

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.

TIMELINE



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.

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