# **2020 REVIEW AND UPDATE OF VISION 2050**



One Region, Focusing on Our Future

### **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.

## 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.

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

- Website: vision2050sewis.org
- E-mail: vision2050@sewrpc.org

#### **Verbal Comments**

Please speak to the court reporter or a staff member if you prefer to provide verbal comments. Mail: P.O. Box 1607 Waukesha, WI 53187-1607

#### (262) 547-1103 Fax:

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.

## 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.

## ... > 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.



## 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.

## PARTNERS IN IMPLEMENTATION:

#### LOCAL AND COUNTY GOVERNMENT



#### **TRANSIT OPERATORS**



#### **STATE GOVERNMENT/AGENCIES**



- 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

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

#### **PRIVATE SECTOR**



- Develop and redevelop land in the Region
- Coordinate with transit agencies and government partners to increase access to employment centers
- Coordinate with government partners to pursue freight recommendations

#### **ADDITIONAL PARTNERS**

- 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 parkride 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



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

## **GROWTH IN THE REGION**

### **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.





1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050



#### **Employment**





### **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

HISTORICAL FUTURE

150,000

100,000

50,000





## 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**
- A 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 V Of prime agricultural land developed, most has been in locations not consistent with plan







2.6 sq mi (**41**%)



recommended by VISION 2050 would largely be on lots of <sup>1</sup>/<sub>4</sub>-acre or less (the Small Lot Traditional Neighborhood land use category), but most singlefamily 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?

Note: Includes amendments through December 2018

Locations Not Consistent with VISION 2050 3.7 sq mi (**59**%)

### **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

### **HOW ARE WE DOING?**

A 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



5153

#### 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.

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?



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

TRANSIT PASSENGER BOARDING TRENDS	2014-2017
Intracounty Transit Kenosha Area Transit, Milwaukee County Transit System, RYDE, and Waukesha Metro	<b>20%</b>
Intercounty Bus Kenosha-Racine-Milwaukee Commuter Bus, Ozaukee County Express, Washington County Commuter Express, Waukesha County, and Western Kenosha County Transit	<b>— 13%</b>
Shared-Ride Taxi Ozaukee, Walworth, and Washington Counties and Cities of Hartford, West Bend, and Whitewater	▲ 0.2%

### **RECENT CHANGES TO TRANSIT SERVICE**

Additions/Expansions:	<b>Reductions:</b>
Three new MCTS express bus routes	Elimination of Joblines between the City of Milwaukee and Waukesha County
New streetcar service in Milwaukee (The Hop)	Reductions in 5 freeway flyer service routes



#### **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

#### Additional Kenosha Area Transit bus service to employment centers

#### Elimination of 5 MCTS special service routes

Green Bay and the Fox Valley

New countywide shared-ride taxi service in Walworth County

Progress in planning the East-West BRT line in Milwaukee County



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?

# PUBLIC TRANSIT SERVICES IN THE REGION

#### **TRANSIT SERVICES**

- COMMUTER BUS ROUTE
- EXPRESS BUS ROUTE
- ----- STREETCAR LINE
- ------ FLEXIBLE TRANSIT ROUTE
- COMMUTER RAIL
- ----- INTERCITY RAIL
  - FIXED-ROUTE TRANSIT SERVICE AREA

#### SHARED-RIDE TAXI

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



2019

#### **VISION 2050**





Note: Includes amendments through December 2018

## BICYCLE FACILITIES IN THE REGION

### 2019

#### **VISION 2050**





# **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

80

60

40

20

2014

#5

**Bike Share Stations** 

Total crashes involving pedestrians has increased slightly

89

2019

- ▲ 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**



#### **ENHANCED BIKE FACILITIES**

Increased from **72** total miles in 2016 to **107** total miles in 2019



## SAFETY









What types of biking and walking improvements would you like to see more of in the Region? (on your worksheet, check all that apply)





Multi-use paths

Sidewalks

Curb ramps or other accessibility improvements

Other

#### **Other notable activity:**

- 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



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



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



CarShare



## 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 highoccupancy 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 demandresponsive 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



# **STREETS AND HIGHWAYS**



## WHAT THE PLAN RECOMMENDS:

- Keep arterial street and highway system in state of good repair
- Incorporate complete streets concepts
- Strategically expand arterial capacity to accommodate all roadway users and address residual congestion
- Minimize total traffic crashes, along with crashes involving fatalities and serious injuries

## **HOW ARE WE DOING?**

#### FUNDING **SHORTFALL:**

Without additional funding, the reconstruction of several portions of the street and highway system as recommended by VISION 2050 will not be possible. The Fiscally Constrained Transportation Plan (FCTP) includes only projects that are expected to receive funding.



- 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



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?

## **CRASH TRENDS AND CHARACTERISTICS**



### **VEHICLE-MILES OF TRAVEL (VMT)**



**Fatal Crashes and Fatalities:1998-2018** 



#### **Characteristics of Crash Fatalities: 2018**



### **SYSTEM MAINTENANCE**



#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?

# FUNCTIONAL IMPROVEMENTS TO THE **ARTERIAL STREET AND HIGHWAY SYSTEM**

### **COMPLETED OR UNDER CONSTRUCTION AS OF 2019**

**ARTERIAL STREETS AND HIGHWAYS** 

NEW ARTERIAL ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES

NEW FREEWAY INTERCHANGE L A K EMEQUON MICHIGAN

### **VISION 2050**





Note: Includes amendments through December 2018

## FREIGHT TRANSPORTATION

## 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
- A 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



## **SHARE YOUR FEEDBACK:** PLANNING FOR PUBLIC HEALTH



VISION 2050 currently includes several recommendations that, if implemented, would encourage the development of walkable neighborhoods, improve access to medical care and healthy food, make active transportation choices safer and more accessible, improve air quality, and preserve natural areas that provide opportunities for recreation and a healthy environment. These recommendations are interwoven throughout the plan and address broad public health goals.

## **INTEGRATING HEALTH FOR BETTER COMMUNITIES**

For the 2020 Review and Update, staff are deciding whether and how to broaden the discussion of public health goals and objectives in VISION 2050. By doing so, the plan could provide better guidance for local governments to implement land use and infrastructure changes that address public health needs. An initial step for this process is to collect public feedback about which health issues are of the greatest concern and which strategies could have the greatest impact on improving health outcomes.



What are your greatest concerns regarding public health in Southeastern Wisconsin? <u>Place one dot inside the box of each of your top three priorities.</u>

Air quality	Water quality
Limited access to healthy food	Motor vehicle-related injuries

Limited access to physical or mental healthcare ·

Write additional concerns on sticky notes

Other

Health problems related to poor nutrition and lack of physical activity



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.



## SHARE YOUR FEEDBACK: PLANNING FOR ENVIRONMENTAL RESILIENCE



# 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.

## 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.



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	Air quality issues
More frequent and extreme rain and snow	More frequent and extreme heat/cold events —

Water quality issues

Write additional concerns on sticky notes

Othei





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.



## SHARE YOUR FEEDBACK: PLANNING FOR EQUITY

Assuming There is Equally,



Equality = SAMENESS Equity = FAIRNES Equality is about SAMENESS, it promotes fairness and justice by giving everyone the same thing. Equity = FAIRNES

BUT it can only work IF everyone starts from the SAME place, history, can create barriers in this example equality only ticipation, so we must works if everyone is the same height. EQUITY before we height.



### 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.

 Credit: SEWRPC Streft

## **INCREASING EQUITY**

For the 2020 Review and Update, staff is considering how VISION 2050 can increase the awareness of impacts that land use and transportation decisions and investments can have on equity. During this initial round of public involvement, we would like to hear what residents think are the most significant barriers to equity and what land use and transportation strategies would help to promote a more equitable Region.

?

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





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.



## **SHARE YOUR FEEDBACK: EMERGING TRENDS IN SHARED MOBILITY**



In recent years, the rise in mobile app-based shared mobility has shifted the landscape of multimodal transportation in the Region and across the country. In Southeastern Wisconsin, the rise of bikeshare and now dockless electric scooters provides more flexible options for short-distance or "last-mile" trips. On-demand ridesourcing, such as the services offered by transportation network companies (TNCs) like Lyft and Uber, and carsharing services like Zipcar are also reshaping travel choices in parts of the Region. In other parts of the country, peer-to-peer carsharing, dynamic carpooling, and dynamic or flexible route bus service are beginning to gain traction.

### **CAPTURING EMERGING TRENDS**

For the 2020 Review and Update, staff would like to better understand how these emerging technological trends could impact or potentially be incorporated into VISION 2050.



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.

Dockless electric scooters

Transportation Network Companies (Uber/Lyft)





### 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.



## **SHARE YOUR FEEDBACK: CONNECTED AND AUTONOMOUS VEHICLES**



## ABOUT

Recognizing the potentially transformative impacts that connected and autonomous vehicles could have on the Region's transportation system and land use patterns, staff is considering how this technology could impact VISION 2050.

## WHAT ARE CONNECTED AND AUTONOMOUS VEHICLES?

<u>Connected vehicles</u> are vehicles that can wirelessly communicate over short and medium distances with other vehicles and transportation infrastructure.

<u>Autonomous vehicles</u> are vehicles that operate, either completely or partially, independent of a human driver.

Note: Vehicles with what is referred to as partial and conditional automation exist today. Several vehicle models currently on the market are equipped with partial automation, meaning that they have some automated functions, such as active lane-keep assist or automatic emergency braking, but the driver must remain engaged at all times. Vehicles with conditional automation, which are currently being tested by several companies but are not yet available on the market, have the ability to complete most driving functions, but require a driver to be ready to take control of the vehicle at all times.



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** 

Vehicle ownership models

For example, corporate/fleet ownership or household/individual ownership

Requirements for parking or driving without passengers



![](_page_14_Picture_17.jpeg)

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

![](_page_14_Picture_19.jpeg)