
- Through one of the Commission’s nine community partners
- Through the SOPHIA Interfaith group in Waukesha County

Responses to Interactive Board Questions

At each of the seven public meetings, a series of five interactive boards were on display, providing an opportunity to provide feedback on the following topics being considered during the 2020 Review and Update:

- Planning for Public Health
- Planning for Equity
- Planning for Environmental Resilience
- Emerging Trends in Shared Mobility
- Connected and Autonomous Vehicles

These boards were also on display at the December 15 HFA meeting, and the questions on each board were asked via the online questionnaire. At the December 7 Community Conversation, rather than interactive boards, staff facilitated a series of small group discussions during which staff asked the same questions.

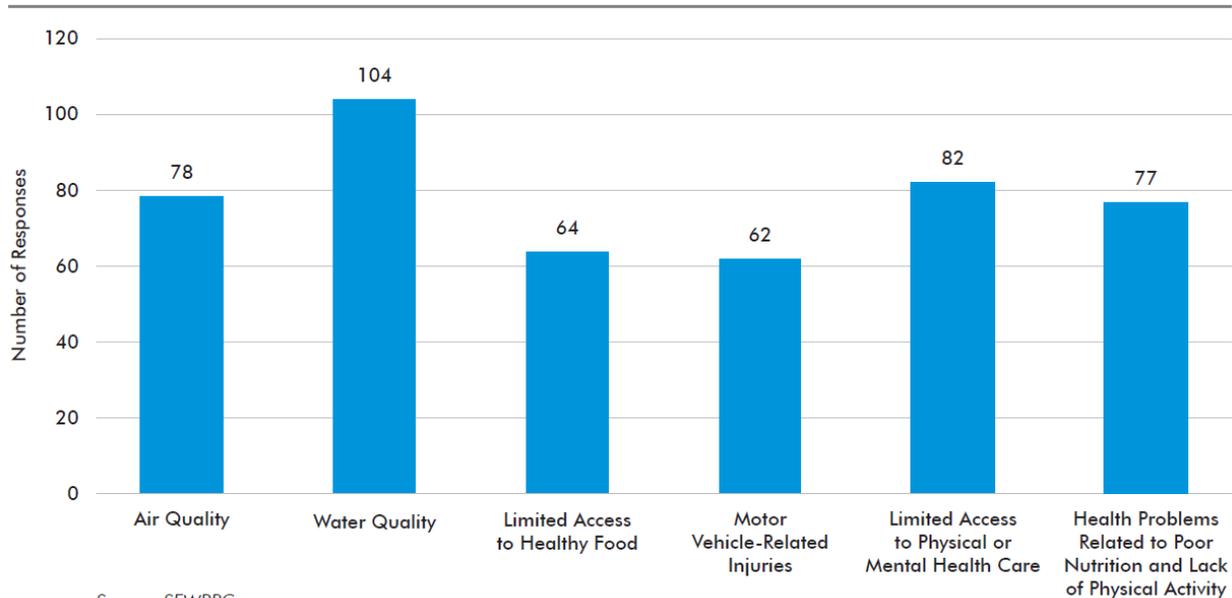
This input activity involved placed dots next to different options to indicate residents’ priorities and adding ideas via sticky notes. The purpose of the activity varied by topic. For public health, environmental resilience, and equity, the intent was to better understand resident’s priorities as staff considered enhancing or expanding on each important issue within VISION 2050. For shared mobility

and connected and autonomous vehicles, the intent was to obtain residents' ideas as staff considered how these major technological trends could impact or be incorporated into VISION 2050. The responses to the interactive board questions are summarized below.

Planning for Public Health Question 1: What are your greatest concerns regarding public health in Southeastern Wisconsin?

Figure E.4 shows what respondents identified as the greatest concerns regarding public health in Southeastern Wisconsin.

Figure E.4
Round 1 Feedback: Greatest Concerns Regarding Public Health



Additional comments in response to this question included:

- Bicycle/pedestrian safety (4)
- Lead exposure (e.g., water, paint, soil) (4)
- Access to social activities for seniors (3)
- Gun violence (3)
- Number and quality of bus shelters (e.g., maintenance, garbage cans, snow removal) (3)
- Access to affordable health care/health insurance (2)
- Access to healthcare in the inner city (2)
- Lack of affordable housing (2)
- Noise pollution (2)
- Older housing stock (e.g., lead, asbestos, safety, cost prohibitive repairs) (2)
- Treatment of trauma/stress (2)
- Access to healthcare for people with disabilities
- Aging out of foster care

- Dangerous intersections
- Drug use
- Education on access to fresh foods
- Education on access to medical services
- Emergency situations for people without access to a car
- Lack of a robust network of electric vehicle charging stations
- Lack of accessible housing
- Lack of accessible taxis to access healthcare
- Lack of bicycle facilities
- Lack of community education regarding public health
- Lack of speed/red-light cameras
- Mental health related to domestic violence
- Mental illness and the Region's aging population
- Missing mental health appointments due to transportation issues
- Pedestrian accessibility (e.g., curb cuts)
- Public transit access for workers caring for people aging in place
- Reckless driving
- Secondhand smoke in multifamily housing
- Serving at-need populations
- Snow removal on sidewalks
- Stressful driving due to traffic congestion/delay
- Time for pedestrians to cross at signals
- Unsustainable model for communities to grow using revenues from new development

Planning for Public Health Question 2: What land use or transportation strategies, if any, would have the greatest impact on improving public health?

Commenters identified the following land use or transportation strategies to improve public health:

- Bicycle and pedestrian improvements (20)
 - More bike lanes (7)
 - Multi-use paths (4)
 - Bike paths (3)
 - Sidewalks (2)
 - Widened bike lanes (2)
 - Bicycle lockers and bike racks at bus stops, especially park-ride lots
 - Connect bicycle paths and sidewalks to transit stops
 - Make trails usable throughout the year

- Protect sidewalks from traffic
- Protected/separated bike lanes
- Safe street crossings for pedestrians
- Walking paths in natural areas
- Walkable development (12)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (7)
- Improve public transit (6)
- Improve access to healthy foods and grocery stores (5)
- Include green space in developments (5)
- Improve access to physical and mental health care (4)
- Fewer fast food restaurants (3)
- Improve and maintain parks (3)
- Reduce vehicle emissions (3)
- "Last-mile" options to reach employment centers (2)
- Affordable housing in suburban communities (2)
- Implement complete streets concepts (2)
- Co-op markets to encourage local food production (e.g., Wild Root Market in Racine) (2)
- Incentives for people to live close to jobs (2)
- More mobility options (2)
- Reduce automobile dependency (2)
- Alternative transportation options
- Built environment that promotes good health
- Bus shelters
- Community centers with exercise equipment and classes
- Community gardens
- Compact development pattern
- Connectivity to improve mental health
- Convenient micro-transportation and/or transit that connects major destinations
- Development that promotes community cohesion (green space, sidewalks, lighting, public transit)
- Divert traffic from neighborhoods with high traffic volumes
- Education and incentives to encourage people to make healthy choices
- Education on the impact of transportation options on community health
- Electric vehicle charging stations
- Enforce inattentive driving laws
- Explore hydrogen fuel for vehicles

- Implement a regional transit authority (requires a change to State Statutes)
- Improve air quality
- Improve signage for public transit
- Improve water quality
- Increase shared revenues from the State to Milwaukee
- Increased roadway visibility (e.g., more street lights)
- Less big box development
- Map health disparities in the Region (e.g., life expectancy, infant mortality by race)
- Map public health concerns in underserved communities
- Minimize roadway expansion
- More electric vehicles
- More medical facilities in the City of Milwaukee
- More stringent emission standards
- Porous concrete
- Promote transit-oriented development (TOD) (review examples in Canada)
- Public transit options to medical facilities outside Milwaukee County
- Reduce vehicle-miles of travel (VMT)
- Reduce wait time for shared-ride taxi
- Renewable energy (e.g., require Foxconn to use 100% renewable energy)
- Replace lead pipes in the City of Milwaukee
- Road bypasses around heavily used residential, commercial and recreational areas
- Road maintenance
- Roundabouts
- Sponsors for bus routes (e.g., MCTS Gold Line)
- Stricter drunk driving laws
- Tobacco-free outdoor areas (e.g., parks, Summerfest, bus stops)
- Traffic calming
- Transit service to walkable developments (e.g., Drexel Town Square)
- Transportation system that allows first responders to respond faster to urgent medical needs
- Use technology to achieve cost efficiencies

Additional comments in response to this question included:

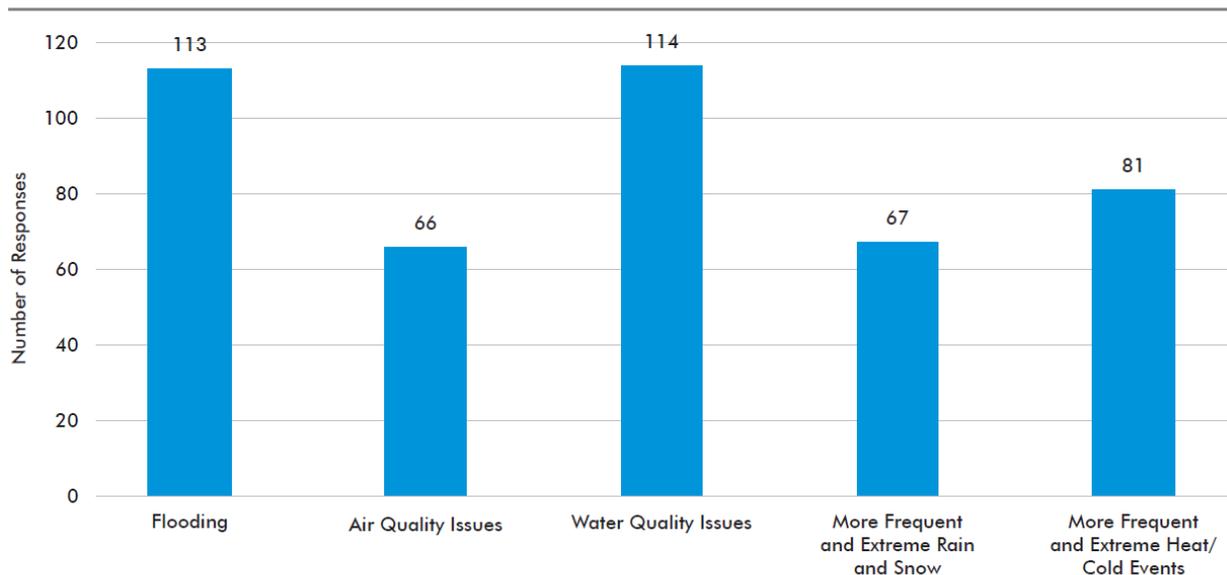
- Make healthy food more affordable
- Increase nutrition education
- Account for the role of politics
- Include climate change in planning considerations

- Provide incentives to increase the number of mental health providers (e.g., TIFs for practices, property tax breaks for individuals)
- Inner city hospitals have become emergency wards
- Ensure physical education, nutrition education, and health care professionals are available in public schools
- MCTS workers should be praised for their assistance to those in need
- Remove fluoride from tap water

Planning for Environmental Resilience Question 1: When thinking about the effects of a changing climate on Southeastern Wisconsin, what do you perceive as the greatest risk to health, safety, and well-being in the Region?

Figure E.5 shows what respondents identified as the greatest risks to health, safety, and wellbeing related to the effects of a changing climate.

Figure E.5
Round 1 Feedback: Greatest Risks to Health, Safety, and Wellbeing Associated with a Changing Climate



Source: SEWRPC

Additional comments in response to this question included:

- Temperature extremes are difficult for seniors (2)
- Climate is the weather and it will always change
- Rain barrels and the deep tunnel may not be enough to handle increased stormwater
- Where people choose to live impacts climate change
- State patrol should remove snow from highways
- Seniors have fears about using public transit
- Temperature extremes are difficult for seniors
- Temperature extremes increase energy bills

- More frequent and extreme rain events are negatively impacting farmers and increased stormwater runoff from farms negatively impacts water quality
- Changing climate makes it more difficult to grow organic natural foods, resulting in increased pesticide use and engineered food products
- Climate change is a hoax; what we are experiencing is normal weather change
- Weather is never going to be predictable

Planning for Environmental Resilience Question 2: What resiliency strategies related to land use and transportation should be considered or expanded upon in VISION 2050?

Commenters identified the following resiliency strategies related to land use and transportation:

- Install green infrastructure (e.g., rain gardens, bioswales, green roofs, porous pavements, infiltration basins) (23)
- Encourage alternatives to driving alone (6)
- Expand clean/renewable energy (5)
- More electric vehicles and charging stations (5)
- Reduce traffic congestion (5)
- More alternative fuel vehicles and supportive infrastructure (4)
- Protect and expand green space (4)
- Reduce emissions (4)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (3)
- Increase the capacity of stormwater infrastructure (3)
- Less roadway expansion (3)
- More walkable development (3)
- Reduce urban sprawl (3)
- Address agricultural runoff (2)
- Improve public transit (2)
- Increase wetland restoration and maintenance (2)
- More infill development (2)
- Prepare emergency preparedness plans (2)
- Reduce fossil fuel dependency (2)
- Require businesses to retain more stormwater onsite (2)
- Restore abandoned lots to natural spaces (2)
- Allow recreation uses on stormwater facilities
- Better road construction and maintenance
- Better road planning
- Better stormwater management
- Bicycle and pedestrian improvements

- Build facilities to accommodate transit users in sudden rain/snow
- Close the coal power plant in Oak Creek
- Conduct an erosion study of Lake Michigan shorelines and bluffs (study should be conducted by the Army Corps of Engineers)
- Consider wildlife and birds (e.g., bird migration)
- Install deep tunnel cameras to monitor storm impacts
- Dredge creeks
- Educate the public on how to reduce emissions (e.g., recycling, reduce fossil fuel use, and reduce energy)
- Educate the public on resilience needs and strategies
- Encourage trip chaining
- End the use of restrictive covenants and common interest development that limit the ability of homeowners to grow food or trees on their property
- Expand tree planting projects
- Improve the fuel efficiency of older vehicles
- Increase habitat restoration
- Increase parking fees to encourage alternative modes of travel
- Increase zoning restrictions in environmentally sensitive corridors
- Improve infrastructure in low-income communities (e.g., weatherization, energy efficiency, energy ownership)
- Limit development along waterways
- Incentivize density and transit options in local planning decisions
- Maintain and expand pollution control requirements
- Maintain buffer zones along water bodies to minimize the impact of flooding
- Make all transit free
- Prevent Lake Michigan water from being diverted outside the Lake Michigan basin
- Protect Lake Michigan from pollution and misuse
- Protect public lands from private uses
- Provide shelter for vulnerable people during extreme heat and cold events
- Redraw floodplain maps to reflect expected conditions in 2050
- Reduce energy use
- Reduce freight traffic
- Reduce the velocity of stormwater entering the MMSD sewer system
- Reduce vehicle-miles of travel
- Remove concrete to increase water infiltration
- Strengthen the Great Lakes Compact

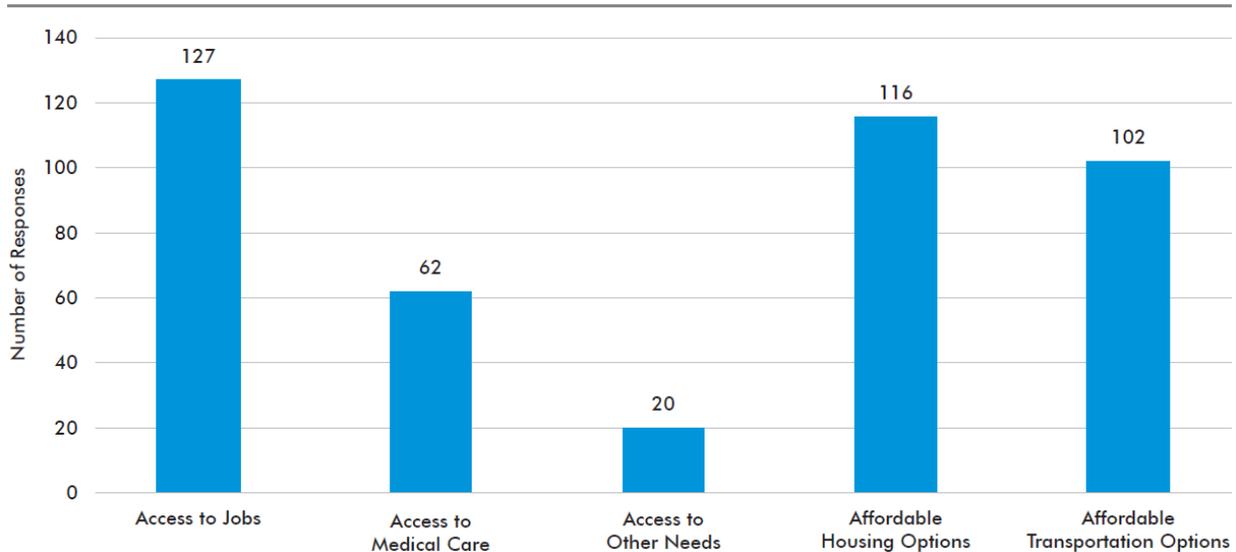
Additional comments in response to this question included:

- Consider mitigation strategies in addition to resiliency strategies
- Improve recycling programs
- Incentivize homeowners to use green alternatives
- Increase the use of reusable containers
- MMSD Water Drop Alerts encourage residents to reduce their water use during heavy rain events
- Place requirements on lawn/farm fertilizers, especially near water bodies
- Place requirements on roof/downspout runoff near water bodies
- Resiliency strategies should be determined by experts not ordinary residents

Planning for Equity Question 1: In terms of land use and transportation, what are the greatest barriers to equity in the Region?

Figure E.6 shows what respondents identified as the greatest barriers to equity.

Figure E.6
Round 1 Feedback: Greatest Barriers to Equity



Source: SEWRPC

Additional comments in response to this question included:

- Access to mental healthcare
- Access to well-paying jobs that can sustain a family
- Equity in pay (e.g., CEO vs. workers)
- Equity is not an issue and this is a political question
- Gentrification
- High real estate taxes and the high cost of government spending and pension liability
- Inequitable allocation of funding

- Inequitable distribution of green environments (e.g., parks) and park facilities in the City of Milwaukee
- Lack of a jobs/housing balance
- Lack of education related to equity issues
- Maintenance of park facilities in low-income neighborhoods
- Milwaukee not receiving enough shared revenues from the State
- People and resources leaving Milwaukee
- Process for prioritizing transportation project decisions
- Racism
- Reluctance of suburban communities to allow affordable housing
- Segregation
- State control over local revenue generation
- State policies regarding mass incarcerations, justice inequities, and limiting expungement possibilities
- Transit service being limited to urban areas
- Weak laws to limit urban sprawl

Planning for Equity Question 2: What transportation and land use strategies do you think would have the greatest impact on improving equity in the Region?

Commenters identified the following land use or transportation strategies to improve equity:

- Improve public transit (25)
 - Transit between affordable housing and jobs (3)
 - Make public transit free (2)
 - Expand the hours and days of transit service operation
 - Extend the Milwaukee streetcar to other neighborhoods
 - Implement a passenger rail service between Walworth County and Chicago
 - Implement commuter rail service (e.g., KRM)
 - Make public transit viable in rural areas
 - Make transit more convenient
 - More subways
 - Partnerships between employers and transit agencies to improve workforce transportation options
 - Smaller transit vehicles (e.g., smaller buses or vans)
 - Special transit for people who work at factories
- More affordable housing (9)
- Build the USH 12 freeway extension between Elkhorn and Whitewater (8)
- Employer-provided transportation to the workplace (3)

- Locate jobs near the potential workforce (2)
- More "last-mile" options to reach employment centers (2)
- More housing options (2)
- More transportation options for neighborhoods that need jobs (2)
- Allow people to live where they want and have easy access to other parts of the Region
- Encourage high-occupancy vehicle (HOV) use
- Establish equity metrics
- Establish requirements for affordable housing and public transit throughout the Region
- Improve access to mental health care
- Improve access to quality housing
- Improve passenger rail services
- Improve road maintenance
- Include a map of race and ethnicity as part of the 2020 Review and Update
- Limit roadway expansion, which encourages people to move farther from cities
- Map lead issues
- Modify local zoning codes
- More activities in downtown Milwaukee (e.g., theaters, restaurants, shopping)
- More assisted living facilities that are affordable
- More development in the City of Milwaukee
- More employment options
- More mixed-use development
- More opportunities to mix socioeconomic backgrounds
- More small clinics closer to people rather than large clinics/hospitals
- More transit-oriented development
- Planned higher-density development with accompanying amenities
- Provide a public transit option in Walworth County
- Redevelop underutilized areas
- Reduce traffic congestion
- Smaller lot sizes
- The process for extending water, sewer, and roadways should be reconsidered, including applying more stringent criteria focused on reducing regional inequities and de-prioritizing criteria like traffic congestion

Additional comments in response to this question included:

- Change leadership
- Conduct a study on why the two worst places for Black Americans are located in Southeastern Wisconsin, what State policies affect this, and how can it can be approached as a regional issue

- Educate elected officials in Racine County on race and equity issues
- Increase access to fast internet
- Increase funding
- Invest in public schools
- Legalize marijuana with an equity restoration package for those who have most suffered from its criminalization
- Lower costs for food and entertainment in downtown Milwaukee
- Make the equity conversation more accessible and relatable to people
- Mass commutation of inmates by the Governor as was done in Oklahoma
- More co-ops and investments locally
- More mobile health centers
- More shared services between neighboring municipalities
- More workforce training and education
- Public transit does not address equity issues in rural and outer suburban communities
- Reduce barriers to participating in job readiness programs

Emerging Trends in Shared Mobility Question 1: Thinking about the following examples of shared mobility that are relatively new to the Region, are there any benefits, concerns, risks, or other impacts that should be considered as staff updates VISION 2050? (Examples: Dockless electric scooters, transportation network companies such as Uber and Lyft)

Commenters identified the following benefits, concerns, risks, or other impacts that should be considered related to dockless electric scooters:

- Concerns regarding safety (e.g., helmet use, riding on sidewalks, driver familiarity, potholes, riding recklessly) (18)
- Scooters are not appropriate in rural areas (10)
- Concerns regarding scooter parking (6)
 - Should not be left on sidewalks (3)
 - Need cameras near scooter parking areas
 - Need designated parking areas
 - Users need to be respectful regarding where they leave the scooters
- Users need to follow the rules/laws (5)
- Only usable part of the year (3)
- Concerns regarding a lack of supportive infrastructure (e.g., protected bike lanes, multi-use paths) (2)
- Concerns regarding equity (e.g., even distribution throughout the City of Milwaukee, access to smart phones and credit cards) (2)
- Concerns regarding residents damaging scooters (2)
- Concerns that drivers are not accustomed to scooters (2)
- Need rules governing how scooter companies are allowed to operate in a community (2)

- Provides an additional transportation option in cities (2)
- Use appears to go down significantly after initial introduction (2)
- Users should be licensed and/or vetted (2)
- Can be challenging to access the internet in downtown Milwaukee
- Comfort levels will improve as drivers and users get used to them
- Concerns about the effects on community aesthetics
- Concerns about the effects on the environment
- Concerns regarding theft
- Concerns regarding increased traffic congestion
- Concerns regarding scooter maintenance
- Concerns that scooters are a waste of money
- Could attract younger people to Milwaukee
- Could be a low-cost transportation option
- Could be allowed on buses to address last-mile issues
- Could be paired with more protected/off-street facilities
- Could generate tourism revenue
- Could improve air quality
- Could increase the demand for bike lanes and other bicycle infrastructure
- Could provide a "last-mile" option to reach employment centers
- Historical regulations regarding scooters and other vehicle types should be reviewed given new technologies and offerings
- Milwaukee is only following the national trend
- Not used by seniors
- Require scooter companies to provide data in order to operate in a community
- Scooters are going to be a temporary fad

Commenters identified the following benefits, concerns, risks, or other impacts that should be considered related to transportation network companies (e.g., Uber or Lyft):

- Safety of drivers and passengers (14)
- Not an affordable transportation option (7)
- Reduces drunk driving/driving under the influence (5)
- Accessibility of vehicles (e.g., wheelchair and other restrictions) (4)
- Driver pay and benefits (4)
 - Drivers do not receive adequate wages (2)
 - Drivers do not receive benefits
 - Drivers lack job security
- Provides a substitute to car ownership (4)

- Could increase use of carpooling (3)
- Can increase traffic congestion (2)
- Can reduce transit ridership, which harms the transit system (2)
- Helpful in rural areas where traditional taxis do not operate (2)
- Reduces the number of cars in an area (2)
- Still need a good public transit system (2)
- Can reduce parking issues in some areas
- Consider programs to make the cost more affordable (e.g., Washington, DC)
- Could partner with public transit providers
- Helpful for traveling to/from medical appointments
- Helps create jobs
- Increases emissions due to idling and driving without passengers
- Increases access to jobs
- Individual companies should not be allowed to monopolize the TNC industry
- May not work for everyone
- Not a great option for commuting to and from work
- Not appropriate in rural areas
- Not everyone has access to a smart phone or credit card
- Only cost-effective in urban areas (i.e., too expensive in suburbs)
- Regulate TNCs so they provide good jobs and do not compete with public transit
- Require cameras for all vehicles
- Require TNCs to provide data in order to operate in a community
- Should limit how many vehicles are allowed to operate in a given area

Emerging Trends in Shared Mobility Question 2: What other emerging trends in shared mobility should be considered as staff updates VISION 2050? (Examples: dockless bike sharing, peer-to-peer car sharing)

Commenters identified the following emerging trends in shared mobility that should be considered:

- Car sharing (e.g., peer-to-peer or neighborhood) (5)
- Bike sharing (3)
- Dockless scooter/bike sharing (2)
- Ride sharing (2)
- Mini buses connecting to transit hubs

Additional comments in response to this question included:

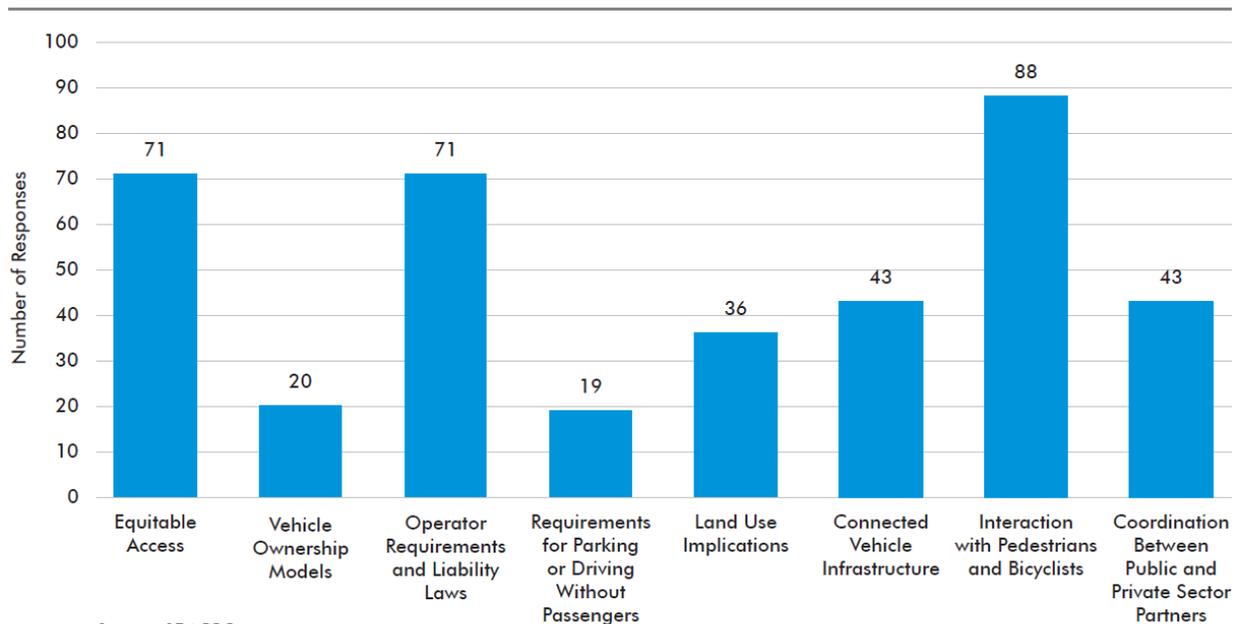
- BublR Bikes bike sharing program is coming to Racine in 2020
- Consider accessibility for people with disabilities

- Consider the noise impacts of each option
- Encourage group walk (e.g., walk buddies)
- Improvement in the accessibility and functionality of electric bicycles would expand bicycling as a shared mobility option
- Must change attitudes in personal transportation options
- Need to have a foundation of integrity and community trust before any new ideas can work
- Need transportation options that allow flexibility, which public transit schedules do not allow
- Options that would reduce traffic congestion should be pursued
- Outlying areas of the Region have very limited options
- Ride sharing should be affordable
- The automobile will continue to be the primary mode of transportation
- This question is political and promotes an agenda

Connected and Autonomous Vehicles Question 1: When considering the impact that connected or autonomous vehicles could have on the Region’s transportation system and land use patterns, which of the following factors, if any, should be considered as staff updates VISION 2050? Please share any additional comments on this topic that you would like staff to consider.

Figure E.7 shows what respondents identified as the greatest factors to consider related to connected or autonomous vehicles.

Figure E.7
Round 1 Feedback: Greatest Factors to Consider Related to Connected or Autonomous Vehicles



Additional comments in response to this question included:

- Concern about safety, risks, and liability associated with autonomous vehicles (10)
 - Create too much confusion for seniors
 - Concern about all the risks associated with autonomous vehicles
 - Concern about the safety of bicyclists and pedestrians
 - Difficult decisions regarding whether to hit a vehicle, pedestrian, or another object will be dependent on sensors and a pre-determined decision tree, which may not be completely accurate or make the same decision a human being would make
 - Do not trust autonomous vehicles
 - Focus on safety
 - Liability is a huge concern
 - Partially autonomous vehicles could provide safety benefits, but they could also result in less-attentive drivers
 - Risks and liability associated with relying on technology
 - Will reduce driver reaction times and the number of crashes, but will not completely eliminate crashes
- May be many years until fully autonomous vehicles are available (3)
- Autonomous vehicles will still use highways and require capacity expansion (2)
- Autonomous vehicles without passengers could increase traffic congestion and impact parking availability (2)
- Low priority compared to other needs (2)
- Weather could be a limiting factor in implementing autonomous vehicles (e.g., snow, ice) (2)
- Autonomous public transit vehicles will put drivers out of work
- Autonomous vehicles could replace the need for high-speed rail
- Autonomous vehicles function better on freeways than on local roads
- Autonomous vehicles may require wider right-of-way to prevent tall vegetation from disrupting vehicle sensors
- Concern that funding for autonomous vehicles is being diverted from other needs
- Concern about access for all residents
- Consider how autonomous vehicles could benefit rural areas in addition to urban areas
- Consider that younger people are less likely to own a vehicle
- Coordinate with TNCs as they transition to autonomous vehicles
- Could fund autonomous vehicles with revenue generated by legalizing recreational cannabis
- Developing autonomous vehicle technology is costly and will likely result in increased taxes
- Economic and social advantages of autonomous vehicles are unclear
- Important to have laws and structure in place prior to fully autonomous vehicles becoming available

- Invite Google Waymo to drive in Milwaukee to help its algorithm learn and be ready for deployment
- Much more research needs to be done before autonomous vehicles are implemented
- Need Federal rules and regulations for autonomous vehicles
- Public and private sectors need to work together
- Should assist the driver, but not replace the driver
- Should be part of an integrated transportation system
- Should focus on serving the many rather than the individual
- Should have less government control
- Should invest in public transit rather than private vehicles
- Should not be allowed to travel more than 2,000 feet without a passenger
- Should not have autonomous trucks
- The consumer should have input in the design of autonomous vehicles
- There are benefits associated with interacting with strangers using public transit and autonomous vehicles may lead to greater social isolation

Comments in Support of Building the USH 12 Freeway Extension Between Elkhorn and Whitewater

Numerous commenters expressed support for building the USH 12 freeway extension between Elkhorn and Whitewater, which is recommended under VISION 2050 (31). Supporters provided the following additional comments regarding USH 12:

- Dangerous traffic congestion and roadway design along the existing USH 12 between Elkhorn and Whitewater (23)
- Economic benefits would be provided by the freeway extension, including benefits to the UW-Whitewater, Whitewater University Technology Park, Whitewater Business Park, and Wisconsin's tourism industry (6)
- Widening the existing USH 12 rather than building the freeway extension would have negative impacts to communities, businesses, and the environment (5)
- In the short term, intersection improvements should be made at USH 12/STH 67 intersection at CTH A and/or CTH ES (4)
- The freeway extension should be built much sooner than VISION 2050's plan year of 2050 (4)
- In the short term, turn lanes should be added along the existing USH 12 corridor (2)
- Not implementing the long-planned freeway extension creates uncertainty about future land uses and limits economic development in Walworth County (2)
- A corridor study for the USH 12 freeway extension between Elkhorn and Whitewater should be completed
- Funding functional improvements to the existing USH 12 between Elkhorn and Whitewater would be wasteful spending and would not fully address traffic congestion and safety issues
- High traffic volumes on the existing USH 12 create noise impacts to nearby properties
- The freeway extension should follow the route previously mapped by WisDOT

- Not implementing the long-planned freeway extension creates uncertainty for homeowners that could be impacted by a future USH 12 project

Additional Comments Received

Additional public comments provided via email, online comment form, general comment form, court reporter, letter, discussions with staff, and the November 6 Environmental Justice Task Force meeting are summarized below.

- Comments from members of the public during the Environmental Justice Task Force meeting held on November 6, 2019:
 - Local academics, City of Milwaukee staff, and non-profits such as the Milwaukee Food Council can be a resource for future regional food system planning efforts
 - It is important to identify ways to avoid potential gentrification and displacement when developing transit-oriented development (TOD)
 - Milwaukee Public Schools may have recently restored free driver's education, which could be a factor in addressing reckless driving
 - Commission staff should identify best practices for addressing reckless driving
 - November and December can be difficult months to attract participants to public involvement meetings
 - Publicly promoting and discussing plan recommendations will increase implementation of VISION 2050 and Commission staff should expand its communication efforts
- Comments related to how the municipal funding structure and local budget constraints are leading to more urban sprawl:
 - Municipals budget have been negatively impacted by decreases in State and Federal funding to local governments and by corporate tax laws that allow companies to avoid paying taxes
 - As an example, the Village of Big Bend is facing a false choice between generating new revenue from a large development that includes Walmart or laying off municipal workers and reducing municipal services
 - The proposed Walmart development in Big Bend will result in lost local farm land and will negatively impact small businesses; a similar Walmart store allowed in the City of New Berlin was developed on land that had been planned to be green space
- Comments related to the diversion of Lake Michigan water to Waukesha:
 - Construction of the water pipeline to transport Lake Michigan water to Waukesha will disrupt New Berlin residents for two years
 - Due to urban sprawl and population growth in Waukesha County, green space is being taken for the construction of large water tanks to support the provision of Lake Michigan water to Waukesha
- Comments related to the Commission's public outreach efforts:
 - Improve VISION 2050 outreach and publicity to promote implementation of the plan's recommendations
 - Some of the questions asked of residents during this round of public involvement should be addressed by experts, not ordinary residents who are unqualified to answer the questions
 - Staff should make additional efforts to make meetings more accommodating and welcoming for people with hearing loss

- Staff should hold more public meetings in Milwaukee
- The public should have been informed of VISION 2050 public meetings via a mailing
- City of Milwaukee elected officials are trying to force their ideas on residents through VISION 2050
- Extend I-794 south to Ryan Road (STH 100) and then west to connect to I-94 between Ryan Road and 7 Mile Road
- Implement business-provided rides between stores and transit hubs
- Local governments in Southeastern Wisconsin should establish smart-growth policies that restrict urban sprawl, such as those in Germany and Portland, Oregon, which have resulted in livable, economically sustainable areas
- More highway funding should be spent outside of the Milwaukee area
- Need a regional approach to providing transit service to/from new jobs in Kenosha County near I-94
- SEWRPC should have more control over plan implementation
- Southeastern Wisconsin should capitalize on its proximity to other assets (e.g., Chicago O'Hare International Airport, abandoned railroad corridors)
- State funding for transit systems has not been keeping up with inflation and the State should allow local governments to enact dedicated funding sources for transit
- The State should be more involved in planning and implementing transit service improvements
- Use lighted displays on expressways
- Wheel tax being levied for transit in Milwaukee County is being paid by County residents and not by visitors to the County
- When improving roadway infrastructure, preserve the possibility for future multimodal uses of the roadway corridor
- VISION 2050 should accommodate new types of jobs (e.g., business analytics)
- VISION 2050 should be open to any new ideas that would improve the transportation system
- VISION 2050 should identify appropriate locations, or criteria for identifying appropriate locations, for extractive land uses, with a goal of avoiding negative impacts to populated and environmentally sensitive areas

SUMMARY OF ROUND 2 COMMENTS RECEIVED

A total of 125 unique individuals participated in the second round of public involvement by attending one of the four public meetings, attending one of the two virtual meetings, completing the online questionnaire, or submitting comments through the Hmong American Friendship Association (HAFA) offices. Staff asked those interested in providing comments to review summary materials and provide feedback on main topics of the 2020 Update, including land use, public transit, bicycle and pedestrian, streets and highways, TDM, TSM, freight, and transportation funding. A summary of the comments received during the second round is presented below. Note that the comments are from a self-selected sample of individuals and were not obtained via a statistically significant survey method.

Land Use Comments

Numerous commenters expressed support for the land use component included the 2020 Review and Update (13). These commenters provided the following additional comments or specific reasons for their support:

- Support for increasing affordable housing (4)
- Support for mixed-use development (3)
- Support for preserving and/or increasing environmental corridors (3)
- Important to encourage development that minimizes carbon footprint while meeting people's needs
- Support for a variety of lot sizes
- Support for affordable, mixed-income housing, specifically in suburban communities
- Support for developing job centers in locations that already have transit service rather than on agricultural lands
- Support for increasing housing accessible to people with disabilities.
- Support for protecting land for open agricultural use, particularly as a way to increase food security and improve air quality through carbon sequestration in nearby high-density areas
- Support for providing a mix of housing types
- Support for small and medium-sized residential lots near employment centers that reduce the need to travel long distances
- Support for traditional neighborhoods and small lot neighborhoods close to suburban job centers
- Support for transit-oriented development
- Support for walkable development
- Support for green infrastructure, but need to provide adequate maintenance funding

Additional land use comments included:

- A regional water trail plan should be prepared, which could be further detailed and refined by county and local governments

Response: SEWRPC has undertaken water trail planning as part of park and open space plans and for the Fox River. Expanding these efforts could be considered if requested by county and local governments in the Region.

- Concern that higher-density development is associated with segregation and negative outcomes, such as low educational attainment, low income levels, low wealth accumulation through homeownership, low quality of life, and high crime

Response: Numerous analyses conducted in conjunction with VISION 2050 have shown concentrations of people of color and low-income populations in the Region as well as significant disparities between minority populations and non-minority populations, particularly in educational attainment, income, and poverty rate. The equity analysis of the VISION 2050 land use component found that the recommended land use development pattern, if implemented by local governments, would allow for the development of multifamily housing and single-family homes on smaller lots that tend to be more affordable to a wider-range of households than single-family homes on larger lots in areas of the Region that may have a shortage of affordable workforce housing. This would increase access to new job opportunities for low- and moderate-

income households, which would have a positive impact on the Region's minority populations and low-income populations.

- Consider adding a recommendation that environmental regulations in place between 1980 and 2018 be enforced for any new development given recent reductions in environmental regulations

Response: The VISION 2050 recommendations regarding preserving natural resources have remained unchanged since adoption of the plan in 2016; however, the plan does recognize that implementation of the recommendations ultimately relies on the actions of local, county, State, and Federal agencies and units of government in conjunction with the private sector. While damage to natural resources is a concern and inconsistent with VISION 2050 recommendations, it would be difficult to develop a recommendation that would appropriately address the many changes that have occurred in environmental regulations between 1980 and 2018.

- Consider identifying an "agricultural zone" or similar so that prime agricultural land is preserved beyond the year 2050

Response: A key VISION 2050 recommendation is preserving productive agricultural land, which is largely found in the Agricultural and Other Open Lands land use category under the recommended VISION 2050 land use development pattern. Urban development outside of planned public sanitary sewer service areas identified under the recommended VISION 2050 land use development pattern was limited to existing urban development or where commitments to urban development had been made through approved subdivisions or certified survey maps during or before the VISION 2050 planning process. The recommended land use development pattern under VISION 2050 is also advisory in nature, and implementation relies, in part, on the actions of local and county government. The VISION 2050 land use implementation measures recommend that local and county governments designate prime agricultural lands for continued agricultural use in their comprehensive plans and zoning ordinances.

- Consider preparing an analysis of food that could be harvested on remaining agricultural lands and the populations it could feed to determine if we have enough land available to sustain ourselves

Response: VISION 2050 recommends developing a regional food system (Recommendation 1.15) that connects food producers, distributors, and consumers to ensure access to healthy food throughout the entire Region. Developing an analysis of food that could be harvested on the Region's remaining agricultural lands and the populations it could feed could be a future implementation activity under this recommendation. SEWRPC could consider conducting a similar analysis if requested by county and local governments in the Region.

- Consider scaling back development in the updated land use component given the lack of implementation associated with Foxconn

Response: The recommended land use development pattern was revised as part of the Second Amendment to VISION 2050 in response to amendments to local government comprehensive plans that could support a significant amount of new urban development in the area of the main Foxconn manufacturing campus. As such, while there is uncertainty regarding how exactly the Foxconn campus itself will be built, Commission staff believes the amount of development incorporated into VISION 2050 in the areas directly and indirectly impacted by the campus remains reasonable.

- Primary environmental corridors do not appear to match Racine County maps, and it is unclear what uses are prohibited within primary environmental corridors

Response: SEWRPC updates primary environmental corridors periodically, primarily based on updated aerial photography. VISION 2050 recommends limiting development within primary environmental corridors to essential transportation and utility facilities and compatible outdoor recreational uses (Recommendation 1.10). It also recognizes that very low-density residential

development could occur in upland portions of PEC. More detailed guidelines for development considered compatible with environmental corridors can be found in Table K.1 in Appendix K of Volume III of VISION 2050. VISION 2050 recommends that local and county land use policies, including comprehensive plans and land use ordinances, incorporate this recommendation and the related guidelines. VISION 2050 also recognizes that implementation ultimately relies on the actions of local, county, State, and Federal agencies and units of government in conjunction with the private sector.

- Support for energy infrastructure that can create electricity and reduce greenhouse gases (e.g., hydrogen fuel cells)
- Support for stormwater treatment using biochar to filter out pollutants from soil and water
- The overall regional plan should include a sustainability component that includes resiliency and a goal of achieving a net zero carbon and water footprint

Response: Developing a sustainability component to the regional plan could be considered if requested by county and local governments within the Region. However, while VISION 2050 does not include a separate sustainability component, the plan recommendations embody sustainable land use concepts through higher-density, mixed-use development/redevelopment in compact urban service areas. It does make numerous recommendations that address resiliency and would help to achieve sustainability goals, including a section within the land use component devoted to sustainable land use concepts and development practices. The land use design guidelines further describe sustainable development practices that local and county governments should consider.

- The Small Lot Traditional Neighborhood land use category should recognize common lot sizes in the City of Milwaukee

Response: The areas shown in red on Map 4.1, Land Use Development Pattern: VISION 2050, are in the Mixed-Use Traditional Neighborhood land use category. Both the Mixed-Use Traditional Neighborhood and Small Lot Traditional Neighborhood land use categories would accommodate lot sizes of 10,000 square feet or less. This would include the typical lot sizes found in the City of Milwaukee.

- VISION 2050 should address the types of agriculture envisioned on agricultural lands and Concentrated Animal Feeding Operations should not be included in the envisioned types

Response: Following best practices for all aspects of farming to preserve sensitive natural resources will be added to the measures to protect agricultural production, scenic beauty, and cultural heritage of the Region listed under “Recommendation 1.13: Preserve productive agricultural land” in the VISION 2050 Land Use Design Guidelines presented in Appendix K of the original VISION 2050 plan report.

- VISION 2050 should recommend that county and local governments include sustainability, resiliency, water conservation, and/or energy conservation components in their comprehensive plans to address how they plan to reduce environmental impacts, in order to achieve a net zero carbon and water footprint by a specific year. These components should contain specific goals and detailed metrics or performance standards to achieve these goals.

Response: Many local governments and counties in the Region will be preparing 10-year comprehensive plan updates in the upcoming years, which would provide an opportunity to include or enhance sustainability goals and performance measures. Comprehensive plans can also be amended specifically to address sustainability if local or county governments choose to do so. The VISION 2050 sustainable land use recommendations and related design guidelines could inform these efforts.

Public Transit Comments

Numerous commenters expressed support for the public transit element included in the 2020 Review and Update (26). These commenters provided the following additional comments or specific reasons for their support:

- Support for recommending alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) when expanding transit in certain areas (4)
- A robust transit system increases the Region's competitiveness with other metro areas (2)
- Support for expanding intercity rail connections (2)
- Support for extending Milwaukee Streetcar service into neighborhoods beyond downtown Milwaukee (2)
- Support for improving and expanding public transit to improve access to jobs (2)
- Concern that the fiscally constrained transportation system does not reflect the Region's transit needs
- Need to engage and inform elected officials regarding the importance of funding public transit improvements, including sharing the benefits of improving public transit identified in the updated equity analysis
- Need to provide accessible transportation options for people with disabilities
- Public transit services should be affordable
- Support for adding frequency to the Amtrak passenger rail service between Milwaukee and St. Paul, Minnesota, and improving reliability by routing freight trains on sidings to allow passenger rail trains to pass them
- Support for additional transportation options for people with disabilities
- Support for bus rapid transit, light rail, passenger rail, and intercity bus
- Support for expanding transit options for seniors and people with disabilities to access social and recreational activities and healthcare
- Support for expanding transit service to areas outside of Milwaukee County
- Support for extending the initial East-West bus rapid transit line to connect City of Milwaukee residents to jobs in Waukesha County
- Support for extending public transit service to the Village of Sussex
- Support for improving public transit serving employers within the City of Milwaukee
- Support for light rail transit between Waukesha and Milwaukee Counties
- Support for the initial East-West bus rapid transit (BRT) line and for expanding BRT throughout the Region
- Support for the Regional Transit Leadership Council's plan to integrate the current transit system with last-mile initiatives
- Support for public transit, but only where it can be operated with minimal public funding
- Suggest for pursuing partnerships with transportation network companies (e.g., Uber and Lyft) to extend transportation options beyond areas served by fixed-route public transit services
- Support for increasing the frequency of transit service

Additional public transit comments included:

- Concern about the impact that providing publicly funded transit serving large corporations will have on local businesses
- Consider extending the east-west express bus route in western Kenosha County, which is currently recommended to end in Twin Lakes, to connect to the Lake Geneva Park-Ride Lot and the recommended commuter bus route serving that lot

Response: As part of the 2020 Review and Update, staff is proposing to extend the recommended east-west express bus route in western Kenosha County, which is currently recommended to end in Twin Lakes. The extension would operate between Twin Lakes and Genoa City, providing a connection to the recommended commuter bus route along USH 12 that serves the Lake Geneva Park-Ride Lot.

- Opposition to current forms of public transit
- Opposition to public transit because people want the freedom associated with individualized transportation
- Provide more detailed map views of areas affected by proposed changes

Response: In providing a high-level overview of the proposed changes to the public transit element, staff decided to describe the minimal changes to the recommended transit service map rather than include a map. These changes can be seen in Figure 4.2 of the preliminary draft of Chapter 4 of the 2020 Review and Update report, which was made available for review during the second round of public involvement. Based on this feedback, staff will try to improve the way it communicates proposed changes for future public involvement opportunities. It is also worth noting that staff will be updating the interactive map for the recommended transit system, available on the VISION 2050 website, following completion of the 2020 Review and Update

- Support for developing multimodal transit hubs for transit, shared vehicles, and private transportation (e.g., Goerke's Corners Park-Ride Lot)

Response: Multimodal transit hubs, while not explicitly referred to as such in VISION 2050, are absolutely consistent with the recommended plan. In particular, this concept is reflected in the plan recommendations to provide additional transit and flexible transportation services to park-ride lots. Many park-ride lots identified in VISION 2050 are in suburban or less dense areas of the Region and would be strong candidates for multimodal transit hubs. One change proposed as part of the 2020 Review and Update is to make it clear that there are a number of alternatives to traditional fixed-route bus service that could better fit the needs of certain areas, which would apply to multimodal transit hubs. Examples of such alternatives include shuttles, microtransit, and shared-use automobiles through partnerships with transportation network companies like Uber and Lyft.

- Support for including planned extensions of the Milwaukee Streetcar in the plan and adding extensions beyond those currently being pursued by the City of Milwaukee, rather than focusing on building a regional commuter rail network

Response: To clarify, while the plan does recommend commuter rail lines, the primary focus of the substantial capital improvements recommended under the public transit element is actually on the rapid transit lines that create a grid across much of the transit-supportive densities in the Milwaukee metro area. However, Commission staff has worked closely with City of Milwaukee to balance the rapid transit corridors (intended to serve trip lengths longer than 2 to 3 miles) with the corridors served by streetcar (which serves shorter trips due to its slower travel speeds). The extensions of the Milwaukee Streetcar (referred to as The Hop) currently planned by the City of Milwaukee are incorporated into the recommended transit element. As the City continues to plan for extensions of The Hop to additional neighborhoods beyond downtown Milwaukee, Commission staff will coordinate with City staff to ensure that changes in the planned streetcar

network are incorporated into the regional plan, and that the network is integrated with the other types of transit service recommended under the VISION 2050 public transit element.

- The public transit element does not appear to significantly impact Walworth County

Response: While the plan does not recommend substantial fixed-route public transit services in Walworth County, largely due to the lower-density development pattern in most of the county, the plan does include transit recommendations that would benefit Walworth County residents and businesses. Since its adoption in 2016, the plan has recommended countywide shared-ride taxi service in Walworth County, which the County introduced in 2017 and refers to as Wal-to-Wal DIAL-a-RIDE. The plan also recommends commuter bus routes along IH 43 serving the City of Elkhorn, Village of East Troy, and locations in Milwaukee and Waukesha Counties, as well as along USH 12 serving the Cities of Elkhorn and Lake Geneva, Village of Genoa City, and locations in northern Illinois. As part of the 2020 Review and Update, staff is also proposing to extend the recommended east-west express bus route in western Kenosha County, which is currently recommended to end in Twin Lakes, into Genoa City to connect to the recommended commuter bus route along USH 12.

- Transit vehicles should be fueled by renewable energy sources
- Try to quantify the revenue lost by businesses unable to attract or retain employees due to transportation and/or housing costs in areas outside Milwaukee County, and compare the lost revenue to the increased investment required to expand transit to those businesses

Response: In discussions with employers, particularly through the Commission's Workforce Mobility Team, it has been clear that transportation is a major factor in attracting and retaining employees when the workplace is located in areas with limited or no service by transit systems. In addition, high housing costs in some areas of the Region make it difficult for lower-income residents to live near workplaces in those communities. However, there are numerous additional factors related to employee retention and attraction that make it very difficult to isolate the precise impact of a lack of transportation and/or high housing costs. While this means that estimating lost revenue is problematic, it is worth noting that studies typically show that investments in additional transit services have a high return on investment (ROI) and that improving mobility in general can benefit the economy.

Bicycle and Pedestrian Comments

Numerous commenters expressed support for the bicycle and pedestrian element included the 2020 Review and Update (26). These commenters provided the following additional comments or specific reasons for their support:

- Support for adding dockless scooters to the bike share recommendation (6)
- Support for addressing safety concerns related to dockless scooters (6)
- Support for expanding protected bicycle facilities (3)
- Support for separating bicycle facilities from motorized traffic for safety reasons (3)
- Support for addressing gaps in the bicycle network (2)
- Improved bicycle and pedestrian facilities make the Region more attractive to young people
- Bicycling is more economical, which is desirable during economic recessions
- Support for separate paths to allow bicycle commuting
- Support for using complete streets concepts in roadway design
- Support for increasing sidewalks

Additional bicycle and pedestrian comments included:

- Concern about safety and infrastructure needs related to dockless scooters
- Consider adding a north-south enhanced bicycle facility corridor along Jefferson Street in downtown Milwaukee

Response: VISION 2050 recommends that standard or enhanced bicycle accommodations be considered as the existing arterial street system is resurfaced or reconstructed. Although Jefferson Street is not considered an arterial street on the regional system, bicycle facilities are still encouraged for local streets to further improve safety for bicyclists and increase connectivity in the bicycle network.

- E-bikes could make cycling more accessible to a larger segment of the population
- In Walworth County, recreational paths can only be implemented within a public or abandoned railroad right-of-way and require property owner buy-in if they encroach on private property

Response: The off-street path network recommended in VISION 2050 for Walworth County is consistent with the recommendations in the Walworth County Parks and Open Space Plan in which some proposed off-street path segments were shifted to on-street routes due to concerns by some communities. The off-street path segments would generally be located within environmental corridors and other open space lands and, as necessary, would be subject to negotiations with landowners to purchase land for these paths.

- Opposition to dockless scooters given potential risks
- Opposition to reducing driving lanes in favor of bicycle lanes
- Question about what can be done to require local development laws to be consistent with the plan, specifically as it relates to requiring developers to provide and connect sidewalk infrastructure

Response: As State Statutes mandate that Commission plans be advisory, the Commission is unable to require pedestrian accommodations be constructed. However, VISION 2050 recommends that sidewalks be provided along arterial streets and highways in areas of existing or planned urban development. Local governments are encouraged to construct sidewalks as part of new developments and as part of street reconstruction projects to further improve pedestrian connectivity between neighborhoods, businesses, parks, and schools.

- Support for walkable neighborhoods, but need to recognize that the livability of an area is influenced by many factors such as crime and schools
- Support for well-connected bicycle and pedestrian networks, but concern about public safety issues that may make it difficult to walk or bike in some areas
- Support for wider bike lanes and increasing bicyclist and driver education regarding safety
- The Commission should provide guidance for dockless bike share and electric bicycles (e-bikes)

Response: Although VISION 2050 mostly recommends improvements to infrastructure, it recognizes the benefits of dockless bike share and electric bicycles, or e-bikes. Dockless scooter and dockless bike share programs can expand the geographic coverage area of standard bike share since bicycles do not need to be returned to designated stations. These programs are also effective for short-distance trips and provide important first-mile/last-mile connections, and may extend the reach of transit services. E-bikes provide additional value to bike share systems by enabling riders to travel longer distances with less effort, helping them to get to destinations faster, and reducing physical obstacles to bicycling, such as climbing hills. These alternative modes help reduce vehicle trips and can encourage people to bike for utilitarian, commuter, and other short distance trips. Recommendation 3.4 in Chapter 4 will be revised to include the benefits of dockless bike share and e-bikes.

- VISION 2050 should recommend a network of bike boulevards on narrower, lower-volume roadways in the City of Milwaukee, particularly in corridors where it is difficult to provide enhanced bicycle facilities on a nearby arterial roadway

Response: VISION 2050 recommends enhanced bicycle facility corridors on many arterial streets to serve as regional connections among several communities. These corridors may include a neighborhood greenway ("bike boulevard") on a parallel nonarterial since the corridor includes about two blocks in either direction of an arterial street. Constructing enhanced bicycle facilities on arterial streets outside of these corridors are also recommended. Bike boulevards should be considered as an alternative bicycle facility when a nearby arterial street has limited right-of-way that restricts construction of a standard or enhanced bicycle facility. Recommendation 3.3 in Chapter 4 will be revised to reflect this implementation of bike boulevards. Since VISION 2050 is a regional plan that recommends bicycle facilities on arterial streets and bike boulevards are implemented on local streets, the Commission could assist local communities with planning for local bike boulevard networks outside the context of the plan.

Streets and Highways Comments

The following comments were provided related to the updated streets and highways element included in the 2020 Review and Update:

- Support for incorporating strategies to reduce reckless driving (8)
- Support for the recommendation to keep the street and highway system in a state of good repair (4)
- Communities should develop curb regulations (i.e., "price the curb") to encourage carpooling, ridesharing, or transit use by prioritizing loading zones over on-street parking (2)

Response: Currently, VISION 2050 makes recommendations under Recommendation 6.2 that complete street measures be implemented on arterial roadways, which includes utilizing existing parking stalls or unused or underused curb-side space for providing safer and convenient traffic stops (including bus bulbs and enhanced stops), to provide bicycle accommodations, to provide safer pedestrian crossings, and to enhance adjacent mixed-use developments. As part of the update to VISION 2050, staff is proposing to add a formal discussion describing such practices, called curbside management. The discussion will also include additional suggested uses of the curbside areas, including flexible loading zones, space for shared micromobility parking, electric vehicle charging, designated space for mobile businesses, and stormwater management. In addition, it will suggest that curb regulations are means for communities to more effectively implement curbside management. Following the completion of the VISION 2050 update, Commission staff intends to prepare guidance on implementing complete street measures, including providing guidance on implementing curbside management and curb regulations.

- Opposition to expanding the capacity of streets and highways (2)
- Provide additional emphasis on reducing road capacity in areas where there is excessive capacity (2)

Response: It is recognized under Recommendation 6.2 of VISION 2050 related to complete streets, that reducing the number of travel lanes on multi-lane roadways that have existing and future traffic volumes that do not require the current number of travel lanes—called road diets—is an effective way to implement the bicycle/pedestrian recommendations of the plan and improve safety along the roadway. Following the completion of the current plan update, Commission staff intends to review the existing and expected future traffic volume of the multi-lane arterials of the Region, and identify those roadways that would have volumes such that it would be appropriate to reduce the number of travel lanes. In addition, following the completion of the VISION 2050 update, Commission staff intends to prepare guidance on implementing complete street measures, including providing guidance on implementing road diets.

- Support for more speed bumps to slow traffic on certain roadways (2)

- Support for the updated streets and highways element (2)
- Add a discussion about the effects of environmentally friendly automobiles, trucks, and buses

Response: Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining, and are expected to continue to decline in the future. This decline is expected to continue through the year 2050, even with the projected increase in vehicle-miles of travel under the FCTS and VISION 2050. This impact was discussed in greater detail during the scenario planning and alternatives evaluation process utilized to originally develop VISION 2050.

- Bright headlights on newer vehicles make it difficult to see street signs, bicyclists, and pedestrians
- Concern that expanding highway capacity will increase reckless driving, make it more difficult to achieve compact development pattern, and reduce stormwater infiltration
- Consider converting Good Hope Road in Milwaukee County into a freeway and so that freeways in higher-density areas can be decommissioned and rebuilt as limited-access boulevards or landscaped parkways. This would include IH 43 between Lincoln Avenue and Capitol Drive and IH 94 east of Hawley Road.

Response: As part of the freeway reconstruction study conducted by the Commission at the request of WisDOT in 2003, Commission staff conducted a traffic impact analysis on three potential new northern freeway segments to connect IH 43 and USH 45 in northern Milwaukee County/southern Ozaukee County. The intent of this analysis was to assess whether a new northern freeway would have a significant impact on reducing traffic volumes and congestion or increasing traffic volumes and congestion on segments of the existing freeway system, and thereby, potentially affect the need for reconstruction and the need to consider design, safety, and capacity addition improvements on any segment of the existing freeway system. These three alternative alignments included one north of Good Hope Road, one north of County Line Road, and one south of Pioneer Road. The analysis showed that with respect to traffic impacts on the surface arterial street system, each alternative was expected to provide a significant reduction of traffic on parallel surface arterial streets proximate to each of the alternatives, thereby reducing congestion on certain segments of those streets, and provide a higher level of service to traffic. However, with respect to the impact of the possible new freeway segments on the existing freeway system, the proposed new freeway segments would not be expected to substantially modify the routing of traffic, or traffic patterns, on the existing freeway system and the net impact on reducing or increasing freeway traffic volume was expected to be negligible. Because the possible new freeway segments connecting IH 43 and USH 45 in northern Milwaukee County and southern Ozaukee County would have little impact on reducing or increasing freeway traffic volume on any segment of the existing freeway system, they would also have little impact on the traffic congestion on the existing freeway system and little impact on the need to address existing freeway system design, safety, and congestion problems. At that time it was not recommended that a new freeway segment be included for further consideration. Since development patterns have not changed significantly in the Region since the conduct of the analysis this issue has not been reexamined. Additionally, it would be expected that conversion of Good Hope Road to a freeway would have significant impacts to the adjacent neighborhoods and communities. Since a new freeway segment in the Good Hope Road corridor would not be expected to significantly reduce traffic volumes on existing freeway segments, the conversion of existing freeway segments to boulevards would be expected to increase congestion within the existing freeway corridor, and divert traffic from the corridor to adjacent facilities, increasing congestion on those facilities and reducing safety within and adjacent to the freeway segment through an increase of congestion-related crashes. In addition, the cost of constructing a new freeway would likely be prohibitive, particularly given the significant funding gap for streets and highways identified in the updated financial analysis for the 2020 Update.

- Ensure that bicycle lanes are kept in a state of good repair

- Ensure that roads in low-income neighborhoods are well maintained
- Need better warnings at freeway exits to prevent wrong-way driving
- Need to provide sufficient stormwater management along streets and highways
- Opposition to the Lake Parkway (STH 794) extension between Edgerton Avenue and STH 100 in Milwaukee County
- Opposition to prioritizing streets and highways over other modes of transportation, but recognize the need to expand highways for commuters as population growth occurs
- Political will is needed to construct the USH 12 extension between Lake Geneva and Whitewater in Walworth County
- Support for expanding highway capacity to address traffic congestion on IH 43 between Milwaukee and Grafton
- Support for improving streets and highways in anticipation of more ridesharing and autonomous vehicles
- Support for minimizing congestion on the Region's freeway system

TDM, TSM, and Freight Comments

The following comments were provided related to the updated TDM, TSM, and freight elements included in the 2020 Review and Update:

- Support for the updated TDM element (11)
- Support for expanding transportation options (6)
- Support for the new TDM recommendation encouraging government entities to work with private-sector mobility providers on possible partnerships (6)
 - One commenter noted that these partnerships could be particularly useful for people with disabilities who are physically unable to walk to a bus stop
- Add a recommendation that infrastructure improvements address the risk of climate catastrophes as a result of ethanol shipments through Port Milwaukee and that the Commission's planned study on transportation resiliency to flooding include a discussion about whether to retreat or rebuild certain infrastructure

Response: The Commission is currently conducting a flooding study of the arterial streets and highways within the Region with respect to the risk of overtopping during 100- and 500-year events. This study is the first phase of a larger effort to identify critical transportation infrastructure on the arterial street and highway system that may need to be hardened to improve the transportation system's resiliency to increased flooding potential from more frequent high-intensity rainfall events. However, even with a changing climate, it is expected that Lake Michigan water levels will be similar to historical highs and low into the future. While current FEMA floodplain maps do not show the Port facilities as being within a floodplain, new FEMA mapping along the lakeshore is currently underway. Should the Port facility be included in a floodplain the Port will need to consider how their facilities may need to be modified to mitigate future flooding risk. The Port of Milwaukee should be as a normal operating practice be identifying and mitigating the risk associated with hazardous shipments through the Port.

- Concern about the long-term sustainability of Lyft and Uber and the sensibility of investing in them rather than public transit
- Consider equity related to park-ride lots, specifically using them to improve access to jobs in the suburbs, and not only serving suburban drivers

Response: Providing access to jobs across the Region within a reasonable travel time, particularly for the 1 in 10 households in the Region without access to a car, is one of the primary motivators for recommending the improvement and expansion of transit services. In relation to park-ride lots, while these lots are often used by commuters with jobs in urban where parking is more difficult and expensive than less dense job centers, VISION 2050 recommends a significant improvement and expansion of existing commuter bus routes serving park-ride lots. This includes providing more frequent service, serving areas not currently served, and providing service in both directions throughout the day. A number of the rapid transit, commuter rail, express bus, and local transit services would also serve park-ride lots. The plan recognizes that some suburban employment centers cannot be realistically served by fixed-route transit, and also makes recommendations for programs providing last-mile connections to suburban job centers. In addition, as part of the 2020 Review and Update, staff is proposing to add a recommendation encouraging government entities to work with private-sector mobility providers to consider opportunities for partnerships that work to advance an equitable, affordable, and efficient transportation system in the Region. Within this new recommendation, staff will emphasize that such partnerships should address service affordability and explore options to support public transit services by providing first-mile/last-mile connections and supplementing regular service during off-peak times or in areas with lower-density development patterns.

- Support for incorporating the recently completed State Freight Plan, which is being done as part of the 2020 Update
- Support for limiting freight networks on local streets to those that serve an existing or anticipated freight users, in a way that is least intrusive to neighborhoods and local business districts
- Support for the freight element, including the recommendation to construct the Muskego Yard bypass
- Support for the TDM recommendation to enhance preferential treatment for transit and high-occupancy vehicles (HOV) through HOV bypass and transit-only lanes as a method to both reward and encourage carpooling and using public transit
- Support for the TDM recommendation that personal vehicle travel be priced at its true cost
- Support for the TDM recommendations that have the potential to reduce vehicle-miles of travel (VMT)
- Support for using cameras and sensors for traffic enforcement and creating smart parking networks
- Support for using electric vehicles for last-mile transportation connections, as well as expanding electric vehicle charging stations

Transportation Funding Comments

At the in-person public meetings and in the online questionnaire, participants were asked two questions related to addressing the transportation funding gap identified in the updated financial analysis prepared as part of the 2020 Review and Update.

Figure E.8 shows whether respondents would support providing additional funding for transportation.

Figure E.8
Round 2 Feedback: Would You Support Providing Additional Funding for Transportation?

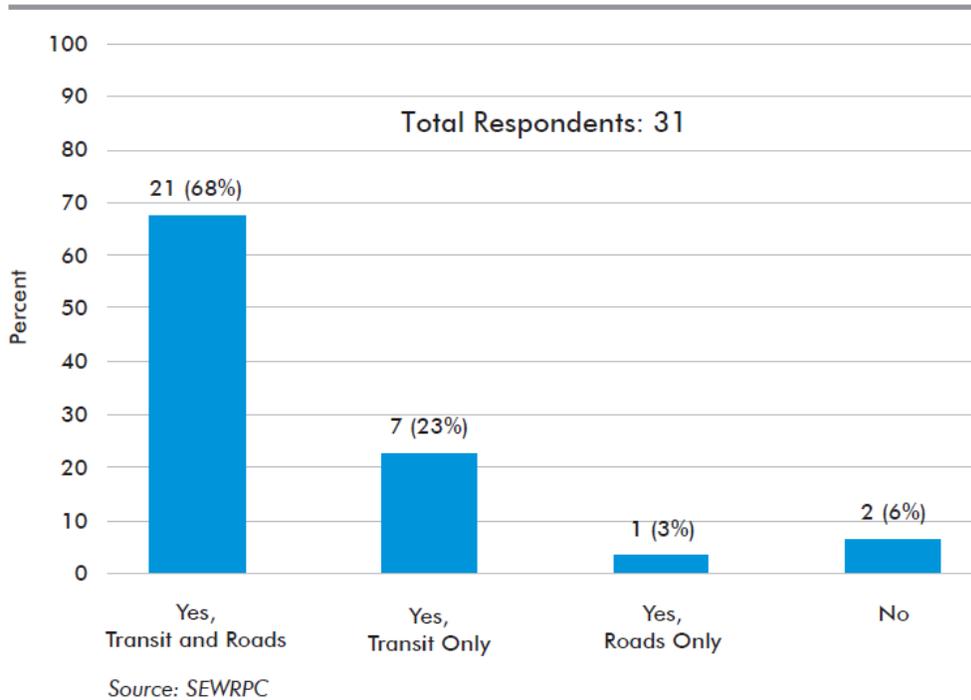
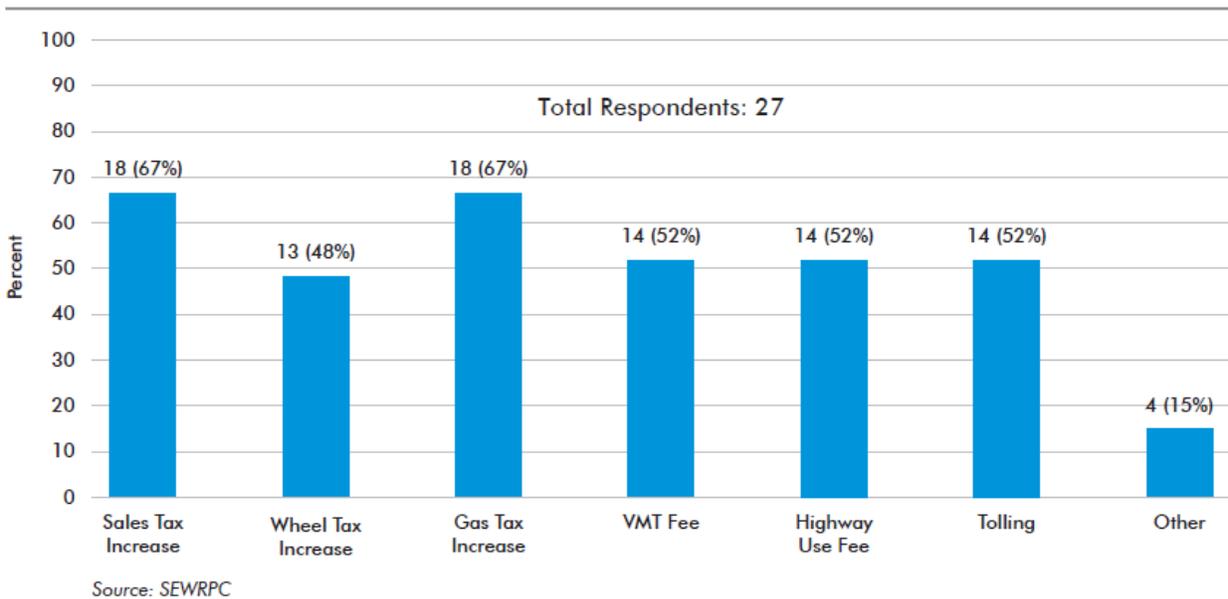


Figure E.9 shows which revenue sources respondents indicated should be considered to provide additional funding for transportation.

Figure E.9
Round 2 Feedback: Which Revenue Sources Do You Think Should Be Considered?



The following additional comments were provided related to transportation funding and the updated financial analysis included in the 2020 Review and Update:

- Support for increasing funding for streets and highways, but only for maintenance, safety, and complete streets improvements (3)
- Concern about how the roadway users from outside the Region or State, including freight users, are sharing the costs of road maintenance

Response: This is an issue that many states are considering as they look for ways to fill the impending funding shortfalls due to increased fuel efficiency. With respect to the gas tax, users from outside the Region and State would potentially share in the costs of the transportation system when they purchase fuel within the Region. This is one reason why the gas tax may not be completely replaced by any of the other potential funding options discussed in VISION 2050. Tolling limited access highways would also ensure that all users, regardless of where they live, would contribute to the costs of a roadway.

- Concern about the capital and ongoing infrastructure costs associated with tolling
- Concern about the potential cost to commuters if a vehicle-miles of travel (VMT) fee is implemented
- Concern that funding transportation investments supports large corporations, especially oil companies, which contributes to the climate crisis and negatively impacts small businesses
- Important to demonstrate the benefits associated with providing additional funding for transportation
- In addition to funding, shared-ride taxi services depend on volunteer drivers, and more drivers are needed
- Need to provide additional funding for public transit to benefit low-income residents, seniors, and people with disabilities
- Open to considering tolling, but it is not the most desirable revenue source
- Opposition to borrowing money (bonding) to finance transportation expenses
- Opposition to gas and wheel taxes because they are not charged according to vehicle weight, time, and miles traveled, which is how costs are incurred
- Opposition to increasing funding for public transit because ride sharing and autonomous vehicles are the future of transportation
- Opposition to increasing funding for public transit because the demand does not support additional investment
- Opposition to increasing wheel taxes (vehicle registration fees), since the wheel tax is a regressive tax that takes a larger percent of income from low-income earners
- Opposition to a vehicle-miles of travel (VMT) fee because it disadvantages individuals who live in rural parts of the Region and State
- Stronger language should be used to describe the need for new funding sources to support transit

Response: The updated financial analysis for the 2020 Review and Update clearly shows the consequences of not providing additional funding for public transit, including an expected decline in transit service levels of about 35 percent. The VISION 2050 public transit element also clearly identifies the expected benefits of improving and expanding public transit, which is why the plan recommends more than a doubling of transit service by the year 2050. Upon completion of the 2020 Review and Update, Commission staff intends to prepare a summary document that will describe the updated VISION 2050 and fiscally constrained transportation system (FCTS),

including identifying the importance of implementing the transit recommendations, the level of public support for implementing the transit recommendations expressed as part of the 2020 Update, and the consequences of not implementing these recommendations. In addition, staff intends to prepare a second edition of Volume III of the VISION 2050 plan report—which presents the recommendations of VISION 2050—to reflect the updated VISION 2050 plan and other analyses conducted as part of the 2020 Update, including the equity analysis. Also as part of the second edition of Volume III, staff intends to strengthen the reasons for implementing the transit recommendations given the continued decline in transit.

- Support for additional funding to improve road maintenance
- Support for directing funding at environmentally sound solutions that contribute to an improved approach to meeting human and natural resource needs
- Support for fees based on usage, not fixed costs that disproportionately impact non-users
- Support for implementing a highway use fee because it is a more progressive tax
- Support for increasing funding for public transit
- Support for increasing funding for transportation through an equitable and sustainable revenue source
- Support for increasing the sales tax, particularly on higher-priced items
- Support for increasing the sales tax because it is the most straightforward and is partially paid by visitors, but it has been politically difficult to implement it
- Support for increasing transportation funding for local governments
- Support for re-allocating funding for street and highway expansion projects to support improving and expanding public transit
- Support for user fees to fund transportation, but need to consider who will be impacted most

Additional Comments

The following additional comments were provided during the second round of public involvement for the 2020 Review and Update:

- Appreciation for the opportunities to attend virtual public meetings and provide input online (6)
- A group of five commenters expressed concerns regarding racial and environmental justice and made the following comments related to VISION 2050 and its implementation:
 - The commenters expressed support for implementing the expansion and improvement of transit service recommended in the updated VISION 2050. However, given the continued decline in transit service and minimal expansion and improvement of transit, they expressed the need for Commission staff to raise more awareness to the public and public officials of the importance of expanding public transit and the negative and potentially discriminatory consequences of continuing transit decline. Particularly, they expressed the need for SEWRPC to highlight the broad public support for improving and expanding public transit identified during the development of VISION 2050, and to highlight the importance of expanding public transit for the economic health of the Region, for the health and quality of life of its population, and for beginning to mitigate the ongoing impacts of decades of discrimination and segregation.

Response: The 2020 Review and Update of VISION 2050 continues to recommend more than doubling transit service in the Region by the year 2050, through the implementation of higher-quality transit services and improving local transit service. However, the financial analysis conducted for the plan update found that the current and expected transportation revenues would result in a 35 percent reduction in public transit service and minimal implementation

of transit expansion and improvement. Commission staff presented this information—along with the consequences of not implementing the transit recommendations of VISION 2050—to the public as part of the public outreach conducted for the plan update and to the local, State, and Federal officials that are members of the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation Planning.

As part of the 2020 Review and Update, Commission staff will be preparing a summary document that will describe the updated VISION 2050 and fiscally constrained transportation system (FCTS), including identifying the importance of implementing the transit recommendations, the level of public support for implementing the transit recommendations expressed as part of the update, and the consequences of not implementing these recommendations. In addition, staff will be preparing a second edition of Volume III of the VISION 2050 plan report—which presents the recommendations of VISION 2050—to reflect the updated VISION 2050 plan and other analyses conducted as part of the update, including the equity analysis. In the section of Volume III that presents the transit recommendations, reasons for including the extensive improvement to transit services in the plan and pursuing its implementation are outlined. These reasons include providing increased accessibility to jobs and other activities, which would be particularly beneficial for individuals without access to a car. As part of the second edition of Volume III, staff intends to update this section to reflect current data identified as part of the plan update, and to strengthen the reasons for implementing the transit recommendations given the continued decline in transit.

Based on comments received during the first round of public involvement for the plan update, staff also intends to provide information on how the VISION 2050 recommendations achieve the plan objectives under four important themes established during the development of the original plan—Healthy Communities (which includes public health and environmental sustainability), Equitable Access, Costs and Financial Sustainability, and Mobility. The 2020 Review and Update report and its summary document, along with the second edition of Volume III of the VISION 2050 plan report, will be sent to each of the local governments of the Region and to the relevant Federal and State agencies, along with being made available on the Commission’s website.

In addition, staff intends to continue to reach out to the public and to local officials through future public involvement activities and meetings with local officials, including meetings of the Commission’s advisory committees. As an example, staff has expressed the importance of utilizing a portion of FHWA highway funding for eligible transit projects with the Commission’s various Advisory Committees on Transportation Planning and Programming (TIP Committees) for the Region’s five urbanized areas. This has resulted in the Commission, working with those committees, along with WisDOT and WDNR staffs, to allocate over half of available FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for transit capital and operating projects, such as bus replacement and the initial operating costs for improved or expanded services in Milwaukee County and the City of Kenosha. In addition, Commission staff has worked with the Milwaukee TIP Committee in utilizing a portion of the available FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds for bus replacement projects.

- The commenters expressed support for the conclusions of the equity analysis completed for the 2020 Review and Update related to people of color and people with lower incomes in the Region benefiting from the transit recommendations of the updated plan and that those populations would likely experience disparate negative impacts should funding not become available to implement those recommendations. However, they had the following suggestions related to the equity analysis: a) analyze the adverse effects of a transit funding gap on people of color, people with lower incomes, and people with disabilities in the context of the transportation system as a whole (highway and transit elements together), b) account for the fact that a higher proportion of people of color, low-income residents, and people with disabilities are unemployed when analyzing the benefits of highway construction and

expansion, and c) consider the extent to which highway and other roadway expansion projects have had and/or are likely to have a cumulative adverse effect on people of color, people with lower incomes, and people with disabilities.

Response: The equity analysis for the plan update provides a system-level analysis of the impacts—both costs and benefits—of implementing the highway and transit recommendations of the updated VISION 2050 and FCTS—with the latter showing the effects of the continued decline of transit service and minimal expansion and improvement of transit on the people of color, people with lower incomes, and people with disabilities of the Region. As the highway and transit systems are functionally different, the analyses of the two systems are conducted separately. However, when the two systems were evaluated by the same criteria (such as accessibility to jobs and other activity centers), the same methodologies were utilized to evaluate the two systems. This allowed for an easy comparison between the effects of the transit and highway systems under each scenario (the updated VISION 2050 and the updated FCTS).

A summary of the comparison of the accessibility for transit and driving is provided in the equity analysis under both the updated VISION 2050 and FCTS. Upon reviewing the summary, Commission staff determined that the text describing the comparison under the FCTS should be made clearer for the final report. As such, staff has proposed to revise this text to indicate that while the highway element would result in about the same accessibility to jobs and other activities for all residents of the Region that have access to an automobile, the expected declines in transit, along with the minimal expected expansion and improvement of transit, under the updated FCTS are expected to generally result in small to significant declines in the accessibility to jobs and other activities—depending on the activity—for residents utilizing transit. Further, the impact of any decline in accessibility would likely be greater on minority populations and low-income populations, as those populations are more likely to not have access to an automobile.

With respect to the second request regarding the evaluation of highways, the equity analysis recognizes that while people of color and people with lower incomes have higher percentages of unemployment, of zero-automobile households, and of public transit use (relative to the other modes of travel) than the rest of the population, the automobile is still the dominant mode of travel for the Region's minority population and low-income population. For example, the 2017 National Household Travel Survey (NHTS) found that 76 percent of the Region's minority residents make all trips—including for work, shopping, schooling, social/recreational, and other purposes—by automobile, compared to 86 percent of the non-minority population. Similarly, the 2014-2018 U.S. Census American Community Survey (ACS) data show that in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income. Thus, while typically at a lower proportion than the remaining residents, the people of color and people with lower incomes that have access to, and utilize the, automobile for their trips would benefit from improvements to the highway system through less congestion, increased safety, and increased accessibility.

With respect to the third request related to evaluating cumulative effects, the equity analysis included estimating the cumulative effects on people of color and people with lower incomes in the Region under the updated VISION 2050 and FCTS for criteria related to accessibility, availability of transit service (both extents and quality), highway expansion impacts and benefits, and air-quality impacts. Following the completion of the 2020 Review and Update, Commission staff intends to work with the Commission's Environmental Justice Task Force to review the equity analysis for potential changes for the next update of VISION 2050 in 2024. As part of that review, consideration would be given to whether the current criteria utilized are appropriate as is, should be expanded or improved, or should not be utilized further. In addition, the review would include consideration of new criteria to be added to the equity analysis, including criteria related to housing/transportation costs and economic effects.

- The commenters suggested that it should be made clear that not providing enough funding to improve and expand transit, especially while expanding highway capacity, has a potentially discriminatory effect and that transit expansion needs to occur simultaneously with highway projects.

Response: The updated equity analysis concluded that the reduction of accessibility to jobs and other activity centers under the FCTS would particularly impact people of color, people with lower incomes, and people with disabilities, who utilize public transit at a rate proportionally higher than other population groups. The analysis further concluded that, should the amount of available and reasonably expected funding for transit continue as estimated under the FCTS, a disparate impact on the Region's people of color, people with lower incomes, and people with disabilities is likely to occur. Given current limitations at the State level on local government revenue generation and on WisDOT's ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services, or allowing local units of government and transit operators to generate such funds on their own. This conclusion is also summarized in Chapter 4 of the 2020 Review and Update report and will be included in the summary document for the plan update.

- The commenters suggested that Commission staff reaffirm the obligation of the State of Wisconsin and other recipients of Federal funding to mitigate adverse effects on people of color, people with lower incomes, and people with disabilities, and that mitigating measures should include improving and expanding public transit and giving higher priority to plans, projects, and services that directly benefit people of color, people with lower incomes, and people with disabilities.

Response: With respect to the 2020 Review and Update, the equity analysis states that avoiding the disparate impacts on the Region's minority populations, lower-income residents, and people with disabilities that would be expected under the FCTS is dependent on action by the State Legislature and Governor. Such action would negate the need for any sort of mitigation, as the disparate impacts would have been avoided.

With respect to individual projects, any potential impact—positive or negative—to people of color and lower-income residents needs to be identified during preliminary engineering for any project utilizing Federal funding. Should negative impacts be identified, implementing agencies are required to consider alternatives to avoid those impacts or to mitigate the impacts if they are unavoidable. Commission staff is often asked to serve on technical advisory committees or are asked to comment directly during preliminary engineering of larger highway projects, especially those where capacity expansion is being considered. Should mitigation of impacts be found to be necessary as part of those projects, Commission staff would work with implementing agencies to identify necessary mitigation measures—particularly should it relate to mitigation via plan implementation. As an example, long-term transit improvements could be identified as a mitigation strategy for freeway projects in urban areas.

- Ensure that offsetting benefits are included in VISION 2050 to counter the long-standing, racially disparate, and adverse effects that these communities have suffered.

Response: Implementing the transit improvement and expansion recommendations of VISION 2050 is expected to result in a more than doubling of current service levels, well beyond the service levels of 2010. As indicated in the updated equity analysis, implementing those recommendations would greatly benefit the people of color and lower-income residents of the Region. However, as previously indicated, implementing the transit recommendations is dependent on action by the State Legislature and Governor to either make more transit funding available or permit local units of government and transit operators to generate funds on their own.

- Engage more stakeholder groups in the process (e.g., corporate leaders, small businesses, faith organizations, K-12 schools, universities, county organizations) (2)

Response: During the original VISION 2020 planning process, Commission staff conducted extensive public outreach over a three-year period. The process was guided by the Commission’s Regional Land Use and Transportation Planning Advisory Committees (comprised of local and county government representatives from throughout the Region, as well as representatives from relevant Federal and State agencies), and involved working with its Environmental Justice Task Force, eight community partner organizations, and nine task forces on specific topics. Through this process, staff engaged many of the stakeholder groups included in this comment and continues to work regularly with many of them as it relates to plan implementation and obtaining input on changes to the plan. Staff is always willing to discuss the plan with any interested group and has given numerous presentations to a wide range of different groups since the plan was originally completed, including regular presentations to students at multiple local universities. In addition, the Commission’s Public Involvement and Outreach (PIO) Division engages additional stakeholders, community-based organizations, and members of the public throughout the year. PIO maintains an expanding list of over 100 target organizations that serve as a formal distribution network for information about Commission planning activities. These organizations serve low-income areas; areas predominantly consisting of communities of color and targeted ethnicities; people with disabilities; women’s groups; veterans; seniors; and/or communities or neighborhoods where issues related to employment, transportation, land use, economic development, housing, and environmental deterioration relate directly to the Commission’s planning efforts. Staff will continue to explore expanding its stakeholder engagement and is always open to specific ideas and opportunities to help facilitate implementation of the plan.

- A detailed study is needed on the effectiveness of the investment in the Foxconn manufacturing campus to better understand the economic impacts, other outcomes, and what makes an area attractive beyond the presence of jobs

Response: While the second amendment of VISION 2050 incorporated land use changes and transportation improvements related to the Foxconn campus in Racine County, the plan does not take a position regarding the investment made to bring Foxconn to Wisconsin. A detailed study of effectiveness of that investment could be conducted separate from VISION 2050 if requested by the affected local and county governments. Commission staff could potentially assist the appropriate agency if a separate study is conducted.

- Broaden the approach for the plan to look at the built environment and the systems it supports from a public health perspective, and respond to community concerns such as living wage jobs, access to fresh food, public safety, affordable housing, quality education, climate resiliency, and equity

Response: VISION 2050 recommendations were developed to address a series of plan objectives that fall under four important themes: Healthy Communities (which includes both public health- and environmental sustainability-related objectives), Equitable Access, Costs and Financial Sustainability, and Mobility. Based on comments such as this one, and feedback received from elected officials, local government staff, and other stakeholders since VISION 2050 was adopted in 2016, staff will be providing more emphasis on the four themes and their underlying objectives within the recommended plan. Specifically, feedback such as this comment has identified a need to improve the understanding of how the recommended plan addresses objectives related to public health, equity, and environmental resilience. Objectives under these topics are addressed throughout plan recommendations under various elements, but are not always clearly identified as such. Feedback garnered through an interactive public participation activity during the first round of public involvement for this effort helped further identify priorities and answer questions related to these three specific topics. To respond to this feedback and enhance the awareness of the four themes in the recommended plan, staff will incorporate more information about the plan objectives into the recommended plan, which will be presented in Chapter 1 of the Second Edition

of Volume III of the VISION 2050 plan report, to be prepared following completion of the 2020 Review and Update. In addition to VISION 2050, other elements of the regional plan also address concerns related to the environment and affordable housing.

- Concern about the uncertainty related to using 2050 as the planning horizon. Suggest reviewing the plan every 3 to 5 years to keep the plan current.

Response: While Commission staff recognizes the degree of uncertainty related to planning three decades into the future, federal regulations for preparing a regional transportation plan require the long-range plan to have a minimum 20-year planning horizon. The regulations also require the plan to be reviewed and updated every four years, which staff is fulfilling through the 2020 Review and Update and will fulfill again in future updates. The next update will occur in 2024.

- Consider the impacts of any recommended changes on county and municipal services
- Need to consider how to include pandemics in planning for transportation.

Response: At the time of this response, it is clear that the COVID-19 pandemic is resulting in a decline in travel and an impact to the economy; however, it is too soon to understand how commuting patterns, the economy, and other activities of daily life may change in the medium- and long-term. Commission staff will continue to monitor the impacts that this pandemic may have on the plan in this regard, discuss changes that may be needed as a result of potential long-term impacts, and be available to assist communities in their response as needed.

- Provide data on seniors and include them in the equity analysis

Response: In terms of travel patterns for seniors, staff completed a separate analysis during the initial development of VISION 2050, which looked at some more aggregate travel habits by generational cohort. Specifically, Table 5.14 of Volume I, Chapter 5 (page 278) of the VISION 2050 plan report shows the modal share by generation from the Commission’s 2011 and 2001 regional travel inventory, which indicates that a significant proportion of the population age 67 or older travel by automobile and less than 1 percent travel by transit. However, the plan recognizes that the existing transportation system may not meet the needs of the growing population of seniors who may be unable or prefer not to drive and many plan recommendations would benefit seniors and support their ability to age in place, including more walkable development where residents would live in proximity to many of their daily needs and significant improvements to various types of transit services. The plan recognizes that one of the consequences of not addressing the identified gap in funding for the recommended transit system is a reduced ability for the Region’s residents to age in place as their ability to drive declines.

With respect to the VISION 2050 equity analysis, minority populations and families living in poverty are specifically included in the analysis to comply with Federal requirements. In addition, people with disabilities and families living in twice the poverty level—other transit-dependent populations—were included in the analyses conducted related to transit. Following the completion of the 2020 Update, Commission staff intend to continue to monitor the travel habits and patterns of the Region’s senior populations, and to work with the Commission’s Environmental Justice Task Force to determine whether and how analyses related to seniors would be incorporated into the equity analysis of future updates to VISION 2050.

- Support for the updated plan and increasing efforts to implement the plan's recommendations

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