WHAT IS VISION 2050?

VISION 2050 is Southeastern Wisconsin’s long-range land use and transportation plan. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities, to the year 2050. The Commission adopted VISION 2050 in 2016, following a three-year process guided by the Commission’s Advisory Committees on Regional Land Use and Transportation Planning.

2020 REVIEW AND UPDATE OF VISION 2050

WHAT IS THE PURPOSE OF THE 2020 REVIEW AND UPDATE?

Every four years, the Commission conducts an interim review and update of the regional land use and transportation plan, in part to address Federal requirements. The 2020 Review and Update looks at how well VISION 2050 is being implemented, compares the year 2050 forecasts underlying the plan to current estimates, and explores how the existing transportation system is performing. The review will also examine whether it remains reasonable for the recommendations in VISION 2050 to be accomplished over the next 30 years, given the implementation of the plan to date and available and anticipated funding. As a result of the review and update process, recommendations may be changed or updated, and the financial analysis will be updated to reflect any changes in anticipated funding or expenditures.

PUBLIC INVOLVEMENT

The purpose of this first round of public involvement is to share information with the public about how well the various plan elements are being implemented, and collect feedback about this progress. We also welcome comments on changes, since VISION 2050 was adopted, that we should consider as we update the plan’s recommendations.

A second round of public involvement will take place in early spring of 2020, during which time the public will be able to review the draft 2020 Review and Update, including updated financial and equity analyses.

HOW TO PROVIDE INPUT

Written Comments
Please use the comment cards available at this meeting to write down any comments you might have.

Verbal Comments
Please speak to the court reporter or a staff member if you prefer to provide verbal comments.

All comments submitted by December 20, 2019, will be entered into the public record, and will be considered as staff prepares a draft of the 2020 Review and Update of VISION 2050.

Comments can also be submitted by December 20, 2019, in any of the following ways:

- Website: vision2050sewis.org
- E-mail: vision2050@sewrpc.org
- Mail: P.O. Box 1607
  Waukesha, WI 53187-1607
- Fax: (262) 547-1103
HOW DOES VISION 2050 GET IMPLEMENTED?

ENDORSE

VISION 2050 was adopted by the Regional Planning Commission in July 2016 and sent to the agencies and levels of government responsible for implementing the plan’s recommendations.

REFINE

As an advisory and regional plan, VISION 2050 should be viewed as a framework for more detailed county and local planning, such as local and county comprehensive plans, transit development plans, and jurisdictional highway system plans.

IMPLEMENT

Implementation is complex and relies on the coordinated actions of many different entities. The Commission tracks this implementation and works closely with its many partners to support implementation.

PARTNERS IN IMPLEMENTATION:

LOCAL AND COUNTY GOVERNMENT

- Prepare and adopt comprehensive plans and provide funding to support implementation
- Enforce ordinances such as zoning and land division
- Construct and maintain local/county roads, bridges, and bicycle and pedestrian facilities as recommended
- Acquire and maintain local/county parks and open space or purchase conservation easements

FEDERAL GOVERNMENT/AGENCIES

- Adopt and enforce federal-level regulatory measures
- Provide funding to support national-level goals and priorities in transportation and land use development

PRIVATE SECTOR

- Operate public transit service and promote public transit use
- Implement recommended public transit improvements and expansions within funding constraints

ADDITIONAL PARTNERS

Non-governmental organizations (NGOs), special units of government, and nonprofit advocacy organizations all play a role in implementation.

STATE GOVERNMENT/AGENCIES

- Provide funding for roads, bridges, public transit, and other transportation infrastructure
- Allow local dedicated transit funding and consider additional revenue sources for transportation
- Consider alternative funding structures for local governments and school districts
- Provide resources to incentivize service sharing and more efficient local government
- Develop incentive programs and adopt and enforce regulatory measures
- Acquire and maintain State parks and open space or purchase conservation easements
- Implement intercity and commuter transit improvements, and enhance and expand park-and-ride facilities
- Construct and maintain State roads, bridges, and bicycle and pedestrian facilities as recommended
- Implement freight recommendations in coordination with local and county governments and the private sector
**OVERVIEW**

As a part of the 2020 Review and Update, the year 2050 forecasts underlying the plan have been compared to current estimates. Overall, the plan forecasts remain valid for long-range land use and transportation planning purposes.

**TRENDS IN ECONOMIC GROWTH AND THE NEED TO ATTRACT MORE RESIDENTS**

As anticipated under VISION 2050, a major shift is occurring in Southeastern Wisconsin’s development and growth. This shift is evident in the slow population growth experienced in recent years, compared to the fast growth in jobs. For the past several decades, the Region’s labor force has grown at a pace strong enough to support employment growth. As the Baby Boomers exit the workforce and subsequent generations are each no larger than the Baby Boomers, there will not be enough workers to fill additional, new jobs. To grow the economy, we will need to compete with other parts of the country and the world to attract new residents.

**NET MIGRATION TO THE REGION BY DECADE**

- **1950s**: 150,000
- **1960s**: 50,000
- **1970s**: -50,000
- **1980s**: -100,000
- **1990s**: -150,000
- **2000s**: 0
- **2010s**: 0

**NEW RESIDENTS NEEDED TO GROW JOBS**

- **2020s**:
- **2030s**:
- **2040s**:

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Credit: VISIT Milwaukee
Credit: J. Valo
Credit: Washington County
Credit: Downtown Milwaukee BID 21
Credit: Craig Schreiner
**LAND USE**

**WHAT THE PLAN RECOMMENDS:**
- Focus on new urban development in urban centers
- Reverse trend in declining density and provide a mix of housing types and uses
- Preserve primary environmental corridors
- Preserve productive agricultural land

**HOW ARE WE DOING?**
- Growth in multifamily housing development
- Most new residential lots created within planned urban service areas
- New single-family housing development at lower densities than recommended
- Primary environmental corridors protected and additional corridors identified
- Of prime agricultural land developed, most has been in locations not consistent with plan

**94% OF PRIMARY ENVIRONMENTAL CORRIDORS ARE PROTECTED**

The single-family homes recommended by VISION 2050 would largely be on lots of ¼-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?

**Land Use Development Pattern: VISION 2050**

- **What types of housing development would you like to see more of in the Region?** (on your worksheet, check all that apply)
  - [A] Single-Family
  - [C] Multifamily
  - [B] Two-family
  - [D] Other

**Other notable activity:**
- Transit-oriented development (TOD) occurring around The Hop, potentially around East-West BRT once it is completed
- Commission in beginning stages of initiating a regional food system planning effort
- Numerous projects by local governments to manage stormwater, redevelop brownfield sites
**PUBLIC TRANSIT**

**WHAT THE PLAN RECOMMENDS:**
- Significant improvement and expansion of the public transit system, including commuter rail, rapid transit, and improved fixed and flexible transit services
- Programs to improve access to suburban employment
- “Transit first” designs on urban streets
- Other initiatives to promote transit use and improve quality of service

**RECENT CHANGES TO TRANSIT SERVICE**

**Additions/Expansions:**
- Three new MCTS express bus routes
- New streetcar service in Milwaukee (The Hop)
- Additional Kenosha Area Transit bus service to employment centers
- New countywide shared-ride taxi service in Walworth County
- Progress in planning the East-West BRT line in Milwaukee County

**Reductions:**
- Elimination of Joblines between the City of Milwaukee and Waukesha County
- Reductions in 5 freeway flyer service routes
- Elimination of 5 MCTS special service routes
- Elimination of 5 MCTS special service routes

![Public Transit Service Levels](image)

**FUNDING SHORTFALL:**
Without additional funding, service levels are expected to decline by about 10% by 2050 under the Fiscally Constrained Transportation Plan (FCTP)—rather than double as recommended under VISION 2050.

**HOW ARE WE DOING?**
- Modest increase in transit services with 3 new express bus routes in Milwaukee County, new and extended bus service to Kenosha area employment centers, and new countywide shared-ride taxi in Walworth County
- New streetcar service in the City of Milwaukee
- Service reductions in 5 MCTS freeway flyer routes
- Elimination of MCTS Joblines and 5 special service routes

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?**

**PUBLIC TRANSIT SERVICE LEVELS**

![Graph showing public transit service levels](image)

**TRANSPORT PASSENGER BOARDING TRENDS 2014-2017**

- **Intracounty Transit**
  - Kenosha Area Transit, Milwaukee County Transit System, RYDE, and Waukesha Metra
  - **20%**

- **Intercounty Bus**
  - Kenosha-Baraboo-Milwaukee Commuter Bus, Ozaukee County Express, Washington County Commuter Express, Waukesha County, and Western Kenosha County Transit
  - **13%**

- **Shared-Ride Taxi**
  - Ozaukee, Walworth, and Washington Counties and Cities of Hartford, West Bend, and Whitewater
  - **0.2%**

**Note:** While overall service levels have increased slightly in the last few years, recent service reductions are expected to produce reduced transit service levels.

**Other notable activity:**
- MCTS, RYDE, and The Hop launched mobile apps
- WisDOT is pursuing an increase to Amtrak Hiawatha service and a second daily trip to the Twin Cities
- Amtrak began operating new Thruway bus service to Green Bay and the Fox Valley

Have your transportation options been impacted by recent expansions or reductions in transit service? If so, please describe. What transportation options would you like to see more of in the Region to better meet your needs?
**BICYCLE AND PEDESTRIAN**

**WHAT THE PLAN RECOMMENDS:**
- Expanding the on-street bicycle network, including enhanced bicycle facilities in key regional corridors
- Expanding off-street multi-use paths to provide a well-connected network
- Expanding bike share
- Providing sidewalks in areas of existing or planned urban development
- Minimizing crashes involving bicyclists and pedestrians

**HOW ARE WE DOING?**
- ▲ Expansion of the on-street, off-street, and enhanced bike facility networks
- ▲ Bike share expansion
- ▼ Total crashes involving pedestrians has increased slightly
- ▼ Total crashes involving bicyclists has decreased slightly
- ▼ Crashes involving pedestrians resulting in a fatality or serious injury has increased
- ▲ Crashes involving bicyclists resulting in a fatality or serious injury has decreased

### RECENT EXPANSION OF BIKE FACILITIES

**On-Street Bike Accommodations**
- 2015: 886.5 Miles
- 2019: 1,001 Miles

**Off-Street Multi-Use Paths**
- 2015: 299 Miles
- 2019: 311 Miles

**Bike Share Stations**
- 2014: 7
- 2019: 89

**ENHANCED BIKE FACILITIES**
- Increased from 72 total miles in 2016 to 167 total miles in 2019

- **5 ADDITIONAL MILES OF BUFFERED OR PROTECTED BIKE LANE**
- **30 ADDITIONAL MILES OF SEPARATED MULTI-USE PATHS WITHIN THE RIGHT-OF-WAY**

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**SAFETY**

**Total Crashes Involving Bicyclists or Pedestrians**
- 2018: 1,200

**Total Crashes Involving Bicyclists or Pedestrians Resulting in a Fatality or a Serious Injury**
- 2018: 100

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**What types of biking and walking improvements would you like to see more of in the Region?**
- [ ] A. Protected or buffered bike lanes
- [ ] B. Sidewalks
- [ ] C. Curb ramps or other accessibility improvements
- [ ] D. Enhanced crosswalks/pedestrian signals
- [ ] E. Multi-use paths
- [ ] F. Other

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**City of Milwaukee initiated a dockless scooter pilot study and launched an adaptive bicycle pilot program that makes tricycles and hand cycles accessible to people of all abilities available**

**WisDOT completed its statewide ADA transition plan, which identifies general practices and policies that WisDOT will undertake to address curb ramp improvements on state highways**

**Washington County, City of Racine, and City of Milwaukee all developed bicycle and/or pedestrian plans**

**City of Wauwatosa completed a streetscape renewal project in Wauwatosa Village to improve pedestrian safety and increase walkability**

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**Other notable activity:**
- 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?
**TRAVEL DEMAND MANAGEMENT**

**What is travel demand management (TDM)?**

TDM is the use of tools and strategies to reduce single-occupancy vehicle travel or to shift travel times and routes to allow more efficient use of the transportation system. TDM should be closely integrated with public transit, bicycle and pedestrian, and street and highway improvements. Implementing TDM measures can reduce traffic congestion, improve air quality, and save travelers time and money.

**WHAT THE PLAN RECOMMENDS:**

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

**HOW ARE WE DOING?**

- Net gain of parking spaces in park-ride lots in the Region, with a combination of lot expansions and relocations
- Expansion in car-sharing services and increased multi-modal options in cloud-based trip planning services
- SEWRPC created the Workforce Mobility Team to work with employers to address workforce transportation challenges
- No notable progress to preferential treatment for transit and high-occupancy vehicles
- Vehicle availability continues to grow while the number of people per vehicle declines

**TRANSPORTATION SYSTEMS MANAGEMENT**

**What is transportation systems management (TSM)?**

TSM aims to maximize the capacity of the existing transportation system and improve safety through tools and technologies that minimize the impact of traffic incidents and improve traffic flow. Some TSM measures are designed to improve communication between drivers and authorities allowing first responders to address incidents more quickly and drivers to alter routes, reducing congestion and delay.

**WHAT THE PLAN RECOMMENDS:**

- Expanding TSM measures currently in place, including closed-circuit television cameras, ramp meters, variable message signs, and signal coordination
- Implementing new TSM measures that leverage emerging technology such as advanced traffic sensors and adaptive traffic signals
- Implementing parking management and guidance systems and demand-responsive parking in major activity centers

**HOW ARE WE DOING?**

- Expansion of closed-circuit television cameras, ramp meters, variable message signs, and crash investigation sites on the freeway and arterial streets and highway system
- Expansion of coordinated traffic signals on surface streets and highways
- Continued enforcement of access management standards by WisDOT
- Improved and expanded dynamic route planning options through the 511 Wisconsin website by WisDOT, including a new data sharing agreement with Waze and Google Maps to share advisory alerts with the public and crowd-source incident information
HOW ARE WE DOING?

- 450 miles of 3,600-mile arterial system have been resurfaced, reconditioned, or reconstructed
- 6 miles of new facilities have been constructed or are under construction and 45 miles of facilities planned to be widened with additional lanes have been constructed or are under construction
- Total vehicular crashes and crashes involving a serious injury have increased since 2015
- The number of fatal crashes and fatalities has decreased slightly since 2015
- Complete Streets projects are being implemented throughout the Region, including “road diets” in Racine and Milwaukee and enhanced bike/ped facilities in Wauwatosa, Milwaukee, and Waukesha County

Vehicle-miles of travel (VMT) has increased at a faster rate than what was forecast

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?
WHAT THE PLAN RECOMMENDS:

- Pursue a new truck-rail intermodal facility
- Improve accommodation of oversize/overweight (OSOW) shipments
- Construct the Muskego Yard bypass
- Address congestion and bottlenecks on the regional highway freight network

HOW ARE WE DOING?

- Commission and WisDOT identified critical urban and rural freight corridors
- WisDOT coordinated an OSOW Working Group, resulting in infrastructure improvements to and preservation of a key OSOW route in Milwaukee County
- WisDOT Freight Advisory Committee’s Intermodal Subcommittee completed a report that presents potential strategies for developing a truck-rail intermodal facility in Wisconsin and WisDOT initiated a grant program to provide support
- WisDOT pursuing Muskego Yard bypass, including applying for Federal Funding
- Functional improvements to the street and highway network help to reduce congestion and bottlenecks on the regional highway freight network
What are your greatest concerns regarding public health in Southeastern Wisconsin? Place one dot inside the box of each of your top three priorities.

- Air quality
- Limited access to healthy food
- Limited access to physical or mental healthcare
- Health problems related to poor nutrition and lack of physical activity
- Water quality
- Motor vehicle-related injuries
- Other

Write additional concerns on sticky notes.

What land use or transportation strategies, if any, would have the greatest impact on improving public health? Write your ideas on sticky notes.

Examples: more walkable development, more bike lanes or sidewalks, improving access to healthy food, etc.
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?

Place one dot inside the box of each of your top three priorities.

- Flooding
- More frequent and extreme rain and snow
- Water quality issues
- Air quality issues
- More frequent and extreme heat/cold events
- Other

Write additional concerns on sticky notes.

In integrating resilience and climate adaptation strategies for a stronger Region, for the 2020 Review and Update, staff would like to explore how to enhance the integration of resilience and climate adaptation strategies in VISION 2050. These strategies can help the Region mitigate and better respond to the impacts of more frequent and extreme weather events, and the broader impacts that a changing climate could have on land use and infrastructure. Coupling this with environmental data the Commission is already collecting could support more complete vulnerability assessments, forecasts, and both preventative and responsive strategies to better prepare for these challenges.

About

VISION 2050 currently includes several recommendations that support resilience to natural and man-made disasters, and provide preventative measures that decrease vulnerability to these events and improve the environmental sustainability of the Region.

Share your feedback: Planning for environmental resilience

What resiliency strategies related to land use and transportation should be considered or expanded upon in VISION 2050? Write your ideas on sticky notes.

Examples: pursuing alternative fuel vehicles, providing green infrastructure for stormwater management, etc.


In terms of land use and transportation, what are the greatest barriers to equity in the Region? Place one dot inside the box of each of your top three priorities.

- Access to jobs
- Access to medical care
- Access to other needs
- Affordable housing options
- Affordable transportation options
- Other

Write additional barriers on sticky notes.

What transportation and land use strategies do you think would have the greatest impact on improving equity in the Region? Write your ideas on sticky notes.

Examples: Improving and expanding public transit, providing more housing options, etc.

ABOUT
A major consideration during the VISION 2050 plan development process was that the benefits and impacts of investments in the Region’s land and transportation system should be shared fairly and equitably among all groups of people. Equity analyses related to people of color, low-income populations, and people with disabilities were prepared at various stages of the VISION 2050 planning process. There are numerous recommendations throughout the plan that, if implemented, would improve equity across the Region.

With respect to public transit, the recommended plan would more than double transit service levels, which would significantly improve transit access for these population groups to jobs, healthcare, education, and other activities. However, an anticipated decline in transit service due to expected funding levels would result in substantially less access to jobs, healthcare, education, and other daily needs than under VISION 2050. Without additional funding to implement the transit element of VISION 2050, a disparate impact on people of color, low-income populations, and people with disabilities is likely to occur.
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? Write your thoughts on sticky notes below.

What other emerging trends in shared mobility should be considered as staff updates VISION 2050? Write your ideas on sticky notes.

Examples: dockless bike share, peer-to-peer carsharing, etc.
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? Place one dot inside the box of each of your top three priorities.

- Equitable access
- Operator requirements and liability laws
- Land use implications
- Interaction with pedestrians and bicyclists
- Vehicle ownership models
  - For example, corporate/fleet ownership or household/individual ownership
- Requirements for parking or driving without passengers
- Connected vehicle infrastructure
  - The physical network of sensors or fiber that would likely be required for vehicles to communicate with infrastructure
- Coordination between public and private sector partners

Please share any additional comments on this topic that you would like staff to consider. Write your ideas on sticky notes.