

# RECORD OF PUBLIC COMMENTS

## 2020 REVIEW AND UPDATE OF VISION 2050



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# RECORD OF PUBLIC COMMENTS



## A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN

### 2020 REVIEW AND UPDATE

COMMENTS RECEIVED DURING TWO ROUNDS OF PUBLIC INVOLVEMENT  
NOVEMBER 18, 2019, THROUGH DECEMBER 20, 2019  
AND  
FEBRUARY 27, 2020, THROUGH APRIL 8, 2020



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## **OVERVIEW**

This report documents the public comments received during two rounds of public involvement for the 2020 Review and Update of VISION 2050.

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.

The report presents in a series of appendices:

- Appendix A: Comments received during the first round of public involvement from November 18 through December 20, 2019
- Appendix B: Attendance records of the first round of public and partner meetings in December 2019
- Appendix C: Commission announcements of the first round of public and partner meetings and summary materials provided at those meetings
- Appendix D: Comments received during the second round of public involvement from February 27 through April 8, 2020
- Appendix E: Attendance records of the second round of public meetings in March/April 2020
- Appendix F: Commission announcements of the second round of public meetings and summary materials provided at those meetings

## **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**

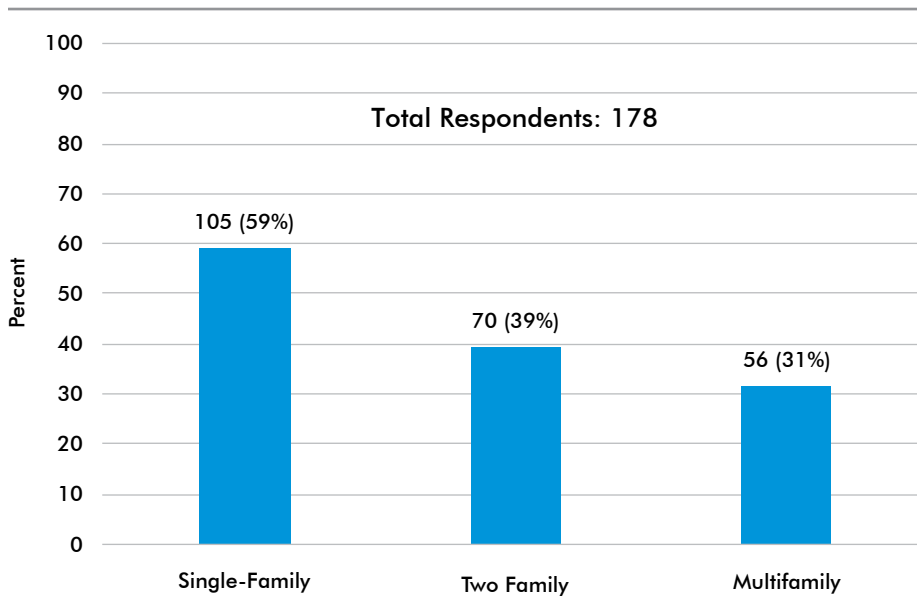
At each of the seven public meetings, staff distributed a worksheet to attendees with a series of eight questions about land use and transportation. This worksheet was also distributed at the December 7 Community

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

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



Source: SEWRPC

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

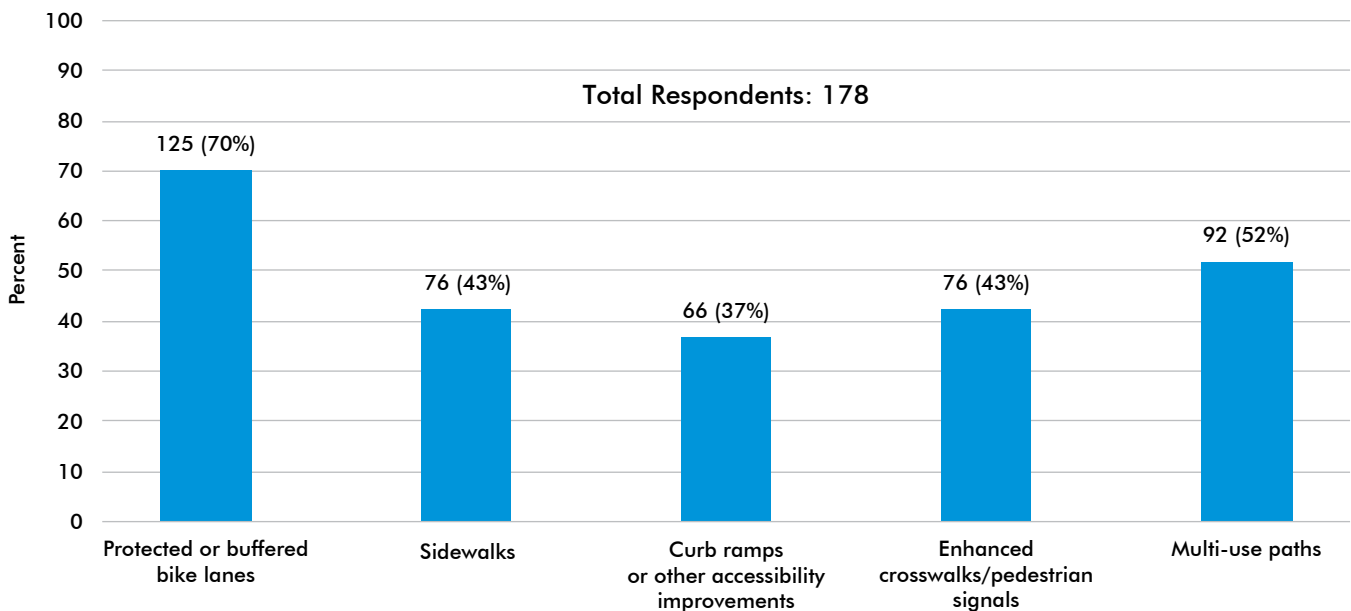
Additional comments in response to Question 4 included:

- 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 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 2**  
**Round 1 Feedback: Types of Biking and Walking Improvements Participants Would Like More of in the Region**



Source: SEWRPC

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

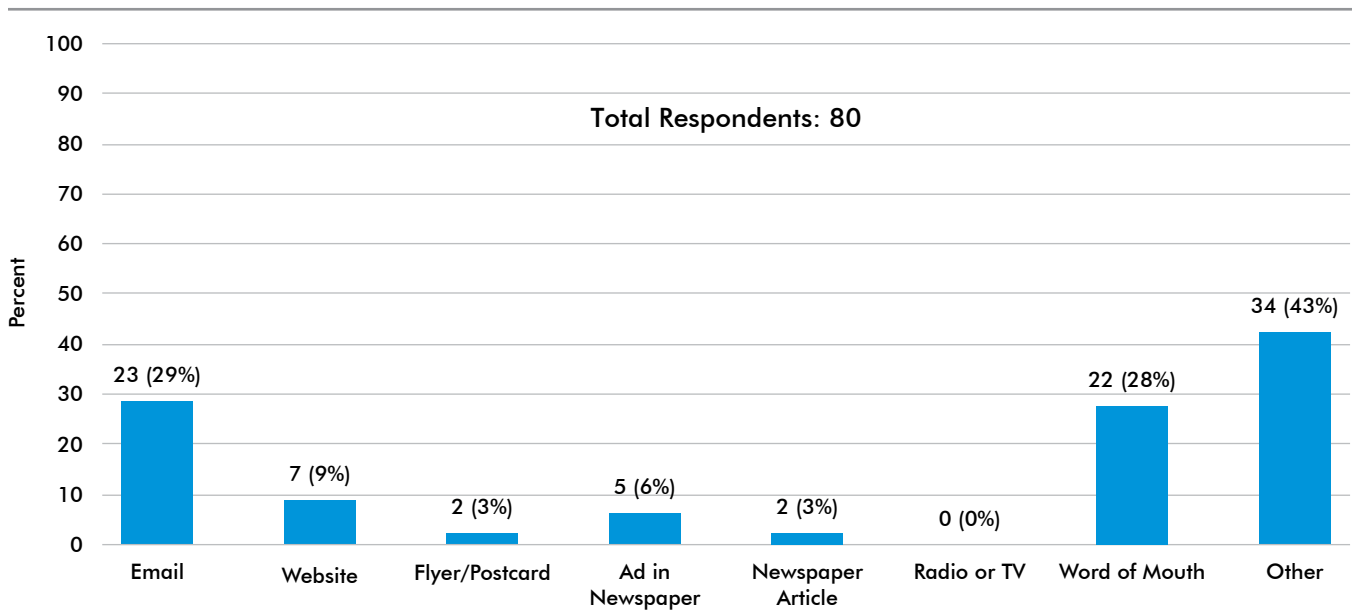
Additional comments in response to Question 8 included:

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

**Figure 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

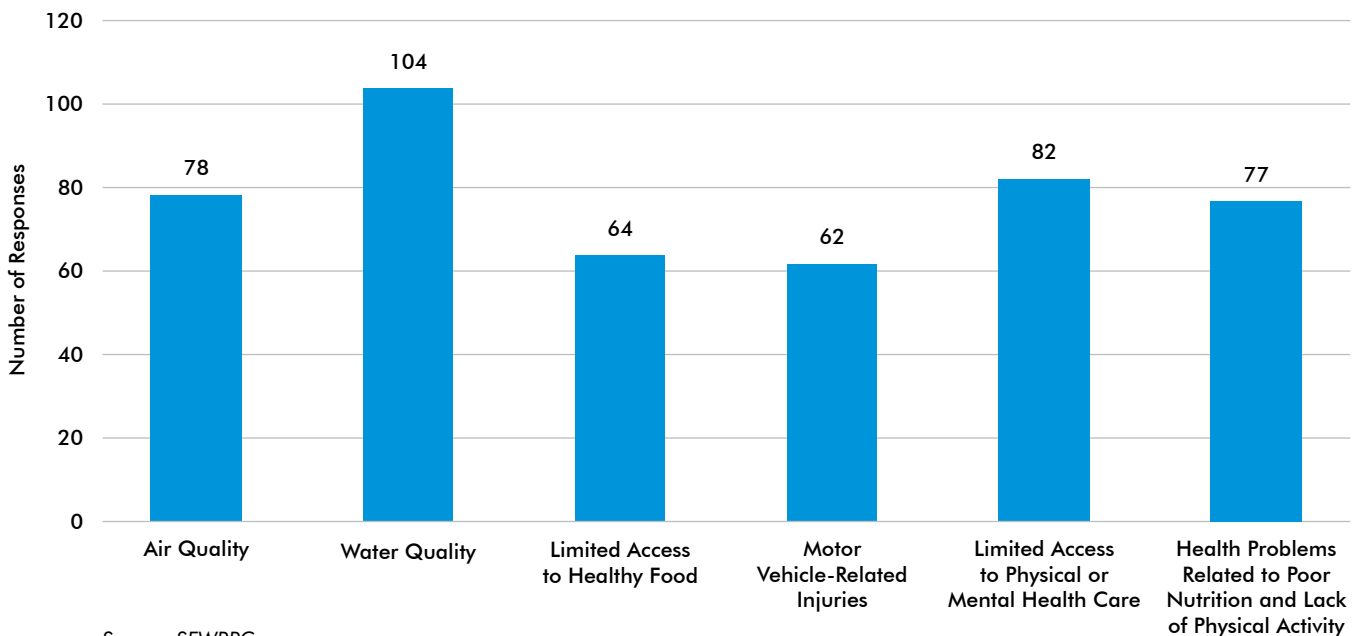
These boards were also on display at the December 15 HAFA meeting, and the questions on each board were asked via the online questionnaire. At the December 7 Community Conversation, rather than interactive boards, staff facilitated a series of small group discussions during which staff asked the same 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 4 shows what respondents identified as the greatest concerns regarding public health in Southeastern Wisconsin.

**Figure 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)
  - o More bike lanes (7)
  - o Multi-use paths (4)
  - o Bike paths (3)
  - o Sidewalks (2)
  - o Widened bike lanes (2)
  - o Bicycle lockers and bike racks at bus stops, especially park-ride lots
  - o Connect bicycle paths and sidewalks to transit stops
  - o Make trails usable throughout the year
  - o Protect sidewalks from traffic
  - o Protected/separated bike lanes
  - o Safe street crossings for pedestrians
  - o 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

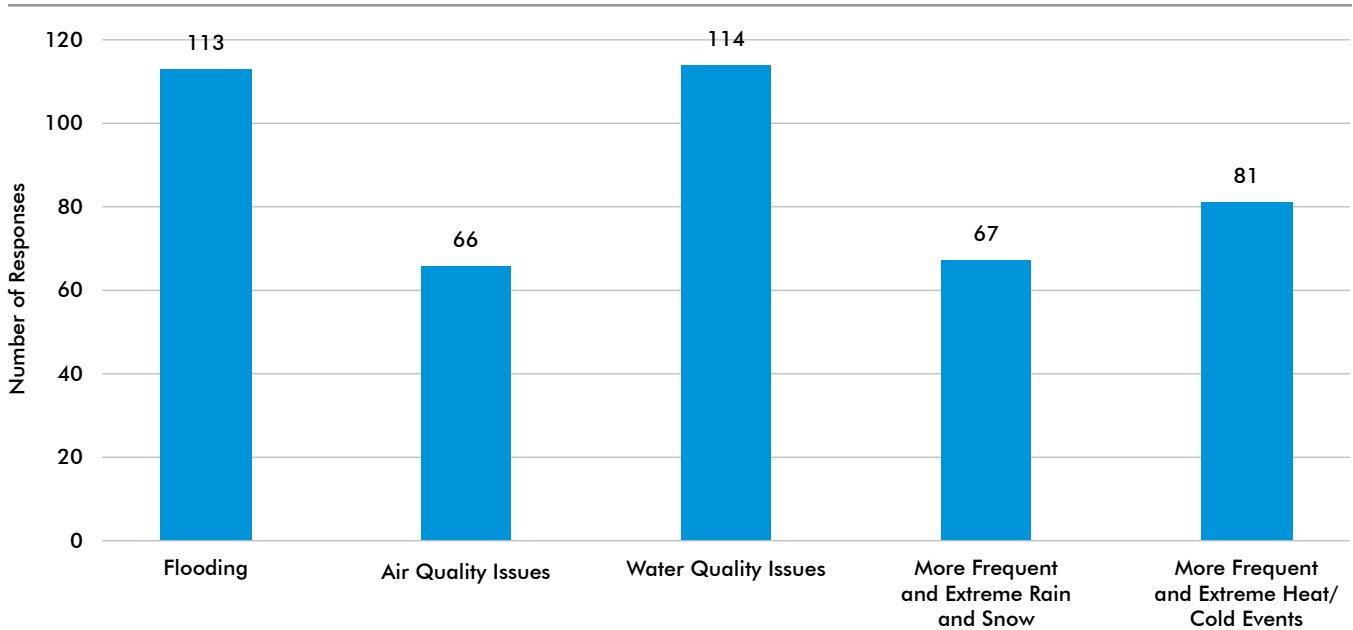
Additional comments in response to this question included:

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

**Figure 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:

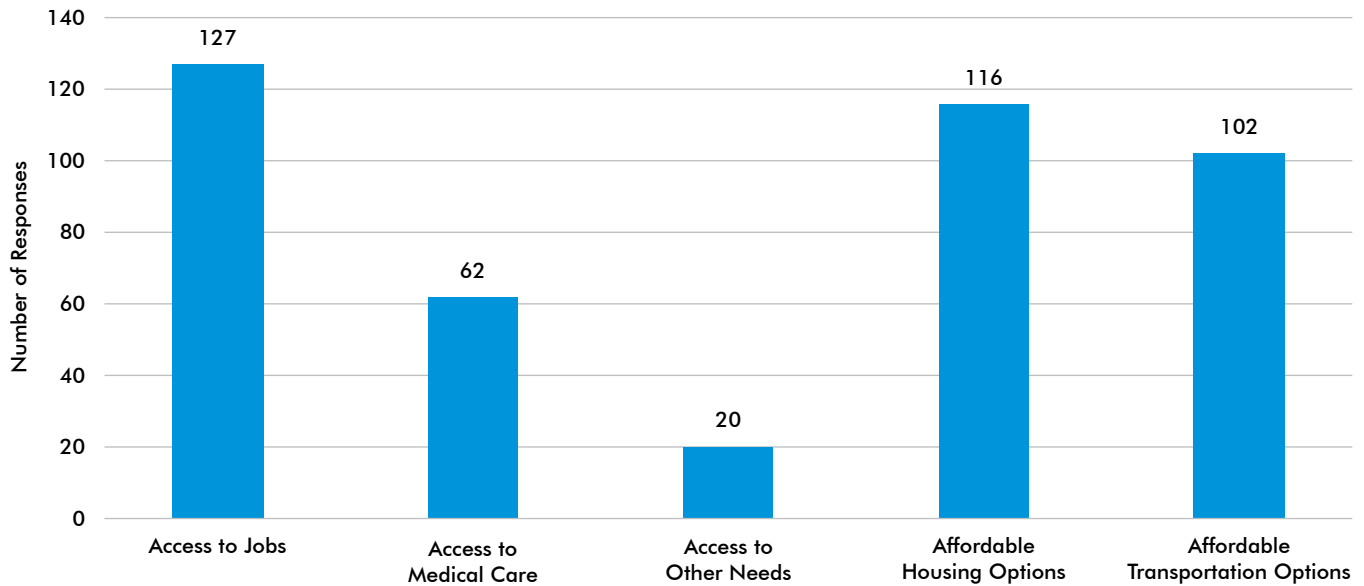
- Consider mitigation strategies in addition to resiliency strategies
- Improve recycling programs
- Incentivize homeowners to use green alternatives
- Increase the use of reusable containers
- MMSD Water Drop Alerts encourage residents to reduce their water use during heavy rain events
- Place requirements 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 6 shows what respondents identified as the greatest barriers to equity.

**Figure 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)
  - o Transit between affordable housing and jobs (3)
  - o Make public transit free (2)
  - o Expand the hours and days of transit service operation
  - o Extend the Milwaukee streetcar to other neighborhoods
  - o Implement a passenger rail service between Walworth County and Chicago
  - o Implement commuter rail service (e.g., KRM)
  - o Make public transit viable in rural areas
  - o Make transit more convenient
  - o More subways
  - o Partnerships between employers and transit agencies to improve workforce transportation options
  - o Smaller transit vehicles (e.g., smaller buses or vans)
  - o 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)
  - o Should not be left on sidewalks (3)
  - o Need cameras near scooter parking areas
  - o Need designated parking areas
  - o 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:

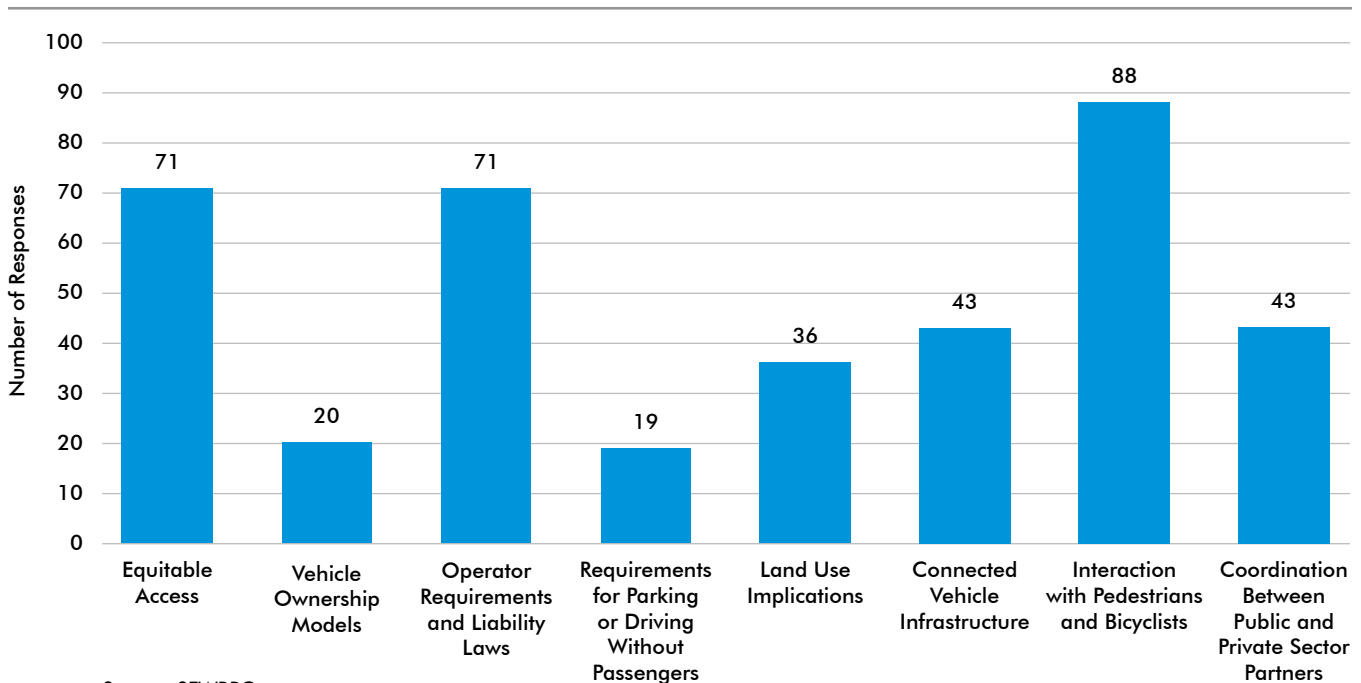
- Bublr Bikes bike sharing program is coming to Racine in 2020
- Consider accessibility for people with disabilities
- Consider the noise impacts of each option
- Encourage group walk (e.g., walk buddies)
- Improvement in the accessibility and functionality of electric bicycles would expand bicycling 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 7 shows what respondents identified as the greatest factors to consider related to connected or autonomous vehicles.

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



Source: SEWRPC

Additional comments in response to this question included:

- Concern about safety, risks, and liability associated with autonomous vehicles (10)
  - o Create too much confusion for seniors
  - o Concern about all the risks associated with autonomous vehicles
  - o Concern about the safety of bicyclists and pedestrians
  - o 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
  - o Do not trust autonomous vehicles
  - o Focus on safety
  - o Liability is a huge concern



- o Partially autonomous vehicles could provide safety benefits, but they could also result in less-attentive drivers
- o Risks and liability associated with relying on technology
- o 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

- o 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:
  - o Construction of the water pipeline to transport Lake Michigan water to Waukesha will disrupt New Berlin residents for two years
  - o 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:
  - o Improve VISION 2050 outreach and publicity to promote implementation of the plan's recommendations
  - o 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
  - o Staff should make additional efforts to make meetings more accommodating and welcoming for people with hearing loss
  - o Staff should hold more public meetings in Milwaukee
  - o 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 of the 2020 Review and Update report (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 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)
  - o 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

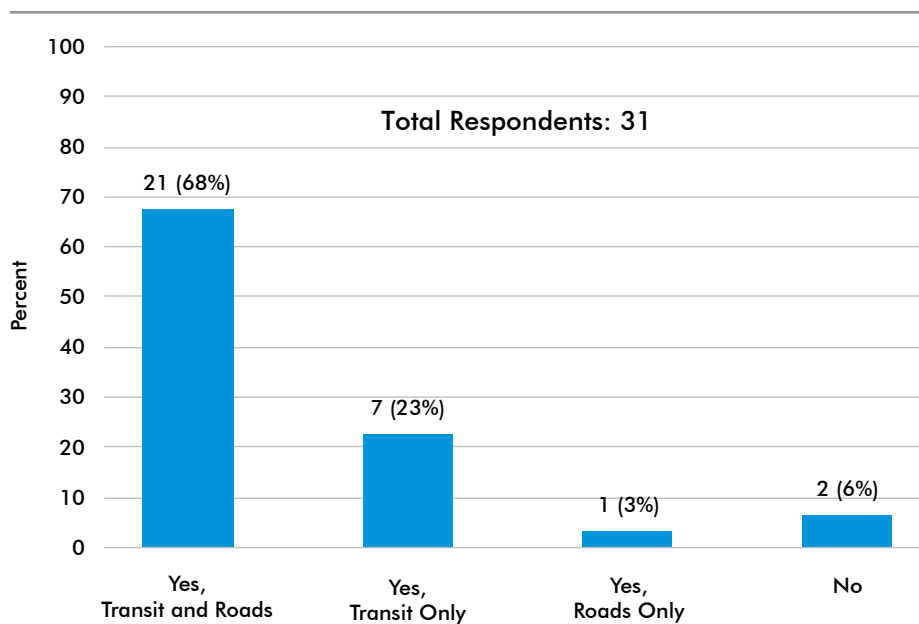
- Support for the TDM recommendation that personal vehicle travel be priced at its true cost
- Support for the TDM recommendations that have the potential to reduce vehicle-miles of travel (VMT)
- Support for using cameras and sensors for traffic enforcement and creating smart parking networks
- Support 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 8 shows whether respondents would support providing additional funding for transportation.

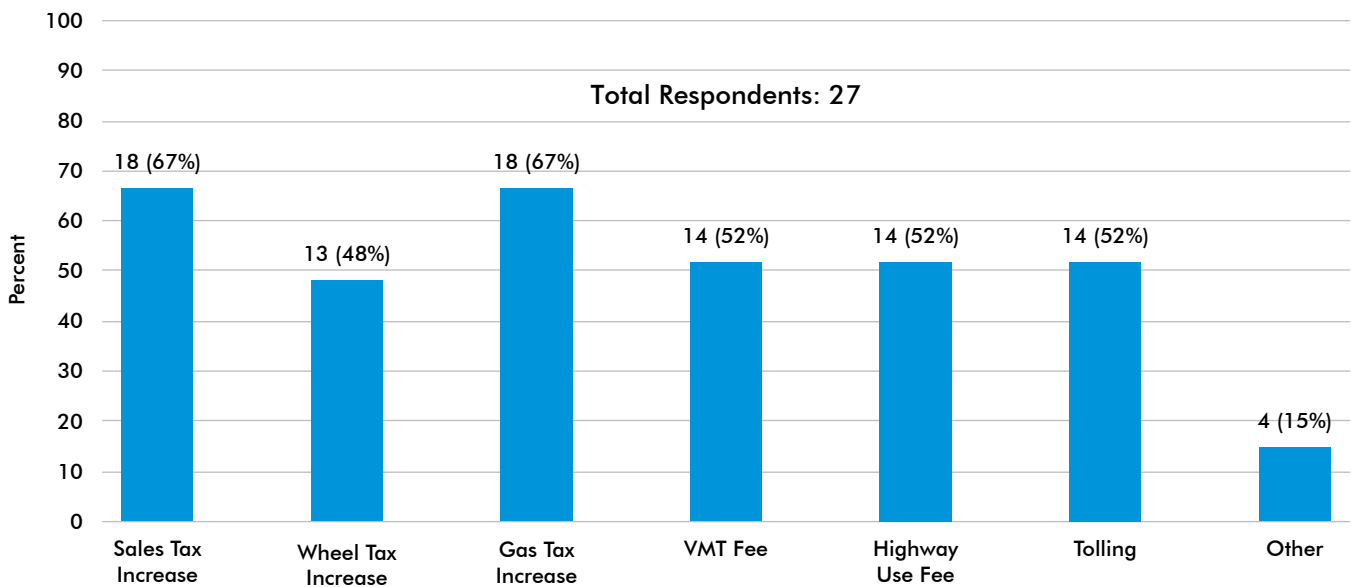
**Figure 8**  
**Round 2 Feedback: Would You Support Providing Additional Funding for Transportation?**



Source: SEWRPC

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

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



Source: SEWRPC

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:
  - o 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.

- o 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 2020 Review and Update 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.

- o 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.

- o 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.

- o 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

# APPENDICES



**COMMENTS RECEIVED DURING THE  
FIRST ROUND OF PUBLIC INVOLVEMENT  
APPENDIX A**



Figure A.1

Comments Submitted via Worksheet Distributed at the Nine Public and Partner Meetings



# 2020 REVIEW AND UPDATE

①

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

Smaller lots are better.  
I have no idea why anyone wants a house on 2 to 5 acres. Perhaps it provides a false sense of being "in the country". The maintenance is overwhelming.

## PUBLIC TRANSIT

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?

G.E. pays no taxes, FED-EX pays no taxes. WAL-MART has yards where it pays no taxes. They need public transit for their workforce. They should provide funding.

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Bike lanes increase the quality of life and enhance property values.

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?

Bike lanes separate from the streets as in Boulder, Colorado.

**STREETS AND HIGHWAYS**

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?

For God's sake no more speed limit increases.

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?

Billionaires + Corporations have a free ride in this country as never before. Fair taxation is the answer. The funding should come from them.

Name: Tim Buban  
Address: 4220 S. Katherine Dr.  
New Berlin, 53151

Date: 12-3-2019  
Email: TSBUBANE@Yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

2

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*Yes, I think developing single-family homes on smaller lots is a good idea.*  
*Some reasons for developing on larger lots maybe:*  
*- status symbol, perceived resale value, more isolation from others*

### PUBLIC TRANSIT

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?

*Yes, I would support additional funding for public transit. Support more coordination between various public sources and more coordination with private funding sources. I think it is important to make public transportation rides fees affordable for all income levels.*

4. 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?

*I would like to see increased routes + more connections from the main public transit system.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Fayr Flesia  
Address: 726 N. Cambridge Dr  
WAUKESHA 53188

Date: Dec-3-19  
Email: flesia@wi.rr.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOPHIA

Thank you for your feedback! *Interfaith group in Waukesha County*

Figure A.1 (Continued)

3



# 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family (AFFORDABLE)
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---

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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?

YES. BIGGER PROFIT FOR HOME + LABOR SHORTAGE = COW  
OR NO RESIDUAL OR AFFORDABLE HOUSES

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## PUBLIC TRANSIT

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?

YES. SHARE THE GAS TAX IN URBAN AREAS

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4. 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?

NO.

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

BIKE PATHS CROSSING STREETS  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

1 LANE OF 4 LANE FREWAYS SHOULD BE AN H.O.V. LANE AT PEAK TRAFFIC TIMES  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

YES. PEG THE GAS TAX TO A PERCENT OF TOTAL GAS COST LIKE THE STATE SALES TAX  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: TIM WIBERG  
Address: 1365 KELLY LANE  
BROOKFIELD, WI 53095

Date: 12/3/19  
Email: timwiberg@sbcglobal.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

4

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

clusters with common areas & common buildings for shared services

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?

small lots is good idea can be enhanced with common areas  
larger lots should be discouraged through tax formula

## PUBLIC TRANSIT

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?

support improved transit system  
pay for with higher taxes, taxes on gasoline, new development fees

4. 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?

as I approach day of giving up my car would like to see door-to-door options (public or private driving services); charitable organizations providing such services

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

making walking best done on separate facilities where cars can be avoided

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?

more separate single purpose trails

**STREETS AND HIGHWAYS**

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?

get everyone a car that drives itself

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?

yes for more public funding  
gas tax increases  
state roads for out of state vehicles only  
increased vehicle purchase fees & license fees

Name: LARRY NINES  
Address: 3134 BROKEN HILL RD  
WAUKESHA WI, 53188

Date: 12/3/19  
Email: LNINES@WI.AT.COM

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

5



# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*yes I think it is a good idea.*

*People concerned about personal privacy*

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## PUBLIC TRANSIT

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?

*I would support additional public funding for transit.*

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4. 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?

*Freeway Flyer availability has shrunk*

*would like to see more transit options into/out of downtown*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*more flashing bike/pedestrian signals where trails cross major roads  
(example: flashing signal by the zoo on Blue mound)*

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*driver distractions - drivers don't seem as focused on the road*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: *12/3/19*  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

6



# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---

---

2. 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?

*More property, landscape, for property owners*

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## PUBLIC TRANSIT

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?

*Yes, raise rates, what are the opinions of drivers outside Milwaukee about pay rates + benefits*

*\*Shared ride taxi*

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4. 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?

*No*

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

+ enhance preferential treatment for transit + high-occupancy veh. though HOV? bypass + transit only!  
 + expand networks of park-ride lots + pricing personal vehicle travel at true cost

I have concerns about traffic, if more buffer or protected zones added for bikes, will that increase vehical congestion

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?

If there are ways to increase bicycle safety by giving more room or safe zones w/o attracting traffic I would like to hear them

**STREETS AND HIGHWAYS**

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?

Would cameras that help issue tickets ultimately gain money for the county or considered a loss of revenue? I think cameras that issue tickets would greatly raise attention of drivers

Truck-Rail intermodal facility?

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?

I would rather see improvements to sewage + runoff treatment or reduction

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_

Date: 12/3/19  
 Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

7



# 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Urban planned low income housing 1-4 Family

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?

A - Yes & No - People like space More Peaceful  
B - Spreads people out - Less density

## PUBLIC TRANSIT

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?

A - Yes  
B - 1/4 - 1/2 cent sales tax  
C - Increase tax on hotels room tax

4. 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?

Multimodal - interconnectivity - throughout the region

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

7. <sup>A</sup> What types of automobile-related safety concerns do you have? <sup>B-</sup> Is there anything you'd like to see more of in the Region to address these concerns?

*A - Drivers running red lights - speeding*  
*B - No idea - (roundabouts on every corner?)*

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?

*I support increased funding for maintenance - No expanded lanes.*  
*However! If an expanded lane were for dedicated transit, I would support that*

Name: Loren Schmeckler  
Address: W253 S4551 Meadow View Dr  
Waukesha WI 53159

Date: 12/3/19  
Email: LSchmeckler@att.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

8

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

No! DEVELOPERS LIKE HIGH \$  
ZONING CODES REQUIRE

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### PUBLIC TRANSIT

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?

WE NEED RTA!

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4. 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?

High speed TRANSIT with fast mile up&down

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

WAUKESHA County Highways are too DANGEROUS to RIDE A BIKE.  
VERY few BIKE LANES outside of the City.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

MANY ROADS NEED A SLOW LANE WITH WALKING-BIKING LAW.

\_\_\_\_\_

\_\_\_\_\_

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?

YES! wheel tax,

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: RAY GROSCH  
Address: N29W26628 PETERSON DR  
PEWaukee WI 53072

Date: 12/3  
Email: RAY.GROSCH@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

CLUSTER HOUSING w/ GREEN SPACE IS OK  
AS WELL AS LARGER LOTS  
RURAL CHARACTER HAS ALWAYS BEEN  
IMPORTANT IN WASHINGTON COUNTY

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### PUBLIC TRANSIT

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?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. 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?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

None  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

Roundabouts are ok!  
Added lanes where needed / going west @ Hy 60  
\_\_\_\_\_  
\_\_\_\_\_

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?

- Vehicle Fees  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: DAVID BALDIOS  
Address: 4841 MUELLER LN  
WISSE BEND WI 53095

Date: 12/4/19  
Email: dbaldios@att.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

Single family homes should continue to be built on larger lots to promote family living. Children will then have yards to play in.

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### PUBLIC TRANSIT

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?

More funding needs to be allocated to transportation. often times people work out of the city, however if the public transportation is not available, they will have to use personal transportation

4. 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?

More frequent buses to get around the city and more frequent trains running out of the city

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

If side walks are created the people that are walking will be safer. Currently they are walking in the street via bike lanes.

**STREETS AND HIGHWAYS**

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?

No automobile safety concerns other than there are a lot since as teens get older they are getting cars since public transportation is limited

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Kenelsa Hall  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: 12-5-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League of Racine/Kenosha

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

2

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*I don't think the move to smaller lots will impact the housing market. The price of housing is the issue*

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### PUBLIC TRANSIT

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?

*Yes - provide that council to jobs and industrial parks*

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4. 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?

*Yes. Now more transit hours*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*Both on surfaces - (paved)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Traffic has decreased*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: *Tom Thompson*  
Address: *5121 29th*  
\_\_\_\_\_

Date: *12.5.2019*  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

3

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*I disagree single family should be on larger lots for any family willing to live in a country (county setting) with good price*

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### PUBLIC TRANSIT

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?

*Yes*

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4. 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?

*Transportation should be available on county*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

3

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*most street in The Black Ghetto are totally Terrible with pot holes  
But streets on Southside / Northside are nice and smooth  
Should be funds available for all people, it creates safety issues*

\_\_\_\_\_

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?

*yes I would, more so to The urban areas where  
Black people live*

\_\_\_\_\_  
\_\_\_\_\_

Name: Ervin Williams  
Address: 6105 18<sup>th</sup> Avenue  
Kenosha, WI 53143

Date: 12/5/19  
Email: Live4victory@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

4

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

Yes, smaller lot is ideal for ~~many~~ future home buyers  
less maintenance.

\_\_\_\_\_

### PUBLIC TRANSIT

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?

Yes, more public transit will allow access  
to jobs and medical appointments

4. 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?

No, I own a car

Tram, ~~and~~ extend Metra service to Milwaukee  
Amtrak station in  
KENOSHA

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

Smaller bike lanes

\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

better paved roads - ~~marked~~ with better  
timelines

\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: SHAVONDA MARKS  
Address: 5117 20th Ave  
KENOSHA, WI 53140

Date: 12/5/19  
Email: smarks35@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

5

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*Yes some smaller lots -*

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#### PUBLIC TRANSIT

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?

*Yes -*

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4. 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?

*Start Train from Milwaukee to Chicago -*

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Aut Mueley  
Address: 3931-31 Ave

Date: 12-6-2019  
Email: lynde.5344@yahoo.

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

6

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

2. 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?

Smaller lots - more room for more  
Houses

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### PUBLIC TRANSIT

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?

More funding to provide more access to  
more jobs

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. 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?

More lighting on business routes

More transit buses to jobs

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

6

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

Safety for all bicyclists on the roads  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

More - pull over lanes in case of emergencies  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

Safety lanes - And more lighting  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

7

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Mixed-use city center

2. 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?

I think it's a good and bad thing. Good, because I think the housing will be more affordable, but I believe that putting that many people that close together also may cause problems.

Families want more privacy.

### PUBLIC TRANSIT

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?

I would support.

4. 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?

No. Metro going to Lake Geneva Area

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

7

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

More paths near Lake Michigan, More paths in wooded forest and through wet lands.

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?

N/A

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_

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?

yes I would support

Name: Allan Niesen  
Address: 4512 17th Ave.  
Kenosha WI 53140

Date: 12/5/19  
Email: paintersplusmidwest@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

8

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*where lower income can rent or own*

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?

*to room for kids to play, enjoy pets, allow family gatherings*

#### PUBLIC TRANSIT

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?

*not sure how about deterring if employees that benefit from bus lines*

*perhaps the focus of regional transportation funding takes a priority in state + federal budgets.*

4. 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?

*Train - rail in the Chicago - Kenosha - Racine - Milwaukee area.  
connectivity to Air via rail*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**



5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

More bike paths not sharing lanes with cars

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?

Safety concerns are Auto + bike + pedestrian signal synchronization and right of way that is easily understood.

**STREETS AND HIGHWAYS**

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?

x Road Conditions (Surface) the region is very degraded with damaged roads on the verge of being impassable. - More resurfacing is needed

x Road lanes being visible at night when wet. This is a problem for all Asphalt Surfaces.

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?

We need more Corporate support and partnership to increase revenue available for such improvements.

change to LED technology for all lighting. Initial investment is a long term energy cost reduction for utilities

Name: Shawn Erickson  
 Address: 2722 LaSalle St.  
Racine WI 53402

Date: 12/5/19  
 Email: shawnpc@att.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

9

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---



---

2. 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?

- ① yes, this is needed for central city housing development
- ② larger lots is more for suburbs

---



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#### PUBLIC TRANSIT

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?

yes, shared revenues

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4. 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?

- ① No
- ② fast tram train

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*better lighting*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*better planning for construction projects  
lanes too narrow and unsafe*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*yes, shared revenues, state taxes*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: *Katherine Marks*  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: *12-5-2019*  
Email: *kmarks2@wi.rr.com*

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) *Urban League of Racine & Kenosha*

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

10

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---



---

2. 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?

*needed for central city housing development i larger lots are more for suburbs*

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### PUBLIC TRANSIT

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?

*shared revenues*

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4. 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?

*no; fast tram train*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*better lighting*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*better planning for construction projects; lanes too narrow and unsafe*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*Shared revenues & state taxes*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Ryanne Simone Robinson  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: 12/15/2019  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League of Kenosha & Racine

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Affordable housing*

2. 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?

*Yes, I think some homes should be on smaller lots, especially in the inner city.*

*I'm not sure why so many homes have been built on larger lots.*

### PUBLIC TRANSIT

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?

*Yes, I support additional funding for transit.*

*I'm not sure where money should come from.*

4. 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?

*High speed rail from Kenosha to Milwaukee I recently lost employment in Milwaukee. A ~~part~~ part of the reason is because I did not like the traffic.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Sidewalks & more streetlights are needed on Washington Ave from Greenway Rd to 39th Ave.

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?

See comment in #5

People regularly walk that street. It's dark & unsafe @ night. A kid was hit and killed @ Sew Gray Lane

**STREETS AND HIGHWAYS**

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?

Drunk driving & recklessly driving are of concern. ~~Implement~~ stricter DUI laws to address drunk driving. Return drivers ed to the public school system

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?

Yes, I support some public funding for streets

Name: Angela Cunningham

Date: 12/5/19

Address: 4040 Washington Rd, #208  
Kenosha, WI 53144

Email: acunningham03@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

Thank you for your feedback!

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

12

## Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Affordable housing; doesn't matter what kind

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?

People like to spread out and have a nice backyard, but I think the smaller lots are the better way to go.

### PUBLIC TRANSIT

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?

I would support it, but I don't know where the money should come from. Maybe parking tickets

4. 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?

light rail b/w the counties

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

12

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

Sidewalks on 32 below Racine & Kenosha; too many people are walking on the street in the dark

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

More ~~car~~ traffic circle, less 4-way stops

\_\_\_\_\_

\_\_\_\_\_

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?

I would support this

\_\_\_\_\_

\_\_\_\_\_

Name: James McClendon  
Address: 2722 LaSalle Street  
Racine WI 53402

Date: 12-5-2019  
Email: jammers\_law@hotmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

13

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Affordable Housing for families*

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?

*I do not think this is a good idea.  
Many people want to live in areas or build homes that afford for more land to create family gardens and access for families to live multi-generationally on one plot of land.*

## PUBLIC TRANSIT

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?

*Yes I would if it allows more lower income people to have access to quality jobs.  
I love the idea of intercounty transit and busing*

4. 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?

*N/A*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

13

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*They should be designed so that you could see the bikers path. Provide more bike lanes especially in the inner cities.*

**STREETS AND HIGHWAYS**

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?

*Many accidents because of reckless driving.*

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?

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\_\_\_\_\_

\_\_\_\_\_

Name: Wansheba Lawal  
 Address: 1254 Russet St  
Racine, WI 53405

Date: 12/5/19  
 Email: wansheba.lawal@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

14

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

I think

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## PUBLIC TRANSIT

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?

increasing funding on bus lines, extended hours and routes in  
Kenosha & Racine to industrial parks

Add a Kenosha Stop/depot for Amtrak

Adding Kenosha/Racine/Milwaukee  
high speed rail

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4. 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?

see above

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

14

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

More traffic cams to curb the amount of drivers running red lights

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?

See above

also fixing broken sidewalks

**STREETS AND HIGHWAYS**

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?

increasing number of hit and run accidents

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?

Investigating + investing in equipment the more environmentally friendly and more durable to withstand the frigid winter conditions ie salt + snow plow

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

15

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family *continues same*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

→ Intergenerational planned communities w/ multifamily housing  
(owned not rented)

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?

Yes (1) land historically had high value & people want more land (2) land less (agricultural) & can accommodate farm on smaller lot (3) Need balance use of land across purposes

## PUBLIC TRANSIT

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?

- Would consider options. No suggestions at this time

4. 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?

- affordable options for people to access daily health & well being needs  
(medical care, healthy food etc)

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

15

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
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Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**How did you learn about this meeting?**  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

16

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*many people are leaving Cook County... It is general & they can get more land here than the same amount of \$ could get in Chicago, etc. so want/take more.*

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## PUBLIC TRANSIT

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?

*YES!*

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4. 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?

*No but I'm a fan of public transit... amtrak & metra*

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

14

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
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Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

17

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*Nice Idea but must be affordable & in every area including under served neighborhoods.*

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## PUBLIC TRANSIT

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?

*Yes! Quality of transportation is the Pleasant Prairie area is needed, especially jobs are there with specific start & stop times.*

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4. 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?

*Not sure*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

17

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

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**STREETS AND HIGHWAYS**

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?

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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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Ms Bennett  
Address: 3603-28th Ave  
Unit 6 K.W # 53140

Date: 12-5-19  
Email: ebennett698@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

18

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*These small lot neighborhoods should be mixed in to larger lot neighborhoods. They should not be concentrated in areas.*

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

18

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*Bikes do not belong on County roads without dedicated lanes.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Speed & Distracted driving.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

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\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

19

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*1/4 acre lots are ok for people who do not want to much maintenance for there yards. Larger lots for folks who like gardens or more space.*

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#### PUBLIC TRANSIT

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?

*No the buses run hourly and are almost empty. And run on Saturdays til 4:00pm And No buses on Sunday.*

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4. 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?

*Smaller busses, busses that run more frequently*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

19

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

More lighting.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Mary H. Rivera  
Address: 1778 Birch Rd #203  
Kenosha, WI. 53140

Date: 12/05/19  
Email: apostolmary.helen@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

20

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

Yes

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#### PUBLIC TRANSIT

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?

Increase in public transportation to areas where jobs are.

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

20

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*Safety of those using bike lanes*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Truck lanes (semi)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) *Urban League*

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

21

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*I don't totally disagree however I think it is good to have homes built on larger lots to give home owners the ability to grow nice gardens and food*

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## PUBLIC TRANSIT

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?

*Yes, I think more personal forms of transportation should be provided for the public such as getting to Doctor's appts, Grocery shopping etc.*

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4. 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?

*No my transportation option haven't been impacted*

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

21

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

X/A

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

I would like to see more safety measures concerning old and toxic vehicles off the road. Presently the highways are a great improvement

\_\_\_\_\_

\_\_\_\_\_

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?

Yes I would consider through state & federal taxes

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: Sandra Williams

Address: 6105 18th Ave  
Kenosha WI 53143

Date: \_\_\_\_\_

Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) ULRK

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

22

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

Yes, it's a great idea to have smaller lots to keep costs & taxes down & affordable. Larger lots are being developed to make more \$ for developers & maybe to attract IL residents.

## PUBLIC TRANSIT

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?

Yes, but the private sector needs to also be part of the solution.

4. 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?

No, but I'm newer to the area. It would be great to have a train from Kenosha to Racine & Milwaukee; ideally expanding Metra line to Chicago could also be an option.

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

22

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*Shared bike lanes are confusing to motorists, esp. when lighting is a safety concern to see cyclists.  
More protected lanes in urban areas may ↑ safety.*

**STREETS AND HIGHWAYS**

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?

*Pot holes & deterioration of stripes are big safety concerns as well as safer crossing areas for pedestrians & disabled. Speeding is also a concern & red light cameras or speed bumps in residential areas would help & cameras could add \$.*

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?

*Yes, I would support a blend of public & private investment in streets & hwy's. Red light cameras, tolls or an excise tax increase on alcohol, gas, or general sales tax along w/ investment from businesses/employers.*

Name: Liz Nelson  
Address: 8600 Sheridan Rd., Skelton Kenosha 53143

Date: 12/5/19  
Email: liz.nelson@kenoshacounty.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Urban League

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

23

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

DEPENDS ON AREA. EFFICIENCY IS KEY DOWNTOWN/HIGHLY  
POPULATED AREAS SHOULD ENCOURAGE MULTI. I'M OK WITH  
SINGLE-FAMILY HOMES WEST OF I, SUBURBS IN TOWN

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?

I THINK IT IS A GOOD IDEA FOR SUBURBAN HOMES. USE MORE  
RURAL HOMES SHOULD BE MORE FLEXIBLE

#### PUBLIC TRANSIT

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?

I BELIEVE BEFORE YOU LOOK FOR PUBLIC FUNDING, FIND  
WASTEFUL SPENDING

4. 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?

BETTER TRANSPORTATION FOR 2<sup>ND</sup> & 3<sup>RD</sup> SHIFT

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

23

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

INCREASED FINES IN BIKING AREAS  
 ENFORCEMENT/  
 ENFORCEMENT OF HELMET LAWS

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

ENFORCEMENT OF RULES OF ROAD - I.E. LEFT LANE  
 IS PASSING LANE ONLY

\_\_\_\_\_

\_\_\_\_\_

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?

see # 3

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\_\_\_\_\_

Name: ANTHONY JEFFERSON  
 Address: 2420 75<sup>TH</sup> ST  
KENOSHA, WI 53148

Date: 12/5/19  
 Email: jackzeffeyahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) URBAN LEAGUE

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

24

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

I would like to see a urban center for folks of mixed Races.

2. 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?

N/A

### PUBLIC TRANSIT

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?

N/A

4. 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?

N/A

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

24

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

N/A

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

N/A

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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?

Yes, I dont know we would Have to talk about it.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: Peyton Lee

Address: 2015 3<sup>rd</sup> Street

\_\_\_\_\_

Date: 12-5-19

Email: Peytonlee84@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

25

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*A*

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2. 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?

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#### PUBLIC TRANSIT

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?

*improve the Rail service*

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4. 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?

*Rail service*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

25

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*more Bikelanes*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
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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?

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\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

Worksheet Questions for December 7, 2019 Community Conversation  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

LESS THEN 1500 FEET FROM A BUS STOP  
BUT + GREAT COASTAL

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?

NO! A- LAST 2 FAMILY

## PUBLIC TRANSIT

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?

I 94 43 & 41 EXPRESS BUS LANES + 894  
MORE PARK AND RIDE PARKING AT EXPRESS  
BUS TERMINALS

4. 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?

WILL BE WHEN "GOLD" LINE IS FINED

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

①

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes ~~NOT NOT DEC TO MARCH~~
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

NOT USED IN WINTER (SNOW REMOVAL IS A PROB.)

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?

ISLAND CAR MERGING INTO HWY AV  
STATE STREET ISLAND

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: EUGENE KAROFKIN  
Address: 7609 W WELLS  
TOSTA 53213

Date: 12/7  
Email: eugene.k@hive.com

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*Designed/Built for white population who can afford larger lots.  
There will be a great deal of bias in the lot size situation*

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## PUBLIC TRANSIT

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?

*Transportation (public) should be provided to insure that anyone who needs it to get to where jobs are. For too many people are not being served due to a lack of adequate transportation services*

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*Yes smaller lots would increase integration into different  
TAE communities*

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## PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

3

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*NO! You have to look @ families who have children which would allow back yards, and front yards, + their own gardens!*

## PUBLIC TRANSIT

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?

*YES! Because the cutting of bus routes occurs for jobs! could cut the salary the police department!*

4. 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?

*access to jobs and rails!*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Curb ramps or other accessibility improvements

**STREETS AND HIGHWAYS**

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?

Police chasing cars suspects causing harm to innocent people cameras at lights on the main streets and drivers get caught in heavy shocks!

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?

No! Because the public funding aren't been used, we have holes in the streets that's destroying cars, cars causing the public increase in insurance, and finances to repair cars/trucks/vans etc!

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: 12/7/19  
Email: \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*Large suburban lot sizes are blatantly discriminatory.*

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## PUBLIC TRANSIT

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?

*Commuter rail in the 30th St Corridor connecting the Hank Aaron trail to Beerline + Oak leaf trail.*

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4. 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?

*Workers in central city are landlocked and cannot always commute to jobs in higher density job centers.*

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(over)

Figure A.1 (Continued)

5

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*more law enforcement resources to protect bike/ped from reckless driving*

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*reckless driving*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Howard Snyder  
Address: 3265 N. Summit Ave  
Milw 53211

Date: 12-7-19  
Email: hsnyder@nuscab.org

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

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## PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

6

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

Need recycle bins! – SEE BACK – Please contact me regarding accommodations for people w/ hearing loss

# 2020 REVIEW AND UPDATE

## VISION 2050

One Region, Focusing on Our Future

### Worksheet Questions for December 7, 2019 Community Conversation

Please complete the following questions during the presentation by SEWRPC staff.

PUBLISH hearing less accom so we know we can concur  
**LAND USE**

Need captioning in addition to ASL. Check ODHH (Office of Deaf + Hard of Hearing) for list of captioners. Hard to hear at disc. tables due to ambient noise + too long tables. Also prohibits seeing everyone's faces to help understand, elevate

1. What types of housing development would you like to see more of in the Region? (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Need green space + trees in all areas!  
 Disability Accessible (wheelchair-width doors, no stairs or ramps)  
 Doorbells + detectors w/ lights + sound.

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?

NO! people feel cramped, no space for even a tiny yard. It makes a diff! Also need off street parking for 2 cars! How much space between houses? Shouldn't be able to hold hands w/ neighbors next door! This also restricts light getting into houses. Smaller lots ok if this space is added between bldgs  
 People need to realize this but it is essential!!

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?

PUBLIC TRANSIT - will never be self-supporting. This is a public service to reduce # of cars + enable everyone to use it. Need connex betw countries.  
 Need companies seeking workers to subsidize public transport to allow more frequent, faster transit for employees. Ex - why doesn't Foxconn fund buses from the city of MKE to the plant? Amazon should do same!  
 Burger + Stratton wants employees - offer per OJT + transport paid  
 Companies work w/ MAS to get help dropouts earn GEDs.

4. 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?

Transit Plus! - esp for people who cannot drive at night. More reliable, fewer multiple stops so people can get to their destination in reasonable amt of time.  
 Allow people to use to attend events + support groups such as Hearing Loss Assoc of America presentations.  
 Expand the HOP!! to UWM, Wauwatosa (F/mcw), airport

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

⑦

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes - *Bikes' must adhere to traffic laws + subject to ticketing if <sup>scooters</sup> not.*
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals *insure enough time for disabled to cross incl sound signal for blind to know it's safe.*
- Multi-use paths
- Other (please describe)

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?

*People w/ walkers, canes, wheelchairs are at risk. They ~~to~~ move more slowly & ~~we~~ should be included when determining stop light timing. This may require crossing buttons for longer light so most times lights can be switched for traffic.*

*Enforce speed limits in construction areas - I94 southern corridor too MANY <sup>accidents</sup>*

**STREETS AND HIGHWAYS**

*Start to change peoples attitudes that a car is <sup>good</sup> for everything - walk, GOOD, FREQUENT mass transit.*

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?

*Semi trucks are scary, esp @ 80 mph!  
People w/ out driver's licenses or insurance; people who have never taken a driving course; Rgn online class (w/ MRP Safe Driver) Rgn valid & current DL to purchase gas, but do NOT track personal info - maintain privacy.  
DO NOT expand highways - provide efficient, affordable mass transit options.*

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?

*FAIR DEAL RESTRICT STATE LEGISLATURE SHOULD NOT RULE COUNTY funding sources. ALSO need FAIR redistribution of tax revenues!!*

*Improvements, yes to funding ongoing maintenance & keep Bot + keep roads in good repair. Research latest successful + proven street building materials & practices to rebuild our roads.*

Name: BJ ERMENC  
Address: 2749 N. 75th ST  
WAUWATOSA, WI 53214

Date: 12/7/2019  
Email: BJEHLAAMKE@gmail.com

Hearing Loss Assoc of America  
Metro Milwaukee  
Co-chair

Thank you for your feedback!

Home caption phone:  
414-475-6368

Please contact me regarding needs of people w/ hearing loss.

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Small 25-50 unit Senior Housing w community room  
computer lab / A/V area facilities + solar / Rent Control

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?

No opinion

## PUBLIC TRANSIT

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?

Establish a Transit Foundation smaller system to  
serve 3-6 communities

4. 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?

Free Public Transit Transit to the door of senior centers  
/med sites

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

8

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

maintain existing right of ways (mowing/tree shrub trimming)

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?

more private clubs/groups / senior guided walks  
maps that show connections to public transit

**STREETS AND HIGHWAYS**

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?

fewer 150 of 3600 mph rebuilt  
Mow the right of ways

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?

private donations

Name: John G. Smith  
Address: 1244 N. 9th St # 321  
Milwaukee, WI 53205

Date: 12/7/19  
Email: mkgiff@gmail.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Baby boomers will be selling their homes + creating demand for multi-family.*

*Seniors + millennials tend to want/need apartments - more than single family homes.*

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?

*(8400) increased*  
*Peple want the American Dream - which currently includes large lots - we need to change culture. Also developers just make large lots. Denser housing creates more effective schools + services etc. Denser housing makes public transp. cheaper to create, build*

## PUBLIC TRANSIT

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?

*We do need funding for public trans. However in all plans - the source is always from citizens. Are there other revenue sources we can consider? How about a resort/hotel tax for our tourists? How can major large businesses step up? Any add'l. tax for residents need clearly to be progressive!*

4. 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?

*The bus routes I use are not changed so I am not impacted. In the meantime, I use Rte 14 + I would like to see more frequent intervals. Also we should reduce cost back to 0.7. And we should resume free bus rides for low inc./disabled > 65.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks - many suburban areas have zero sidewalks, still...
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

One issue is bike lanes are fragmented - start + then end, e.g. KK avenue. We need to connect so lanes are more continuous

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?

I was pleased to see a sidewalk on Forest Home west of 76th Street, now we need to complete the sidewalk going further west. For traffic lights that require a person presses a button to walk, often have to wait for 2 light changes to cross. How can we add some priority to pedestrians? Could an intersection anticipate a pedestrian + change to walk automatically?

**STREETS AND HIGHWAYS**

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?

I see drivers going thru red lights, ignoring "no turn on red" + driving thru one-way restricted lanes. Drivers are just thoughtless, maybe we need cameras to photo red lights, so they get tickets. In busy intersections, it's challenging to avoid cars when trying to walk across the street.

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?

Any public funding should be progressive + must include out-of-county drivers, e.g. drivers who come to Milwaukee regularly.

Name: DAVE GLENN  
 Address: 8871 WESTLAKE DR  
GREENDALE WI 53129

Date: DEC 7, 2019  
 Email: locavore.dave@gmail.com

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

Worksheet Questions for December 7, 2019 Community Conversation  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_

60/80 | 8400 SF | 40/120

\_\_\_\_\_

## PUBLIC TRANSIT

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?

\_\_\_\_\_

4. 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?

yes / TAX ARE SOME PLAYS

THAT HAVE NO. ASSESS. TO OR FROM!

\_\_\_\_\_

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

Be in the parks and not on the city roads! Bicycle Trails should

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

(SLOW DOWNS) EVERYONE NEED TO

\_\_\_\_\_

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?

\_\_\_\_\_

Name: Mr James Thomas  
Address: 3722 W Galena St  
Mill Wash 53208

Date: 12-7-19  
Email: \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*yes smaller lots - more affordable w/ less land  
+ builder looking for more profit from people  
who can afford large house on large lot.*

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## PUBLIC TRANSIT

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?

*yes I would  
GAS TAX, ROAD TAX, SALES TAX*

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4. 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?

*I live on a bus line that goes from N to S "Green Line"  
so I can go to airport and down town.*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Need more "FLASHING" CROSS WALK SIGNALS FOR hi volume crossings. I.E. MI AVE BY PARK HARTFORD AVE. I HAVE BEEN WORKING WITH THE CITY OF MIKE FOR 3 YEARS TRYING TO GET AN RRFB

**STREETS AND HIGHWAYS**

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?

LAW TO ALLOW Red Light Cameras.

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?

I agree we need funding, but how to do it yet if, I do not know the politics involved

Name: Rob DePue Date: 12/7/2019  
 Address: 18125 Shorewood Blvd #308 Email: RobDePue@AOL.com  
Shorewood, WI 53211

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

AFFORDABLE

2. 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?

↑ YES

↑ MORE PROFIT FOR DEVELOPERS AS HOUSES ARE LARGER

## PUBLIC TRANSIT

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?

YES

INCREASE GAS TAX

4. 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?

COMBUTER RAIL - LIGHT RAIL

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

12

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

STREET NARROWING TO LIMIT SPEED, UG/SAFETY IMPROVEMENT

\_\_\_\_\_

\_\_\_\_\_

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?

INCREASE GAS TAX  
+ INCREMENT TO INFILTRATION

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: JERRY FREDRICKSON  
Address: 896 S. COTT S.  
FRANKLIN WI 53132

Date: 12/7/19  
Email: BIGHEAD5@YAHOO.COM

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

AFFORDABLE TO 80% of median income - varies by county. Mixed land use.

2. 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?

People want to be exclusive and exclude others  
"selfish suburbs"  
NIMBYISM

## PUBLIC TRANSIT

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?

YES  
Regional Transit Authority!  
Out taxing authority

4. 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?

Need to maintain regular on-time service.

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

(13)

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

~ consider raised bike lane not just painted

\_\_\_\_\_

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?

connected

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

crazy driving - run stop lights, pass on the right  
pedestrians not safe

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

↳ NO - NEED PUBLIC TRANSIT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Town House style multi-units. To begin replacing traditional duplexes

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?

Smaller lots, lots are sufficient space for an average family

People have started to invest more and more in their homes and family lifestyle. More and more expansion and it's cheaper away from urban centers.

## PUBLIC TRANSIT

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?

Yes. A increase in state level State Sales Tax

4. 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?

Yes. I recently was in a car accident & used the MCT for approx (2) months. I was able to get where I wanted, but some routes & days were difficult.

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

14

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

Traffic, cars vs bikes can be a scary affair concerning accident and possible loss of life. Safety driven traffic/bike lane designs.

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

None in particular

\_\_\_\_\_

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\_\_\_\_\_

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?

Yes, I would. Increase in State Sales Tax.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: George Bledsoe  
Address: 7808 W. Morgan Avenue  
Greenfield WI 53220

Date: 12/7/19  
Email: midwestelite@yahoo.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

No, smaller lots is not a good idea. People need the space because a family need the space. However, there's something to be said about small lots that may benefit the city.

## PUBLIC TRANSIT

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?

Yes

4. 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?

Yes, I would like to see additional buses and increase bus routes throughout the city

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

15

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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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?

I have no concerns about bicycles.

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**STREETS AND HIGHWAYS**

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?

Cars running red lights. Wreckless driving by people of various ages.

Arrest them and put them in jail. Make them pay for all damage & keep them in jail make them work until it's paid.

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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?

Yes, I would.

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Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_

Date: \_\_\_\_\_  
 Email: \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.

\* we need more meetings in Milwaukee

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

is close to affordable multifamily that is close to public transportation

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?

Yes I support single family homes in smaller lots (1/4-acre) because that makes it more affordable, but multifamily homes can be even more efficient and more affordable

## PUBLIC TRANSIT

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?

- Tax vehicles that are valued greater than 25K an amount that will serve to provide additional public funding in transit
- Increase taxes on new vehicle purchases

4. 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 Transportation to Suburban - ~~metro areas~~ to Employers for people who live (employees) in Milwaukee.

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

16

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

- Pedestrian Facilities To be Enhanced  
 - Local community bicycle pedestrian plans

**STREETS AND HIGHWAYS**

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?

- promote / reward car Pooling  
 - Enhance Public Transportation

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?

- Tax Corporations  
 - Tax drivers of luxury cars  
 - Tax Home owners ~~with~~ of Homes > \$400,000.

Name: Francisco J. Enriquez  
 Address: 3144 S 39TH ST  
Milwaukee WI 53215

Date: 12/7/19  
 Email: enriquezseattle@yahoo.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family – *that's still affordable*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*To protect themselves from having "close" neighbors.  
Exclusionary!*

\_\_\_\_\_  
\_\_\_\_\_

## PUBLIC TRANSIT

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?

*Yes. It must be included in the State Transportation Budget.  
Milwaukee needs to get its "FAIR" share of funding back  
from the state. Mil. tax money pays for transportation all over  
the state, but is not allowed to fund its own transportation  
needs.*

\_\_\_\_\_

4. 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?

*It's affected the "differently abled" community. Riders  
getting to the people they serve and also therefore affects  
mobility for disabled individuals.*

\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

17

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks *free of ice + snow*
- Curb ramps or other accessibility improvements *— that are free of ice + snow*
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*Need more education about "right turns" which cross bicycle paths.*

**STREETS AND HIGHWAYS**

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?

*People are asking for cameras at Intersections in Milwaukee, this is questionable. It make the average driver more stressed + a worse driver - worrying about getting a ticket. People causing the traffic problems are frequently driving stolen cars + aren't going to be worried about tickets.*

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?

*Yes. But it must be funded by tax money already being grabbed up by the State.*

Name: Rose Stietz  
 Address: 3161 N. M. L. King Dr. # 4012  
Milwaukee, WI 53212

Date: 12/07/19  
 Email: roses@smdp.milw.com

**Thank you for your feedback!**

Figure A.1 (Continued)

18

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

x Coop housing  
x within walking distance to community resources, stores, park etc.

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?

We need more concentrated housing. Local zoning contributed (or) to larger lots outside the city of Milwaukee. This is intentional to exclude lower income people, disproportionately people of color.

## PUBLIC TRANSIT

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?

Yes, we need dedicated transit funding. A 1.5% sales tax with .5% dedicated to transit should be proposed. The wheel tax should also be considered again. Continued pressure at the state + national levels needs to be maintained to give more autonomy.

4. 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?

I saw up my car 3 yrs ago so am more transit dependent. I generally find transit options, but not to get to meetings or my specialist doctors in the suburbs - NO WAY to get to them by transit. So routes to medical offices, churches, business centers.

(over)



Figure A.1 (Continued)

18

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

*speeding on city streets*  
*ignoring traffic lights and street stop signs*  
*enhanced programs to ease traffic congestion, adjusting traffic lights etc.*

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?

*Yes*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Joyce Ellwanger  
Address: 1637 N 16<sup>th</sup> St  
Milwaukee 53205

Date: 12/07/19  
Email: joyce.ellwanger@gmail.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\* We need as many forms of affordable housing units as possible in all counties in the region.

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?

① Yes - overall smaller lots will allow for more units and we are in a crisis in terms of availability.  
 ② I think some counties are more receptive to smaller lots than others - there needs to be a narrative change around housing development-related needs.

## PUBLIC TRANSIT

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?

① Yes - absolutely support increased \$ for public transit.  
 ② Redistribution of state funds to allocate more toward public transit.  
 \* Advocate for regional transit authority and adjusted state allocated funding.

4. 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?

- more bus routes so that transit times go down.  
 - Rail! Inter-city rail to connect city → chamber.  
 - protect bike lanes to feel safer.  
 - extend street car into neighborhoods.

(over)

Figure A.1 (Continued)

19

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

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\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE



**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*Development of smaller lots is a good idea - must be affordable for purchase. Large lot are for more purchase with higher incomes.*

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## PUBLIC TRANSIT

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?

*With Budget Cuts/Crisis - how do we do this. I can't pay more taxes*

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4. 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?

*NO*

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(over)



Figure A.1 (Continued)

20

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*More extensive plan for electric car stations*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*Yes I would support funding for street & highway improvement.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Cynthia Stokes-Murray  
Address: 4100 W. Greengarden Ln  
Beauvoir, WI 53209

Date: 12/7/19  
Email: cstokesmurray@aol.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Infill development as appropriate*

2. 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?

*Municipal ordinances regarding large lots generally contributes to the problem of lack of density.*

## PUBLIC TRANSIT

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?

*Yes Federal  
State  
Regional tax (RTA)*

4. 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?

*Hop opened a few blocks away + Buhler Bike expanding coverage - But not eliminating steps under NEXT program. Freeway reconstruction does not seem to have increased park-n-ride lot sizes. In fact, some may be eliminated due to budgetary constraints. Would like to see Hop expansion.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

(21)

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Accessibility is required by law. Should focus on on layered ~~the~~ pedestrian/bike network.

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?

- Reckless drivers injuring others  
 - lack of protected lanes  
 - Need more MARKED crosswalks  
 - large commercial lots must start building internal sidewalks to connect people from public sidewalks to door

**STREETS AND HIGHWAYS**

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?

Reckless driving - more enforcement  
 Better street designs for safety not speed

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?

Funding is needed for local streets more than highway

Name: Brian Peters  
 Address: \_\_\_\_\_  
 \_\_\_\_\_

Date: 12/7/2019  
 Email: bpeters@independentcreekfirst.org

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---

---

2. 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?

*For City folks obviously small lots, larger are fine for less populated areas*

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## PUBLIC TRANSIT

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?

*Increase property taxes*

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4. 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?

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(over)



Figure A.1 (Continued)

22

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

*Bike trails + protected lanes*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Too many wild drivers*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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?

*Increase in gasoline tax*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: CHRIS GRAMM

Address: 1030 S 26<sup>th</sup> STREET  
MILWAUKEE, WI 53204

Date: 12/7/19

Email: CRGRAMM@SBCGLOBAL.NET

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*10,000 Sq. Ft*  
*3500 sq. ft*

*Yes. This way it'll be more space to put other homes in the area for those families to have more land use.*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## PUBLIC TRANSIT

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?

*Yes. to make more routes available for those who's not driving or for the elderly.*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4. 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?

*Yes. routes have been taken away. or there's no routes available for certain counties that exist in certain areas.*

\_\_\_\_\_

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\_\_\_\_\_

(over)

Figure A.1 (Continued)

23

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

*Bicycle. I think the bike lanes shouldn't be so narrow it needs to be wider.*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Spreading Drives. Maybe speed bumps (more)*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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?

*YES. Streets. improvement for pot. holes, better (wider) lanes for drives as well as for bike pedestrians (protect)*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: S. Patterson

Address: \_\_\_\_\_

\_\_\_\_\_

Date: 12/7/19

Email: shela.patterson321@yale.edu

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

## Worksheet Questions for December 7, 2019 Community Conversation

Please complete the following questions during the presentation by SEWRPC staff.



### LAND USE

1. What types of housing development would you like to see more of in the Region? (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*I think you need some of each to accommodate interest, preference + affordability. Also, with the increase in number of elders as time goes on - this should also be considered.*

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?

*I think some smaller lots for S-family homes are OK. But I also think some people like large yards for recreation + developing gardens. But we also need to consider the impact of more homes in any particular area / neighborhood. I think another area to consider is areas for recreation + making sure we take care of our parks.*

### PUBLIC TRANSIT

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?

*Yes - possibly a tax that is not too burdensome, especially for poorer people; increasing user fees would have to be considered carefully; maybe have businesses that are along certain routes help with financing.*

4. 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?

*My husband + I both have cars, so we do not use the bus. However, we do use the Hop because it goes right by our condo. But it definitely needs to be expanded, for example - to MM-Milwaukee, the airport + further west. We may use the bus in the future or use Uber + Lyft.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

24

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Maintain existing multi-use paths.

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?

People who ride bikes at night need bikes with lights + reflective clothing - not many bicyclists have these. Protected bike lanes would be helpful.

**STREETS AND HIGHWAYS**

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?

Efforts to slow cars/people down, Roundabouts have helped + add'l stop signs as needed.

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?

We need to keep our roads/highways safe, clean, drivable.  
Encourage people to move closer to city & expand bus, street car, etc. services.

Name: M. Lynn Conolly  
Address: 1034 E. Ogden Ave  
Milw. 53202

Date: 12-7-2019  
Email: you have it

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
 Please complete the following questions during the presentation  
 by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

Yes I think smaller homes + lots are more sustainable from a land use + environmental standpoint. Given financial issues for many people (debt credit) it is also infeasible to think everyone wants to own a home or large one.

→ I like to think this is not due to demand but what is allowed by area municipalities (so policy).

## PUBLIC TRANSIT

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?

→ YES! I am willing to pay for it + think it should be dedicated. I know other regions use a variety of sources but think a percentage of sales tax seems most straightforward. Increasing fares or a wheel tax ~~that~~ keeps the burden on users (a smaller group of people) vs. those that use transit seasonally or rarely.

4. 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?

Yes - we have often discussed going to I car or carless as a household. My husband worked in a suburban business park not serviced by transit + it wasn't really feasible.

I think the VISION 2050 planned system would meet the needs in the region - both the geography + frequency of transit. I hope our elected officials see this and consider investing in that. (over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

25

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

None

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?

I think following the "complete streets" model of increasing improvements from a ped/bike perspective is more sustainable (particularly for urban/dense areas)

**STREETS AND HIGHWAYS**

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?

Too many cars on the road in general - the more we can do policy/planning wise to change people's behavior the better.  
I know SEWRPC doesn't have much input here, but reckless driving in Milw. Co. is a real problem.

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?

Yes, to a point. The state of road repair is pretty dire, but I would like to see more investment in transportation options that ease road use (i.e. transit, biked/ped) revenue... I know tolls are not popular, but WI is more of an "island" in our region to some extent. It should be considered.

Name: Kristi Lutzer  
Address: 2939 S. Clement Ave.  
Milwaukee, WI 53207

Date: 12/7/19  
Email: Kristi@uedwip.org

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

We need to think how to create communities that provide emotional & social support to each other.

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?

Smaller lot is a good idea, but use of land as long as we are accounting for services needed (water, sewer, etc) single fam are being build in larger lots following the individualistic value system of US

## PUBLIC TRANSIT

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?

Yes! I want my taxes to be used to create public transportation  
Let's tax the rich taxes should be based on need.

4. 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?

The options for my community have been impacted. We need transportation to suburban areas and transportation to other cities. We need train to Madison, twin cities and IL

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

26

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Cars are a danger to bikes and pedestrians. We need public transportation to decrease the amount of cars on the road. Can we create a reward for bike use to work.

**STREETS AND HIGHWAYS**

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?

Traffic congestion in Mke has increased greatly in the past 10 years as well as accidents. I see a new shine every week in the Southside due to accidents. We need less cars in the roads.

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?

Yes I support increase funding. Increase license plate fees, increase taxes on gasoline, increase fees on trucks that transport things. Increase fees for Amazon transportation.

Name: Gabriela Dúguez  
 Address: 3144 S. 39th St  
Milwaukee WI 53215

Date: 12/7/19  
 Email: gaduehur@yahoo.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

Worksheet Questions for December 7, 2019 Community Conversation  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*We will need low-cost senior group living or the combined structures with low-income kids you see in Europe to help early-stage dementia.*

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?

*Give us a break! The entire economy has been geared towards the upper 25-30% super-consumers. This is destroying the planet. The multi-family units share heat, etc and are environmentally far superior. Large lots and homes are a racist and classist way to separate people from others.*

## PUBLIC TRANSIT

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?

*We need more funding for transit, as planning should not be urban it should be REGIONAL, LIKE OREGON and more funding from state & Feds as it is NOT JUST A CITY thing.*

4. 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?

*We need intercity transportation like to Region of Muskogean. I have had to become a family driver for elderly relatives and am handicapped. People at my workplace had to quit when they stopped 143 to Newcastle.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

27

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

I think we are doing well in these ways but you need to get on local NEWS PROGRAMS to advertise the fact that these small narrow lanes ARE FOR BIKES people are stupid.

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?

MORE WAYS TO USE SOCIAL MEDIA TO SHAME idiot drivers who fail to yield in crosswalks, cameras on busy pedestrian corners.

**STREETS AND HIGHWAYS**

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?

Legalize automatic camera ticketing

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?

INDIVIDUAL COMMUNITIES are POOR. The Federal govt doesn't tax Rich. We cannot tax lower middle class small home owners. We have become a slave economy. Income distribution sucks.

Name: Patricia J Adams  
Address: 516 N. 52nd #4  
Milwaukee WI 53208

Date: 12-7-19  
Email: thetadamskid@hotmail.com

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

Worksheet Questions for December 7, 2019 Community Conversation  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*I think all of these types are necessary and what depending on actual locations within the region (as these vary widely between various and rural and land use categories). That said, given pop. density and the absolute need for affordable housing for*

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?

*I think from a land-use standpoint it makes sense but I think societal preferences have kind of moved away from the small lot model unless the design of the layout/neighborhood have been thoroughly thought out → if not multifamily developments may be more appropriate and desirable. Small lot only make more sense for re-development and approval to new construction.*

## PUBLIC TRANSIT

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?

*Willing to pay to increase transit service wherever whether that's a 1 state sales tax or other. Try to find ways to pay only works if the commitment or support is to place which eventually has been. The recent problem has been fairly of service and essential → deficit or cut-order then maintain that (service) cannot sustain current expenditures then cut or deficit further*

4. 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?

*My work with people in the disability community is directly impacted by transit service changes. Our community has to participate in government based activities based on lack of accessible transit options*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

28

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

top 3

*accessibility is key to any and all participation.*

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?

*Lack of accessibility or lack of maintenance of accessible features, forcing pedestrians onto streets or into vehicle lanes due to lack of sidewalks, curb cuts or paving.*

**STREETS AND HIGHWAYS**

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?

*I identified driving pressure a concern but I think providing some of the well-documented features of question #5 can demonstrably help to alleviate some of the safety issues.*

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?

*please see answer to #3*

Name: Keith Hys  
Address: 540 S. 1st Street  
Milwaukee, WI 53204

Date: 12/7/19  
Email: ghys@independancefirst.org

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

## Worksheet Questions for December 7, 2019 Community Conversation

Please complete the following questions during the presentation by SEWRPC staff.



### LAND USE

1. What types of housing development would you like to see more of in the Region? (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Passive Houses*

2. 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?

*Yes.  
Americans' wanting to consume more.*

### PUBLIC TRANSIT

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*More BRT, fixed rail - commuter rail.*

*Less spending on roads/highways.*

*More electric vehicles for public transportation*

*Complete streets*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

29

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Speed limits too high.*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

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\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Mixed-use traditional neighborhoods

2. 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?

① \_\_\_\_\_  
② \_\_\_\_\_  
\_\_\_\_\_

## PUBLIC TRANSIT

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?

① Yes I support additional funding for public transit.  
② Revenue source from changing priorities related to public funding

4. 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?

① Public transit - rapid, clean, frequent stops within Milwaukee & Region's  
② Safety for pedestrians, bicycles (pedal bikes)

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

30

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes - Designated pedestrian/bike paths like on Sanibel Island Florida, like in Madison + Europe.
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths - But no motors allowed ⇒ No motorized wheelchairs or bicycles
- Other (please describe)

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?

Need safe - designated - separate bike / ped paths in downtown milw  
 - skip designated lanes - make SEPARATE paths  
 - skip bike lane striping - instead → ↑ off-street bike paths \*\*  
 → ↑ on-street bicycle network

**STREETS AND HIGHWAYS**

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?

Incentives (financial) for car sharing

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?

No to street + highway unless must for safety / repair

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_

Date: \_\_\_\_\_  
 Email: \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*good idea - more room for vegetable gardening  
outdoor activities for children.*

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## PUBLIC TRANSIT

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?

*yes - No ideas on revenue sources.*

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4. 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?

*NOT mine, BUT FOR employees who work at  
my company, lack of busing services  
on the NORTH WEST OF MILWAUKEE.*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

31

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

July is still out on how safe the  
 lawless electric scooters are. I've seen  
 many users on sidewalks which I thought  
 was not suppose to occur.

**STREETS AND HIGHWAYS**

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?

just the rush of unsafe drivers  
 injuring or killing innocent children. would  
 suggest more cameras as a deterrent

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?

would support additional funding DUT  
 have no idea concerning revenue  
 sources

Name: Tim Jarecki  
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Wauwatosa, WI 53213

Date: 12/7/19  
 Email: tjarecki@HTAMERICAS.CO

**Thank you for your feedback!**

Figure A.1 (Continued)

# 2020 REVIEW AND UPDATE

**Worksheet Questions for December 7, 2019 Community Conversation**  
Please complete the following questions during the presentation  
by SEWRPC staff.



## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

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## PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

32

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

**Thank you for your feedback!**




Figure A.1 (Continued)

33

# 2020 REVIEW AND UPDATE

Worksheet Questions for December 7, 2019 Community Conversation  
Please complete the following questions during the presentation  
by SEWRPC staff.



VISION  
**2050**  
One Region, Focusing on Our Future

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

Single-Family  
 Two-family (e.g., duplexes or side-by-side townhouses)  
 Multifamily  
 Other (please describe)

*ALL! But as I look around, surrounded by underutilized duplexes, multifamily and singles. I do believe we don't have a shortage but miss match.*
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?

*Exactly the composition of our west side community. A college master of mine once said, "When you establish why people chose living on the edge of corn fields in the 20th century, with no relationship with it; race, socioeconomic, real estate practices, finance, or a combination of tacit assumptions, we will be able to convey why we consumed the best agricultural lands for sustainable development after building freeways with public \$\$\$ and subsidized developers."*

## PUBLIC TRANSIT

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?

*YES. GAS TAX. MUST keep up with expenses & inflation + yes larger vehicles that burn more & adversely affect environment + wear a tear on roads shall pay more per mile.*
4. 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?

*Our city is built around the car. It doesn't have to be. I love driving but it should not be as convenient as it is.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

33

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Equitable distribution through city & region

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?

MANY FAMILIES HAVE NO OPTION THAN A CAR - THAT'S WHY SO MANY DOOR CAR'S + BAD DRIVING

**STREETS AND HIGHWAYS**

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?

When I cross I-43 on the Walnut St Viaduct, I am happy to be 3 mi from downtown, as congestion typically brings the highway to a crawl @ 3 PM. But Walnut is dangerous because it has so few cars, many go highway speeds.

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?

A GAS TAX OR USER FEE (is the best approximation of a)

Name: DAVID BOUCHER  
Address: 1727 N 34TH ST  
MIKE, WI 53208

Date: 12-11-19  
Email: amarrsmithbc@gmail.com

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family → *Small lot, traditional neighborhood (~35 ft. lots)*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*Yes, I think it is a good idea. I believe many single-family developers do not have experience or are frightened of financing a small lot traditional neighborhood-style development.*

### PUBLIC TRANSIT

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?

*Yes, I believe we should consider VMF fees and congestion fees.*

4. 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?

*No, but I would like to see additional rail and BRT service in the region.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*I still see many communities installing bicycle buff measures (eg narrow, unprotected bike lanes)-*

**STREETS AND HIGHWAYS**

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?

*Passing on the left in urban areas. I would like to see more pedestrian protections like curb bump outs.*

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?

*Yes - VMT & congestion charges*

Name: Samuel Schultz  
 Address: 8811 Campus Drive  
Mount Pleasant, WI 53406

Date: 12/9/2019  
 Email: <schultz.entropy@pleasanthills.com>

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

2



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*There are needs for a range of housing options, particularly for single-family homes under \$350,000. Lot sizes are an important factor, as most people are unable to afford homes on large lots. There are sometimes problems as a result of some municipalities requiring very large minimum lot sizes. Municipalities should consider allowing smaller minimum lot sizes and minimum lot widths in sewer service areas.*

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

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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?

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

12

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Low income housing. More voucher ~~and~~ + subsidy programs for low income families*

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?

*Smaller lots will make it more affordable for low income families. Larger lots serve families but make them less affordable.*

### PUBLIC TRANSIT

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?

*More funding for public transit. Electric buses, EPA?*

4. 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?

*N/A*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

3

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*pedestrian + bike paths in natural areas eg. along the Root River to encourage recreational activities.*

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?

*Dedicated bike paths that*

**STREETS AND HIGHWAYS**

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?

*I would like to see more roundabouts. Fewer serious accidents. No electricity/carbon cost. Less pollution with stopping, standing, + starting. Please include this in your plan.*

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?

*More bus service between municipal destinations.*

Name: David Rhoads  
 Address: 1436 Park Lane  
Racine, WI 53403

Date: 12-9-19  
 Email: drhoads@lsc.edu

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) nikki

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

4

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family *in max dense contexts, affordable*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*I definitely think more single family homes on smaller lots are important, primarily to keep costs down. I hear from people regularly about issues affording "starter" or more affordable single family homes. My understanding is that smaller / more affordable single family homes are challenging to finance.*

### PUBLIC TRANSIT

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?

*yes! RTAs, more state funding, including prioritizing public transit over new highways or expanding highways.*

4. 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?

*I would like to see commuter options from Racine to Milwaukee and Madison. I would like to see significant investments in transit in municipalities and between them.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

It is challenging to bike on busy streets and often drivers aren't looking out for bikers. I would like to see more buffers and designated bike lanes. Many municipalities also don't have sidewalks and this leads to people walking in busy streets.

**STREETS AND HIGHWAYS**

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?

Temporarily we have issues with I-94. I don't support using previous resources to expand existing highways without also increasing public transit options.

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?

Yes, I believe we should consider multiple options, focusing on user fees and trying to compensate for the impact on low-income people. I want to improve existing infrastructure but not build new infrastructure except where absolutely necessary.

Name: Greta Neubauer  
 Address: 936 Main St.  
Apt. 3

Date: 12/8/19  
 Email: rep.neubauer@legis.wisconsin.gov

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

5

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*rate don't make the land to support more single family development  
we need to consider denser housing*

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?

*People still value space over small lots. We need good demonstration of how nice a smaller lot could be.*

## PUBLIC TRANSIT

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?

*Yes, we need the public transit system.  
To get to: work? school? shopping?  
Would employers be a possible funding source?*

4. 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?

*No, we not been affected by changes/cuts*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*Currently, because usage of bike & walking paths is so low - they aren't as safe or as utilized as they should be. They could benefit from more promotion.*

**STREETS AND HIGHWAYS**

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?

*Our streets & most highways are in awful shape. Most need repairing - now!  
Condition of many of our roads isn't good - especially within the city.*

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?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name: Grocie Williams  
 Address: 3503 Fausch Lane Rd  
Franksville WI 53126

Date: \_\_\_\_\_  
 Email: gwilliams@hll.wi.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) None

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

6

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*single family with shared green spaces and smaller lot sizes*

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?

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\_\_\_\_\_  
\_\_\_\_\_

### PUBLIC TRANSIT

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?

*We should consider tourist fees as well as development fee for projects that cause sprawl & reduce density*

\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*The fact that there is no coordination between different municipalities. There is no public option that get us there receive*

*This area need a regional transportation options*

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

6

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*with the advent of more electric vehicles will the lack of sound be an issue with the potential for more accidents.*

**STREETS AND HIGHWAYS**

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?

*Drunk driving laws should be enhanced, ignition locks etc. Distracted driving*

*With the coming of self driving vehicle will there be an oppor to reduce the size of lanes*

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?

*I support funding ~~at~~ Highway that support HOV + Transit lanes*

Name: Keith Cruise  
 Address: 7030 ASPEN CT  
Franksville

Date: 12/9/20  
 Email: Kcruise2@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Nikki Deward

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

7

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Smaller lots, a bit more density, walkable,

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?

Yes. People are not having as many children so having single family homes on larger lots wastes precious resources

## PUBLIC TRANSIT

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?

I support additional funding for public transportation.

4. 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?

No impact to reduce to recent changes but commuter rail such as the Metra would expand the opportunities

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

7

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Being able to move about the community without having to get in the car is better for people and for the environment

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?

Just more protections for pedestrians and bikers  
Anything that encourages drivers to slow down

**STREETS AND HIGHWAYS**

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?

I love the "road diet" concept; things that encourage vehicles to move at a safe speed so that pedestrians and bicycle riders can feel safe.

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?

I do support additional funding for transportation. It will attract the young people that we need in this region

Name: Anita Cruise  
Address: 7030 Aspen Ct.  
Franksville, WI 53126

Date: 12/9/2019  
Email: anita\_cruise@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Nikki Dennard

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

8

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*For land use its a good idea. People probably want the privacy that and space that larger lots provide.*

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#### PUBLIC TRANSIT

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?

*sales tax, wheel tax*

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4. 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?

*No, cross county options  
light rail options provided to connect suburbs to Milwaukee*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

8

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*Continued progress with safety warnings and guards in place to mitigate potential hazards*

**STREETS AND HIGHWAYS**

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?

*No*

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?

*Yes*

Name: Jerrad Jones  
Address: 18514 Washington Ave  
Union Grove, WI 53182

Date: 12-9-19  
Email: jjones@kenosha.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

9

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*Yes, I agree. I think that the larger lot trend follows the larger square footed trend. People don't need the space - it is seen as prestigious.*

## PUBLIC TRANSIT

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?

*yes, major employers should contribute to build routes that potential employees can use to get to work.*

4. 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?

*No, my options have not been affected. I would like to see more bus routes from Racine to/from W. Parkside.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*I have real concerns regarding travel on the interstate, especially in areas that are under construction. I am unsure how to address concerns except to permanently reduce speed limits and enforce them.*

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?

*Yes, I would support a toll system to pay for highway.*

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!** *from Nikki Payne*



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

10

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---

---

2. 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?

*more space = more privacy. I have 1 acre and wouldn't ever want to reduce it.*

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## PUBLIC TRANSIT

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?

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4. 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?

*Bus routes*

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*I am not a fan of expanding bike lanes or new paths.*

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?

*Bicyclists don't seem to believe they need to adhere to roadway laws and stop signs.*

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*pay legislators less + don't provide us money forever.*

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

11

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

BETTER MADE TO FREQUENTLY PLANNED MULTI-UNIT TOWNHOMES TYPE DEVELOPMENTS

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?

SMALL LOT TRADITIONAL NEIGHBORHOODS PRESENT DIFFICULTIES DUE TO THE HIGH COST OF CONSTRUCTION - LARGE HOMES ON LARGE LOTS ARE INHERENTLY MORE ECONOMICAL ON A PER FOOT BASIS. BUILD NEIGHBORHOODS!

## PUBLIC TRANSIT

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?

SALES TAX REVENUE - CHANGE THOUGHTS AROUND SUBSIDIZING TRANSPORTATION

4. 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?

LIGHT RAIL - CURRENT ROUTES

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

BETTER & MORE USE OF TRAFFIC CALMING —

ENFORCEMENT OF TRAFFIC LAWS —

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

DETAILED CONSTRUCTION PLANNING & IMPLEMENTATION!

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?

SALT TAX - LEVENUE!

Name: Ed Miller

Address: 3218 S. LEON ST  
MILWAUKEE, WI 53207

Date: 12-9-2019

Email: ed@environmentalracine.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

1

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

smaller single family housing

2. 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?

Yes I definitely think small single family homes with small yards and more open space - No more large homes that require car transportation to get everywhere. Best model

### PUBLIC TRANSIT

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?

YES! Highways suck up so much funding. Highways should get funding their own money. Transit and public funding currently allocated for highways can be reallocated for LIGHT RAIL.

4. 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?

Light rail. It would be nice to be able to get around to different areas in the region with a car. I know about commuter buses, but they only run twice per day. Rail would allow for more flexibility.

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

1

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

WE should be focusing on developing already developed lands using what is already developed. Smarter - Rethinking the existing development - NOT developing sensitive land

I'm all about bike routes but NOT at the expense of PFCs and natural areas! Please do NOT sacrifice rare protected lands to build bike trails.

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?

WE need to be CREATIVE & devote resources to building bike trails on land that is ALREADY DEVELOPED. DO NOT DEVELOP & VIRGIN / GREEN FIELDS to build bike trails. WE CAN DO BETTER.

**STREETS AND HIGHWAYS**

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?

There are some roads in Milwaukee that are wider than they need to be, which is a safety hazard because it facilitates speedy travel. At the same time we need bike facilities. Also, safety enforcement - Pull people over for tailgating

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?

YES for example I thought we could re designate some roads to be one-way & the other side of the street bike route plus large bike swales.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: 12/10/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

2

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family *& affordable*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Multifamily serves certain types of families, but the neighbors don't get a choice of who will inhabit next to them, which can be disruptive or it can develop new relationships.*

2. 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?

*If population is at a slower growth rate than expected, what is the importance of continuing to build on small lots? There are still urban communities that want to maintain their own live stock / gardens for sustenance.*

#### PUBLIC TRANSIT

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?

*Ozaukee Shared ride employs the pay per use along with government funding. Consider a public reward system, the more frequent the use, the greater the discount on future use. Until the frequency hits a cap and then start all over again.*

4. 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?

*I was surprised to see Milwaukee adapted public scooters. I had just read an article that Seattle just pulled hundreds of scooters out of their waterway. Milwaukee actually has a large river where the public can act in a similar behavior and dump those scooters in the peoples river.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*I don't think every pedestrian knows how to be a safe biker. Make bicycle safety a class to the public, as well as accessible info to help ~~reach~~ spread bicycle safety knowledge*

\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*Possibly if the public people got the choice to say where they feel the funds best be allocated first by majority*

\_\_\_\_\_  
\_\_\_\_\_

Name: Jaime Ochoa  
Address: Grafton, WI

Date: 12-10-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

3



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family *specifically, smaller homes on smaller lots*
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*pocket neighborhoods, accessory dwelling units*

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?

*Absolutely! I'm guessing developer economics play into larger homes/smaller homes on larger lots. Look at land cost purchased by developer compared to price charged to home buyers. I find it staggering, even after accounting for investment in infrastructure.*

### PUBLIC TRANSIT

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?

*Yes. Gas tax, sales tax, property tax if the people who live in areas that are hard to serve pay more, or there can be an increasing allocation from higher valued homes. We must invest in public transit if we are to achieve climate change goals.*

*Idea - are leased vehicles now paying toward public transit? One family leases a car + I would be willing to pay more to go to fund transit!*

4. 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?

*I have not been directly impacted, as I worked from home + can bike or walk most places - a lifestyle I chose when selecting a home.*

*I would love to see a pilot of free transit service to determine if cost is a factor + for whom. I'm curious to follow the cities globally that are trying <sup>(over)</sup> this approach.*

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

3

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

→ please make sidewalks level when intersecting with driveways. The slant is very hard for disabled pedestrians to navigate.

Improved wayfinding + signage that attracts people to walk + bike.

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?

Driver attentiveness could be improved. Awareness of motorists that the size of their vehicle is intimidating to pedestrians + bicyclists. Speed + proximity needs some courtesy, and "in the spots of" response from motorists - who are often quite clueless.

**STREETS AND HIGHWAYS**

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?

Speed. Inattentive driving. Size of vehicles sharing the road with smaller ones + pedestrians + bicyclists.

As a state, it would be lovely to pilot 5-10 county programs (or DMV areas) that require more safety education for drivers. Once every 10 years is crazy. frequent

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?

Yes

Charge motorists what it costs to maintain the system, including construction, maintenance, emergency response, etc.

Name: Kit Keller (Vivian M. Keller)  
Address: W62 N799 Sheboygan Rd  
Cedarburg WI 53012

Date: 12/10/2019  
Email: kit.bike.walker@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

Consider using lighted displays on expressway.

**Thank you for your feedback!**



Figure A.1 (Continued)

4



# 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

mixed housing, like Ogden & Astor, near 1<sup>st</sup> Unitarian Church

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?

When people can afford it, they buy larger homes & lots, east in Chicago, where my daughter lives, most housing is on smaller lots in I-trust neighborhood, often tree lined. That is the best model for urban areas, but, perhaps, not best in rural areas, where I live (on 5 acres)

## PUBLIC TRANSIT

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?

More money is good, but public transit, especially buses, is poorly done. we need transport from where folk live to where they work. it takes 1.5 hours to go from the inner city to Stukes, it might be cheaper to provide car pool cars for many.

4. 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?

I live 30 miles from work & have a car. I also go to church in the city, so I drive 6 days - but I have a Prius that gets 56mpg.  
see #3 for comments

(over)

Figure A.1 (Continued)

4

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*You have enough bike people to answer this question #6*

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Workers are needed in the suburbs but transportation is poor. We would be better off supplying Autos to workers, than buses.*

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?

*This is a political question. Currently we have an address and non-representative gov't more interested in keeping paper than doing something with it*

Name: Bob Charnow  
Address: 2020 Lake Shore Rd  
Grafton, WI 53024

Date: <sup>10</sup>12-14-19  
Email: bob.charnow@rbc.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) *I have participated with you in all our meetings*

Thank you for your feedback! *I was on a SEWRPC committee*



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

2. 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?

*Larger lots should be required to retain Walworth County's more rural atmosphere*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### PUBLIC TRANSIT

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?

*We would support additional public funding for public transit*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*No*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*more multiuse recreational paths*

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?

*Rural roads in Walworth County have high speed limits, making walking anywhere other than in cities and villages impractical.*

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

2



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*more family as citizen seniors who wish to live alone  
conveniently prefer 65+ older would be more interested in  
living alone who do not need assistance*

### PUBLIC TRANSIT

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?

*I personally do not think that this area will  
be as good much longer more people will be seeking  
Buses for transportation and there will be times when  
we will see more dangerous storms picking up areas  
+ the time of our baby falls will not let that happen*

4. 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?

*I see that times will go back to Bicycling and our  
Education of Cars Buses will reduce and that the 2nd  
Incoming of Christ will be our final Judge  
Father Orest. St. Patrick's Church, Elkhorn*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

Bicycle + Walking!  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

Go away from cars just have walk  
Buses - and taxis, money will be deleted it is  
our choice!  
\_\_\_\_\_  
\_\_\_\_\_

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?

We need to dis-regard automobiles and  
Buses and etc!  
\_\_\_\_\_  
\_\_\_\_\_

Name: Father Pikey Divil  
Address: St. Patrick's Parish  
Elkhorn, WI

Date: 12-9-2019  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

3



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Look at national trends don't fall behind what is needed.

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?

Yes - National trends no longer favor mc-mansions. Do not get left behind.

### PUBLIC TRANSIT

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?

More information is needed. Sure everyone wants a million dollars => where would you get it.

4. 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?

Transit that crosses County lines for smaller communities

(over)

Figure A.1 (Continued)

3

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

address critical issues like red line FIRST

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?

adjusting city speed limits has greater immediate impact for less financial commitment.

**STREETS AND HIGHWAYS**

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?

Red Line

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?

Do not forget our potential Build the red line

Name: Lisa M Dawsey Smith  
Address: 273 N Fremont St.  
Whitewater, WI 53190

Date: 12/11/19  
Email: ldawsey06@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

+

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

*Would like to see reduction in traffic congestion causing dangerous conditions along Hwy. 12. Red Line should be constructed per original plan as soon as possible. This plan was proposed many years ago. The traffic problems and accidents continue to grow.*

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?

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\_\_\_\_\_

Name: Daymar Wundrock  
Address: W 4947 Dunbar Dr.  
Elkhorn, WI 53121

Date: 12-10-2019  
Email: dwundrock@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

5



## 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

REDUCING TRAFFIC ON 12/67 NORTH OF ELKHORN IS NECESSARY BECAUSE VOLUME HAS INCREASED DRAMATICALLY SINCE I MOVED TO THIS AREA IN 1976. WE OFTEN CANNOT TURN ONTO OR CROSS 12/67. IT IS EXTREMELY DANGEROUS AND THE BYPASS IS NEEDED. WIDENING 12/67 IS NOT THE ANSWER.

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?

HY 12 IS A US HWYWAY. ARE FEDERAL FUNDS NOT AVAILBLE?

\_\_\_\_\_  
\_\_\_\_\_

Name: AL THOMAS  
Address: W4947 DUNBAR DR.  
ELKHORN, WY 53121

Date: 12/11/19  
Email: ALER@ELKHORN@  
YAHOO.COM

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

6

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

2. 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?

yes to make them more affordable.  
\_\_\_\_\_  
\_\_\_\_\_  
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### PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

6

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

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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?

\_\_\_\_\_ Spend less in Milwaukee + surrounding areas + fix Rt 12  
\_\_\_\_\_ + implement REDLINE to Whitewater  
\_\_\_\_\_

Name: Hargrave  
Address: \_\_\_\_\_  
\_\_\_\_\_ Elkhorst WI

Date: 12/11/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

7

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

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### PUBLIC TRANSIT

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?

- excise tax
- Toll Roads

\_\_\_\_\_  
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4. 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?

NO

\_\_\_\_\_  
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\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

7

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

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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?

• toll  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Jeff Gravel  
Address: W 5666 Ridge Rd.  
Elkhorn, WI

Date: Dec 11 2018  
Email: jgravel@shcglobal.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

8

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

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#### PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

8

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

RT 12/167 from Elkhorn to Whitewater is a safety hazard -  
I need to drive it daily and often fear for my life - Big Trucks, fast  
cars!! Impossible turn of 167 on to Surfwood Drive!! Please  
build the Red Line to put Rte 12 traffic where it belongs

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?

yes, provide funding - eliminate waste!

Name: Melanie Radkiewicz  
Address: W5273 Pebble Beach Dr.  
Elkhorn

Date: 12-11-19  
Email: mradkie@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

9

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Walworth  
Walworth County has limited housing - specifically rentals. Access to affordable housing & subsidized housing is needed

2. 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?

Fewer people are buying homes especially as the later millennials and generations after are starting due to smaller wages & more debt. Smaller affordable housing units on larger land is necessary as the generational shift and retirement of baby boomers result in more houses available but less rentals in Walworth County

### PUBLIC TRANSIT

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?

Yes. Although frowned upon, gas tax near cities or counties well-known for high traffic from out-of-state drivers could benefit by creating revenue to either create more public transit options or by fixing roads. For example Lake Geneva has heavy Illinois traffic that could fix roads w/ tax or help create more transit options.

4. 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?

More affordable, easily-accessible public transportation. Those who need transportation for work have limited options - especially Walworth's low-income population

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

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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?

\_\_\_\_\_  
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\_\_\_\_\_

Name: Michelle Johnston  
Address: 136 S. Moraine View Army #203  
Whitewater, WI 53190

Date: 12/11/19  
Email: michelle.johnston@rescare.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

10



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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2. 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?

*They need to be developed where it makes sense. People move to rural areas now for the space + privacy. However, as cities grow + jobs come to the area, new subdivisions or ¼-acre lots makes sense in many cases.*

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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**STREETS AND HIGHWAYS**

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?

The stretch of Hwy 12 between Elkhorn + Whitewater is extremely dangerous + over-crowded. The number of fatalities that occurs on a yearly basis is unacceptable. The land-use study of the stretch of land between Elkhorn + Whitewater needs to be completed to facilitate a new bypass/continuation of current bypass.

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Kathryn Smith  
Address: W5903 US Hwy 12  
Whitewater, WI 53190

Date: 12/11/19  
Email: Katie.Smith.psc@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

11

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

2. 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?

People move out to this area to be in a more rural setting.  
 If I was seeking a smaller lot I'd move to a more urban area.  
 Last year we left a 5/4 acre city lot for 20 acres of rural property.

### PUBLIC TRANSIT

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?

I feel public transport in this area is a lower priority than more urban areas. We're too far from city centers for it to be efficient and versatile enough to be useful.

4. 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?

N/A.

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Bicycle riders on the road in the Belle Meade area don't have much protection on the narrow roads.

**STREETS AND HIGHWAYS**

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?

Highway 12 through La Grange scares me. There is a high volume of residential traffic entering and exiting a high volume 55 mph road. I worry about my family traveling on this stretch daily and am frequently reminded by the numerous accidents and fatalities we see reported.

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?

Yes! Yes! Any revenue source. This improvement needs to be done to get to a reasonable level of safety.

Name: Ryan Smith  
Address: W 5903 US Hwy 12  
La Grange, WI 53190

Date: 12/11/19  
Email: ryan.smith.me@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify)

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

12

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

1/4 ACRE IS NOT NECESSARY OR DESIRED BY MOST PEOPLE

OUT HERE IN ECKSTEAD PEOPLE LIKE A BIT MORE SPACE

\_\_\_\_\_

#### PUBLIC TRANSIT

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

12

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

HWY 12 BYPASS AROUND ELKHORN TO WHITE WATER  
OR SO-CALLED RED LINE  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Senior Housing

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?

Yes.

may want wooded area on lot

### PUBLIC TRANSIT

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?

Yes.

Increase fines for DUI offenses

4. 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?

No

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Speed of vehicles on the roads.  
 Signs for Pedestrian Right-of-Way clearly placed.  
 Safety for Bicycles

**STREETS AND HIGHWAYS**

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?

Distracted drivers  
 Fines

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?

Name: Joanne Wesp  
 Address: 624 Cabrini circle  
West Bend, WI 53095

Date: 12/12/19  
 Email: jwesps@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Common Ground

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

2

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

2. 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?

Yes, smaller lots would be better, but communities don't like that, probably because they think it will attract lower income residents

### PUBLIC TRANSIT

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?

Yes - more funding.  
Don't know enough to suggest how - except increasing fares is probably counterproductive

4. 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?

I haven't been impacted  
I would like to see more public transportation from suburbs to the city of Milwaukee

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Cars need to respect bicycles more  
 This is an education of drivers problem

**STREETS AND HIGHWAYS**

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?

Too much speeding & ignoring traffic laws - running red lights, passing in car lanes etc.  
 Don't know how to fix

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?

Always nice to have better roads, but since funding isn't limitless, I'd rather see \$ put into public transit

Name: Jim Wesp  
 Address: 624 Cabrini Circle  
West Bend, WI 53095

Date: 12/12/19  
 Email: jwesps@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

3



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*No opinion*

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?

*yes - more small lots*

### PUBLIC TRANSIT

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?

*yes - more funding for public transport*

4. 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?

*The Hop slows traffic on its routes. we need new options to compensate for the streets compromised by the Hop. However I do support more options for public transport.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

3

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals *Better pedestrian signals have been observed in foreign countries!*
- Multi-use paths
- Other (please describe)

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?

*Better separation of bike lanes and traffic lanes*

**STREETS AND HIGHWAYS**

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?

*School buses in Milwaukee should stop traffic when picking up and dropping off students. This is the law everywhere else!*

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?

*Yes to public funding*

Name: Jim Everson  
Address: 134 E. Vine  
MKE WI 53212

Date: 12/12/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Common Ground

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

4

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Mixed

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?

Maybe for young adults + older (empty nest/widowed)  
folks: communal places that have more shared space  
than traditional houses or apartments but also more  
privacy than sharing a house designed for a family -  
kind of a Suite model

### PUBLIC TRANSIT

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?

Yes

State income tax

Regional sales tax

4. 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?

Love the vision of E-W commuter rail  
As a suburbanite who spends a lot of time in  
Milwaukee, I'd ~~prefer~~ like more "last mile" options  
from suburban hubs

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*would like to see ways for ~~poor~~ people w/ suspended licenses and limited funds to regain license & thus maintain accountability*  
*have incentive to*

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?

*yes but don't know best sources*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Elizabeth Humler  
Address: 14995 Gebhardt Rd  
Elm Grove 53122

Date: 12/12/2019  
Email: ehumler@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

5

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Two-family and townhomes are a proven way to build equity for families and  
I created much better neighborhoods relative to other options*

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?

*Yes smaller lots is a good idea in urban areas as it is more visually appealing,  
but clearly I am in the minority w/ that thought.*

## PUBLIC TRANSIT

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?

*No concrete ideas but I would assume a real commuter rail for workers  
coming to downtown from the suburbs would mean less investment in  
highways. The key is to start but doesn't appear to materially change # of cars on  
roads. A real, developed system may make a dent.*

4. 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?

*Yes Rail expansion seems like a real solution  
Also bus benefit from Midstate + bikes/scooters. These options make living  
in the city very more attractive relative to ~10 yrs ago*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

*I do not think street expansion is good. Wider streets were unattractive and seem to create more problems.*

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?

*Need to change boards on every block downtown and influence pedestrian + bike traffic patterns. This drives me crazy that the city polishes its own streets this way. Put any 6 square blocks zones downtown and you'll notice how ugly it is to pedestrians + influence the way pedestrians have to move in and out of traffic. This is pure laziness by the city, in general.*

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*I do not think tolls are a smart solution. Part of the attractiveness of this city is the simplicity + cost.*

Name: Andy Cowan  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: andrew.cowan@tbc.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

6

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*I think there is still a desire, status mentality around living on larger properties I support a mix of housing, at higher densities*

*- in answer to the first question - yes ~~small~~ single-family homes on small lots ADUs too*

## PUBLIC TRANSIT

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?

*wd like to see Joblines return, I support add to public funding for transit - advocate for a sales tax?*

*Also, work w/ municipalities to locate jobs, employers where the work force lives, avoid greenfield development in low density areas*

4. 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?

*no, I live in an urban area, but my colleagues have been. It has also made it ~~harder~~ harder to find a home - not as many options for transit rich areas*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

6

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths — esp. where possible
- Other (please describe)

where can trails go that connect w/ jobs  
how do you get to them safely?

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?

reckless driving impacts on bike + ped safety  
- need to improve crossings especially

**STREETS AND HIGHWAYS**

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?

DM

- expand promotion of ride-sharing programs  
- need HOV lanes to encourage carpooling  
- implement vanpooling program  
reckless driving - bring drivers ad to MKE high schools

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?

yes, but only if there are ped, transit, + bike improvements w/ it  
- need to have an equitable way to decide where the funding goes.  
I don't agree with widening roads, congestion gets people to charge roads + never goes away

Name: Amy Aeth  
Address: 2353 N. Farwell  
MKE

Date: 12-12-19  
Email: aeth@milwaukee.gov

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify)

Thank you for your feedback!



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

7

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

I don't think these would be a good idea. There is plenty of land to develop single family homes, but close proximity to houses leads to unnecessary issues between neighbors.

\_\_\_\_\_

### PUBLIC TRANSIT

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?

Yes, public health programs and funding should be available for the economic costs of public transportation.

\_\_\_\_\_

4. 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?

No, although the street car has increased transportation options.

\_\_\_\_\_

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

7

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

8

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*mixed use commercial/residential*

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?

*yes, develop SF on small lots  
exclusionary zoning*

## PUBLIC TRANSIT

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?

*yes. Allow local jurisdictions to consider taxing  
more TAP grants*

4. 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?

*yes - keep bus routes + frequency*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

8

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

wreckless driving + non-separated bikeways. Support <sup>fund</sup> separated bike lanes

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

wreckless driving  
cameras  
street narrowing

\_\_\_\_\_

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?

local street funding public transportation funding

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

9

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

Yes I do think this is a good idea because it deals with green space if there is green space in close proximity there should be no need for a large lot size.

\_\_\_\_\_

### PUBLIC TRANSIT

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?

Based on the public transit evidence presented on the board I do not think that funding should be increased but kept how it is.

\_\_\_\_\_

4. 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?

Fortunately I have not been impacted by recent changes in transit services I think the hop needs to expand or its practically useless and something to make traffic less congested.

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

I feel like the biking lane is too narrow and get anxiety whenever a car passes by. I'd like to see protected or buffered bike lanes - to me it seems more safe.

**STREETS AND HIGHWAYS**

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?

The roads are still really bumpy. I'm concerned about the characteristics of crash facilities because all are preventable and are punishable, so I'd like to see a change. Add more speed humps, because I feel like those are very important detail.

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?

Okay so, I don't mean to speak in an over-the-top fashion however, I speak blunt. As much as I would like to support, I couldn't.

Name: Leroz Hope, Angel Hope  
Address: 2701 S. 10th Street

Date: 12/12/19  
Email: Lhope7677@icloud.com  
Ahope12345678@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) ~~Other~~ SOC

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
*Please complete the following questions as you review the display boards.*

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

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### PUBLIC TRANSIT

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?

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Manuel Morales  
Address: 2843 S 9th Street  
Milwaukee WI 53215

Date: 12-12-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

11

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## PUBLIC TRANSIT

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?

*Yes I strongly support more options and funding for public transit, and hope to see better commuter options become available, such as rail.*

\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*No, however it has hindered my willingness to use public transit instead of driving.*

\_\_\_\_\_  
\_\_\_\_\_

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*I believe we have a massive lack of protection for pedestrians and even more bicyclists.*

**STREETS AND HIGHWAYS**

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?

*Wreckless and aggressive drivers are my biggest concern.*

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?

*I believe funding should be shifted more towards rail opportunities while focusing more on the upkeep of the road infrastructure we already have.*

Name: Ryan Breaker  
Address: 3371 S Kinnickinnic Ave  
Apt 5

Date: 12/12/19  
Email: ryan.breaker@icloud.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

12

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

YES

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## PUBLIC TRANSIT

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?

YES, increase the sales tax in Milwaukee County

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

More generally, however, I would love to see more transit service in the region.  
More Inter-county connectivity

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

12

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*lack of sidewalks in the outlying communities.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Vehicle speeding in neighborhoods due to street design (Large Lane widths)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*For pedestrian uses - narrowing streets etc.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

B3

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*AUDs: higher density at major transit stops; affordable housing; land trusts we love to see Milwaukee follow Minneapolis's path and ~~stop~~ stop future single family homes in the city*

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?

*Single-family homes should be developed on smaller lots to increase density for more public transportation in the suburbs. This would also protect more land from sprawl. Milwaukee is a major metro region and needs to design land-use in that way.*

## PUBLIC TRANSIT

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?

*YES! I would support additional funding for transit. We should look at sales tax and congestion pricing in downtown to fund transit. While tolls are controversial (and privatizes roads) if it would free up more state funding for transit and local roads instead of highway expansion I would support tolls.*

4. 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?

*I haven't personally been impacted by recent cuts in transit, but I know others have. We need better connections from the city to the suburbs. Suburbs get coach buses that take them downtown, but those in the city get their joblines cut.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

13

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Drivers of cars are too fast on the road and pose a huge threat to pedestrians and bicyclists. Much of the reckless driving discussions in MKE have revolved around more law enforcement. We do not need more police. We need more roads that prioritize transit, bikes, and pedestrians and need less cars on the street to keep everyone safe.

**STREETS AND HIGHWAYS**

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?

Stricter drunk driving laws; the only way to keep everyone safe is to first reduce the number of vehicles on the road and reduce the speed of vehicles.

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?

I am in favor of improving roadway surfaces but not in favor of adding lanes to highways or roadways. When we improve roadways and budgets they should include bicycle and pedestrian facilities.

Name: Dakota Crowell  
 Address: 2468A S Austin St.  
Milwaukee, WI 53207

Date: 12/12/2019  
 Email: dakotacrowell94@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

1 of

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

CONSERVATION (GREEN) NEIGHBORHOODS - SMALL LOTS NEXT TO LARGE, COMMON GREENSPACE

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?

1) YES

2) PEOPLE HAVE TOO MUCH MONEY AND THINK ONLY OF THEMSELVES OTHERS BUY LAND TO PRESERVE - BUT TOO OFTEN THEY JUST CREATE LARGE LOTS OF GRASS. ALSO THE LAWS ARE TOO WEAK TO SAVE AGRICULTURAL LAND AND ENVIRONMENTAL CORRIDORS.

## PUBLIC TRANSIT

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?

1) YES

2) TAXES

4. 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?

1) NO

2) EXPANSION OF LIGHT RAIL (THE HOP). BUT BEST WOULD BE A SUBWAY SYSTEM. WORLD-WIDE CITIES HALF THE POPULATION OF OUR METRO AREA HAVE SUBWAY SYSTEMS

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

14

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

WE NEED TO GET PEOPLE OUT OF CARS - BEST ARE BUFFERED BIKE LANES AND MULTI-USE PATHS.

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?

MORE INSTRUCTION IN SCHOOLS  
BUBLR BIKES ARE GOOD

**STREETS AND HIGHWAYS**

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?

SPEEDING IS BECOMING MORE PREVALENT - IN THE 90'S THE FIRST CUTS IN MANY SCHOOL SYSTEMS WAS DRIVERS' EDUCATION. IT NEEDS TO RETURN.  
MAKE HOV LANES (2+ PEOPLE PER VEHICLE AND QUALIFIED HYBRID CARS + BUSES)

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?

① YES  
② INCREASE TAXES  
INCREASE SALES TAXES

Name: William F. Moore  
Address: 4260 S. VICTORIA CIRCLE  
NEW BERUN 53151

Date: 12/12/19  
Email: environ1@sbcglobal.net

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

15

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*yes to have smaller lots so that there are mix of housing types and sizes.*

## PUBLIC TRANSIT

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?

*yes support additional public funding w/ increased taxes*

4. 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?

*No they have not. I would like to see more transit to suburban areas*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

15

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_  
\_\_\_\_\_

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?

*Complete Streets concepts implemented  
The longer the road the faster driver seems to go.  
Lack of street lanes pedestrians walks in poor condition on  
Southside of Milwaukee*

**STREETS AND HIGHWAYS**

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?

*Increase in accidents*

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)

16



## 2020 REVIEW AND UPDATE

**Worksheet Questions for December 2019 Public Meetings**  
 Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
 (check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Affordable apartments, no expensive condos displacing current residents.

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?

Single-family homes in smaller lots would be great. That makes them more affordable and leaves space to build more. I believe homes (single-fam) have been built in bigger lots to increase prices.

### PUBLIC TRANSIT

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?

I definitely support, many places around the area need more public transportation. Other areas need it too.

4. 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?

No, never

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

16

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

There need to be more protected bike lanes. 1st ~~st~~ is a dangerous street for bikers when there are parked vehicles and wreckless drivers speeding down the street.

**STREETS AND HIGHWAYS**

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?

There are so many wreckless drivers in the city. We need more cameras ~~at~~ ~~located~~ on crosswalks and more signs "NO TURN ON RED" signs.

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?

There need to be speed bumps in residential areas and potholes need to be filled constantly

Name: Rebeca Soto  
Address: 14145 4th Street

Date: 12/12/19  
Email: beckisoto@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

17

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*tiny houses*

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?

*I prefer smaller lots. I think large lots is the norm but we don't have that luxury.*

## PUBLIC TRANSIT

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?

*We need additional funding. I would like to look at current revenue sources and replicate them.*

4. 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?

*Yes. Harder to get to jobs on time.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

17

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*We need better lighting.*

**STREETS AND HIGHWAYS**

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?

*We need roads safer for pedestrians*

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?

*I would like to see other city budgets of similar plans.*

Name: Andrea Rodriguez  
Address: 2830 S. 12th St  
Milwaukee WI 53215

Date: 12/12/19  
Email: andrea@saemilwaukee.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

18

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

yes - single family homes on small lots would be preferable.

1) Smaller lots are more profitable for the developers

2) Culturally people want to separate from other people

## PUBLIC TRANSIT

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?

I am in favor.

State Transportation funds

State & local property tax levies

Wheel tax

4. 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?

The Hop has improved our transportation

Expand The Hop

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

18  
Oscillating sound makes a sound in line to cross the intersection - more usable

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Roundabouts are ~~frustrating~~ frustrating to pedestrians  
Pedestrian alternatives to roundabouts don't appear to be a priority.  
Traffic metered lights - pedestrian cross walks place a high priority on traffic flow as a low priority on pedestrian safety

**STREETS AND HIGHWAYS**

The current trend in crosswalks for the blind appears to be less reliable & less safe. "Walk" "Don't walk" is useless. Oscillating sound is better.

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?

I would like to see tax levies used directly to incentivize ~~less~~ less usage of single occupant ~~and~~ automobiles.

More streets need resurfacing.

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?

Yes.  
Wheel tax on vehicles.  
Indexed gas tax to inflation

Name: Dan Looco  
Address: 1108 N. Milwaukee #245  
Milwaukee, WI 53202

Date: 12-12-19  
Email: Dan\_looco@live.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify)

**Thank you for your feedback!**



Figure A.1 (Continued)

19



# 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*I think the supply of single family probably exceeds future demand, unless we experience state ex-migration*

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?

*Yes, more traditional neighborhood development*

## PUBLIC TRANSIT

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?

*Yes, transit needs more funding. Ideally, more/larger share of gas tax funding. Transit improvements would reduce congestion. Win-win. Regional Transit Authority*

4. 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?

*No*  
*Curious whether delay in transit expansions is related to Great Recession and changing demographics.*  
*Have other transit changes occurred - like longer headways?*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

19

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Sidewalk repairs

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?

Enforcement + Education on yielding to pedestrians  
Education of Drivers for safety

**STREETS AND HIGHWAYS**

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?

I think the City of Milwaukee's focus on reckless driving is important  
The County Sheriff is throughout the region need to do the same.

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?

How does cost of resurfacing, etc compare to road, first hand?

Name: Nancy Franks  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: 12/12/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

20

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*I think that it is a good idea to develop SFH on smaller lots. This would help make services to areas w/ SFH more efficient and less expensive. I think that people develop on larger lots because they may feel like they want a lot of land and don't consider the long-term impacts.*

## PUBLIC TRANSIT

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?

*I would support additional public funding for public transit. It may be possible to find grants at the federal level still, though I'm not sure which ones.*

4. 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?

*They have not, but the reductions have affected some of my friends. I would love to see rail expanded, like the streetcar, the rail and the recommended commuter and intercity rail lines. I think that a variety of transportation options could help reduce car usage in the city of Milwaukee specifically.*

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

20

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

The amount of crashes that injure or kill pedestrians is incredibly concerning. I would love to see better pedestrian facilities and a coordinated education campaign that encouraged slower driving, and raised awareness of pedestrian rights. Stricter penalties on reckless drivers could also be encouraged.

**STREETS AND HIGHWAYS**

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?

Reckless driving and high speeds with no regard for the safety of others is a big concern. I would like to see support for implementation of complete street ~~plans~~ that are being completed in different cities + counties.

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?

Yes, I would. I feel like auto users do not realize or pay for the actual usage and maintenance of roads. Additional taxes could be levied ~~that~~ on these users to help close this gap.

Name: Kevin Kusche  
 Address: 322 E Lincoln Ave  
Milwaukee, WI 53207

Date: 12/12/19  
 Email: kkusche@milwaukee.gov

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

21



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*I think no, because single-families will need more space*

### PUBLIC TRANSIT

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?

*Tax developers*

4. 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?

*no because theirs no parking because of developing.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

21

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

Crazy drivers

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Jasmine Ruiz  
Address: 7000 W Greenfield Ave  
Milwaukee WI 53204

Date: 12-12-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

22

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

yes, because you would have a house for your-self  
and be alone. They're larger because it's only for you  
and it won't be for nobody else.

### PUBLIC TRANSIT

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?

Tax developers

\_\_\_\_\_

4. 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?

because of the developing theirs no parking

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

22

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

people drive crazy

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

unlicensed drivers  
kids stealing cars and crashing

\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Kimberly Ruiz  
Address: 1145 19th Milwaukee, WI 53204

Date: 12/12/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) social

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

23

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

I think half acre would be nice for single family homes, especially for our latino population who have big families

## PUBLIC TRANSIT

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?

tax big corporate companies that are developing in our communities

4. 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?

because of all the development in our city parking has become scarce

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

23

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

We have many people who don't obey traffic laws and because of that pedestrians are getting hurt

**STREETS AND HIGHWAYS**

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?

reckless drivers

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?

If it will make roads safe for pedestrians

Name: Clarissa Morales  
Address: 2873 S 9th St  
Milwaukee, WI 53215

Date: 12-12-19  
Email: clarissa@scsmilwaukee.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

24

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*NO, it would decrease the ~~space~~ green space available to raise children.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### PUBLIC TRANSIT

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?

*Tax big corporations that are developing in our communities.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*Yes. The STREET car has reduced the amount of street parking available.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

24

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Reckless driving is a huge concern. Pedestrian walkways are not being respected.

**STREETS AND HIGHWAYS**

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?

Reckless driving. I would like to see cameras at traffic lights to address these issues specifically on the near south side.

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?

Streets more so than highways, if it would make them safer.

Name: Maria B.  
Address: \_\_\_\_\_

Date: 12-12-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

25

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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 single family lots are being developed in large lots because ~~slum lords~~ slum lords buy up all the land and capitalists benefit from land control instead of letting communities own their own land.

### PUBLIC TRANSIT

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?

The city of wisconsin should tax tow lots a fee for every car they tow and call it a pollution and hold tax and invest in transit systems with low pollution quality

4. 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?

As someone who used public transportation all through school and some routes were limited when funding was cut I had to walk most of my way home.

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

25

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Better systems for cleaning snow, my boyfriend is in a wheelchair and he is stuck at home most of the winter because the sidewalks and curb ramps are always snowed in.

**STREETS AND HIGHWAYS**

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?

reckless driving needs to end.

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?

tax big corporations and developers, divert in privatization.

Name: Iscey Flores Villareal  
Address: 710 W. Historic Mitchell street apt 116

Date: 12/12/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

26

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

Houses and Buildings to be reused and re-purposed as housing.

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?

NO SINGLE FAMILY HOUSES ON THE SOUTHSIDE

## PUBLIC TRANSIT

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?

SPEED TRAIN

4. 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?

we need a speed train

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

26

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Signs and crosswalks raised bike lane

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?

raised and separate bike lanes

**STREETS AND HIGHWAYS**

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?

/

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?

We need more funding

Name: Travis Hope  
Address: 2701 So 10th

Date: 12/12/19  
Email: Travis.Hope58@snail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SOC

**Thank you for your feedback!**

Figure A.1 (Continued)

27



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

2. 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?

*I'm not sure that developing homes on smaller lots because it still will cause alot of congestion.*

\_\_\_\_\_  
\_\_\_\_\_

### PUBLIC TRANSIT

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?

*Definitely I believe the transit system needs funding to help with traffic.*

\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*Yes but I just leave earlier to not become to late.*

\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

27

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Bikes / Pedestrians deserve to have a safe & secure paths & sidewalk.

**STREETS AND HIGHWAYS**

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?

More pedestrian safety

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?

Yes absolutely our streets need a lot of repairing after tons of winters.

Name: Jeannette Torres  
Address: 2838 S. 9th Pl.  
Milwaukee, WI 53215

Date: 12-12-19  
Email:

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) SAC

Thank you for your feedback!



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

28

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*I think it would be a good idea, reason behind is because there is a housing crisis. Too little of houses but too many people on the streets*

\_\_\_\_\_

## PUBLIC TRANSIT

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?

*yes, because it would be a good way to cut emissions*

\_\_\_\_\_

4. 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?

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

28

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

I would actually like to see drivers be more vigilant of other people on the road, cars aren't the only people using the road

\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Ivan Martinez  
Address: 2843 S 9th St

Date: 12/12/2019  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

29

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

I think we have enough housing but it's not all utilized well. Rehabbing old housing stock + removing lead paint so that we don't need more housing development is more ideal than new

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?

I think people are moving towards more isolation - less community-oriented. Therefore, they want bigger houses + bigger yards so they don't interact with neighbors. Thinking about myself and my family (we live on a 30-ft wide city single-family lot in MKE) we eventually want to live somewhere with more land because we know that access to green space affects our health. I think others feel the same. We need to first focus on the housing that exists before building new.

## PUBLIC TRANSIT

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?

Yes I would - GAS TAX

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4. 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?

No.

I would like to see more "clean" transport options - if The Hop had a larger reach and could run on renewable fuel/water that would be great

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

29

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

Protected bike lanes are the ONLY way I feel relatively safe on a bike in MKC

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?

Lots more protected bike lanes Ways to slow down vehicle traffic. Road diets.  
Bicycle boulevards Flashing lights for ped crossing.

**STREETS AND HIGHWAYS**

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?

Traffic is too fast, drivers do not obey traffic signals. Bring driver's education back to high school as a MANDATORY class. Generally, MKC has too many cars and not a lot of options for non-automobile transport.

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?

GAS TAX, car buying tax, alcohol tax (cap since a lot of accidents are caused by alcohol consumption.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: 12/12/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

30

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*But watch that downtown is being over developed with apartments - I love downtown*

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?

*Yes - use smaller lots - larger lots draw more \$ because people with more \$ will buy them -*

## PUBLIC TRANSIT

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?

*Absolutely - tax our cars*

4. 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?

*Yes - I live downtown & use the new HOP all the time but the HOP will not succeed until it is expanded QUICKLY*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

30

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

I am a biker - I use the paths often - create a way to bike across the Hoan bridge

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?

Bike across the HOAN!  
More SAFE bike paths

**STREETS AND HIGHWAYS**

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?

Potholes are a terrible current problem  
I have blown out 2 tires in the past three years from hitting potholes - cost = \$400

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?

Absolutely - New Sales Tax - which draws revenue from people who come to the city

Name: Bob Connolly  
Address: 1034 E Ogden Ave  
Milwaukee 53202

Date: 12-12-19  
Email: bconnolly@jamescompany.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Common Ground

Thank you for your feedback!



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

31

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*Yes gives people the opportunity to become home owners at a more realistic price.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## PUBLIC TRANSIT

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?

*Yes!*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*No, but I would use public transit more if it was faster / offered extended fare options*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

31

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

when not buffered, traffic can be dangerous for bike lanes

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

Reckless driving

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

Yes!

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Patricia Obluck  
Address: 3344 N 50th St  
Milwaukee, WI 53216

Date: 12/12/19  
Email: patricia.obluck@  
commongroundwi.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) Common Ground

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*I like to see more smaller houses in smaller lots to allow more houses to be built.*

\_\_\_\_\_

\_\_\_\_\_

### PUBLIC TRANSIT

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?

*I like to see more public fund be invested to generate better return so officials don't have to depend on taxes too much.*

\_\_\_\_\_

\_\_\_\_\_

4. 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?

*More bus lines - and at reduced fare*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

1

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*Hope to regulate more on texting while driving to reduce accident.*

\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*People driving too fast even passing illegally on the parking lane.*

\_\_\_\_\_  
\_\_\_\_\_

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?

*I like to see putting public funding invested more aggressively to get higher returns to cover needs instead of raising taxes.*

\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

Date: *12/15/19*  
Email: *lang@winning.com*

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)

2



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*It is a good idea as it helps preserve some land for other implications or just for nature. This would also bring the costs of homes down as less land means lower prices. I think single family homes are being developed on larger lots because as our population stays relatively the same, there isn't a need for apartment or condos as there aren't enough people to occupy them.*

### PUBLIC TRANSIT

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?

*I do support additional public funding, however I'm not certain as to which revenue sources should be compromised.*

4. 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?

*Transportation seems to have gotten better throughout the years. I would like to see a train system built here as it would be inexpensive for many people, reduce traffic, and also reduce the number of motor vehicle crashes.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

2

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

Some bicyclist do not understand or utilize the traffic signals when on the road, which causes a safety hazard for drivers as drivers are confused and distracted to these types of bikes.

**STREETS AND HIGHWAYS**

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?

There have been more and more vehicles ignoring stop signs and red lights. This has caused many crashes to occur. I would like to see more cameras above lights and maybe even on stop signs, as well as see a harsher punishment for violators.

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?

I support additional funding but not sure which revenue sources should be considered. I would like to see less pot holes, more speed bumps, and more 4 way stop signs instead of a 2 way stop sign.

Name: Jim Yung  
Address: 1332 W Orchard St

Date: 12/15/19  
Email: jimmuyung1994@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) HAFA

**Thank you for your feedback!**



Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

~~Bigger lots should be for building houses.~~  
 smaller lots for bigger buildings  
 bigger lots for smaller homes.

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### PUBLIC TRANSIT

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?

Yes. Subways for bigger streets  
 For ex: New York

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4. 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?

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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

3

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

colored cameras w/ audio

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?

enke / protected sidewalks from busy streets

**STREETS AND HIGHWAYS**

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?

Have more cameras

Be more strict ON patrolling it.

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?

~~NO~~ speak w companies

that would like to help .. cut a discount/percentage from ~~them~~ how much they make.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: 12/15/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

4

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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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?

*No, developing single-family homes on smaller lot is not a good idea because a home should have enough space for kids/children to play outside. I think most single-family homes are being developed on larger lots to improve family time and time spent at home with loved ones.*

#### PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

4

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

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?

*Abduction! Kidnapping! Camera's on street would be good!*

**STREETS AND HIGHWAYS**

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?

*Running red lights! Need more consequences for running red lights even when officers are not around. Rats coming out to protect pedestrian on green cross-walk (damaging cars that cross red lights will have more impact.) Car being able to detect when they are in city and automatically locking/preventing a car to go above 50 in city.*

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?

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Date: 12/15/19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

5

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

Developing single-family homes on smaller lots is a good idea because it could fit more families into the community and bring in more income and business for the city. Single-family homes on larger lots are to me primarily for privacy.

\_\_\_\_\_

### PUBLIC TRANSIT

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?

Yes I would support it

\_\_\_\_\_

4. 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?

No it hasn't

\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

5

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

More raised bike lanes and Pedestrian Median island

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

I would like to see more flashing red lights with stop signs

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

Yes I would support it

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Yay Xiong  
Address: 4739 N. 68th Street  
Milwaukee WI 53218

Date: 12-15-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

6

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

*Reduce more lots for single houses. Land should be limited.*

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?

*Reduce more lots for single house. Land should be limit in Milwaukee City.*

## PUBLIC TRANSIT

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?

*Wisconsin Tax should be used for public transportation system.*

4. 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?

*Develop rail lines to improve Milwaukee transportation system.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

6

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

*Wisconsin Tax should be use for the transportation system.*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Chuevang Xiong  
Address: 4739 North 68<sup>th</sup> Street  
Milwaukee, WI 53218

Date: 12-15-2019  
Email: @Xiong@hwaia.org

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

7

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

I believe developing single family homes on smaller lots is a good idea, because it can accommodate more residents in the area.

## PUBLIC TRANSIT

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?

Vehicle Rental Fee

4. 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?

No

(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

7

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

I would like to see more bike lanes to ensure safety.

**STREETS AND HIGHWAYS**

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?

I would like to see more intersection stop signs and fixing of potholes.

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?

Yes I would support public funding for street and highway improvements.

Name: Naushkelong Xiong  
Address: 4741 N. 64th Street  
Milwaukee, WI 53218

Date: 12/15/19  
Email: Naushkelongxiong@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

8

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*Smaller home is great because use less land. We need to save the land for future use.*

\_\_\_\_\_  
\_\_\_\_\_

### PUBLIC TRANSIT

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?

*Use of city tax and government funding*

\_\_\_\_\_

4. 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?

*Need more lane of streets*

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\_\_\_\_\_  
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(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

8

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*Need signs for bicycle lane*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*Need to see more lanes on street and highways so it don't get to crowd*

\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

Name: La Xiang  
Address: 4739 N. 68th St  
Minneapolis, MN 55418

Date: 12-15-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

9

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*For inner city developments, I believe smaller lots are not bad. It would be nice to see multi-level homes instead of just one floor.*

\_\_\_\_\_

## PUBLIC TRANSIT

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

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\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

9

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Andrew Xiong  
Address: 2102 S 29th ST  
Milwaukee, WI 53215

Date: 12/15/2019  
Email: xiongandrew90@gmail.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

10

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

---

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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?

*A single home built with 3 to 4 floors will accommodate a medium size family on a smaller lot. Pros = more rooms/storage for single family. Cons = may involve too much stairs for families with elderly. I like the idea of a house to yourself rather than having upstairs/downstairs neighbors.*

## PUBLIC TRANSIT

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?

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4. 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?

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(over)



Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

10

5. What types of biking and walking improvements would you like to see more of in the Region?  
(check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: William Xiong  
Address: 2102 5<sup>th</sup> 29<sup>th</sup> St.

Date: 12/15/19  
Email: wcxiong@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

Figure A.1 (Continued)



## 2020 REVIEW AND UPDATE

11

### Worksheet Questions for December 2019 Public Meetings

Please complete the following questions as you review the display boards.

#### LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

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?

*Building/developing single-family homes on smaller lots would give people options to start somewhere.  
Single family homes are built on larger lots because people want space to grow their family. They may want a little more land.*

#### PUBLIC TRANSIT

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?

*I would support providing additional funding for public transit because it would provide people w/ more options ~~for~~ for transportation*

4. 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?

*No, I have not been impacted by the recent expansion/reduction in transit service. I would like to see more bus routes, more biking lanes and biking stations.*

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

11

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

*Vehicle Speeding is always a concern for bicycle and/or pedestrians safety.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

*An automobile-related safety concern is speeding. Everyday I see people speeding and I have a concern for my safety and others safety*

\_\_\_\_\_  
\_\_\_\_\_

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?

*Yes, I would support more funding for street and highway improvements.*

\_\_\_\_\_  
\_\_\_\_\_

Name: Maly Xiong

Date: 12-15-19

Address: 2102 S 29th Street  
Milwaukee, WI 53215

Email: xiong\_maly@yahoo.com

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**



Figure A.1 (Continued)



# 2020 REVIEW AND UPDATE

12

Worksheet Questions for December 2019 Public Meetings  
Please complete the following questions as you review the display boards.

## LAND USE

1. What types of housing development would you like to see more of in the Region?  
(check all that apply)

- Single-Family
- Two-family (e.g., duplexes or side-by-side townhouses)
- Multifamily
- Other (please describe)

\_\_\_\_\_

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?

*Still keep the single family in larger lots, because need take up the neighborhood quality and save from crimes.*

\_\_\_\_\_

## PUBLIC TRANSIT

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?

*From state and local communities.*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. 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?

*Transportation - local city buses and light rail transit lines.*

\_\_\_\_\_  
\_\_\_\_\_

(over)

Figure A.1 (Continued)

**BICYCLE AND PEDESTRIAN**

12

5. What types of biking and walking improvements would you like to see more of in the Region? (check all that apply)

- Protected or buffered bike lanes
- Sidewalks
- Curb ramps or other accessibility improvements
- Enhanced crosswalks/pedestrian signals
- Multi-use paths
- Other (please describe)

\_\_\_\_\_

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?

Bicycles - save money from gas and help yourself healthier -  
\_\_\_\_\_  
\_\_\_\_\_

**STREETS AND HIGHWAYS**

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?

Bicycles in lanes and light rail in highway  
\_\_\_\_\_  
\_\_\_\_\_

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?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: Kousanang Xiong  
Address: 1975 30th street  
Milwaukee, WI 53215

Date: 12-15-19  
Email: \_\_\_\_\_

How did you learn about this meeting?  Email  Website  Flyer/postcard  Ad in Newspaper  
 Newspaper Article  Radio or TV  Word of Mouth  Other (please specify) \_\_\_\_\_

**Thank you for your feedback!**

**Figure A.2**  
**Comments Submitted via Interactive Boards at the**  
**Seven Public Meetings and December 15 HAFA Meeting**

# SHARE YOUR FEEDBACK: PLANNING FOR PUBLIC HEALTH



## ABOUT

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

Air quality	Water quality
Limited access to healthy food	Motor vehicle-related injuries
Limited access to physical or mental healthcare	Other <i>Write additional concerns on sticky notes</i>
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.



Figure A.2 (Continued)

**What are your greatest concerns regarding public health in Southeastern Wisconsin?**

Table below indicates the number of dots placed inside the box for each option.

Meeting Location	Date	Air Quality	Water Quality	Limited Access to Healthy Food	Motor Vehicle-Related Injuries	Limited Access to Physical or Mental Health Care	Health Problems Related to Poor Nutrition and Lack of Physical Activity	Other
Pewaukee	12/3/19	1	6	0	1	2	1	0
West Bend	12/4/19	3	5	0	1	3	2	0
Kenosha	12/5/19	12	13	12	1	12	12	0
Racine	12/9/19	8	3	9	1	6	7	0
Cedarburg	12/10/19	9	4	10	1	6	9	0
Elkhorn	12/11/19	6	9	7	6	7	5	0
Milwaukee	12/12/19	11	19	9	10	15	12	0
HABA	12/15/19	11	9	6	5	5	10	0

**What land use or transportation strategies, if any, would have the greatest impact on improving public health? Examples: more walkable development, more bike lanes or sidewalks, improving access to healthy food, etc.**

Table below presents the comments provided on sticky notes in response to this question.

Meeting Location	Date	Sticky Note Comments
Pewaukee	12/3/19	Fluoride is considered a drug. People are taking fluoride without consent. Get rid of fluoride out of tap water.
		Porous concrete - less runoff. Concrete porous enough to remove salt before it gets into ground water.
		Healthy & Affordable. Healthy Food
		Water quality & quantity
Kenosha	12/5/19	Develop incentives for mental health providers to work in the region & state. TIFS for practices, property tax breaks for individuals, etc.
		Improve access to healthy foods & grocery stores; fast food concentration.
		More sidewalks
		Yes! Less fast food Agree!
Racine	12/9/19	Less pollution with electric vehicles, Explore hydrogen fuel for vehicles, Cut carbon emission for climate change
		Help us get out of our cars! Co-op market encouraging local food production
		More money for mental health professionals, More reimbursement to providers so they would accept Title 19 and all insurances
		More green areas for recreation.
		Walkable development
		Greater access to most tran that can remove cars from road
		Increase density & intentional development of food & health resources
		Food stores in food deserts - and/or more bus service to affordable grocery stores
		Continuing to develop walkable neighborhoods with access to basic necessities and recreation
		Regional Transit Authority (Changing state statutes), Wildroot Coop support, Nutrition education support, Make Foxconn go 100% renewable to protect air quality
Elkhorn	12/11/19	More trails, more walkable development, convenient micro-transportation and/or transit that connects major resources such as courthouse/hospital & university e.g. Whitewater, Jefferson & Fort Atkinson
		More and wider bike lanes
		More parks. Natural spaces, forest lands, community gardens
Milwaukee	12/12/19	Aged out of Foster Care
		More "last-mile" possibilities at suburban transportation hubs
		School buses in Milwaukee should stop traffic when picking up or dropping off students, The 1955 waiver is outdated
		Bike-ped, "last mile"
		Complete streets
		More bike & ped improvements
		Bike/walking trails
Walkable communities		
HABA	12/15/19	Sidewalks with rails/fence dividing traffic
		Improving Milwaukee's public park systems. Keeping up with upkeep and park renovations/restoration

# SHARE YOUR FEEDBACK: PLANNING FOR ENVIRONMENTAL RESILIENCE



## 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.

## 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 \_\_\_\_\_

Other \_\_\_\_\_

Write additional concerns on sticky notes



**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.*

**Figure A.2 (Continued)**

**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?**

Table below indicates the number of dots placed inside the box for each option.

Meeting Location	Date	Flooding	Air Quality Issues	More Frequent and Extreme Rain and Snow	More Frequent and Extreme Heat/Cold Events	Water Quality Issues	Other
Pewaukee	12/3/19	6	2	1	0	4	0
West Bend	12/4/19	2	0	1	0	4	0
Kenosha	12/5/19	12	16	3	3	17	0
Racine	12/9/19	9	5	5	4	4	0
Cedarburg	12/10/19	10	5	6	6	5	1 <sup>a</sup>
Elkhorn	12/11/19	10	5	15	11	11	0
Milwaukee	12/12/19	11	9	6	18	20	0
HAFA	12/15/19	5	6	6	9	13	0

<sup>a</sup> Comment: Climate is the weather and it will always change.

**What resiliency strategies related to land use and transportation should be considered or expanded upon in VISION 2050? Examples: pursuing alternative fuel vehicles, providing green infrastructure for stormwater management, etc.**

Table below presents the comments provided on sticky notes in response to this question.

Meeting Location	Date	Sticky Note Comments
Pewaukee	12/3/19	Redraw 5-10-100 year flood maps as they will be in 2050!
Kenosha	12/5/19	More electric vehicles/public transportation
Racine	12/9/19	Why not include mitigation strategies?
		Environmental resilience for <u>wildlife</u> and <u>birds</u> as well as people-protecting/expanding the resources for migrating birds
		Bigger and better stormwater drains? So <u>no</u> waste is put into lake
		Supporting infrastructure improvements in low income communities, including weatherization, energy efficiency and energy ownership
		Erosion of Lake Michigan shorelines & bluffs - have Army Corps of Engineers do a study of entire perimeter, Have Foxconn be 100% renewable, Close coal plant in Oak Creek
		Zoning restrictions in Environmental Sensitive corridors
Cedarburg	12/10/19	Teach the public how to properly implement emissions reduction including recycling , reward fossil fuel use, and energy use to prevent climate change
Elkhorn	12/11/19	Climate is the weather and it will always change
Milwaukee	12/12/19	Reducing the velocity of water from storms into the MMSD system
		Wetlands restoration & management
		Public education on resilience needs + strategies
		Green infrastructure
		Maintain green space
		Green infrastructure
		Walkable community
Thank you for including climate change!		



Figure A.2 (Continued)

# SHARE YOUR FEEDBACK: PLANNING FOR EQUITY



## 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.

## 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
Access to other needs	Affordable housing options
Affordable transportation options	Other <small>Write additional barriers on sticky notes.</small>



**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.

Figure A.2 (Continued)

**In terms of land use and transportation, what are the greatest barriers to equity in the Region?**

Table below indicates the number of dots placed inside the box for each option.

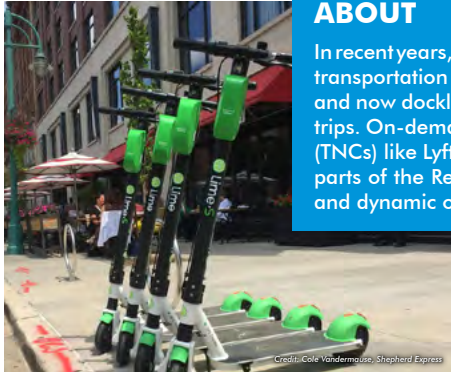
Meeting Location	Date	Access to Jobs	Access to Medical Care	Access to Other Needs	Affordable Housing Options	Affordable Transportation Options	Other
Pewaukee	12/3/19	5	0	0	4	4	0
West Bend	12/4/19	2	0	0	4	4	0
Kenosha	12/5/19	20	4	3	17	16	0
Racine	12/9/19	11	4	0	9	8	0
Cedarburg	12/10/19	13	4	0	11	9	0
Elkhorn	12/11/19	7	9	0	10	9	0
Milwaukee	12/12/19	16	7	1	25	20	0
HAFA	12/15/19	15	12	1	10	3	0

**What transportation and land use strategies do you think would have the greatest impact on improving equity in the Region? Examples: Improving and expanding public transit, providing more housing options, etc.**

Table below presents the comments provided on sticky notes in response to this question.

Meeting Location	Date	Sticky Note Comments
Pewaukee	12/3/19	Access that is efficient - speedy with "last mile" also served Get rid of local zoning codes.
Kenosha	12/5/19	Transit between affordable housing and jobs. I agree I agree Transit between affordable housing & jobs Special transit for people who work at the factories. Neighborhoods that need jobs either lack transportation or residents need training/education. Need more co-ops & investments locally. I agree Availability + affordability of assisted living facilities Access to mental health care
Racine	12/9/19	Access to medical care: and mental healthcare Racism Planned HIGHER density development with needed amenities Strong public schools State policy perpetuating mass incarcerations, justice inequalities & limiting expungement possibilities More money, Probably not possible. Legalize marijuana with an equity restoration package included for those who have most suffered from it's criminalization Housing authority told me that my income was too much to get into lower rental apartment, they told me quit work, but still on social security benefit. That is retirement benefit. <b>NO WORK!</b> Improving access to <u>quality</u> housing, shared services between neighboring municipalities Gentrification Improve public transportation, affordable housing and options to mix socioeconomic backgrounds Regional study on why the 2 worst places for Black Americans are located in SE Wisconsin, what state policies affect this, and how can we approach it as a regional issue, educate elected officials in Racine County on race & equality issues, maybe in collaboration with the YMCA, Mass commutation of inmates by Governor like what just what happened in Oklahoma
Milwaukee	12/12/19	Clarification above-access to well paying jobs. (that can sustain a family) Weak laws to hold back sprawl Free public transportation Innovative, job readiness and skills, Too many barriers to participation in many programs More affordable housing along transit lines, transit system that connects to jobs Locate jobs where the people are Equitable, economic access Mobile health centers More lanes create a short-term ease of travel which encourage people to move further out which in 5 years increases congestion Better public transit such as commuter rail, i.e. KRM Have employers that are far from their employee base provide transportation from a central location
HAFA	12/15/19	More subways

# SHARE YOUR FEEDBACK: EMERGING TRENDS IN SHARED MOBILITY



## ABOUT

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.*



**Figure A.2 (Continued)**

**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?**

Table below presents the comments provided on sticky notes in response to this question.

<b>Dockless Electric Scooters</b>		
<b>Meeting Location</b>	<b>Date</b>	<b>Sticky Note Comments</b>
Pewaukee	12/3/19	Concern - users don't appear clear on rules of use. They use them on sidewalks - danger to pedestrians Must be safe! Licensed? Vetted? No scooters
West Bend	12/4/19	I Like Scooters
Kenosha	12/5/19	Benefit: low cost. Concern: User & pedestrian safety, especially lack of helmets So much for the city to clean up when scooters are left on sidewalks, lack of helmets.
Racine	12/9/19	I love scooter that I drive along side road but they told me not to drive on sidewalk on public park. So I walk along with scooter. Love Scooters-Use them in my daily travels Trim a few of them-should be paired with more protected/off street facilities
Cedarburg	12/10/19	Data Require scooter companies to provide data in order to operate in city/region. Learn from history recently a city in the states reported pulling out hundreds of scooters in the nearby open water way. Do not fund. Not a fan of dockless scooters. Thinks it's going to be fad.
Elkhorn	12/11/19	Affect to community aesthetics, Safety, Environmental effect After introduction usership appears to go down significantly. Best to not even expand further. Need recommended rules for cities to put in place in order to do business with these companies
Milwaukee	12/12/19	Benefit - higher demand for bike lanes/bike infrastructure Have dockless scooters on buses for the last mile issue I think this is a nice option for people in the city and as drivers + riders adjust, the comfort levels improve. I get the sense most people who complain about them do not live in neighborhoods where they are useful. Safety of scooters, pedestrians in the way of scooters, and the fact that vehicles are not used to scooters
HAFa	12/15/19	Camera's where the scooters/bike are parked. Citizens damaging the scooters/bike. Citizens riding recklessly. Scooter maintenance (proper care)
<b>Transportation Network Companies (Uber/Lyft)</b>		
<b>Meeting Location</b>	<b>Date</b>	<b>Sticky Note Comments</b>
Kenosha	12/5/19	Safety of single riders Safety of drivers and passengers, screening process Safety of drivers??
Racine	12/9/19	Regulate to provide good jobs and not compete with public transit Support & provide various rideshare outfits. I would reduce number of cars in area. The cost benefit model needs more fleshing out, It's still one ride per person These are cars-should be treated evenly with all personal vehicles
Cedarburg	12/10/19	Data Require TNC to provide data in order to operate in city/region Only cost effective if using in downtown Gets too costly to order this service beyond city limits to the suburbs.
Elkhorn	12/11/19	Creative public transit partnerships User safety, oversight
Milwaukee	12/12/19	Carpool option on their app-share vehicle with others I think this is a useful option for a lot of people. It also helps create jobs + reduce parking issues in some areas, or makes them less of a concern for people who don't live in these neighborhoods Uber/Lyft are very useful but are not a replacement for an efficient public transit system
HAFa	12/15/19	Benefits: no drunk drivers or driving under influences, risk: safety for both parties Required cameras for all Uber/Lyft vehicles

**Figure A.2 (Continued)**

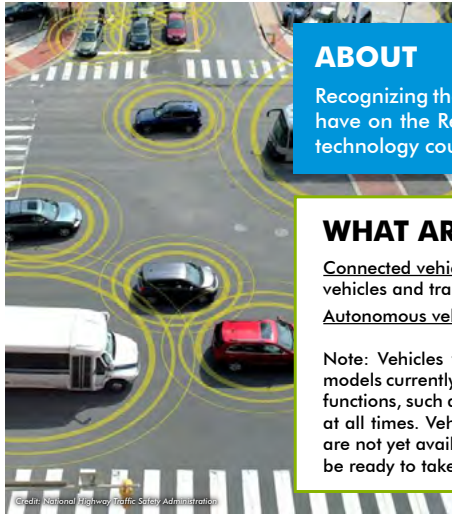
**What other emerging trends in shared mobility should be considered as staff updates VISION 2050? Examples: dockless bike share, peer-to-peer carsharing, etc.**

Table below presents the comments provided on sticky notes in response to this question.

<b>Meeting Location</b>	<b>Date</b>	<b>Sticky Note Comments</b>
Pewaukee	12/3/19	Mini buses connecting to transit hubs
Kenosha	12/5/19	Shared bikes
Racine	12/9/19	Bubler bike sharing is coming to Racine in 2020, Explain these in your literature Must change attitudes in personal transportation options
Cedarburg	12/10/19	I like dockless bike share + peer-to-peer or neighborhood car share. Let's explore that + get data from operators.
Milwaukee	12/12/19	How about fleets that can be docked or dockless, with discount if left at a dock.
HAFA	12/15/19	Walk buddies or encourage group walk, Camera on streets

Figure A.2 (Continued)

# 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?

**Connected vehicles** are vehicles that can wirelessly communicate over short and medium distances with other vehicles and transportation infrastructure.

**Autonomous vehicles** 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 \_\_\_\_\_

Vehicle ownership models \_\_\_\_\_  
For example, corporate/fleet ownership or household/individual ownership

Operator requirements and liability laws \_\_\_\_\_

Requirements for parking or driving without passengers \_\_\_\_\_

Land use implications \_\_\_\_\_

Connected vehicle infrastructure \_\_\_\_\_  
The physical network of sensors or fiber that would likely be required for vehicles to communicate with infrastructure

Interaction with pedestrians and bicyclists \_\_\_\_\_

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.**



**Figure A.2 (Continued)**

**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?**

Table below indicates the number of dots placed inside the box for each option.

Meeting Location	Date	Equitable Access	Vehicle Ownership Models	Operator Requirements and Liability Laws	Requirements for Parking or Driving Without Passengers	Land Use Implications	Connected Vehicle Infrastructure	Interaction with Pedestrians and Bicyclists	Coordination Between Public and Private Sector Partners
Pewaukee	12/3/19	3	1	1	0	2	3	3	2
West Bend	12/4/19	1	0	1	0	1	1	1	1
Kenosha	12/5/19	8	3	8	1	2	5	13	3
Racine	12/9/19	7	2	5	2	1	2	5	6
Cedarburg	12/10/19	9	3	6	2	1	2	7	8
Elkhorn	12/11/19	2	1	5	0	1	7	11	3
Milwaukee	12/12/19	15	2	14	2	5	1	18	5
HAFA	12/15/19	11	0	1	0	4	8	7	2

**Please share any additional comments on this topic that you would like staff to consider.**

Table below presents the comments provided on sticky notes in response to this question.

Meeting Location	Date	Sticky Note Comments
Pewaukee	12/3/19	Invite Google Waymo to drive in Milwaukee, WI. Helps the algorithm learn and be ready for deployment
Kenosha	12/5/19	Too much confusion for senior citizens
Racine	12/9/19	Personally concerned about access for \$ ALL \$
		I am concerned about any automotive vehicles and all the risks
Milwaukee	12/12/19	Autonomous vehicles are still single occupancy vehicles that will require highways and expanded streets, we should really invest in public mass transit and not private vehicles
		Coordination with services like Uber + Lyft or their transition to autonomous vehicles

**Figure A.3**  
**Comments Recorded by Commission Staff During Small Group Discussions**  
**at the December 7 Community Conversation Event**

**What are your greatest concerns regarding public health in Southeastern Wisconsin?** *Examples: air quality, water quality, limited access to healthy food, motor vehicle-related injuries, limited access to physical or mental healthcare, health problems related to poor nutrition and lack of physical activity*

<b>Table Number</b>	<b>Recorded Comment</b>
1	Access to preventative health care - lack of providers, Federal issue
	Water quality
	Older housing stock - lead, asbestos, safety, physical, cost prohibitive repairs
	Lack of community education - different meanings to different people; define specifically what "public health" is; lack of understanding
	Transit access to doctors or healthcare (Transit Plus)
	Cabs don't serve low-rate passengers
	Lack of accessible taxis
	Hurdles to access for disabled population
	Emergency situations can be issue (cost or time)
	Inner-city access specifically
	Limiting services in certain locations
	Emergency costs sometimes required
	Education on access to services
Serving at-need populations	
2	Water quality - runoff
	Access to fresh produce
	Older housing stock - rehab or replace - unsafe and unaffordable housing can have a negative impact on health
	Unsafe biking
	Commerce Street - no bike lanes
	Noise pollution
	What is an attainable goal?
	Food desert - access and knowledge
	Secondhand smoke - multi-family housing
	Lead exposure
3	Social isolation is an issue for seniors due to lack of public transit - will get work
	It's important to establish tobacco-free outdoor areas, like parks, Summerfest, bus stops; how to regulate: signage at bus shelters; need also garbage cans at bus shelters
	Bus stop suggestions: establish Friends Groups for bus stops (like parks) or Adopt-a-Stop; [ensure people have shelter to] keep people from standing in cold/rain
	Shoveling snow at bus stops is a challenge - [the lack of shoveled sidewalks at bus stops is a] big problem affecting people [that need] easier access to transit
	[challenges to accessing transit can be detrimental:] missed mental health appointments = months of delay for people
	Off-road bike paths are better for people than on-road paths - due to danger that cars pose to bikers
	[Who has the] Responsibility for [maintaining the] right of way at bus stops
	School credit for volunteers - adopt a stop
4	Pedestrians / vehicle safety
	Air and water quality; lead pipe - impacting behavior changes
	Pedestrian accessibility - curb cuts, etc.
	Longer lights for pedestrian traffic
	Access to healthy food
	Development of local food economy
	Mental health as related to domestic violence
Traffic cameras for violations	
5	Lead in water, paint, soil
	Trauma - especially in children
	Gun violence, reckless driving
	Mental illness - gets worse as people as they get older
	Money for medical care - no treatment

Table continued on next page.

**Figure A.3 (Continued)**

Table Number	Recorded Comment
6	<p>Hospitals closing in the Milwaukee area is an issue</p> <p>There is a need for more options for transporting people to medical facilities</p> <p>Access to health insurance is very important, as is access to hospitals and preventive health care</p> <p>Gun violence is an issue - particularly illegal gun ownership</p> <p>Access to mental health services needs to be a top priority. People are going to prisons instead of getting needed mental health treatment. There is a need to treat trauma and stress experienced by residents</p> <p>Air quality is an issue. The country is transitioning to electric cars and buses, but we need to have a more robust network of charging stations</p> <p>Water quality is an issue. In particular, lead pipes are an ongoing issue, and water filters that filter out lead need to be immediately distributed and installed - especially in rental properties</p> <p>A podcast on "the real reason your city has no money" (<a href="https://www.strongtowns.org/journal/2017/1/9/the-real-reason-your-city-has-no-money">https://www.strongtowns.org/journal/2017/1/9/the-real-reason-your-city-has-no-money</a>) describes how cities are succumbing to a "growth ponzi scheme" (<a href="https://www.strongtowns.org/the-growth-ponzi-scheme/">https://www.strongtowns.org/the-growth-ponzi-scheme/</a>). Cities are requiring revenues from new growth to pay for the infrastructure maintenance of prior growth. This is unsustainable and results in a lack of funding for services such as health care</p> <p>Drug use is an issue that needs to be addressed - especially at the family level</p>
7	<p>Public transit access is particularly important to the care workers supporting people aging in place.</p> <p>Obesity is an expected to continue to be a problem. By 2050 50% of the population will be diabetic. Our built environment doesn't promote good health. We need more access to healthy food.</p> <p>The transportation system needs to improve access to healthy food.</p> <p>Need to consider and improve safety for bikes and pedestrians</p> <p>Need to provide accessibility for seniors to participate in social activities and to conduct businesses in order to keep them active.</p> <p>There is a lack of access to opportunities for social interaction for seniors.</p> <p>More bus shelters should be provided</p> <p>Need opportunities closer to people</p> <p>Need to consider the length of blocks (long vs short side) when designing transit routes</p> <p>Sidewalk snow removal needs to be quicker. Many times snow turns to ice before it is cleared from the sidewalk. This is particularly an issue on the south side of the road which tends to be shaded by buildings.</p> <p>Improve the environment by decreasing air, noise, and water pollution</p>



**Figure A.3 (Continued)**

**What land use or transportation strategies, if any, would have the greatest impact on improving public health? Examples: more walkable development, more bike lanes or sidewalks, improving access to healthy food**

<b>Table Number</b>	<b>Recorded Comment</b>
1	Park systems need to be sustained - air quality; exercise
	\$455 million from State returned
	Inner city hospitals become emergency wards
	Milwaukee subsidizes rest of State
	Stigma around Milwaukee
	Increase support for infrastructure - bike lanes; transit; options (mobility), weather; affordability; desirability increases for prospective population; improve signage for transit (informative); bus shelters; app accessibility; public transit cannot be self-supporting nor should it be
2	Increased mobility options - include data about the impact of transportation options on community health
	Improving and maintaining pedestrian accessibility
	Mapping of public health concerns for education purposes in underserved communities
	Connectivity could improve mental health
3	48-hour notice [is required] for shared rides but no maintenance @ snow [can present] challenges to transportation
	[it is important to do] Planning that includes components for climate change
	Need to continue building sidewalks in suburban areas
	Praise for MCTS workers for their assistance to those who need it
	Bicycle paths + sidewalks need to be connected to transit stops
	[there should be] Bicycle lockers / bike racks at bus stops, especially park and rides
	How do we incentivize public transit?
HOP [has] sponsors - [get similar sponsorship for] Gold Line	
4	Traffic calming, bike lanes
	Complete Streets
	Make trails usable year round - covering over trails - winter clearing of trails
	Air quality - neighborhoods in high volume traffic areas most affected - reroute some traffic to lower impacts
	Emission standards - improve through funding from vehicles
	Reduce VMT
5	Incentives for people to live close to jobs
	Access via transportation to mental facilities
	Public transit options - especially to the better facilities to other counties
	Develop facilities in the city
	Politics play major role
6	Suburbs - they often reject affordable housing - Ex. New Berlin
	Walkable development is a good suggestion - Ex. Drexel Town Sq. in Oak Creek - transit options to these developments or walkability
6	Use technology to achieve cost efficiencies
	Better mass transit will improve access to services
	Building more electric vehicle charging stations will facilitate the transition to electric vehicles
	Transit oriented development (TOD) needs to be promoted. Look at good examples of TOD in Canada
	The region needs safer bike accommodations
	Examine and improve regulation related to the safety of electric scooters. Currently they cannot use sidewalks, but they can use bike lanes and bike/pedestrian paths
7	Development taking good land - big box, Foxconn
	Decrease road expansion and instead invest in public transit for intercity travel
	People need to be closer to work. More affordable housing needs to be provided near work. In particular, communities need to be more open to and allow affordable housing.

**Figure A.3 (Continued)**

**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?** *Examples: flooding, air quality issues, more frequent and extreme rain and snow, more frequent and extreme heat/cold events, water quality issues*

Table Number	Recorded Comment
1	<p>Green space is important, trees, impact health</p> <p>Redirect water, more infiltration</p> <p>Less water through</p> <p>Water quality + lake flushes</p> <p>Rain barrels / deep tunnel may not be enough</p> <p>Flooding</p> <p>Dredging creeks</p> <p>Concrete removal / abandoned areas / impervious surfaces</p> <p>Less fossil fuel dependency - solar; wind</p> <p>Rules for restoring abandoned lots to natural / permeable surfaces</p> <p>Water infiltration basins along streets</p>
2	<p>All of these examples pose a risk to the Region (flooding, air quality issues, more frequent and extreme rain and snow, more frequent and extreme heat/cold events, water quality issues) - more frequent/extreme whether events would impact stormwater runoff</p>
3	<p>Get rid of SOV - cars</p> <p>Make all transit free [of charge]</p> <p>[policy to deter travel by SOV, promote transit]: Increase parking fees?</p> <p>crime, schools, seniors - considerations @ people choosing location to live</p> <p>facilities to accommodate transit users in sudden rain/snow</p> <p>[have] State patrol doing [snow removal for] highways</p> <p>seniors [have] fears @ using transit</p> <p>Flooding in Montreal [shows], water [can have] significant [impacts]; [concern @] Lake Michigan as main supply for Milwaukee [without emergency preparedness]</p> <p>Emergency plans [are essential]</p> <p>Small infrastructure adjustments [to maximize infiltration]</p> <p>Education [is important]- [during heavy rainfall] MMSD [could issue a] water drop alert - should be on T.V. [advising people to postpone doing/running] laundry/dishwasher</p> <p>Deep tunnel [could have] cameras [to monitor impacts of storm] - [instead of such] large municipal infrastructure, [what about requiring] water retention for [businesses]</p> <p>[there should be a] Zero tolerance water [policy requiring development to manage all stormwater on site]</p> <p>[need more] Porous pavement</p>
4	<p>Permeable paving</p> <p>Better stormwater management</p> <p>Reevaluate existing parking lots for more stormwater friendly alternatives - permeable pavement, revegetation, under parking, stormwater storage</p> <p>Recreation uses on stormwater facilities</p> <p>Tree planting projects</p> <p>Maintenance of bioswales and stormwater ponds</p> <p>Temperature extremes - difficult for elderly</p> <p>Reduce energy use - more options to cars</p>
5	<p>Read that we're going to have a lot more rain, which means a higher runoff - invest more to prevent runoff - extra measures to sewage - more \$ to infrastructure</p> <p>Suburban development would pose greater risk to the city</p> <p>Extreme cold affects the elderly; higher heat bill</p> <p>More permeable surfaces</p>
6	<p>The Region needs to reduce carbon dioxide emissions. The Regions needs to rely more on solar power for the generation of electricity</p> <p>The Region is becoming wetter. We need to plan for increased rain events, which are negatively impacting farmers. Increased farm runoff negatively impacts water quality</p> <p>The Region's water quality is an issue. We need to protect Lake Michigan, as it is a major source of drinking water. Foxconn will be allowed to use Lake Michigan water and then return it after they treat it. We can't let others outside the Lake Michigan basin divert Lake Michigan water</p>

Table continued on next page.

**Figure A.3 (Continued)**

<b>Table Number</b>	<b>Recorded Comment</b>
7	The automobile is one of the greatest risks. Money is being directed to roadway expansion which will increase carbon pollution. We need more car sharing.
	Decreasing/relaxation of pollution controls is a threat
	Move away from fossil fuels
	A common set of facts needs to be established for decisions to be based on
	There is a tension between public and private uses for land. We need to protect our public land.
	We need to invest more in protecting green environments

**What resiliency strategies related to land use and transportation should be considered or expanded upon in VISION 2050? Examples: pursuing alternative fuel vehicles, providing green infrastructure for stormwater management**

<b>Table Number</b>	<b>Recorded Comment</b>
1	No comments
2	Deprioritize road expansion
	Local planning decisions should incentivize density and transit options
3	No comments
4	Electric vehicles - recharging stations
	Options for power generation other than coal
	Energy improvement for older vehicles
5	Permeable surfaces
	Not expanding highways
	Maintaining what we have (roads)
	Some roads are filled, they should be reconstructed
	Medians - bioswales
	Residents have to get together and work with aldermen to get things done
6	The Region needs more infill
	The Region needs more residential rain barrels
	The Region needs more walkable neighborhoods
7	Strengthen the Great Lakes Compact
	Protect Lake Michigan from pollution and misuse



**Figure A.3 (Continued)**

**In terms of land use and transportation, what are the greatest barriers to equity in the Region?**  
*Examples: access to jobs, access to medical care, access to other needs, affordable housing options, affordable transportation options*

<b>Table Number</b>	<b>Recorded Comment</b>
1	Foxconn + future companies need to provide access to jobs either independently or cooperating with local transit agencies/companies/organizations Jobs should locate to where people already are
2	HOP does not benefit enough people Structural decisions have made Milwaukee the most segregated metro area in the Country Legacy - institutional racism - has led to transportation inequity Same conversation at every meeting Process for prioritizing transportation project decisions Depopulation of Milwaukee takes resources with it
3	Releasing people vs. not [when they should be receiving care] <i>{does not relate to Equity Question 1-RMB}</i>
4	Suburbs - should provide more housing options Access to jobs in suburban areas People need to realize that there is an equity problem
5	Access to public health Affordable housing especially in suburbs Equitable funding coming back to Milwaukee County vs. sending to the State - State has too much control over the cities All the examples are important
6	Access to jobs
7	A lack of a jobs/housing balance Equity in pay (CEO vs. workers) - try to address the gap There is a lack of an equitable distribution of green environments (parks) in the City with infrastructure to better enjoy (playgrounds, pavilions...) those spaces. Maintenance of park facilities is also an issue.

**Figure A.3 (Continued)**

**What transportation and land use strategies do you think would have the greatest impact on improving equity in the Region?** *Examples: improving and expanding public transit, providing more housing options*

<b>Table Number</b>	<b>Recorded Comment</b>
1	No comments
2	Equity metrics based on data More downtown activities - examples Theaters, restaurants, and shopping - lower costs for food and entertainment downtown (including Fiserv Forum) Include regional race/ethnicity dot map in update - it could be central to decision making Map lead issues Make conversation more accessible and relatable to people
3	[attendee referenced] Thursday 11/4 open letter to governor [promote] Small scale clinic services closer to people than large clinics [and] improve training so people don't have to go far [for quality care] [the] Hours and days of transit service are limited { <i>limited schedule makes transit inconvenient</i> } Need for solutions to make [transit convenient]
4	Improved transit service Housing options Widespread affordable housing
5	Funding Change of leadership Address the last mile problem Put development in the city Offer transportation to developments/jobs Redevelop areas where former factories
6	Improved transit Access to information / the internet. The City of Milwaukee previously attempted to implement free Wi-Fi. Residents need access to fast internet and hardware (computers and smartphones) Residents need access to 5G cell phone service. However, there are concerns about the health effects of cellular signals and Wi-Fi signals. Some people are sensitive to wireless signals
7	Invest in public transit Free public transit - like Kansas City Smaller lot sizes More mixed use development Smaller transit vehicles (smaller buses or vans) Encourage HOV use Need to provide more reliable public transportation to ensure that medical appointments aren't missed.

**Figure A.3 (Continued)**

**Thinking about dockless electric scooters, which are relatively new to the Region, are there any benefits, concerns, risks, or other impacts that should be considered as staff updates VISION 2050?**

<b>Table Number</b>	<b>Recorded Comment</b>
1	Responsibilities + rules/laws need to be followed
	Dumping scooters on sidewalks (companies know/could fine)
	Safety (limiting ridership) e.g., more than one person on a scooter is unsafe
2	Equity of scooters - smart phones and credit cards
	Scooters - infrastructure - pot holes - motorists not familiar with them - theft
3	Appreciation for mobile apps; [it can be a] challenge [accessing] Wi-Fi downtown - offer such infrastructure [Wi-Fi/smart technology] at bus stops
4	Scooters only usable part of the year
	Any options to lessen use of cars
	Options for getting from transit stop to businesses - scooter, BublR, driverless cars
5	Milwaukee joining only to follow trend - elderly don't really use them
	Limitations/dangerous
	Weather
	Safety because of car/auto drivers
	Enforcement of user safety (helmet)
	City wants to attract younger people, younger workers
6	The scooters look like fun, but they likely are a health hazard. Scooter riders should wear helmets, but they don't.
	Some scooter riders are reckless, but most riders are not
	Scooters blocking sidewalks and sidewalk ramps can be a problem
	Scooter may not be distributed evenly throughout the City of Milwaukee
7	No comments

**Now thinking about transportation network companies (e.g., Uber/Lyft), are there any benefits, concerns, risks, or other impacts that should be considered as staff updates VISION 2050?**

<b>Table Number</b>	<b>Recorded Comment</b>
1	Accessibility (wheelchair + other restrictions)
	Substitute to car ownership
	Increase options is good
	Safety in terms of alcohol (does it reduce drunk driving?)
	Safety in terms of passengers/drivers (assault/harassment cases by drivers, Uber/Lyft allow for easier reporting but see more cases happen)
	Accessibility / cost vs. taxis
2	Equity - cost of ridesharing - D.C. affordable program
	Equity - expansion of Zipcar - what is cost - option for those who don't own a car
3	Cost [of using such services present] challenge; address via [providing] funding for alternative [modes of] transit - provided as service [for those in need]
	Challenge @ such vehicles = not accessible [for disabled]
4	Not accessible for persons with disabilities
	May not work for everyone
	Still need public transit system
5	- Kidnappings
	+ For people to get to work, for people that are drinking
	- Increase congestion
	- Driverless car will increase congestion as well
6	Uber and Lyft vehicles are not ADA accessible
	There are safety issues related to Uber and Lyft drivers as well as passengers. These are rare occurrences, but they do happen. There are 2 sexual assaults per 1 million Uber/Lyft trips
	Uber and Lyft do not provide great options for commuting to and from work
	Driverless Uber/Lyft cars in the future could result in a major shift in transportation

**Table continued on next page.**



**Figure A.3 (Continued)**

<b>Table Number</b>	<b>Recorded Comment</b>
7	Requirement of credit card and/or mobile phone is an issue for some
	Potential for carbon pollution increases as vehicles idle or drive around empty between rides
	TNC's don't provide drivers with benefits
	Safety of drivers and passengers
	Job insecurity
	Drivers should be paid a fair wage
	TNC's are not an affordable transportation option

**What other emerging trends in shared mobility should be considered as staff updates VISION 2050?**

<b>Table Number</b>	<b>Recorded Comment</b>
1	No comments
2	Affordable rideshare
3	Look @ prev. page re. apps { <i>promote accessible Wi-Fi in dense areas; promote smart technology at transit stops; make alternative modes of transit affordable for people in need</i> }
	Free transit for [people aged] 65+ [years old]
4	Very limited for remote areas of the Region
5	Congestion zone pricing
	Increase in congestion
	Zipcar
6	No comments
7	No comments

**Figure A.3 (Continued)**

**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? Examples: equitable access, vehicle ownership models, operator requirements and liability laws, land use implications, connected vehicle infrastructure, interaction with pedestrians and bicyclists, coordination between public and private sector partners**

<b>Table Number</b>	<b>Recorded Comment</b>
1	Substitute for high-speed rail?
	Funding being funneled from other sources?
	Focus on serving many vs. individualized
2	No comments
3	? [when will be the] day when people will be picked up by autonomous vehicles @ their door
	Economic/social advantages [of autonomous vehicles] are unclear. there will still be lots of cars on the road, lots [with] single passengers
	[Autonomous vehicles present potential for] Greater social isolation ([may need] no windows). [potential benefit of autonomous vehicles over traditional vehicles may be] more potential to power itself
	Social [impacts] {benefits of interacting with strangers using transit}
4	Weather can be a limiting factor - snow, ice
	Riderless autonomous vehicles could create extra traffic / impact parking
5	Risks on the reliability on technology - large liability
	Costly, likely to increase taxes
	Younger people are less likely to own a vehicle - they just want to get where they're going
6	Autonomous transit buses will put drivers out of work
	There is a greater issue of technology taking jobs away
	There is a need for rules and regulations on how autonomous vehicles are rolled out - preferably Federal laws instead of many state laws
	It may be a long time before fully autonomous cars are available. Partially autonomous cars potentially could provide safety benefits, but they could also result in less-attentive drivers
7	We shouldn't have autonomous trucks
	Safety should be a 1st, 2nd, and 3rd priority
	Smaller vehicles
	Should be designed with the consumer in mind.
	Consumer should be involved in design
	Part of an integrated transportation system

**Please share any additional comments on this topic that you would like staff to consider.**

<b>Table Number</b>	<b>Recorded Comment</b>
1	No comments
2	No comments
3	No comments
4	Free public transportation - funding an issue (Kansas City considering)
	Plan should include costs for various transit systems - cost per person
5	No comments
6	No comments
7	No comments

**Figure A.4**  
**Comments Submitted via Online Questionnaire**

**1. Land Use: What types of housing development would you like to see more of in the Region? (Check all that apply)**

Date Received	Name	Mailing Address	Single-Family	Two-Family	Multifamily	Other
12/7/19	Susan m Fischer	N7643 Bayshore dr Elkhorn wi 53121	X			
12/7/19	James McLeer	W5398 Briarwood Road, Elkhorn, WI 53121	X			
12/7/19	Gary Byers	W5135 Sterlingworth Court knit 13	X			
12/7/19	M David Griffin	N7398 Nine Indian Trail		X		
12/7/19	Christman Keith	N7412 Arrowhead Lane,Elkhorn,Wi 53121	X			
12/7/19	Timothy OBrien	5451 Lost Nation	X			
12/7/19	Rhonda Kochlefl	W5146 Plantation Rd., Elkhorn, WI 53121	X			
12/8/19	Richard Siok	W5248 Pebble Beach Dr Elkhorn Wi. 53121				
12/9/19	Kevin salverson	934 Pope street lake mills wi	X			
12/9/19	Megan Wieners	W1620 State Road 11, Burlington WI 53105		X		
12/9/19	Jim	Bindon	X			
12/9/19	Deborah Cassidy	W5665 Ridge Rd Elkhorn	X			
12/9/19	Steven Fegen	W5404 Lost Nation Rd., Elkhorn, WI 53121	X			
12/9/19	Rich Charts	N7581 e Lakeshore dr, Whitewater				Farmette
12/9/19	Daniel Utter	N7279 US Hwy 12	X			
12/9/19	Rudi Kohnke	W5367 Lost Nation Road	X			
12/9/19	Don Zlevor	N6911 Oak Ln Elkhorn WI	X			
12/9/19	Kelly Possehl	PO Box 767	X			
12/9/19	Jill Lass	W5367 Tippecae Trail	X			
12/9/19	Jerry Kroupa	W5767 Bubbling Springs Elkhorn, WI 53121	X			
12/9/19	Julie Abramson	N7595 State Park Dr	X			
12/10/19	John Jeziorski	W5126 Memorial Dr. Elkhorn	X			
12/10/19	Ellen Brown	W5197 Sterlingworth ct elk horn wi	X			
12/10/19	Steven W. Jones	73 Gillig Lane , Elkhorn	X			
12/10/19	Jeannie Olinger	W 5361 Wisconsin Drive Elkhorn Wi 53121	X			
12/10/19	David Swanson	W5162 Lauderdale Dr., Elkhorn WI 53121	X			
12/10/19	Dan	Whitewater	X			
12/10/19	JOSEPH R. KRUSINSKI	W5317 Lost Nation Road - Elkhorn, WI	X			
12/10/19	Kim Coleman	W5214 Stewart Drive, Elkhorn WI 53121	X			
12/10/19	Karen Pecor	W5272 Lakewood Circle Elkhorn WI 53121	X			
12/11/19	kim spear	n6927 green leaf ct, Elkhorn WI 53121	X			
12/11/19	Theresa Stegemann	N7826 Hillside Dr, Whitewater WI 53190	X	X		
12/11/19	Carolyn Gualdron	N8123 Rose Ter Elkhorn, WI 53121				X
12/12/19	Carson Fruth	N7163 POPLAR LN. ELKHORN WI. 53121	X			Single family on lots an acre or larger.
12/12/19	Doug Marconnet	W4962 Oakwood Dr., East Troy, WI. 53120			X	
12/19/19	Bethany Sanchez	1945 N. 2nd Street	X	X	X	Mixed income housing, mixed use housing (on commercial strips)
12/19/19	Karyn Rotker	207 E Buffalo #325, Milw, WI 53202		X	X	Affordable family multifamily units (including but not only duplexes), especially in suburbs throughout the region.
12/19/19	Michael Anderson	1334 N. 58th St.		X	X	
12/19/19	Shane O'Neil	1632 E Belleview Pl			X	
12/19/19	Erica Bergstrom	1910 County Road NN, Elkhorn, WI 53121	X			
12/20/19	Ann Christiansen	4800 W. Green Brook Dr., Brown Deer, WI	X	X	X	



Figure A.4 (Continued)

**2. Land Use: 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?**

Name	Comment
Susan m Fischer	People like the space between neighbors
James McLeer	privacy, more nature in back yard - rural setting
Gary Byers	Yes, smaller lots is a good idea
M David Griffin	Smaller better, more affordable
Christman Keith	Single family homes should not be on smaller lots. Larger lots bring less congestion ,better environment and usually a better place to raise a family.
Timothy OBrien	Smaller houses mean more homes and more traffic and taxes to city. What's the priority ?
Rhonda Kochlefl	Larger lots result in less density, congestion and are environmentally favorable to smaller lots.
Richard Siok	Smaller lots are NOT a good idea! Homeowners need more space and move to rural areas to have more space and not to live like your in a big city like Milwaukee. Leave are space alone and let us enjoy being apart from our neighbors! Leave it up to the homeowners to decide what size lot we want and stay out of our lives!
Kevin salverson	No not a good idea as we have plenty of space available in and around our city centers and rural non farm land areas. Good economy in our area has allowed for larger lots and less multi family development
Megan Wieners	No. I believe that every home should be on 1 acre. Let everyone have a chance to not have a neighbor on top of them. AKA: privacy
Jim	No
Deborah Cassidy	People like personal space. Keep the area rural.
Steven Fegen	yes
Rich Charts	Children can play safely in less congested traffic areas.
Daniel Utter	more space and a better investment, when it becomes time to sell.
Rudi Kohnke	This is a rural lake area and should not turn into suburban small lot homes
Don Zlevor	Restricting lot sizes is not appropriate. In our area, homeowners prefer larger lot sizes. We are a rural community, with lot sizes to match.
Kelly Possehl	No, there is too much traffic and too many people(especially with weekend vacationer homes) traveling on Hwy 12/67
Jill Lass	No, I don't think developing single-family homes on smaller lots is a good idea. I think most single-family homes are being developed on larger lots because people are moving out to the rural area for more space. Otherwise, they would have picked communities closer to the cities.
Jerry Kroupa	Single family homes on smaller lots makes it more affordable for everybody wanting home ownership. Zoning policies and regulations are the main reason homes are being developed on larger parcels.
Julie Abramson	Personally I prefer the larger lots
John Jeziorski	No and it's best to have a larger lot for development for any new homes .
Ellen Brown	No I think smaller lots over populate and lit it growth
Steven W. Jones	No, the smaller lots would put a higher strain on the cities infrastructure, which eveltuallly would raise taxes. The larger homes come form people who have a higher disposable income for use on "seconf" homes around the lakes
Jeannie Olinger	I think single family home are ideal. Our roads are too small and compact for any more traffic. They drive over the speed limit.
David Swanson	Larger lots give people more room to have their personal space, not be right on top of each other. Better for our mental health and for our community.
Dan	Home buyers appreciate the larger lot and personally was my only reason for purchasing my own home. A space of our own for my family to enjoy outdoors. If people don't want a yard, get an apartment or condo.
JOSEPH R. KRUSINSKI	consistent with existing property trends...
Kim Coleman	Because of the lack of follow through on construction of the redline project originally planned over 40 years ago, the area traffic on US 12 has become incredibly dangerous vs averages for similar roadways. Increased population with multi family housing would lead to even greater issues. So large lot or even no expansion makes the most sense.
Karen Pecor	I believe larger lots would be better. We have enough traffic that has increased unbelievably in the last 2 years and we don't need the congestion.
kim spear	I believe it would be a good balance as many homes on larger lots carry larger values for some that can't afford. It will bring more work force into the community.
Theresa Stegemann	I think single family homes in more condense clusters is better than bigger spaced-out lots because it could be more affordable for a wider range of people depending on the development. Balance that with more public spaces for recreation, wildlife habitat and to absorb the negative impacts of urbanization. I believe that private land, which is managed to benefit stormwater retention, infiltration and to maintain with three layers of native vegetation--which can increase carbon sequestration, should be taxed at a lower rate than properties that are routinely mowed to minimize layers of native vegetation and otherwise cause harm by shedding rainwater runoff from the property--sending rainwater runoff and pollutants elsewhere to do harm to businesses, homes, farmland and wildlife habitat elsewhere.
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	

Table continued on next page.

**Figure A.4 (Continued)**

Name	Comment
Bethany Sanchez	Good idea - yes!
Karyn Rotker	<p>Developers are maximizing their incomes.</p> <p>To the extent there is going to be single family development it should be on smaller lots and in infill, mixed-use neighborhoods. I cannot say why larger lots are being developed, but planning actions - including frequent approval of sewer extensions, water service and roads/highways to serve those developments - all facilitate and exacerbate this expansion. In doing so, they perpetuate and exacerbate the discrimination in the region, especially against Black and Latinx families and persons with disabilities, all of whom are disproportionately concentrated in Milwaukee. Thus the frequent and routine approval of water/sewer/road expansions should be reconsidered, more stringent criteria - centering on the reduction of regional inequities in areas like housing and transportation - should be imposed on communities wanting such approvals. Criteria like "congestion" must be de-prioritized.</p>
Michael Anderson	<p>Yes, we should build on smaller lots, but also allow for lawns to be used for agriculture, not just grass. I think that most single-family houses are on large lots because of week land-use policy, a cultural sense of self-importance over collective prioritization, and a pervasive and often subconscious tendency of people to self-segregate. If, houses are built on large lots, they need to be zoned to have accessory dwellings added in the future.</p>
Shane O'Neil	I think in the city developing on small lots keeps the community together and encourages people to get out and use more public parks and things the city has to offer
Erica Bergstrom	<p>I believe the younger generation is moving away from urban centers and looking for space, privacy, green space, opportunities to grow their own food, and to have backyards where we can play and raise families. This is especially true in my more rural community. I find it interesting that the data shows most lots are considered "larger" lots. As my husband and I are looking for a home we are finding that most of the new development homes have very little "lot" but a lot of house. So while the lot may be bigger than recommended the home takes up more of the green space than it did in older developments.</p>
Ann Christiansen	Smaller lots is a better idea, as it supports more housing.

Figure A.4 (Continued)

**3. Public Transit: 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?**

Name	Comment
Susan m Fischer	No
James McLeer	tax on miles driven
Gary Byers	Transit system seems to be adequate.
M David Griffin	Not sufficiently informed
Christman Keith	NA
Timothy OBrien	yes. Business taxes. Property tax increase
Rhonda Kochlefl	Yes, a one time property tax to fund transportation projects.
Richard Siok	Tax the casinos and gamblers!
Kevin salverson	Yes I would support additional funding. Revenue source from heavy commercial vehicles. I believe we have the most deterioration to main artery roads from heavy vehicles. I would also support wheel tax but I know a lot of seasonal traffic comes through our area and traffic going through the county to jefferson and rock and dane etc counties that would not capture user fees
Megan Wieners	Small tax increase
Jim	Gas tax
Deborah Cassidy	I don't think the population supports a transit system. Buses would be the only possibility if cost effective.
Steven Fegen	N/A
Rich Charts	tolls
Daniel Utter	Oh yes I would. something needs to be done here!
Rudi Kohnke	n/a
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	Funding? I would supported targeted funding for these areas. Without a plan in place to address, its difficult to throw money at a fund to watch it be used in other areas that may be politically popular, but offer no relief to the above issues. No transit funding. We simply need roadway paths that are sufficiently sized and routed to get vehicles through AND without impacting thousands along Hwy 12/67
Jill Lass	Yes, I would support providing additional public funding for transit. I'm sorry. I don't know about the different revenue sources to answer the second question.
Jerry Kroupa	I would support
Julie Abramson	no
John Jeziorski	Yes and federal funds along with state funds need to be allocated, some county funds if possible. Tax money should be used, and business and future homes along the red line can help in funding since it will create development in the area.
Ellen Brown	No
Steven W. Jones	NO
Jeannie Olinger	na
David Swanson	i am open to ideas... not sure what the choices are at this point.
Dan	Tax those from out of state utilizing our resources.
JOSEPH R. KRUSINSKI	Funding should be based on state and local highway improvement budgets...
Kim Coleman	Certainly. No opposition to added gas taxes if put to work on the red line project. With today's automation on tolling I would also support use of this on the red line itself, and the tie in to the current 4 lane us 12 to the IL state line that is presently not a toll road, to capture additional tourist and summer resident revenue. Keep in mind these same tourists already pay tolls in IL on many roads in IL heading to WI. I was at one point one of those people, and now reside in WI. If toll concerns exist for WI residents and businesses, get creative on automated toll credits etc based upon residency.
Karen Pecor	I am not aware of any gap and need more information to discern what my position would be.
kim spear	?
Theresa Stegemann	Yes, tax businesses, because they are the ones that most benefit from public transportation. The other beneficiaries are people who rely on the public transportation and who benefit from less congestion, so cars should be taxed depending on use. A good solution would be gas, parking and toll fees. Biking and electric cars should not be taxed with initial purchase and be exempt from having to pay tolls and parking fees..
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	Yes - not sure about where to get the funding. Maybe try (again) to develop a Regional Transit Authority to address this and more?

Table continued on next page.



**Figure A.4 (Continued)**

Name	Comment
Karyn Rotker	We must increase funding. There needs to be dedicated funding (such as a dedicated sales tax, payroll tax, dedicated income tax, etc), sponsorships of bus routes (like exist for the Hop), flexing the maximum amount of federal STP and CMAQ funding for transit, especially transit that connects underserved communities with jobs, healthcare, education and recreation. We need to prioritize fixing existing local roads and stop authorizing or in any way prioritizing new or expanded highways and roads in areas that lack both transit and affordable housing - those should become the lowest priority. Hopefully this will help incentivize regional collaboration on and funding for the expanded transit that is needed to start to reduce substantial racial disparities in the region.
Michael Anderson	Yes, there absolutley needs to be additional funding for transit. Funding could come from increase in user-fees, vehicle registration fees, gas-tax, and other means that disincentivize carbon intensive transportation. Additionally, WISDOT should stop funding freeways expansions and set aside a significant portion of the highway fund to transit.
Shane O'Neil	I am all for more public transit and diffrent modes of transit. I would be ok with paying a little more sales tax if that increase was dedicated to things like public tranist and road funding. I also think the county should be able to create a mulit county agency to try and pool fuding to better transit in the greater milwaukee area
Erica Bergstrom	Yes, I believe improving public funding for transit is vital to improvement of health outcomes for our community. Road improvement and expansion, public transport expansion, and complete streets projects are all very important in my community. If possible looking at revenue sources that don't directly impact the homeowner/resident would be preferred. Perhaps something similar to freight or wheel taxes. Some of it may also be looking at alternative justifications. Use of federal funding for health to implement separated bike lane expansion, or access to services or aging communities grants for expansion of bus lines.
Ann Christiansen	I am a strong supporter of funding a strong transportation system in the region. I would suggest using sales tax funds and gas tax funds to support.

Figure A.4 (Continued)

**4. Public Transit: 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?**

Name	Comment
Susan m Fischer	None
James McLeer	No
Gary Byers	No impact thus far.
M David Griffin	Not sufficiently informed
Christman Keith	Less congestion on Hwy 12 for local people. The traffic on the present hwy12 creates an unsatisfactory and unsafe condition. If hwy 12 has to stay then it would have to be widen which would create an undue hardship on local businesses and residents. The only safe and honorable solution would be to complete the red line.
Timothy OBrien	Train from chicago to lake Geneva.
Rhonda Kochlefl	Walworth county needs some sort of bus system. The state also needs to complete the continuation of Hwy 12 and its bypass to Whitewater. Whitewater Has a UW school and significant tourism in the summers. The congestion imo. 12/67 , especially the volume of large trucks is both dangerous and environmentally damaging to local waterways.
Richard Siok	More trains would be the route to go
Kevin salverson	Yes. The highway 26 expansion has increased my use if the road with easy access in multiple locations in jefferson county. To better meet my needs a 4 lane connection from elkhorn to the whitewater bypass is needed. I travel this route routinely for business. I see the lack of a safe route with multiple narrow sections and back is at elkhorn and the I intersection from the 4 lane section leaving elkhorn. I also need a bypass of fort Atkinson highway 12 for business and commute use. These 2 areas are underserved and prevent future growth and development in jefferson and walworth county
Megan Wieners	Yes. Slower drive time & having to maneuver around construction or accidents. A ideal situation would be to have a connection to Whitewater from Elkhorn that is NOT 45 over 50% of the way.
Jim	No
Deborah Cassidy	No
Steven Fegen	N/A
Rich Charts	I drive rural areas
Daniel Utter	Yes the hwy 12 has become very congested. left turns or right turns can be very stressfull in some areas on that hwy. A four lane option would be safer and help the flow of traffic.
Rudi Kohnke	n/a
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	NO. Get interstate 12 into the plan and complete. Transit service here at Lauderdale will cause traffic and transit congestion. It will also negatively impact the natural resources of the whole area. Traffic needs to be a single route that will quickly get people and trucks through QUICKLY. Hwy 12 interstate is the most sensible and effective route (this applies in the past as well as current times and into the future-it has got to be bypassed from where it is now!).
Jill Lass	Yes, due to lack of riders, the Wisconsin Coach from Mukwonago to Milwaukee is being reduced to one route starting January 2 thru June 30, at that time the route might be eliminated all together. I would like to see a bus route out of the nice park and ride on highway 67.
Jerry Kroupa	no opinion
Julie Abramson	no, but I think UWW has stepped up in regards to transportation for students across Whitewater and Rock County campuses
John Jeziorski	Expand Hwy 12 Reductions have occur plus more accidents with the increase traffic along 12/67 going north from Elkhorn. The red line is the best option since land is there to expand and it will benefit the whole area as business and homes are built along the red line.
Ellen Brown	No
Steven W. Jones	none
Jeannie Olinger	na
David Swanson	no impact to me at this time.
Dan	I would like to see the expansion of 12/67 north of Elkhorn completed. So many fatal accidents at intersections of A and ES. All due to the heavy flow of traffic and limitations for expansion in those areas without greatly affecting homes and businesses along those routes.
JOSEPH R. KRUSINSKI	No, all my transportation needs are met by auto use..
Kim Coleman	No transit services per se. road plan follow through is the issue
Karen Pecor	I need more information but I do know that traffic has increased dramatically and drivers are more dangerous and reckless than ever.
kim spear	Expansion of the Red Line
Theresa Stegemann	More biking paths from destination to destination, instead of rail trails which are useful for recreation, but do not necessary support a more functional transportation need.
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	

Table continued on next page.

**Figure A.4 (Continued)**

Name	Comment
Bethany Sanchez	More bus lines, expansion of the streetcar, up King Drive and into Walkers Point. High speed rail to Madison
Karyn Rotker	I personally am a transit rider and while I live in a part of the city of Milwaukee with relatively good service, even my use of transit to go to many parts of the city has decreased. There are many in far worse circumstances - and those are disproportionately Black and Latinx persons and persons with disabilities. We need more transit focused on underserved communities (as vs transit like the Hop that serves more white, affluent neighborhoods). We need improvements to make transit better and faster - like signal improvements (as well as more routes, more frequent service, more night and weekend service, more destinations, and other improvements). We need to ensure there is transit to connect the most transit dependent communities to jobs, including suburban jobs, as a matter of racial equity. We also need to focus on local road repairs ("fix it first"). We need more safe, welcoming bike/ped environments, again especially ensuring that those are available in underserved communities.
Michael Anderson	My family lives in Racine and myself in Milwaukee. I regularly use the Amtrak services to Sturtevant, but a reliable connection to the Metra in Kenosha would improve my life. I would benefit from the addition of the KRM commuter rail.
Shane O'Neil	My transportation options have been impacted for the better with the opening of the Hop. I now park by Burns Commons and take the Hop every time I go into downtown. So much easier than finding parking. I will still use it as well when payment starts up. I would love to see it expanded into more areas around downtown, as well as commuter lines out to the suburbs to cut down on the amount of cars that are on the highways and taking up valuable land as parking garages. More efficient bus lines is something that will also be a benefit to the city. I would love to see Milwaukee become for transit focused and less car dependent
Erica Bergstrom	Not directly in our community. However, we have no public transportation and a very limited access to shared rides or taxis, that are often cost prohibitive to the individuals who depend on shared transportation the most (the elderly, those in poverty etc). A significant portion of our population doesn't have transport so they are unable to get to work, receive medical care, purchase basic necessities, etc.
Ann Christiansen	Yes, we have been impacted by reductions and not having access to public transportation for our school children in suburban areas like Wauwatosa.

Figure A.4 (Continued)

**5. Bicycle and Pedestrian: What types of biking and walking improvements would you like to see more of in the Region?  
(Check all that apply)**

Name	Protected or Buffered Bike Lanes	Sidewalks	Curb Ramps or Other Accessibility Improvements	Enhanced Crosswalks/ Pedestrian Signals	Multi-Use Paths	Other (Please Describe)
Susan m Fischer	X					
James McLeer	X		X	X		
Gary Byers		X				
M David Griffin				X		
Christman Keith	X		X			
Timothy OBrien					X	
Rhonda Kochlefl	X				X	
Richard Siok	X				X	
Kevin salverson		X			X	
Megan Wieners					X	
Jim	X			X		
Deborah Cassidy			X			
Steven Fegen	X					
Rich Charts	X				X	
Daniel Utter	X		X			
Rudi Kohnke					X	
Don Zlevor	X					
Kelly Possehl						X
Jill Lass					X	
Jerry Kroupa	X				X	
Julie Abramson				X	X	
John Jeziorski					X	
Ellen Brown	X				X	
Steven W. Jones	X					
Jeannie Olinger	X			X		
David Swanson	X				X	
Dan					X	
JOSEPH R. KRUSINSKI						bike traffic should be limited on all highways and streets
Kim Coleman					X	
Karen Pecor	X	X			X	
kim spear		X			X	
Theresa Stegemann	X				X	I think sidewalks are necessary in high pedestrian areas, however, I think they are expensive and should be replaced by bike paths. The bike/walking paths do t necessarily need to be paved. I think natural biking/walking paths should be the standard.
Carolyn Gualdron	X		X		X	
Carson Fruth	X					
Doug Marconnet	X				X	
Bethany Sanchez	X	X			X	
Karyn Rotker	X	X	X	X	X	multi-use paths should designate separate areas for walking & biking, wherever possible.
Michael Anderson	X	X	X	X		
Shane O'Neil	X	X		X	X	
Erica Bergstrom	X				X	
Ann Christiansen	X	X	X	X	X	



Figure A.4 (Continued)

**6. Bicycle and Pedestrian: 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?**

Name	Comment
Susan m Fischer	Bike lanes
James McLeer	This is a rural area, no choice but to walk along highway
Gary Byers	Very little sidewalks where I live
M David Griffin	No bike lanes on county highways
	County highways are too dangerous, Too many inattentive drivers
Christman Keith	Wider roads that include a bike path.
Timothy OBrien	Build more off the road bike lanes
Rhonda Kochlefl	Walworth county has very few dedicated bike paths outside of Kettle Moraine so you share the road with cars and trucks which is dangerous.
Richard Siok	Connecting bike and walking paths
Kevin salverson	N/a
Megan Wieners	None
Jim	None
Deborah Cassidy	N/A
Steven Fegen	N/A
Rich Charts	Rural traffic and multi bicyclist traffic are sometimes at odds. Wider lanes for the growing bicycle use will save lives.
Daniel Utter	Sometimes I have neighbors from strawberry hill road that ride their bikes through my driveway onto hwy 12. I have advised them not to do that, because it's alittle dangerous where my driveway meets hwy 12. I always have times when driving home north of elkhorn, I will continue just past my driveway to turn around on plantation road then turn right to get to my driveway safely.
Rudi Kohnke	n/a
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening.
	Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered.
	The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	With problems with roadway funding improvements should be a paid by user option!!
	Bikes and walkers should not be on roads that are highways (just like there are not slow vehicles, bikes or walkers allowed on interstates). You should not be focusing on make a vehicle/bike/walker combination safe for the latter two. Common sense and logic will tell you that is not possible. It is stupid to think that can be done, and even more stupid to be wasting road money on doing so!!
Jill Lass	If we are talking along highway 67/12, there is plenty of safety concerns for bicycle and pedestrians. There should be paved shoulders for both.
Jerry Kroupa	I would like to see wider shoulders with bike lanes on all country roads
Julie Abramson	Some cross-walk lights near campus don't always seem to flash, and if they do, not very brightly - could use some improvements on those.
	Also, around WW lake, especially on State Park Rd there are some concerns in the summer with traffic and pedestrians.
	Expand Hwy 12
John Jeziorski	Better trails and bike links that can be used to travel and would put people in less risk
Ellen Brown	The roads are not wide enough and the lack of traffic signals create fast traffic
Steven W. Jones	none that I can think of
Jeannie Olinger	To monitor cars because they drive too fast. Afraid to be run over.
David Swanson	Wider shoulders and / or dedicated bike lanes and paths.
Dan	Dedicated bike paths such as those found in Jefferson/Dane counties would be great for our area. Gives those who chose to bike on our heavily trafficked roadways a safer option..
JOSEPH R. KRUSINSKI	bike traffic and utilization should be very limited
Kim Coleman	Na
Karen Pecor	Plantation Road is a nightmare for dog walkers and pedestrians. I live right on plantation rd and honestly speeders are terrible.
	Some are going 50 plus mph and just several days ago there was a vehicle who passed 2 cars before the first Lakewood Circle intersection. I seriously believe that it is only a matter of time before a terrible incident occurs to someone.
kim spear	Need multi use paths and bicycle lanes all over this area.
Theresa Stegemann	I don't mind biking low-traffic roadways but for younger children it is not safe. I recommend adding more buffered bike lanes for areas where children are likely to use bikes; again, they do not need to be paved!
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	Motorized automobiles will be less likely to endanger bicycles and pedestrians if their roads have clearly marked lanes. So many of Milwaukee's streets have faded or worn, or nonexistent lane markings. This is especially problematic when there is rain or snow.
Karyn Rotker	1. Need to have buffered/protected bike lanes. 2. Road deterioration/potholes creates safety problems in some bike lanes. 3. Prohibit vehicles (including delivery trucks) from parking in bike lanes. 4. Need safe & accessible, and pothole free, sidewalks for pedestrians. 5. Improve lighting to increase safety for evening/nighttime bike/pedestrian access. 6. Ensure that these improvements are made in the central city and other underserved neighborhoods.

Table continued on next page.

**Figure A.4 (Continued)**

Name	Comment
Michael Anderson	Development in most of SE Wisconsin is too sprawling to make walking a reasonable mode of transportation. Additionally, suburban shopping centers have incomplete pedestrian facilities and cross roads such as HWY 20 in Racine that are too wide to feel safe. I would like to see more shopping centers developed around shared parking lots, rather than each big box having its own under-used lot. This would reduce paving and prioritize walkability.
Shane O'Neil	Recent bike lanes that have been made in the city are somewhat protected but I still see people parking in the bike lane. I would love to see hard buffers. I do like that those bike lanes I.E. Kilbourn that the bike lanes are separated by parking.
Erica Bergstrom	Separated multi-use paths are phenomenal. And research shows that a separate lane for multi-use will be used if constructed. I do a significant amount of biking and the majority of the shared bike lanes on roads in our region are still "unsafe" for bike use. The lanes are small and in the center of traffic. Vehicles are aggressive towards cyclists. A perfect example is the addition of bike lanes to National Ave in West Allis. Well intended, but the bikelane is right on top of a heavily trafficked road where speeds are often excessive. A great example of a well used road improvement for biking was the addition of the separate multi-use path running along HWY 20 in Rock and Jefferson counties.
Ann Christiansen	Supporting development of protected and buffered bike lanes is a high priority. Another high priority is maintaining the parkway roads to allow biking safety. There are parkway roads that are so damaged and unsafe, it is dangerous to bike on these because you will fall from a pot hole.

Figure A.4 (Continued)

**7. Streets and Highways: 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?**

Name	Comment
Susan m Fischer	Stop light or traffic circle at intersection of 12 and A
James McLeer	More lighting at rural intersections
Gary Byers	The red line needs to be implemented from north of Lake Geneva on route 12 to Whitewater. Over the last 20 years the traffic, both cars and large trucks traveling on route 12 has increased significantly and currently poses a very dangerous situation.
M David Griffin	Inattentive drivers, Wis lax DWI laws, so many repeat offenders. Judges should be reprimanded. It is a disgrace.
Christman Keith	Less congestion on hwy 12.
Timothy OBrien	Widen 12
Rhonda Kochlefl	We'd like to see the Hwy 12 extension to Whitewater to divert both cars and trucks and lower congestion on local roads.
Richard Siok	I would like to see Route 12 extended from Elkhorn to Whitewater in Walworth county using the original direct expansion that was supposed to be done back in the 70's not widen Highway 12 and destroy all the property owners and businesses on existing Hwy 12.
Kevin salverson	Round a bouts at uncontrolled intersection to reduce head on accidents at intersections
Megan Wieners	Direct routes with less congestion.
Jim	No. Other than someone texting and coming across the lane.
Deborah Cassidy	Would like to see RT 12 resurfaced from 50 to 67.
Steven Fegen	Hwy 12/67 from Elkhorn to Whitewater is becoming very congested and I think it is in the best interest of all involved to complete the Hwy Red Line from Elkhorn to Whitewater. This would offer the safest alternative and save time, money for the everyday and weekend traveller.
Rich Charts	High traffic lanes and/or expanded turn lanes are needed for the ever increasing multi use traffic on highway 12. Too many cars, truck, tractors and bicycles on narrow rural lanes that have ingress and egress every few feet as well as many blind curves.
Daniel Utter	People turning right on plantation road onto hwy 12, go very loud past the house. it's really crazy here! The noise pollution is right there with o hare airport!
Rudi Kohnke	12/67 carries far too much traffic, particularly trucks, on a dangerous high speed 2 lane road. Area truly needs the interstate option directly to Whitewater.
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	Too much traffic north off Elkhorn on 12/67—especially weekends. NO traffic lights added because vehicles need and people drive irratically to get themselves past Lauderdale in reasonable time. Adding lights will cause more irate drivers. It really comes down to putting the interstate route through, or making 12 bypass not on current winding, slow path but through less nature-sensitive West of Lauderdale lakes.
Jill Lass	The cross of highway 67/12 and County A is a safety concern. During the summer, it is almost impossible to get across highway 67/12 coming east on County A (from East Troy).
Jerry Kroupa	Hwy 12/67 going North from Elkhorn towards Whitewater is dangerous and the completion of the Red Line route to Whitewater would solve the issue
Julie Abramson	Cars not stopping at certain stop signs, as they are not very well seen/partially hidden, until you are right on top of them.
John Jeziorski	More areas where someone making a left turn the cars can easily pass to the right of a car turning , some left turn need to be made longer to accept more traffic that make left turns, Traffic light at county A and 12/67
Ellen Brown	Traffic is moving to fast and there is no traffic signals to slow down or control the traffic
Steven W. Jones	The congestion at peak times is ridiculous, especially at Stop light intersections. You have people in your county that don't care they are doing 15 MPH UNDER the speed limit on a 2 lane road (12). Uh , Hello who are you to decide when I can safely arrive at my lake house? Especielyesay when I have urgent bathroom needs. That happened many times this past summer. How aggravating ! Then theirs the Farm Implements on the road! Again "slow moving " vehicles should pull over instead of backing up traffic for over a mile ! Again a usual occurrence.
Jeannie Olinger	cars drive too fast
David Swanson	I would like to see the proposed "Red Line" between Elkhorn and Whitewater be built. To widen the existing Rt 12/67 would be incredibly destructive to existing homes and businesses along that route, and would result in material negative impact to business and home values in that region.
Dan JOSEPH R. KRUSINSKI	Stop lights at the intersections of 12/67 and county roads A and ES. Roundabouts are NOT the answer. good road maintenance
Kim Coleman	US 12 between Elkhorn and Whitewater if a disaster safety wise. Studies have already confirmed it is far higher in fatalities and serious accidents than the average similar roadway in the state. Constantly increasing traffic will only make things worse going forward. Over 40 years ago this was foreseen, and plans were put in place for a 4 lane extension bypassing the current US12. This is commonly referred to as the red line.
Karen Pecor	It is shocking that the current 2050 vision completely ignores this issue. The Redline is a no brained vs any other option. Speeding is a huge problem...this includes high school kids rushing at 7 am to get to Elkhorn High School on time. But generally 25 mph speed zones are totally ignored. I don't know what can be done except I would sure like to be proactive before a serious tragedy occurs. I am a defender of civil liberties but we might be entering an age where cameras should be installed.
kim spear	Highway 12 between Hwy 20 and Hwy 12 exit to Lake Geneva is trecherous. Need to route traffic away from these residential areas.
Theresa Stegemann	N/A
Carolyn Gualdron	
Carson Fruth	

Table continued on next page.

**Figure A.4 (Continued)**

<b>Name</b>	<b>Comment</b>
Doug Marconnet	
Bethany Sanchez	See the previous response regarding better marking of lanes.
Karyn Rotker	Reckless driving is a concern - need to find ways to slow/calm traffic such as recent Milwaukee proposals to rebuild part of Fond du Lac Ave. Need for more drivers education, especially for central city youth (and for younger adults who may never have received it in school). Need for an anti-reckless-driving public education campaign, perhaps modeled on the anti-tobacco campaigns of recent years.
Michael Anderson	People never yielding to Pedestrians. Streets being too wide. Inadherence to speed limits.
Shane O'Neil	People driving in unproteced bike lanes l.e. North Ave. People blowing through stoplights
Erica Bergstrom	Nothing in particular. The distracted driving, crossing of the center line, and running of red lights seems to have increased significantly in our community over the past years. I think the biggest issue in Walworth County is that the traffic volume has increased so significantly as our tourism grows but the road infrastructure has not been maintained to keep up with the traffic volume.
Ann Christiansen	Speeding and inattentive driving is another major concern. With parking lanes not having good markings, cars often use these for driving lanes.  Also, more street lights to better light the roads at night.



Figure A.4 (Continued)

**8. Streets and Highways: 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?**

Name	Comment
Susan m Fischer	No
James McLeer	answered this above
Gary Byers	Complete route 12 as a divided highway from north of lake Geneva to Whitewater. Increase taxes to complete as current 2 lane road route 12 is getting mores dangerous. The 2 lane road cannot accommodate the traffic in a safe manner. There has been significant increase in traffic over the years, primarily large trucks. Accidents waiting to happen
M David Griffin	Yes, added to vehicle registration based on value of vehicle including farm equipment if registered. Include registered trailers as well.
Christman Keith	I would be in favor of raising the gas tax if I knew the money would used locally.
Timothy OBrien	Yes. Mentioned above
Rhonda Kochlefl	Yes, short term tax.
Richard Siok	Use a tollway system if that what it takes quit holding everything up because you say you don't have money This is a 30 year plan you better figure out a way to expand the highway system
Kevin salverson	Yes . Wheel or user fees. TIFF district funding. If we want to grow our cities and business areas use funding from these developments to support the roads and bridges and improvements
Megan Wieners	yes. Small tax increase
Jim	Gas tax
Deborah Cassidy	N/A
Steven Fegen	Toll Road
Rich Charts	tolls and increased licensing
Daniel Utter	Yes I would support additional funding. Property taxes I think would help.
Rudi Kohnke	Somewhat, but state should provide most of funding and then resort to possible small increase in gas tax.
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	I would be in favor for targeted taxing or funding efforts if the above issues are resolved. If gap in funding WHY are improvements for bikes and walking included?!  May it a user fee—if walkers and bikers want improvements, make them start 'footing' the money for it. People driving through thhis area are looking to quickly get to homes/vacation homes; get to state parks; get to whitewater and Madison; are semis and trucks going through small, winding roads trying to quickly get to the next delivery point. A path that will safely and without lights stopping everyone every half mile is what is needed.
Jill Lass	STOP spending money on nice-to-have improvements, and fund what is NEEDED!
Jerry Kroupa	I am sorry. I don't know what the recommended street and highway is/was to be.
Jerry Kroupa	no opinion
Julie Abramson	unsure
John Jeziorski	Yes some taxes , from businesses and a very small amount from property, improvements would bring new building construction and impact taxes should apply to these new homes and businesses
Ellen Brown	No
Steven W. Jones	Yes
Jeannie Olinger	na
David Swanson	Sure, what are the choices? higher real estate taxes, a Bond issuance? Higher sin (gambling, tobacco, alcohol, marijuana) taxes?
Dan	Legalize recreational cannabis and use the tax revenue to fund all transportation/education/safety shortfalls.
JOSEPH R. KRUSINSKI	state and local and federal grants and budgets
Kim Coleman	See my previous comments. I would support added gas taxes, even regionally specific and especially toll adoption if automated like ipass if used to develop the red line expansion in walworth county
Karen Pecor	I would need more specific information and hear opposing viewpoints before I can support one position.
kim spear	?
Theresa Stegemann	N/A
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	Hmmm. Maybe. Would prefer to see more funds for public transit.

Table continued on next page

**Figure A.4 (Continued)**

Name	Comment
Karyn Rotker	I would only support funding for road repair, routine maintenance, "complete streets" to make bike/ped better and safer, and the kind of traffic calming measures discussed in #7 above. I would not support any funding for new or expanded roads or highways (and not for "improvements" that have the effect of increasing pavement/making roads bigger). De-prioritize "congestion" as a metric. And any road work does not need to be "Cadillac" level.
Michael Anderson	Yes
Shane O'Neil	I think that funding should be increased at first to fix local roads, and thru ways. Highways should be improved but i belive cost wise it is better to start focusing on local streets first
Erica Bergstrom	Already answered.
Ann Christiansen	I would certainly support more revenue for street and highway system improvement. I would prioritize funding for public transportation before building more highways and streets. This includes transportation on city and municipal streets and public transportation between cities like Milwaukee to Madison and Chicago.

Figure A.4 (Continued)

**9. Planning for Public Health: What are your greatest concerns regarding public health in Southeastern Wisconsin?**  
(Select your top three priorities)

Name	Air Quality	Water Quality	Limited Access to Healthy Food	Limited Access to Physical or Mental Healthcare	Health Problems Related to Poor Nutrition and Limited Access to Physical Activity	Motor-Vehicle Related Injuries	Other
Susan m Fischer				X	X	X	
James McLeer	X	X				X	
Gary Byers	X					X	X
M David Griffin		X			X	X	
Christman Keith	X	X		X			
Timothy OBrien	X		X		X		
Rhonda Kochlefl		X		X		X	
Richard Siok		X				X	Extend Hwy 12 from Elkhorn to Whitewater using a divided 4 lane highway as planned since the 1970's
Kevin salverson		X			X	X	
Megan Wieners		X		X		X	
Jim	X	X				X	
Deborah Cassidy		X		X	X		
Steven Fegen			X	X		X	
Rich Charts		X				X	dangerous intersections
Daniel Utter	X	X				X	
Rudi Kohnke	X				X	X	
Don Zlevor				X	X	X	
Kelly Possehl		X				X	Yes, to all., Keep people sane/safe when they're driving (minimal times w/o stops and kept moving!)
Jill Lass		X	X		X		
Jerry Kroupa		X		X		X	
Julie Abramson		X	X			X	
John Jeziorski		X		X		X	
Ellen Brown			X	X		X	
Steven W. Jones	X	X				X	
Jeannie Olinger		X			X	X	
David Swanson		X			X	X	
Dan				X	X	X	
JOSEPH R. KRUSINSKI	X	X				X	
Kim Coleman		X				X	X
Karen Pecor		X		X		X	
kim spear				X	X	X	
Theresa Stegemann	X	X			X		
Carolyn Gualdron		X			X	X	
Carson Fruth	X	X				X	
Doug Marconnet	X	X				X	
Bethany Sanchez		X		X	X		
Karyn Rotker	X			X	X		
Michael Anderson	X		X			X	
Shane O'Neil		X		X		X	
Erica Bergstrom				X	X		Housing affordability and accessibility Gun violence is the health issue I am most concerned about.
Ann Christiansen		X		X			

Figure A.4 (Continued)

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

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

Name	Comment
Susan m Fischer	Traffic circles
James McLeer	complete Elkhorn - Whitewater bypass - Red Line
Gary Byers	Route 12 red line needs to be implemented
M David Griffin	Need safe walking areas, not next to roadways or if so then curb or guardrails. Get tough on repeat DWI offenders! Enforce no hand held cell phone use.
Christman Keith	More walkable development and handicap accessibility.
Timothy OBrien	Increased roadway visibility. More street lights
Rhonda Kochlefl	More dedicated bike paths and a bus system.
Richard Siok	Extend Highway 12 to Whitewater from Elkhorn with a 4 lane Highway using the original plan from the 1970's
Kevin salverson	Green space planned into new development and new housing areas.
Megan Wieners	none
Jim	None
Deborah Cassidy	Walk paths in nature areas. Community centers with exercise equipment and classes.
Steven Fegen	Bike lanes
Rich Charts	widened bike lanes and road bypasses around heavy use residential, commercial and recreational areas.
Daniel Utter	We really need to address a solution to hwy 12 from elkhorn to whitewater.
Rudi Kohnke	More walkable and bike trails, expand public transportation options for the elderly.
Don Zlevor	Please stop ignoring the rural areas. Bike lanes and sidewalks are great, but the 12/67 stretch of highway between Elkhorn and Whitewater is killing people. I am sure those people, who are victims of poor Hwy management would rather have additional traffic control devices, a bypass, or round-about than a bike lane...
Kelly Possehl	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES. You can't walk 50 miles in a reasonable amount of time, nor bike. You can't force people to be away from tv, devices, or to improve their health . *Work with business and marketing to improve offerings, cut the garbage in processed foods, get rid of fast food, ...  People still have to work in all sorts of different jobs & careers: work with organizations to *improve during-work options for health. Make organic less-expensive. *Everything with health comes down to money, time, desire/determination in doing it.
Jill Lass	Improving access to healthy food.
Jerry Kroupa	More bike lanes
Julie Abramson	Expand Hwy 12
John Jeziorski	Bike lanes and both walking and bike paths that are easy to access
Ellen Brown	Walkable development
Steven W. Jones	The ability for our first responders to be able to get to us easier, and faster and provide an improved response to our urgent medical needs
Jeannie Olinger	na
David Swanson	more and longer connected bike lanes and bike paths.
Dan	Bike paths.
JOSEPH R. KRUSINSKI	good road maintenance
Kim Coleman	See other comments already made on US 12 safety. On water quality if you take a look at expansion of route 12 which cannot be avoided if the red line bypass is not addressed, there will be significant wetland, stream, and lake impact.
Karen Pecor	Safer neighborhood from speeders and careless drivers...definitely safer walkways needed
kim spear	More multi use sidewalks
Theresa Stegemann	More protected unpaved biking/walking lanes, not necessary along roadways but better located to connect destinations, so that they can be used for both recreation and transportation and to create more wildlife corridors and to infiltrate rainwater runoff.
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	more bike lanes, more walkable development

Table continued on next page.



**Figure A.4 (Continued)**

Name	Comment
Karyn Rotker	All of the above. Also increasing transit to improve access to health care facilities (as well as jobs & education, which also relate to health outcomes). Reducing air pollution by reducing pollution from vehicles. Ensuring that physical education, nutrition education, and health care professionals are available in public schools as well. I would also recommend some mapping of health disparities within the region because we know there are major racial disparities. This recent radio program titled "Accessing Better Health" (dated 12/13/19) has some segments that do talk about the kind of mapping and data review that could be useful ( <a href="https://www.npr.org/programs/ted-radio-hour/">https://www.npr.org/programs/ted-radio-hour/</a> ) and that seem like the kind of information SEWRPC would have expertise to provide (such as mapping life expectancy and infant mortality by race) to facilitate targeted interventions and solutions.
Michael Anderson	Walkable development specifically access to fresh food in every neighborhood.
Shane O'Neil	I think infrastructure is the first big thing that needs to be taking care of. Replacing all the cities lead pipes. Then making the city more walkable and safe street crossing.
Erica Bergstrom	Improved safe physical activity for sure. Enhanced access to public transportation in rural communities. Maximization of green space mixed in with urban development to enhance mental health improvements (this also often helps with air and water quality improvements). Developing cities in a way that creates a sense of community and belonging. The planning should lead to spaces for people to recreate and relax, be they in urban settings or rural. That sense of community is one of the most vital parts to improving the mental and physical health of our population, bringing in the jobs and resources needed, and recruiting talent to replace the retiring workforce.
Ann Christiansen	Protected bike lanes are critical, but so it making sure sidewalks and infrastructure to support community cohesion is there. This means sidewalks in good repair, good lighting on city streets, public transportation that is safe and convenient. These can support helping people have access to physical and mental healthcare.

Figure A.4 (Continued)

**11. Planning for Environmental Resilience: 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?**

(Select your top three priorities)

Name	Flooding	Air Quality Issues	Water Quality Issues	More Frequent and Extreme Rain and Snow	More Frequent and Extreme Heat/Cold Events	Other
Susan m Fischer	X			X	X	
James McLeer		X		X	X	
Gary Byers	X			X		X
M David Griffin			X		X	I am not qualified to answer. Listen to science not lay people. What a joke.
Christman Keith	X	X	X			
Timothy OBrien	X			X	X	
Rhonda Kochlefl			X	X	X	
Richard Siok			X	X	X	
Kevin salverson	X		X			Rural and city centers merging together
Megan Wieners			X	X		
Jim		X		X	X	
Deborah Cassidy	X			X	X	
Steven Fegen				X	X	N/A
Rich Charts	X	X				Traffic congestion and pollution from poorly designed road use.
Daniel Utter	X	X	X			
Rudi Kohnke		X	X	X		
Don Zlevor	X		X			Finish the bypass between Elkhorn and Whitewater. Harder to grow good organic natural foods causing more pesticides, engineered products delivered without understanding health impacts
Kelly Possehl				X	X	
Jill Lass			X	X	X	
Jerry Kroupa	X			X	X	
Julie Abramson			X	X	X	
John Jeziorski	X		X			Climate change is a hoax, it's called normal weather change
Ellen Brown	X	X	X			
Steven W. Jones	X		X	X		
Jeannie Olinger		X	X	X		
David Swanson	X		X	X		
Dan	X			X	X	
JOSEPH R. KRUSINSKI	X	X	X			
Kim Coleman	X		X	X		
Karen Pecor	X		X			Weather is never going to be predictable.
kim spear			X	X	X	
Theresa Stegemann	X		X	X		
Carolyn Gualdron	X		X		X	
Carson Fruth		X	X			Traffic congestion
Doug Marconnet			X	X	X	
Bethany Sanchez			X	X		
Karyn Rotker	X			X	X	
Michael Anderson	X	X	X			
Shane O'Neil	X			X	X	
Erica Bergstrom	X			X	X	
Ann Christiansen	X		X		X	

Figure A.4 (Continued)

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

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

Name	Comment
Susan m Fischer	None
James McLeer	don't know
Gary Byers	Rain snow effect on route north between lake Geneva and whitewater on route 12
M David Griffin	How can a lay person address this? Let science make recommendations. I find your lay approach very disheartening if not insulting.
Christman Keith	Pursue strategies to lessen traffic and affordable alternative fuel vehicles.
Timothy OBrien	Elec cars and better recycling focus reusable containers
Rhonda Kochlefl	Wetland expansion and protection, and methods of addressing agricultural runoff.
Richard Siok	Extend Highway 12 from Elkhorn to Whitewater giving the proper transportation for our businesses and students at UW Whitwater
Kevin salverson	Na
Megan Wieners	Land restoration for appropriate drainage to prevent flooding of farmland
Jim	None
Deborah Cassidy	More credits for green alternatives with homeowners.
Steven Fegen	n/a
Rich Charts	Engineering studies to resolve congested start-stop traffic blockages in recreational areas creating heightened pollution.
Daniel Utter	regulate the excust systems in the vehicles.
Rudi Kohnke	electric vehicles as the norm
Don Zlevor	This will save lives....
Kelly Possehl	<p>The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 &amp; Hwy A, and 12/67 &amp; Hwy ES.</p> <p>Rain garden requires in each property,; lawn/farm fertilizer requirements put in place (especially at lakes and within x distance of stream, tributaries); requirements added for roof/downspout runoff by streams and lakes; alternative fuel vehicles—but let science/business be leading funding AND make sure they check health impacts ]LED did not check sleep impact before it was legislated; now negative human impacts are found].</p> <p>Look to the future, and at the same time do not cut out immediate needs!</p>
Jill Lass	Unsure at this time.
Jerry Kroupa	Providing more green infrastructure
Julie Abramson	idk
John Jeziorski	None
Ellen Brown	Green infrastructure
Steven W. Jones	not sure
Jeannie Olinger	na
David Swanson	I am open to learning more about the options available.
Dan	N/A
JOSEPH R. KRUSINSKI	better road construction and maintenance
Kim Coleman	Better road planning
Karen Pecor	Unsure..need more information
kim spear	?
Theresa Stegemann	<p>I think I already covered what most concerns me in this survey. But yes, we want to reward individuals and businesses for adopting more green solutions and we want to create infrastructure that manages stormwater better. Having safe level walkways are great, but at what cost. I believe humans need to walk on unlevel surfaces more, because it is better for human health (bones, muscles) to walk on uneven surfaces. As a hiker, I know my knees are stronger and I never suffer an injury when I twist an ankle. I'm not much of a biker, but I enjoy my electric bike for going into town. There are many towns that don't have sidewalks on every street. I don't have sidewalks where I live and when I lived in Illinois I didn't have sidewalks there.</p>
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	pursuing alternative fuel vehicles, providing green infrastructure for stormwater management
Karyn Rotker	<p>Increasing transit and bike/ped, while decreasing SOV use and freight traffic - even with alternative fuel vehicles. Increasing green infrastructure. Increasing (or mandating) use of alternative energy sources on new and retrofitted buildings (such as solar panels or green roofs - especially on large flat roofs around the region). STOP incentivizing (or to the maximum extent possible allowing) any more sprawl/expansion in the region and instead focus on infill development with walkable neighborhoods.</p>

Table continued on next page.

**Figure A.4 (Continued)**

Name	Comment
Michael Anderson	Trip-chaining, reducing the total number of miles traveled, carpooling. End use of restrictive covenants and Common Interest Development that limit the ability of homeowners to grow food or trees on their property.
Shane O'Neil	Requiring green infrastructure. Limiting development along waterways. Increase habitat restoration. More charging stations for electric cars, possible making requirements for new offices and apartments with parking garages to have a certain percentage of spaces available for charging. Helping storm water run off with more smart and green landscaping
Erica Bergstrom	No opinion at this time.
Ann Christiansen	Creating green spaces and buffer zones to minimize the impact of flooding will be important. Providing places for vulnerable people to shelter during heat and cold events as well.



Figure A.4 (Continued)

**13. Planning for Equity: In terms of land use and transportation, what are the greatest barriers to equity in the Region?**  
 (Select your top three priorities)

Name	Access to Jobs	Access to Medical Care	Access to Other Needs	Affordable Housing Options	Affordable Transportation Options	Other
Susan m Fischer	X	X			X	
James McLeer	X				X	distance - rural area
Gary Byers		X		X	X	
M David Griffin	X				X	X
Christman Keith	X	X			X	
Timothy OBrien	X	X			X	
Rhonda Kochlefl	X			X	X	
Richard Siok	X		X		X	
Kevin salverson	X			X	X	
Megan Wieners	X	X		X		
Jim	X	X		X		
Deborah Cassidy	X		X	X		
Steven Fegen	X	X	X			
Rich Charts	X		X		X	
Daniel Utter	X	X			X	
Rudi Kohnke	X		X		X	
Don Zlevor	X	X				Deadly, poorly engineered, overcrowded highways. 12/67 Elkhorn to Whitewater.
Kelly Possehl		X		X		The transit service is targeted only around cities. Doesn't do anything for where we are located. Consider that many don't like city life!
Jill Lass	X		X		X	
Jerry Kroupa		X	X	X		
Julie Abramson	X	X	X			
John Jeziorski	X		X			Not a issue and this is a political question
Ellen Brown	X	X	X			
Steven W. Jones	X	X		X		
Jeannie Olinger		X		X	X	
David Swanson	X	X			X	
Dan	X	X	X			
JOSEPH R. KRUSINSKI	X			X		high real estate taxes and the high cost of government spending and pension liability
Kim Coleman	X			X		X
Karen Pecor			X	X		None
kim spear			X	X	X	
Theresa Stegemann	X	X			X	
Carolyn Gualdron				X	X	Allocation of funds
Carson Fruth	X				X	We are at a disadvantage when it comes to shopping options near our homes.
Doug Marconnet	X			X	X	
Bethany Sanchez	X			X	X	
Karyn Rotker	X			X		Access to other needs - which includes medical care but also education, recreation, and outdoor environment.
Michael Anderson		X		X	X	
Shane O'Neil	X			X	X	
Erica Bergstrom		X		X	X	
Ann Christiansen	X			X	X	

Figure A.4 (Continued)

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

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

Name	Comment
Susan m Fischer	None
James McLeer	public transport bus to Milwaukee suburbs
Gary Byers	Complete red line extension for route 12 from north of Lake Geneva to Whitewater
M David Griffin	Public transportation
Christman Keith	Expanding and improving public transit and education.
Timothy OBrien	Train to chicago
Rhonda Kochlefl	Providing a public transit option in Walworth county.
Richard Siok	Extending Highway 12 to Whitewater from Elkhorn
Kevin salverson	Being able to bypass small towns for commuter snd heavy vehicle traffic. Incentive to live where you want and have easy access to other counties in area for work etc
Megan Wieners	Nice but affordable housing
Jim	No clue
Deborah Cassidy	N/A
Steven Fegen	Completing the Red Line Route from Elkhorn to Whitewater!
Rich Charts	Improving and expanding primary road traffic blockages.
Daniel Utter	improving hwy 12 to help more housing in this area.
Rudi Kohnke	expand ground network of public transportation
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	Transit has little to do with equality in overall se wi. This only applies to cities and their direct suburbs. Any longer distance does not make sense—people don't like wasting hours each day sitting!
Jill Lass	Improving and expanding public transit.
Jerry Kroupa	Completing the Red Line Route
Julie Abramson	Expanding Hwy 12
John Jeziorski	None needed
Ellen Brown	Medical
Steven W. Jones	Affordable housing
Jeannie Olinger	expanding more transit
David Swanson	More employment options...
Dan	Complete the red line expansion of 12/67 as it has been on he plate for decades. It needs to be done.
JOSEPH R. KRUSINSKI	better road maintenance
Kim Coleman	Na
Karen Pecor	I guess some public transportation.
kim spear	improving and expanding public transit, provinding more housing options
Theresa Stegemann	The fast train would have been great for jobs and economic growth. I used to ride the train and EL when I worked in Chicago. It was fine. I often take the train from Harvard to my daughter's house in Des Plaines IL. Saves me from having to deal with traffic.
Carolyn Gualdron	
Carson Fruth	
Doug Marconnet	
Bethany Sanchez	expanding public transit, affordable housing options near jobs
Karyn Rotker	Increasing affordable family housing and transit, and making sure it exists widely throughout the region, is necessary to start to move towards racial equity and to stop facilitating and perpetuating racial segregation. This must be coupled with strategies to stop (to the maximum extent possible) and disincentivize sprawl and segregation. Ultimately there should be requirements for affordable housing and transit throughout the region but in the meantime strategies like those discussed elsewhere - including deprioritizing road/highway/sewer/water expansion and improvement - could at least help stop the situation from continuing to worsen.
Michael Anderson	Transit oriented housing development.
Shane O'Neil	expanding public transit in a smart way that benefits the city as a whole and not just the rich areas of town, Making housing more affordable and working with communitys to help increase access to jobs
Erica Bergstrom	Transportation is one of the biggest barriers we have to individuals getting access to anything. Without affordable transportation they can't get to jobs, access medical care, or get basic needs. A significant portion of our population pays more than 1/3 of their income on housing, house costs are pricing out potential buyers in our area, and single family dwellings are hard to come by. I think the biggest component is making public transportation a viable solution in the rural setting.
Ann Christiansen	Improving and expanding public transit is critically important.

Figure A.4 (Continued)

**15. Emerging Trends in Shared Mobility: 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?**

<b>Dockless Electric Scooters</b>	
<b>Name</b>	<b>Comment</b>
Susan m Fischer	None
James McLeer	not out here
Gary Byers	Where I live mobility not an issue
M David Griffin	Highly opposed. Came from Chicago, these things are dangerous to sidewalk walkers. How illogical, ban skateboards but allow even more dangerous scooters.
Christman Keith	They seem dangerous and a liability
Timothy OBrien	Stupid
Rhonda Kochlefl	Minimal use given the lack of sidewalks.
Richard Siok	Does not apply where we live
Kevin salverson	Allowed in areas that companies want to offer
Megan Wieners	I dont use any of those types of transportation. I see a use just not in Walworth Co WI
Jim	Na
Deborah Cassidy	Not viable in a small town.
Steven Fegen	N?A
Rich Charts	Historic regulations denying scooters, carts and other personal use vehicles should be reviewed given new technologies and offerings.
Daniel Utter	I think anything without using fuel would help our air.
Rudi Kohnke	ok for urban city areas only
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	I'm ok with this, but seems like you need acceptable parking area marked so they're not left at curbs blocking parking areas- some people are clueless and need a box showing where is ok. MUST stay out of road and not run over pedestrians. Recommended helmets, but like bikes and motorcycle it should be user choice! ?What do you do in winter? Or surprise snow? Wind storm? Torrential downpour?
Jill Lass	Where would these be ridden?
Jerry Kroupa	No electric scooters
Julie Abramson	don't use
John Jeziorski	None
Ellen Brown	No
Steven W. Jones	Dangerous on the road
Jeannie Olinger	na
David Swanson	Can these really be used year round? or only for ~ months out of the year?
Dan	More idiots on the roads. Do these require any proof of driver's license? Mother nature can weed out the ones who wreck without wearing a helmet.. I DON'T WANT SOME SCOOTER HOLDING BACK TRAFFIC CAUSING MORE OF A DANGER.
JOSEPH R. KRUSINSKI	not required, waste of money
Kim Coleman	You are stuck in a metropolitan mindset. These do not apply to outlying areas.
Karen Pecor	Not interested
kim spear	no
Theresa Stegemann	No
Carolyn Gualdron	No
Carson Fruth	Not suitable for this area.
Doug Marconnet	I have seen these come into downtown Milwaukee. Lots of use at first, and now they just litter the streets. Not a practical or particularly effective addition to our streets.
Bethany Sanchez	People who use scooters need to be respectful of traffic laws, and also of where they leave the scooters when they are done.
Karyn Rotker	Danger to pedestrians - and danger to scooter riders from cars and from things like potholes in the lanes the scooters use.
Michael Anderson	Love it.
Shane O'Neil	I love the dockless scooters, my only concern is enforcement of the laws, like people riding on the sidewlak
Erica Bergstrom	Benefits- easy access to transportation improved tourist income, possible infrastructure funding options. Risks-there isn't the infrastructure necessary to make their use safe (segregated lanes, multi-use paths, etc)
Ann Christiansen	Only if there are protected lanes on the street where these scooters are allowed. They currently drive on sidewalks very quickly and make it dangerous for walkers.

**Figure A.4 (Continued)**

<b>Transportation Network Companies (Uber/Lyft)</b>	
<b>Name</b>	<b>Comment</b>
Susan m Fischer	None
James McLeer	in place
Gary Byers	No thoughts
M David Griffin	Opposed, clough traffic, seen London England. I come an area that was thick with these guys. Major impact on urban traccific. Blocking lanes, increased my commute and made it more dangerous. Thousands of sexual assault complaints reported by Uber in the press this week.
Christman Keith	They provide a needed service
Timothy OBrien	Expand
Rhonda Kochlefl	Helpful
Richard Siok	Does not apply where we live
Kevin salverson	Allow in areas all.over to lessen the need for full time vehicle use
Megan Wieners	Hate them.... not enough oversight to prevent situations (ie: robbery, rape, assault)
Jim	Na
Deborah Cassidy	Good idea but can they make a living?
Steven Fegen	These are a great option for people that do not have transportation and for driving after they've been consuming alcohol.
Rich Charts	yes
Daniel Utter	this is a great idea for transportation network.
Rudi Kohnke	Should expand in the area
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	They have a lot of safety and cost issues. I too from Waukeshas memorial home north of Elkhorn. \$82 and concerning to me with safety because it was 2am, but I had no other choice.
Jill Lass	I think this is a form of transportation that is pretty much expected every where.
Jerry Kroupa	I think they are both great and we us Lyft more as the number of drivers increase
Julie Abramson	don't use
John Jeziorski	Good this is helpfully for those that drink or use drugs, those that need transportation to travel to the doctor etc.
Ellen Brown	Yes
Steven W. Jones	Expand this as an option
Jeannie Olinger	na
David Swanson	These are great options in cities and suburbs, any likely even more-so in smaller towns and rural areas where traditional taxi service is not available.
Dan	Party on Garth. Right on Wayne.
JOSEPH R. KRUSINSKI	good idea
Kim Coleman	Uber/ Lyft is a great evolvment. Even impacting many more rural areas.
Karen Pecor	Uber and Lyft are acceptable
kim spear	yes
Theresa Stegemann	I don't use this option. Seems a little risky as far as safety is concerned. I much prefer cab services.
Carolyn Gualdron	Yes
Carson Fruth	This is considered a self employment program and I do support these options.
Doug Marconnet	I support these fully, as they help keep more cars off the road and encourage resource sharing.
Bethany Sanchez	I use Uber and have been satisfied.
Karyn Rotker	These are likely to have a segregated effect and harm transit, given that they are more expensive than transit and may pull relatively better off riders from transit and into these companies.
Michael Anderson	These help fill a need. But, should not be allowed to monopolize the industry. We should also remain critical as to how these companies reduce transit ridership.
Shane O'Neil	I think that uber and Lyft need to work on better saftey guidelines and procedures and shoyuld be limited on how many can be in the city
Erica Bergstrom	No Opinion
Ann Christiansen	These are good and provide many benefits for people, but often for people who are well off and can afford the services.



Figure A.4 (Continued)

**16. Emerging Trends in Shared Mobility: What other emerging trends in shared mobility should be considered as staff updates VISION 2050?**

Name	Comment
Susan m Fischer	None
James McLeer	don't know
Gary Byers	None
M David Griffin	Protested walking, disabled people access to public busses.
Christman Keith	Anything that would eliminate congestion.
Timothy OBrien	Idk
Rhonda Kochlefl	N/A
Richard Siok	None
Kevin salverson	Light rail to connect Milwaukee to madison. Madison to Chicago
Megan Wieners	None
Jim	High speed internet
Deborah Cassidy	Bus
Steven Fegen	n/a
Rich Charts	Conflicts between local traffic needs along highway 12 are in direct conflict with major pass through industrial traffic without alternatives.
Daniel Utter	Just anything that not noisey!
Rudi Kohnke	N/A
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	Car sharing—making sure it's a share and not theft.
Jill Lass	I can't think of any at the moment.
Jerry Kroupa	no opinion
Julie Abramson	idk
John Jeziorski	Stop being political with a narrative and questions that push a agenda
Ellen Brown	Ride share
Steven W. Jones	Not sure
Jeannie Olinger	na
David Swanson	Charging stations for electric vehicles.
Dan	Jet packs and Hoverounds. For everyone.
JOSEPH R. KRUSINSKI	auto use is the primary means of transportation now and in the near future...
Kim Coleman	Unknown
Karen Pecor	I am not sure how any of these options have proven to be effective. Time will tell though..I do know that there are communities that have not had successful experiences with bike sharing, car sharing due to theft and mismanagement. You need to have a foundation of integrity and genuine community trust before any new ideas can work. I think many people don't want to use public transportation because they want the freedom that schedules don't give.
kim spear	?
Theresa Stegemann	Electric bike rentals.
Carolyn Gualdron	dont know
Carson Fruth	Small/limited bus routes.
Doug Marconnet	Rail to connect outlying cities with downtown would be great. I would gladly take a train to downtown from say East Troy, but not an option.
Bethany Sanchez	I don't know
Karyn Rotker	Shared vehicles services in lieu of SOV (such as zipcar).
Michael Anderson	We should heavily invest in Bus Rapid Transit, including meaningful lines between metros.
Shane O'Neil	I am a huge fan of Bublr Bike, expanding it would be great for the city
Erica Bergstrom	The increased number of cyclists, improvement in accessibility and functionality of electric bicycles, and the relation to improving climate change outcomes expressed by many who would look to cycling as a primary transportation method.
Ann Christiansen	Electric bikes could be considered in future transit plans, but again, more roadway dedicated to this less protected mode of transportation is important.

Figure A.4 (Continued)

**17. Connected and Autonomous Vehicles: 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? (Select your top three priorities)**

Name	Equitable Access	Vehicle Ownership Models	Operator Requirements and Liability Laws	Requirements for Parking or Driving Without Passengers	Land Use Implications	Connected Vehicle Infrastructure	Interaction with Pedestrians and Bicyclists	Coordination Between Public and Private Sector Partners
Susan m Fischer	X		X		X			
James McLeer		X	X			X		
Gary Byers			X				X	X
M David Griffin	X		X			X		
Christman Keith	X		X			X		
Timothy OBrien			X	X			X	
Rhonda Kochlefl	X					X	X	
Richard Siok			X		X		X	
Kevin salverson			X			X		X
Megan Wieners			X	X	X			
Jim		X	X			X		
Deborah Cassidy	X				X			X
Steven Fegen						X	X	X
Rich Charts	X				X		X	
Daniel Utter	X	X			X			
Rudi Kohnke				X	X			X
Don Zlevor			X				X	X
Kelly Possehl				X	X		X	
Jill Lass			X			X	X	
Jerry Kroupa			X		X		X	
Julie Abramson			X			X	X	
John Jeziorski		X	X					X
Ellen Brown					X		X	X
Steven W. Jones		X	X	X				
Jeannie Olinger	X				X		X	
David Swanson			X		X		X	
Dan			X		X	X		
JOSEPH R. KRUSINSKI			X		X			X
Kim Coleman			X	X			X	
Karen Pecor			X		X		X	
kim spear			X				X	X
Theresa Stegemann	X		X					X
Carolyn Gualdron				X	X		X	
Carson Fruth		X				X		X
Doug Marconnet			X			X	X	
Bethany Sanchez	X	X		X				
Karyn Rotker	X				X		X	
Michael Anderson				X	X		X	
Shane O'Neil	X		X	X				
Erica Bergstrom			X			X	X	
Ann Christiansen	X	X					X	

Figure A.4 (Continued)

**18. Connected and Autonomous Vehicles: Please share any addition comments on this topic you would like staff to consider.**

Name	
Susan m Fischer	None
James McLeer	eliminate dangerous traffic congestion on hwy 12/67 between Whitewater and Elkhorn by completing Red Line bypass.
Gary Byers	I don't live near a major city. We have no charging stations. Private and public need to work together
M David Griffin	None, some of your questions were not appropriate for lay people. I can see where the results could be misused by some entity or political party. Why do you ask people about science driven trends in climate. Why not ask about the latest surgical trends, Lay folks like me would be equally unqualified to answer. Poor survey!
Christman Keith	The only constant is trying to lessen local traffic congestion by reducing or redirecting thru traffic
Timothy OBrien	Extend 12 via so of Lauderdale lakes
Rhonda Kochlefl	None
Richard Siok	Much more research needs to be done before this is implemented
Kevin salverson	Future needs need to be strongly co sided. Major city centers will have but rural areas could benefit greatly with being ahead of the curve
Megan Wieners	I dont think that cars without a driver are a good idea.
Jim	No idea
Deborah Cassidy	N/A
Steven Fegen	Please complete the Red Line Route extension from Elkhorn to Whitewater.
Rich Charts	The narrow rural lanes of highway 12 at Elkhorn create major conflicts between the multiple use required for a congested area with significant residential, commercial, recreational and passthrough use.
Daniel Utter	Please help us out here on this very busy hwy, to find a solution fast. This really has been long over due!
Rudi Kohnke	The red line option directly to Whitewater needs to happen. Existing route 12/67 cannot support the traffic volume and poses both safety and environment impact on the precious Lauderlakes region.
Don Zlevor	The 12/67 corridor, north of Elkhorn, is in bad need of attention. The amount of accidents (some fatal) should be eye opening. Additional traffic control measures and/or alternative travel options between Elkhorn and Whitewater need to be considered. The community is very frustrated at the perception of being forgotten on this point. How many more accidents and fatalities need to occur before meaningful changes are put into place? Please consider 12/67 & Hwy A, and 12/67 & Hwy ES.
Kelly Possehl	Opinion: while there may be fewer accidents, public perception that it will be completely safe is wrong. Instead of a driver now deciding to hit the car ahead or turning to avoid the car and hitting another object; it will now be up to engineering decision tree as to what to hit, and sensors that may or may not be able to tell between a wall or a human. It WILL reduce breaking distances because there won't be 3-5 second reaction time delay. Sensor arrays with more cost and coverage will be needed to better identify what objects are, and people need to understand that a decision might get to sacrifice vehicle occupants to save more pedestrians on the road. It should be assistance to driver like rear back up—NOT without a driver.
Jill Lass	None at the moment.
Jerry Kroupa	Please include the Red Line route in your future planning, it will save lives.
Julie Abramson	I don't think I would trust autonomous vehicles
John Jeziorski	Less government control
Ellen Brown	Na
Steven W. Jones	Thank you for asking
Jeannie Olinger	na
David Swanson	How safe will these be? Pedestrian and bicyclists concerns are top of mind especially with driverless vehicles.
Dan	Will autonomous vehicles and transportation provide the added tax revenue of legalized recreational cannabis? Perhaps it could be funded by such tax revenue..
JOSEPH R. KRUSINSKI	auto use is primary to this region, best to deal with that!
Kim Coleman	Low or nonexistent priority.
Karen Pecor	I didn't like where some questions insisted on having 3 answers....I had to answer some that I just wasn't sure of.
kim spear	none
Theresa Stegemann	I'm running out of time to complete this survey--sorry!
Carolyn Gualdron	Finish the redline.
Carson Fruth	For now we need to expand hwy. 12 to allow traffic that has a destination beyond Walworth county to safely pass through our neighborhoods!!!
Doug Marconnet	Having experienced semi-autonomous driving, it is a long way from being reliable and safe. Believe it will take physical sensors to work effectively on country roads and as weather conditions change, etc.
Bethany Sanchez	none
Karyn Rotker	Think equity.
Michael Anderson	s
Shane O'Neil	This is a huge step into the future,I am happy that talks about this are starting now as the laws and structure should be in place before we get to this level. Liability is a huge concern of mine when it comes to accidents and will this create more parking issues and traffic is cars drive around with out parking. I firmly believe it should be made illegal for a autonomous car to go more than 2000 feet with out and occupant.
Erica Bergstrom	No Opinion
Ann Christiansen	Please consider the comments for the Vision 2050plan. I support many of the suggested ideas here, including having more revenue from sales and gas taxes. Taxes that support improvements like this are important. Also using revenue sources that everyone who uses the services are also important. I would not add to property taxes to support these improvements, as this burdens those who live here and necessarily those who come in and use the services.

**Figure A.5**  
**Comments Submitted via U.S. Mail, Email, Fax, or Online Comment Form**

---

**From:** VISION2050  
**Sent:** Monday, December 9, 2019 10:33 AM  
**To:** VISION2050  
**Subject:** Comment on the VISION 2050 Update

**FirstName1:** Cathy  
**LastName1:** Fregeau  
**Email:** xxxxxxxxxxxxxxxx  
**Organization1:**  
**MailingAddress1:** W5896 Bubbling Springs Drive  
**City1:** Elkhorn  
**State1:** Wisconsin  
**Zipcode1:** 53121

**comments:** We strongly encourage the Redline to Whitewater to be completed. As lake house owners, who pay taxes yet are no burden to the Wisconsin school system, we have experienced the danger of the increased truck traffic around Lauderdale Lake on 12/67. Over the last 20 years we have been on Lauderdale we have watched the traffic increase exponentially. Do you review the accident report increase data and do traffic analysis? If you are current on this, it would be obvious that the Redline is the solution.

**ClientIP:** 98.193.32.84  
**SessionID:** cqultgglmftuxa5rgqlxzge2

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**From:** Dave & Barb Swan <xxxxxxxxxxxx>  
**Sent:** Monday, December 9, 2019 2:56 PM  
**To:** VISION2050  
**Subject:** I missed the 2050 up date meeting

I'm thinking of bus hubs. Example going to corners take a bus to park n ride near the corners . Then merchants would provide destination rides to and from the stores in the corners.

---

**From:** Ed Bavuso <xxxxxxxxxxxx>  
**Sent:** Wednesday, November 27, 2019 4:46 PM  
**To:** VISION2050  
**Subject:** Planning?

This planning is an obvious ploy by our so called mayor to jam their ideas down our throats by claiming they just want input. They have to end this farce or the public will vote them all out of office!



Figure A.5 (Continued)



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December 11, 2019

- Jeffery Knight Testimonial -

To SEWRPC:

On October 10, 2019 the Greater Whitewater Committee, Inc. (GWC) sent a letter calling for action to Governor Evers about the importance of expanding Highway 12 from Elkhorn to Whitewater. The letter stressed the desire to follow the redline route proposed by SEWRPC in the Vision 2050.

Eleven community and business leaders signed the letter from the Whitewater and Elkhorn area. This is an ongoing effort of support to completing the US Highway 12 Environmental Impact Study and following the suggested Redline Route.

Please see the attached letter sent to Governor Evers.

Thank you,

A handwritten signature in black ink that reads 'Jeffery Knight'.

Jeffery Knight  
President/CEO  
Greater Whitewater Committee, Inc.  
920.728.0662  
jpk@knightpublicaffairs.com

---

www.greaterwhitewatercommittee.com  
405 Panther Ct.  
Whitewater, WI 53190

Figure A.5 (Continued)



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October 10, 2019

The Honorable Tony Evers  
Office of the Governor  
115 East Capitol  
Madison, WI 53702

Dear Governor Evers,

We are writing today to encourage your support of the Highway 12 Environmental Impact Study (USH 12 EIS) from Elkhorn to Whitewater. The USH 12 EIS was authorized in the 2013-15 budget but was canceled along with other major projects. We need your support to make this EIS a reality and believe that the redline as described in the Southeastern Wisconsin Regional Planning Commission Vision 2050 Plan makes the most sense.

The USH 12 EIS from Elkhorn to Whitewater is a critical part of the economic development future for the entire Southeastern Wisconsin region. The long-term economic development strategy for the area has been hindered by the uncertainty surrounding the USH 12 EIS. Once the USH 12 EIS is completed, economic development projects have some certainty that they can move forward. These projects would also create additional employment opportunities throughout the region.

Once the USH 12 EIS is completed the entire area between Whitewater and Elkhorn and beyond will benefit. Whitewater is the home to the University of Wisconsin-Whitewater, the only four-year UW school without a four-lane highway connected to it, and the city has plenty of room to grow especially with the benefit of the completion in the USH 12 EIS. Businesses would also have better access to larger city markets with decreased shipping costs.

The Greater Whitewater Committee only wants the USH 12 EIS completed, we are not asking for construction to start immediately. Once the USH 12 EIS is completed and a route is chosen we believe, based on need, construction will be imminent.

Additionally, the existing USH 12 has exceeded its capacity, making safety a huge concern for drivers, pedestrians, and community members alike. It is one of the most dangerous stretches of highway in the state with a significant amount of fatalities. The added safety and availability to the state line will bring more visitors from Illinois to Wisconsin, increasing tourism, creating additional jobs, and generating additional tax revenue for the state. The completion of USH 12 EIS is vital to the economic development and long-term success of the region.

We appreciate your leadership on this issue, and we ask you for your support in following through with the USH 12 EIS signed into law in 2013.

If you have any questions, please feel free to contact Jeff Knight at 920.728.0662 or [jpk@knightpublicaffairs.com](mailto:jpk@knightpublicaffairs.com) at any time. Thank you.

---

[www.greaterwhitewatercommittee.com](http://www.greaterwhitewatercommittee.com)  
405 Panther Ct.  
Whitewater, WI 53190

Figure A.5 (Continued)



Sincerely,

Handwritten signature of Larry Kachel in black ink.

Larry Kachel  
Chairman  
Greater Whitewater  
Committee, Inc.

Handwritten signature of Howie Reynolds in black ink.

Howie Reynolds  
Mayor  
City of Elkhorn

Handwritten signature of Marcia Sahag in black ink.

Marcia Sahag  
Elkhorn Redline Group

Handwritten signature of David A. Bretl in black ink.

David A. Bretl  
County Administrator  
Walworth County

Handwritten signature of Dwight Watson in black ink.

Chancellor Dwight Watson  
University of Wisconsin-  
Whitewater

Handwritten signature of Jack Sorenson in black ink.

Jack Sorenson  
Chairman  
Lauderdale Lakes Lake  
Management District

Handwritten signature of Derek D'Auria in black ink.

Derek D'Auria  
Executive Director  
Walworth County  
Economic Development  
Alliance

Handwritten signature of Cameron Clapper in blue ink.

Cameron Clapper  
City Manager  
City of Whitewater

Handwritten signature of Chris Clapper in black ink.

Chris Clapper  
Executive Director  
Elkhorn Area Chamber of  
Commerce & Tourism  
Center, Inc.

Handwritten signature of Cameron Clapper in blue ink.

Cameron Clapper  
Acting Executive Director  
Whitewater Community  
Development Authority

Handwritten signature of Dwight Watson in black ink.

Chancellor Dwight Watson  
Board President  
Whitewater University  
Technology Park

Handwritten signature of Jenny Quill in black ink.

Jenny Quill  
Executive Director  
Discover Whitewater,  
Whitewater Area  
Chamber of Commerce,  
Whitewater Tourism  
Council

Handwritten signature of Mark Elworthy in black ink.

Mark Elworthy  
District Administrator  
Whitewater Unified  
School District

www.greaterwhitewatercommittee.com  
405 Panther Ct.  
Whitewater, WI 53190

**Figure A.6**  
**Comments Submitted Orally to Court Reporters at the Seven Public Meetings**

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PUBLIC COMMENTS 12/03/2019

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PUBLIC COMMENTS IN RE:

FOUR-YEAR REVIEW AND UPDATE OF VISION 2050  
-----

PUBLIC COMMENTS, taken before Sarah  
A. Hart, RMR, CRR, CRC, and Notary Public in  
and for the State of Wisconsin, at Waukesha  
Technical College, 800 Main Street, Pewaukee,  
Wisconsin, on December 3, 2019.

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Figure A.6 (Continued)

PUBLIC COMMENTS 12/03/2019

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A P P E A R A N C E S

TIM BUBAN  
4220 S. Katherine Drive,  
New Berlin, WI 53151

\* \* \* \* \*

I N D E X

CITIZEN COMMENTS	PAGE
Mr. Tim Buban.....	3

Figure A.6 (Continued)

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TRANSCRIPT OF PROCEEDINGS

MR. BUBAN: Well, my point is, is that when you look at Big Bend, Wisconsin, they have the choice between laying off the cops and the firefighters and other municipal employees or allowing massive development, a Walmart I've been told and other similar stores in their green space and in their open space. They can either lay off their municipal workers -- because they're being held hostage by the big-box stores. They can either do that or lose their municipal services.

And then you are told, well, the reason for that is because that's local control. No, they have no control. It's a false choice.

The suggestion is, is that the municipal leaders have a choice. They do not have a choice. If they want to keep their municipal services, they have to knuckle under to Walmart. And then after they do that, the local Big Bend small family businesses are going to be --

MR. KORB: Excuse me. Do you mean practically speaking they don't have a choice?

Figure A.6 (Continued)

PUBLIC COMMENTS 12/03/2019

Page 4

1 of course, there will be a vote on some of  
2 these issues. Do you mean their hands are  
3 tied? Is that what you're getting at? Like  
4 practically speaking, they don't have a choice?

5 MR. BUBAN: That's what I -- yeah, I  
6 mean practically -- certainly, there is no  
7 legal requirement that they allow Walmart to  
8 come in, but they'll end up being the  
9 scapegoats, they'll end up being, well, you  
10 allowed this to happen.

11 And since Big Bend is -- their  
12 entire budget, believe it or not, is just  
13 slightly over a million a year. That's it.  
14 And when a -- so the development plan is -- but  
15 they can't even fund that. They can't even  
16 fund that, because Madison and the feds used to  
17 provide funding to these small towns, and now  
18 they don't.

19 And my point is, is that development  
20 as we're doing it right now is bad for the  
21 economy. The more small farms that are  
22 destroyed in the name of development, the more  
23 small businesses that are destroyed in the name  
24 of job creation at big-box stores, the worse it  
25 is for the local economy. And that's why I'm

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Figure A.6 (Continued)

1 here. That's why I'm here, is to make that  
2 point. So, yeah, that's my statement.

3           You have to start locally. I mean,  
4 just two days ago on the news it came out that  
5 FedEx is not paying taxes. So as long as --  
6 and that means that the states and the  
7 municipalities don't get revenues, which just  
8 increases this haphazard development, which in  
9 my opinion, doesn't do anybody any good.

10           And what do you know about -- and  
11 I'm surprised this just occurred to me this  
12 moment, but the massive water pipeline that's  
13 going to go through New Berlin for waukesha,  
14 they had a big meeting just last night about  
15 that. I mean, that's going to disrupt New  
16 Berlin streets and yards for two years.

17           And this is a direct result of  
18 sprawl. And this is an example of -- I mean,  
19 they are taking green space -- in fact, they're  
20 not just taking green space. They're taking  
21 agricultural land and land from a county park,  
22 Minooka County Park in Waukesha for these  
23 massive -- these water tanks. I believe  
24 they're -- I believe they're going to be  
25 38 feet high.



Figure A.6 (Continued)

PUBLIC COMMENTS 12/03/2019

Page 6

1                   Now, they say, well, we don't have  
2 any choice, because they're bringing the water  
3 from Lake Michigan. We don't have any choice  
4 because that's where the population is going.  
5 Well, yes, as long as policies always encourage  
6 sprawl, then this is inevitable. Whereas, in  
7 places like Germany and Portland it would be  
8 much less likely to occur, because they don't  
9 have policies which encourage sprawl.

10                   Right now if you have the money, you  
11 can just buy a farm and pave it. The  
12 ordinances are virtually nonexistent. And I  
13 know that, because four years ago in New Berlin  
14 the city plan was for green space for where  
15 there's a Walmart now on Moorland and  
16 Greenfield. And they had huge input from the  
17 citizens, and they said, okay, this space on  
18 Moorland and Greenfield is not going to be  
19 commercial. Walmart came in, and New Berlin  
20 said, well, forget about all that.

21                   And we said, but wait, we got the  
22 documents right here. This was all your -- you  
23 know, the city met, and this was approved and  
24 this is not going to be commercially developed.  
25 Yeah, but Walmart wants it. And that was the

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Figure A.6 (Continued)

1 end of it.

2 Now you've got this huge eyesore and  
3 crime magnet, and people have been shot there.  
4 And in New Berlin that's a pretty rare thing.  
5 But that's what Walmart brings to a community.  
6 That, and \$8 an hour jobs. And then they say  
7 it's good for the economy.

8 So if I can plant a seed in  
9 anybody's mind to look to where they've had  
10 smart growth plans, and I'll keep saying it  
11 again, in Germany and Portland, and it's worked  
12 very -- and those are economically sustainable.  
13 Those places -- and I've been all over Germany  
14 a bunch of times. These are very livable,  
15 economically viable areas.

16 Thank you.

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Figure A.6 (Continued)

PUBLIC COMMENTS 12/03/2019

1 STATE OF WISCONSIN )  
 2 COUNTY OF MILWAUKEE ) SS:  
 3  
 4 I, Sarah A. Hart, RPR, RMR, CRR and  
 5 Notary Public in and for the State of  
 6 wisconsin, do hereby certify that the comments  
 7 were recorded by me and reduced to writing  
 8 under my personal direction.  
 9 I further certify that I am not a  
 10 relative or employee or attorney or counsel of  
 11 any of the parties, or a relative or employee  
 12 of such attorney or counsel, or financially  
 13 interested directly or indirectly in this  
 14 action.  
 15 In witness whereof, I have hereunder  
 16 set my hand and affixed my seal of office on  
 17 this 4th day of December, 2019.  
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 21 \_\_\_\_\_  
 22 SARAH A. HART, RPR/RMR/CRR  
 23 Notary Public  
 24 In and for the State of Wisconsin  
 25 My commission expires October 9, 2023.

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**Figure A.6 (Continued)**

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PUBLIC COMMENTS IN RE:  
FOUR-YEAR REVIEW AND UPDATE OF VISION 2050

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PUBLIC COMMENTS, taken before KARA D. SHAWHAN, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at Gateway Technical College, Racine Building 1001 South Main Street, Racine, Wisconsin, on December 9, 2019.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533  
(800) 456-9531



**Figure A.6 (Continued)**

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1 -----  
2 PUBLIC COMMENTS IN RE:  
3 FOUR-YEAR REVIEW AND UPDATE OF VISION 2050  
4 -----

5  
6 No Public Comments were taken before  
7 ELISABETH K. MATUSEWIC, a Registered Merit Reporter,  
8 Registered Professional Reporter and Notary Public in  
9 and for the State of Wisconsin, at Ozaukee County  
10 Pavilion, W67 N866 Washington Avenue, Cedarburg,  
11 Wisconsin, on December 10th, 2019.

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Figure A.6 (Continued)

**BROWN & JONES REPORTING, INC.**

BEFORE THE  
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

-----  
PUBLIC COMMENTS IN RE:  
FOUR-YEAR REVIEW AND UPDATE OF VISION 2050  
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PUBLIC COMMENTS, taken before  
KATHLEEN E. CARTER, a Certified Realtime Reporter,  
Registered Merit Reporter and Notary Public in and  
for the State of Wisconsin, at Matheson Memorial  
Library, 101 North Wisconsin Street, Elkhorn,  
Wisconsin, on Wednesday, December 11, 2019,  
commencing at 5:00 p.m. and concluding at 7:00 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533  
(800) 456-9531

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

1	SEWRPC STAFF PRESENT	
2	MS. LIZ CALLIN,	
3	MR. KEVIN MUHS,	
4	MS. ROCHELLE BRIEN,	
	MR. RYAN HOEL, and	
	MS. NIKKI PAYNE.	
5		
6	PUBLIC COMMENTS	
7		
8	JEFFERY KNIGHT	
	(Greater Whitewater Community)	
9	405 Panther Court	
	Whitewater, WI 53190	
10	jpk@knightpublicaffairs.com .....	4
11	CARL RIEKEN	
	W5530 Evergreen Road	
12	Elkhorn, WI 53121	
	riekenconsult@elknet.net .....	5
13	LISA DAWSEY SMITH	
14	150 West Main Street	
	Whitewater, WI 53190	
15	ldawsey06@gmail.com .....	7
16	GEORGE POTTER	
	W5576 Westshore Drive	
17	Elkhorn, WI 53121	
	gwpotte@gmail.com .....	7
18	TOM CHOCHOLEK	
19	W5038 Baypoint Drive	
	Elkhorn, WI 53121	
20	tbowler61@yahoo.com .....	14
21	SYLVIA BAKER	
	N7850 U.S. Highway 12	
22	Elkhorn, WI 53121	
	psbakerph@elknet.net .....	16
23	JANET PAPPA	
24	N6843 Gilbert Street	
	Elkhorn, WI 53121	
25	n6843@yahoo.com .....	18

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Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

1	PUBLIC COMMENTS CONT'D	
2		
3	TRISHA PELLMANN	
4	N6776 Gilbert Street	
5	Elkhorn, WI 53121	
6	pellmannswife@yahoo.com .....	20
7	JEFF BLUHM	
8	(Lutherdale)	
9	N7891 U.S. Highway 12	
10	Elkhorn, WI 53121	
11	jeff@lutherdale.org .....	21
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Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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TRANSCRIPT OF PROCEEDINGS

\* \* \* \* \*

MR. KNIGHT: I'm Jeffery Knight. I'm with the Greater Whitewater Community. My home address is 405 Panther Court in Whitewater, Wisconsin.

So I have been engaged in advocating for the widening of Highway 12 for a long time. In the 2013-15 biennial state budget the EIS of Highway 12 was approved. So the study of Highway 12 to four lanes is already included in the state statutes.

I think it's crucial that we advocate to get the funding to complete the EIS of Highway 12 as soon as possible.

Now, with my verbal testimony, I also provided earlier a letter to Governor Evers from 11 different regional groups, from Elkhorn to Whitewater, from the county to the lake districts and the region. All of us are advocating for addressing the issues related to Highway 12 immediately.

One of the biggest concerns is the stretch of highway between Elkhorn and Whitewater, which is 12/67 and 12. It's got

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Figure A.6 (Continued)

04:57:52 1 one of the highest fatality rates anywhere in  
04:57:55 2 the state. For Highway 12 not to be included  
04:58:00 3 with expenditures to finish the study is just  
04:58:05 4 crazy.

04:58:05 5 I think we need to address, one, the  
04:58:08 6 economic development component that's needed  
04:58:10 7 for businesses in Whitewater and Elkhorn and  
04:58:14 8 the corridor in between. But if you get the  
04:58:16 9 study done, there's a lot of businesses that  
04:58:20 10 would make a decision based on where the study  
04:58:23 11 finally located Highway 12.

04:58:25 12 We're not asking for the highway to  
04:58:28 13 be expanded immediately. We think the  
04:58:31 14 warrants, when taken to the transportation  
04:58:34 15 planning commission of the state and compared  
04:58:37 16 to other projects that are viable, will stand  
04:58:40 17 on their own and the project would move  
04:58:44 18 forward.

05:07:37 19 \* \* \* \* \*

05:07:37 20 MR. RIEKEN: I'm Carl Rieken of W5530  
05:07:43 21 Evergreen Road, Elkhorn, Wisconsin. That's in  
05:07:46 22 Sugar Creek. And the Highway 12 project is  
05:07:51 23 something that's always been of concern to me.

05:07:54 24 Anyways, I was involved in the  
05:07:56 25 opening of the original Highway 12 with the

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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05:08:00 1 Wisconsin State Patrol, and I've been on the  
 05:08:03 2 Sugar Creek Town Board and Plan Commission and  
 05:08:08 3 the Road Commissioner for Sugar Creek, and  
 05:08:14 4 we've constantly been monitoring Highway 12.  
 05:08:17 5 We sent a letter to the State not  
 05:08:19 6 long ago requesting that all the holds on  
 05:08:25 7 Highway 12 be lifted because there's farmers in  
 05:08:27 8 there that go to sell their property, have  
 05:08:31 9 problems selling because there's a hold by the  
 05:08:34 10 State of Wisconsin on it for future  
 05:08:36 11 development.  
 05:08:37 12 In the meantime, over the last 10, 15  
 05:08:40 13 years there's been several alternatives crop  
 05:08:46 14 up, too, that have deviated from the original  
 05:08:52 15 state's plan.  
 05:08:52 16 The original state's plan is the one  
 05:08:55 17 the State should stick with if they're going to  
 05:08:58 18 improve Highway 12. And I will state that  
 05:09:02 19 Highway 12 needs improvement, and it needs to  
 05:09:06 20 be relocated from up around Lauderdale Lakes.  
 05:09:09 21 There's too much traffic for what the road was  
 05:09:12 22 built for.  
 05:09:13 23 And the four-lane 12 going up through  
 05:09:18 24 the county is the ideal solution. But, again,  
 05:09:22 25 it should only be built on the land that was

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Figure A.6 (Continued)

05:09:31 1 originally designated for this. Any other  
 05:09:36 2 alternative creates too many problems, going  
 05:09:39 3 through subdivisions, relocations, and whatever  
 05:09:43 4 else.

05:09:43 5 The state land that was originally  
 05:09:45 6 planned for, there's a hold, and it's wide open  
 05:09:48 7 right now. So if they're going to improve it,  
 05:09:52 8 they should stick with their original plan.  
 05:09:56 9 And any other plan than their original I'm  
 05:10:00 10 opposed to.

05:10:03 11 And in the past -- I don't need --  
 05:10:05 12 we've had a very large turnout at their  
 05:10:09 13 hearings emphasizing this point, as to the  
 05:10:14 14 relocation of 12.

05:10:20 15 And that's all, I guess.

05:12:55 16 \* \* \* \* \*

05:12:55 17 MS. DAWSEY SMITH: My name is Lisa  
 05:12:58 18 Dawsey Smith. I'm the board President of  
 05:13:02 19 Downtown Whitewater, Incorporated. My interest  
 05:13:04 20 is in the Red Line District.

05:13:06 21 Our community and our industry is  
 05:13:08 22 counting on the completion of the project.

05:25:55 23 \* \* \* \* \*

05:25:55 24 MR. POTTER: My name is George  
 05:25:58 25 Potter, W5576 Westshore Drive, Elkhorn,



Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

8

05:26:03 1 Wisconsin. I've been a lifelong resident of  
 05:26:08 2 Walworth County, 64 years of age. My comments  
 05:26:12 3 have to do with Highway 12 on multiple fronts.  
 05:26:16 4 First of all, Highway 12 traffic has  
 05:26:19 5 gotten tremendously worse over the last three  
 05:26:22 6 years. Noticeably so since the Highway H --  
 05:26:27 7 Country Trunk H construction was done. All the  
 05:26:30 8 traffic moved from Country Trunk H over to 12,  
 05:26:33 9 and now that H is finished, there's hardly any  
 05:26:36 10 traffic on H. They're all staying on 12.  
 05:26:38 11 Traffic on that is, in my opinion,  
 05:26:41 12 terrible, especially on a Friday night or a  
 05:26:44 13 Sunday evening with traffic from -- coming up  
 05:26:47 14 from Illinois to the lake area via Lauderdale  
 05:26:52 15 Lakes or Whitewater Lake, and Sunday evening  
 05:26:54 16 going back home.  
 05:26:55 17 But not only that. The traffic from  
 05:26:57 18 about 4:30 to 5:30 on weekdays is also terrible  
 05:27:02 19 on Highway 12 north of Elkhorn. I quite often  
 05:27:06 20 try to cross on ES. If I go to ES, basically  
 05:27:13 21 at 5:00 o'clock I will wait probably ten  
 05:27:16 22 minutes or more to be able to get across the  
 05:27:18 23 traffic because there's a solid line coming  
 05:27:20 24 from the right and interrupted lines coming  
 05:27:23 25 from the left.

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Figure A.6 (Continued)

05:27:23 1 So, quite honestly, what I do, I  
05:27:26 2 actually go over to A, to the right, come down,  
05:27:31 3 call it south, on 12, and I turn left on ES to  
05:27:33 4 be able to get across. And I know several  
05:27:35 5 other people in the area basically take the  
05:27:38 6 same kind of routes like that.

05:27:40 7 Grew up on a farm. I know several  
05:27:42 8 people that are farmers, that basically they  
05:27:44 9 want to get across 12, they go down Potter Road  
05:27:47 10 to get across at the stoplight. Because they  
05:27:49 11 know they can't get across at ES or A.

05:27:53 12 And you also add to that traffic --  
05:27:54 13 that you've got a gravel pit at -- a gravel pit  
05:27:58 14 and also a concrete stone construction business  
05:28:01 15 on County Trunk A, where you have trucks coming  
05:28:05 16 out wanting to get on Highway 12. They're not  
05:28:08 17 all turning to the right. Some are turning to  
05:28:10 18 the left. Creates some very unsafe traffic  
05:28:15 19 situations.

05:28:17 20 In my opinion, you take a look at  
05:28:20 21 when Highway 12 was built -- the bypass for  
05:28:23 22 Highway 12 was built by Whitewater. Three  
05:28:26 23 years after -- the next three years after it  
05:28:28 24 was built there were three fatal accidents on  
05:28:31 25 that stretch of road, and after -- at the end

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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05:28:34 1  
 05:28:36 2  
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 05:28:43 6  
 05:28:45 7  
 05:28:48 8  
 05:28:50 9  
 05:28:50 10  
 05:28:52 11  
 05:28:55 12  
 05:28:58 13  
 05:29:00 14  
 05:29:05 15  
 05:29:07 16  
 05:29:09 17  
 05:29:12 18  
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 05:29:29 24  
 05:29:30 25

of that third year it was determined that stretch of road on the bypass was one of the three most dangerous stretches of road in the state.

And they immediately got funding to put stoplights in, to basically address that situation. Because it was viewed as an oversight. They didn't do that when they had --

Well, I understand stoplights are a lot cheaper than building a new highway, but, in my opinion, if you don't do anything in terms of building the bypass, and you leave the 12 route the way it is, in five years you'll be -- that stretch of highway, from Elkhorn to Whitewater, will be one of the three most dangerous stretches of highway in the entire state.

This can has been kicked down the road for 50 years. Highway 12 was built from Genoa City to Elkhorn when I was in high school in 1970, and it is almost 2020. 50 years later the can's been kicked down the road ever since in terms of building that route.

That route has been planned, and the

Figure A.6 (Continued)

05:29:35 1 bypass, from -- basically going from Elkhorn to  
05:29:36 2 Whitewater, has never been finished. I say the  
05:29:41 3 route has been planned, but not officially set  
05:29:45 4 in stone.

05:29:47 5 One of the problems that you  
05:29:48 6 basically -- your townships, your town  
05:29:52 7 chairmans, as well as your county board has,  
05:29:55 8 that basically somebody comes in and wants to  
05:29:59 9 build a subdivision on that proposed route,  
05:30:03 10 because it's not set in stone yet, and  
05:30:05 11 basically they have no level basis to tell  
05:30:07 12 whoever's going to build -- wants to build that  
05:30:10 13 subdivision no.

05:30:10 14 That person wants to build a  
05:30:13 15 subdivision, they'll bring their -- bring their  
05:30:14 16 lawyer in. The county -- the town board or the  
05:30:17 17 town chairman will tell them, "Well, you  
05:30:19 18 probably really shouldn't build it there  
05:30:20 19 because there's going to be a highway there."

05:30:22 20 And the lawyer's going to ask you,  
05:30:24 21 "Is that an official route yet?"

05:30:26 22 "No."

05:30:27 23 "Is there a legal reason I can't?"

05:30:29 24 "No."

05:30:30 25 "Then why are you denying me?"



Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

12

05:30:32 1  
 05:30:35 2  
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 05:30:51 9  
 05:30:53 10  
 05:30:56 11  
 05:30:58 12  
 05:31:01 13  
 05:31:03 14  
 05:31:05 15  
 05:31:07 16  
 05:31:09 17  
 05:31:13 18  
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 05:31:18 20  
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 05:31:23 22  
 05:31:25 23  
 05:31:30 24  
 05:31:34 25

So they need to have that put in stone so basically you can have your local towns and your county government have the means to basically say, "No, you're not going to build along this route."

Because if they don't, you're just going to over time -- especially if you're going to kick the can down the road another ten years, you're going to have more problems building it then than you are now.

Doing any sort of improvements on the existing Highway 12 is throwing good money after bad because it's not going to solve any problems.

Because let's say you put a roundabout at ES, or you put a roundabout at County A. As long as one -- roundabouts don't work when you have a steady stream of traffic on one of the routes because the cross traffic can't get on the roundabout. So that's not going to solve that.

But, honestly, the existing 12 route, you've got physical geographic limitations as well as disruption of businesses that is going to cause tremendous, you know, problems from

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Figure A.6 (Continued)

05:31:38 1 that standpoint, and I don't view that as a  
 05:31:40 2 viable route, and you'd have to, my opinion, go  
 05:31:43 3 on the east side of Pleasant Lake, and if  
 05:31:45 4 you're going to do that, you might as well run  
 05:31:47 5 the Red Line out and just be done with it.

05:31:49 6 And, as I said, it shouldn't be --  
 05:31:52 7 this needs to be done now, not -- you know, in  
 05:31:55 8 the next five years, not in the next 20. So we  
 05:31:59 9 need to be looking at getting funding for this,  
 05:32:01 10 and the Legislature -- the people I see here,  
 05:32:03 11 they should be asking the Legislature and  
 05:32:06 12 saying, "How come this has been kicked down" --  
 05:32:07 13 "the can's been kicked down the road for 50  
 05:32:10 14 years?"

05:32:10 15 There's no excuse for that. It was  
 05:32:12 16 in the plan 50 years ago. So that -- you know,  
 05:32:18 17 that's kind of my point here. I think it needs  
 05:32:21 18 to go the red route, and I think it needs to  
 05:32:23 19 happen in the next five years.

05:32:24 20 Oh, one other thing. The other  
 05:32:26 21 advantage you'd have doing the red route is  
 05:32:27 22 you're building a road where a road does not  
 05:32:30 23 exist today, so you don't have a disruption of  
 05:32:33 24 the traffic on the existing road when you do  
 05:32:35 25 that. So you can build it much faster and

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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05:32:38 1 easier than if you're looking at trying to go  
05:32:40 2 along the existing 12 route and just simply  
05:32:43 3 widening and improving it.

05:32:46 4 The existing 12 route, which I've  
05:32:49 5 already said, is good money after bad.

05:32:53 6 So that's the long-winded way of  
05:32:57 7 saying get off the stick and get it done.

05:33:00 8 Thank you.

05:36:07 9 \* \* \* \* \*

05:36:07 10 MR. CHOCHOLEK: So my name is Tom  
05:36:10 11 Chocholek, and I live out by Lauderdale Lakes,  
05:36:17 12 and my main concern is not to expand the  
05:36:24 13 existing road because of the disruption it  
05:36:29 14 would cause for people's lives that have been  
05:36:32 15 living there for years, the lake issue, the  
05:36:37 16 wildlife issue, the wetlands, and you can go on  
05:36:41 17 and on from there.

05:36:42 18 The plan I see for the Red Line would  
05:36:49 19 be the most favorable, which would go through  
05:36:55 20 open areas, which would not disturb the  
05:36:59 21 existing highway and disrupt a lot of people's  
05:37:03 22 lives.

05:37:05 23 What's concerning to me is they've  
05:37:09 24 been trying to develop this for the last 50  
05:37:14 25 years and still can't seem to make any kind of

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Figure A.6 (Continued)

05:37:16 1 a decision. I'm hoping that near future now  
05:37:23 2 they can because traffic is getting worse,  
05:37:26 3 people are getting hurt, people are taking  
05:37:29 4 chances at crossing traffic lanes, and it's  
05:37:34 5 just going to get worse and worse.

05:37:37 6 Where I live on Baypoint Drive, which  
05:37:41 7 is right across from Lauderdale golf course, I  
05:37:47 8 have trouble sometimes for five, ten minutes  
05:37:49 9 just trying to turn onto Highway 12 because of  
05:37:53 10 the traffic. The weekends in summer months are  
05:38:01 11 just atrocious. It's just terrible. Traffic  
05:38:06 12 is just one vehicle after another after  
05:38:09 13 another. Because they have no other route.

05:38:12 14 So to develop this and bring it to  
05:38:15 15 Whitewater, the red route would be, I think, in  
05:38:20 16 everyone's favor in the long-run. They may  
05:38:24 17 not -- some like it at this point, but the  
05:38:27 18 future is what you have to look at.

05:38:31 19 And if someone that's in legislation  
05:38:36 20 would come here on Friday or Thursday in the  
05:38:40 21 summer and drive this road at peak times, they  
05:38:44 22 would understand what the local residents are  
05:38:46 23 going through here, and it's not a pretty  
05:38:49 24 picture. Very dangerous road and getting  
05:38:53 25 worse.



Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

05:38:54 1  
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 05:39:24 10  
 05:39:26 11  
 05:39:29 12  
 05:39:32 13  
 05:39:36 14  
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 06:00:27 16  
 06:01:37 17  
 06:01:42 18  
 06:01:47 19  
 06:01:49 20  
 06:01:53 21  
 06:01:56 22  
 06:02:00 23  
 06:02:02 24  
 06:02:06 25

It sort of represents what the old Highway 50 used to be from Lake Geneva to Kenosha years back when it was only a two-lane road. It was a nightmare. And then eventually they developed it and widened it, which is a much safer road.

Well, in this case should be the same, but they should not develop 12/67, they should go with the red route to Whitewater to make a lot of people happy.

Well, that's pretty much my comments. I hope a lot of people have the same thought I do because it's really a serious problem. Thank you.

\* \* \* \* \*

MS. BAKER: I'm Sylvia Baker, and I have lived on Highway 12 for over 80 years. I have seen such a change -- a huge change in volume of traffic.

Back when I was a teenager, I rode my horse down Highway 12, and we drove the cattle down Highway 12 to the pasture.

I am very concerned. We are still farmers. We have the experience of trying to take farm equipment out on Highway 12 to get

Figure A.6 (Continued)

06:02:09 1 from one farm -- one field to the next. We  
06:02:13 2 have given up rental land because of the safety  
06:02:18 3 issue of having to take machines on Highway 12.  
06:02:26 4 We have had accidents, where a truck has hit  
06:02:31 5 one of the implements we've been pulling and  
06:02:34 6 tractor and implement went in the ditch. Had  
06:02:37 7 it not been a cab tractor, of course the driver  
06:02:41 8 would have been thrown out.

06:02:42 9 We have seen a huge difference in  
06:02:50 10 speed of what people are driving, the fact that  
06:02:54 11 they are not paying attention. It's something  
06:02:58 12 we have observed for a number of years.

06:03:01 13 Our big concern now is that we  
06:03:06 14 have -- we live in an area near Lutherdale that  
06:03:15 15 has 1,500 homes in less than two miles. This  
06:03:21 16 is around the lake area. You drive down  
06:03:24 17 Highway 12, and you don't realize how heavy the  
06:03:26 18 population is until you start driving down  
06:03:29 19 those lake roads.

06:03:32 20 It -- we many times have experienced  
06:03:36 21 waiting for 15 minutes to be able to get out  
06:03:39 22 onto Highway 12, a left-hand turn.

06:03:48 23 We have -- I have been involved in  
06:03:51 24 working with officials with SEWRPC, and  
06:03:54 25 actually I've visited with people from the DOT.

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

18

06:03:59 1 My concern is, as chairman of a group of people  
 06:04:06 2 from the area, trying to have a study done so  
 06:04:09 3 we can find out what can be done as far as the  
 06:04:12 4 Red Line that we're talking about.

06:04:15 5 I -- I, as a person who's lived on  
 06:04:18 6 this highway for all my life, would like to  
 06:04:23 7 know if I can put a roof on my house, or are  
 06:04:27 8 they going to take my house to widen  
 06:04:30 9 Highway 12. I also know that the people that  
 06:04:32 10 live on the other side of Lauderdale Lake are  
 06:04:34 11 going through the same thing.

06:04:36 12 We have had this held over our heads  
 06:04:39 13 for over 50 years, that nobody will make the  
 06:04:43 14 decision, and this is why we are begging to get  
 06:04:48 15 this study done, so we know what's going to  
 06:04:51 16 happen to our homes.

06:04:53 17 It's not a fair thing for the State  
 06:04:55 18 to hold this over our head for 50 years, not  
 06:04:59 19 knowing. That is a big part of why I'm here  
 06:05:03 20 today.

\* \* \* \* \*

06:08:27 21  
 06:08:27 22 MS. PAPPA: My name is Jan Pappa, and  
 06:08:30 23 I live on the corner of County Trunk A and 12  
 06:08:34 24 and 67.

06:08:38 25 All right. I just wanted to say that

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Figure A.6 (Continued)

06:08:41 1 I have lived on the corner of 12 and 67 and A  
06:08:47 2 for 42 years, and when I built my house, I was  
06:08:52 3 told that 12 and 67 was going to be a country  
06:08:58 4 highway. That was 42 years ago, and nothing  
06:09:05 5 has been done.

06:09:06 6 I cannot go out on 12 anymore because  
06:09:13 7 my corner is so dangerous. I take the back  
06:09:17 8 roads into town because I am afraid of going  
06:09:24 9 out onto A and 12. The trucks and cars are  
06:09:32 10 dangerous.

06:09:37 11 I feel that the Red Line should go  
06:09:40 12 through, must go through, because the trucks  
06:09:44 13 have no business going -- they need to go,  
06:09:53 14 what, to Fort Atkinson, to Whitewater, to  
06:09:56 15 Madison, to Fort Atkinson, wherever they want  
06:09:58 16 to go. They don't want to go through  
06:10:01 17 Lauderdale. They don't want to go through  
06:10:03 18 Tibbets, or wherever they're going, to get to  
06:10:06 19 their destinations.

06:10:07 20 They don't want to go 45 miles an  
06:10:10 21 hour. They want to go their 65, 70 miles an  
06:10:14 22 hour and get to their destination.

06:10:18 23 And so especially on the corner of A  
06:10:21 24 there, they're not braking fast enough, and we  
06:10:26 25 have squealing tires, we have close calls



Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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06:10:29 1 constantly, and I hope that something is done  
06:10:33 2 sooner than later. One life that is lost is  
06:10:38 3 enough, and I think that we better find the  
06:10:43 4 money to fix this corner. And not even the  
06:10:49 5 corner, the road, and extend 12 properly.

\* \* \* \* \*

06:14:27 6  
06:14:27 7 MS. PELLMANN: My name is Trisha. I  
06:14:33 8 live on Gilbert Street, which is right along  
06:14:36 9 U.S. 12, between County ES and County Road A.

06:14:42 10 I personally support the Red Line  
06:14:45 11 route. I feel that trying to widen Highway 12  
06:14:50 12 would not only be a larger dollar amount but  
06:14:53 13 would be a longer project and a larger struggle  
06:14:57 14 in order to obtain the land that would be  
06:14:58 15 necessary for that because there are a lot of  
06:15:01 16 subdivisions that feed into that area and you  
06:15:04 17 would have to pick up a lot of land there to  
06:15:06 18 widen that into a four-lane highway.

06:15:10 19 The university of Whitewater is one  
06:15:12 20 of the only universities in the state of  
06:15:15 21 Wisconsin that does not have a four-lane  
06:15:17 22 highway access to it, a lot of the students  
06:15:18 23 coming from Illinois, going to the university  
06:15:21 24 of Whitewater.

06:15:22 25 And I personally and -- know many of

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Figure A.6 (Continued)

06:15:25 1 my neighbors and friends in the area feel that  
06:15:29 2 the Red Line route is the only way and the best  
06:15:32 3 way to go.

06:26:33 4 \* \* \* \* \*

06:26:33 5 MR. BLUHM: My name is Jeff Bluhm.  
06:26:37 6 I'm the executive director of Lutherdale Bible  
06:26:42 7 Camp and Conference Center located at N7891  
06:26:46 8 U.S. Highway 12. I also live right there on  
06:26:50 9 the property, and my address is N7885 U.S.  
06:26:54 10 Highway 12.

06:26:56 11 Been the director of Lutherdale for  
06:26:58 12 22 years, and we have a year-round business  
06:27:06 13 there with guests that come in for the peace  
06:27:08 14 and quiet and tranquility at a beautiful place  
06:27:12 15 located right on the shores of Lauderdale  
06:27:15 16 Lakes.

06:27:15 17 So we do have a 52-acre campus. The  
06:27:18 18 history of the property has been around summer  
06:27:23 19 camp, but over the years it's progressed into a  
06:27:27 20 year-round ministry.

06:27:29 21 But summers are still the busiest  
06:27:33 22 time for us because it's open seven days a week  
06:27:38 23 starting June through August. And, of course,  
06:27:41 24 with the summer tourist traffic in Walworth  
06:27:47 25 County, that just adds to the traffic along

Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

06:27:49 1 Highway 12 in front of our property.

06:27:54 2 And the noise level of the current

06:27:57 3 Highway 12 is somewhat intrusive to the

06:28:00 4 environment at the camp. It can be a little

06:28:04 5 disturbing to folks that are looking for that

06:28:07 6 peace and quiet and -- of the -- of the

06:28:11 7 property.

06:28:11 8 So we are definitely in favor of the

06:28:14 9 Red Line. We would like to see that happen as

06:28:18 10 soon as possible to redirect some of that

06:28:20 11 traffic that is passing by in front of

06:28:24 12 Lutherdale on those busy summer months as

06:28:29 13 people are trying to get to other places

06:28:32 14 further north, and the Red Line would give them

06:28:35 15 that option.

06:28:37 16 So the current traffic levels on

06:28:40 17 Highway 12 are of concern, especially on

06:28:46 18 Fridays and Sundays during the summer months,

06:28:49 19 for us. Our guests tend to arrive on Sunday,

06:28:52 20 and so when we have multiple people waiting to

06:28:57 21 make a left turn into the property, they're

06:29:03 22 kind of backing up Highway 12 because of the

06:29:05 23 additional traffic out there.

06:29:06 24 And again on Friday, when they're

06:29:10 25 coming in to pick up their kids or if they're

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Figure A.6 (Continued)

06:29:13 1 coming in for the weekend, traffic can back up  
06:29:16 2 again because they're waiting to make a left  
06:29:19 3 turn if they're northbound on Highway 12 coming  
06:29:22 4 to Lutherdale.

06:29:23 5 And there is a -- a little passing  
06:29:30 6 side, I think, where they can get around us  
06:29:32 7 there, right in front of the Baker farm and the  
06:29:36 8 Smith farm, right across the street from us  
06:29:38 9 there, but, again, it's just a concern with the  
06:29:42 10 amount of traffic because people don't  
06:29:44 11 necessarily slow down out there.

06:29:48 12 The speed limit changes right in  
06:29:50 13 front of our property from 50 to 55. It used  
06:29:56 14 to be 55, but then they changed it -- lowered  
06:29:58 15 it to 50 in front of us, but, you know,  
06:30:01 16 everybody is driving faster than that anyway.  
06:30:04 17 So --

06:30:05 18 So, yeah, it's very much a concern.  
06:30:08 19 The amount of traffic that happens -- I've seen  
06:30:11 20 plenty of accidents out there on Highway 12.  
06:30:16 21 We certainly hear the response teams, the  
06:30:20 22 rescue teams and sheriffs and everybody else  
06:30:23 23 that are heading down the highway because of  
06:30:26 24 the accidents that happen out there.

06:30:28 25 So we're very much in favor of the



Figure A.6 (Continued)

PUBLIC COMMENTS, 12/11/2019

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Red Line. We'd like to see that happen as soon  
as possible.

\* \* \* \* \*

(Public statements concluded.)

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Figure A.6 (Continued)

1 STATE OF WISCONSIN )  
 2 COUNTY OF MILWAUKEE ) SS:

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I, KATHLEEN E. CARTER, a Certified  
 Realtime Reporter, Registered Merit Reporter and  
 Notary Public in and for the State of Wisconsin, do  
 hereby certify that the above comments were recorded  
 by me on Wednesday, December 11, 2019, and reduced  
 to writing under my personal direction.

I further certify that I am not a  
 relative or employee or attorney or counsel of any  
 of the parties, or a relative or employee of such  
 attorney or counsel, or financially interested  
 directly or indirectly in this action.

In witness whereof I have hereunder set  
 my hand and affixed my seal of office at Milwaukee,  
 Wisconsin, this 16th day of December, 2019.

\_\_\_\_\_  
 Notary Public  
 In and for the State of Wisconsin

My Commission Expires: March 12, 2021.

Figure A.6 (Continued)

**BROWN & JONES REPORTING, INC.**

C E R T I F I C A T E

STATE OF WISCONSIN )  
 ) SS:  
 COUNTY OF MILWAUKEE )

I, ALICIA PABICH, a Certified Shorthand Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that on December 12, 2019, at Global Water Center, 247 West Freshwater Way, Milwaukee, Wisconsin, for SEWPRC Vision 2050, there were no comments taken.

\_\_\_\_\_  
 Notary Public  
 In and for the State of Wisconsin

My Commission Expires: July 10, 2023.

735 North Water Street, Suite M185  
 Milwaukee, WI 53202  
 (414) 224-9533  
 (800) 456-9531

**Figure A.7**

**Comments Submitted via Comment Form at the Seven Public Meetings**



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: John K. Magee Date: 12/09/19  
Address: 2033 Racine ST  
Racine, WI. 53403  
Email: JohnKelleyMagee@yahoo.com

Comments:

I-94 FREEWAY THAT HAS CONSTRUCTION FROM HWY 11,  
TO RYAN RD.  
RYAN RD. HOPE WILL BE DONE BY JUNE 2020. BUT,  
WHAT ABOUT CONNECT TO 794 TOWARD LAKE FREEWAY,  
794 SHOULD EXTEND TO MERGE INTO I-94 FROM  
RYAN RD TO CONNECT TO I-94 BETWEEN RYAN RD TO  
7 MILE RD. BUT ANOTHER PURPOSED IS TOLL ROAD, THAT  
IF THEY WANT TOLL ROAD, SHOULD BUILD BETWEEN  
7 MILE RD TO 241 ENTER & EXIT RAMP, 241 IS ONTO  
27TH ST. FROM I-94.  
COMMUTER RAIL; WE NEED METRA SERVICE TO  
MILWAUKEE FROM KENOSHA, AND FROM WAUKEGAN TO  
MILWAUKEE TOO. NOT AMTRAK. METRA!



Figure A.7 (Continued)



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: Nancy Cassano  
Address: P.O. Box 65  
Whitewater WI 53190  
Email: cassano1110@gmail.com

Date: 12/11/2019

Comments:

1. Keep the "red line" option in the Hwy 12 plan. Best plan to  
move more traffic.  
2. Move the red line option forward with more study as to  
impact.  
Hwy 12 Near Kewaukee Lake (Sterlingworth curve etc.)  
can not be expanded  
Nancy Cassano

Figure A.7 (Continued)

2



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: Lisa M Dawsey Smith  
Address: 273 W Fremont St.  
Whitewater, WI 53190  
Email: ldawsey06@gmail.com

Date: 12/11/19

Comments:

Failure to include red line in 2050 plan is quite frankly short-sighted in terms of the potential for southeast Wisconsin. Our communities and our industry deserve better. Period.

Figure A.7 (Continued)

3



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: AL THOMAS Date: 12/11/19  
 Address: W4947 DUNBAR DR  
ELKHORN, WI 53121  
 Email: ALFROMELKHORN@YAHOO.COM

Comments:

I HAVE LIVED OFF HY. 12/67 SINCE 1976, AND THE VOLUME OF TRAFFIC HAS INCREASE SUBSTANTIALLY SINCE THEN TO THE POINT WHERE WE OFTEN CANNOT GET ONTO OR CROSS THE HIGHWAY. THE IDEA OF WIDENING THE EXISTING HIGHWAY FROM ELKHORN TO WHITEWATER IS RIDICULOUS. IT WOULD NEGATIVELY IMPACT ALL BUSINESSES AND WETLANDS ALONG THAT ROUTE.

SHORT TERM: A ROUND-ABOUT AT HY. 12/67 & HY. A MAY HELP TRAFFIC AT THAT LOCATION.

WE NEED TO SOLVE THE 12/67 ISSUE AS SOON AS POSSIBLE, AND NOT PUSH THESE PROBLEMS TO 2050.

Figure A.7 (Continued)

4



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: Dagmar Wundrock

Date: 12-11-2019

Address: 204947 Dunbar Dr.

Elkhorn, WI 53121

Email: dwindrock@gmail.com

Comments:

The red line project for continuing Hwy 12 to Whitewater has been in the works for many years. Why hasn't this been completed? The traffic on Hwy 12 is so heavy that most residents have to wait for very long periods of time to enter traffic flow.

Accidents along this route continue to multiply.

More time <sup>money</sup> has been spent on studying the problem than fixing it.

There also should have been a mailing to inform the public-



Figure A.7 (Continued)

5



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: LARRY KACHEL Date: 12/11/19  
 Address: 457 S. BUCKINGHAM BLVD  
WHITEWATER, WI 53190  
 Email: ~~larry.kachel@ceerafs.com~~ LARRY.KACHEL@CETERAFS.COM

Comments:  
THE FUNDING FOR A FULL STUDY (EIS) OF THE "RED LINE ROUTE"  
HAS ALREADY BEEN APPROVED BY THE WIS. LEGISLATURE. THE SECTION  
OF HWY 12 BETWEEN ELKHORN + WHITEWATER ~~IS~~ A MAJOR  
SAFETY PROBLEM IN TERMS OF CONGESTION, ROAD <sup>COND.</sup> SURFACE  
CONDITION, # OF ACCIDENTS + FATALITIES. WITH WALWORTH COUNTY  
STILL GAINING RESIDENTS AS OPPOSED TO MANY COUNTIES IN  
DECLINE, IT IS LONG PAST THE TIME TO FIX THE CURRENT  
AND FUTURE PROBLEM.

NOT "ALL" STATE HWY FUNDING NEEDS TO BE SPENT ON  
THE MILWAUKEE AREA. UW-WHITEWATER IS THE ONLY  
FOUR YEAR UNIVERSITY CAMPUS IN THE STATE THAT IS NOT  
CURRENTLY SERVED BY A FOUR LANE HWY. AFTER UW-MADISON +  
UW-MILW., UWU HAS ONE OF THE LARGEST ENROLLMENTS OF ALL  
OF THE REMAINING FOUR YEAR SCHOOLS. UW-WHITEWATER IS  
THE LARGEST EMPLOYER IN WALWORTH COUNTY.

OUR INDUSTRIAL PARK + INNOVATION CENTER BADLY NEED  
A FOUR LANE HWY TO SURVIVE. THE CURRENT CONDITIONS OF  
HWY'S 12, 59, 89 ARE EXTREMELY POOR.

50+ YEARS (SINCE 1967) IS TOO LONG TO COMPLETE THIS PROJECT.

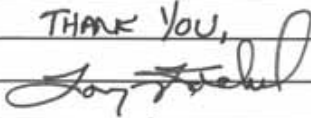
THANK YOU,  
  
LARRY KACHEL  
CHAIRMAN OF THE GREATER WHITEWATER COMMITTEE

Figure A.7 (Continued)

6



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: Gerald Petersen Date: 12-11-19  
 Address: N7622 Pleasant Point Circle  
Elkhorn, WI 53121  
 Email: garwood2@elknet.net

Comments:

I am very concerned that the progress on "the redline" extension from Elkhorn to Whitewater has been set back by canceling the "Environmental Impact Study" and being put in the "unattainable by 2050" category. This is absolutely ridiculous. The current 2-lane is nearing capacity. There are "Rush Hour" backups and accidents.

"We need action"

Figure A.7 (Continued)

7



## 2020 Review and Update of VISION 2050 COMMENT FORM

Name: JEFF BLUHM  
 Address: N 7885 US HWY 12  
ECKHORN, WI 53121  
 Email: j'eff@lutherdale.org

Date: 12/11/2019

Comments:

AS A BUSINESS LOCATED ON HWY 12 I AM VERY CONCERNED ABOUT THE TRAFFIC. WE ARE A CAMP AND CONFERENCE CENTER CALLED LUTHERDALE WE ARE A BEAUTIFUL 52 ACRE CAMPUS THAT IS A PEACEFUL PLACE FOR PEOPLE TO ENJOY. IF HWY 12 WERE TO EXPAND TO 4 LANES, THE INCREASED TRAFFIC WOULD RAISE NOISE LEVELS THAT WOULD HINDER OUR PROGRAMS AND ENVIRONMENT

DURING THE SUMMER OUR GUEST COUNT GOES UP DRAMATICALLY OUR GUEST TRAFFIC IS MOSTLY ON SUNDAY AND FRIDAY, WHICH IS WHEN MOST TOURIST TRAFFIC IS IN OUR COUNTY. THE ROADS ARE OVERUSED. THE LED LINE WOULD RE-DIRECT MUCH OF THE TRAFFIC THAT PASSES BY OUR LOCATION ON HWY 12.



Figure A.7 (Continued)



# 2020 Review and Update of VISION 2050 COMMENT FORM

**Name:** Nancy Russell

**Address:** 1720 Fairview Dr  
Lake Geneva, WI 53147

**Email:** NRussell5@wi.rr.com

**Date:** 12/11/19

**Comments:**

It is very important that State Highway 12 be extended  
as a divided, limited access highway from where it currently  
ends at the north exit of Elk Horn to the Whitewater Bypass.  
This would complete the planned highway and provide economic  
growth to Whitewater as well as encourage young people to  
attend UW, Whitewater and stay in the community (find jobs)  
after graduation. The condition of the two lane Hwy 12/67 beyond  
Elk Horn is dangerous - there are many accidents every year.  
The Walworth County Traffic Safety Commission voted to send a  
letter to Governor Evers on January 3, 2019. The letter was  
sent (I will be happy to provide a copy); however, no response was  
forthcoming. I encourage SEWRPC to keep the extension in the  
VISION 2050 Plan



Figure A.7 (Continued)

9



## 2020 Review and Update of VISION 2050 COMMENT FORM

**Name:** Ryan Smith

**Address:** W5903 US Hwy 12  
La Grange, WI 53140

**Email:** ryan.smith.me@gmail.com

**Date:** 12/11/19

**Comments:**

Please find a way to complete the Hwy 12 bypass.

The road is dangerous and makes me worry for my family's safety.

Lets do the study and prioritize the red line!

Figure A.7 (Continued)

10



## 2020 Review and Update of VISION 2050 COMMENT FORM

**Name:** Kathryn Smith

**Address:** W5903 US Hwy 12  
Whitewater, WI 53190

**Email:** katie.smith.pac@gmail.com

**Date:** 12/11/19

### Comments:

The stretch of Hwy 12 between Elkhorn + Whitewater sees far too many fatalities every year. The land for a continuation of the bypass is already owned by the state. The land-use study needs to be completed + the new red line needs to be constructed.

The current Hwy 12 through the town of LaGrange is over-crowded + endangers our farmers + families that live along the highway. We need to prioritize the land-use study + construction of the highway to prevent senseless deaths.

Figure A.7 (Continued)



## 2020 Review and Update of VISION 2050 COMMENT FORM

**Name:** Mary Grossman

**Address:** W1905 Potter Rd.  
Burlington WI 53105

**Email:** 13mgrossman@gmail.com

**Date:** 12/11/19

**Comments:**

Walworth County has a high demand for extraction sites (gravel), especially in the County's Eastern Townships. However, these sites are sometimes proposed in areas of higher population density and/or near environmental corridors. The current 2050 plan states that extraction <sup>sites</sup> will ~~be~~ be considered on a case by case basis without any further discussion. The next plan should be more precise, listing areas considered good for extraction ~~at least states~~ ~~the~~ ~~extraction~~ criteria for appropriate sites.

## **Figure A.8**

### **Comments Submitted at the November 6, 2019 Environmental Justice Task Force Meeting**

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Figure A.8 presents the comments provided by members of the public attending the Commission’s Environmental Justice Task Force meeting held on November 6, 2019. These comments were provided orally to Commission staff and the members of the EJTF during that meeting by Ms. Karyn Rotker, Senior Staff Attorney for the American Civil Liberties Union (ACLU) of Wisconsin, and Mr. Dennis Grzezinski, Owner of the Law Office of Dennis M Grzezinski.

- Mr. Grzezinski commented that there are local academics, City of Milwaukee staff, and non-profits such as the Milwaukee Food Council, which can be a resource for future regional food system planning efforts.
- Ms. Rotker commented that it is important to identify ways to avoid potential gentrification and displacement when developing Transit-Oriented Development (TOD).
- Ms. Rotker commented that Milwaukee Public Schools may have recently restored free driver’s education, which could be a factor in addressing reckless driving.
- Ms. Rotker commented that, in regard to the next steps for the 2020 plan update, November and December can be difficult months to attract participants to public involvement meetings.
- Mr. Grzezinski commented that publically promoting and discussing VISION 2050’s recommendations will increase implementation of the plan. He encouraged Commission staff to expand its communication efforts.



**ATTENDANCE RECORDS OF THE  
FIRST ROUND OF PUBLIC INVOLVEMENT  
APPENDIX B**

Figure B.1

Attendance Records of the First Round of Public and Partner Meetings in December 2019



## Public Meeting Sign-in Sheet

DATE: Tuesday, December 3, 2019

TIME: 5:00-7:00 P.M.

PLACE: Waukesha County Technical College  
Richard T. Anderson Education Center  
800 Main Street  
Pewaukee, Wisconsin

	Name	Email	Agency/Organization (if any)
1	Tim Byken	TsBUBAN@yahoo.com	NONE
2	Karen Schmechel	kschmechel@att.net	SOPHIA
3	Faye Fleck	ffleck@wi.rr.com	SOPHIA
4	Peter Ternes	petexi@yahoo.com	
5	Tricia Stowell	tsowell@yahoo.com	
6	TIM WIBERC	tim.wiberg@sbcglobal.net	NONE
7	LARRY NINES	LNINES@WI.rr.com	
8	RAY GROSCH	RAY.GROSCH@gmail.com	RETIRED
9	Sebastian Shaw	sebastian.dsler@notivul.com	N/A
10	Charles Jhu	charles.jhu@emc.com	N/A
11			
12			
13			
14			
15			

#251273

Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Wednesday, December 4, 2019

TIME: 5:00-7:00 P.M.

PLACE: West Bend Community Memorial Library  
 Children's Story Room  
 630 Poplar Street  
 West Bend, Wisconsin

	Name	Email	Agency/Organization (if any)
1	Dave Belden	dbaldes@7cgmil.com	PRD + PDF
2	John Topinos	jtopinos@serigraph.com	Serigraph Inc.
3	Sandy Stern	sandy.stern@bc@gmail.com	citizen
4	Emily Zandt	ezandt@village.germantown.wi.us	Village of Germantown
5	Robert Meyer		
6	Shirley Meyer		
7			
8			
9			
10			
11			
12			
13			
14			
15			

#251280

Figure B.1 (Continued)

DATE: Thursday, December 5, 2019

TIME: 5:00-7:00 P.M.

PLACE: Festival Foods  
Community Room  
3207 80th Street  
Kenosha, Wisconsin

## Public Meeting Sign-in Sheet



	Name	Email	Agency/Organization (if any)
1	George Stoner	gstoner@Somers.org	Somers
2	Sarah Howard	Sarah@visitpleasantprairie.com	Pleasant Prairie CVB
3	Peyton Lee	Peytonlee84@gmail.com	Kenosha
4	Jason Peters	jpeters@somers.org	Village/Town of Somers
5			
6	Essie Bennett	ebenneth698@gmail.com	Old Bedford
7	Michele Burnett	mlburnett22@yahoo.com	
8	Steve Godfrey	sgodfrey@reld.com	Robinson
9	Robert Spahn	A.S.PAHN@RELD.COM	Robinson Area
10	Allan Niesen	allpaintersplusmidwest@gmail.com	
11	Shawn Erickson	shawne@att.net	
12	Timothy Thompson	timthompson@hotmail.com	
13			
14			
15			

#251281



Figure B.1 (Continued)

## Urban League of Racine and Kenosha Registration List

DATE: Thursday, December 5, 2019

TIME: 5:00-7:00 P.M.

PLACE: Festival Foods  
Community Room  
3207 80th Street  
Kenosha, Wisconsin



Last Name	First Name	Email
Anderson-Moore	Rochelle	
Beal	Keith	
Bogan	Christopher	
Boutwell	Angela	
Coleman	Tamarra	
Cunningham	Angela	adunningham@gmail.com ✓
Drummond	Pam	✓
Falkofske	Mike	
Hall	James	✓
Hall	Renelsa	Renelsa.hall@yahoo.com ✓
Harris	Sharmain	
Hutchinson	Allen	
Jefferson	Anthony	✓
Jelks	Tenisha	
LeFlore	Vickie	✓

MARKS-GREENES FATEE Pgsstkgirl@yahoo.com

Figure B.1 (Continued)

## Urban League of Racine and Kenosha Registration List



DATE: Thursday, December 5, 2019

TIME: 5:00-7:00 P.M.

PLACE: Festival Foods  
Community Room  
3207 80th Street  
Kenosha, Wisconsin

Last Name	First Name	Email
Marks	Katherine	✓
McClendon	Jamie	✓
Moore	Montre	
Nelson	Liz	✓
Richardson	Jerral	
Smith	Kyle	
Walkington	Gina	
Williams	Ervin	Live4Victory@yahoo.com
Williams	Sandra	raphahouse21@gmail.com

→ MARKS  
 → MAHONEY - ARDIS  
 → Mary RIVERA  
 → Shebaniah Muhammad  
 → Wansheba Lawal  
 → Ruth MARKS  
 SHARONDA  
 apostle  
 shebaniah@yahoo.com  
 Wansheba Lawal@gmail.com  
 kmarks2@wi.rr.com  
 Curt.D.Robinson@yahoo.com  
 Curt.S.D.Robinson@gmail.com  
 Rasheeda Robinson walk.rne@hotmail.com  
 Ryann Robinson walk.rne@netra.l.com

Figure B.1 (Continued)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233

## Common Ground Registration List (Page 1)



Last Name	First Name	Email	Table Number
Bledsoe	George		1
Connolly	Lynn	mlynnconnolly7@gmail.com	2
DePue	Rod	RodDePue@aol.com	3
Enriquez	Francisco	enriquezseattle@yahoo.com	4
Fredrickson	Jerry	BUCKHEADS@YAHOO.COM	5
Gramling	Chris		6
Larson	Jennifer	max3128@gmail.com	7
Rasman	Barbara	rasmanbar@gmail	1
Reid	Linda	linda.hreid@gmail.com	2
Wagner	George	gwagner@yahoo.com	3
Wiggins	Bruce		4
Wiggins	Terry	terry.wiggins50@gmail.com	5
Gubbed	Diego	gadietur@yahoo.com	1
GIBBENS	MARTY	GIBBENS@MILWAUKEE.NET	7
ERMENC	BJ	heybej@yahoo.com	1



Figure B.1 (Continued)

# Common Ground Registration List (Page 2)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233



Last Name	First Name	Email	Table Number
Bledsoe	George	mbledsoe@x1100.com	6 ✓



Figure B.1 (Continued)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233

## IndependenceFirst Registration List (Page 1)



Last Name	First Name	Email	Table Number
Adams	Patricia	thotadamskid@hotmail.com	1 ✓
<del>Good</del>	<del>Stearns</del>		<del>2</del>
<del>Greig</del>	<del>Dawn</del>		<del>3</del>
Hay	Gerald		4 ✓
*Harris	Jane Ha		5 ✓
Peters	Brian	brian@independent.org	6 ✓
Steitz	Rose		7 ✓
Withers	Julie	jloverkejuno.com	8 ✓
Rotter	Karen	krotter@acv-wi.org	9 ✓
Griffith	John	wke.goffa@gmail.com	10 ✓
Snyder	Howard	hsnyder@nwstc.org	11 ✓
*Herrera	Sanette	jane@thehertera.com	12 ✓

Figure B.1 (Continued)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
 2300 W. Highland Avenue  
 Milwaukee, WI 53233

# Milwaukee Urban League Registration List (Page 1)



Last Name	First Name	Email	Table Number
Brown	Michelle		1
Henry	Tiffany	TiffanyHenry@milwaukeeurbanleague.org	2
Moore	Jona	moorejona22@gmail.com	3
Polachowski	Sheena	sheenapolachowski@gmail.com	4
Roman	Jordan	Jordan.Roman@family.org	5
Stoyes-Murray	CYNTHIA	cstokesmurray@aol.com	6

Figure B.1 (Continued)

## Renew Environmental Public Health Advocates Registration List (Page 1)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233



Last Name	First Name	Email	Table Number
Banks	Alexis	alexusbanks25@yahoo.com	1 ✓
Banks	Ashley	alexusbanks25@yahoo.com	2
Barufkin	Eugene	eugene.b1@live.com	3 ✓
Bates	Kathleen	batesk@mate.edu	4 ✓
Brooks	Kila	brookskilg@yahoo.com	5 ✓
Carvin	Michael		6
Ellwanger	Joyce	joyceellwanger@gmail.com	7 ✓
Engelson	Earl		1
Green	Larry	MLG	2 ✓
Green	Ivory	Ivory-Gin@yahoo.com	3 ✓
Green	T.J.	ivorygreen2@yahoo.com	4 ✓
Hampton	Martha		5 ✓
Hesselbach	Renee Ann		
Hewitt	Jeanne	Jeanne Hewitt	6
Johnson	Dr. Florence	Florence Johnson flojo2580@aol.com	7 ✓



Figure B.1 (Continued)

# Renew Environmental Public Health Advocates Registration List (Page 2)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233



Last Name	First Name	Email	Table Number
Kelly	Dana		2
Lewis	Dr. Shon	Dr. Shon Lewis	3
Lewis, Jr.	Willie D.	Willie D. Lewis	4
Martin	Chelsea	Seamartin.cm@gmail.com	5
Patterson	Shella	Shella Patterson	6
Patterson	Marvin		7
Richards	Barbara		1
Seymore	Jackie		2
Thomas	James	No email	3
Banks	Elizabeth	Elizabeth@safesound.org	4
Newton	Anthony		5
Green	Delano		1
Weatherby, Jr.	Ervin	erwinweatherbyjr@yahoo.com	6



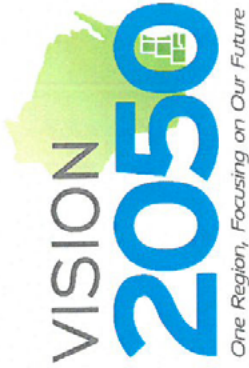
Figure B.1 (Continued)

# Urban Economic Development Association of Wisconsin Registration List (Page 1)

DATE: Saturday, December 7, 2019

TIME: 11:30 A.M. – 2 P.M.

PLACE: Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233



Last Name	First Name	Email	Table Number
Billups	Vernita		1
Cesar	Dynasty		2
Glenn	Dave	volunteerdave@gmail	3 ✓
Henry	Tanya		4
Huertas	Edwin		5
Jarecki	Tim	tjarecki@ATXORICA5.COM	6 ✓
John	Tim		7
Kilkenny	Meg		1
Luzar	Kristi	KRISTI@wedawwi.org	2 ✓
RiceBey	Brother		3
Schmitt	William		4
Speed	Betty		5
Sponcia	Jeff		6
Stuart	Barry		7
Wetzel	Jessica	JESSICA@wedawwi.org	1 ✓



Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Monday, December 9, 2019

TIME: 5:00-7:00 P.M.

PLACE: Gateway Technical College  
 Racine Building - Lakeside Room  
 1001 S. Main Street  
 Racine, Wisconsin

	Name	Email	Agency/Organization (if any)
1	ED Miller	ed@revitalizerinc.net	RFP
2	Anita Cruise	anita-cruise@yahoo.com	NA
3	Tom Vollen	TomVollen@yahoo.com	NA
4	Kerth Cruise	Kcruise@gmail.com	
5	Debra Karp	Karp@uwp.edu	UW Parkside
6	Jerrad Jones	jjenesa@kenosha.org	Kenosha Area Transit
7	Grita Nubauer	v.p.nubauer@legis.wisconsin.gov	State Assembly
8	Grice Williams	Gwilliams@wi.vr.com	
9	John K. Magee	JohnKelseyMagee@yahoo.com	METRO GO
10	Samuel Schultz	sschultz@mtpleasantwi.gov	Village of Mount Pleasant
11	David Rhoads	drhoads@lsts.edu	Greater Racine
12	Nick Denske	nick.denske@racine.lbray.info	Racine Public Library
13	DOUG WHEATON	dougwra.org	REALTORS ASSOCIATION
14	Barbara Vass	bjvass@wi.vr.com	homeowner, Somers
15	Kim Nash	KRN54@shglobal.net	private individual

#251283



Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Tuesday, December 10, 2019

TIME: 5:00-7:00 P.M.

PLACE: Ozaukee County Pavilion  
 South Pavilion  
 W67N866 Washington Avenue  
 Cedarburg, Wisconsin

	Name	Email	Agency/Organization (if any)
1	John Kotka	jekatzk@sbglobal.net	
2	Jaime Orna	jaimelordp035@hotmail.com	MATC Student
3	Jon Edgren	jedgren@co.ozaukee.wi.us	Ozaukee County
4	Gus Wirth Jr		SEWRPC
5	Kit Keller	Kit.bike.walk@gmail.com	
6	S. Pann		
7			
8			
9			
10			
11			
12			
13			
14			
15			

#251282



Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Wednesday, December 11, 2019

TIME: 5:00-7:00 P.M.

PLACE: Matheson Memorial Library and Community Center  
101 N. Wisconsin Street  
Elkhorn, Wisconsin

	Name	Email	Agency/Organization (if any)
1	Kindra Rush	Kindra-Rush@hotmail.com	
2	AL THOMAS	ALFROMELKHORN@yahoo.com	
3	Dagmar Wundrock	dawundrock@yahoo.com	
4	Tom Schocholt	TSchocholt61@yahoo.com	
5	George Potte	gwpotte@gmail.com	
6	Mike Kapitan	Michael.Kapitan76@yahoo.com	
7	Kyle Bares	KyleBares@reigngroup.com	
8	Lisa Dawsey Smith	ldawsey01@gmail.com	Downtown Wintewater Inc.
9	Nancy Cassano	Cassano61@gmail.com	
10	Gary Strand	StrandTD@StrandBard.com	
11	Joe & Leah Mathiesen	Jmathiesen9@gmail.com	
12	Bill & Deb Loeding	DLOEDING@GMAIL.COM	
13	Jeffrey Knight	JPKnight@publicaffairs.com	Greater White Water Comm., Inc.
14	Jan Pappa	jp6843@yahoo.com	
15	Trisha Pellmann	pellmannswife@yahoo.com	

#251284

Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Wednesday, December 11, 2019

TIME: 5:00-7:00 P.M.

PLACE: Matheson Memorial Library and Community Center  
101 N. Wisconsin Street  
Elkhorn, Wisconsin

	Name	Email	Agency/Organization (if any)
16	Terry Schuermin	Theresa.Schuermin@dnd.wi.gov	SEMPC ESTP
17	Carl Rietker	Rietkerconsult@elknet.net	SEMP
18	Jeff Graul	jgraul@sbcglobal.net	—
19	Kim Gleman	K.r.coleman@hotmail.com	—
20	Michelle Johnston	michelle.johnston@rescore.com	—
21	Vicki Elly Hagstutz	vhagstutz@gmail.com	—
22	Arlene Baker	abakerph@elknet.net	—
23	Don Lukala	DEZUKEL@ELKNET.NET	TOWN - LA - GRAUCE
24	JOHN JEZIORSKI	jjlaked@comcast.net	—
25	Kim Crosby	the.crosby@hotmail.com	—
26	Gerald Petersen	garwood2@elknet.net	—
27	Shawn & Phil Knobel	psknobel@gmail.com	—
28	Kay & Doug Marconnet	tmrconnet@icloud.com	—
29	JAMIE MUNCIE	JMUNCIE54@GMAIL.COM	—
30	LARRY KACHEL	LARRY.KACHEL@CETEAFS.COM	GREATER WATERWAY COMMITTEE

#251284

Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Wednesday, December 11, 2019

TIME: 5:00-7:00 P.M.

PLACE: Matheson Memorial Library and Community Center  
101 N. Wisconsin Street  
Elkhorn, Wisconsin

	Name	Email	Agency/Organization (if any)
31	Kathy Shellman	shellman@elknet.net	
32	Ray Seitz Jr.	WmanSurveyor@elknet.net	
33	Brienne Brown	brannedieboltbrown@gmail.com	City of Whitewater
34	Patty Haysmire	hooperidew@gmail.com	
35	Dwight Haysmire	" "	
36	Nancy Russell	NRussell5@wi.net	SEWRPC Commissioner
37	John Henderson	jeanjohnh@gmail.com	
38	Kathryn Smith	Katie.smith.pac@gmail.com	
39	Ryan Smith	" "	
40	Dwight Voigt	dvoigt1@gmail.com	
41	Melanie Raeburn	mrackie@gmail.com	
42	Jeff Blumh	WJBlumh@C.M.P.L.com	
43	JEFF BLUMH	jeff@lutherdale.org	LUTHERDALE
44	MARINA SATHAG	rickmar@elknet.net	
45	John Summers	jsummers@lutherdalelaketadistrict.com	Lutherdale Lake District

#251284



Figure B.1 (Continued)

SPEN-114

<u>Name</u>	<u>Email</u>	<u>Agency/Organization</u>
Bruce Beaudin	BAtjb@outlook.com	U.S. Marines
Cameron Clapper	cclapper@white-water-wi.gov	City of White Water
Thula Smith		
JEFF ROSENDAHL	JEFF.ROSENDAHL@SMARC.COM	-
Tom & Mary Grossman	13mgrossman@gmail.com	-
Paul Gimer	tbgimer@gmail.com	



Figure B.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Thursday, December 12, 2019

TIME: 5:00-7:00 P.M.

PLACE: Global Water Center  
 Meusen Confluence Gallery - 1st Floor  
 247 W. Freshwater Way  
 Milwaukee, Wisconsin

	Name	Email	Agency/Organization (if any)
1	Jesus Ochoa	Jochoa@mcts.org	Milwaukee County Transit System
2	Ryan Breaker	ryan.breaker@icloud.com	
3	Patricia Orlucic	patricia.orkic@commongroundwi.org	Common Ground
4	Bob Connolly	bconnolly@jamescompany.com	Common Ground
5	Travis Hope	Travis.Hope@ssc05.nail.com	SOC
6	Leroy Hope		/
7	Angel Hope		/
8	Iveliz Hope		/
9	Ivana Martinez	Juni.Martinez00@gmail.com	SOC
10	Manuel Moras		11 SOC
11	Kelly Moore Brands	kbrands@srhc.org	Sixteenth Street Comm Health Ctrs
12	Dan Lococo	Dan.Lococo@live.com	Mainstreaming Op
13	Helen Lococo		1110 Street
14	Jim Everson		Common Ground
15	Andy Corwin	andy@corwin.com	

#251285

Figure B.1 (Continued)

DATE: Thursday, December 12, 2019

TIME: 5:00-7:00 P.M.

PLACE: Global Water Center  
 Meeusen Confluence Gallery - 1st Floor  
 247 W. Freshwater Way  
 Milwaukee, Wisconsin

### Public Meeting Sign-in Sheet



	Name	Email	Agency/Organization (if any)
16	Bob Cherwon	bcherwon@wlr.com	The Trek Fay
17	Jeanette Torres		SOC
18	IVSCEY FLORES	ivscey@wisconsinvoices.org	SOC
19	Edith Chavez	<del>echavez4141@gmail.com</del>	<del>APR</del> SOC
20	VANESSA KOSTER	vkost@milwaukee.gov	CITY OF MILWAUKEE DAD
21	Jasmine Ruiz		SOC
22	Kimberly Ruiz		SOC
23	Amy Oeth	aoeth@milwaukee.gov	City of MKE - DCD
24	Elizabeth Hawley	ehawley@gmail.com	Common Ground
25	Karen Lunn	Mississ@SBCglobal.net	
26	William Moore	enviro1@SBCglobal.net	Great Waters Group of the Green Club
27	John Eshun	johneshun85@gmail.com	Common Ground
28	SAM LEITCHING	slc14@milwaukee.gov	City of Milwaukee
29	Jeff Polenske	jpolen@milwaukee.gov	City of Milw. DPW
30	Dakota Crowell	dakota.crowell@hacm.org	Housing Authority

#251285

Figure B.1 (Continued)



### Public Meeting Sign-in Sheet

DATE: Thursday, December 12, 2019

TIME: 5:00-7:00 P.M.

PLACE: Global Water Center  
 Meusen Confluence Gallery - 1st Floor  
 247 W. Freshwater Way  
 Milwaukee, Wisconsin

	Name	Email	Agency/Organization (if any)
31	Clarissa Morales	clarissa@secmilwaukee.org	SOE
32	Kevin Kuschel	kkuschel@milwaukee.gov	City of Milwaukee - DEP
33	Patrick Lynname	plinnam@a5bglobal.net	C&SB
34	Andrew Leuy	andrew.leuy@dot.wi.gov	WSDOT
35	Nancy Franks	frankn@uwm.edu	UWVM
36	Jim West	jwests@yahoo.com	Common Ground
37	Joanne West	jwests@yahoo.com	Common Ground
38	Andrea Keding	Andrea@secmilwaukee.org	SOE
39	Debra Bradford	eb5885@aol.com	
40	Rebecca Soto	beckisoto@gmail.com	SOE
41	Rosamaria Martinez	rosamariamartinez@sche.org	Sixteenth Street Community Health
42			
43			
44			
45			

#251285



Figure B.1 (Continued)

## Hmong American Friendship Association Sign-in Sheet

DATE: Sunday, December 15, 2019

TIME: 3:00-5:00 P.M.

PLACE: Hmong American Friendship Association  
3824 W. Villet Street  
Milwaukee, Wisconsin



	Name	Email	Agency/Organization (if any)
1	Dobblis Xiong	NobblisXiong72@hotmail.com	None
2	Jim Yang	jimmyyang194@gmail.com	N/A
3	P J Xiong	paydubXiong@gmail.com	NONE
4	Kabatsig Xiong	Xiongk90@gmail.com	
5	Lany Xiong	Lany@winning.com	HAFA
6	Pang Kou Xiong	pxiong@hmongfriendship.org	HAFA
7	Maly Xiong	xiong-maly@yahoo.com	N/A
8	William Xiong	wexiong@yahoo.com	N/A
9	Andrew Xiong	xiongandrew90@gmail.com	
10	Chuwang Xiong	cxiong@newscorpsin.org	
11	La Xiong	N/A	
12	Kenny Zhang		
13	Mer H-Xiong		
14	Lao-Xiong		
15	Dona Xiong		

#251425



Figure B.1 (Continued)

DATE: Sunday, December 15, 2019

TIME: 3:00-5:00 P.M.

PLACE: Hmong American Friendship Association  
3824 W. Vliet Street  
Milwaukee, Wisconsin

## Hmong American Friendship Association Sign-in Sheet



	Name	Email	Agency/Organization (if any)
16	Xao Kee Xiong		
17	Pang M Xiong		
18	Yus Xiong		
19	Noushelong Xiong		
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			


#251425




**COMMISSION ANNOUNCEMENTS OF THE  
FIRST ROUND OF PUBLIC INVOLVEMENT AND  
SUMMARY MATERIALS PROVIDED AT PUBLIC MEETINGS**

**APPENDIX C**

**Figure C.1**  
**Paid Newspaper Advertisements for the Public Meetings**



**JOIN us at a PUBLIC MEETING**



**Want to discuss recent trends in transportation and land development?** Commission staff have initiated a federally required four-year Review and Update of VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region. We invite you to attend a public informational meeting to review plan implementation to date, trends in transportation system performance, and how well year 2050 plan forecasts are tracking. Input is welcome in this first round of public outreach before we prepare a draft plan update for public review and input in early 2020.

<p>Waukesha County Technical College            Richard T. Anderson Center            800 Main Street            Pewaukee, WI 53072  <b>Tuesday, December 3   5-7pm</b></p>	<p>West Bend Community Memorial Library            Children’s Story Room            630 Poplar Street            West Bend, WI 53095  <b>Wednesday, December 4   5-7pm</b></p>
<p>Festival Foods            Community Room            3207 80th Street            Kenosha, WI 53142  <b>Thursday, December 5   5-7pm</b></p>	<p>Gateway Technical College            Racine Building – Lakeside Room            1001 S. Main Street            Racine, WI 53403  <b>Monday, December 9   5-7pm</b></p>
<p>Ozaukee County Pavilion            South Pavilion            W67N866 Washington Avenue            Cedarburg, WI 53012  <b>Tuesday, December 10   5-7pm</b></p>	<p>Matheson Memorial Library            and Community Center            101 N. Wisconsin Street            Elkhorn, WI 53121  <b>Wednesday, December 11   5-7pm</b></p>
<p>Global Water Center            Meeusen Confluence Gallery (1st Floor)            247 W. Freshwater Way            Milwaukee, WI 53204  <b>Thursday, December 12   5-7pm</b></p>	<p><i>Each meeting will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided.</i></p>

Can’t attend a public meeting? You can review and comment on initial work for the Review and Update of VISION 2050 online: [www.vision2050sewis.org](http://www.vision2050sewis.org). Written comments may also be provided via U.S. mail, email, or fax through **December 20, 2019**:

Southeastern Wisconsin Regional Planning Commission  
 P.O. Box 1607 | Waukesha, WI 53187-1607  
**Email:** [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org) | **Fax:** 262-547-1103

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



**Figure C.1 (Continued)**

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**El Conquistador**

Thursday, 11/21

**Kenosha News**

Thursday, 11/21

**Milwaukee Community Journal**

Wednesday, 11/20

**Milwaukee Courier**

Friday, 11/22

**Milwaukee Journal Sentinel**

Monday, 11/18

**Milwaukee Times**

Thursday, 11/21

**Oconomowoc Enterprise**

Thursday, 11/21

**Ozaukee Advertiser**

Wednesday, 11/20

**Ozaukee News-Graphic**

Thursday, 11/21

**Ozaukee Press**

Thursday, 11/21

**Racine Journal Times**

Thursday, 11/21

**Southern Lakes Papers – Racine, Kenosha, Walworth**

Thursday, 11/21

**Waukesha Freeman**

Thursday, 11/21

**West Bend Daily News**

Thursday, 11/21

**Figure C.2**  
**Email Announcing the Public Meetings**

**PROVIDE FEEDBACK AT PUBLIC MEETINGS IN DECEMBER**

**SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION**



**KICKING OFF 2020 REVIEW AND UPDATE  
OF VISION 2050**

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 added or changed, and the financial analysis will be updated to reflect any changes in anticipated funding or expenditures.



**JOIN US AT ONE OF SEVEN PUBLIC MEETINGS IN DECEMBER**

Residents are invited to attend one of seven public meetings across the Region as part of the first of two rounds of public involvement for the Review and Update. Staff will be available in an "open house" format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through December 20, 2019. 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 in 2020. A second round of public involvement will take place in early spring 2020, during which time the public

Figure C.2 (Continued)

will be able to review the draft 2020 Review and Update, including updated financial and equity analyses.

Waukesha County Technical College Richard T. Anderson Center 800 Main Street Pewaukee, WI 53072 <b>Tuesday, December 3   5-7pm</b>	West Bend Community Memorial Library Children's Story Room 630 Poplar Street West Bend, WI 53095 <b>Wednesday, December 4   5-7pm</b>
Festival Foods Community Room 3207 80th Street Kenosha, WI 53142 <b>Thursday, December 5   5-7pm</b>	Gateway Technical College Racine Building – Lakeside Room 1001 S. Main Street Racine, WI 53403 <b>Monday, December 9   5-7pm</b>
Ozaukee County Pavilion South Pavilion W67N866 Washington Avenue Cedarburg, WI 53012 <b>Tuesday, December 10   5-7pm</b>	Matheson Memorial Library and Community Center 101 N. Wisconsin Street Elkhorn, WI 53121 <b>Wednesday, December 11   5-7pm</b>
Global Water Center Meeusen Confluence Gallery (1st Floor) 247 W. Freshwater Way Milwaukee, WI 53204 <b>Thursday, December 12   5-7pm</b>	

People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.

#### FOR MORE INFORMATION

More information about the 2020 Review and Update, including how to provide comments, can be found on the VISION 2050 website.

[Click here to learn more!](#)

Southeastern Wisconsin Regional Planning Commission  
[www.sewrpc.org](http://www.sewrpc.org)



SEWRPC, P.O. Box 1607, Waukesha, WI 53187

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Sent by [sewrpcnews@sewrpc.org](mailto:sewrpcnews@sewrpc.org) in collaboration with

**Constant Contact**

Try email marketing for free today!

**Email announcement sent to SEWRPC's email distribution list on November 21, 2019**

**Figure C.3**  
**Postcard Announcing the Public Meetings**

# JOIN US

December  
3-12, 2019

**Want to discuss recent trends in transportation and land development?** We invite you to attend one of seven public meetings being held in December (see schedule on back) to review initial information about the Review and Update of VISION 2050 and provide input to staff.



The Southeastern Wisconsin Regional Planning Commission has initiated a Review and Update of VISION 2050, the regional land use and transportation plan for Southeastern Wisconsin. This first of two rounds of public meetings will review plan implementation to date, trends in transportation system performance, and how well year 2050 plan forecasts are tracking.



Find out more at  
[vision2050sewis.org](http://vision2050sewis.org)



 @SEWRPC
  @SEW\_RPC

  
*One Region, Focusing on Our Future*

Please join us at one of these seven public informational meetings to review initial information about the Review and Update of VISION 2050. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through **December 20, 2019**. Staff will also be holding a second round of public meetings in the spring of 2020 to review a draft of the Review and Update.

- Waukesha County Technical College (Richard T. Anderson Center)  
 800 Main Street | Pewaukee, WI 53072  
**Tuesday, December 3 | 5-7pm**
- West Bend Community Memorial Library (Children's Story Room)  
 630 Poplar Street | West Bend, WI 53095  
**Wednesday, December 4 | 5-7pm**
- Festival Foods (Community Room)  
 3207 80th Street | Kenosha, WI 53142  
**Thursday, December 5 | 5-7pm**
- Gateway Technical College (Racine Building – Lakeside Room)  
 1001 S. Main Street | Racine, WI 53403  
**Monday, December 9 | 5-7pm**
- Ozaukee County Pavilion (South Pavilion)  
 W67N866 Washington Avenue | Cedarburg, WI 53012  
**Tuesday, December 10 | 5-7pm**
- Matheson Memorial Library and Community Center  
 101 N. Wisconsin Street | Elkhorn, WI 53121  
**Wednesday, December 11 | 5-7pm**
- Global Water Center (Meeusen Confluence Gallery – 1st Floor)  
 247 W. Freshwater Way | Milwaukee, WI 53204  
**Thursday, December 12 | 5-7pm**



[vision2050sewis.org](http://vision2050sewis.org)  
 @SEWRPC  
 @SEW\_RPC

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



**Figure C.4**  
**Flyer Announcing the Public Meetings**



**JOIN us at a PUBLIC MEETING**

**VISION 2050**  
*One Region, Focusing on Our Future*

**Want to discuss recent trends in transportation and land development?** Commission staff have initiated a federally required four-year Review and Update of VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region. We invite you to attend a public informational meeting to review plan implementation to date, trends in transportation system performance, and how well year 2050 plan forecasts are tracking. Input is welcome in this first round of public outreach before we prepare a draft plan update for public review and input in early 2020.

Waukesha County Technical College  
 Richard T. Anderson Center  
 800 Main Street  
 Pewaukee, WI 53072  
**Tuesday, December 3 | 5-7pm**

West Bend Community Memorial Library  
 Children’s Story Room  
 630 Poplar Street  
 West Bend, WI 53095  
**Wednesday, December 4 | 5-7pm**

Festival Foods  
 Community Room  
 3207 80th Street  
 Kenosha, WI 53142  
**Thursday, December 5 | 5-7pm**

Gateway Technical College  
 Racine Building – Lakeside Room  
 1001 S. Main Street  
 Racine, WI 53403  
**Monday, December 9 | 5-7pm**

Ozaukee County Pavilion  
 South Pavilion  
 W67N866 Washington Avenue  
 Cedarburg, WI 53012  
**Tuesday, December 10 | 5-7pm**

Matheson Memorial Library  
 and Community Center  
 101 N. Wisconsin Street  
 Elkhorn, WI 53121  
**Wednesday, December 11 | 5-7pm**

Global Water Center  
 Meeusen Confluence Gallery (1st Floor)  
 247 W. Freshwater Way  
 Milwaukee, WI 53204  
**Thursday, December 12 | 5-7pm**

*Each meeting will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided.*

Can’t attend a public meeting? You can review and comment on initial work for the Review and Update of VISION 2050 online: [www.vision2050sewis.org](http://www.vision2050sewis.org). Written comments may also be provided via U.S. mail, email, or fax through **December 20, 2019**:

Southeastern Wisconsin Regional Planning Commission  
 P.O. Box 1607 | Waukesha, WI 53187-1607  
**Email:** [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org) | **Fax:** 262-547-1103

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

**Figure C.5**  
**Press Release and List of Media Outlets**



**FOR IMMEDIATE RELEASE**

November 21, 2019

Release No. 19-01

**For more information:**

Kevin Muhs, PE, AICP

SEWRPC Executive Director

(262) 953-4288

[kmuhs@sewrpc.org](mailto:kmuhs@sewrpc.org)

**SEWRPC Kicking Off  
2020 Review and Update of VISION 2050**

*Seeking feedback at public meetings prior to updating the Region's long range land use and transportation plan.*

**Waukesha, Wis.** – Commission staff have initiated a federally required four-year Review and Update of VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region. The public is invited to attend one of seven public informational meetings to learn more about the effort, review initial work, and provide comments. The comment period during this initial round of public involvement is open through December 20, 2019.

**2020 Review and Update of VISION 2050**

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 added or changed, and the financial analysis will be updated to reflect any changes in anticipated funding or expenditures.

Figure C.5 (Continued)

## SEWRPC KICKING OFF 2020 REVIEW AND UPDATE OF VISION 2050

### **Public Involvement**

There will be two rounds of public meetings for this effort. Round one, which will take place in December 2019, will share information with the public about progress on plan recommendations and collect feedback about implementation and on changes that have occurred, since VISION 2050 was adopted, that we should consider as we update the plan's recommendations. Round two, planned to take place in the spring of 2020, will allow the public to review the draft 2020 Review and Update, including updated financial and equity analyses and provide additional feedback.

### **Join Us**

For all seven public meetings below, staff will be available in an "open house" format, so you can attend any time during the two-hour timeframe. There will be several opportunities during the meeting to provide feedback, ask questions, and discuss further with staff. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.

Waukesha County Technical College  
Richard T. Anderson Center  
800 Main Street  
Pewaukee, WI 53072  
**Tuesday, December 3 | 5-7pm**

West Bend Community Memorial Library  
Children's Story Room  
630 Poplar Street  
West Bend, WI 53095  
**Wednesday, December 4 | 5-7pm**

Festival Foods  
Community Room  
3207 80th Street  
Kenosha, WI 53142  
**Thursday, December 5 | 5-7pm**

Gateway Technical College  
Racine Building – Lakeside Room  
1001 S. Main Street  
Racine, WI 53403  
**Monday, December 9 | 5-7pm**

Ozaukee County Pavilion  
South Pavilion  
W67N866 Washington Avenue  
Cedarburg, WI 53012  
**Tuesday, December 10 | 5-7pm**

Matheson Memorial Library  
and Community Center  
101 N. Wisconsin Street  
Elkhorn, WI 53121  
**Wednesday, December 11 | 5-7pm**

Global Water Center  
Meeusen Confluence Gallery (1st Floor)  
247 W. Freshwater Way  
Milwaukee, WI 53204  
**Thursday, December 12 | 5-7pm**

*Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.*

## SEWRPC KICKING OFF 2020 REVIEW AND UPDATE OF VISION 2050

### **How to Submit Comments**

Initial work on the 2020 Review and Update of VISION 2050, including draft chapters prepared to date, can be reviewed at [vision2050sewis.org](http://vision2050sewis.org). Written comments may be provided through **December 20, 2019**. Commission staff will review, summarize, and respond to any comments received during the public comment period. We will then consider the comments as we prepare a draft 2020 Review and Update and provide them to the Advisory Committees guiding VISION 2050 for review as they guide the Review and Update. Comments may be submitted in any of the following ways:

Plan Website: [vision2050sewis.org](http://vision2050sewis.org)  
E-mail: [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org)  
Mail: P.O. Box 1607, Waukesha, WI 53187-1607  
Fax: (262) 547-1103

### **About VISION 2050**

*VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. 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.*

### **About SEWRPC**

*The Regional Planning Commission is the official areawide planning agency for infrastructure and land use for Southeastern Wisconsin. The Commission serves the following seven Southeastern Wisconsin Counties: Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Under State law, Commission plans are advisory to local and State governments.*

###



**Figure C.5 (Continued)**


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**List of Media Outlets**

BizTimes  
Burlington Standard Press  
El Conquistador  
Elkhorn Independent  
Kenosha News  
Kewaskum Statesman  
Milwaukee Community Journal  
Milwaukee Journal Sentinel  
Milwaukee Magazine  
Oconomowoc Enterprise  
Ozaukee News Graphic  
Ozaukee Press  
The Business Journal  
The Daily News  
The Daily Reporter  
The Insider News  
The Journal Times (Racine)  
The Lake Country Now Reporter  
The Milwaukee Courier  
The Milwaukee Times  
The Spanish Journal  
Urban Milwaukee  
Waukesha County Now  
Waukesha Freeman  
WBKV AM – 1470  
WDJT-TV Channel 58  
WISN AM – 1130  
WISN-TV Channel 12  
WRJN Radio News – 1400  
WTMJ AM – 620  
WTMJ-TV Channel 4  
WUWM FM – 89.7  
WYMS FM – 88.9

**Figure C.6**  
**Display Boards at the Public and Partner Meetings**

## 2020 REVIEW AND UPDATE OF VISION 2050



**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.

**TIMELINE**

**WE ARE HERE**

- OCTOBER 2019**  
ADVISORY COMMITTEE MEETING
- DECEMBER 2019**  
PUBLIC MEETINGS  
Review implementation to date and provide feedback
- FEBRUARY 2020**  
ADVISORY COMMITTEE MEETING
- APRIL 2020**  
ADVISORY COMMITTEE MEETING
- SPRING 2020**  
PUBLIC MEETINGS  
Review draft, including equity and financial analyses, and provide feedback
- SUMMER 2020**  
COMMISSION ADOPTION OF 2020 REVIEW AND UPDATE

**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.

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


- Website: [vision2050sewis.org](http://vision2050sewis.org)
- E-mail: [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org)
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

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.

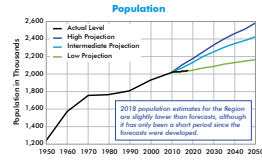
## GROWTH IN THE REGION

**OVERVIEW**

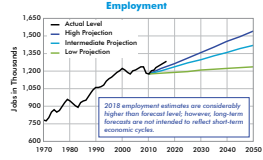
As a part of the 2020 Review and Update, the year 2050 forecasts underlying the plan have been compared to current estimates. Overall, the year forecasts remain valid for long-range land use and transportation planning purposes.



**Population**



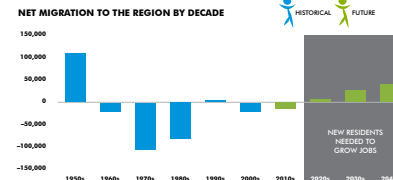
**Employment**



**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**



## HOW DOES VISION 2050 GET IMPLEMENTED?

**ENDORSE**

VISION 2050 was endorsed by the Regional Planning Commission in July 2016 and by the regional and local 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 revised to better reflect the more detailed county and local planning, such as local and county comprehensive plans, regional development plans, and jurisdictional highway system plans.

**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

**TRANSIT OPERATORS**

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

**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-ride facilities
- Construct and maintain State roads, bridges, and bicycle and pedestrian facilities
- Implement freight recommendations in coordination with local and county governments and the private sector

**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**

- 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**

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

## LAND USE

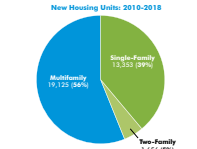
**WHAT THE PLAN RECOMMENDS:**

- 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

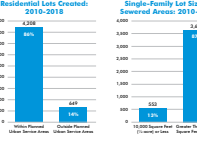
**HOW ARE WE DOING?**

- 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

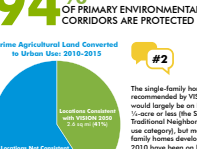
**New Housing Units: 2010-2018**



**Residential Lots Created: 2010-2018**




**Single-Family Lot Size in Served Areas: 2010-2018**

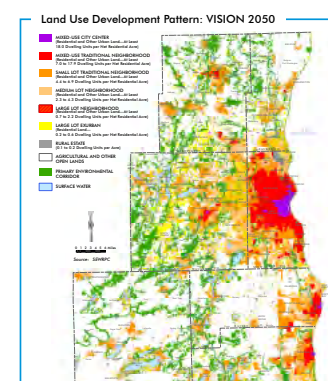


**94% OF PRIMARY ENVIRONMENTAL CORRIDORS ARE PROTECTED**

Prime Agricultural Land Converted to Urban Use: 2010-2015



**Land Use Development Pattern: VISION 2050**



**Other notable activity:**

- Transit-oriented development (TOD) occurring around the Hop, potentially around East-West BRT once it is completed
- Commitment in beginning stages of initiating a regional food system planning effort
- Numerous projects by local governments to manage stormwater, redevelop brownfield sites

Figure C.6 (Continued)

## PUBLIC TRANSIT



**FUNDING SHORTFALL!**  
Without additional funding, service levels are expected to decline by about 10% by 2050 under the fiscally constrained transportation plan (FCF)—rather than double as recommended under VISION 2050.

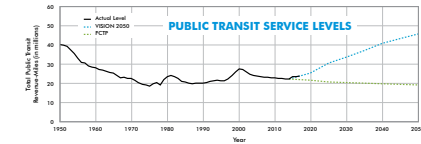
**WHAT THE PLAN RECOMMENDS:**

- ▶ 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?**

- ▲ 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

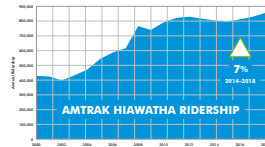
**#3** VISION 2050 previously identified a gap in funding for the recommended transit system and identified possible ways to provide additional funding. Would you support providing additional public funding for transit? If so, are there particular revenue sources you think should be considered?



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

Intercity Transit Kenosha Area Transit, Milwaukee County Transit System, RTD, and Waukesha Metro	▼ 20%
Intercity Bus Kenosha Area Intercity Connector Bus, Okauchee County Express, Washington County Connector Express, Waukesha County and Western Kenosha County Transit	▼ 13%
Shared-Ride Taxi Milwaukee, and Washington Counties and Cities of Hartford, West Bend, and Waukesha	▲ 0.2%



**Other notable activity:**

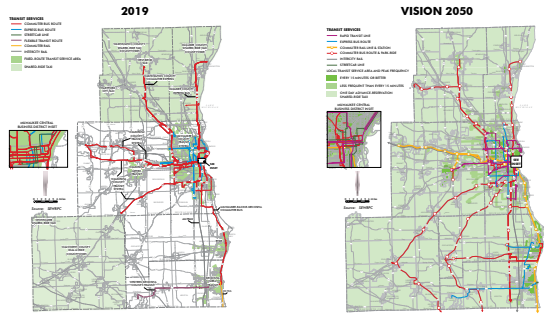
- ▶ MCTS, RTD, and The Hop launched mobile apps
- ▶ WiDOT is pursuing an increase to Amtrak Hiawatha service and a second daily trip to the Twin Cities
- ▶ Amtrak began operating new Thruway bus service to Green Bay and the Fox Valley

### RECENT CHANGES TO TRANSIT SERVICE

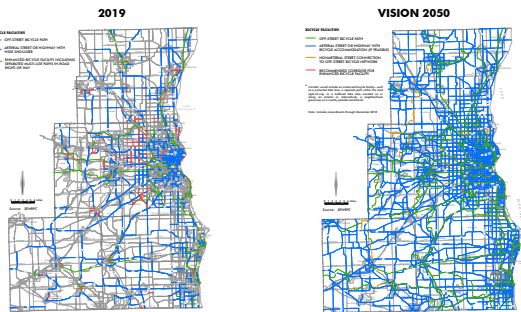
Additions/Expansions:	Reductions:
Three new MCTS express bus routes	Elimination of Joblines between the City of Milwaukee and Waukesha County
New attracter service in Milwaukee (The Hop)	Reductions in 5 freeway flyer service routes
Additional Kenosha Area Transit bus service to employment centers	Elimination of 5 MCTS special service routes
New countywide shared-ride taxi service in Walworth County	
Progress in planning the East-West BRT line in Milwaukee County	

**#4** 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



## BICYCLE FACILITIES IN THE REGION



## BICYCLE AND PEDESTRIAN



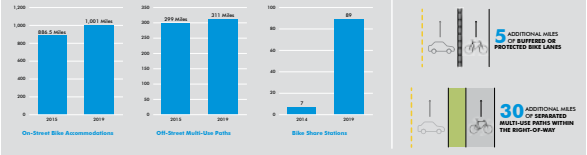
**WHAT THE PLAN RECOMMENDS:**

- ▶ 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



### SAFETY



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

- A Protected or buffered bike lanes
- B Sidewalks
- C Curb ramps or other accessibility improvements
- D Enhanced crosswalk/pedestrian signals
- E Multi-use paths
- F 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
- ▶ WiDOT completed its statewide ADA transition plan, which identifies general practices and policies that WiDOT 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

**#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?

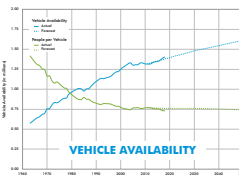
## TRAVEL DEMAND MANAGEMENT



**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 modes 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 travel time and money.

**WHAT THE PLAN RECOMMENDS:**

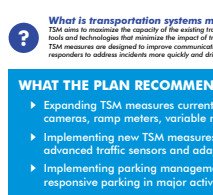
- ▶ Enhancing preferential treatment for transit and high-occupancy vehicles through HOV bypass and transit-only lanes
- ▶ Expanding the network of park-ride lots
- ▶ Pricing personal vehicle travel at its true cost
- ▶ Facilitating transit, bicycle, and pedestrian movement in local land use plans and 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 WiDOT
- ▲ Improved and expanded dynamic route planning options through the 511 Wisconsin website by WiDOT, including a new data sharing agreement with Waze and Google Maps to share advisory alerts with the public and crowd-source incident information



Figure C.6 (Continued)

## 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?

- ▲ 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

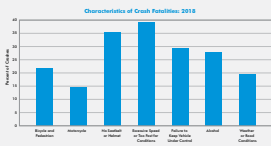
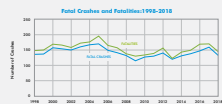
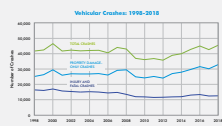
### FUNDING SHORTFALL:

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.

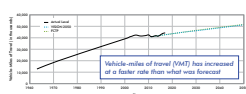
#7

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?

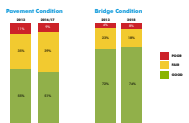
### CRASH TRENDS AND CHARACTERISTICS



### VEHICLE-MILES OF TRAVEL (VMT)



### 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?

## SHARE YOUR FEEDBACK: PLANNING FOR PUBLIC HEALTH



### ABOUT

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.

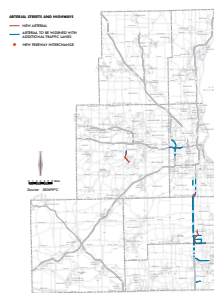
What are your greatest concerns regarding public health in Southeastern Wisconsin? Place one dot inside the box of each of your top three priorities.

Air quality	Water quality
Limited access to healthy food	Motor vehicle-related injuries
Limited access to physical or mental healthcare	Other
Health problems related to poor nutrition and lack of physical activity	<small>Write additional concerns on sticky notes.</small>

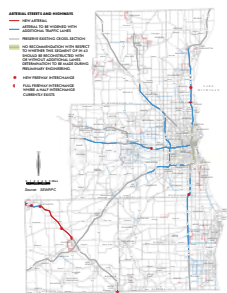
What land use or transportation strategies, if any, would have the greatest impact on improving public health? Write your ideas on sticky notes. Examples: more walkable development, more bike lanes or sidewalks, improving access to healthy food, etc.

## FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM

### COMPLETED OR UNDER CONSTRUCTION AS OF 2019



### VISION 2050



## FREIGHT TRANSPORTATION

### WHAT THE PLAN RECOMMENDS:

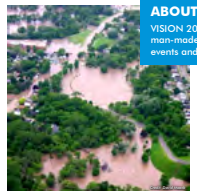
- ▶ Pursue a new truck-rail intermodal facility
- ▶ Improve accommodation of oversize/overweight (OSOW) shipments
- ▶ Construct the Muskego Yard bypass
- ▶ Address congestion and bottlenecks on the regional highway freight network

### HOW ARE WE DOING?

- ▲ Commission and WisDOT identified critical urban and rural freight corridors
- ▲ 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 Wausconsin 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 ENVIRONMENTAL RESILIENCE



### 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.

### 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	Other
	<small>Write additional concerns on sticky notes.</small>

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.



Figure C.6 (Continued)

### SHARE YOUR FEEDBACK: PLANNING FOR EQUITY



**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.

**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
Access to other needs	Affordable housing options
Affordable transportation options	Other <small>Write additional barriers on sticky notes.</small>

**?** 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



**ABOUT**

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?**

**Connected vehicles** are vehicles that can wirelessly communicate over short and medium distances with other vehicles and transportation infrastructure.  
**Autonomous vehicles** 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	Vehicle ownership models <small>For example, cooperative/flat ownership or household/individual ownership.</small>
Operator requirements and liability laws	Requirements for parking or driving without passengers
Land use implications	Connected vehicle infrastructure <small>The physical network of services that would likely be required for vehicles to communicate with infrastructure.</small>
Interaction with pedestrians and bicyclists	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.

**Figure C.7**  
**Handout Distributed at the Public and Partner Meetings**



**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 development process guided by the Commission’s Advisory Committees on Regional Land Use and Transportation Planning.

**OVERVIEW OF THE 2020 REVIEW AND UPDATE**

**PURPOSE OF THE 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 added or changed, and the financial analysis will be updated to reflect any changes in anticipated funding or expenditures.

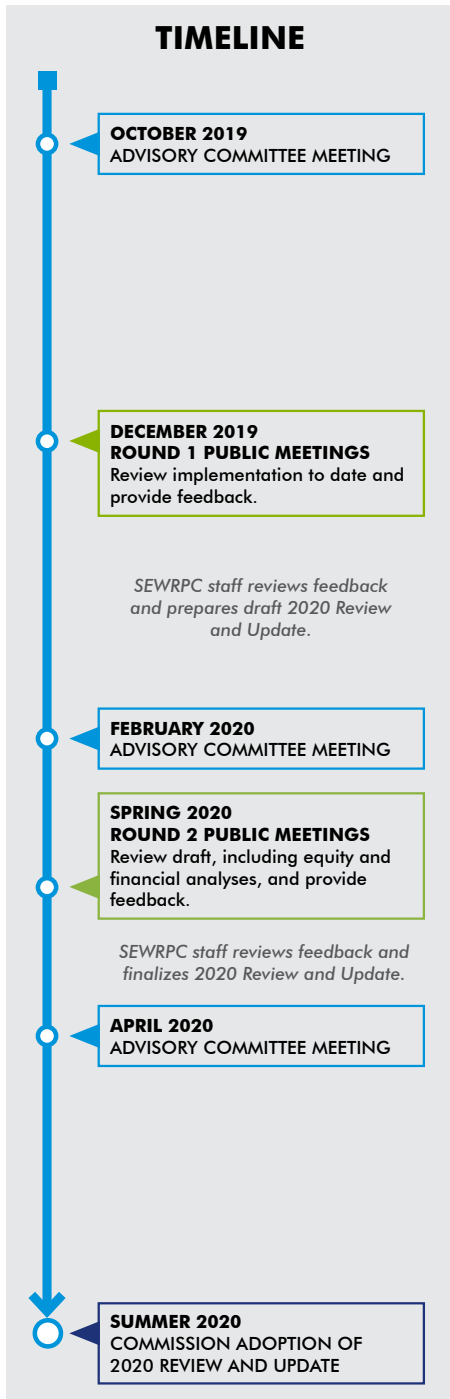
**PUBLIC INVOLVEMENT GOALS**

**Round 1**

- ▶ Share information with the public about progress on the implementation of plan recommendations
- ▶ Collect feedback about implementation and on changes that have occurred, since VISION 2050 was adopted, that we should consider as we update the plan’s recommendations

**Round 2**

- ▶ Allow the public to review and comment on the draft 2020 Review and Update, including updated financial and equity analyses



[vision2050sewis.org](http://vision2050sewis.org)

@SEWRPC

@SEW\_RPC

**Figure C.8**  
**Postcards Announcing the Partner Meetings**

# JOIN US for a Community Conversation

Hosted jointly by the Business Council and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children's activities, so families are welcome!



Milwaukee High School of the Arts  
 2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting Marjorie Rucker at XXXXXXXXXXXXXXX or calling the Business Council office at (XXX) XXX-XXXX



The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



VISION 2050 is the long-range regional land use and transportation plan for Southeastern Wisconsin



vision2050sewis.org

 @SEWRPC  @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including the Business Council, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with the Business Council and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by Common Ground and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children’s activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting Jeannie Stranzl at XXXXXXXXXXXXXXX or calling the Common Ground office at (XXX) XXX-XXXX

The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



VISION 2050 is the long-range regional land use and transportation plan for Southeastern Wisconsin



vision2050sewis.org

@SEWRPC @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including Common Ground, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with Common Ground and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

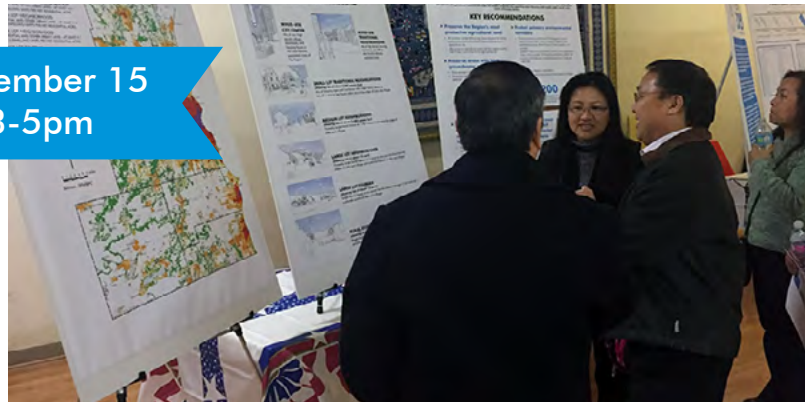
If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.



Figure C.8 (Continued)

# JOIN US December 15 3-5pm

Want to discuss recent trends in transportation and land development? Come learn about the recently launched Review and Update of VISION 2050 and share your feedback with the Southeastern Wisconsin Regional Planning Commission and Hmong American Friendship Association! The meeting will be held in an interactive OPEN HOUSE format (arrive at any time in the two-hour timeframe) with snacks and refreshments provided.



## PROVIDE FEEDBACK AT THE UPCOMING OPEN HOUSE

Hmong American Friendship Association  
3824 W. Vliet Street | Milwaukee, WI 53208  
**Sunday, December 15 | 3-5pm**



PLEASE REGISTER in advance by contacting the the HAFA office at (XXX) XXX-XXXX



If you are unable to attend the meeting on December 15, the same information and materials will be presented at a series of seven public informational meetings. Like the December 15 meeting, these meetings will be held in an open house format across the Region from December 3 through 12. You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

- Waukesha County Technical College (Richard T. Anderson Center)  
800 Main Street | Pewaukee, WI 53072  
**Tuesday, December 3 | 5-7pm**
- West Bend Community Memorial Library (Children's Story Room)  
630 Poplar Street | West Bend, WI 53095  
**Wednesday, December 4 | 5-7pm**
- Festival Foods (Community Room)  
3207 80th Street | Kenosha, WI 53142  
**Thursday, December 5 | 5-7pm**
- Gateway Technical College (Racine Building – Lakeside Room)  
1001 S. Main Street | Racine, WI 53403  
**Monday, December 9 | 5-7pm**
- Ozaukee County Pavilion (South Pavilion)  
W67N866 Washington Avenue | Cedarburg, WI 53012  
**Tuesday, December 10 | 5-7pm**
- Matheson Memorial Library and Community Center  
101 N. Wisconsin Street | Elkhorn, WI 53121  
**Wednesday, December 11 | 5-7pm**
- Global Water Center (Meeusen Confluence Gallery – 1st Floor)  
247 W. Freshwater Way | Milwaukee, WI 53204  
**Thursday, December 12 | 5-7pm**



[vision2050sewis.org](http://vision2050sewis.org)

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Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by the IndependenceFirst and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children's activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting Brian Peters at XXXXXXXXXXXX or calling the IndependenceFirst office at (XXX) XXX-XXXX



The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

VISION 2050 is the long-range regional land use and transportation plan for Southeastern Wisconsin

vision2050sewis.org

@SEWRPC @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including IndependenceFirst, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with IndependenceFirst and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

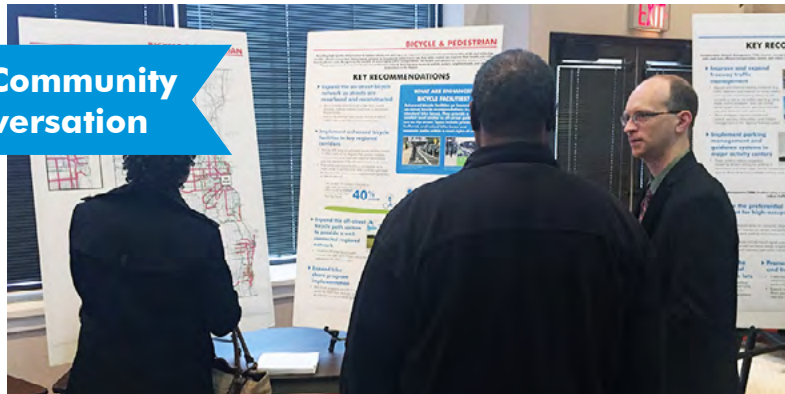
If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by the Milwaukee Urban League and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children's activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting  
Tangela Wilson at XXXXXXXXXXXX or (XXX) XXX-XXXX



The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



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vision2050sewis.org

@SEWRPC @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including the Milwaukee Urban League, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with the Milwaukee Urban League and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by REPHA and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children's activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting Delores Green at XXXXXXXXXXXX or (XXX) XXX-XXXX

The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



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vision2050sewis.org

@SEWRPC @SEW\_RPC

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The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with community partners, including REPHA, to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.



Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by the Southside Organizing Center and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children’s activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

**PLEASE REGISTER** in advance by contacting Justin Bielinski at XXXXXXXXXXXX or calling the Southside Organizing Center office at (XXX) XXX-XXXX

The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



VISION 2050 is the long-range regional land use and transportation plan for Southeastern Wisconsin



vision2050sewis.org

@SEWRPC @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including the Southside Organizing Center, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with the Southside Organizing Center and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Figure C.8 (Continued)

# JOIN US for a Community Conversation

Hosted jointly by UEDA and other SEWRPC community partners

**Want to discuss recent trends in transportation and land development?** Come learn about the recently launched Review and Update of VISION 2050 and share your feedback! The meeting will include a light lunch at 11:30 followed by a two-hour program with facilitated small group discussions. There will also be children's activities, so families are welcome!



Milwaukee High School of the Arts  
2300 W. Highland Avenue | Milwaukee, WI 53233  
**Saturday, December 7 | 11:30am-2pm**

PLEASE REGISTER in advance by contacting Jessica Wetzel at XXXXXXXXXXXX or calling the UEDA office at (XXX) XXX-XXXX

The meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



VISION 2050 is the long-range regional land use and transportation plan for Southeastern Wisconsin



vision2050sewis.org

@SEWRPC @SEW\_RPC

During the original three-year process to prepare the VISION 2050 plan, the Regional Planning Commission partnered with several community organizations, including UEDA, to increase involvement from individuals that may have been underrepresented in previous regional planning efforts.

The Commission recently initiated a federally required Review and Update of VISION 2050 and, during the first of two rounds of public involvement, is again partnering with the UEDA and other community partners to hold a Community Conversation around recent land use and transportation changes, trends, and issues that should be considered as VISION 2050 is updated in 2020.

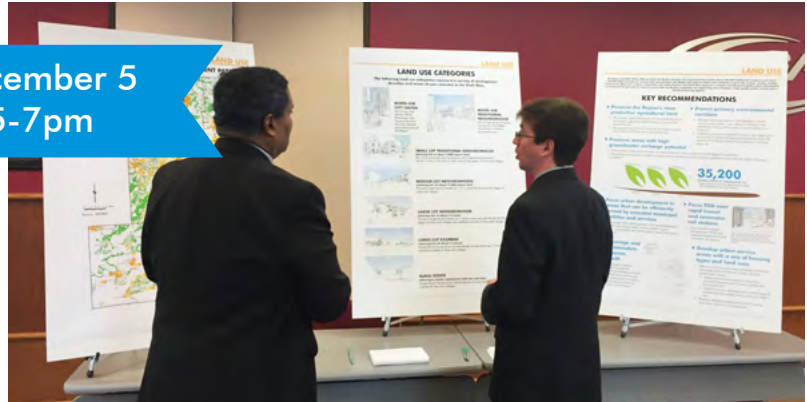
If you are unable to join us for the Community Conversation on December 7, the same information and materials will be presented at a series of public informational meetings. These meetings are being held in open house format across the seven-county Region from December 3 through 12 (schedule available on the VISION 2050 website). You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Figure C.8 (Continued)

# JOIN US

December 5  
5-7pm

Want to discuss recent trends in transportation and land development? Come learn about the recently launched Review and Update of VISION 2050 and share your feedback with the Southeastern Wisconsin Regional Planning Commission and Urban League of Racine and Kenosha! The meeting will be held in an interactive OPEN HOUSE format (arrive at any time in the two-hour timeframe) with refreshments and snacks provided.



## PROVIDE FEEDBACK AT THE UPCOMING OPEN HOUSE

Festival Foods (Community Room)  
3207 80th Street | Kenosha, WI 53142  
**Thursday, December 5 | 5-7pm**



PLEASE REGISTER in advance by contacting the Urban League of Racine and Kenosha office at XXXXXXXXXXXX or (XXX) XXX-XXXX



If you are unable to attend the public meeting with Urban League of Racine and Kenosha on December 5, the same information and materials will be presented at a series of six other public informational meetings. Like the December 5 meeting, these meetings will be held in an open house format across the Region from December 3 through 12. You can also review initial information about the Review and Update of VISION 2050 and share your feedback through the website.

Waukesha County Technical College  
Richard T. Anderson Center  
800 Main Street | Pewaukee, WI 53072  
**Tuesday, December 3 | 5-7pm**

West Bend Community Memorial Library  
Children's Story Room  
630 Poplar Street | West Bend, WI 53095  
**Wednesday, December 4 | 5-7pm**

Gateway Technical College  
Racine Building – Lakeside Room  
1001 S. Main Street | Racine, WI 53403  
**Monday, December 9 | 5-7pm**

Ozaukee County Pavilion  
South Pavilion  
W67N866 Washington Avenue | Cedarburg, WI 53012  
**Tuesday, December 10 | 5-7pm**

Matheson Memorial Library and Community Center  
101 N. Wisconsin Street | Elkhorn, WI 53121  
**Wednesday, December 11 | 5-7pm**

Global Water Center  
Meeusen Confluence Gallery – 1st Floor  
247 W. Freshwater Way | Milwaukee, WI 53204  
**Thursday, December 12 | 5-7pm**



[vision2050sewis.org](http://vision2050sewis.org)

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Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Figure C.9  
Agenda Distributed at the Community Conversation

## 2020 REVIEW AND UPDATE COMMUNITY CONVERSATION



Saturday, December 7, 2019  
11:30 a.m. to 2:00 p.m.  
Milwaukee High School of the Arts  
2300 W. Highland Avenue  
Milwaukee, WI 53233

11:30-12:00



**LUNCH SERVED**

12:00-12:30



**PRESENTATION BY SEWRPC STAFF**

Attendees can provide feedback by completing worksheets during the presentation.

12:30-1:10



**SMALL GROUP DISCUSSIONS**

SEWRPC staff will facilitate table discussions on a range of important topics, including public health, equity, environmental resilience, shared mobility, and autonomous vehicles.

1:10-1:40



**SMALL GROUPS REPORT OUT**

A representative from each table will report their top ideas to the large group.

1:40-2:00



**DESSERT SERVED AND WRAP UP**

Attendees will meet together within their respective organizations to discuss any additional feedback related to the 2020 Review and Update of VISION 2050, including ideas for improvements during the second round of input in spring 2020.

[www.sewrpc.org](http://www.sewrpc.org) | [www.vision2050sewis.org](http://www.vision2050sewis.org)



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**Figure C.10**  
**Presentation Given at the Community Conversation**

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**COMMUNITY CONVERSATION**  
**HOSTED BY SEWRPC COMMUNITY PARTNERS**  
**DECEMBER 7, 2019**

#251306

## **Community Partners**

1. Common Ground
2. The Ethnically Diverse Business Coalition
3. Hmong American Friendship Association
4. IndependenceFirst
5. Milwaukee Urban League
6. Renew Environmental Public Health Advocates
7. Southside Organizing Center
8. Urban Economic Development Association of Wisconsin
9. Urban League of Racine and Kenosha

## Today's Agenda

12:00-12:30 **PRESENTATION**

*Provide feedback by completing worksheets*

12:30-1:10 **SMALL GROUP DISCUSSIONS**

*Topics: public health, equity, environmental resilience, shared mobility, and autonomous vehicles*

1:10-1:40 **SMALL GROUPS REPORT OUT**

*Each table reports their top ideas to the large group*

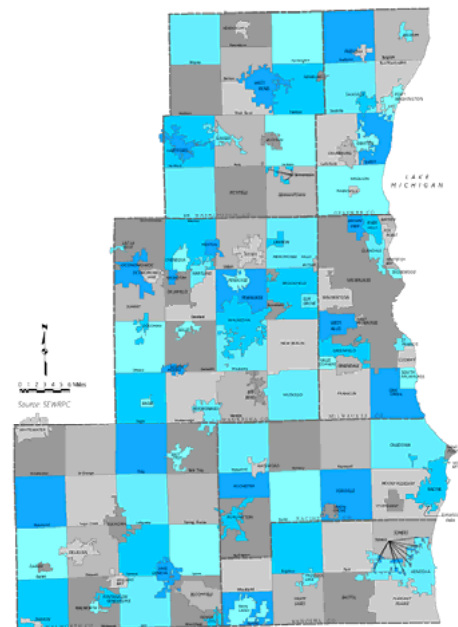
1:40-2:00 **WRAP UP**

*Convene with your organization to discuss and provide any additional feedback*

3

## About SEWRPC

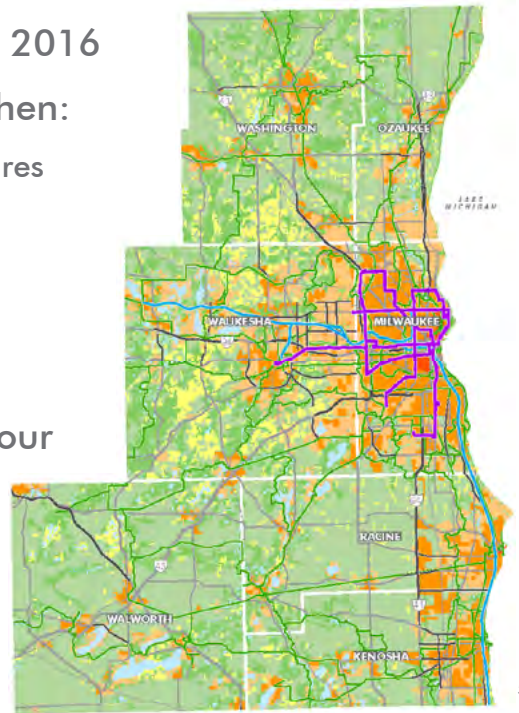
- ❑ Official areawide planning agency and metropolitan planning organization (MPO)
  - 7 counties
  - Nearly 150 cities, villages, and towns
- ❑ Advisory planning to local, county, and State governments



4

## VISION 2050: A “Living” Plan

- ❑ Originally adopted in June 2016
- ❑ Three amendments since then:
  1. Federal performance measures for safety
  2. Land use and transportation changes related to Foxconn
  3. Additional federal performance measures
- ❑ Review and update every four years (2020, 2024, etc.)



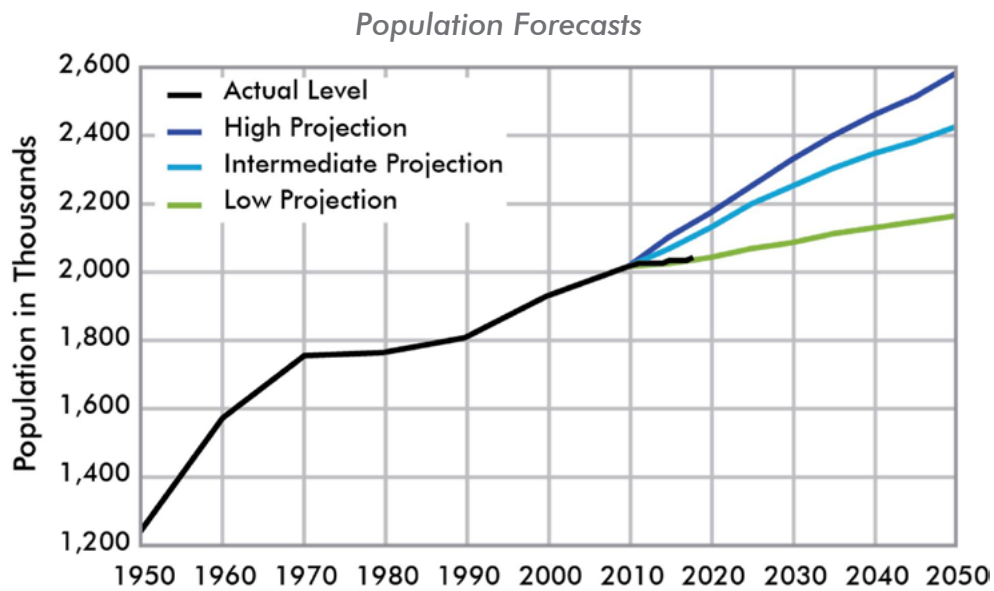
## 2020 Plan Update

- ❑ **December 2019**  
Round 1 to review:
  - Plan recommendations, implementation to date, and forecasts
  - Transportation system performance
- ❑ **February/March 2020**  
Round 2 to review:
  - Draft plan update
  - Updated financial and equity analyses



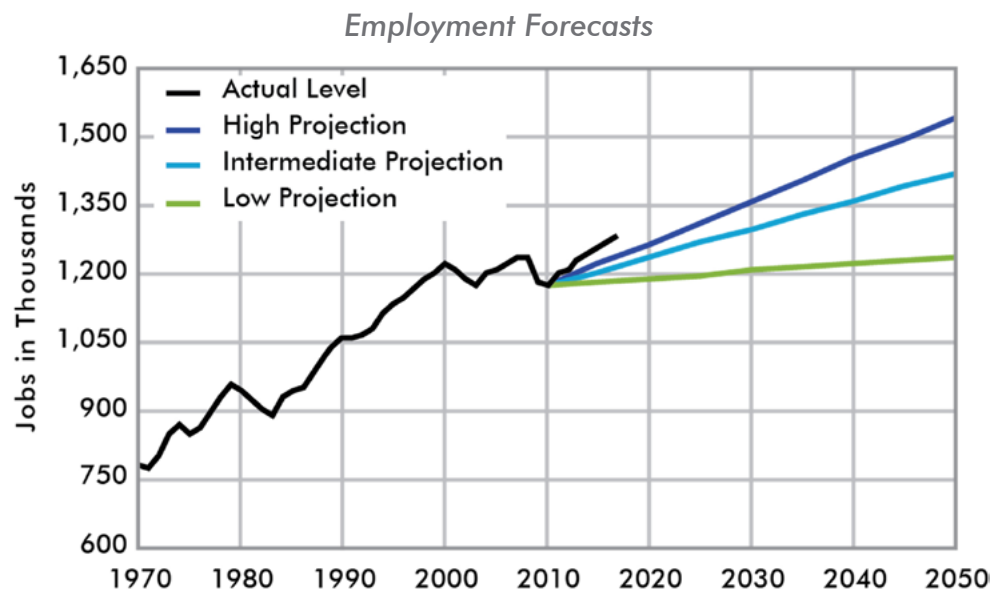
- *Each round will include public meetings in each county, meetings with the Commission’s community partners, and a 30-day comment period*

## Review of Forecasts



7

## Review of Forecasts

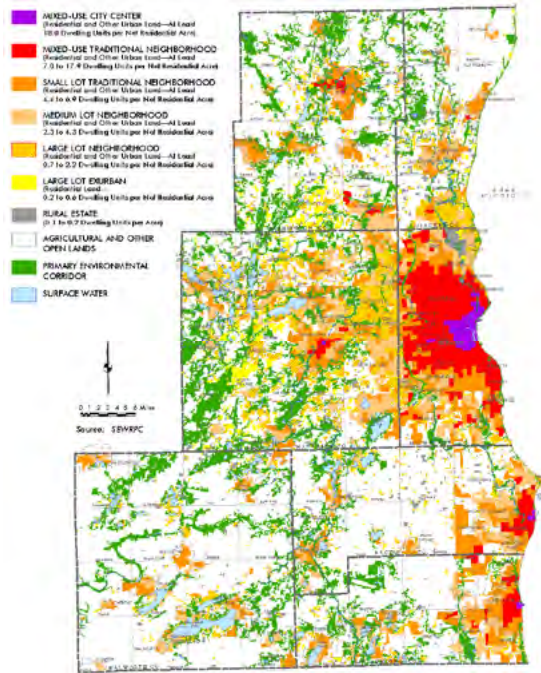


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## Land Use Element

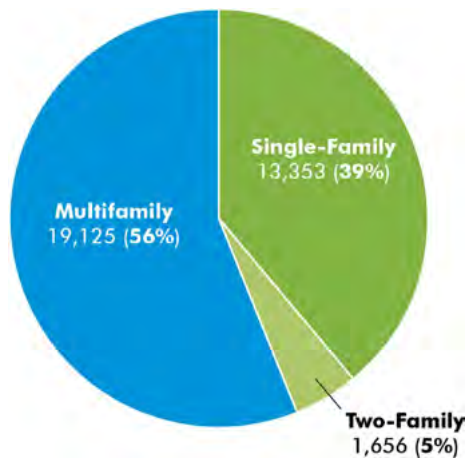
- Focus new urban development in urban centers
- Reverse trend in declining density and provide a mix of housing types and uses
- Preserve primary environmental corridors and productive agricultural land



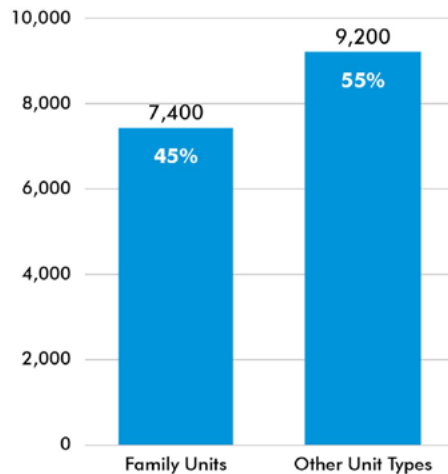
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## Land Use Implementation

New Housing Units, 2010-2018



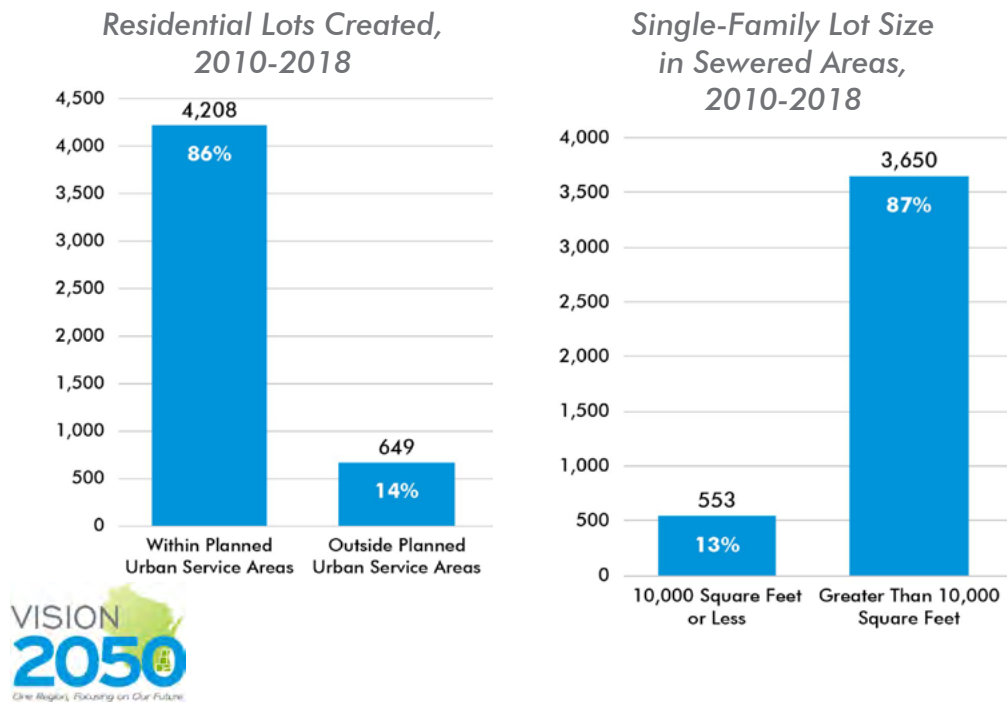
Affordable Low-Income Housing Tax Credit Units Created, 2010-2018



10

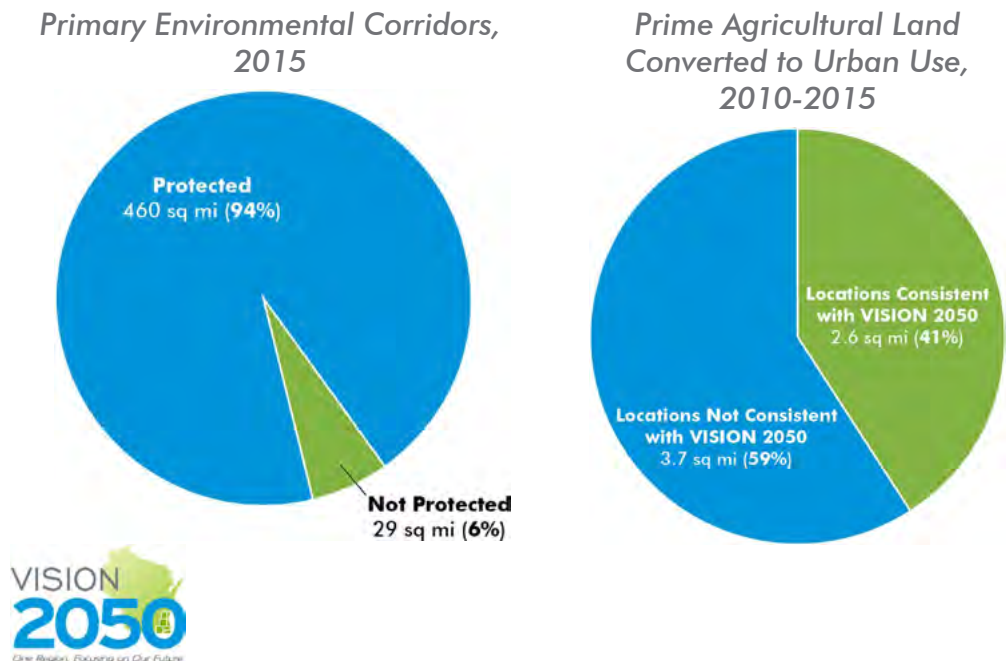
Figure C.10 (Continued)

## Land Use Implementation



11

## Land Use Implementation



12

## Worksheet Questions – Land Use

- 1. What types of housing development would you like to see more of in the Region?**



13

## Worksheet Questions – Land Use

- 2. 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?**



14

## Public Transit Element

- ❑ VISION 2050 recommends more than doubling how much transit service is provided
- ❑ However, without additional funding, service levels are expected to decline by ~10% by 2050



15

## Public Transit Implementation

### Additions/Expansions

### Reductions

East-West BRT to start ~2021	Two MCTS JobLines routes eliminated
Enhanced MCTS express bus	Five MCTS Freeway Flyer routes reduced
New Milwaukee streetcar (The Hop)	Five MCTS special bus routes eliminated
New/extended Kenosha bus routes	
New Walworth County DIAL-a-RIDE	

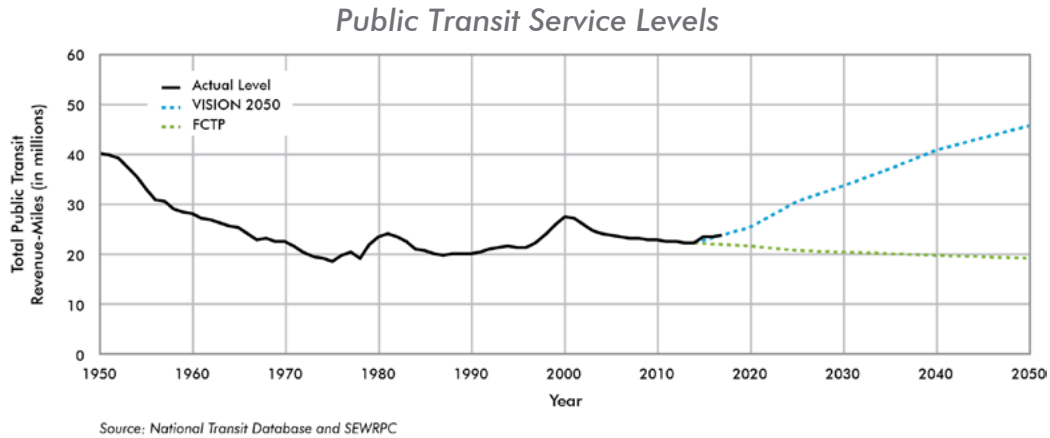


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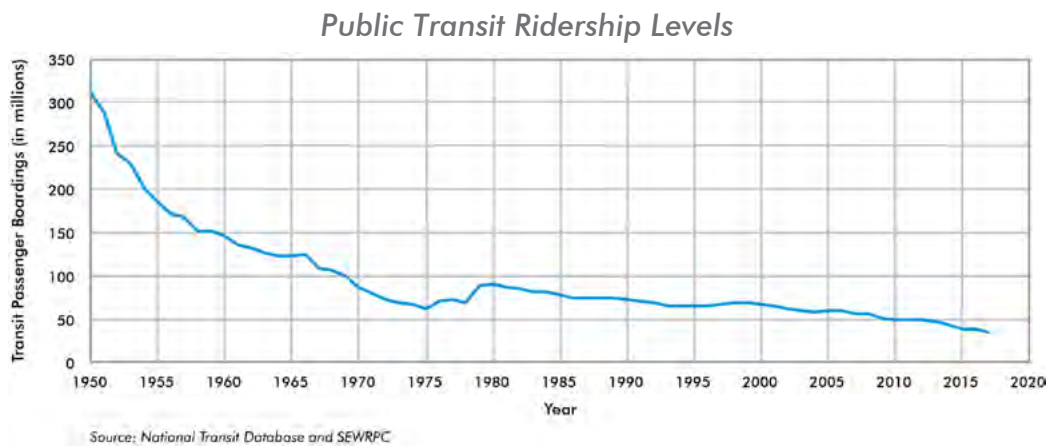
Figure C.10 (Continued)

## Public Transit Implementation



17

## Public Transit Implementation



18

## Worksheet Questions – Public Transit

- 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?**



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## Worksheet Questions – Public Transit

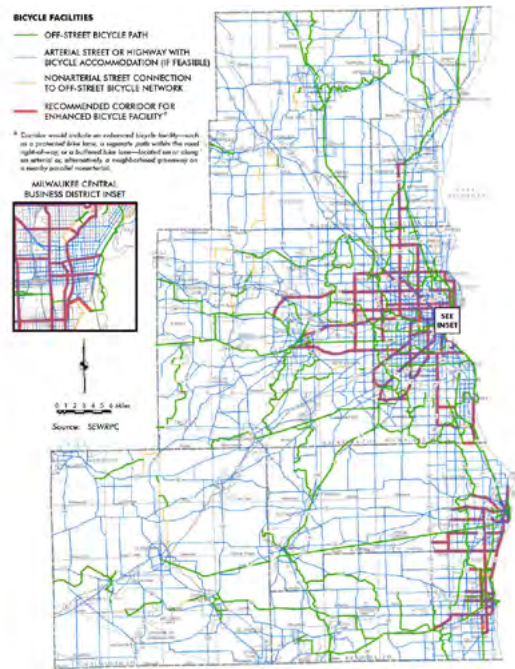
- 4. Have your transportation options been impacted by recent expansions or reductions in transit service? If so, please describe. What transportation options would you like to see more of in the Region to better meet your needs?**



20

## Bicycle and Pedestrian Element

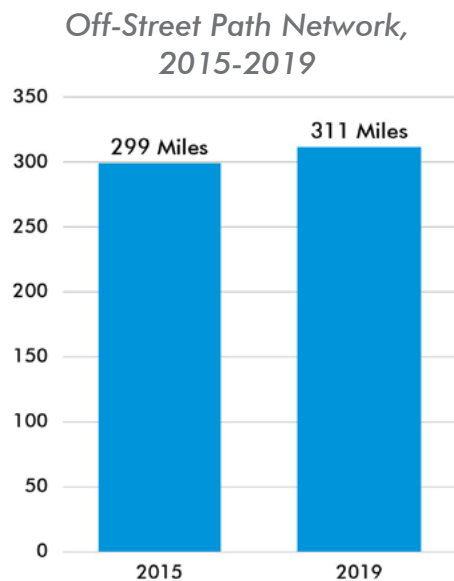
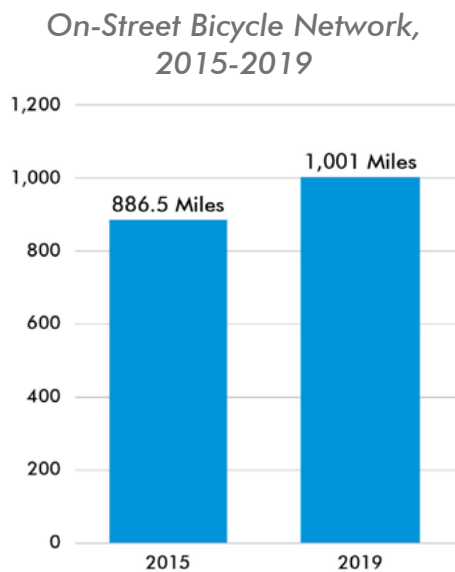
- ❑ Expanded on-street bicycle network (bike lanes, protected lanes, etc.)
- ❑ Well-connected off-street path system



21

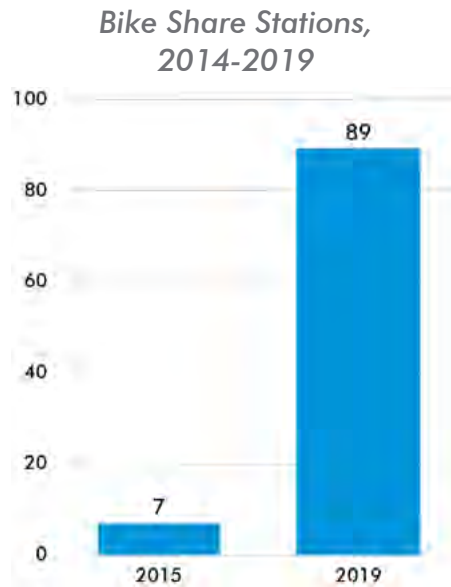


## Bicycle and Pedestrian Implementation



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## Bicycle and Pedestrian Implementation



## Worksheet Questions – Bicycle/Pedestrian

- 5. What types of biking and walking improvements would you like to see more of in the Region?**





## Worksheet Questions – Bicycle/Pedestrian

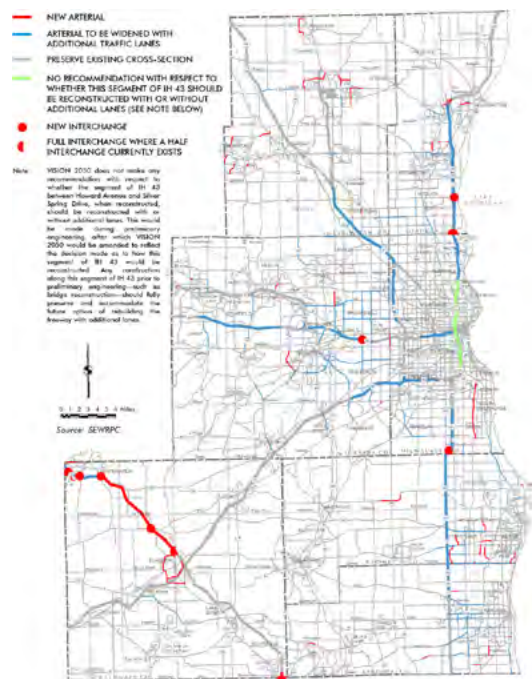
6. What bicycle- and/or pedestrian-related safety concerns do you have? Is there anything you'd like to see more of in the Region to address these concerns?



25

## Streets and Highways Element

- ❑ Keep roadways in a state of good repair
- ❑ Incorporate complete streets concepts
- ❑ Strategically add capacity to address congestion



26



## Streets and Highways Implementation

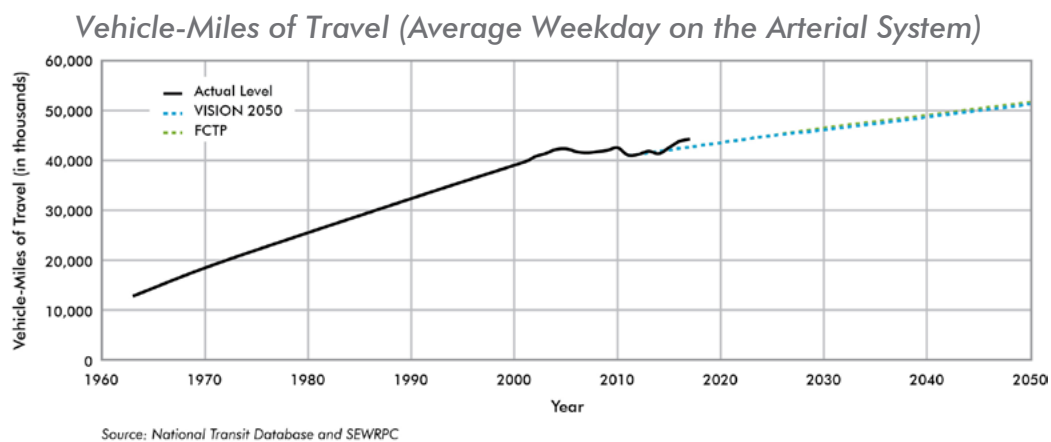
Since VISION 2050 was adopted in 2016:

- ❑ 450 miles of resurfaced/reconstructed roadways
- ❑ 6 miles of new facilities
- ❑ 45 miles of widened facilities constructed or being constructed (e.g., Zoo Interchange, I-94 North-South, West Waukesha Bypass, Foxconn development roads)



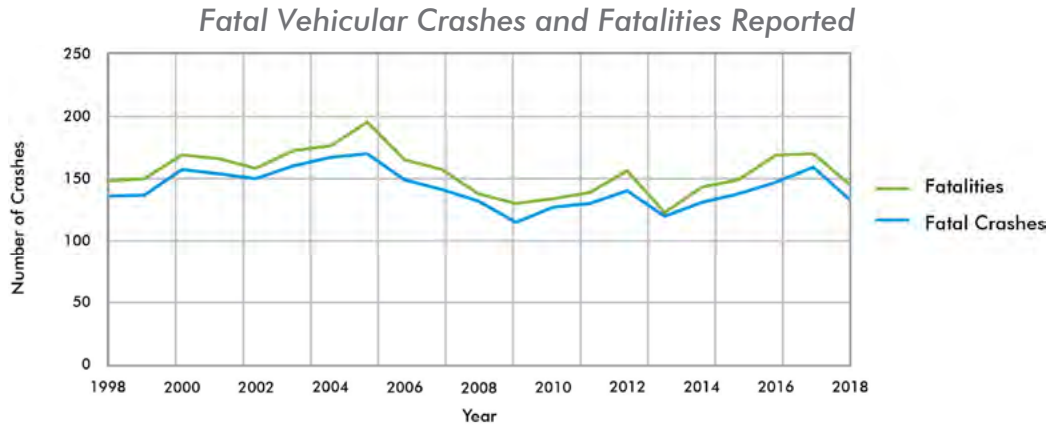
27

## Streets and Highways Implementation



28

## Streets and Highways Implementation



Source: WisDOT and SEWRPC



## Worksheet Questions – Streets/Highways

- 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?**



## Worksheet Questions – Streets/Highways

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?



31

## Freight Transportation

- Pursue new truck-rail intermodal facility
- Accommodate oversize/overweight shipments
- Construct Muskego Yard bypass
- Address congestion and bottlenecks



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## Freight Transportation Element

Since VISION 2050 was adopted in 2016:

- ❑ Improvements on regional freight network
- ❑ Critical freight corridors identified
- ❑ State Freight Plan completed
- ❑ Oversize/overweight network updated
- ❑ WisDOT pursuing Muskego Yard bypass



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## Feedback is Encouraged

- ❑ Comments accepted through December 20
- ❑ Today's meeting
  - Worksheets
  - Small group discussions
- ❑ Or after the meeting
  - Online survey: [arcg.is/15CPrz](https://arcg.is/15CPrz)
  - Website: [vision2050sewis.org](http://vision2050sewis.org)
  - Email: [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org)
  - Mail: P.O. Box 1607, Waukesha, WI 53187-1607
  - Fax: (262) 547-1103



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Figure C.10 (Continued)



**COMMENTS RECEIVED DURING THE  
SECOND ROUND OF PUBLIC INVOLVEMENT  
APPENDIX D**

**Figure D.1**  
**Comments Submitted via Comment Cards at the Four Public Meetings**

① **LAND USE**

Please provide your comments regarding the updated land use component in the space below.

AFFORDABLE HOUSING - RURAL AREAS WITH LIMITED OR NO PUBLIC SEWER OR WATER STRUGGLE TO PROVIDE AFFORDABLE HOUSING TO YOUNGER FAMILIES DESIRING TO RAISE A FAMILY IN NON-URBAN AREAS. RECENT DEVELOPMENTS IN AND AROUND OUR MUNICIPALITY, EXPERIMENTING WITH CLUSTERED CONCEPTS, ARE YIELDING HIGH END HOMES IN SMALLER THAN TRADITIONAL SIZES, BUT NOT IN A MORE AFFORDABLE PRICE RANGE.

PROVIDING AFFORDABLE HOUSING IN RURAL AREAS SUCH AS OURS IS PROVEN DIFFICULT. ATTRACTING YOUNGER FAMILIES TO BE PRODUCTIVE MEMBERS IN THE AREA'S WORKFORCE IS PROVEN CHALLENGING.

RON REINOWSKI  
VILLAGE OF MEVTON PRESIDENT [vision2050sewis.org](http://vision2050sewis.org)  
[reinowski@villagemevton.com](mailto:reinowski@villagemevton.com)

② **LAND USE**

Please provide your comments regarding the updated land use component in the space below.

- continuing pushing for denser development practices
- consider "agricultural zone" or similar so that prime ag. land is preserved beyond year 2050
- consider an analysis of food that could be harvested or remaining as lands of the population it could feed
- would we have enough land available to sustain ourselves?

[vision2050sewis.org](http://vision2050sewis.org)



Figure D.1 (Continued)

① **BICYCLE AND PEDESTRIAN**

Please provide your comments regarding the updated bicycle and pedestrian element in the space below.

THE VILLAGE OF MERTON HAS BEEN DEVELOPING BIKE PATHS FOR 25+ YEARS. WE HAVE DECIDED TO KEEP THE PATHS INDEPENDANT OF THE ROADWAY. GETTING TRAFFIC TO OBEY STOP SIGNS, INCREASING VEHICLE SPEED AND USE OF CELL PHONES WHILE DRIVING HAS BEEN THE DRIVING FORCE BEHIND THIS DECISION. IT WAS INTERESTING TO SEE THAT THE MAJORITY OF RESPONDANTS WERE IN FAVOR OF BIKES & VEHICLES SHARING THE ROAD.

RON REINDOSKI  
VILLAGE OF MERTON PRESIDENT  
REINDOSKI@VILLAGEOFMERTON.COM

vision2050sewis.org

② **BICYCLE AND PEDESTRIAN**

Please provide your comments regarding the updated bicycle and pedestrian element in the space below.

For Commuter & recreation it would be helpful to have at least expanded bike space on well traveled roads to avoid car/bike accidents. Increase promotion/ information on bike and car etiquette and rules of road sharing. EX promo around pull over to the other lane for emergency vehicles!

vision2050sewis.org

Figure D.1 (Continued)

① PUBLIC TRANSIT

Please provide your comments regarding the updated public transit element in the space below.

People are living longer but not better than  
for we need ways for them to get around.  
Ride Line is a big help but we need more  
church might help they help at the depot  
we also need places where people can be taken to do  
crafts + things to keep them physically mentally active!!  
Maybe WCA & ComA might help.

I do Home Health Care & people need to get out  
of the house for many reasons!!

vision2050sewis.org

② PUBLIC TRANSIT

Please provide your comments regarding the updated public transit element in the space below.

Can we quantify the \$ lost by businesses that can't  
attract or retain employees due to transportation  
and/or housing costs in counties surrounding  
Milwaukee? I wonder if that number compares to the  
increase in taxes or expenses for available &  
affordable transit.

Regarding Lyft & Uber - do we know how these companies  
would be sustainable long-term? Providing a  
high-cost, one person per car solution seems  
less sensible than investing in better transit and  
beginning to address public perception that public  
transit is less desirable, or only for  
low-income citizens.

vision2050sewis.org



Figure D.1 (Continued)

③ PUBLIC TRANSIT

Please provide your comments regarding the updated public transit element in the space below.

- please keep pushing for commuter rail to connect ~~to~~ Chicago, MKE, Madison, & The Twin Cities

- I appreciate the analysis on consequences if roads & public aren't ~~also~~ funded not only for economic loss but also equity

vision2050sewis.org

④ PUBLIC TRANSIT

Please provide your comments regarding the updated public transit element in the space below.

Multi-modal transit for the last mile should consider use of Electric Vehicle Tech for Vans, Shared Vehicles and other options. Need to keep in vision of the County Sustainability & Economic development through use of updated technology. Now is the ~~the~~ Plan <sup>↳ opportunity when</sup> implementing a new system. This would require consideration for EV charging stations.

vision2050sewis.org

**Figure D.1 (Continued)**

① **FUNDING**

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

- Yes, for public transit and roads
- Yes, only for public transit
- Yes, only for roads
- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

[vision2050sewis.org](http://vision2050sewis.org)

*Help like Red Lion gets - get more Volunte  
Drivers -*

[vision2050sewis.org](http://vision2050sewis.org)

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Figure D.1 (Continued)

② **FUNDING**

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

- Yes, for public transit and roads *- Both are needed*
- Yes, only for public transit
- Yes, only for roads
- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

[vision2050sewis.org](http://vision2050sewis.org)

*I'm grateful for the very professional & informative presentation boards - the SEWRPC staff does a great job synthesizing complex information.*

*The figures on the Impacts of Funding charts are very concerning. Although it is important to keep our taxes low, the proposed taxes - wheel tax, gas tax - would likely not have dup impact for most car owners, but would begin to provide a fair & ongoing revenue source.*

*I wonder if the revenue from tolls would be worth the capital & ongoing infrastructure costs and the perception of WI being like Illinois.*

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Figure D.1 (Continued)

③ **FUNDING**

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

- Yes, for public transit and roads
- Yes, only for public transit
- Yes, only for roads
- No

②

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

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Figure D.1 (Continued)

4

FUNDING

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

- Yes, for public transit and roads
- Yes, only for public transit
- Yes, only for roads
- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

vision2050sewis.org

As a taxpayer, Borrowing money to pay for transportation  
 Expense is a poor use of taxpayer funds.  
 Need to change the paradigm & thinking.

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Figure D.1 (Continued)

5 FUNDING

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

- Yes, for public transit and roads
- Yes, only for public transit
- Yes, only for roads
- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

vision2050sewis.org

Villages Need money for Road Construction  
Over the long term Village will not be  
able to keep up with the cost.

Village official: Tom Nelson  
adm. Vill. of Merton

vision2050sewis.org

Hand this form to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, fax it to (262) 547-1103, or email your comments to vision2050@sewrpc.org. Thanks!



Figure D.1 (Continued)

① **LAND USE**

Please provide your comments regarding the updated land use component in the space below.

Please preserve Primary, Secondary Environmental  
Corridors  
Also Isolated Natural Resource Areas-

vision2050sewis.org

① **PUBLIC TRANSIT**

Please provide your comments regarding the updated public transit element in the space below.

It is a sad state of affairs in our Wisconsin  
metro areas. As I travel to Denver, Minneapolis/  
St Paul, San Francisco and other major cities who  
have INVESTED in Public Transit, I am struck  
by the vibrancy and successful, healthy communities  
they are.  
Milwaukee would be well served and FORWARD  
FOCUSED to implement a Public Transit System.  
Dedicated Funding would help ensure it's continued  
success.

vision2050sewis.org

Figure D.1 (Continued)

① **BICYCLE AND PEDESTRIAN**

Please provide your comments regarding the updated bicycle and pedestrian element in the space below.

This is our future; livable, walkable communities. Other cities have done this so well. If properly funded, planned and executed, Milwaukee will truly be a strongly desirable area for young people to move to and settle.

[vision2050sewis.org](http://vision2050sewis.org)

① **STREETS AND HIGHWAYS**

Please provide your comments regarding the updated streets and highways element in the space below.

Wisconsin used to be known for the wonderful quality of their roads. Not only is this no longer true, but we have now fallen below average.

We should provide safe roads, in good shape and bicycle lanes to honor and protect our people who move through our communities by bicycle.

[vision2050sewis.org](http://vision2050sewis.org)

Figure D.1 (Continued)

**FUNDING**

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

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- Yes, only for public transit
- Yes, only for roads
- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

- Sales tax increase
- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

[vision2050sewis.org](http://vision2050sewis.org)

*① We need Public Transit to get our citizens safely and efficiently to their jobs. There is a very real risk that Wisconsin and Southeast Wisconsin, in particular, will fall further behind in our ability to attract and retain young people to our communities.*

[vision2050sewis.org](http://vision2050sewis.org)

Hand this form to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, fax it to (262) 547-1103, or email your comments to [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org). Thanks!

**Figure D.1 (Continued)**

**FUNDING**

The financial analysis for the updated plan identified a gap in funding for the recommended transportation system, along with potential revenue sources that could be considered to address the gap. Would you support providing additional funding for transportation?

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- Yes, only for public transit
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- No

If you answered yes above, which revenue sources do you think should be considered? (check all that apply)

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- Wheel tax increase
- Gas tax increase
- Vehicle-miles traveled (VMT) fee (based on the number of miles driven)
- Highway use fee (one-time fee on new vehicle purchases)
- Tolling
- Other: \_\_\_\_\_

(additional comments can be made on the back of this form)

[vision2050sewis.org](http://vision2050sewis.org)



Figure D.1 (Continued)



**STREETS AND HIGHWAYS**

Please provide your comments regarding the updated streets and highways element in the space below.

I would like to see data on the  
elder population (age 55+). Perhaps  
a separate display board.

Zolanda Adams

[vision2050sewis.org](http://vision2050sewis.org)

**Figure D.2**  
**Comments via Online Questionnaire**

**1. Land Use: Please provide your comments regarding the updated land use component in the space below.**

Date Received	Name	Address	Comment
3/3/2020	Samuel Schultz	8811 Campus Drive, Mount Pleasant, WI 53406	I support the focus on traditional neighborhood and small lot neighborhood planned areas close to suburban job centers.
3/3/2020	Peter Zanghi	1660 N Prospect Ave Unit 1205	
3/4/2020	rick kania	1325 victoria circle so., elm grove, wi 53122	
3/7/2020	Robert	1663 N Prospect Ave Apt 305	I like the focus on mixed use in dense areas of the city
3/14/2020	Margaret Canary	1800 N Prospect Ave	Excellent.
3/15/2020	Tom Preusker	172 Karyl St	The recommendations for bicycles and electric shooters is important. My goals for the region's prosperity is to set policy that encourages higher educational outcomes, higher wages and higher wealth through property values, and encourage the acillary development and amenities that want to participate in the property. I'm not sure why we would want to promote land use density, especially that which discriminate against people based on income and creates income segregation, and that has largely failed the community with low education outcomes, low incomes, low wealth accumulation through owner occupancy, high crime and low quality of life, all of which discourages property, development and opportunity.
3/16/2020	rick kania	1325 victoria circle so., elm grove, wi 53122	i did survey in past but may have missed a couple things anyway, the overall regional plan should contain a long overdue sustainability, including resiliency, plan component and address at least trying to achieve goal of "0 carbon and water footprint" over time but "soon."
3/17/2020	Brian Peters	540 S 1st Street	also a regional water trail plan should be prepared and may be further detailed and refined by County and local governments. Considering what a bust Foxconn is turning out to be, it is time to scale back the revised land use plans for the communities impacted by Foxconn.
3/18/2020	AC Xiong	5459 N green bay ave	Excited on the new changed
3/24/2020	Jeanne Hewitt	1380 Crescent Dr	It is unchanged ....
3/24/2020	carolyn seboe	n110w1619 Kings Way, Germantown, wi 53022	
3/24/2020	Karen Schmiechen	W253S4551 Meadow View Drive, Waukesha, WI 53189	I agree with all three current recommendations. I am concerned though about environmental regulations being lifted and severely revised so that businesses can build, expand and develop without regard to past regulations. I would like to include a recommendation that environmental regulations in place between 1980 and 2018 be enforced for any new development.
3/25/2020	Mary Ellen Comp	220 Eagles Cove Circle North Prairie, WI 53153	I support urban planning that allows for small and medium lot sizes and dwellings to help reduce traveling long distances to place of employment and the need to expand private and public transportation options that may lead to greater carbon emissions.
3/25/2020	Tiffany Schettle	16001 w riviera dr, new berlin, WI 53151	I'd like to see an increase in environmental corridors. Also more affordable housing units.
3/27/2020	Stacey Balsley	2308 Benjamin Court, Waukesha, WI 53188	Not enough primary environmental corridors.
3/31/2020	Esther Ziegler	920 N Hawley Rd, Apt 403, Milwaukee, WI 53213	There wasn't an update. I agree with providing "a mix of housing types and uses". I'm always concerned about meeting the needs of people while also minimizing the amount of carbon footprint if possible.
3/31/2020	Chris Dickerson	515 W Moreland Blvd, Rm AC170	
3/31/2020	Cynthia Stokes-Murray	4100 West Cherrywood Lane, Brown Deer, WI .53209	I like plan for updated land use in urban areas. A mixer of homes and offices.
4/1/2020	Donna Mrugala	3630 N. 51st Blvd., Milwaukee, WI 53216	Protecting areas for open agricultural use for food security. Orchards, community gardens especially in high density areas. Office space is nice but food security is also. Propose lands use that not only sequesters carbon but also actively improves air quality. Trees, orchards, gardens. Use of infrastructure like hydrogen fuel cells that can create electricity and reduce green house gases. Storm water treatment using biochar to filter out pollutants before they enter into Lake Michigan or using Biochar to clean contaminated soils. Soils, water and air can also harbor dangers. Infrastructure to address all. Businesses that can address these environmental issues.
4/1/2020	Mary	1728 Birch Rd Apt 203	Interesting however I thought my information was already in the data base
4/3/2020	Kristi Luzar	1915 N. Dr. Martin Luther King Jr. Drive, Suite 260	No comment - I support the current proposed plan.

Table continued on next page.

**Figure D.2 (Continued)**

<b>Date Received</b>	<b>Name</b>	<b>Address</b>	<b>Comment</b>
4/3/2020	Matthew Weidensee	Government Center 100 W Walworth St., Elkhorn, WI 53121	I thought the webinar was very timely with the current lock down due to the virus and was well attended.
4/3/2020	Joyce Ellwanger	1637 N 16th St, Milwaukee, WI 53205	Suburbs have not been open to workforce housing. We need a mix of incomes as well as a mix of lot sizes.
4/3/2020	Kyle	Gast	
4/4/2020	Audrey Van Dyke	305 South Britton Road, Union Grove, WI 53182	The primary environmental corridors do not appear to match County maps and what protections are available for these areas? For example, a CAFO was allowed to cut down acres of trees that constituted a primary environmental corridor. As a result of its disappearance, it no longer appears on your map.
4/4/2020	Vanetta Busch	1031 Park Avenue	Currently, I don't have any comments.
4/7/2020	Chris Sandor	2213 S Robinson Ave	I support the recommendations and would like to see discussion of TOD as it relates to land use.
4/7/2020	Kurt Roskopf	N79 W22125 Bramble Drive	I have not reviewed the land use component enough to say one way or another. For the most part, I trust the work put into land use.
4/8/2020	Marissa Meyer	2720 N. Frederick Ave. #339, Milwaukee, WI 53211	
4/9/2020	Gregory Patin	Dept. of City Development, 809 N Broadway, 2nd Flr., Milwaukee, WI 53202	Small Lot Traditional Neighborhood - Lot size should recognize the very common 30 x 120' lot in Milwaukee (shown in red), with lots generally not larger than 50 x 120'.

Figure D.2 (Continued)

**2. Bicycle and Pedestrian: Please provide your comments regarding the updated bicycle and pedestrian element in the space below.**

Name	Comment
Samuel Schultz	I support the increased focus on dockless scooters.
Peter Zanghi	
rick kania	identify key/shared trailheads
Robert	I am very happy with the focus on safe, protected bike lanes. I will be more likely to bike, and use dockless scooters in legal ways when I have a safe way to do so. I will feel much safer in protected lanes, and will use that option over driving when I know I can make my journey without being stressed about getting injured. Milwaukee has a lot of bike lanes that seem to just end, so focusing on connecting everything will be key.
Margaret Canary	
Tom Preusker	I am a runner and I support safe connectivity for bicycles and pedestrians in the region. However, we cannot have an informed decision about land use without public safety and education. People need to feel safe enough to walk or bike in public first. Some of the most affordable, dense and walkable areas have public safety issues. I do not think it makes sense to reduce auto lanes in favor of bike lanes
rick kania	answered in previous survey so will skip rest of survey
Brian Peters	No comments.
AC Xiong	Sounds reasonable
Jeanne Hewitt	Dockless scooters seem like a fad with lots of risk that should not be supported by municipalities. Small electric motors on bicycles, on the other hand, would make that mode of transportation even more feasible for a larger segment of the population.
carolyn seboe	
Karen Schmiechen	I hold with the current recommendations.
Mary Ellen Comp	I agree and also encourage you to explore "complete Streets" designed designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.
Tiffany Schettle	I support increased protected bike lanes and sidewalks.
Stacey Balsley	We definitely need need commuter bike paths. The most important thing is to create bike ways that are protected and safe. These routes, from what I can tell from this map, follow very dangerous roads.
Esther Ziegler	As a driver, I know how easy it is (scary) to almost run into a biker. They are often in the blind spot. They don't stand out enough (no reflectors or flags, etc.). I'd prefer they not be on the roads with us. The hardest moments are when making a turn potentially right in front of them.
Chris Dickerson	With the use of digital content please provide a more detailed view of down town or areas greatly affected by changes.
Cynthia Stokes-Murray	I like the update bike path lanes.
Donna Mrugala	I love the fact that they slow traffic and allow for bicycles.
Mary	I believe that this idea is ideal due to the economy the need for bicycle users will be increased.
Kristi Luzar	I agree with the proposed update regarding dockless scooters. I am a little concerned about how these companies operate by literally just dumping them off in a city and then the jurisdiction has to figure it out after the fact. There are safety and infrastructure concerns with both.
Matthew Weidensee	Our experience in Walworth County is recreational paths can only be implemented in dedicated rd. or abandon rail road right of ways and cannot encroach on private lands without property owner buy in.
Joyce Ellwanger	Yes!
Kyle	In older parts of MKE, most commercial streets have a 66' ROW or less. This makes enhanced facilities difficult and requires significant trade offs. Where space is limited (ROW < 80') the focus should be on slowing traffic to 15 MPH to facilitate a mixing of bikes and cars. Consider changing some of these red lines to blue and see where the network stands. MKE has embraced the concept of bike boulevards or local street bikeways. Two are currently in the works - Fratney/Wright and Washington/Scott. These should be shown on the plan in a separate color as they are shared facilities and may not correlate with the red lines. A final network of bike boulevards would be at about a 1/4 mile grid and generally bisect the 1/4 sections, between the arterials. Walnut from MLK to 24th, Highland, 17th from Highland to FDL, Lapham east of 16th can be red. These are large streets that can easily accommodate a separated facility. We also need to separate bikes from peds at parts of the lakefront.
Audrey Van Dyke	Is there anything that can be done to require local development laws to be consistent with your plans? Many new developments go in and the installed sidewalks end and do not connect with existing sidewalks. what can be done to make sure development activities occur consistently with this vision.
Vanetta Busch	
Chris Sandor	I support the continued and proposed recommendations. SEWRPC should also consider recommending/offering guidance for dockless bike share for electric-assisted bicycles.
Kurt Roskopf	I am appreciative of all work you do to show increases in favor to bicycle use and for pedestrians.
Marissa Meyer	In the City of Milwaukee Central Business District inset, we have been discussing a north-south enhanced bicycle facility (a protected bike lane) along Jefferson Street.
Gregory Patin	Dockless scooters need clear guidance, such as no use on sidewalks.



Figure D.2 (Continued)

**3. TDM, TSM, and Freight Transportation: Please provide your comments regarding the updated TDM, TSM, and freight transportation elements in the space below.**

Name	Comment
Samuel Schultz	I appreciate the callout for VMT considerations.
Peter Zanghi	
rick kania	
Robert	We should be rewarding people who carpool, or use public transit, and having a dedicated lane is a great way to do so, and promote a reason for others to do so as well. It's good for our environment, our roads, and our community. People downtown want to use public transit, but it often isn't efficient enough, so having a dedicated lane could absolutely help.
Margaret Canary	
Tom Preusker	Transportation costs should be paid according to how the costs are incurred, which is usually a function of weight, time and miles on the system. I do not support gas or wheel taxes because they do not measure weight, time or miles on the system.
rick kania	
Brian Peters	No comment at this time.
AC Xiong	Helpful and good idea
Jeanne Hewitt	All to the good....
carolyn seboe	
Karen Schmiechen	<p>I support the TDM recommendations including the Muskego Yard improvements for freight. I also recommend looking into additional passenger rail between Milwaukee and St. Paul. One or two additional time routes would be a nice addition. Routing freight on sidings when passenger rail is coming through.</p> <p>I support BRT and expanding that throughout the region.</p> <p>I support taxes to support these improvements.</p> <p>I support the RTLC's plan for integrating the current systems with last mile initiatives.</p>
Mary Ellen Comp	
Tiffany Schettle	I would like to see light rail transit between waukesha and milwaukee county.
Stacey Balsley	Red flag went up with VMT. Sounds like current single car users are going to be charged to go to and from work either with the VMT, uber or bus. Building up our public transportation infrastructure is direly needed.
Esther Ziegler	Partnering with mobility providers (uber/lyft) should especially be utilized for people with disabilities who can't use the public bus system (ex: walking stamina). I am one of those people who would love to use the bus system but can't because I can't physically walk to a bus stop. Driving isn't always safe inclement weather. Door pick up / drop off like Uber is the safest and most doable option.
Chris Dickerson	
Cynthia Stokes-Murray	None
Donna Mrugala	<p>Transportation can be interrupted as we see today. Working at home may have a lot of security issues. Railroads no longer address passengers. Why is this? Room to allow reform new technologies especially if those address soil, air and water.</p> <p>Transportation is create but it can also be an avenue where disease moves faster than we can. How to include pandemics like this year in planning.</p>
Mary	Metropolitan cities will be in high demand for this service
Kristi Luzar	I am glad to see that the true cost of personal vehicle travel will be incorporated, as well as the State Freight Plan.
Matthew Weidensee	
Joyce Ellwanger	<p>We need to work closely with both electeds, impacted people and business leaders to be sure all are looking at equity issues.</p> <p>More park and ride lots should be balanced with more access to jobs in the suburbs and not serve only the interests of suburban drivers.</p>
Kyle	Use cameras and sensors for traffic enforcement. Create smart parking networks. Limit freight networks on local streets to those which actually serve an existing or anticipated freight user. Freight routes should connect industrial areas to the overall network in ways that are least intrusive to neighborhoods and local business districts.
Audrey Van Dyke	The plan concludes that the cost will be share equitably within the region. However, isn't most of the freight transportation coming external to the region? I am not a supporter of tolls but how does the cost of maintaining Wisconsin roads for use by others outside of Wisconsin addressed in this plan?
Vanetta Busch	It seems very well researched and documented. There still seems to be areas that aren't serving the population that needs it the most.
Chris Sandor	
Kurt Roskopf	Are we getting beyond just recommended increase of funding. Are we showing statistics for how the proposals you make can impact outcomes from existing level of overall funding?
Marissa Meyer	
Gregory Patin	Communities should develop "curb" regulation (Often know as "pricing the curb") to encourage ride share by providing required loading zones and not prioritize on street parking.

Figure D.2 (Continued)

**4. Public Transit: Please provide your comments regarding the updated public transit element in the space below.**

Name	Comment
Samuel Schultz	
Peter Zanghi	
rick kania	
Robert	I hope that the streetcar line will continue to expand from that as well. It is clear we need to give the transit system healthy funding. The focus on frequency is a key factor. If I can't miss a bus and catch the next one in a reasonable period of time I won't be able to trust the transit system as my main form of transportation, even if it is reliably on time.
Margaret Canary	
Tom Preusker	I agree with Elon Musk, "I think public transport is painful. It sucks. Why do you want to get on something with a lot of other people, that doesn't leave where you want it to leave, doesn't start where you want it to start, doesn't end where you want it to end? And it doesn't go all the time."
rick kania	People want individualized transport that get them where they want, when they want.
Brian Peters	Stronger language is needed regarding need for new funding sources to support transit.
AC Xiong	
Jeanne Hewitt	Public transit is the way to go. Need more, not less.
carolyn seboe	agree with updates
Karen Schmiechen	What can I say. Unless taxes are levied to fill the gaps, loss of employees/jobs will result in a diminished economy for our area. If you want to entice young people to be here, you need a vibrant community that is safe, clean, and has a robust transportation system.
Mary Ellen Comp	I support well planned public multi-modal transportation options that utilize renewable energy vehicles.
Tiffany Schettle	Definitely increase public transit.
Stacey Balsley	It would be nice to see transit service to Sussex.
Esther Ziegler	Please keep in mind people with disabilities need access to public transportation even more so. The transportation needs to be accessible and at the same cost as everyone else with the same availability requirements as everyone else. This population could then become even better contributors to society socially and economically.
Chris Dickerson	Again a more detailed view of areas affected.
Cynthia Stokes-Murray	None
Donna Mrugala	Economies would become even more connected to transportation if we continue the route we are going. Are we willing to risk and mitigate by massive bail outs in the event that corporations become bigger and bigger. Corporations have a role but how much of a role. Neighborhoods that decline, decline from loss of employment from small businesses. Transit that connect corporations and anti-trust laws that continue to protect mergers means what for the local economy? I enjoy taking a ride in the country to remember how the small business brought communities together. Are we thinking that will be improved or removed by transportation. Families forced to relocate for job opportunities instead of growing organically. Is this good for economies in regions or countries? Roads built by government for one company to expand while all the others pay for it; is that what we are saying?
Mary	Hopefully it will be affordable
Kristi Luzar	I do not know how we can more fully engage elected officials in the region to understand how important having a fully funded regional transportation system is. It's truly an investment in economic growth and I have found their lack of political will on this issue frustrating to say the least.
Matthew Weidensee	I wonder if the equity analysis would provide additional interest or support for some. It is compelling data, particularly when showing how much more of our residents and community could participate in the workforce.
Joyce Ellwanger	Walworth County is hardly involved in the public transit element.
Kyle	We need to build on the BRT big time, beyond the Medical Center to the western suburbs which offer job connections for central city workers who desperately need them.
Audrey Van Dyke	The preference for regional commuter rail over urban streetcar seems inconsistent with the landuse section. MKE has a streetcar operating now and has repeatedly stated its goal of expanding the system to the surrounding neighborhoods. SEWRPC should acknowledge this in their plan and in the numbers. At a bare minimum the plan should be updated to show the extensions that the City is actively pursuing. This includes MLK up to North Ave, 1st Street to Greenfield, and Prospect/Farwell to Brady. A more aggressive 10-25 mile network would be consistent with the City's goals to provide enhanced circulation within the "mixed use city center" and could reach most neighborhoods within 3 miles of downtown.
Vanetta Busch	I would suggest 6 additional extensions beyond those already proposed...
Chris Sandor	NE - Prospect/Farwell/Oakland to Capitol (2.5)
Kurt Roskopf	N - MLK/Atkinson to Capitol (3)
Marissa Meyer	SE - 1st/Kinickinic to Oklahoma (2.5)
Gregory Patin	S - 13th to Greenfield to Oklahoma (2)
Audrey Van Dyke	NW - North Avenue to 76th (5)
Vanetta Busch	SW - Greenfield Av to 76th (5)
Chris Sandor	The fiscally restrained situation does not reflect the needs of the area where all the areas need to be connected.
Kurt Roskopf	none right now
Marissa Meyer	My representative Janel Brandtjen told me a year ago that she would discuss solving the need for rides through a pilot program for use of Uber/Lyft for that subsidizing rides.
Gregory Patin	I fully support additional funding for our transit system.
Audrey Van Dyke	Fund extensions of the streetcar, to reach more, diverse neighborhoods.
Vanetta Busch	I support the changes.

Figure D.2 (Continued)

**5. Public Transit: Please provide your comments regarding the updated public transit element in the space below.**

Name	Comment
Samuel Schultz	
Peter Zanghi	
rick kania	
Robert	I hope that the streetcar line will continue to expand from that as well. It is clear we need to give the transit system healthy funding. The focus on frequency is a key factor. If I can't miss a bus and catch the next one in a reasonable period of time I won't be able to trust the transit system as my main form of transportation, even if it is reliably on time.
Margaret Canary	
Tom Preusker	I agree with Elon Musk, "I think public transport is painful. It sucks. Why do you want to get on something with a lot of other people, that doesn't leave where you want it to leave, doesn't start where you want it to start, doesn't end where you want it to end? And it doesn't go all the time."  People want individualized transport that get them where they want, when they want.
rick kania	
Brian Peters	Stronger language is needed regarding need for new funding sources to support transit.
AC Xiong	
Jeanne Hewitt	Public transit is the way to go. Need more, not less.
carolyn seboe	agree with updates
Karen Schmiechen	What can I say. Unless taxes are levied to fill the gaps, loss of employees/jobs will result in a diminished economy for our area. If you want to entice young people to be here, you need a vibrant community that is safe, clean, and has a robust transportation system.
Mary Ellen Comp	I support well planned public multi-modal transportation options that utilize renewable energy vehicles.
Tiffany Schettle	Definitely increase public transit.
Stacey Balsley	It would be nice to see transit service to Sussex.
Esther Ziegler	Please keep in mind people with disabilities need access to public transportation even more so. The transportation needs to be accessible and at the same cost as everyone else with the same availability requirements as everyone else. This population could then become even better contributors to society socially and economically.
Chris Dickerson	Again a more detailed view of areas affected.
Cynthia Stokes-Murray	None
Donna Mrugala	Economies would become even more connected to transportation if we continue the route we are going. Are we willing to risk and mitigate by massive bail outs in the event that corporations become bigger and bigger. Corporations have a role but how much of a role. Neighborhoods that decline, decline from loss of employment from small businesses. Transit that connect corporations and anti-trust laws that continue to protect mergers means what for the local economy? I enjoy taking a ride in the country to remember how the small business brought communities together. Are we thinking that will be improved or removed by transportation. Families forced to relocate for job opportunities instead of growing organically. Is this good for economies in regions or countries? Roads built by government for one company to expand while all the others pay for it; is that what we are saying?
Mary	Hopefully it will be affordable
Kristi Luzar	I do not know how we can more fully engage elected officials in the region to understand how important having a fully funded regional transportation system is. It's truly an investment in economic growth and I have found their lack of political will on this issue frustrating to say the least.
Matthew Weidensee	I wonder if the equity analysis would provide additional interest or support for some. It is compelling data, particularly when showing how much more of our residents and community could participate in the workforce.
Joyce Ellwanger	Walworth County is hardly involved in the public transit element.
Kyle	We need to build on the BRT big time, beyond the Medical Center to the western suburbs which offer job connections for central city workers who desperately need them.
Audrey Van Dyke	The preference for regional commuter rail over urban streetcar seems inconsistent with the landuse section. MKE has a streetcar operating now and has repeatedly stated its goal of expanding the system to the surrounding neighborhoods. SEWRPC should acknowledge this in their plan and in the numbers. At a bare minimum the plan should be updated to show the extensions that the City is actively pursuing. This includes MLK up to North Ave, 1st Street to Greenfield, and Prospect/Farwell to Brady. A more aggressive 10-25 mile network would be consistent with the City's goals to provide enhanced circulation within the "mixed use city center" and could reach most neighborhoods within 3 miles of downtown. I would suggest 6 additional extensions beyond those already proposed... NE - Prospect/Farwell/Oakland to Capitol (2.5) N - MLK/Atkinson to Capitol (3) SE - 1st/Kinickinic to Oklahoma (2.5) S - 13th to Greenfield to Oklahoma (2) NW - North Avenue to 76th (5) SW - Greenfield Av to 76th (5)
Vanetta Busch	The fiscally restrained situation does not reflect the needs of the area where all the areas need to be connected.
Chris Sandor	none right now
Kurt Roskopf	My representative Janel Brandtjen told me a year ago that she would discuss solving the need for rides through a pilot program for use of Uber/Lyft for that subsidizing rides.
Marissa Meyer	I fully support additional funding for our transit system.
Gregory Patin	Fund extensions of the streetcar, to reach more, diverse neighborhoods. I support the changes.

Figure D.2 (Continued)

**6. Streets and Highways: Please provide your comments regarding the updated streets and highways element in the space below.**

Name	Comment
Samuel Schultz	
Peter Zanghi	
rick kania	
Robert	It is surprising to me how little the plan differs from the 2050 vision to the fiscally constrained vision. I think we make the roads too much of a priority, However, I do understand the need to expand for commuters as Milwaukee expands.
Margaret Canary	
Tom Preusker	Streets and highways should be improved in anticipation of more ride sharing and autonomous vehicle traffic and technology needs.
rick kania	
Brian Peters	I find it funny that the streets/highway section has no discussion about reducing road capacity and cutting streets. A bit of sarcasm here, but I feel like the consequences to streets/highways are treated lightly because it's assumed that money will be found somehow. After all, your updated recommendations has multiple NEW interchanges and NEW arterials. Even though the highway spending has a deficit as well. Here we are talking about cuts to transit as a given, and new highway additions as though the funding gap is of no consequence.
AC Xiong	Helpful
Jeanne Hewitt	We need streets and highways maintained.
carolyn seboe	agree with updates
Karen Schmiechen	I support the current recommendations and changes to the plans. I also encourage some mention in the plan of the effects of environmentally friendly automobiles, trucks, and buses.
Mary Ellen Comp	Provided earlier.
Tiffany Schettle	
Stacey Balsley	
Esther Ziegler	Looks good.
Chris Dickerson	
Cynthia Stokes-Murray	None
Donna Mrugala	Economically speaking what does this mean? Will our neighborhoods be safer with cars that continue to increase in speed and damage infrastructure to homes and businesses. Will our schools become better because they are bigger and children ride longer. What about parents involvement with education? Will our environment be cleaner with more cars throwing empty bottles and cans out windows in neighborhoods they may not like. Will taking a walk become more and more dangerous as we loose touch with who our next door neighbor is?
Mary	The city has been been in sure need to repair streets not only in heavy traffic areas but in low income neighborhood areas as well.
Kristi Luzar	No comments for this update.
Matthew Weidensee	I agree there would have to be the political will to construct the Hwy 12 extension.
Joyce Ellwanger	Fix local streets. Maintenance only for Interstate construction. We have to reduce the number or cars on the road.
Kyle	There should be a category for arterial to be narrowed with reduced traffic lanes. This would apply to most 4 lane streets within "mixed use city center and mixed use traditional neighborhood" land use category. In these areas, corridors with a right of way less than 100' wide OR less than 25K cars/day should not be permitted to have more than 2 through lanes of traffic. As a rule of thumb, in mixed use areas, at least 50% of the ROW should be used for non-car uses such as green infrastructure, plazas, bike facilities, transit stations, etc.  Lastly, it might seem contradictory, but I always thought that rebuilding Good Hope Road as a freeway would complete our freeway system. Once the Bypass is complete we could start to decommission the freeways within the higher density areas and rebuild them as limited access boulevards or landscaped parkways overtime. This would include I-43 from Lincoln to Capitol and I-94 east of Hawley Rd.
Audrey Van Dyke	
Vanetta Busch	They definitely need to be replaced
Chris Sandor	I do not support the extension of 794 south into Oak Creek.
Kurt Roskopf	It is obvious that prioritizing to local roads and otherwise putting vehicles at risk for damage is not happening. We need to prioritizing risk management for vehicles over brainy ideas on making commutes a bit quicker for those on the highways and byways. The conversation is the obvious misallocation of dollars into niceties on mega highway projects that aren't necessary.
Marissa Meyer	"Strategically expanding arterial capacity" will only increase reckless driving and will make the land use goal of more compact development even harder to achieve. Less congestion due to COVID-19 has already led to more speeding. More pavement also means reduced stormwater infiltration. Adding traffic lanes is the exact opposite of what we need to build better cities.
Gregory Patin	



Figure D.2 (Continued)

**7. Funding: Would you support providing additional funding for transportation?**

<b>Name</b>	<b>Yes, for public transit and roads</b>	<b>Yes, only for public transit</b>	<b>Yes, only for roads</b>	<b>No</b>
Samuel Schultz	X			
Peter Zanghi	X			
rick kania	X			
Robert	X			
Margaret Canary	X			
Tom Preusker				X
rick kania				
Brian Peters	X			
AC Xiong	X			
Jeanne Hewitt		X		
carolyn seboe	X			
Karen Schmiechen				
Mary Ellen Comp				
Tiffany Schettle		X		
Stacey Balsley		X		
Esther Ziegler	X			
Chris Dickerson	X			
Cynthia Stokes-Murray	X			
Donna Mrugala				
Mary				X
Kristi Luzar	X			
Matthew Weidensee		X		
Joyce Ellwanger	X			
Kyle	X			
Audrey Van Dyke		X		
Vanetta Busch	X			
Chris Sandor		X		
Kurt Roskopf		X		
Marissa Meyer	X			
Gregory Patin		X		

Figure D.2 (Continued)

8. Funding: Which revenue sources do you think should be considered?

Name	Sales Tax Increase	Wheel Tax Increase	Gas Tax Increase	Vehicle-Miles Traveled (VMT) Fee	Highway Use Fee	Tolling	Other
Samuel Schultz	X	X	X	X		X	Demand pricing for tolling
Peter Zanghi	X	X	X	X	X	X	
rick kania	X	X	X	X	X	X	
Robert	X	X	X		X		
Margaret Canary	X	X	X	X			
Tom Preusker							
rick kania							
Brian Peters	X		X		X		
AC Xiong				X			
Jeanne Hewitt	X		X		X		
carolyn seboe	X	X	X	X	X	X	
Karen Schmiechen							
Mary Ellen Comp							
Tiffany Schettle	X				X		Sporting events tax, Federal funding
Stacey Balsley	X	X	X				
Esther Ziegler							Whatever method used, should be fair to both those who drive and don't drive. If there are taxes that would encourage people to carpool, or be more careful about their gas resources for the betterment of the environment, I would be for that revenue method.
Chris Dickerson		X	X	X			
Cynthia Stokes-Murray						X	
Donna Mrugala							
Mary							
Kristi Luzar	X					X	
Matthew Weidensee			X				
Joyce Ellwanger	X			X		X	
Kyle	X	X	X	X	X	X	
Audrey Van Dyke							
Vanetta Busch							get a federal, state, or local grant for Dept. of Transp.. Partner with a university who has access to funds for research and get students involved.
Chris Sandor	X	X	X	X	X	X	
Kurt Roskopf	X						
Marissa Meyer	X	X	X	X	X	X	
Gregory Patin			X	X	X	X	

Figure D.2 (Continued)

9. Funding: Additional comments regarding transportation funding can be made below.

Name	Comment
Samuel Schultz	
Peter Zanghi	
rick kania	
Robert	I am 100% behind adding additional funding to public transit, especially multimodal transit. Some forms of transit work better than others in areas, and that should be looked into. Bus rapid transit is something the extended regional and commuter community needs. Light rail/streetcar should be expanded. Ride share loading zones should be added. We should add a greater focus to Amtrak, and greyhound for regional transit. I am behind funding roads only in the form of maintenance, safety, and changes that make our streets more people friendly. We should not expand our highway system, and should instead be encouraging public transit use.
Margaret Canary	
Tom Preusker	The proposed public transportation model seems old and backward looking and does not reflect the people's current and future transportation preferences. To quote Eon Musk, "There is this premise that good things must be somehow painful," he said "I think public transport is painful. It sucks. Why do you want to get on something with a lot of other people, that doesn't leave where you want it to leave, doesn't start where you want it to start, doesn't end where you want it to end? And it doesn't go all the time."  I agree with Musk. Buses and trains are the old economy. The future of public transportation is ride sharing and autonomous vehicles that get you from where you are to where you want to go in style, comfort and private.
rick kania	
Brian Peters	
AC Xiong	
Jeanne Hewitt	The wheel tax disadvantages lower income folks who do have vehicles, so I am not in favor of that. Similarly, the VMT disadvantages those who live in rural areas of the state, for whom travel is a necessity to get to anything. It is better to tax those who buy new vehicles and sales tax (esp. high priced items) pay the most towards transportation costs. With climate change, this is everyone's issue whether they understand the issue or not. Tolling the main highways is a possibility, but not the most desirable way to build a revenue stream; I'd rather pay more for gas in the first place and be frugal about using gas as we all should be.
carolyn seboe	
Karen Schmiechen	Radio buttons do not seem to work. Yes, I support additional funding for public transit and roads.
Mary Ellen Comp	Funding should be directed at environmentally sound solutions that contribute to an improved approach to meeting human and natural resources needs
Tiffany Schettle	
Stacey Balsley	
Esther Ziegler	
Chris Dickerson	
Cynthia Stokes-Murray	None
Donna Mrugala	I am concerned that the economy is dependent on transportation. We have lost a lot small businesses by take overs. Is there something to be said about keeping that small ma and pop store? Are our cities and small towns becoming more and more separate because the small town or neighborhood has those small local businesses that support them. Looking at economies around the globe and corporate namely oil connections are we not adding to the climate crisis by funding transportation. Anti-trust laws have become less and less used to protect the economy.
Mary	
Kristi Luzar	I realize that the sales tax increase can be a non-starter, particularly for many of elected officials in the region but I do think it's the most straightforward and makes the most sense for SE WI given how much outside traffic/visitors the region attracts.
Matthew Weidensee	
Joyce Ellwanger	The projected decline for public transit in Milwaukee is both realistic and troubling. Until we do a better job of looking to the needs of the most vulnerable, the poor, the elderly, the disabled etc. through adequate funding Milwaukee will not thrive.
Kyle	Funding for roads should be directed at repairing existing infrastructure or retrofitting streets with complete street strategies. Money should not be used for acquisition or expansion of right-of-way widths or for increasing road capacity.
Audrey Van Dyke	See previous comment.
Vanetta Busch	
Chris Sandor	
Kurt Roskopf	The biggest issue is to divert existing funds gobbled up on massive highway expansion to transit. Transit riders also want those funds protected to maintain the future of transit systems.
Marissa Meyer	I support additional funding for rebuilding roads to Complete Streets standards--not just redoing the pavement to remove potholes while changing nothing else. I do not support widening highways/roads or adding any travel lanes under any circumstances.
Gregory Patin	Fees should be proportionate to mile traveled, not a fixed cost which disproportionately affects non-road users.

Figure D.2 (Continued)

**10. Please provide any additional comments related to the 2020 Review and Update of VISION 2050 in the space below.**

Name	Comment
Samuel Schultz	
Peter Zanghi	
rick kania	<p>suggest county and local governments contain a sustainability component in their comprehensive plan or at least contain a resiliency, water conservation, and energy conservation/efficiency component(s) to reduce water and carbon footprint to achieve "0" footprint be a certain years as goals. these components should contain specific goals and detailed metrics/performance standards.</p> <p>suggest a regional water trail plan be created and subject to further refinement and detailing by county and local governments.</p>
Robert	I am relatively happy with the 2050 vision. I want safe protected bike lanes that are connected throughout the entire city. I want frequent, reliable transit, with options that fit all of my day to day needs like bus, street car, and rapid transit. I want an expanded streetcar line. I want dedicated safe ride share loading. I want dedicated lanes to help keep my bus system efficient, and for rewarding people who car pool. I want road funding to go to maintenance and safety.
Margaret Canary	
Tom Preusker	I am largely disappointed in the plan because it seems to be more of a government wish list than a plan to meet the needs and preferences expressed by the community. What community members say they want a smaller and shared living and transportation space? None I talk to. Is it the 250 government officials that attended the meetings to impose this on others and drive their private vehicles to their private homes far from density developments with income segregation? There is a majority in the community that is opposed to increased density and the current forms of public transportation for good and practical reasons. All of the planning is mute if educational and public safety leaders are not held accountable for poor outcomes. People want to live where there is a healthy and safe environment for property.
rick kania	
Brian Peters	
AC Xiong	N/a
Jeanne Hewitt	Thank you for providing this alternative to an in-person meeting.
carolyn seboe	
Karen Schmiechen	I think I have included all the comments I have. Thank you for the opportunity.
Mary Ellen Comp	Please consider the impact of all changes on county and municipal services that will be required to smoothly implement sustainable solutions.
Tiffany Schettle	Create easily walkable, bikeable cities with increased, connected public transit between cities using railways.
Stacey Balsley	
Esther Ziegler	I really want to emphasize again the importance of thinking outside of the box for transportation methods for people with disabilities. Specifically with drop off / pick up right at the door (those who can't walk well and inclement weather). We want to contribute to society in a positive manner just like anyone else. Fair access, cost, and opportunities. Usually, what works for people with disabilities ultimately benefits everyone else (ex: captions in loud restaurants were originally for people who are deaf... curb cuts were originally for wheelchairs but are now also used by delivery personal, parents with strollers, bikers, etc.).
Chris Dickerson	
Cynthia Stokes-Murray	None
Donna Mrugala	COVID 19 is on my mind as we look at a world with fewer people and an economy reeling from a massive stimulus law which is aimed at our economy that we will have to pay. Local small business has been under so much strain for years; I wonder, if seeing that strain put on corporations will economically change more than transportation. Reevaluating after this is over will define here what may or may not be possible. It may change economies globally. We may need to continue to evaluate the risk and mitigation involved with transportation from an economic view that we never considered before.
Mary	I'm pleased to be part of this survey and know that input is important for the future planning and know it will be a reality one day.
Kristi Luzar	Thank you for making this so accessible! I thought the webinar was well done and the survey too.
Matthew Weidensee	
Joyce Ellwanger	The updates are good and I think reflect the comments I have heard in attending meetings in person over the past year(s). Please increase efforts to work with local communities and community leaders and groups to ACTUALLY IMPLEMENT THEM. Too many good transportation recommendations gathering dust on the shelves.
Kyle	While SEWRPC has traditionally focused on land use and transportation, it may be important at this time to reflect on our role as planners. If we can look at the built environment and the systems it supports from a public health perspective we may be find ourselves in a different reality. Our communities are looking for solutions to a plethora of issues including living wage jobs, access to fresh food, public safety, affordable housing, quality education, climate resiliency, and equity within and between various communities. If we can broaden our approach and respond to the concerns of our community, while highlighting the role of land use and transportation systems, it will result in better policy and decision making overall.
Audrey Van Dyke	The plan does not address the type of agriculture envisioned in the agricultural areas. CAFOs epitomize of this lack of sustainability. Virtually every argument made in support of CAFOs is based their supposed economic benefits to rural communities. However, CAFOs have consistently failed to live up to the economic promises. CAFOs may generate profits for a few local investors but they do not promote rural economic development. CAFO operators do business wherever they can get the best deal, which typically is not in the local community. State laws prevent local governments from protecting local resources. This needs to be changed. CAFOs should not be part of Vision 2050 for southeast Wisconsin. They are not consistent with Wisconsin's agricultural heritage and their negative environmental impacts on primary environmental corridors and watersheds make them inconsistent with Wisconsin's outdoor and natural resource traditions and values.
Vanetta Busch	It was very educational. There needs to be more people at the table that represent the most effected areas.. (i.e. corporate leaders, k-12 schools, universities, county organization

Table continued on next page.



**Figure D.2 (Continued)**

<b>Name</b>	<b>Comment</b>
Chris Sandor	
Kurt Roskopf	There is an obvious challenge to information flow and garnering participation in this work. We need to see partnerships in the faith, service, education, government, and business channels to better provide highly informed choices for weighing into input used to make fundamental shifts in these updates.
Marissa Meyer	
Gregory Patin	Promote job centers in locations that already have transit service rather than the low cost farm field approach. If new job centers are considered beyond the reach of transit, consider the micro route options funded by the employers choosing to be away from established routes.

**Figure D.3**  
**Comments Submitted via U.S. Mail, Email, Fax, or Online Comment Form**

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April 9, 2020

Kevin Muhs  
Eric Lynde  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
W239 N1812 Rockwood Drive  
Waukesha, WI 53187-1607

Transmitted electronically only: xxxxxxxxxxxx  
xxxxxxxxxxxx

RE: VISION 2050: 2020 Review and Update

Dear Mssrs. Muhs and Lynde:

As you know, all of the undersigned have long been concerned with and involved in ensuring racial and environmental justice and promoting the public interest. We appreciate the opportunity to submit these comments regarding SEWRPC's 2020 Review and Update to the VISION 2050 Plan.

As we have previously noted, SEWRPC's Regional Transportation plans have long recognized the essential role that public transit plays within the Region's transportation systems, and have repeatedly recommended substantial expansion of public transit as essential for the sustainability and growth of its economy and for the quality of life of its residents. We have commended SEWRPC for land use and transportation plan recommendations that, if implemented, would result in greatly expanded public transit systems and services throughout the region. The VISION 2050 plan recognized that a disproportionate number of persons of color, persons with disabilities, and low income persons are dependent upon transit. Accordingly, implementation of its public transit recommendations could mitigate or alleviate to some extent the gross disparities in economic well-being, health, housing, and employment that have long been suffered by minority and poverty-stricken populations in the region, which has long been recognized as either the most or second-most racially segregated metropolitan area in the country. The 2020 Review and Update, unfortunately, confirms that instead of proceeding along the long-recommended path towards a greatly expanded public transit system, the Region has continued, with very limited exceptions, on its path of gradually reducing and dismantling the public transit systems on which communities of color and the disabled depend. This disproportionately harms these groups.

The July 2006 Regional Transportation System Plan for 2035 called for a 100% increase in public transit, at a time when transit had declined 15% from its level in 2000. It recognized that:

It is not desirable, and not possible, in the most heavily traveled corridors, dense urban areas, or the largest and densest activity centers of the Region to

### Figure D.3 (Continued)

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accommodate all travel by automobile with respect to both demand for street traffic carrying capacity and parking.

The 2035 Plan also pointed out that because public transit encourages higher development density and in-fill land use, it results in efficiencies for the overall transportation system and other public infrastructure and services, as well as reducing air pollution and energy consumption. The Plan also recognized that high quality public transit is important to the quality of life and economy of the Region, and essential to meet the travel needs of the significant portion of the Region’s population that is unable to use personal automobile transportation.

The December 2016 VISION 2050 Plan again recommended an approximately 100% increase in public transit, based on the many benefits of such an expansion:

- Expanding the traffic carrying capacity in major travel corridors;
- Encouraging more walkable neighborhoods and improving public health;
- Enabling elderly residents to age in place as their ability to drive declines;
- Improving access to jobs, education, healthcare for households without a car;
- Providing employers with access to a larger labor force;
- Improving the Region’s competitiveness with other metro areas;
- Saving residents \$144 million a year by 2050 in transportation expenses;
- Decreasing the demand for investments in parking spaces (costing up to \$25,000 each);
- Reducing carbon emissions from transportation.

Consistent with Federal Highway Administration regulations, the VISION 2050 Plan acknowledged that then existing financing sources would not be sufficient to fund the recommended public transit increases. It identified potential sources for such funding and pointed out that “Almost all of these funding sources would require approval of the Governor and State Legislature.” A “fiscally constrained” version of the Plan was then set forth.

The current Review and Update states that there is no need to alter the land use components of the 2050 VISION plan. With respect to transportation, unfortunately, the previous pattern of declining transit services has continued, with only some modest exceptions. The Update now estimates that there is a \$253 million per year shortfall in public transit funding needed to implement the VISION 2050 transit recommendations.<sup>1</sup> If the well-founded and carefully reasoned recommendations for expanding public transit that were found by SEWRPC in 2006 and again in 2016 to be necessary for the Region’s transportation system are ever to be implemented, it is imperative that SEWRPC must do more to raise the profile and priority of those recommendations, and to analyze these adverse effects in the context of the transportation system as a whole – not just each piece of the system separately. As U.S. District Judge Adelman noted some years ago with regard to the disparities between highway and transit expansion, agencies:

must examine the potential social and economic impact on the transit-dependent

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<sup>1</sup> This shortfall predates the current COVID19 pandemic, which may well have worsened the financial situation of the transit system.

### Figure D.3 (Continued)

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of continuing to expand highway capacity in the region while transit capacity declines. If after conducting this examination the agencies determine that their continuing to expand highway capacity while transit capacity declines will have negative effects, the agencies must consider identifying and assessing an alternative to the project that might avoid, minimize, or mitigate those negative effects. *See* 40 C.F.R. §§ 1500.2(e); 1502.14(f).

*MICAH v. Gottlieb*, 944 F.Supp.2d 656, 670 (W.D.Wis. 2013). Such a holistic analysis must be conducted here. In other words, the issue is not only whether failing to implement transit recommendations harms vulnerable communities, but whether the existing and increasing disparity between implementation of highway and transit projects exacerbates that harm and disparity.<sup>2</sup> To the extent that other entities, such as WisDOT, make the final decisions on certain expenditures and projects, any adverse effects of those decisions – individual or cumulative – must also be incorporated and addressed as part of this plan.

We also believe that such an analysis must consider the extent to which the multiple highway and other road expansion projects in the region have had and/or are likely to have a cumulative adverse effect. *See, e.g., id.*, at 672 (“it seems that one effect of implementing SEWRPC’s highway-expansion recommendations across the region would be to facilitate suburban sprawl and its associated environmental effects, such as the destruction of natural areas.”) And in this region, sprawl also has a well-documented segregative racial effect, as well as an adverse effect on persons with disabilities. Moreover, in the context of Vision 2050, the issue is not only “highway” expansion, but also the construction and expansion of roads into suburban communities in ways that facilitate sprawl.

In addition, SEWRPC needs to restate and 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. Decision makers in the Region and State – elected and appointed officials, business leaders, and community leaders -- need to be better informed about these recommendations regarding transit, why implementing the VISION 2050 recommendations is important. They need to be informed again about why a doubling of transit was recommended, and of the negative – and discriminatory - consequences of causing transit instead to continue further on its downward path, including the significant adverse impact on the Region’s communities of color – especially

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<sup>2</sup> In addition, as we have repeatedly stated in the past, the use of data regarding the method of commuting to work to measure the benefits of highway construction or expansion to communities of color substantially overstates those benefits. *Of course* most people of color commute by car because, in light of transit service limitations, they have few other options (and even so, people of color and persons with disabilities disproportionately depend upon transit). But a fair and accurate analysis must also incorporate the fact that unemployment in the Black and Latinx communities and among people with disabilities is much higher than it is for white or non-disabled persons, *see, e.g.,* Teran Powell, “Wisconsin’s Unemployment Disparity Between Blacks & Whites is Worst in the United States,” *WUWM* (Nov. 12, 2019) at <https://www.wuwm.com/post/wisconsins-unemployment-disparity-between-blacks-whites-worst-united-states> . Thus there are far more people of color and persons with disabilities who are *not* commuting to work by car than the analysis claims – because it fails to include those working age persons who do not have jobs and thus are not commuting at all.



### Figure D.3 (Continued)

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African American and Latinx persons – and persons with disabilities. The broad support for increasing transit that was revealed both during preparation of VISION 2050, and during the public input regarding the current Review and Update needs to be emphasized to decision makers.

As we have made clear in previous comments, VISION 2050 included extensive analyses of the effects of the plan on underserved communities, including communities of color , including an Equitable Analysis of the Fiscally Constrained Transportation Plan. *See, id.*, App. N. The continuing reduction of transit services under the fiscally constrained plan will unquestionably result in an *inequitable* distribution of the benefits and burdens of transportation system investments.<sup>3</sup> Given the well-known, racially disparate, transit dependence in the region, the indisputable fact that a reduction in transit service has already imposed a disproportionate adverse effect on communities of color – especially African American and Latinx persons – and persons with disabilities, and will continue to do so, may well constitute a form of intentional discrimination.

We are pleased that the Key Transportation Findings in the 2020 Review and Update’s Equity Analysis include the following:

- VISION 2050 would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.
- A disparate impact to these population groups is likely unless additional funding is provided for public transit.

SEWRPC must make it absolutely clear that the failure and refusal to enable the funding of improved transit, especially while at the same time expanding highway capacity, *is* an action that has such a discriminatory effect. SEWRPC has previously made it very clear that public transit expansion needs to take place simultaneously with expenditures on highway transportation projects, and this message needs to be repeated and amplified.

However, SEWRPC must do more than simply analyze and report those effects. Title VI and environmental justice principles require that recipients of federal funding – including the state of Wisconsin – “avoid, minimize, or mitigate disproportionately high and adverse human

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<sup>3</sup> We note that, as we have stated previously, the major transit system investment that has occurred in recent years is the streetcar. Whatever its other benefits, there is little evidence that this proportionately serves communities of color. To the contrary, it is designed in particular to serve downtown residents, see, e.g., <https://www.biztimes.com/2018/ideas/economic-development/whos-going-to-ride-the-streetcar/> , and tourists. An analysis of the demographics of downtown residents would confirm that they are disproportionately white non-Hispanic compared to the city (and likely the county) population. In other words, this system appears to *disproportionately* serves non-minority persons. At a minimum this analysis must be conducted before it can be asserted that the streetcar is a transit system investment that provides even a proportional (and much less an offsetting) benefit to communities of color. While the proposed Bus Rapid Transit route between downtown Milwaukee and the Milwaukee County Medical Center may well amount to an improvement or addition to the overall transit system, it is not at all clear that its benefits will significantly inure to communities of color.

health or environmental effects, including social and economic effects, on minority populations and low-income populations.”

[https://www.fhwa.dot.gov/Environment/environmental\\_justice/ej\\_at\\_dot/](https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot/); see also, 23 C.F.R. § 450.336(a)(3) (requiring metropolitan planning organizations to certify compliance with Title VI of the Civil Rights Act, including the regulations at 49 C.F.R. Pt. 21, which prohibit actions that have a discriminatory effect); *MICAH*, 944 F.Supp.2d at 670. SEWRPC can and must explicitly reaffirm this obligation to mitigate, and make clear that providing and sustaining increased transit service is necessary as a mitigation measure, to avoid racially disparate impacts and disparate impacts on the basis of disability.<sup>4</sup> See also, e.g., *St. Paul Branch of NAACP v. USDOT*, 764 F.Supp.2d 1092, 1113-4 (D.Minn. 2011) (citing with approval city’s creation of an “inclusive housing strategy” as a mitigation measure).

Mitigation can also take the form of approving and giving higher priority to plans, projects and services that directly benefit communities of color and persons with disabilities (and conversely declining to take specific actions or implement specific projects which facilitate travel to communities that are relatively segregated, lack adequate affordable housing, and/or fail to provide transit service meaningfully connecting to transit -dependent communities). While we do not here address a specific methodology, we draw your attention to a recent report which describes a variety of methods and criteria that other MPOs use to increase equity and access to opportunity in the prioritization process, and which also may be useful in other contexts, such as the current analysis. Kristine M. Williams *et al.*, “Integrating Equity into MPO Project Prioritization,” for Center for Transportation Equity, Decisions and Dollars (Dec. 13, 2019), [https://ctedd.uta.edu/wp-content/uploads/2020/01/kris\\_final.pdf](https://ctedd.uta.edu/wp-content/uploads/2020/01/kris_final.pdf).

SEWRPC also must ensure that offsetting benefits are included in the updated plan to counter the long-standing, racially disparate, adverse effects that these communities have suffered. As an entity that receives federal funding, SEWRPC is subject to Title VI of the Civil Rights Act, as are the transportation agencies involved in both highway and transit functions. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. See, e.g., 49 C.F.R. §21.5. The “desired outcome” is providing “**fair distribution of the beneficial and adverse effects of the proposed action.**” FHWA, “Guidance on Environmental Justice and NEPA” (“EJ/NEPA”) (Dec. 16, 2011). “To the extent that *plans* and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements.” FHWA, “Title VI: Non-Discrimination in the Federal-Aid Highway Program” at 7-3 (emphasis added). Moreover, the plan must “[m]inimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase **and providing offsetting initiatives and enhancement measures** to benefit affected communities and neighborhoods.” *An Overview*

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<sup>4</sup> Moreover, improving and expanding transit will not only benefit underserved communities, it is consistent with federal law. Under 23 C.F.R. § 450.332 (e), “In nonattainment and maintenance areas [which includes portions of this region], priority shall be given to the timely implementation of TCMS [Transportation Control Measures] contained in the applicable SIP....” Under federal law, public transportation is, of course, such a measure. 42 U.S.C. § 7408(f)(1)(A)(i).

**Figure D.3 (Continued)**

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*of Transportation and Environmental Justice* (FHWA & FTA, May 2000) (emphasis added). *See also, MICAH*, 446 F.Supp.2d at 670 (“Such an alternative might include incorporating some form of transit into the project, such as rapid bus service between the City of Milwaukee and Waukesha County. Such bus service might offset the social and economic harm to inner city communities that might result if the continued expansion of highway capacity facilitates the movement of jobs and other services away from those in the inner city who do not have access to automobiles.”) Of course to be meaningful to communities which have, for decades, been negatively affected by the limits of transit service and regional segregation, such offsetting and enhancement measures must be made ongoing and sustainable, not just short-term fixes.

Figure D.3 (Continued)

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Respectfully submitted,

/s/

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# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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May 4, 2020

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Dear Ms. Rotker, Mr. Grzezinski, Mr. Royal, Ms. Ellwanger, and Ms. Ward:

This is to acknowledge receipt of, and to respond to, your enclosed letter of April 9, 2020, which provided comments and concerns relating to the 2020 Review and Update of VISION 2050—the year 2050 regional land use and transportation plan. This letter from the Commission staff provides responses to the material statements made in your April 9, 2020, letter.

You commented in your letter that, given the continued decline in transit service and minimal expansion and improvement of transit, Commission staff needs 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, you commented that Commission staff needs 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. The 2020 Review and Update of VISION 2050 continues to recommend more than a doubling of 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 current and expected transportation revenues, as dictated by restrictions on the amount and use of State and Federal funding and State restrictions on local funding, 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,

## Figure D.3 (Continued)

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Ms. Rotker, Mr. Grzezinski, Mr. Royal, Ms. Ellwanger, and Ms. Ward  
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and Federal officials that are members of the Commission's Advisory Committees on Regional Land Use Planning and Regional Transportation Planning.

Following completion 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. The section of Volume III that presents the transit recommendations includes a listing of reasons for implementing the extensive improvement to transit services in the plan. 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 preparing 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, allocating 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.

In your letter you made a number of 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

## Figure D.3 (Continued)

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Ms. Rotker, Mr. Grzezinski, Mr. Royal, Ms. Ellwanger, and Ms. Ward  
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have a cumulative adverse effect on people of color, people with lower incomes, and people with disabilities. 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 2020 Review and Update 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, it will be indicated that 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 will be given to whether the current criteria utilized are appropriate as is, should be expanded or improved, or should not be utilized further. In

### Figure D.3 (Continued)

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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.

In your letter, you further 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. 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, and/or allowing local units of government and transit operators to generate such funds on their own. This conclusion is summarized in Chapter 4 of the 2020 Review and Update report that summarizes the updated plan and FCTS and will be included in the summary document for the plan update.

In your letter, you also 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. 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 to provide additional State funding for transit services, and/or allow local units of government and transit operators to generate such funds on their own. 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 members are 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 the 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.

Lastly, you commented in your letter that Commission staff need to ensure that offsetting benefits are included in VISION 2050 to counter the long-standing, racially disparate, and adverse effects that these communities have suffered. 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



**Figure D.3 (Continued)**

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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. As noted earlier in this letter, the Commission, where it has an opportunity to provide input related to funding decisions, has historically worked with local and State units of government to consider and prioritize the funding of transit, and will continue to do so into the future. However, as previously indicated, implementing a majority of the transit recommendations envisioned in VISION 2050 is highly dependent on action by the State Legislature and Governor to either make more transit funding available and/or permit local units of government and transit operators to generate funds on their own.

We hope that this letter addresses your concerns regarding the 2020 Review and Update to VISION 2050 and we thank you for your continued engagement in the Commission's planning processes. As always, we would be pleased to meet with you to discuss any of these issues in further detail. Please do not hesitate to contact me to arrange a meeting.

Sincerely,



Kevin J. Muhs, PE, AICP  
Executive Director

KJM/CTH/EDL/RWH/rwh/cp  
#253630

Enclosure

- cc: Mr. Aloysius Nelson, SEWRPC Commissioner, Chair of Environmental Justice Task Force  
(w/ enclosure)  
Mr. Mitch Batuzich, Community Planner, Federal Highway Administration – Wisconsin Division,  
U.S. Department of Transportation (w/ enclosure)  
Mr. Dewayne Johnson, Director, Southeast Region, Wisconsin Department of Transportation  
(w/ enclosure)  
Mr. Charles Wade, Director, Planning and Economic Development Bureau, Wisconsin Department  
of Transportation (w/ enclosure)

**Figure D.4**

**Comments Submitted Orally to Court Reporters at the Four Public Meetings**

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**BROWN & JONES REPORTING, INC.**

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PUBLIC COMMENTS IN RE:  
VISION 2050 PLAN UPDATE

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PUBLIC COMMENTS, taken before ALI  
KORNBURGER, a Notary Public in and for the State of  
Wisconsin, at Waukesha County Technical College, 800  
Main Street, Pewaukee, Wisconsin, on March 9, 2020.

Figure D.4 (Continued)

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A P P E A R A N C E S

MR. DAVE SWAN  
W239 N4050 Swan Road,  
Pewaukee, Wisconsin 53072

MR. EUGENE KERSTING,  
1606 Swartz Drive, 81  
Waukesha, Wisconsin.

\* \* \* \* \*

Figure D.4 (Continued)

1 TRANSCRIPT OF PROCEEDINGS

05:14:29 2 MR. DAVE SWAN: I came to give verbal

05:14:46 3 testimony on my feelings about transportation

05:14:52 4 including transit. My testimony here is mainly

05:14:59 5 about transit. I was thinking that you have

05:15:03 6 hubs for semis. You have hubs for railroads.

05:15:09 7 You have hubs for airplanes, and you have hubs

05:15:13 8 for buses, but those are usually bus terminals.

05:15:17 9 What I'm thinking is that it would be

05:15:20 10 good to have hubs for buses being like at -- I

05:15:25 11 will use Goerkes Corners park and ride as an

05:15:29 12 example, and there are a lot of buses that go

05:15:32 13 there already. So if you wanted to go to the

05:15:35 14 corners, for example, I think there ought to be

05:15:40 15 a public private partnership where the owners

05:15:45 16 of the businesses at the corners would provide

05:15:48 17 a shuttle from the Goerkes Corners park and

05:15:53 18 ride to their place of business every half an

05:15:57 19 hour, every 45 minutes, whatever it would be.

05:16:01 20 The people could, you know, ride the

05:16:02 21 bus to Goerkes Corners and then using a private

05:16:06 22 shuttle get to a place of business at the

05:16:09 23 corners. We tried to do this in the past.

05:16:15 24 It's not been too successful, but the idea

05:16:18 25 would be that you need the -- the private



Figure D.4 (Continued)

## PUBLIC COMMENTS, 03/09/2020

4

05:16:20 1 partnership part needs to be emphasized more.

05:16:27 2 I would like to see that happen, but that's the

05:16:31 3 main reason I came to have a public comment is

05:16:36 4 to get that idea across. So thank you.

05:16:49 5 I don't think the idea 2050 is

05:16:57 6 realistic because it's too far out. Things are

05:17:02 7 happening too fast in our country for that to

05:17:06 8 be a benefit. It would have be reviewed, say,

05:17:10 9 every I want to say three, maybe four, maybe

05:17:14 10 five years and keep it current. Thank you.

06:46:12 11 MR. EUGENE KERSTING: At stoplights

06:46:13 12 these signals should be placed at both high and

06:46:18 13 low on wrong way warnings on interstates so

06:46:28 14 people don't drive into those. Get the signs

06:46:33 15 high and low, some red flashing lights. They

06:46:38 16 currently, when they started, had them on both

06:46:39 17 sides of that entrance -- or that exit, but

06:46:43 18 double up on that. Anything that catches your

06:46:53 19 eye that it's the wrong way. If it goes on as

06:46:58 20 they start to enter, that's fine. Just

06:47:04 21 flashing -- like some flashing yellow lights at

06:47:10 22 dangerous pedestrian crossing near schools.

06:47:15 23 There's one on East Avenue between

06:47:17 24 College and Sunset right in the middle up high

06:47:22 25 in the intersection. There's a stop sign and

Figure D.4 (Continued)

06:47:25 1 it flashes. There's one up on Lake Drive after  
06:47:34 2 you turn north from Silver Spring going north  
06:47:36 3 on Lake Drive. There's a school crossing  
06:47:39 4 there. Guy is coming home from work and comes  
06:47:44 5 around that curve and kills three kids. Better  
06:47:55 6 warnings at freeway exits to stop wrong way  
06:48:00 7 driving.

06:48:07 8 The super bright headlights which  
06:48:10 9 shut down the iris, make vision poor.  
06:48:15 10 Pedestrian's peripheral vision are -- super  
06:48:30 11 bright headlights have -- his iris is open wide  
06:48:34 12 to catch as much light as it can, and someone  
06:48:38 13 comes with a super bright headlight and they  
06:48:42 14 shut down. So now he doesn't -- he doesn't  
06:48:46 15 have enough perception in the darkness to see  
06:48:51 16 the warning signs, et cetera, and pedestrians  
06:48:54 17 and bicyclists.

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Figure D.4 (Continued)

PUBLIC COMMENTS, 03/09/2020

1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )

3

4

5 I, ALI KORNBURGER, Notary Public in and  
 6 for the State of Wisconsin, do hereby certify that  
 7 the above PUBLIC COMMENTS were recorded by me on  
 8 March 9, 2020, and reduced to writing under my  
 9 personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any  
 12 of the parties, or a relative or employee of such  
 13 attorney or counsel, or financially interested  
 14 directly or indirectly in this action.

15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 12th day of March, 2020.

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\_\_\_\_\_  
 Notary Public  
 In and for the State of Wisconsin

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My Commission Expires: February 22, 2024.

Figure D.4 (Continued)

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CERTIFICATE

STATE OF WISCONSIN )  
  ) SS:  
COUNTY OF MILWAUKEE )

I, KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that on Tuesday, March 10, 2020, at Ozaukee County Pavilion, W67 N866 Washington Avenue, Cedarburg, Wisconsin, for SEWRPC: Vision 2050 Informational Meeting, there were no statements taken.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 11th day of March, 2020.

Notary Public  
In and for the State of Wisconsin

My Commission Expires: March 12, 2021.



Figure D.4 (Continued)

**BROWN & JONES REPORTING, INC.**

C E R T I F I C A T E

STATE OF WISCONSIN )  
  ) SS:  
COUNTY OF MILWAUKEE )

I, ALICIA PABICH, a Certified Shorthand Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that on March 11, 2020, at West Bend Community Memorial Library, 630 Poplar Street, West Bend, Wisconsin, for SEWPRC Vision 2050, there were no comments taken.



  
Notary Public  
In and for the State of Wisconsin

My Commission Expires: July 10, 2023.

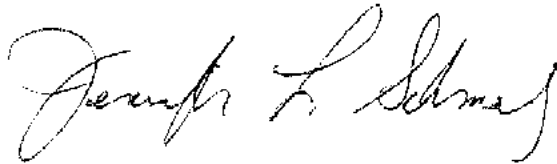
735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533  
(800) 452-9531

Figure D.4 (Continued)

**BROWN & JONES REPORTING, INC.**

STATE OF WISCONSIN )  
                                  ) SS:  
COUNTY OF MILWAUKEE )

I, JENNIFER L. SCHMALING, a Registered Merit Reporter, Certified Realtime Reporter, Certified Realtime Captioner and Notary Public in and for the State of Wisconsin, do hereby certify that on March 12, 2020, at Festival Foods, 3207 80th Street, Kenosha, Wisconsin, for SEWRPC Four-Year Review and Update of Vision 2050, there were no comments taken.



\_\_\_\_\_  
Notary Public  
In and for the State of Wisconsin

My Commission Expires: January 7, 2023

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533

**Figure D.5**  
**Comments Submitted via Comment Form Through the HAFA Offices**

**WE NEED YOUR FEEDBACK**  
**ON PROPOSED UPDATES TO THE PLAN**

**ABOUT THE UPDATES**

Most of the VISION 2050 recommendations are not proposed to change with this update. The plan will continue to recommend a mix of land uses with urban development focused in urban areas, significantly expanded and improved public transit, expanded and connected sidewalks and bicycle networks, and strategic capacity expansions that accommodate all roadway users. Proposed changes to the plan primarily affect policy-related recommendations and are a response to public feedback, recent changes in technology, and other changes in the Region. Maps and other inventory will also be updated to reflect implementation that has occurred since the plan was adopted in 2016.

Key proposed updates to the plan are listed below. You can review more information about these updates on the display boards and provide feedback on the corresponding comment forms.

**BICYCLE AND PEDESTRIAN**

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*Should also have concerns for...*

**TRAVEL DEMANDMANAGEMENT (TDM)**

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

*Government to have more modes of transportation available*

**PUBLIC TRANSIT**

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*No idea*

**STREETS AND HIGHWAYS**

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example  
 Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*need more police patrol*

Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

Good to have more options but must be well controlled to have safety

### TRAVEL DEMAND MANAGEMENT (TDM)

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

more options can help the users

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

Make sure employees can get to work via public transit

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

need something in the place of police patrol



Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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Key proposed updates to the plan are listed below. You can review more information about these updates on the display boards and provide feedback on the corresponding comment forms.

## BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*Continue to provide safety*

## TRAVEL DEMANDMANAGEMENT (TDM)

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

*more option is better*

## PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*Routes available to employers with city limits*

## STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*now monitor*

Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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Key proposed updates to the plan are listed below. You can review more information about these updates on the display boards and provide feedback on the corresponding comment forms.

### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

GOOD TO HAVE SEPARATE / DESIGNATED WAY FOR SAFETY

### TRAVEL DEMAND MANAGEMENT (TDM)

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

NEED MORE OPTIONS

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

WHAT EVER IS AVAILABLE

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

MORE CONTROL TO REDUCE RECKLESS DRIVERS

Figure D.5 (Continued)

## WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

### ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*Dockless is OK but still make sure people left them away from walk way.*

### TRAVEL DEMAND MANAGEMENT (TDM)

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

*Uber and Lyft provide good but affordable money for transportation but additional carriers would be a plus*

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*don't know*

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*More cameras to deter reckless drivers*

Figure D.5 (Continued)

## WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

### ABOUT THE UPDATES

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Key proposed updates to the plan are listed below. You can review more information about these updates on the display boards and provide feedback on the corresponding comment forms.

### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

Safety of scooters and the public is important

### TRAVEL DEMAND MANAGEMENT (TDM)

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

We could have more ways, it is better

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

I want to see more shared vehicles available.

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

give more tickets to reckless drivers



Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*Scooters are excellent means*

### TRAVEL DEMANDMANAGEMENT (TDM)

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

*Give opportunity for more partnership*

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*Routes available to outside of city limits.*

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*Have more bumps on the streets*

Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

Interesting idea.

### TRAVEL DEMAND MANAGEMENT (TDM)

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

more partnership is good for the community users.

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

this gives opportunity for people to get to work.

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

more controls

Figure D.5 (Continued)

## WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

### ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*I like to see better scooter safety*

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### TRAVEL DEMAND MANAGEMENT (TDM)

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

*I want the government and private sector to work together*

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### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*I see more bus route*

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### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*more bumps on the street*

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Figure D.5 (Continued)

# WE NEED YOUR FEEDBACK ON PROPOSED UPDATES TO THE PLAN

## ABOUT THE UPDATES

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### BICYCLE AND PEDESTRIAN

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

*Don't want to support more options.*

### TRAVEL DEMANDMANAGEMENT (TDM)

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

*Hope to see better partnership for more options of transportation.*

### PUBLIC TRANSIT

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

*vans or small buses routes.*

### STREETS AND HIGHWAYS

Incorporate strategies to address reckless driving Add curbside management strategies as a complete streets example Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

*some way to deter reckless drivers*



Figure D.6  
Comments Submitted via Comment Form at the Four Public Meetings

①



Name: CORINA KONITZER

Date: 3/12/2020

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comments:

NOT ENOUGH HOUSING FOR LOW-INCOME AND DISABLED  
ACCESSIBLE TRANSPORTATION IS AN ISSUE  
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Figure D.6 (Continued)

2



# 2020 Review and Update of VISION 2050 COMMENT FORM

Name: ION MILLER Date: 3/10/2020  
 Address: 326 EAST MIL PKWY #10  
MILWAUKEE, WI 53218  
 Email: bmiller364@charter.net

Comments:

AS A TWICE MONTHLY COMMUTER TO MILW. AREA FOR WORK OR PLEASURE, I WOULD SUGGEST CONTINUING TO PROVIDE MINIMALLY CONGESTED FLEEWAYS FOR TRAVELERS & VISITORS TO MILW. AREA

I ALSO AM A BIKER & SUPPORT "CONNECTED" BIKE ROUTES FOR LONG DISTANCE BIKERS.

FOR TRAVEL, I SUPPORT WHERE DENSITY & NEED CAN PROVIDE RIDERSHIP REVENUE WITH ONLY AN APPROPRIATE LEVEL OF SUBSIDY.

THANKS FOR PROVIDING THIS OPPORTUNITY & I DO SUPPORT REGIONAL PLANNING COMMISSIONS

## Figure D.7

### Comments Submitted at the February 18, 2020 Environmental Justice Task Force Meeting

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Figure D.7 presents the comments provided by members of the public attending the Commission’s Environmental Justice Task Force meeting held on February 18, 2020. These comments were provided orally to Commission staff and the members of the EJTF during that meeting by Ms. Barbara Richards, Conservation Chair for the Great Waters Group of the Sierra Club.

- Ms. Richards suggested VISION 2050 recommend infrastructure improvements to address the risk of climate catastrophes as a result of ethanol shipments through Port Milwaukee, and including discussion on whether to retreat or rebuild certain infrastructure as part of a planned Commission study focused on transportation system resiliency to flooding.



**ATTENDANCE RECORDS OF THE  
SECOND ROUND OF PUBLIC INVOLVEMENT  
APPENDIX E**

Figure E.1

Attendance Records of the Second Round of Public Meetings in March 2020



### Public Meeting Sign-in Sheet

DATE: Monday, March 9, 2020

TIME: 5:00-7:00 P.M.

PLACE: Waukesha County Technical College  
Richard T. Anderson Education Center  
800 Main Street  
Pewaukee, Wisconsin

	Name	Email	Agency/Organization (if any)	How did you hear about this meeting? (email, website, flyer, newspaper ad, etc.)
1	EUGENE L. KEASTING			NANCY NEEDEDLO
2	JOANNE MURPHY			" "
3	Tom Nelson	welson@villageokmenton.com	Village of Menton	Email
4	Kathy Gak	KathyG@Erasbanksharing.com	Eras	Email & letter
5	ROD REINOWSKI	rod@reinowski.com	Menton	EMAIL
6	DAVE SWAN	dswan@waukesha.com	Waukesha Co. gov	" "
7	Debra Schneider	djschneider86@gmail.com	Waukesha County Green Team	Email
8	Nancy NEEDEDLO			
9	LISA S. SMITH	lsmith@theisrobotic.com	consultant OTIS	meeting
10	Heidi Henderson	Heidi@IDCMET.COM	Town of Brookfield	email
11				
12				
13				
14				
15				

#252715

Figure E.1 (Continued)



## Public Meeting Sign-in Sheet

DATE: Tuesday, March 10, 2020

TIME: 5:00-7:00 P.M.

PLACE: Ozaukee County Pavilion  
 South Pavilion  
 W67N866 Washington Avenue  
 Cedarburg, Wisconsin

	Name	Email	Agency/Organization (if any)	How did you hear about this meeting? (email, website, flyer, newspaper ad, etc.)
1	Tom Richart	tmr840@gmail.com	OZ. CO.	email
2	DAVE M. Bezella	dbezella@gmail.com		mail/email
3	John E. Katzka	jekatzka@skglobal.net		email
4	Kathleen Schilling	kschilling@co.ozaukee.wi.us	OED	email
5	Matthew Mares	mmanose@interfaithozaukee.org	ICO	email
6	Don Miller	dmiller@oesllc.com	OES	email
7	John Reblin	johnreblin@yahoo.com	ABATE of WI	Paper
8	Chuck Bock	cgboehm66@gmail.com		email
9	Benjie Hayer	bhayer@oesllc.com	OES	email
10	Jennifer Rothstein	j.k.rothstein@searpc.com	SEARPC/Co. Supervisor	SEARPC
11	Meredith Mungel	mredithmungel@gmail.com		Ozaukee master group
12				
13				
14				
15				

#252716



Figure E.1 (Continued)

DATE: Wednesday, March 11, 2020

TIME: 5:00-7:00 P.M.

PLACE: West Bend Community Memorial Librar  
 Children's Story Room  
 630 Poplar Street  
 West Bend, Wisconsin

## Public Meeting Sign-in Sheet



	Name	Email	Agency/Organization (if any)	How did you hear about this meeting? (email, website, flyer, newspaper ad, etc.)
1	Ben Seigel	<del>seigelben</del> bens@wisconsin.gov	DPW	Facebook
2	Corie Dejno	corie@rides4we.com	Interfaith Caregivers of WA	
3	Alex Zaba	azaba@Dinogo.GESAMMUNDL.WI.WIS	Trustee Village	e mail
4	MAX MARECHAL		City of West Bend	e mail
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

#252717



Figure E.1 (Continued)

DATE: Thursday, March 12, 2020

TIME: 5:00-7:00 P.M.

PLACE: Festival Foods  
Community Room  
3207 80th Street  
Kenosha, Wisconsin



## Public Meeting Sign-in Sheet

	Name	Email	Agency/Organization (if any)	How did you hear about this meeting? (email, website, flyer, newspaper ad, etc.)
1	Yolanda Adams	yadams2013@gmail.com	LULAC/NARCP	ESTF email
2	Ruth Schroeder	r.schroeder@kenoshawis.org	City of Kenosha	
3	JOHN SETTER,	USETTER@KUSD.EDU	KENOSHA SCHOOL DIST	EMAIL
4	Corina Koaltes	Corina.Koaltes@gaabom		flyer w/in store
5				
6				
7				
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#252718



**Figure E.2**  
**Attendance Records of the Virtual Public Meetings in March and April 2020**

<b>March 31 Virtual Meeting</b>		<b>April 1 Virtual Meeting</b>	
<b>First Name</b>	<b>Last Name</b>	<b>First Name</b>	<b>Last Name</b>
Fay	Amerson	Molly	Canary
Mike	Amsden	Judy	Christofferson
Alan	Barrows	Derek	D'Auria
Michael	Batuzich	Corie	Dejno
Nathan	Beth	Joyce	Ellwanger
Susan	Boland	Evan	Gross
Vanetta	Busch	Dennis	Grzezinski
Mary Ellen	Comp	Jeremy	Jones
Kristin	Connelly	Kristi	Luzar
John	December	Matt	Manes
Chris	Dickerson	Jennfer	Murray
Pam	Drummond	Shannon	Reed
Kyle	Gast	Mary	Rivera
Brea	Grace	Leesha	Robinson
Renelsa	Hall	Lee	Valentyn
James	Hall	Sandra	Williams
Sylvester	Hamilton	Lang	Xiong
James	Hannig		
Peggy	Herrick		
Andy	Holschbach		
David	Hunt		
Tenisha	Jelks		
Cyndeane	Jennings		
Michael	Johnson		
Ethan	Johnson		
Jeffrey	Jordan		
David	Kelly		
Kendra	Koeppen		
James	Kuehn		
Vickie	LeFlore		
Andrew	Levy		
Catherine	Madison		
Katherine	Marks		
Marissa	Meyer		
Hannah	Mulroy		
Larry	Nines		
Brian	Peters		
Kelly	Possehl		
Ana	Ramirez		
Jerral	Richardson		
Kate	Riordan		
Kurt	Roskopf		
Karen	Sands		
Steven	Schaer		
Debra	Schneider		
Carolyn	Seboe		
Dan	Sellers		
Jeff	Sponcia		
Mark	Stewart		
Cynthia	Stokes-Murray		
Steve	Theisen		
Sarah	Voska		
Matthew	Weidenensee		
Cassandra	Wright		

**COMMISSION ANNOUNCEMENTS OF THE  
SECOND ROUND OF PUBLIC INVOLVEMENT AND  
SUMMARY MATERIALS PROVIDED AT PUBLIC MEETINGS**

**APPENDIX F**

**Figure F.1**  
**Paid Newspaper Advertisements for the Public Meetings**

**JOIN us at an  
 OPEN HOUSE  
 PUBLIC MEETING**

**Interested in the future of Southeastern Wisconsin’s transportation system and how the Region’s land is developed?** We are updating VISION 2050—the land use and transportation plan for the seven-county Region—and invite you to an open house to learn about proposed plan changes. At the open house, we will share information about a funding gap for the recommended transportation system and discuss how the plan would help improve equity across the Region. Please join us and provide your feedback before we finalize the 2020 Review and Update of VISION 2050 later this spring.

<p>Waukesha County Technical College          Richard T. Anderson Center          800 Main Street          Pewaukee, WI 53072  <b>Monday, March 9   5-7pm</b></p>	<p>Ozaukee County Pavilion          South Pavilion          W67N866 Washington Avenue          Cedarburg, WI 53012  <b>Tuesday, March 10   5-7pm</b></p>
<p>West Bend Community Memorial Library          Children’s Story Room          630 Poplar Street          West Bend, WI 53095  <b>Wednesday, March 11   5-7pm</b></p>	<p>Festival Foods          Community Room          3207 80th Street          Kenosha, WI 53142  <b>Thursday, March 12   5-7pm</b></p>
<p>Matheson Memorial Library          and Community Center          101 N. Wisconsin Street          Elkhorn, WI 53121  <b>Monday, March 16   5-7pm</b></p>	<p>Global Water Center          Meeusen Confluence Gallery (1st Floor)          247 W. Freshwater Way          Milwaukee, WI 53204  <b>Wednesday, March 18   5-7pm</b></p>
<p>Gateway Technical College          Racine Building – Lakeside Room          1001 S. Main Street          Racine, WI 53403  <b>Thursday, March 19   5-7pm</b></p>	<p><i>Stop by anytime during the two-hour          timeframe. Refreshments will be provided.</i></p>

Can’t attend a meeting? You can review and comment on the draft 2020 Review and Update of VISION 2050 online at [www.vision2050sewis.org](http://www.vision2050sewis.org), or send us comments via U.S. mail, email, or fax through **March 27, 2020**.

Southeastern Wisconsin Regional Planning Commission  
 P.O. Box 1607 | Waukesha, WI 53187-1607  
**Email:** [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org) | **Fax:** 262-547-1103

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



**Figure F.1 (Continued)**

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**El Conquistador**

Thursday, 2/27

**Kenosha News**

Thursday, 2/27

**Milwaukee Community Journal**

Wednesday, 2/26

**Milwaukee Courier**

Friday, 2/28

**Milwaukee Journal Sentinel**

Thursday, 2/27

**Milwaukee Times**

Thursday, 3/5

**Oconomowoc Enterprise**

Thursday, 2/27

**Ozaukee Advertiser**

Wednesday, 2/26

**Ozaukee News-Graphic**

Thursday, 2/27

**Ozaukee Press**

Thursday, 2/27

**Racine Journal Times**

Thursday, 2/27

**Southern Lakes Papers – Racine, Kenosha, Walworth**

Thursday, 2/27

**Waukesha Freeman**

Thursday, 2/27

**West Bend Daily News**

Thursday, 2/27

**Figure F.2**  
**Email Announcing the In-Person Public Meetings**

## PROVIDE FEEDBACK AT PUBLIC MEETINGS IN MARCH

### SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



#### 2020 REVIEW AND UPDATE CONTINUES

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 progress that has been made toward implementing VISION 2050 since it was originally adopted in 2016 and what changes may be needed as a result of that progress, changes in technology, or shifts in the Region's priorities for land development and transportation.



#### JOIN US AT ONE OF SEVEN PUBLIC MEETINGS IN MARCH

Residents are invited to attend one of seven public open house meetings across the Region as part of the current round of public involvement. Stop by any time during the two-hour timeframe. Each open house will provide an opportunity to learn about and provide feedback on proposed plan changes. We will also share information about a funding gap for the recommended transportation system and discuss how the plan would help improve equity across the Region. Refreshments will be provided.

Figure F.2 (Continued)

Waukesha County Technical College  
Richard T. Anderson Center  
800 Main Street  
Pewaukee, WI 53072  
**Monday, March 9 | 5-7pm**

Ozaukee County Pavilion  
South Pavilion  
W67N866 Washington Avenue  
Cedarburg, WI 53012  
**Tuesday, March 10 | 5-7pm**

West Bend Community Memorial Library  
Children's Story Room  
630 Poplar Street  
West Bend, WI 53095  
**Wednesday, March 11 | 5-7pm**

Festival Foods  
Community Room  
3207 80th Street  
Kenosha, WI 53142  
**Thursday, March 12 | 5-7pm**

Matheson Memorial Library  
and Community Center  
101 N. Wisconsin Street  
Elkhorn, WI 53121  
**Monday, March 16 | 5-7pm**

Global Water Center  
Meeusen Confluence Gallery (1st Floor)  
247 W. Freshwater Way  
Milwaukee, WI 53204  
**Wednesday, March 18 | 5-7pm**

Gateway Technical College  
Racine Building – Lakeside Room  
1001 S. Main Street  
Racine, WI 53403  
**Thursday, March 19 | 5-7pm**

*People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.*

Can't attend a meeting? Complete an [online survey](#) with your comments through March 27, 2020. Commission staff will review, summarize, and respond to any comments received during the public comment period. We will then consider the comments as we finalize the Review and Update later this spring.

[Click here to learn more!](#)

**Southeastern Wisconsin Regional Planning Commission**  
[www.sewrpc.org](http://www.sewrpc.org)



SEWRPC, P.O. Box 1607, Waukesha, WI 53187

[SafeUnsubscribe™ {recipient's email}](#)

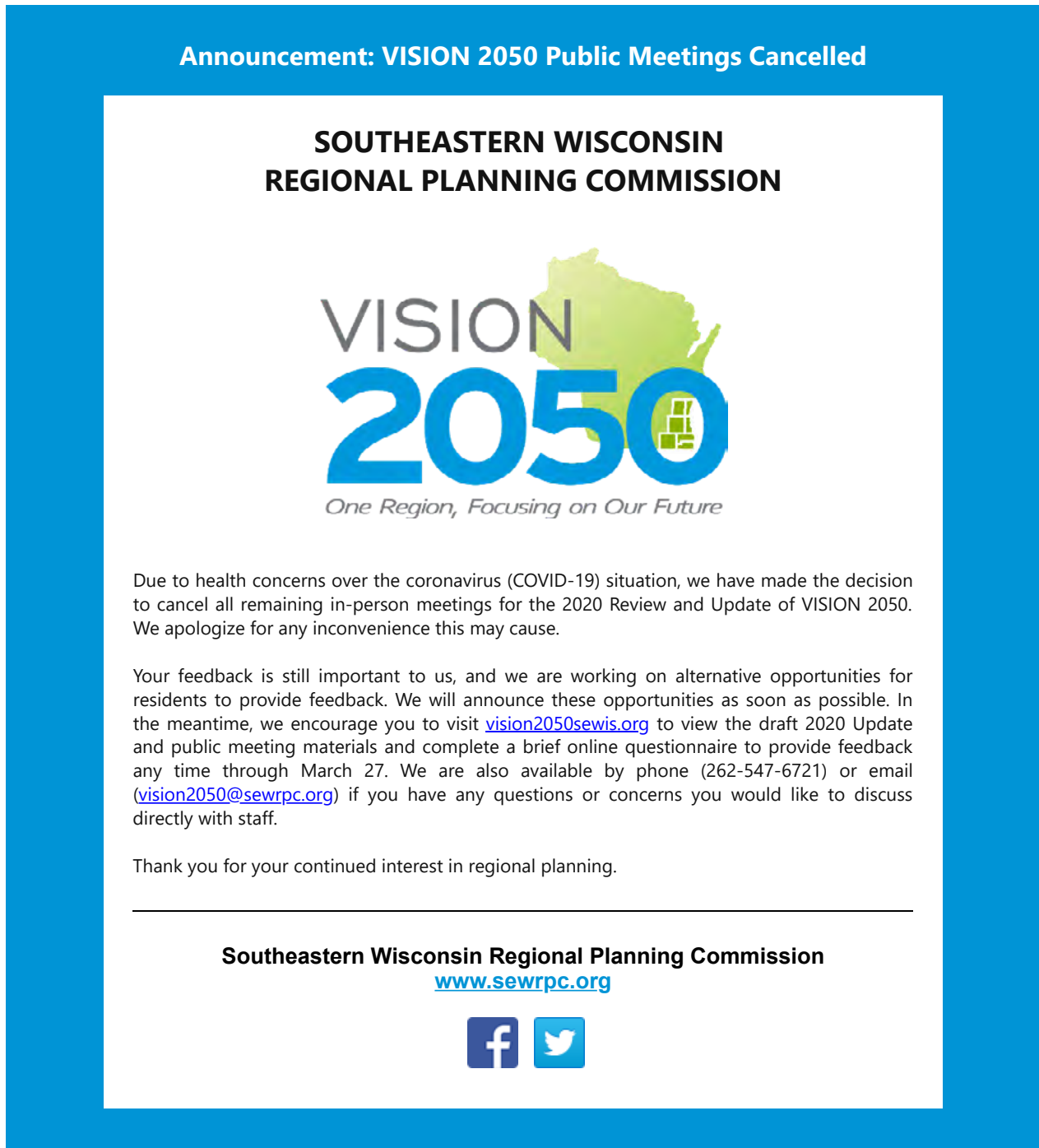
[Forward this email](#) | [About our service provider](#)

Sent by [sewrpcnews@sewrpc.org](mailto:sewrpcnews@sewrpc.org) in collaboration with



**Email announcement sent to SEWRPC's email distribution list on March 2, 2020**

**Figure F.3**  
**Email Announcing Cancellation of Three In-Person Public Meetings**



SEWRPC, P.O. Box 1607, Waukesha, WI 53187

[SafeUnsubscribe™](#) {recipient's email}

[Forward this email](#) | [About our service provider](#)

Sent by [sewrpcnews@sewrpc.org](mailto:sewrpcnews@sewrpc.org) in collaboration with



**Email announcement sent to SEWRPC's email distribution list on March 13, 2020**



**Figure F.4**  
**Email Announcing the Virtual Public Meetings**

## Alternative Ways to Learn and Provide Feedback

### SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



We know it's hard to think years into the future when we don't know what the coming weeks will hold. But we also know people care about how the Region's land and transportation system are developed. That's why we've extended the current comment period to April 8th and we're providing alternative ways to provide feedback in lieu of the in-person meetings we had to cancel last week.

Here's how you can learn more about the draft VISION 2050 update and provide your feedback:

- **Virtual Public Meetings:** Register for one of two virtual meetings where staff will give a presentation and answer questions:
  - Tuesday, March 31, 12:00-1:00p.m. ([Register here](#))
  - Wednesday, April 1, 5:00-6:00p.m. ([Register here](#))
- **YouTube Video Presentation:** Watch a video of the same presentation to be given at the virtual meetings ([Watch the video here](#))
- **Online Survey:** Review public meeting materials and provide feedback through an online survey ([Take the survey here](#))
- **Contact Us Directly:** Email us at [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org) or call staff directly: Eric Lynde (262.953.3222) or Liz Callin (262.953.3214)
- **Traditional Feedback Methods:** As always, residents can submit comments via online comment form, or via email, mail, or fax ([Contact information available here](#))

Stay healthy and thank you in advance for your participation!

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**Southeastern Wisconsin Regional Planning Commission**  
[www.sewrpc.org](http://www.sewrpc.org)

Figure F.4 (Continued)



SEWRPC, P.O. Box 1607, Waukesha, WI 53187

[SafeUnsubscribe™\\_{recipient's email}](#)

[Forward this email](#) | [About our service provider](#)

Sent by [sewrpcnews@sewrpc.org](mailto:sewrpcnews@sewrpc.org) in collaboration with



**Email announcement sent to SEWRPC's email distribution list on March 24, 2020**

**Figure F.5**  
**Postcard Announcing the Public Meetings**

# JOIN US

March  
 9-19, 2020

**Interested in the future of Southeastern Wisconsin's transportation system and how the Region's land is developed?**

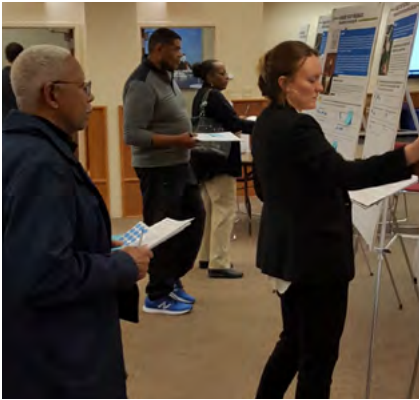
Join the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to talk about VISION 2050—the land use and transportation plan for the seven-county Region. SEWRPC is currently proposing some updates to the plan and will also share information about a funding gap for the transportation system and how the plan would help improve equity across the Region.



**Find out more at**  
[vision2050sewis.org](http://vision2050sewis.org)



This is the second round of public meetings for the federally required 2020 Review and Update of VISION 2050. This is your opportunity to learn about the plan and provide input before SEWRPC finalizes the plan update later this spring.



@SEWRPC @SEW\_RPC



Please join us at one of these seven public informational meetings to review the draft 2020 Review and Update of VISION 2050. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through **March 27, 2020**.



[vision2050sewis.org](http://vision2050sewis.org)

@SEWRPC

@SEW\_RPC

- Waukesha County Technical College  
 (Richard T. Anderson Center)  
 800 Main Street | Pewaukee, WI 53072  
**Monday, March 9 | 5-7pm**
- Ozaukee County Pavilion (South Pavilion)  
 W67N866 Washington Avenue | Cedarburg, WI 53012  
**Tuesday, March 10 | 5-7pm**
- West Bend Community Memorial Library (Children's Story Room)  
 630 Poplar Street | West Bend, WI 53095  
**Wednesday, March 11 | 5-7pm**
- Festival Foods (Community Room)  
 3207 80th Street | Kenosha, WI 53142  
**Thursday, March 12 | 5-7pm**
- Matheson Memorial Library and Community Center  
 101 N. Wisconsin Street | Elkhorn, WI 53121  
**Monday, March 16 | 5-7pm**
- Global Water Center (Meeusen Confluence Gallery – 1st Floor)  
 247 W. Freshwater Way | Milwaukee, WI 53204  
**Wednesday, March 18 | 5-7pm**
- Gateway Technical College (Racine Building – Lakeside Room)  
 1001 S. Main Street | Racine, WI 53403  
**Thursday, March 19 | 5-7pm**

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

**Figure F.6**  
**Flyer Announcing the Public Meetings**



**JOIN us at an  
 OPEN HOUSE  
 PUBLIC MEETING**



**Interested in the future of Southeastern Wisconsin’s transportation system and how the Region’s land is developed?** Join the Southeastern Wisconsin Regional Planning Commission (SEWRPC) to talk about VISION 2050—the land use and transportation plan for the seven-county Region. SEWRPC is currently proposing some updates to the plan and will also share information about a funding gap for the transportation system and how the plan would help improve equity across the Region. This is your opportunity to learn about the plan and provide input before SEWRPC finalizes a plan update later this spring.

Waukesha County Technical College  
 Richard T. Anderson Center  
 800 Main Street  
 Pewaukee, WI 53072  
**Monday, March 9 | 5-7pm**

Ozaukee County Pavilion  
 South Pavilion  
 W67N866 Washington Avenue  
 Cedarburg, WI 53012  
**Tuesday, March 10 | 5-7pm**

West Bend Community Memorial Library  
 Children’s Story Room  
 630 Poplar Street  
 West Bend, WI 53095  
**Wednesday, March 11 | 5-7pm**

Festival Foods  
 Community Room  
 3207 80th Street  
 Kenosha, WI 53142  
**Thursday, March 12 | 5-7pm**

Matheson Memorial Library  
 and Community Center  
 101 N. Wisconsin Street  
 Elkhorn, WI 53121  
**Monday, March 16 | 5-7pm**

Global Water Center  
 Meeusen Confluence Gallery (1st Floor)  
 247 W. Freshwater Way  
 Milwaukee, WI 53204  
**Wednesday, March 18 | 5-7pm**

Gateway Technical College  
 Racine Building – Lakeside Room  
 1001 S. Main Street  
 Racine, WI 53403  
**Thursday, March 19 | 5-7pm**

*Stop by anytime during the two-hour timeframe.  
 Refreshments will be provided.*

Can’t attend a public meeting? You can review and comment on the draft 2020 Review and Update of VISION 2050 online: [www.vision2050sewis.org](http://www.vision2050sewis.org). Written comments may also be provided via U.S. mail, email, or fax through **March 27, 2020**:

Southeastern Wisconsin Regional Planning Commission  
 P.O. Box 1607 | Waukesha, WI 53187-1607  
**Email:** [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org) | **Fax:** 262-547-1103

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



**Figure F.7**  
**Press Release and List of Media Outlets**



**FOR IMMEDIATE RELEASE**

February 27, 2020  
Release No. 20-01

**For more information:**

Kevin Muhs, PE, AICP  
SEWRPC Executive Director  
(262) 953-4288  
[kmuhs@sewrpc.org](mailto:kmuhs@sewrpc.org)

**SEWRPC Continuing  
2020 Review and Update of VISION 2050**  
*Seeking feedback at public meetings prior to updating the  
Region's long-range land use and transportation plan*

**Waukesha, Wis.** – Commission staff are continuing a federally required four-year Review and Update of VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region. The public is invited to attend one of seven public informational meetings, which will take place March 9-19, to learn more about the effort, review draft updates to the plan, and provide comments. The comment period during this round of public involvement is open through March 27, 2020.

**2020 Review and Update of VISION 2050**

The 2020 Review and Update looks at progress that has been made toward implementing VISION 2050 since it was originally adopted in 2016 and what changes may be needed as a result of that progress, changes in technology, or shifts in the Region's priorities for land development and transportation.

**Public Involvement**

This is the second and final round of public meetings for this effort. Round one, which took place in December 2019, shared information with the public about progress on plan recommendations and collected feedback about implementation and on changes that have occurred, since VISION 2050 was adopted, that we should consider as we update the plan's recommendations. Round two, which will take place in February/March 2020,

**Figure F.7 (Continued)**

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**SEWRPC CONTINUING 2020 REVIEW AND UPDATE OF VISION 2050**

will allow the public to review and provide feedback on the draft 2020 Review and Update. Staff will also share information about a funding gap for the transportation system and how the plan would help improve equity across the Region.

**Join Us**

For all seven public meetings below, staff will be available in an "open house" format, so residents can attend any time during the two-hour timeframe. There will be several opportunities during each meeting to provide feedback, ask questions, and discuss further with staff. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. Snacks and refreshments will also be provided.

Waukesha County Technical College Richard T. Anderson Center 800 Main Street Pewaukee, WI 53072 <b>Monday, March 9   5-7pm</b>	Ozaukee County Pavilion South Pavilion W67N866 Washington Avenue Cedarburg, WI 53012 <b>Tuesday, March 10   5-7pm</b>
West Bend Community Memorial Library Children’s Story Room 630 Poplar Street West Bend, WI 53095 <b>Wednesday, March 11   5-7pm</b>	Festival Foods Community Room 3207 80th Street Kenosha, WI 53142 <b>Thursday, March 12   5-7pm</b>
Matheson Memorial Library and Community Center 101 N. Wisconsin Street Elkhorn, WI 53121 <b>Monday, March 16   5-7pm</b>	Global Water Center Meeusen Confluence Gallery (1st Floor) 247 W. Freshwater Way Milwaukee, WI 53204 <b>Wednesday, March 18   5-7pm</b>
Gateway Technical College Racine Building – Lakeside Room 1001 S. Main Street Racine, WI 53403 <b>Thursday, March 19   5-7pm</b>	

*Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.*

## SEWRPC CONTINUING 2020 REVIEW AND UPDATE OF VISION 2050

### **How to Submit Comments**

Work to date on the 2020 Review and Update of VISION 2050, including draft chapters, can be reviewed at [vision2050sewis.org](http://vision2050sewis.org). Written comments during this second round of public involvement may be provided through **March 27, 2020**. Comments may be submitted in any of the following ways:

Plan Website: [vision2050sewis.org](http://vision2050sewis.org)  
E-mail: [vision2050@sewrpc.org](mailto:vision2050@sewrpc.org)  
Mail: P.O. Box 1607, Waukesha, WI 53187-1607  
Fax: (262) 547-1103

Commission staff will consider all comments received during the public comment period and provide them to the Advisory Committees guiding the Review and Update. We anticipate completing the Review and Update later this spring.

### **About VISION 2050**

*VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. 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.*

### **About SEWRPC**

*The Regional Planning Commission is the official areawide planning agency for infrastructure and land use for Southeastern Wisconsin. The Commission serves the following seven Southeastern Wisconsin Counties: Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Under State law, Commission plans are advisory to local and State governments.*

###

**Figure F.7 (Continued)**

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**List of Media Outlets**

BizTimes  
Burlington Standard Press  
El Conquistador  
Elkhorn Independent  
Kenosha News  
Kewaskum Statesman  
Milwaukee Community Journal  
Milwaukee Journal Sentinel  
Milwaukee Magazine  
Milwaukee Neighborhood News Service  
Oconomowoc Enterprise  
Ozaukee News Graphic  
Ozaukee Press  
Shepherd Express  
The Business Journal  
The Daily News  
The Daily Reporter  
The Journal Times (Racine)  
The Lake Country Now Reporter  
The Milwaukee Courier  
The Milwaukee Times  
The Spanish Journal  
Urban Milwaukee  
Waukesha County Now  
Waukesha Freeman  
WBKV AM – 1470  
WDJT-TV Channel 58  
WISN AM – 1130  
WISN-TV Channel 12  
WMSE FM – 91.7  
WRJN Radio News – 1400  
WTMJ AM – 620  
WTMJ-TV Channel 4  
WUWM FM – 89.7  
WYMS FM – 88.9



**Figure F.8**  
**Display Boards at the Public Meetings**

## 2020 REVIEW AND UPDATE OF VISION 2050



**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.

**PURPOSE OF THE REVIEW AND UPDATE**  
The 2020 Review and Update looks at progress that has been made toward implementing VISION 2050 since it was originally adopted in 2016 and what changes may be needed as a result of that progress, changes in technology, or shifts in the Region's priorities for land development and transportation.

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### PUBLIC INVOLVEMENT GOALS

**Round 1 – COMPLETE**

- Share information with the public about progress on the implementation of plan recommendations
- Collect feedback about implementation and on changes that have occurred, since VISION 2050 was adopted, that we should consider as we update the plan's recommendations

**Round 2 – IN PROGRESS**

- Provide proposed updates to the public for review and comment, including updated financial and equity analyses

---

### TIMELINE

**OCTOBER 2019**  
ADVISORY COMMITTEE MEETING #1

**DECEMBER 2019**  
ROUND 1 PUBLIC MEETINGS  
Regional implementation in place and observed initial feedback.

**FEBRUARY 2020**  
ADVISORY COMMITTEE MEETING #2

**APRIL 2020**  
ADVISORY COMMITTEE MEETING #3

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

WE ARE HERE

---

### HOW TO PROVIDE INPUT

**Written Comments**  
Please use the comment cards available at this meeting to write down any comments you want us to consider.

**Verbal Comments**  
At the public open house meetings, court reporters are available to record verbal comments.

Comments can also be submitted by **March 27, 2020**, in any of the following ways:

- Website: [vision2050sewis.org](http://vision2050sewis.org)
- E-mail: [vision2050@sewpc.org](mailto:vision2050@sewpc.org)
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

All comments submitted by **March 27, 2020**, will be entered into the public record and will be considered as staff finalizes the 2020 Review and Update of VISION 2050.

## WHAT WE HEARD

THEMES FROM THE FIRST ROUND OF PUBLIC INVOLVEMENT

**ABOUT ROUND 1**

- 9 interactive meetings in December 2019
- 1 online survey

**277** total participants

### Land Use

- Most participants supported the recommended compact development pattern
- Regarding single-family lot size, most supported homes on smaller lots, but many also supported homes on larger lots

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### Public Transit

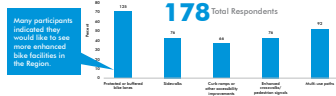
Over **90%** of participants said they would support increasing funding for public transit

Participants identified a number of transit improvements, most of which are consistent with the plan

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### Bicycle and Pedestrian

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



Many participants indicated they would like to see more enhanced bike facilities in the Region.

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### Streets and Highways

Many participants shared concerns about roadway safety for drivers, bicyclists, and pedestrians, including issues around:

- Reckless driving
- Inattentive driving
- Lack of dedicated bike lanes, paths, sidewalks, or safe crossings
- Traffic congestion

Over **90%** of participants said they would support, or would support under certain circumstances, increasing funding for street and highway improvements

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### Shared Mobility + Connected and Automated Vehicles

The top three factors participants identified for consideration related to connected or autonomous vehicles were:

- Interaction with bicycles and pedestrians
- Operator requirements and liability laws
- Equitable access

Safety was the primary concern identified regarding the potential expansion of dockless electric scooters and transportation network companies (e.g., Uber/Lyft).

## HOW DOES VISION 2050 GET IMPLEMENTED?

**ENDORSE**

VISION 2050 was endorsed by the Regional Planning Commission in July 2016 and by the agencies and levels of government responsible for implementing the plan's recommendations.

**REFINE**

As an advisory and regional plan, VISION 2050 should be revised and enhanced to more effectively coordinate and local planning, such as local and county comprehensive plans, local development plans, and jurisdictional regulatory system plans.

**IMPLEMENT**

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

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### PARTNERS IN IMPLEMENTATION:

#### LOCAL AND COUNTY GOVERNMENTS

- 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

#### TRANSIT OPERATORS

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

#### 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
- 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

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#### FEDERAL GOVERNMENT/AGENCIES

- Coordinate with transit agencies and government partners to increase access to government centers
- Coordinate with government partners to pursue freight recommendations

#### PRIVATE SECTOR

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

#### ADDITIONAL PARTNERS

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

## LAND USE

### THE PLAN WILL CONTINUE TO RECOMMEND:

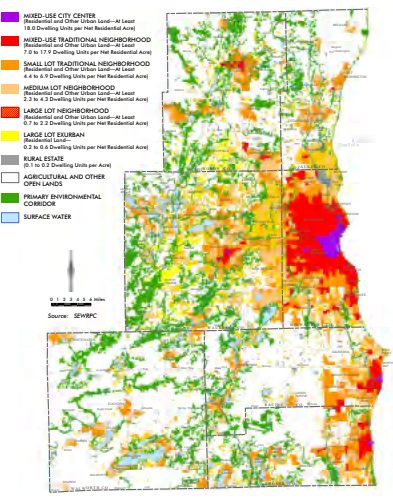
- Focusing on new urban development in urban centers
- Reversing trend in declining density and providing a mix of housing types and uses
- Preserving primary environmental corridors and productive agricultural land

### PROPOSED CHANGES TO THE PLAN:

No changes are proposed to the land use component of the plan.

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### VISION 2050 Land Use Development Pattern



- MIXED-USE CITY CENTER** (18.0 Dwelling Units per Net Residential Acre)
- MIXED-USE TRADITIONAL NEIGHBORHOOD** (Residential and Other Urban Land—At Least 12 to 18 Dwelling Units per Net Residential Acre)
- SMALL LOT TRADITIONAL NEIGHBORHOOD** (Residential and Other Urban Land—At Least 4 to 8 Dwelling Units per Net Residential Acre)
- MEDIUM LOT NEIGHBORHOOD** (Residential and Other Urban Land—At Least 2 to 4 Dwelling Units per Net Residential Acre)
- LARGE LOT NEIGHBORHOOD** (Residential and Other Urban Land—At Least 1 to 2 Dwelling Units per Net Residential Acre)
- LARGE LOT EUBURBAN** (Residential—At Least 0.5 to 1.0 Dwelling Units per Net Residential Acre)
- RURAL ESTATE** (0.1 to 0.2 Dwelling Units per Acre)
- AGRICULTURAL AND OTHER OPEN LANDS**
- PRIMARY ENVIRONMENTAL CORRIDOR**
- SURFACE WATER**

#### Land Use Categories

The recommended vision 2050 land use pattern was developed by allocating new households and employment envisioned for the Region under the Commission's post-2050 growth projection to a series of seven land use categories that represent a variety of development densities and uses of land.

- MIXED-USE CITY CENTER** (At least 18 high-density offices, businesses, and housing found in the most densely populated areas of the Region)
- MIXED-USE TRADITIONAL NEIGHBORHOOD** (Mix of high-density housing, businesses, and offices found in densely populated areas)
- SMALL LOT TRADITIONAL NEIGHBORHOOD** (Mix of housing types and businesses with single-family homes on lots with 1/4 acre or less, and multifamily housing found within or at the edges of cities and villages)
- MEDIUM LOT NEIGHBORHOOD** (Mix of housing types and businesses with single-family homes on 1/4 to 1/2 acre lots found at the edges of cities and villages)
- LARGE LOT NEIGHBORHOOD** (Mix of housing types and businesses with single-family homes on 1/2 to 1 acre lots found at the edges of cities and villages)
- LARGE LOT EUBURBAN** (Mix of housing types and businesses with single-family homes on 1.5 to 2 acre lots found outside cities and villages)
- RURAL ESTATE** (Mix of housing types and businesses with single-family homes on 2+ acre lots found outside cities and villages)

Figure F.8 (Continued)

## BICYCLE AND PEDESTRIAN



### THE PLAN WILL CONTINUE TO RECOMMEND:

- ▶ Expanding the on-street bicycle network, including enhanced bicycle facilities (e.g., protected or buffered bike lanes) in key regional corridors
- ▶ Expanding off-street paths to provide a well-connected network
- ▶ Providing sidewalks in areas of existing or planned urban development
- ▶ Minimizing crashes involving bicyclists and pedestrians

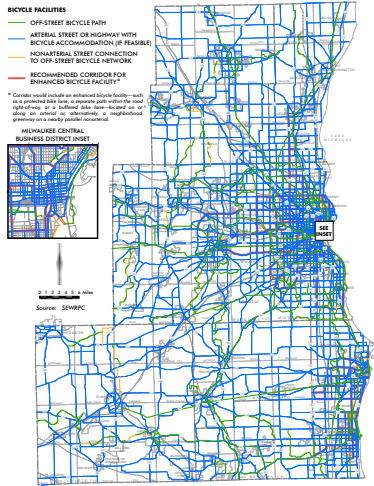
### PROPOSED CHANGES TO THE PLAN:

Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

### OTHER UPDATES:

The bicycle network will be updated to be consistent with the recently adopted Washington County Bikeway and Trail Network Plan and recent changes to the recommended Route of the Badger trail network

Bicycle Network: VISION 2050 as Updated



## TRAVEL DEMAND MANAGEMENT



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

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. Implementing TDM measures can reduce traffic congestion, improve air quality, and save travelers time and money.

### THE PLAN WILL CONTINUE TO RECOMMEND:

- ▶ 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

### PROPOSED CHANGES TO THE PLAN:

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

### OTHER UPDATES:

The recommendation to price personal vehicle travel at its true cost will be updated to reflect recent activity around the study and discussion of tolling and vehicle-miles of travel (VMT) fees

## TRANSPORTATION SYSTEMS MANAGEMENT

### THE PLAN WILL CONTINUE TO RECOMMEND:

- ▶ 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

### 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.

### PROPOSED CHANGES TO THE PLAN:

No changes are proposed to the TSM element

### OTHER UPDATES:

Inventory data, such as the number of ramp meters and variable message signs, will be updated based on recent implementation that has occurred

## FREIGHT TRANSPORTATION



### THE PLAN WILL CONTINUE TO RECOMMEND:

- ▶ Pursuing a new truck-rail intermodal facility
- ▶ Improving accommodation of oversize/overweight (OSOW) shipments
- ▶ Constructing the Muskego Yard bypass
- ▶ Addressing congestion and bottlenecks on the regional highway freight network

### PROPOSED CHANGES TO THE PLAN:

No changes are proposed to the freight transportation element

### OTHER UPDATES:

Various recommendations will be updated to reflect recent activity around the study and the recent completion of the Wisconsin State Freight Plan

## FUNDING THE PLAN

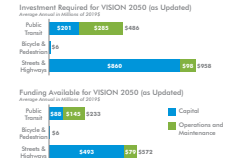
### UPDATED FINANCIAL ANALYSIS

An updated financial analysis identified a significant funding gap between reasonably expected revenues and the estimated costs to implement the VISION 2050 transportation system. As such, staff identified the fiscally constrained portion of the transportation system, which is shown on the Public Transit and Streets and Highways boards.

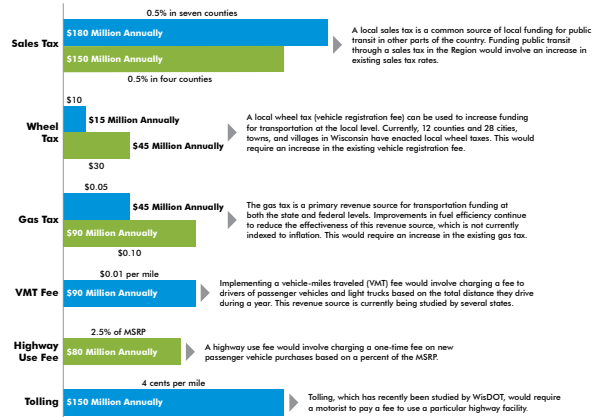
### THE FISCALLY CONSTRAINED TRANSPORTATION SYSTEM:

**PUBLIC TRANSIT: \$250 million gap**  
Service levels are expected to decline by about 35 percent by 2050—rather than double as recommended under VISION 2050.

**STREETS AND HIGHWAYS: \$385 million gap**  
Fewer roads are expected to be reconstructed, widened, or newly constructed; and many of the roadways recommended to be reconstructed by 2050 would instead be rehabilitated, extending the overall life of the roadway, but likely reducing pavement quality.



### Potential Revenue Sources to Address the Transportation Funding Gap



## PUBLIC TRANSIT



### THE PLAN WILL CONTINUE TO RECOMMEND:

- ▶ Significant improvement and expansion of the public transit system, including commuter rail, rapid transit, and improved fixed and flexible transit services
- ▶ Programs to improve access to suburban employment
- ▶ "Transit first" designs on urban streets
- ▶ Other initiatives to promote transit use and improve quality of service

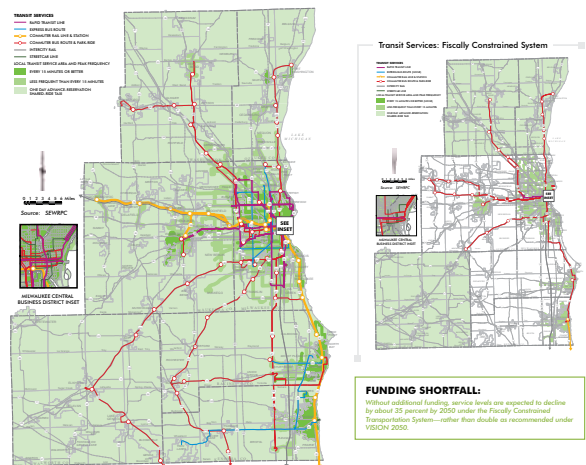
### PROPOSED CHANGES TO THE PLAN:

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

### OTHER UPDATES:

In southern Milwaukee County, a rapid transit route recommended along 27th Street will continue along 27th Street to Duval Avenue instead of along DuSable and Forest Home Avenues (change requested by Milwaukee County). The recommendation to improve access to suburban employment centers will be updated to recommend the Commission continue its Workforce Mobility Team, which formed in 2018 to help employers address issues related to workforce transportation

VISION 2050 Transit Services



### FUNDING SHORTFALL:

Without additional funding, service levels are expected to decline by about 35 percent by 2050 under the Fiscally Constrained Transportation System—rather than double as recommended under VISION 2050.

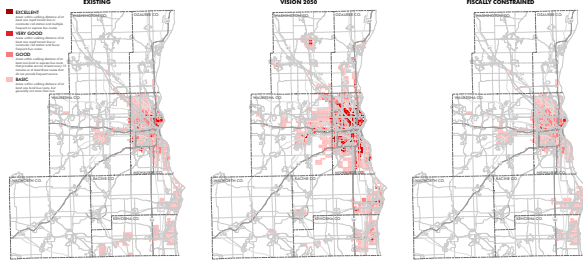
Figure F.8 (Continued)

## IMPACTS OF FUNDING ON THE TRANSIT SYSTEM

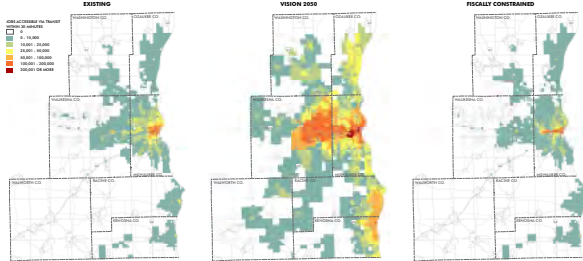
### CONSEQUENCES OF INSUFFICIENT FUNDING FOR TRANSIT

- The 35 percent reduction in transit service expected under the fiscally constrained system would result in:
- ▶ Reduced access to jobs, healthcare, education, and other daily needs, particularly for households without access to a car, which is more likely to affect people of color, low-income residents, people with disabilities, and seniors
  - ▶ Smaller labor force available to employers
  - ▶ Reduced traffic carrying capacity in the Region's heavily traveled corridors
  - ▶ Reduced ability to develop compact, walkable neighborhoods that improve access and safety for people walking, and encourage active lifestyles

#### Transit Service Quality



#### Jobs Accessible Within 30 Minutes via Transit



## STREETS AND HIGHWAYS

### THE PLAN WILL CONTINUE TO RECOMMEND:

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

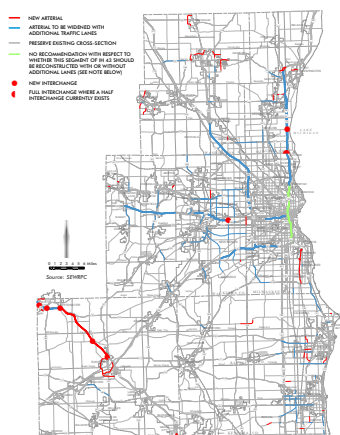
### PROPOSED CHANGES TO THE PLAN:

- ▶ Incorporate strategies to address reckless driving
- ▶ Add curbside management strategies as a complete streets example
- ▶ Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

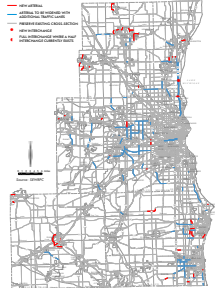
### OTHER UPDATES:

The SR-60 western relief route, originally planned northeast of the City of Hartford, will be removed from the recommended highway network (change requested by Washington County).

#### Streets and Highways: VISION 2050 as Updated



#### Streets and Highways: Fiscally Constrained System



### FUNDING SHORTFALL:

Without additional funding, fewer streets and highways will be reconstructed, widened or newly constructed. None of the roadway improvements for reconstruction will be established, likely resulting in poorer pavement quality.

### CONSEQUENCES OF INSUFFICIENT FUNDING FOR STREETS AND HIGHWAYS:

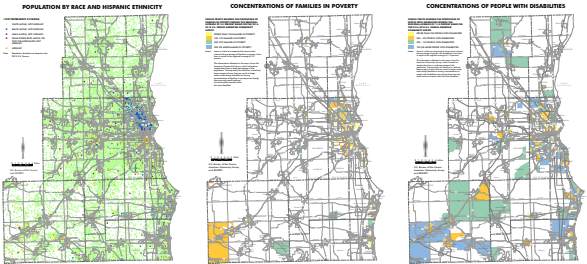
- ▶ Reduced traffic carrying capacity and increased roadway congestion
- ▶ City emergency repairs and inefficient pavement maintenance due to untreated potholes and damaged pavement
- ▶ Increased traffic congestion and travel delay, along with increased travel time
- ▶ Increased crashes due to traffic congestion, outdated roadway design, and deteriorating roadway conditions

## EQUITY

### UPDATED EQUITY ANALYSIS

VISION 2050 identified significant disparities between the white population and people of color in the Region with respect to educational attainment levels, per capita income, and poverty. The updated equity analysis evaluated whether the benefits and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region. The results show that implementing VISION 2050 would help to reduce existing disparities between the white population and people of color and without additional funding for public transit, a disparate impact to people of color, low-income populations, and people with disabilities is likely to occur.

#### Populations Included in the Equity Analysis



#### Summary of Conclusions

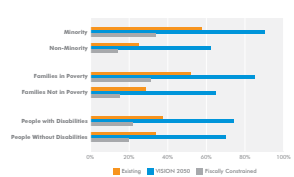
- LAND USE**
  - ▶ While all land use recommendations would have a positive impact on the Region's population as a whole, many recommendations would have a particularly positive impact on people of color, low-income populations, and people with disabilities
  - ▶ None would have an adverse impact on these population groups
- STREETS AND HIGHWAYS**
  - ▶ No area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements
- PUBLIC TRANSIT**
  - ▶ VISION 2050 would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education and other activities
  - ▶ A disparate impact to these population groups is likely unless additional funding is provided for transit

#### PERCENT OF POPULATION WITH NO VEHICLE AVAILABLE



As many people of color, families in poverty, and people with disabilities would have access to high-quality transit under VISION 2050 than under the fiscally constrained transportation system

#### ACCESS TO 10,000 OR MORE JOBS WITHIN 30 MINUTES BY TRANSIT



**VISION 2050**  
The improvement and expansion of public transit under VISION 2050 would significantly increase the portion of the Region's population that has access to 10,000 or more jobs via transit.

**FISCALLY CONSTRAINED**  
Reducing transit services, as expected under the fiscally constrained transportation system, would result in significantly less access to jobs, healthcare, education and other activity centers, as well as a reduction in transit service quality.

**Figure F.9**  
**Handout Distributed at the Public Meetings**



**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 development process guided by the Commission’s Advisory Committees on Regional Land Use and Transportation Planning.

**OVERVIEW OF THE 2020 REVIEW AND UPDATE**

**PURPOSE OF THE REVIEW AND UPDATE**

The 2020 Review and Update looks at progress that has been made toward implementing VISION 2050 since it was originally adopted in 2016 and what changes may be needed as a result of that progress, changes in technology, or shifts in the Region’s priorities for land development and transportation.

**PUBLIC INVOLVEMENT GOALS**

**Round 1 – COMPLETE**

- ✓ Share information with the public about progress on the implementation of plan recommendations
- ✓ Collect feedback about implementation and on changes that have occurred, since VISION 2050 was adopted, that we should consider as we update the plan’s recommendations

**Round 2 – IN PROGRESS**

- ▶ Provide proposed updates to the public for review and comment, including updated financial and equity analyses

*See summary of proposed updates on reverse*

**FINANCIAL AND EQUITY ANALYSIS RESULTS**

An updated financial analysis identified a significant funding gap between reasonably expected revenues and the estimated costs to implement the VISION 2050 transportation system. As such, staff identified the fiscally constrained portion of the transportation system. Under the fiscally constrained system, transit service levels are expected to decline by about 35 percent by 2050, and fewer streets and highways would be reconstructed, widened, or newly constructed. Many of the roadways recommended for reconstruction would instead be rehabilitated, likely resulting in poorer pavement quality.

An updated equity analysis evaluated whether the benefits and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region. The results show that implementing VISION 2050 would help to reduce existing disparities between the white population and people of color and without additional funding for public transit, a disparate impact to people of color, low-income populations, and people with disabilities is likely to occur.



[vision2050sewis.org](http://vision2050sewis.org)



@SEWRPC



@SEW\_RPC



Figure F.9 (Continued)

# WE NEED YOUR FEEDBACK

## ON PROPOSED UPDATES TO THE PLAN

### ABOUT THE UPDATES

Most of the VISION 2050 recommendations are not proposed to change with this update. The plan will continue to recommend a mix of land uses with urban development focused in urban areas, significantly expanded and improved public transit, expanded and connected sidewalks and bicycle networks, and strategic capacity expansions that accommodate all roadway users. Proposed changes to the plan primarily affect policy-related recommendations and are a response to public feedback, recent changes in technology, and other changes in the Region. Maps and other inventory will also be updated to reflect implementation that has occurred since the plan was adopted in 2016.

Key proposed updates to the plan are listed below. You can review more information about these updates on the display boards and provide feedback on the corresponding comment forms.



Add dockless scooters to the existing recommendation to expand bike share implementation, and recommend local governments address potential safety concerns related to dockless scooters

#### BICYCLE AND PEDESTRIAN



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

#### TRAVEL DEMAND MANAGEMENT (TDM)



Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

#### PUBLIC TRANSIT



Incorporate strategies to address reckless driving  
Add curbside management strategies as a complete streets example  
Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

#### STREETS AND HIGHWAYS

**Figure F.10**  
**Presentation Given at the Virtual Public Meetings**

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## Welcome & Introductions

**Kevin Muhs**  
Executive Director

**Ben McKay**  
Deputy Director

**Eric Lynde**  
Chief Special Projects Planner

**Liz Callin**  
Senior Transportation Planner



Figure F.10 (Continued)

## Virtual Meeting Overview

1. Background information
2. About the 2020 Review and Update of VISION 2050
3. Proposed plan updates + funding and equity analyses
4. Q/A



## Meeting logistics

Participants are all in 'Listen Only' mode.

Use the 'Questions' panel to ask staff questions throughout the presentation.

Meeting is being recorded. Recording will be shared via email after the webcast is over.



Figure F.10 (Continued)

## How to provide feedback

1. **Online survey**
2. **Traditional methods:**
  - Email: [VISION2050@sewrpc.org](mailto:VISION2050@sewrpc.org)
  - Phone:
    - Eric Lynde: 262.953.3222
    - Liz Callin: 262.953.3214
  - Fax: (262) 547-1103
  - U.S. Mail:
    - P.O. Box 1607
    - Waukesha, WI 53187-1607

**Comment period open  
through April 8**



2020 Review and Update of VISION 2050 Public Input Survey

### ABOUT THIS SURVEY

This questionnaire replicates questions asked of participants in the second round of public meetings for the 2020 Review and Update for VISION 2050. Before beginning the survey, we highly encourage you to review the public meeting display boards (and, where available, more information about VISION 2050 and the updates proposed as part of the 2020 Review and Update). Each survey question will also include a link to the specific board related to the question, for ease of reference.

You can learn more about the 2020 Review and Update on the [VISION 2050 website](https://www.sewrpc.org/2020-review). The deadline for completing the questionnaire is **April 8, 2020**, which is the end of the comment period for the second round of public involvement for the 2020 Review and Update. Thank you for taking the time to provide us with your feedback!

Contact Information

Name\*

Address\*

Email\*

Next

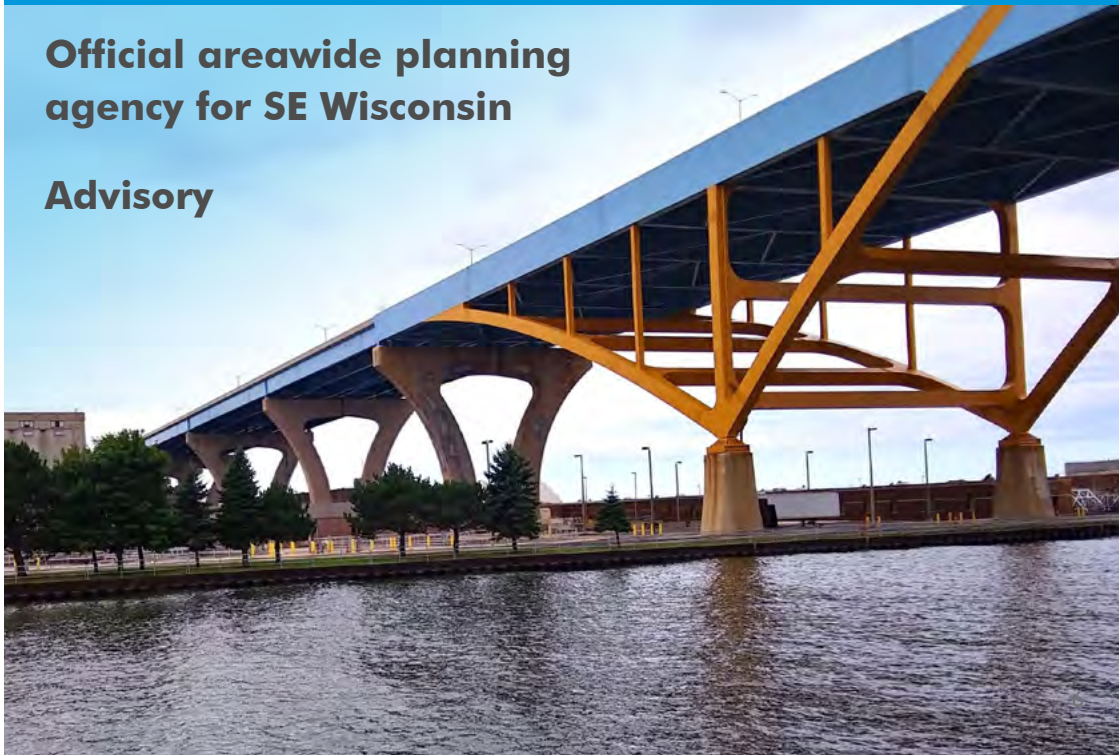
Powered by Survey123 for ArcGIS

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## About SEWRPC

**Official areawide planning  
agency for SE Wisconsin**

**Advisory**

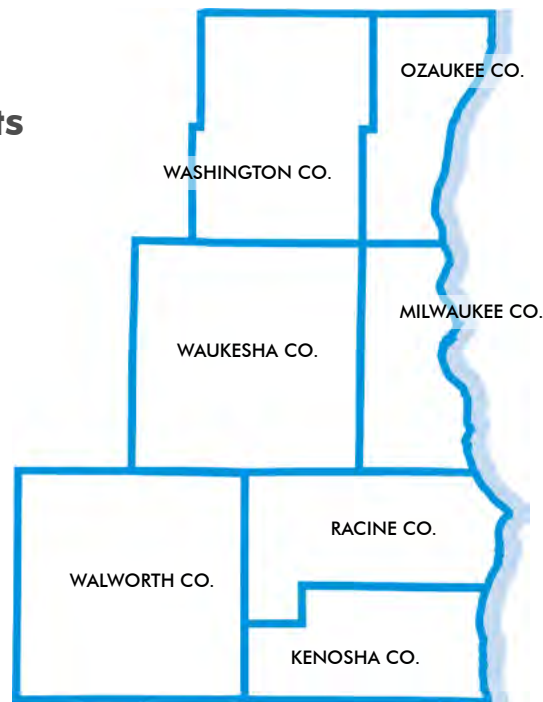




## About SEWRPC

**7 counties**

**150 local governments**



7

## What is VISION 2050?



- Region's long-range land use and transportation plan
- Makes recommendations to local and State government regarding land development and transportation
- Outlook to the year 2050



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Figure F.10 (Continued)



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

## 2020 Plan Update Timeline

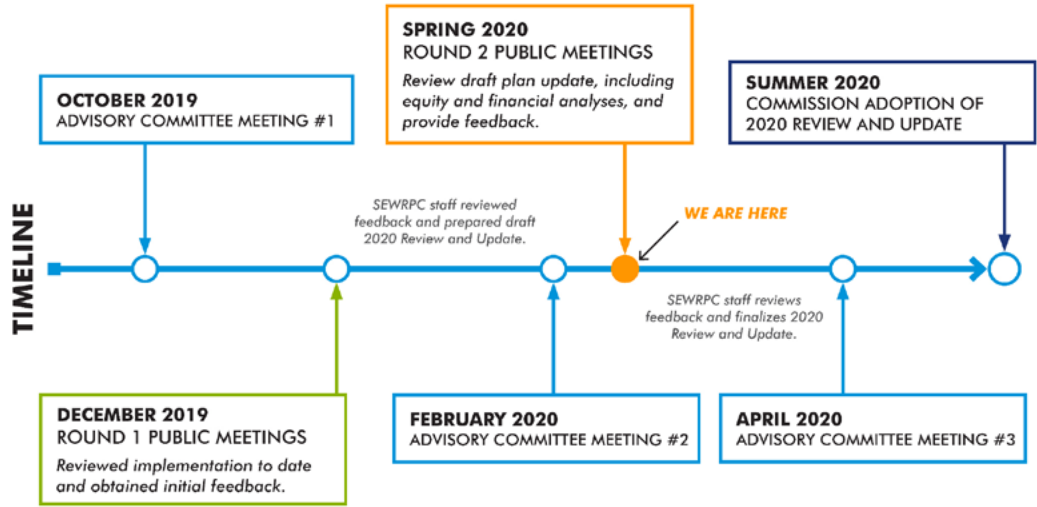


Figure F.10 (Continued)



## What We Heard

1. Land Use
  - Support for recommended compact development
  - Support for a mix of smaller and larger lots for single-family homes
2. Public Transit
  - 90% of participants would support increasing funding for public transit
3. Bicycle and Pedestrian
  - Support for more protected and buffered bike lanes



## What We Heard

### 4. Streets and Highways

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



### 5. Shared Mobility + Automated Vehicles

- Safety concerns
- Concerns about equity

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## VISION 2050 Themes and Objectives

- VISION 2050 plan objectives under four important themes:



**Healthy Communities**



**Equitable Access**



**Costs and Financial Sustainability**



**Mobility**

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

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## Round 2 Public Involvement Focus



- ✓ Proposed Updates
- ✓ Updated Funding Analysis
- ✓ Updated Equity Analysis

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## Land Use

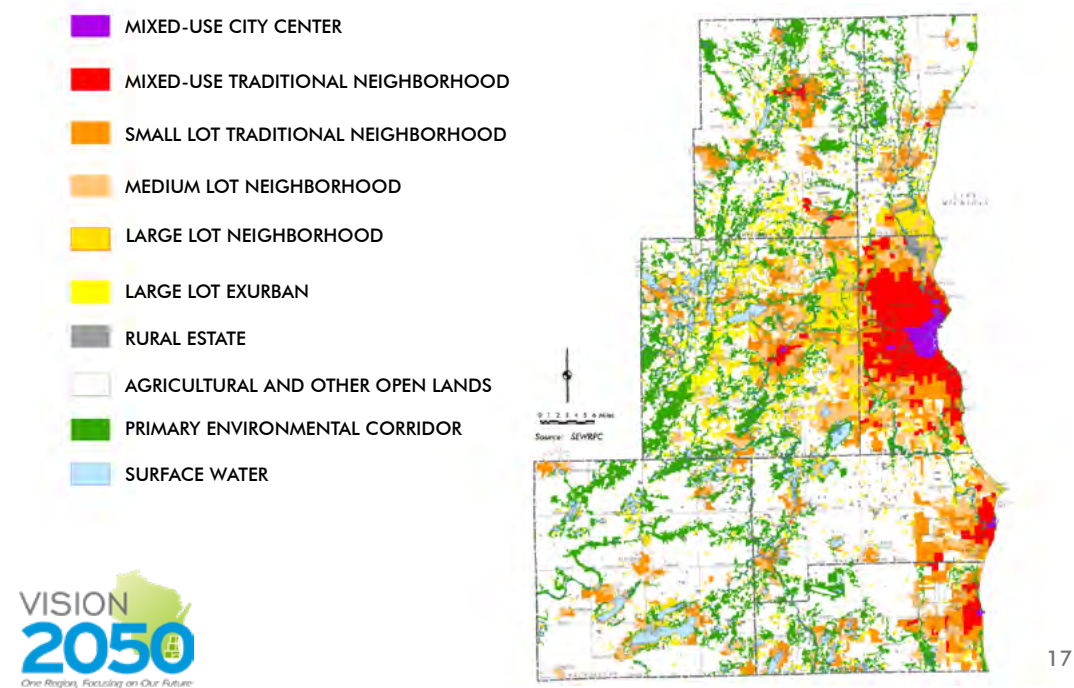
**The plan will continue to recommend:**

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

**No changes are proposed to the land use component of the plan.**

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## VISION 2050 Land Use Development Pattern



## Bicycle and Pedestrian

### The plan will continue to recommend:

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



Figure F.10 (Continued)

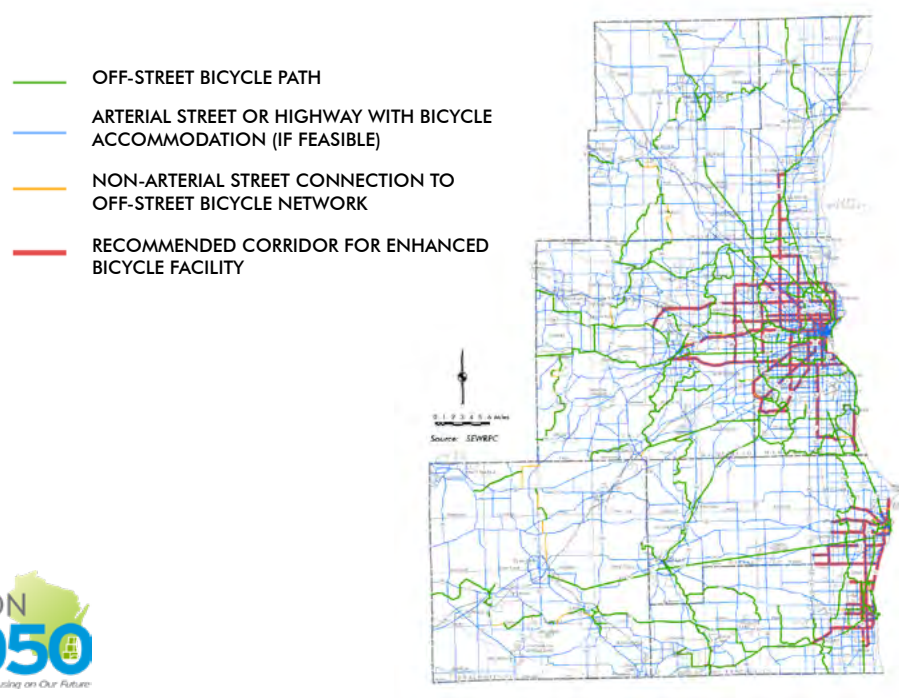
## Bicycle and Pedestrian



**Proposed changes:**  
Add dockless scooters to the existing recommendation to expand bike share, and recommend local governments address potential safety concerns related to dockless scooters

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## VISION 2050 Bicycle Network as Updated



## Travel Demand Management (TDM)

### The plan will continue to recommend:

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



## Travel Demand Management (TDM)

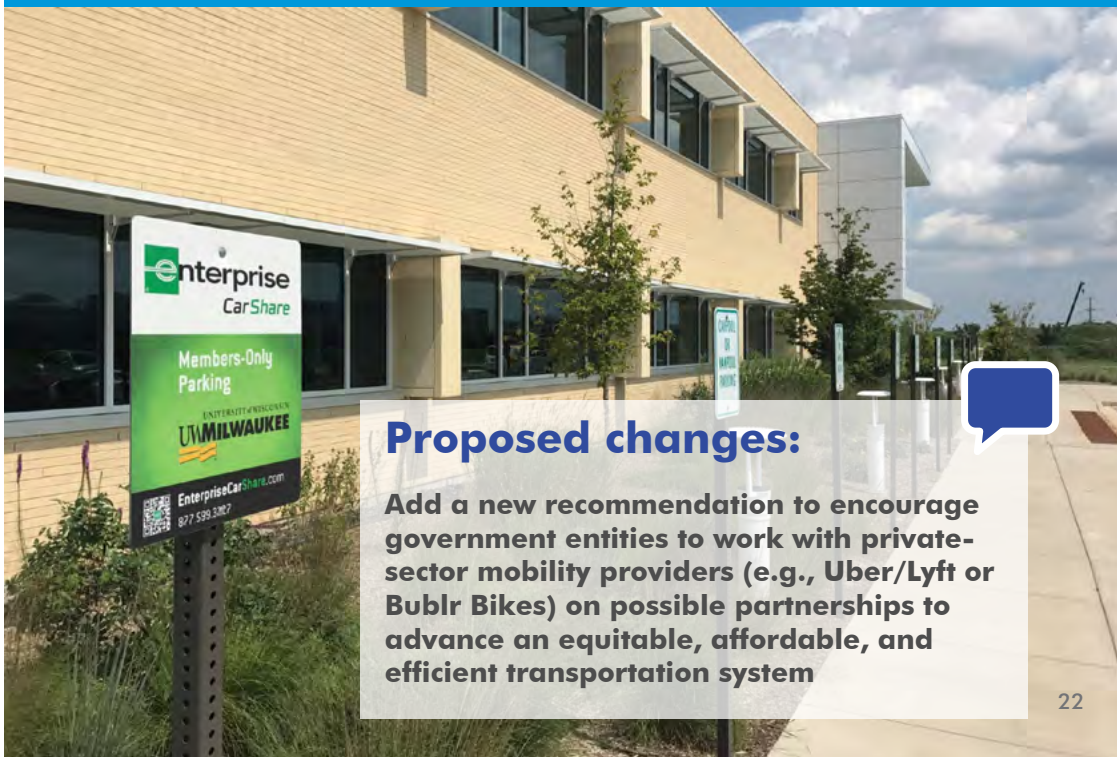




Figure F.10 (Continued)

## Updated Funding Analysis

### Investment Required for VISION 2050 (as Updated)

Average Annual in Millions of 2019\$



### Funding Available for VISION 2050 (as Updated)

Average Annual in Millions of 2019\$



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## Public Transit

### The plan will continue to recommend:

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

Figure F.10 (Continued)

## Public Transit



**Proposed changes:**

Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas

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## VISION 2050 Transit Services

**TRANSIT SERVICES**

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


**LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY**

- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI



Scale: 5000' 1" = 1 Mile  
Source: SEWRPC

MINNEAPOLIS CENTRAL BUSINESS DISTRICT INSET









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Figure F.10 (Continued)

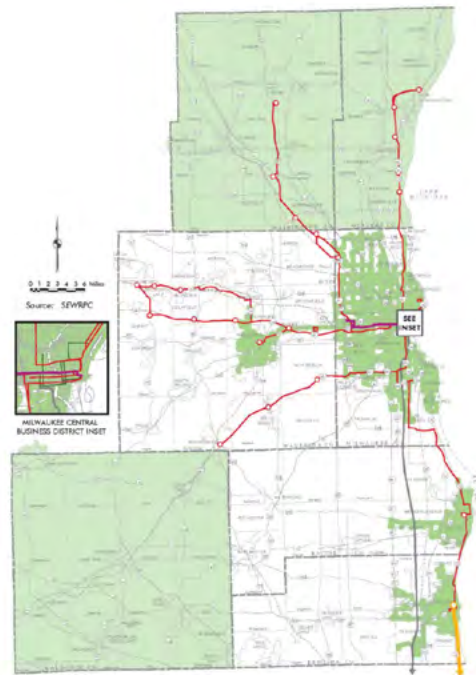
## Transit Services: Fiscally Constrained System

### TRANSIT SERVICES

-  RAPID TRANSIT LINE
-  EXPRESS BUS ROUTE (NONE)
-  COMMUTER RAIL LINE & STATION
-  COMMUTER BUS ROUTE & PARK-RIDE
-  INTERCITY RAIL
-  STREETCAR LINE

### LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

-  EVERY 15 MINUTES OR BETTER (NONE)
-  LESS FREQUENT THAN EVERY 15 MINUTES
-  ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

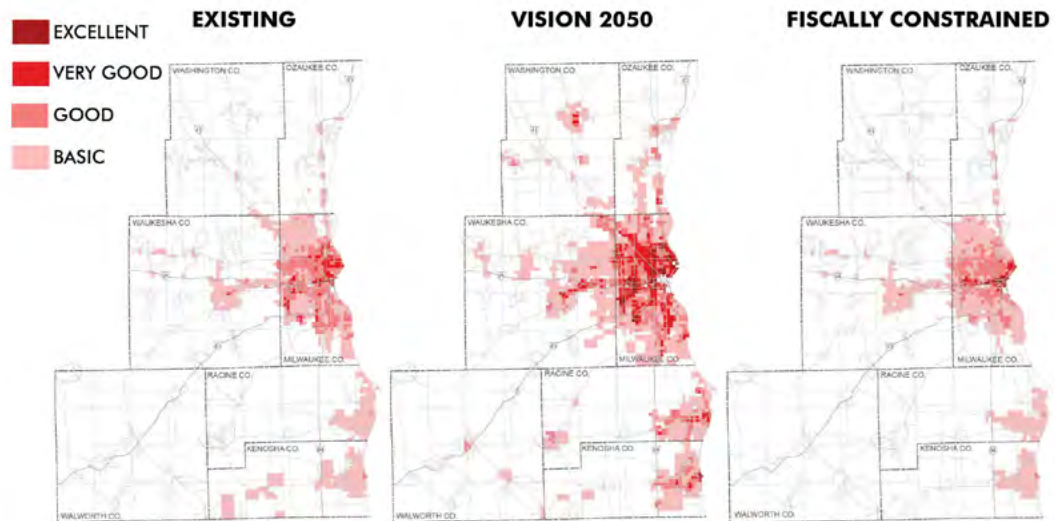


**\$250 million gap**

35 percent reduction  
in existing service

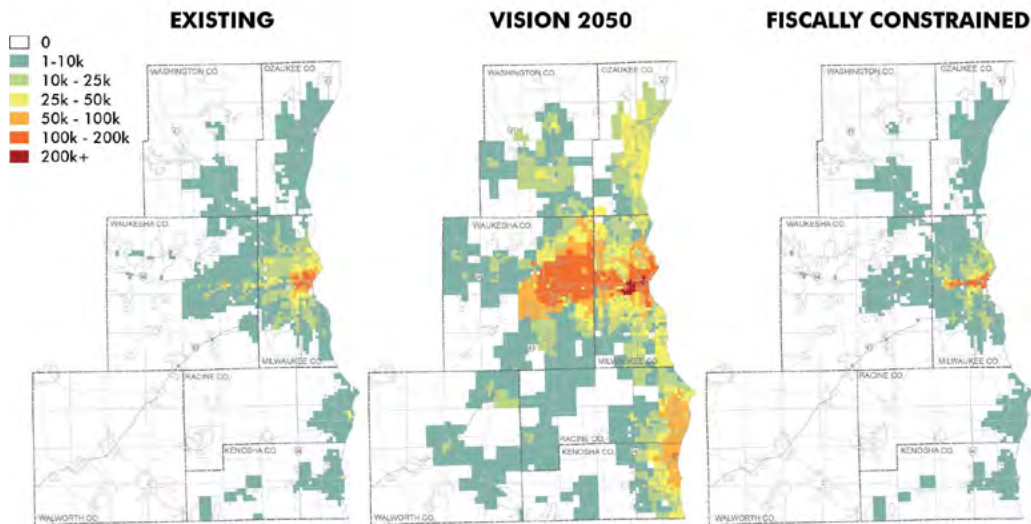
27

## Transit Service Quality



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## Jobs Accessible Within 30 Minutes Via Transit



## Streets and Highways

### The plan will continue to recommend:

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





Figure F.10 (Continued)

## Streets and Highways



**Proposed changes:**

- Reduce reckless driving
- Incorporate curbside management
- Monitor automated vehicles

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## Streets and Highways: VISION 2050 as Updated

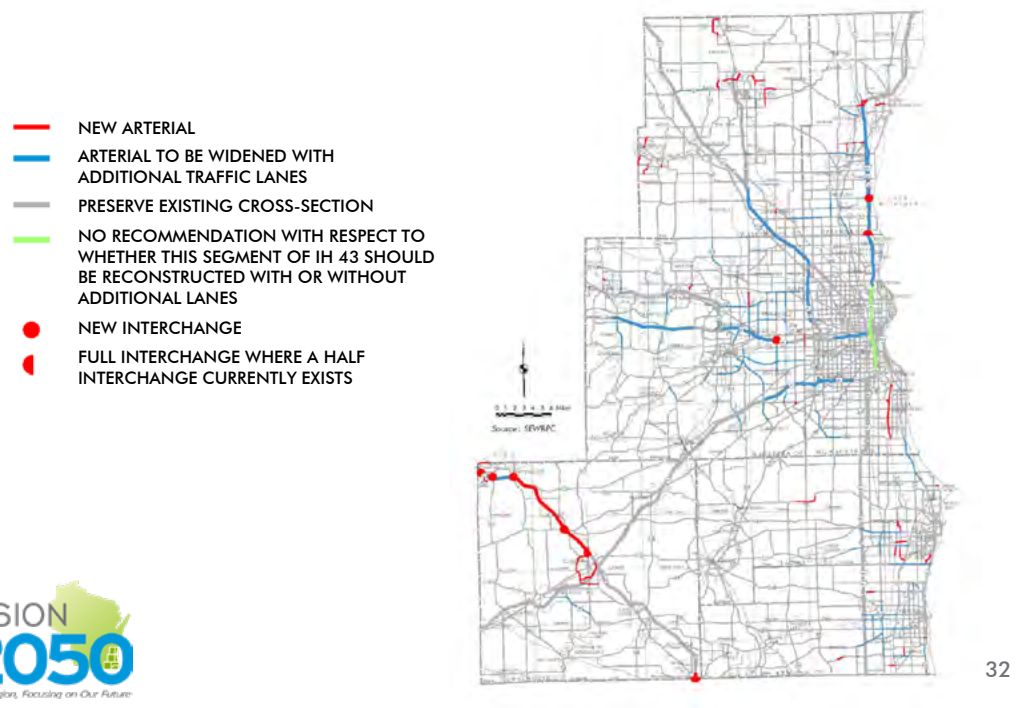


Figure F.10 (Continued)

## Streets and Highways: Fiscally Constrained System

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

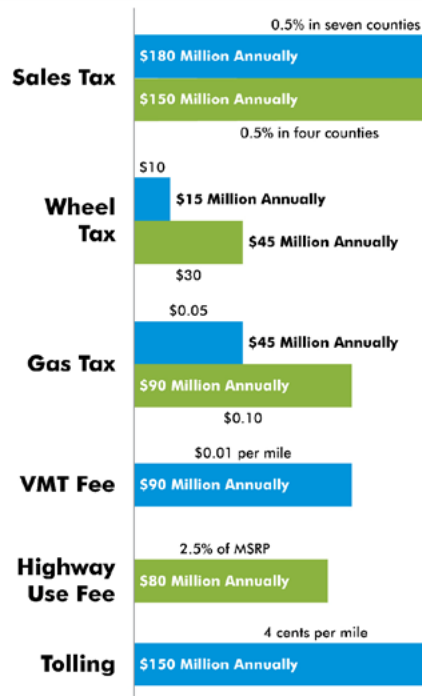
### \$385 million gap

- Fewer roads reconstructed, widened, or newly constructed
- More rehabs vs. reconstructions



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## Potential Revenue Sources to Address Funding Gap

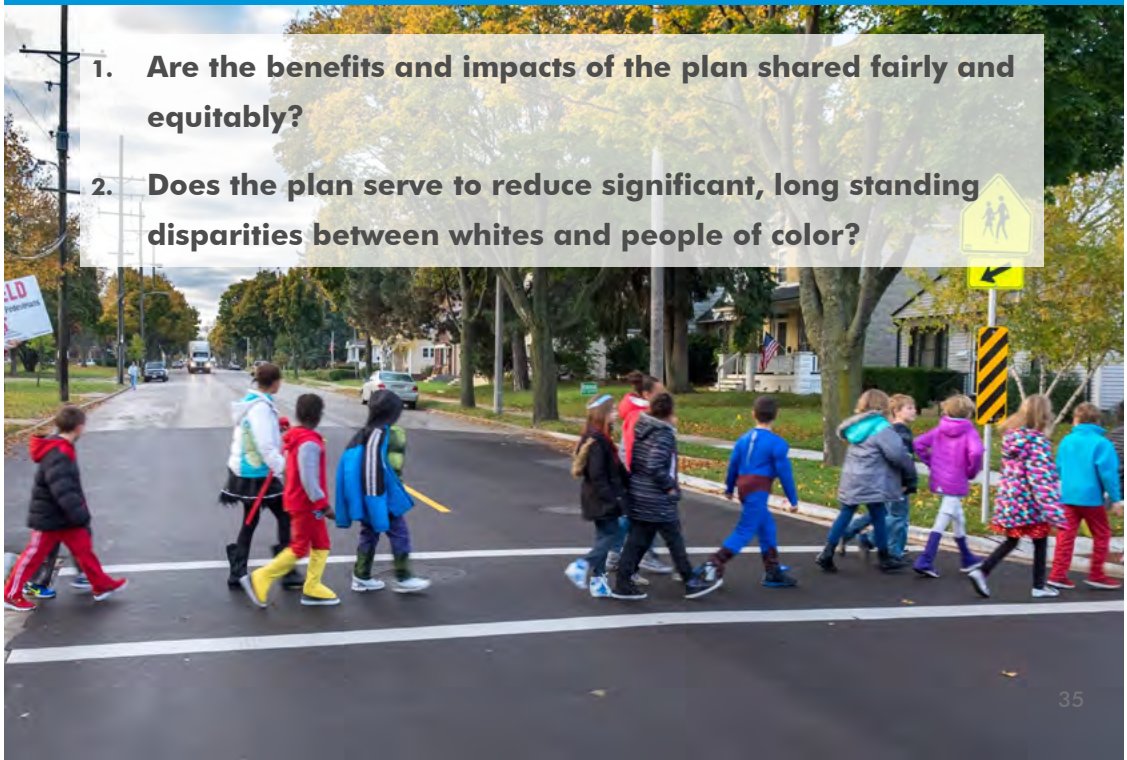


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Figure F.10 (Continued)

## Purpose of the Equity Analysis

1. Are the benefits and impacts of the plan shared fairly and equitably?
2. Does the plan serve to reduce significant, long standing disparities between whites and people of color?



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## Equity Analysis Populations

**Minority**

**Families in Poverty**

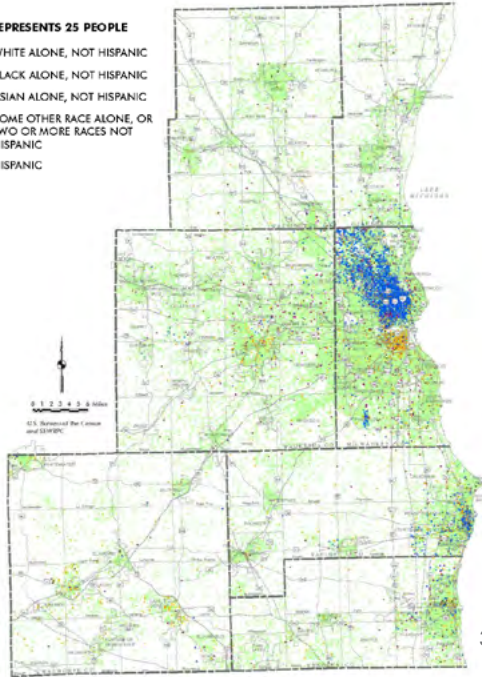
**People With Disabilities**

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

### POPULATION BY RACE AND ETHNICITY

1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC



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## Equity Analysis Findings

### Percent of Population with No Vehicle Available



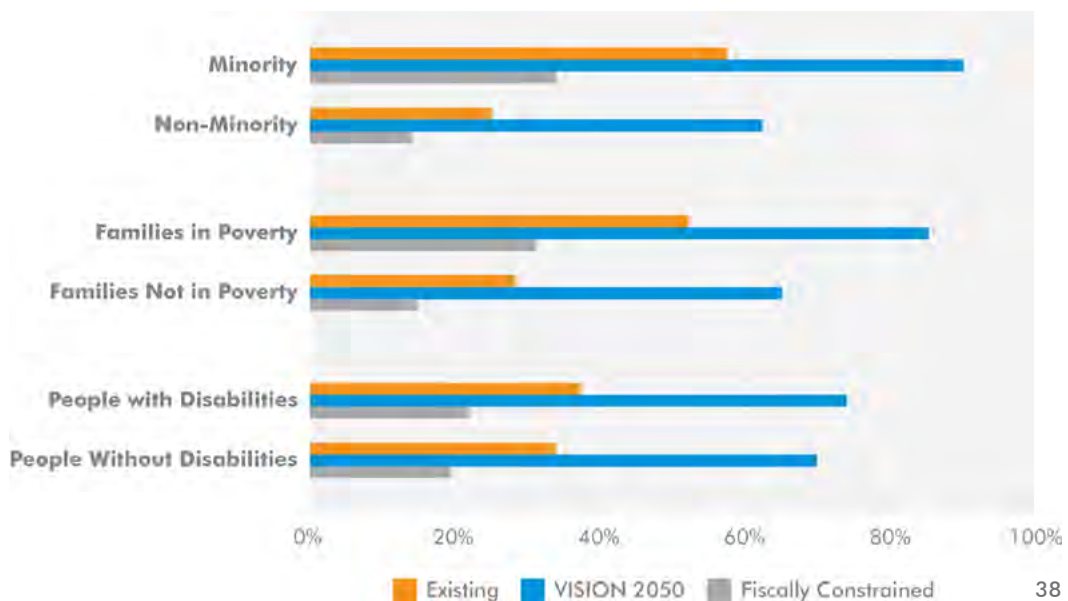
About **4x**

as many people of color, families in poverty, and people with disabilities would have **access to high-quality transit under VISION 2050** than under the fiscally constrained transportation system



## Equitable Access to Jobs

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





## Equity Analysis – Key Land Use Findings

- **All recommendations would have a positive impact on the Region’s population as a whole, and many recommendations would have a particularly positive impact on people of color, low-income populations, and people with disabilities**
- None would have an adverse impact on these population groups



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## Equity Analysis – Key Transportation Findings

- No area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements
- **VISION 2050 would significantly improve transit access for people of color, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities**
- A disparate impact to these population groups is likely unless additional funding is provided for public transit



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# QUESTION / ANSWER

**Thank you!**  
*We look forward to your comments.*

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