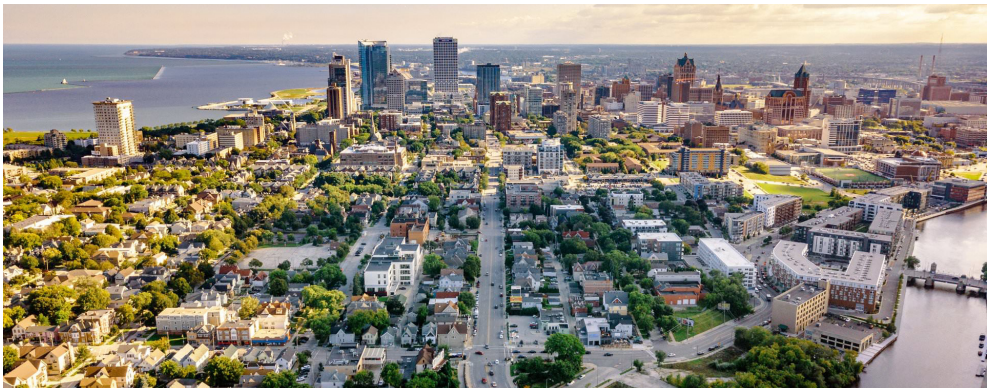

2020 REVIEW and UPDATE OF VISION 2050

SUMMARY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

KENOSHA · MILWAUKEE · OZAUKEE · RACINE · WAUKESHA · WASHINGTON · WALWORTH

VISION 2050

One Region, Focusing on Our Future

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INTRODUCTION

UPDATED PLAN ELEMENTS

ADDITIONAL ANALYSES


Credit: VISIT Milwaukee

ABOUT 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, bicycle and pedestrian facilities, streets and highways, and freight, to the year 2050. The Commission originally adopted VISION 2050 in 2016, following a three-year process guided by the Commission's Advisory Committees on Regional Land Use and Transportation Planning.

HOW DOES VISION 2050 GET IMPLEMENTED?

ENDORSE

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

IMPLEMENT

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

REFINE

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

VISION 2050
PLAN THEMES AND OBJECTIVES

The recommendations in VISION 2050 were developed to achieve specific objectives. These objectives are organized under the four VISION 2050 themes: Healthy Communities, Equitable Access, Costs and Financial Sustainability, and Mobility.

HEALTHY COMMUNITIES

This theme revolves around creating healthy communities within our Region, with active transportation options and environmental preservation serving as cornerstones of the theme. Healthy Communities objectives include:

- Vibrant, walkable neighborhoods that contribute to the Region's distinct character.
- Active transportation options that encourage healthy lifestyles.
- Compact urban development and limited rural development that maximize open space and productive agricultural land.
- Environmentally sustainable development and transportation that minimize the use of nonrenewable resources and adverse impacts on the Region's natural environment, including biodiversity, air, and water.
- A transportation system that minimizes disruption of neighborhood and community development, including adverse effects on the property tax base.
- Safe and secure travel environments that minimize loss of life, injury, and property damage.

EQUITABLE ACCESS

This theme focuses on providing access to opportunity for all of the Region's residents. Equitable Access objectives include:

- Benefits and impacts of investments in the Region's transportation system should be shared fairly and equitably and serve to reduce disparities between white and minority populations.
- Affordable transportation and housing that meet the needs and preferences of current and future generations.
- Reduce job-worker mismatch.

COSTS AND FINANCIAL SUSTAINABILITY

This theme takes into account the need to make wise investment decisions that consider all the direct and indirect costs of developing the Region's land and transportation system. Costs and Financial Sustainability objectives include:

- A land development pattern and transportation system that support economic growth and a globally competitive economy.
- A financially sustainable transportation system that minimizes life-cycle capital and operating transportation costs.
- Transportation options that minimize private transportation costs.
- Urban development that can be efficiently served by transportation, utilities, and public facilities.

MOBILITY

This theme is aimed at achieving a multimodal transportation system that serves the mobility needs of all of the Region's residents and provides access to important places and services. Mobility objectives include:

- A balanced, integrated, well-connected transportation system that provides choices among transportation modes.
- Reliable, efficient, and universal access to employment centers, educational opportunities, services, and other important places.
- Well-maintained transportation infrastructure.
- An acceptable level of service on the transportation system.
- Fast, frequent, and reliable public transit services that maximize the people and jobs served.
- Convenient, efficient, and reliable movement of goods and people.

2020 UPDATE PROCESS

ABOUT THE 2020 REVIEW AND UPDATE

The long-range land use and transportation plan is updated every four years, in part to fulfill federal requirements, and this is the first update of VISION 2050 since the plan was adopted in 2016. Changes made as part of the 2020 Review and Update do not represent a major overhaul of the original plan. More details, including the full report and updated VISION 2050 recommendations, can be found at vision2050sewis.org.

1

Reviewed plan implementation to date

Staff worked with plan implementors to collect and record activity toward plan recommendations.

2

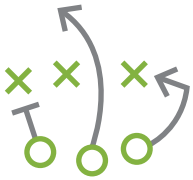
Reviewed year 2050 forecasts

Staff reviewed the year 2050 forecasts underlying the plan to confirm their continued validity.

3

Collected public and stakeholder feedback

Staff shared information about plan implementation and the review of plan forecasts and collected information about concerns and changes in priority related to VISION 2050.



4

Updated plan recommendations, equity analyses, and funding analysis

After considering the results of the first three steps, staff made updates to plan recommendations and updated the plan's equity and transportation funding analyses. Staff then obtained public and stakeholder feedback on these draft updates.

5

Completed plan update

Staff finalized the 2020 Update, which was adopted by the Regional Planning Commission in June 2020. Changes made to the plan as part of the 2020 Update are reflected in a Second Edition of Volume III of the VISION 2050 report.

The 2020 Update was finalized during the first few months of the COVID-19 global pandemic and the Commission recognizes there could be long-term impacts from the virus. Staff will continue to monitor possible impacts and revise the plan as necessary. Despite the potential for changes, it remains important to implement VISION 2050 and achieve the substantial benefits the plan offers.

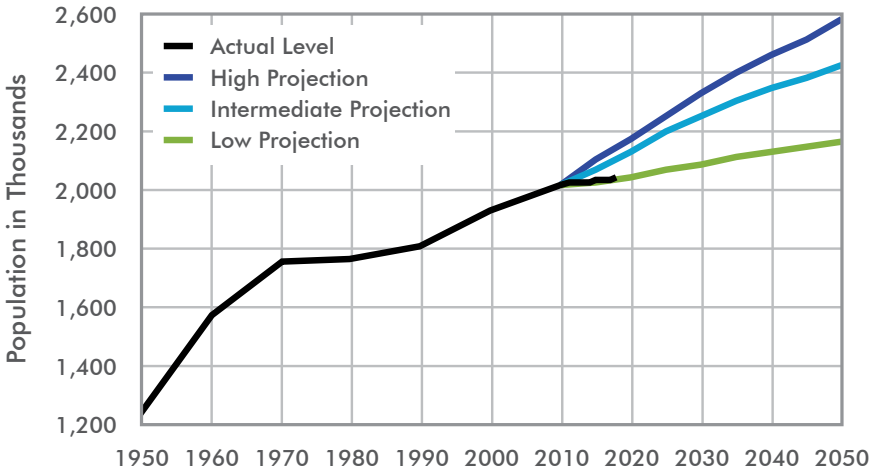

Credit: Wisconsin Bike Fed

GROWTH IN THE REGION

MONITORING PLAN FORECASTS

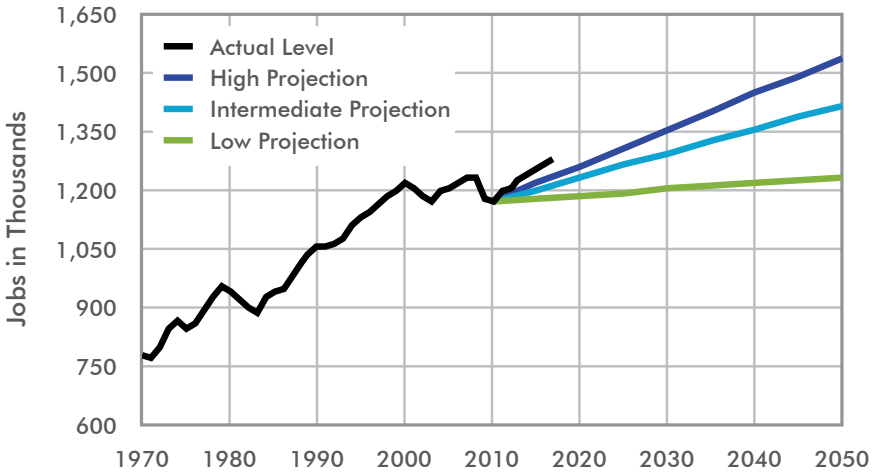
As a part of the 2020 Review and Update, the year 2050 forecasts underlying the plan were compared to current estimates. **Overall, the plan forecasts remain valid for long-range land use and transportation planning purposes.**

Population



2018 population estimates for the Region are slightly lower than forecasts, although it has only been a short period since the forecasts were developed.

Employment



2018 employment estimates are considerably higher than forecasts; however, long-term forecasts are not intended to reflect short-term economic cycles.

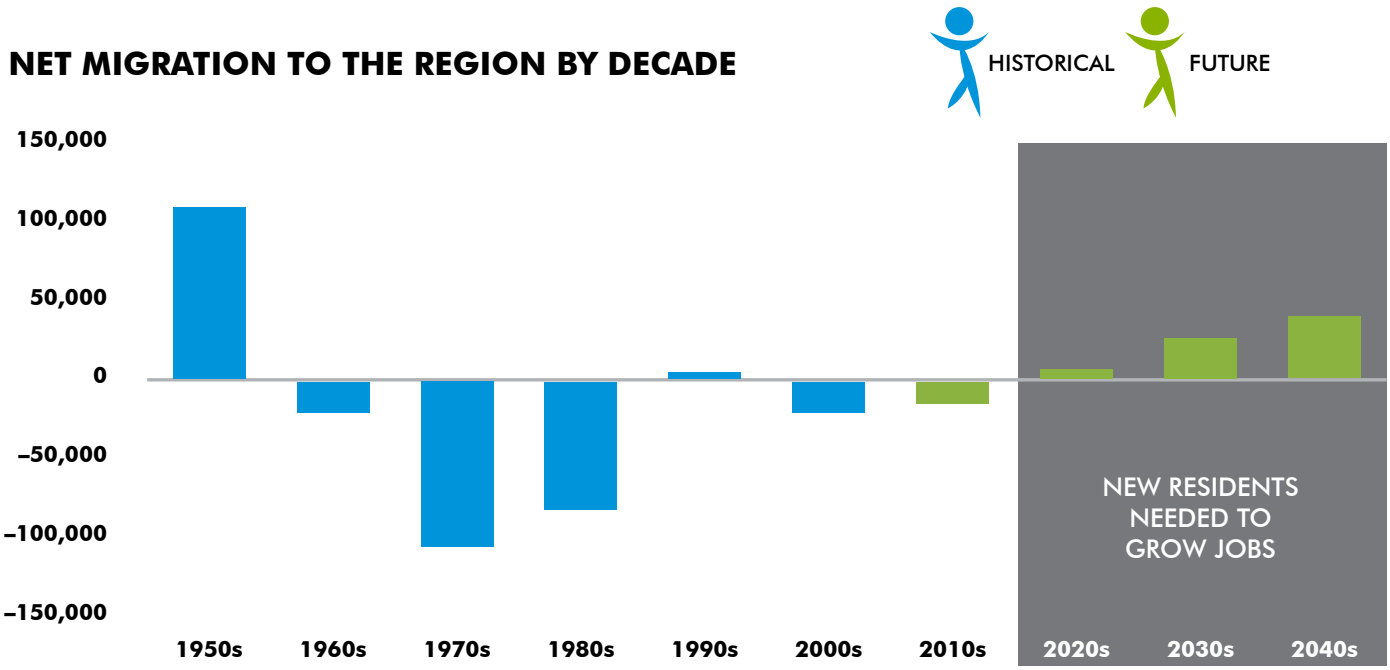

Credit: VISIT Milwaukee

TRENDS
IN ECONOMIC GROWTH

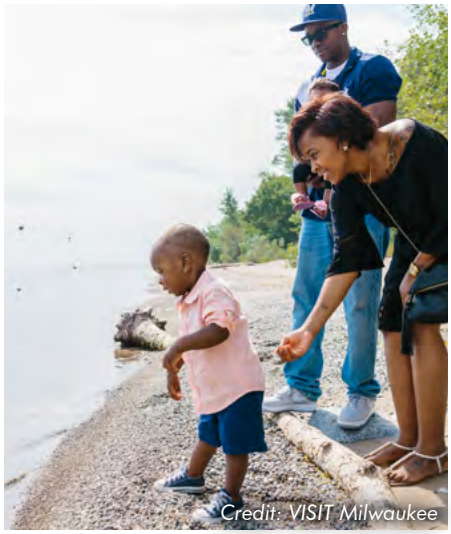
TRENDS IN ECONOMIC GROWTH AND THE NEED TO ATTRACT NEW RESIDENTS

The 2020 Review and Update re-affirmed that Southeastern Wisconsin has reached a pivotal point in its development. Specifically, population is growing at a slower pace than jobs, which means 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




Credit: SEWRPC Staff


Credit: VISIT Milwaukee


Credit: Washington County


Credit: SEWRPC Staff

WHAT WE HEARD
THEMES FROM PUBLIC OUTREACH

PUBLIC OUTREACH

13 interactive in-person meetings

2 online questionnaires

2 virtual meetings

402 total participants

The 2020 Update included **two rounds of public involvement** to better understand how concerns and priorities for the Region have changed since VISION 2050 was developed. When the second round of in-person meetings were canceled due to COVID-19 safety precautions, virtual meetings and an online survey were used to share information and collect feedback. Themes from public feedback are identified below.

LAND USE

- Support for the recommended compact development pattern
- Regarding single-family lot size, support for homes on both smaller and larger lots

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*

STREETS AND HIGHWAYS

Many participants shared concerns about roadway safety for drivers, bicyclists, and pedestrians, including issues around:

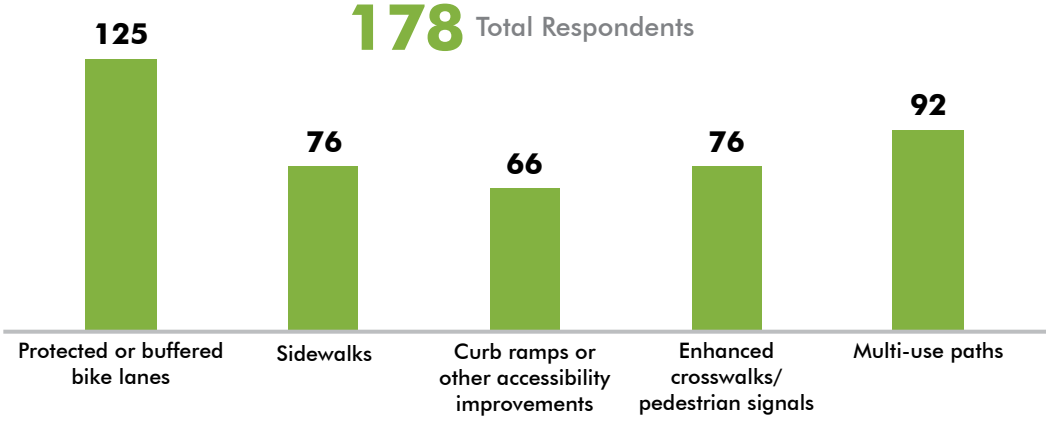
- Reckless and inattentive driving
- Lack of dedicated bike lanes, paths, sidewalks, or safe crossings
- Traffic congestion

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.

178 Total Respondents



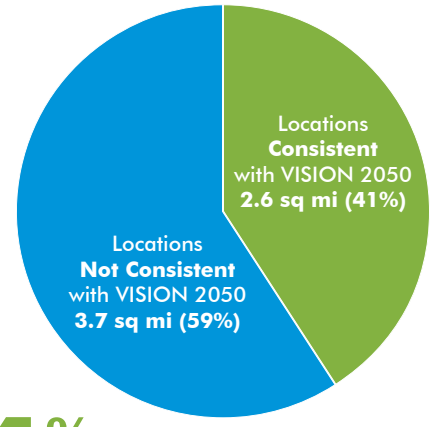

Credit: SEWRPC Staff

LAND USE
REVIEW AND UPDATE

THE PLAN WILL CONTINUE TO RECOMMEND:

- 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

Prime Agricultural Land Converted to Urban Use: 2010-2015



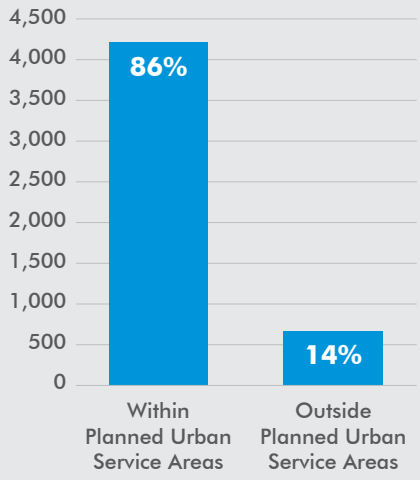
94% of Primary Environmental Corridors are Protected

HOW ARE WE DOING?

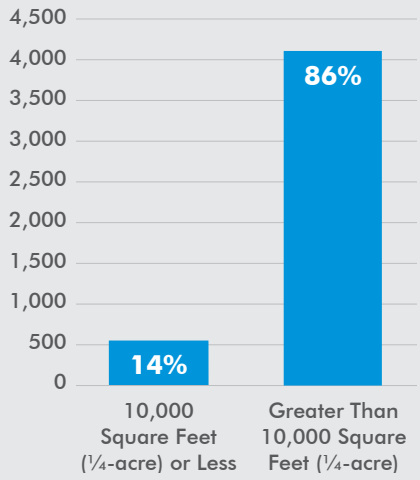
- ▲ Growth in multifamily housing development
- ▲ Most new residential lots created within planned urban service areas
- ▼ New single-family housing development at lower densities than recommended
- ▲ Primary environmental corridors protected and additional corridors identified
- ▼ Of prime agricultural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

No changes were made to the Land Use Component of VISION 2050

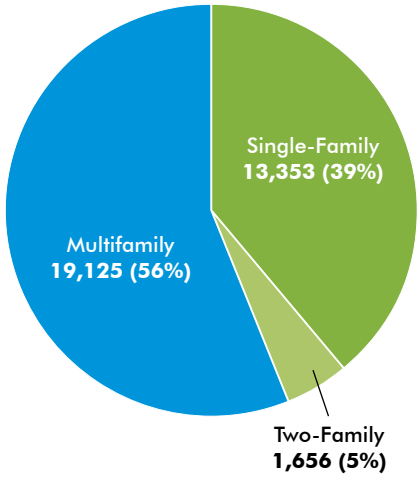
Residential Lots Created: 2010-2018



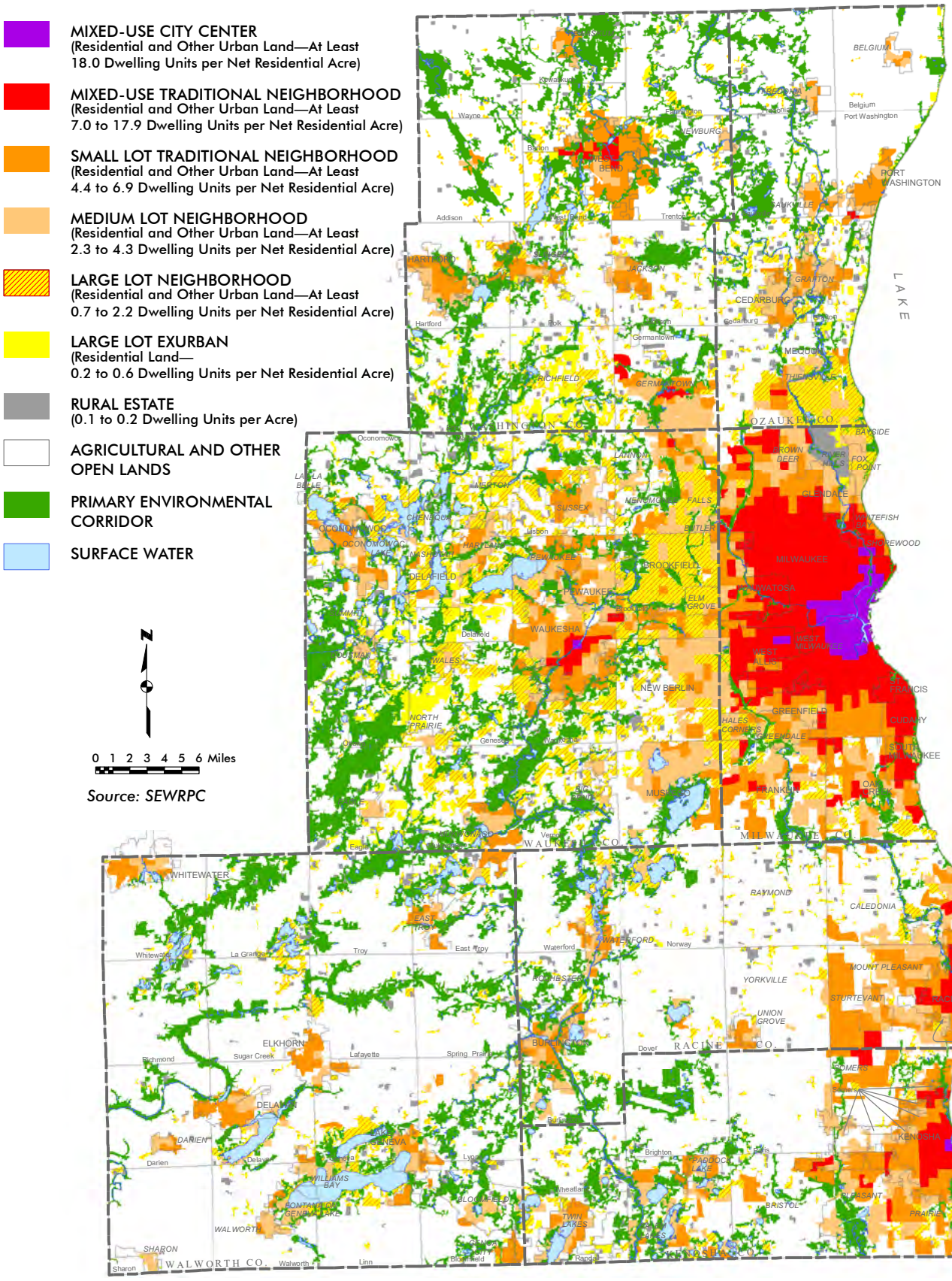
Single-Family Lot Size in Sewered Areas: 2010-2018



New Housing Units: 2010-2018



VISION 2050
LAND USE
Development Pattern




Credit: VISIT Milwaukee

PUBLIC TRANSIT
REVIEW AND UPDATE

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

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 on 5 MCTS freeway flyer routes
- ▼ Elimination of MCTS Joblines and 5 special service routes

RECENT CHANGES TO TRANSIT SERVICE

Additions/Expansions:

- Three new MCTS express bus routes
- New streetcar service in Milwaukee (The Hop)
- New Kenosha Area Transit bus service to job centers
- New countywide shared-ride taxi service in Walworth County
- Funding for East-West BRT line in Milwaukee County

Reductions:

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

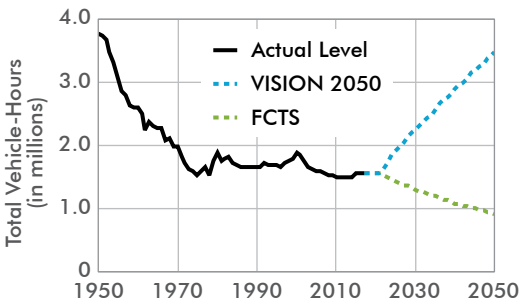
FUNDING SHORTFALL

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 in the plan.

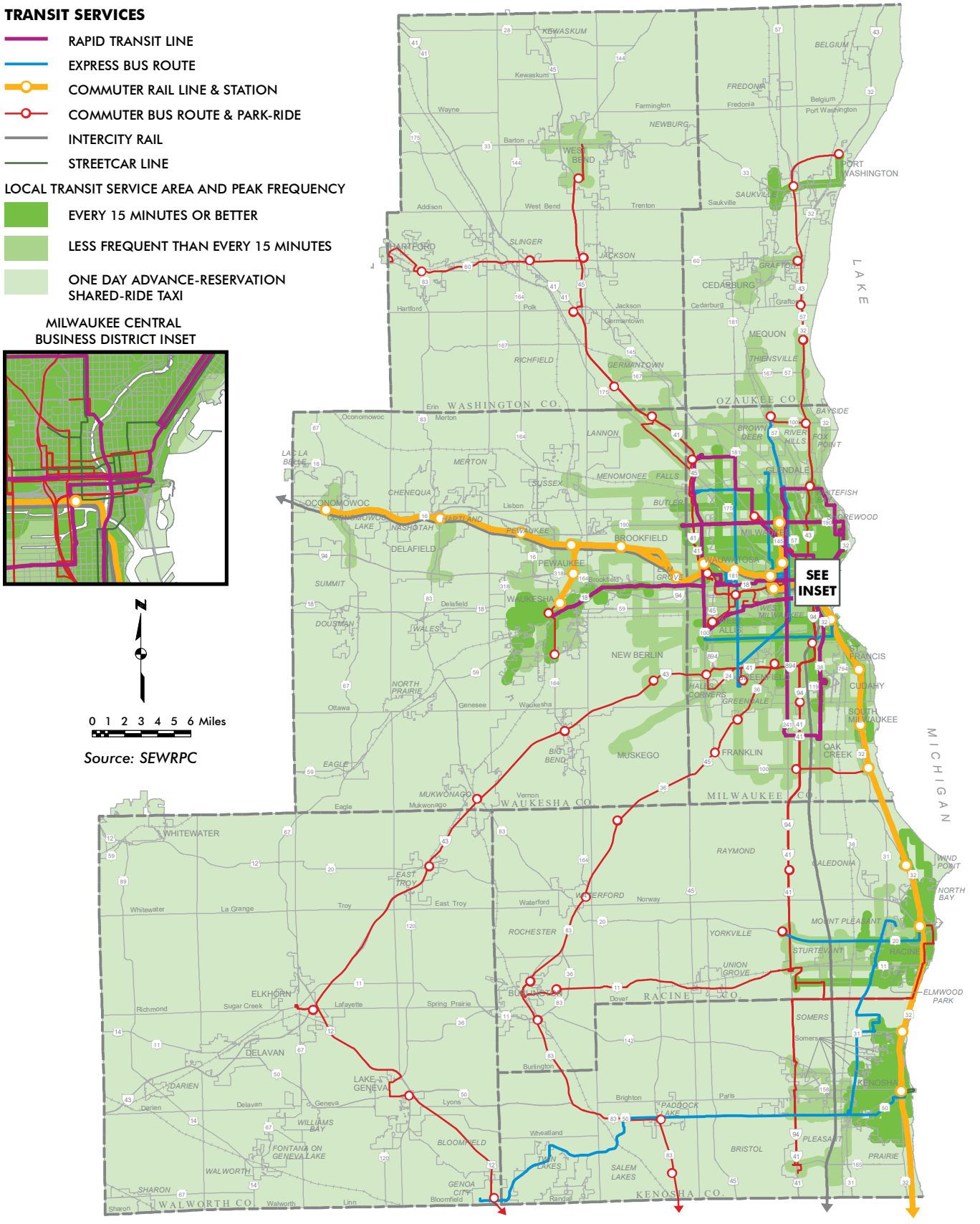
CHANGES TO THE PLAN:

- Update the routing of the recommended rapid transit line along 27th Street in southern Milwaukee County
- Extend the recommended express bus route in western Kenosha County from Twin Lakes to Genoa City
- Recommend alternatives to fixed-route buses (e.g., flexible shuttles, microtransit, and shared vehicles) be considered when expanding transit in certain areas
- Recommend the Commission continue its Workforce Mobility Team, which helps employers address issues related to workforce transportation

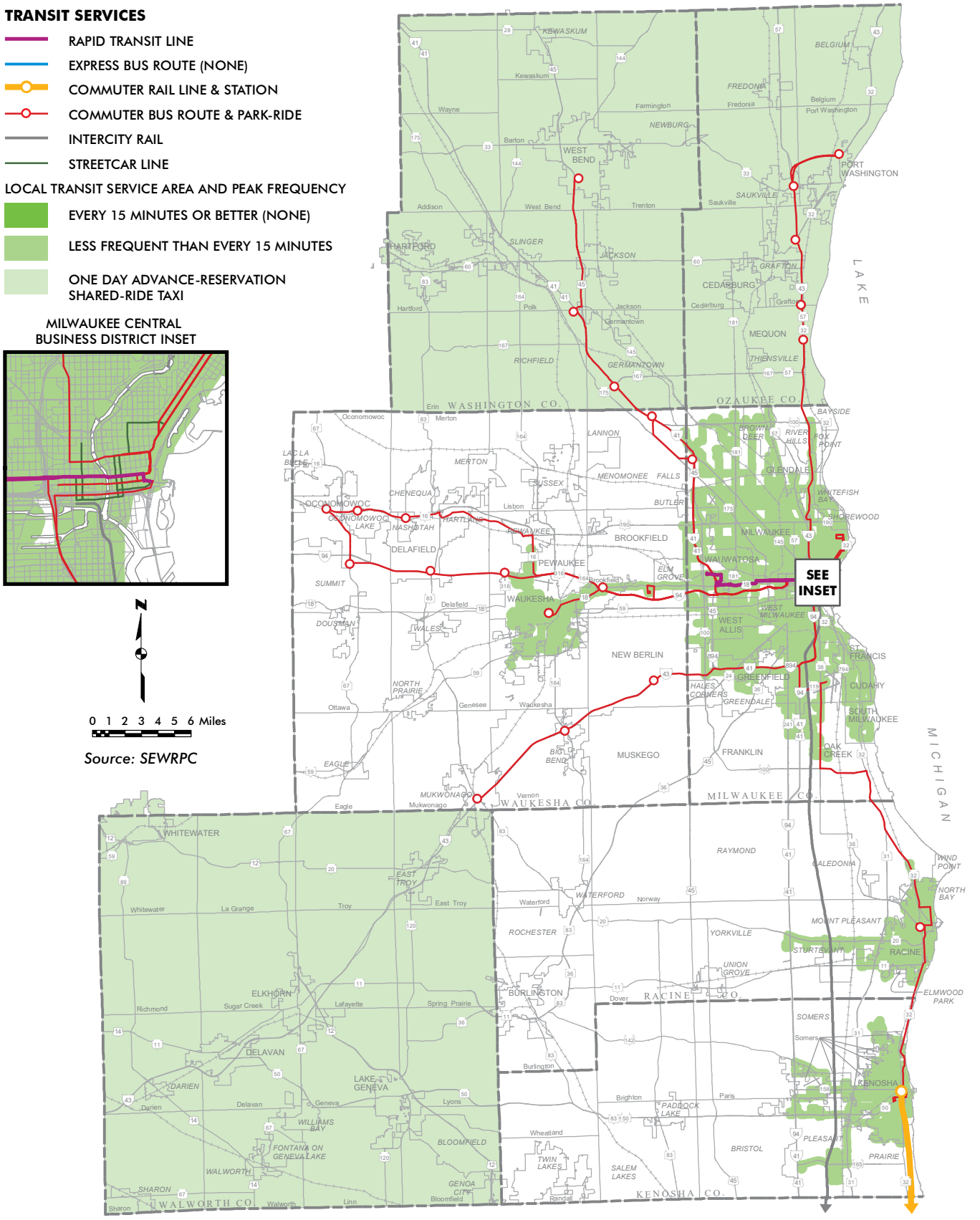
Public Transit Service Levels



VISION 2050
TRANSIT SYSTEM



FISCALLY CONSTRAINED TRANSIT SYSTEM



Credit: SEWRPC Staff

TRAVEL DEMAND MANAGEMENT AND TRANSPORTATION SYSTEMS MANAGEMENT
REVIEW AND UPDATE

THE PLAN WILL CONTINUE TO RECOMMEND:

Travel Demand Management

- 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

Transportation Systems Management

- 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

CHANGES TO THE PLAN:

- 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

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.

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.

Credit: Canadian Pacific Railway

FREIGHT TRANSPORTATION
REVIEW AND UPDATE

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

No changes were made to the freight transportation element of VISION 2050


Credit: VISIT Milwaukee

BICYCLE AND PEDESTRIAN REVIEW AND UPDATE

THE PLAN WILL CONTINUE TO RECOMMEND:

- Expanding the on-street bike network, including enhanced bike 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

CHANGES TO THE PLAN:

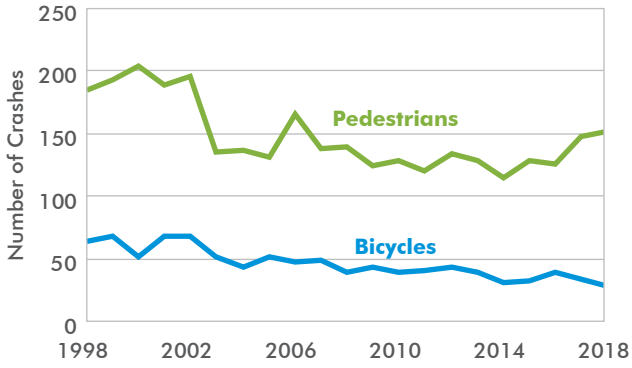
- **Update the bike network to reflect** the recently adopted **Washington County Bikeway and Trail Network Plan** and recent changes to the recommended **Route of the Badger trail network**
- **Emphasize bike boulevards** as an option when a nearby arterial street has limited right-of-way that restricts construction of a standard or enhanced bike facility
- **Recommend expanding dockless scooters, dockless bike share, and electric bikes (e-bikes)** in addition to bike share and **address the benefits and potential safety concerns**

HOW ARE WE DOING?

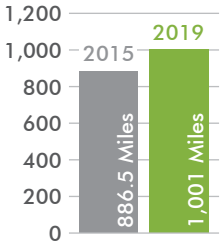
- ▲ Expansion of the on-street, off-street, and enhanced bike facility networks
- ▲ Bike share expansion
- ▼ Total crashes involving pedestrians has increased slightly
- ▲ Total crashes involving bicyclists has decreased slightly
- ▼ Crashes involving pedestrians resulting in a fatality or serious injury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

SAFETY

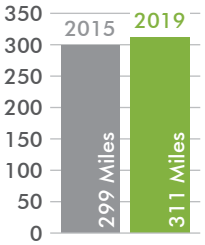
Total Crashes Involving Bicyclists or Pedestrians Resulting in a Fatality or a Serious Injury



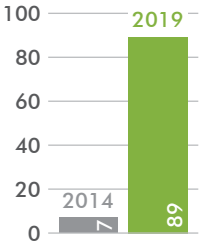
RECENT EXPANSION OF BIKE FACILITIES



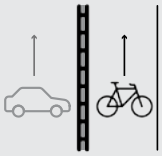
On-Street Bike Accommodations



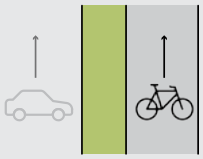
Off-Street Multi-Use Paths



Bike Share Stations



5 ADDITIONAL MILES OF **BUFFERED OR PROTECTED BIKE LANES**



30 ADDITIONAL MILES OF **SEPARATED MULTI-USE PATHS WITHIN THE RIGHT-OF-WAY**

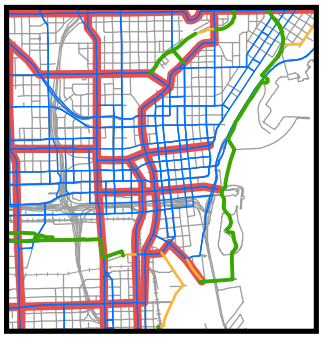
VISION 2050
BIKE NETWORK

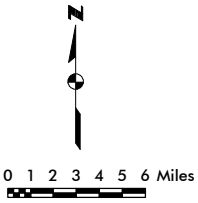
BICYCLE FACILITIES

- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY [a]

[a] *Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a bike boulevard on a nearby parallel nonarterial.*

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET





Source: SEWRPC

Credit: SEWRPC Staff

STREETS AND HIGHWAYS
REVIEW AND UPDATE

THE PLAN WILL CONTINUE TO RECOMMEND:

- Keeping the arterial street and highway system in a 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

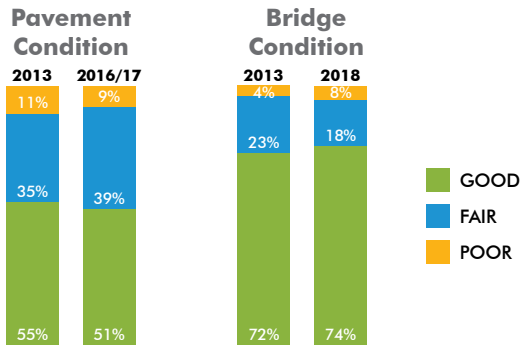
CHANGES TO THE PLAN:

- Incorporate **strategies to address reckless driving**
- Add **curbside management strategies** as emerging complete streets examples
- Recommend **monitoring the growth and development of automated vehicles** related to how they could impact the plan
- **Remove the STH 60 northern reliever route**, originally planned northeast of the City of Hartford, from the plan

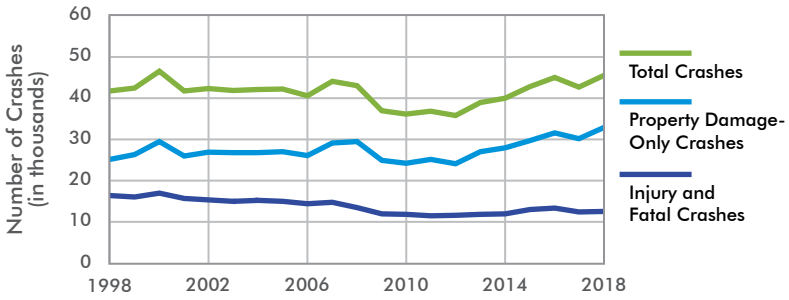
HOW ARE WE DOING?

- ▲ Approximately 450 miles of 3,600-mile arterial system have been resurfaced, reconditioned, or reconstructed
- ▲ 8 miles of new facilities have been constructed or are under construction and 51 miles of facilities planned to be widened 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

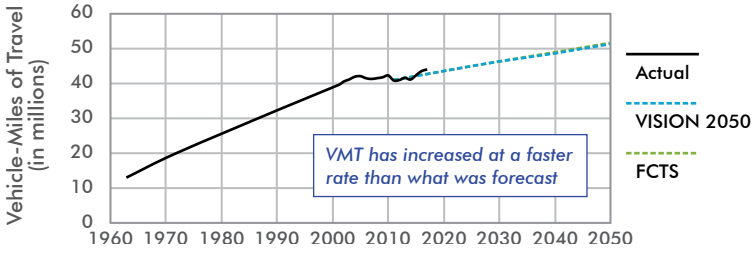
SYSTEM MAINTENANCE



VEHICULAR CRASHES



VEHICLE-MILES OF TRAVEL (VMT)



FUNDING SHORTFALL

Without additional funding, fewer streets and highways will be reconstructed, widened, or newly constructed. Many roadways will instead be rehabilitated, likely resulting in poorer pavement quality.

VISION 2050 STREET AND HIGHWAY Network

NEW ARTERIAL

ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES

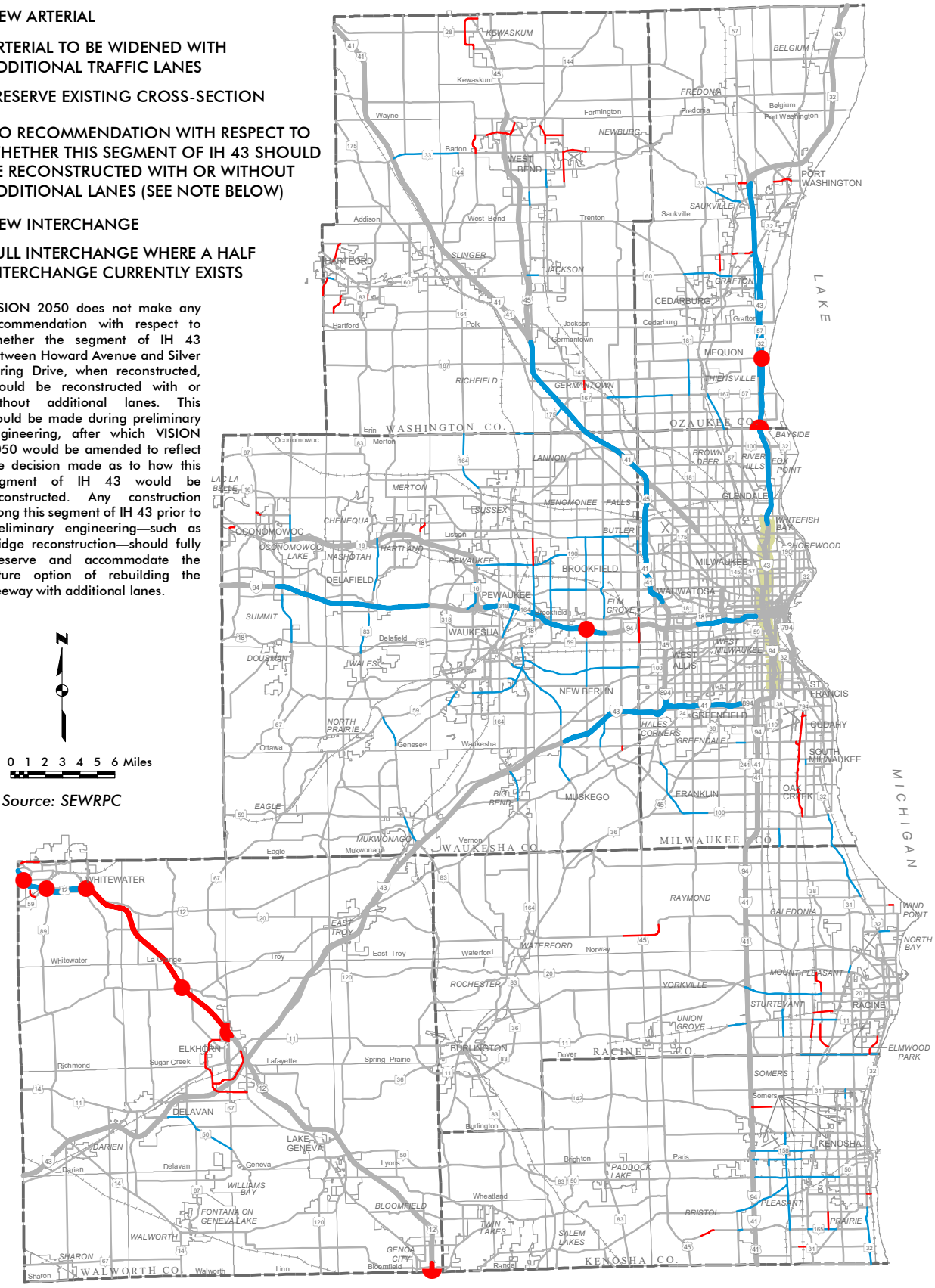
PRESERVE EXISTING CROSS-SECTION

NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES (SEE NOTE BELOW)

NEW INTERCHANGE

FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

Note: VISION 2050 does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. This would be made during preliminary engineering, after which VISION 2050 would be amended to reflect the decision made as to how this segment of IH 43 would be reconstructed. Any construction along this segment of IH 43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.



Source: SEWRPC

FISCALLY CONSTRAINED STREET AND HIGHWAY Network

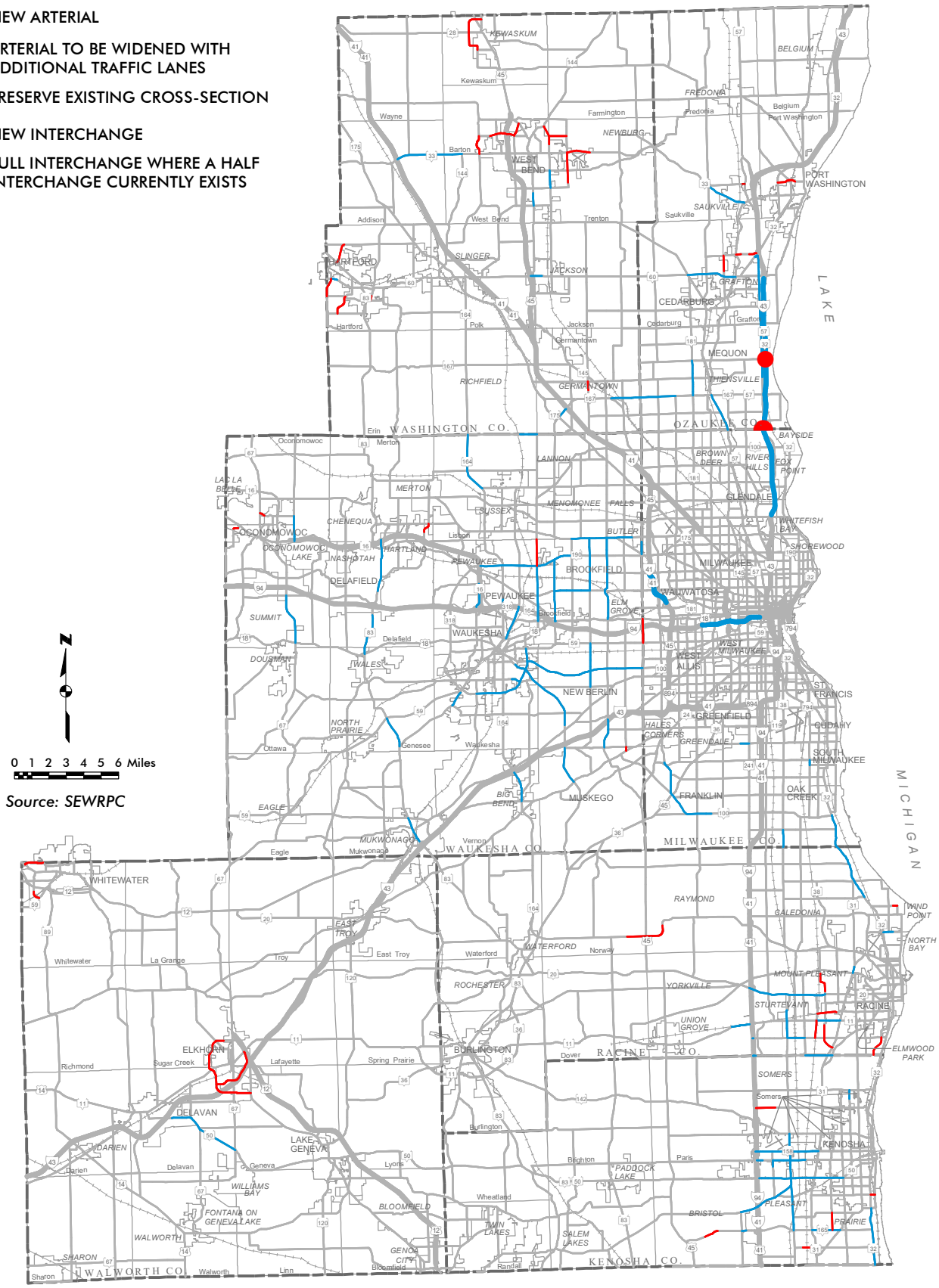
NEW ARTERIAL

ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES

PRESERVE EXISTING CROSS-SECTION

NEW INTERCHANGE

FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS



Credit: Milwaukee County Transit System

EQUITY
UPDATED 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

CONCENTRATIONS OF TRADITIONALLY UNDERSERVED POPULATIONS:

The equity analysis evaluates **how areas with higher-than-average proportions of people of color, families in poverty, and people with disabilities will be served by the recommended plan** and, as applicable, the fiscally constrained transportation system.

ABOUT THE UPDATED EQUITY ANALYSIS

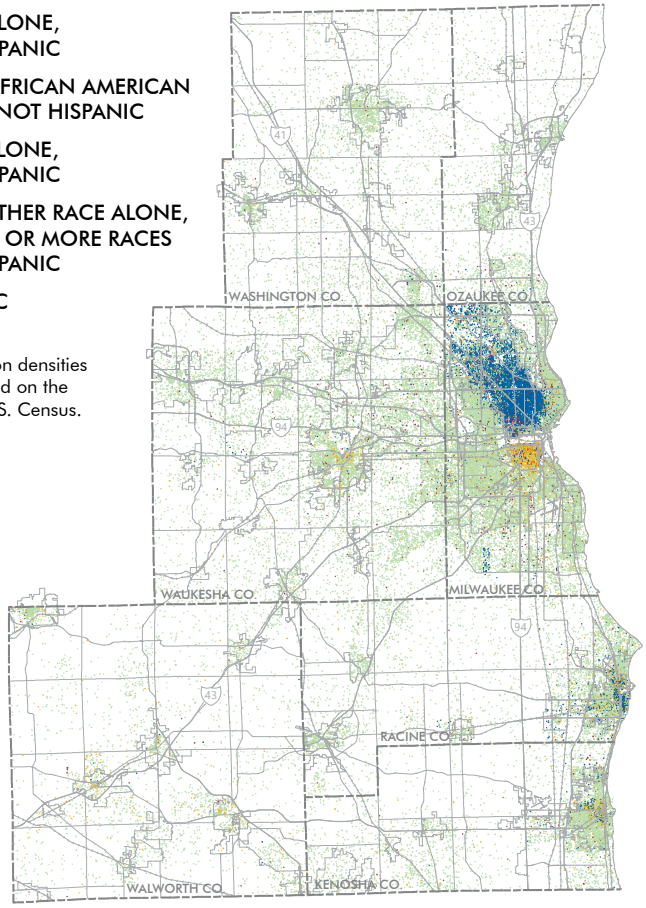
VISION 2050 identified significant disparities between the white population and people of color in the Region with respect to educational attainment levels, per capita income, and poverty. Reducing these systematic disparities will requite significant action on many fronts. The equity analysis evaluates 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 these disparities by providing more equitable access to opportunities through improved access to jobs, education, healthcare, and other activities. It also found that without additional funding to implement the VISION 2050 public transit element, a disparate impact on the Region's people of color, low-income populations, and people with disabilities is likely to occur.

POPULATION BY RACE AND ETHNICITY

- WHITE ALONE, NOT HISPANIC
- BLACK/AFRICAN AMERICAN ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

Note: Population densities are based on the 2010 U.S. Census.




Credit: SEWRPC Staff

FUNDING THE PLAN
UPDATED FINANCIAL ANALYSIS

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.

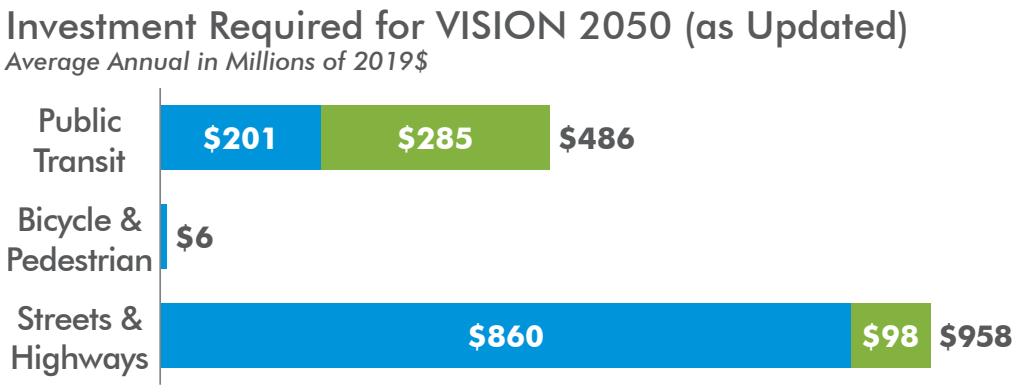
STREETS AND HIGHWAYS: $385 million gap

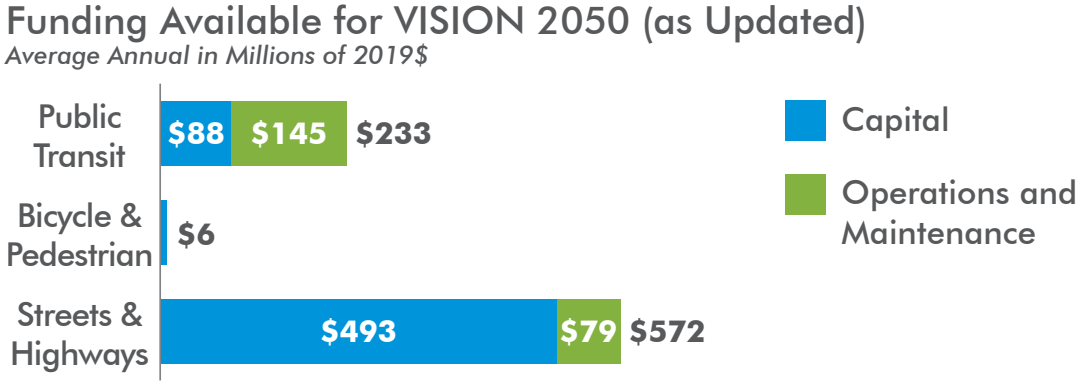
Fewer roads are expected to be reconstructed, widened, or newly constructed; and many of the roadways recommended to be reconstructed by 2050 would instead be rehabilitated, extending the overall life of the existing roadways, but likely reducing pavement quality.

ABOUT THE 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. Without additional funding, the significant improvement and expansion of the Region's public transit system and the expansion and reconstruction of roadways recommended in the plan will not be possible. The 2020 Review and Update identifies the fiscally constrained portion of the public transit system and the arterial street and highway system, which are shown on pages 10 and 16, respectively. This is the portion of the plan that can be implemented without additional funding.

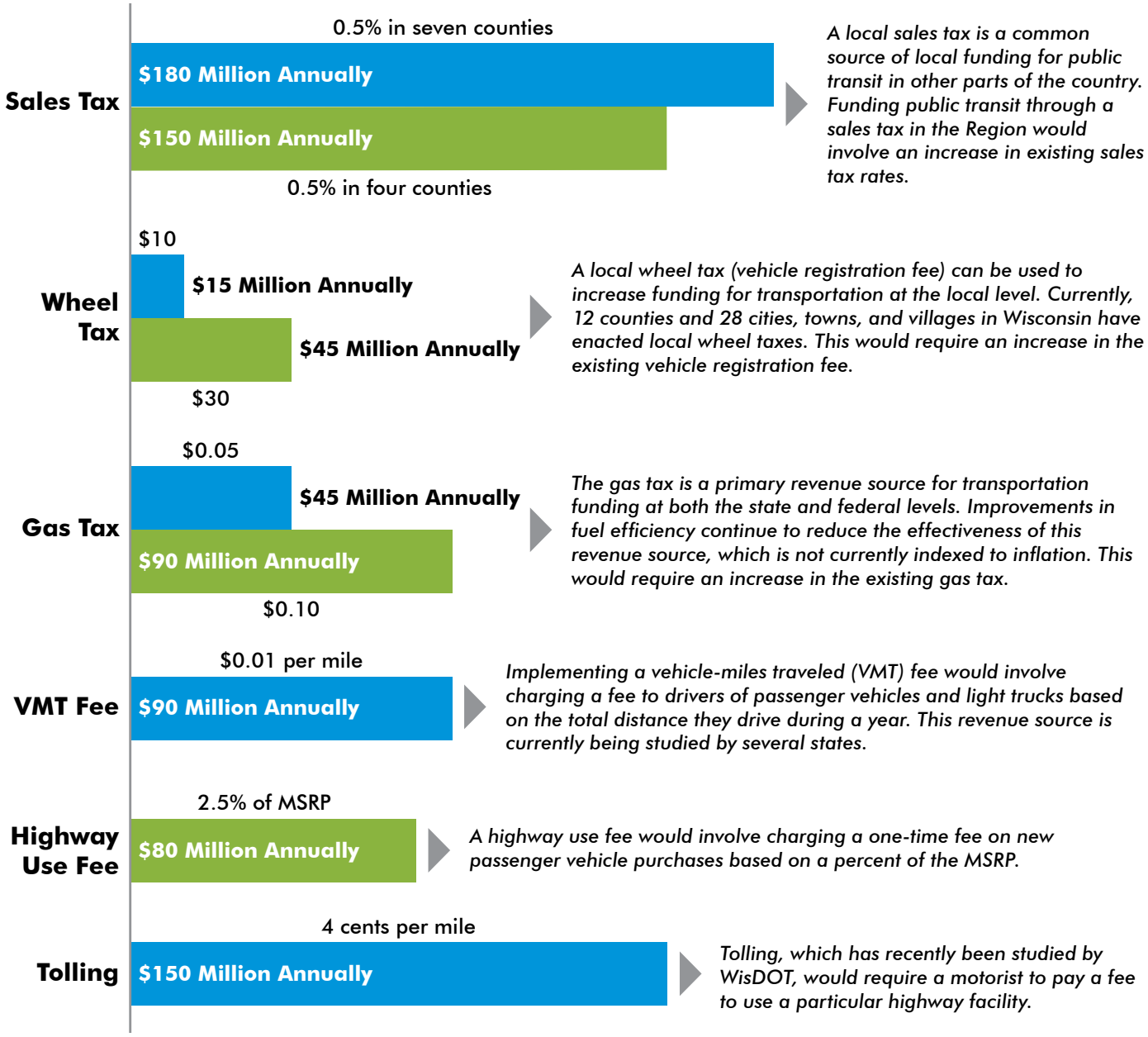
The financial analysis presents potential funding sources that could be considered, along with estimates of the revenue each source could potentially generate on an annual basis. Increasing funding to address the transportation funding gap in the Region will require State action and may also need support from federal or local elected officials.





FUNDING THE PLAN

POTENTIAL REVENUE SOURCES TO ADDRESS THE TRANSPORTATION FUNDING GAP



IMPACTS OF INSUFFICIENT TRANSPORTATION FUNDING

CONSEQUENCES OF INSUFFICIENT FUNDING FOR STREETS AND HIGHWAYS

Postponing freeway reconstruction and not adding capacity on highly congested segments would likely result in:

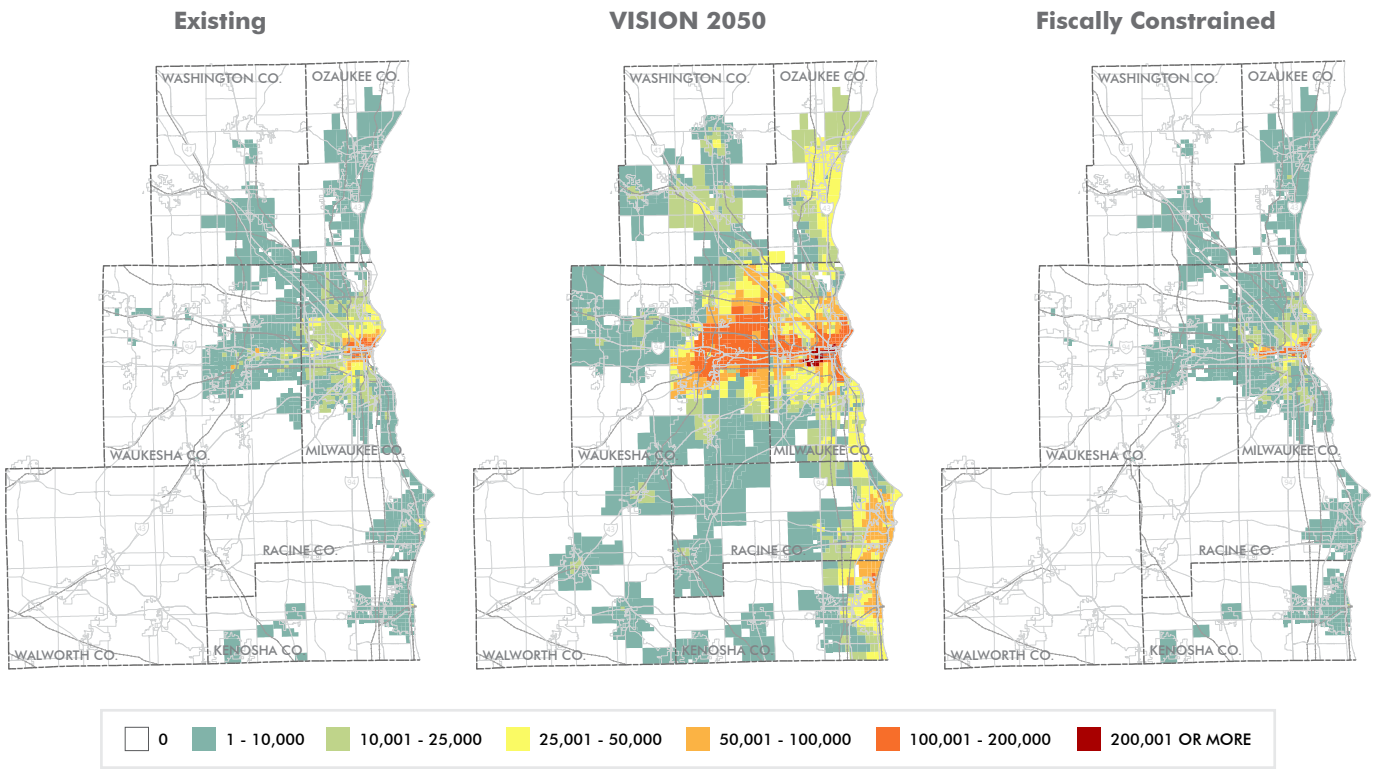
- Costly emergency repairs and inefficient pavement maintenance due to unnecessary (and increasingly ineffective) repaving projects
- Increased traffic congestion and travel delays, along with decreased travel reliability
- Increased crashes due to traffic congestion, outdated roadway design, and deteriorating roadway conditions

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

JOBS ACCESSIBLE WITHIN 30 MINUTES VIA TRANSIT



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First row: VISIT Milwaukee; SEWRPC Staff | **Second Row:** Canadian Pacific Railway
Third Row: SEWRPC Staff | **Fourth Row:** Washington County; SEWRPC Staff | **Fifth Row:** SEWRPC Staff