

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.

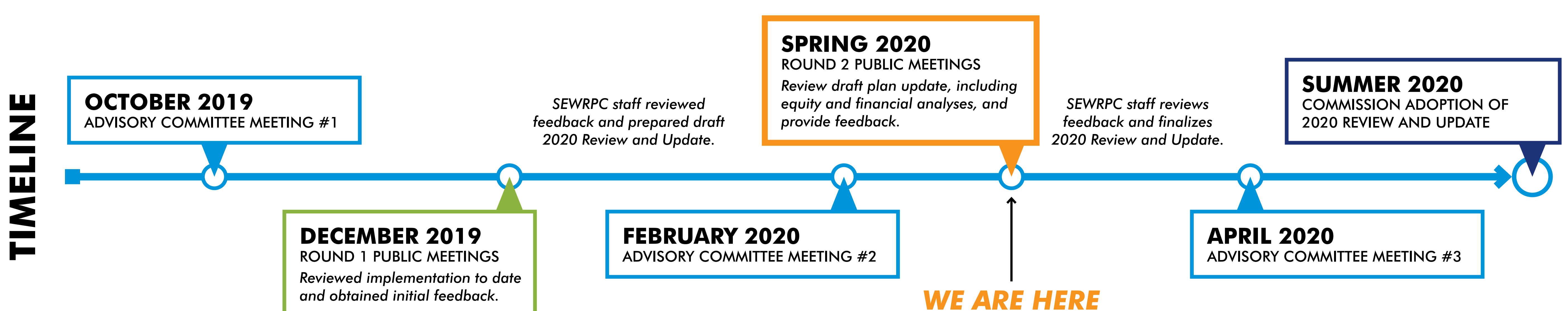
PUBLIC INVOLVEMENT GOALS

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



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

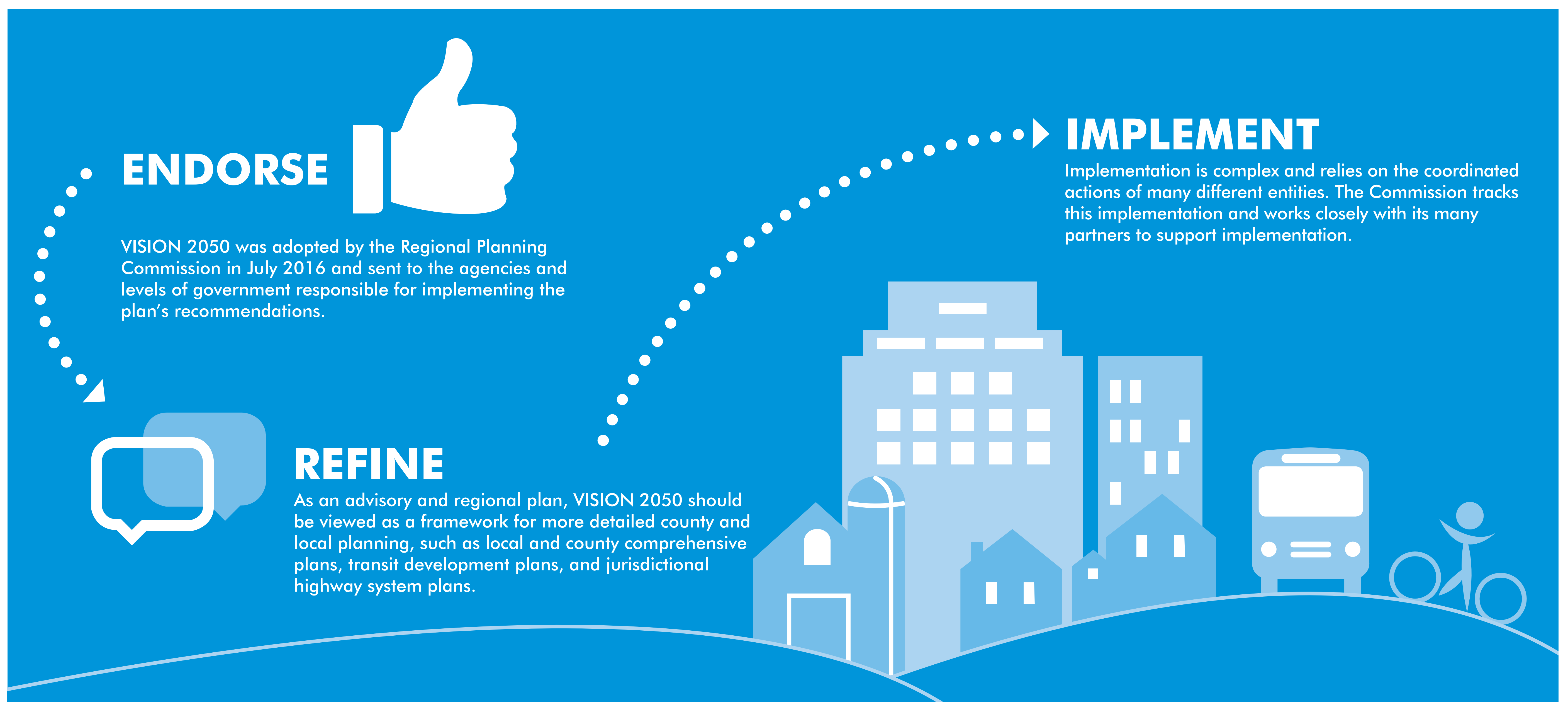
At the public open house meetings, court reporters are available to record verbal comments.

Comments can also be submitted by **March 27, 2020**, in any of the following ways:

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

HOW DOES VISION 2050 GET IMPLEMENTED?



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

FEDERAL GOVERNMENT/AGENCIES



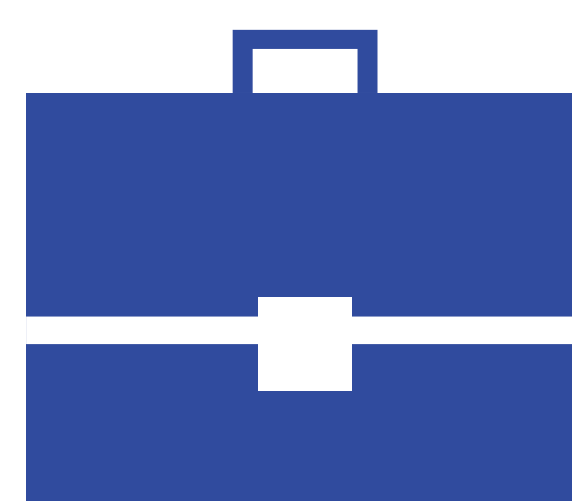
- ▶ Adopt and enforce federal-level regulatory measures
- ▶ Provide funding to support national-level goals and priorities in transportation and land use development

TRANSIT OPERATORS



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

PRIVATE SECTOR



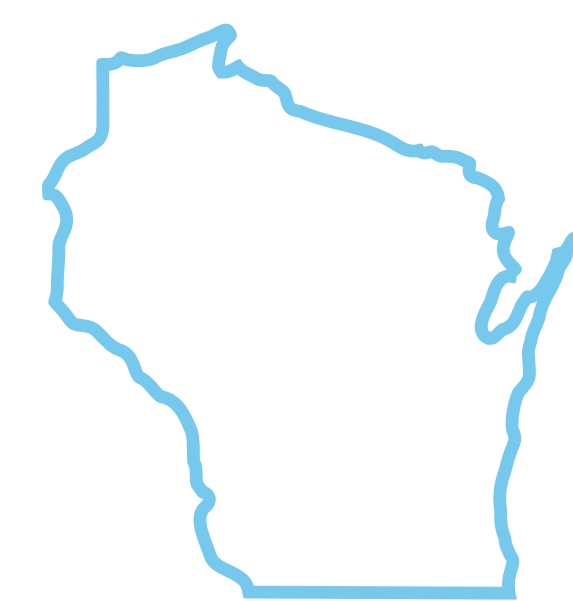
- ▶ Develop and redevelop land in the Region
- ▶ Coordinate with transit agencies and government partners to increase access to employment centers
- ▶ Coordinate with government partners to pursue freight recommendations

ADDITIONAL PARTNERS



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

STATE GOVERNMENT/AGENCIES



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

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

KEY PLAN THEMES

Health

Greatest
Public Health
Concerns

1. Water Quality
2. Access to Healthcare
3. Air Quality
4. Nutrition & Physical Activity

What land use or transportation strategies would have the greatest impact on improving public health?

- 1 Bicycle/pedestrian improvements (20)
- 2 More walkable development (12)

Equity

Greatest
Barriers to
Equity

1. Access to Jobs
2. Affordable Housing
3. Affordable Transportation

What land use or transportation strategies would have the greatest impact on improving equity?

- 1 Improve public transit (25)
- 2 More affordable housing (9)

Resilience

Greatest
Resiliency
Risks

1. Water Quality
2. Flooding

What resiliency strategies related to land use or transportation should be considered or expanded upon in VISION 2050?

- 1 Install green infrastructure (23)
- 2 Encourage alternatives to driving alone (6)

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

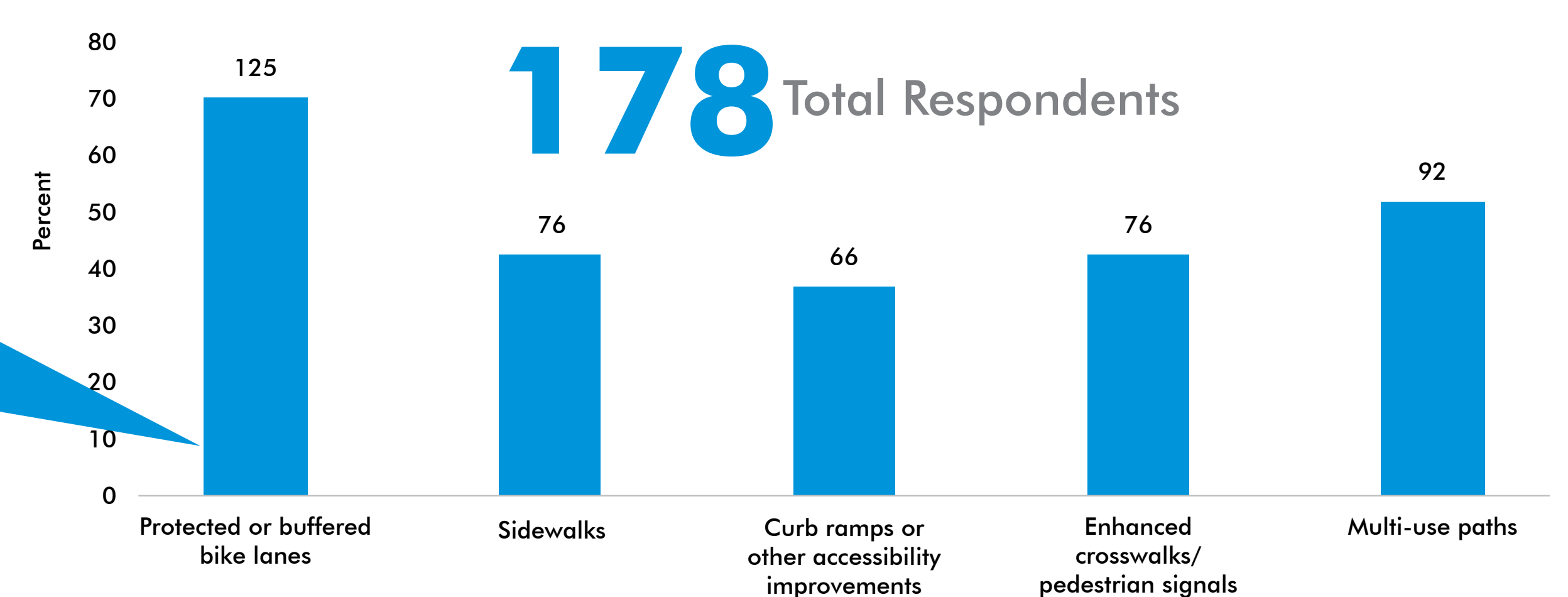
Public Transit

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

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.

Streets and Highways

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

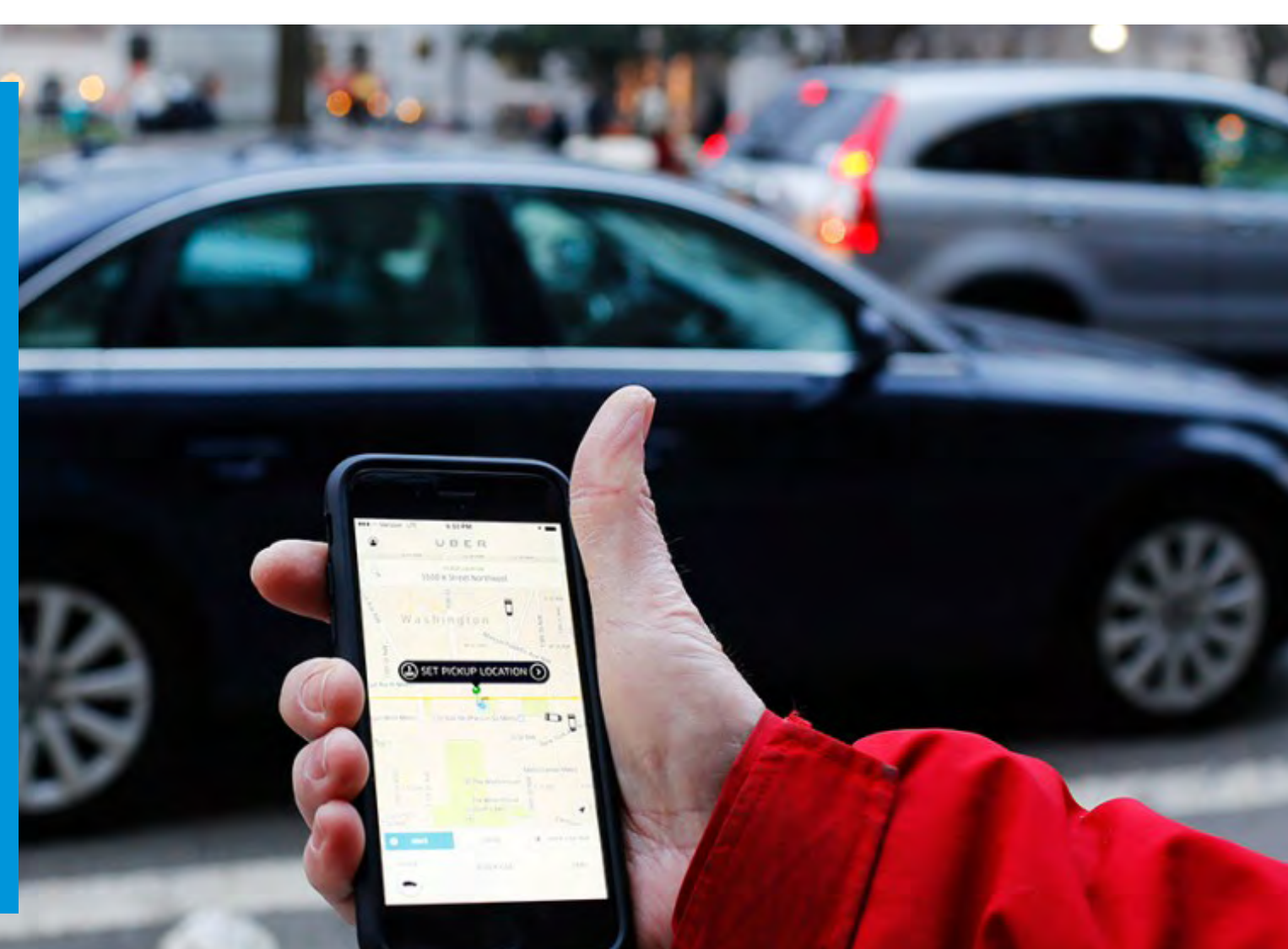
- ▶ Reckless driving
- ▶ Inattentive driving
- ▶ Lack of dedicated bike lanes, paths, sidewalks, or safe crossings
- ▶ Traffic congestion

Over **90%** of participants said they would support, or would support under certain circumstances, increasing funding for street and highway improvements

Shared Mobility + Connected and Automated Vehicles

The top three factors participants identified for consideration related to connected or autonomous vehicles were:

1. Interaction with bicycles and pedestrians
2. Operator requirements and liability laws
3. Equitable access



Safety was the primary concern identified regarding the potential expansion of dockless electric scooters and transportation network companies (e.g., Uber/Lyft).

LAND USE



THE PLAN WILL CONTINUE TO RECOMMEND:

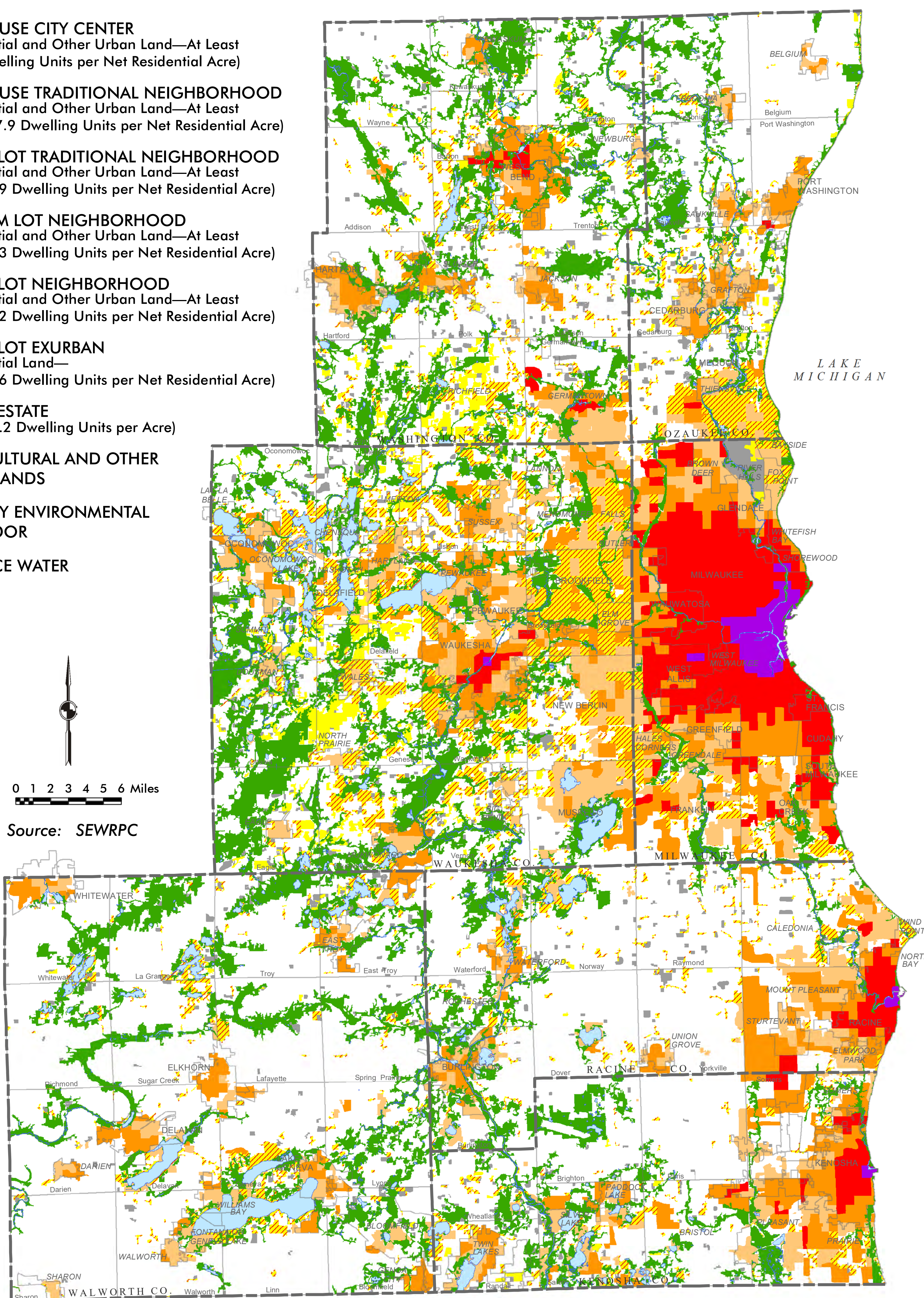
- ▶ Focusing on new urban development in urban centers
- ▶ Reversing trend in declining density and providing a mix of housing types and uses
- ▶ Preserving primary environmental corridors and productive agricultural land

PROPOSED CHANGES TO THE PLAN:

No changes are proposed to the land use component of the plan

VISION 2050 Land Use Development Pattern

- MIXED-USE CITY CENTER**
(Residential and Other Urban Land—At Least 18.0 Dwelling Units per Net Residential Acre)
- MIXED-USE TRADITIONAL NEIGHBORHOOD**
(Residential and Other Urban Land—At Least 7.0 to 17.9 Dwelling Units per Net Residential Acre)
- SMALL LOT TRADITIONAL NEIGHBORHOOD**
(Residential and Other Urban Land—At Least 4.4 to 6.9 Dwelling Units per Net Residential Acre)
- MEDIUM LOT NEIGHBORHOOD**
(Residential and Other Urban Land—At Least 2.3 to 4.3 Dwelling Units per Net Residential Acre)
- LARGE LOT NEIGHBORHOOD**
(Residential and Other Urban Land—At Least 0.7 to 2.2 Dwelling Units per Net Residential Acre)
- LARGE LOT EXURBAN**
(Residential Land—0.2 to 0.6 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**



Source: SEWRPC

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 year 2050 growth projections to a series of seven land use categories that represent a variety of development densities and mixes of uses.



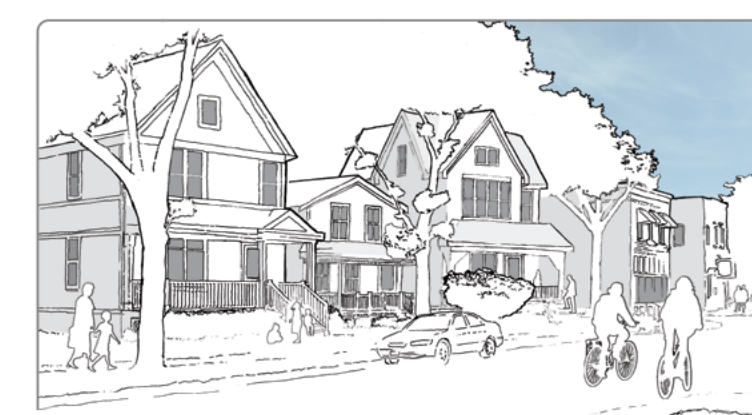
MIXED-USE CITY CENTER

Mix of very 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 (showing lots of about 7,000 square feet)

Mix of housing types and businesses with single-family homes on lots of 1/4-acre or less and multifamily housing found within and at the edges of cities and villages



MEDIUM LOT NEIGHBORHOOD (showing lots of about 15,000 square feet)

Primarily single-family homes on 1/4- to 1/2-acre lots found at the edges of cities and villages



LARGE LOT NEIGHBORHOOD (showing lots of about 1/2 acre)

Primarily single-family homes on 1/2-acre to one-acre lots found at the edges of cities and villages and scattered outside cities and villages



LARGE LOT EXURBAN (showing lots of about 1.5 acres)

Single-family homes at an overall density of one home per 1.5 to five acres scattered outside cities and villages



RURAL ESTATE (showing a cluster subdivision with one-acre lots)

Single-family homes at an overall density of one home per five acres scattered outside cities and villages

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

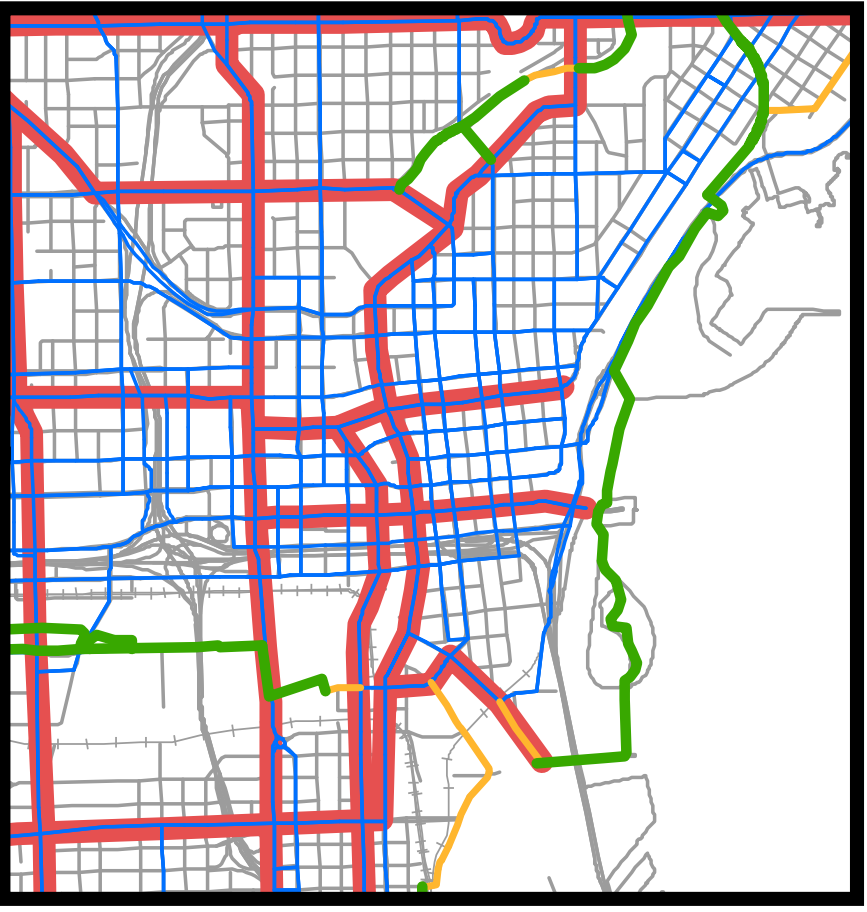
Bicycle Network: VISION 2050 as Updated

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

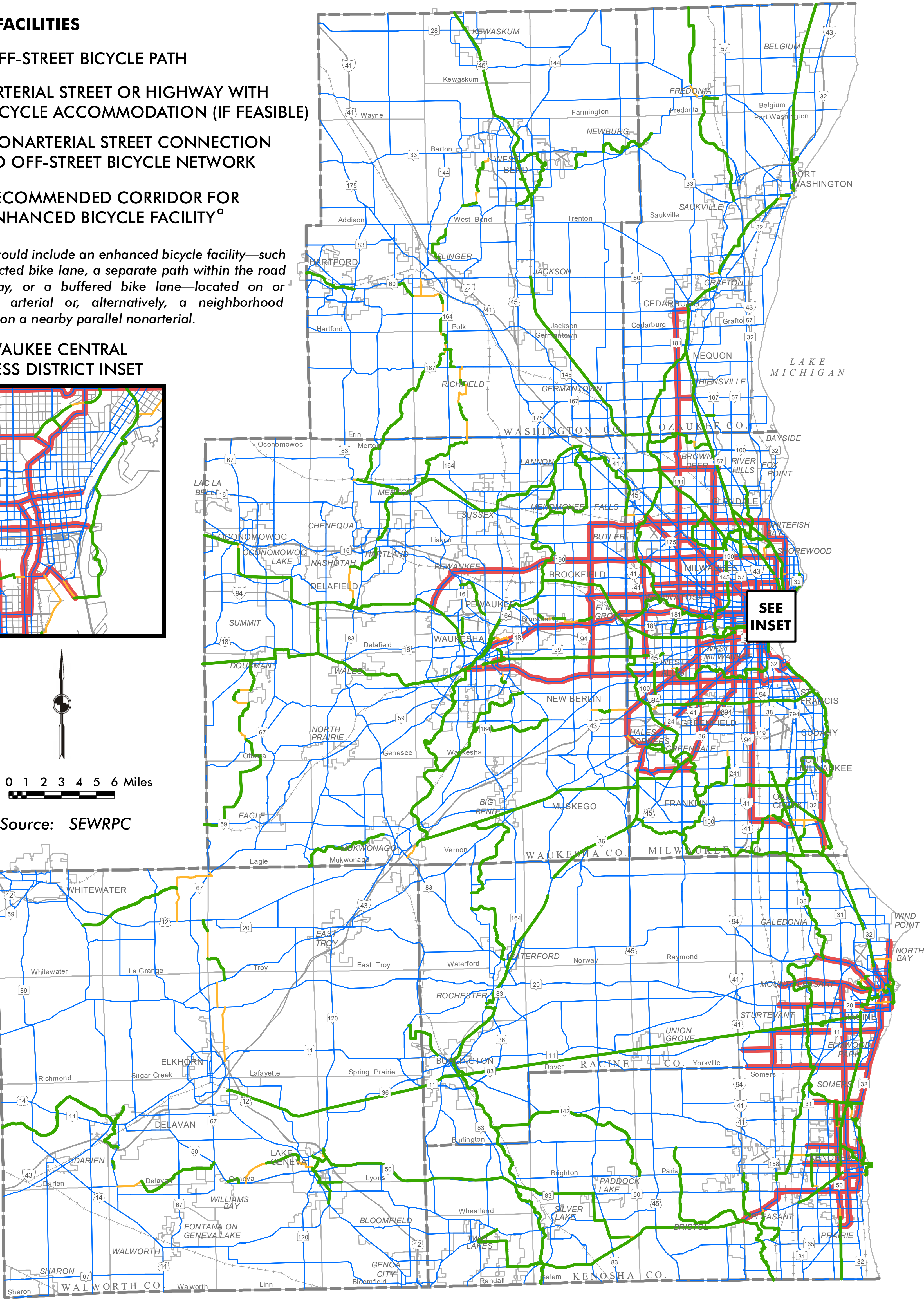
^a Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a neighborhood greenway on a nearby parallel nonarterial.

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



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 Bublr 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 note implementation that has occurred, such as the recent completion of the Wisconsin State Freight Plan

FUNDING THE PLAN

UPDATED FINANCIAL ANALYSIS

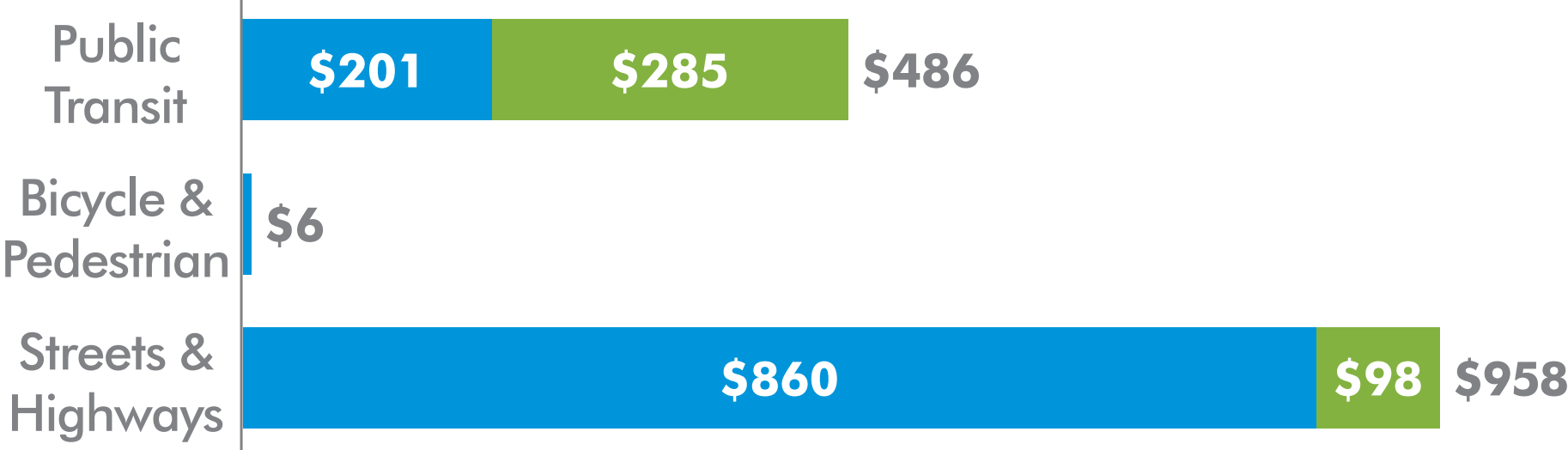
An updated financial analysis identified a significant funding gap between reasonably expected revenues and the estimated costs to implement the VISION 2050 transportation system. As such, staff identified the fiscally constrained portion of the transportation system, which is shown on the Public Transit and Streets and Highways boards.

THE FISCALLY CONSTRAINED TRANSPORTATION SYSTEM:

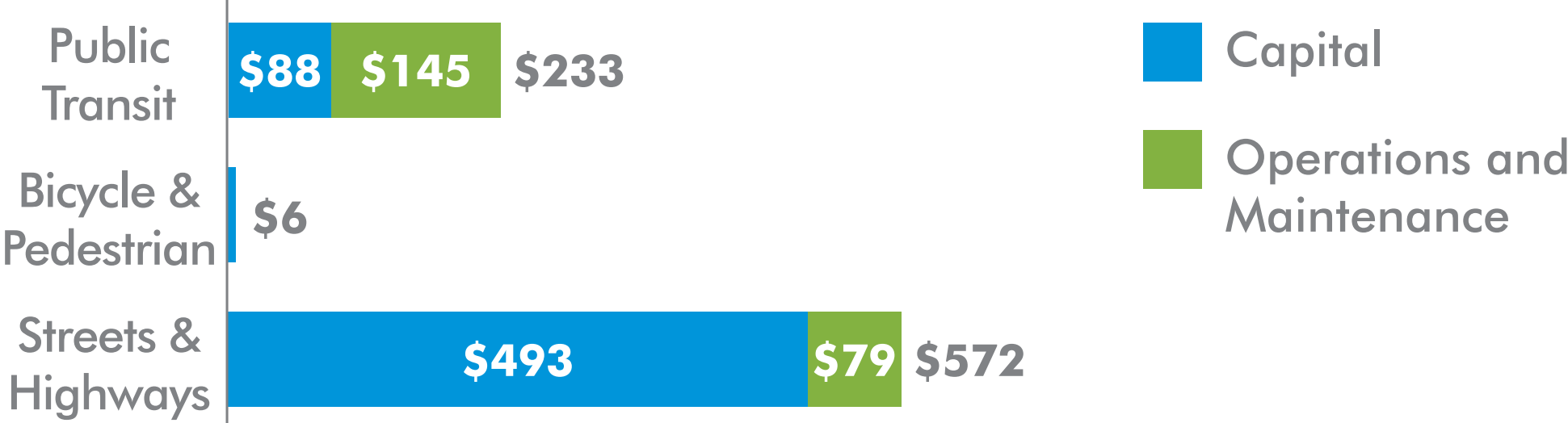
PUBLIC TRANSIT: \$250 million gap
Service levels are expected to decline by about 35 percent by 2050—rather than double as recommended under VISION 2050.

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.

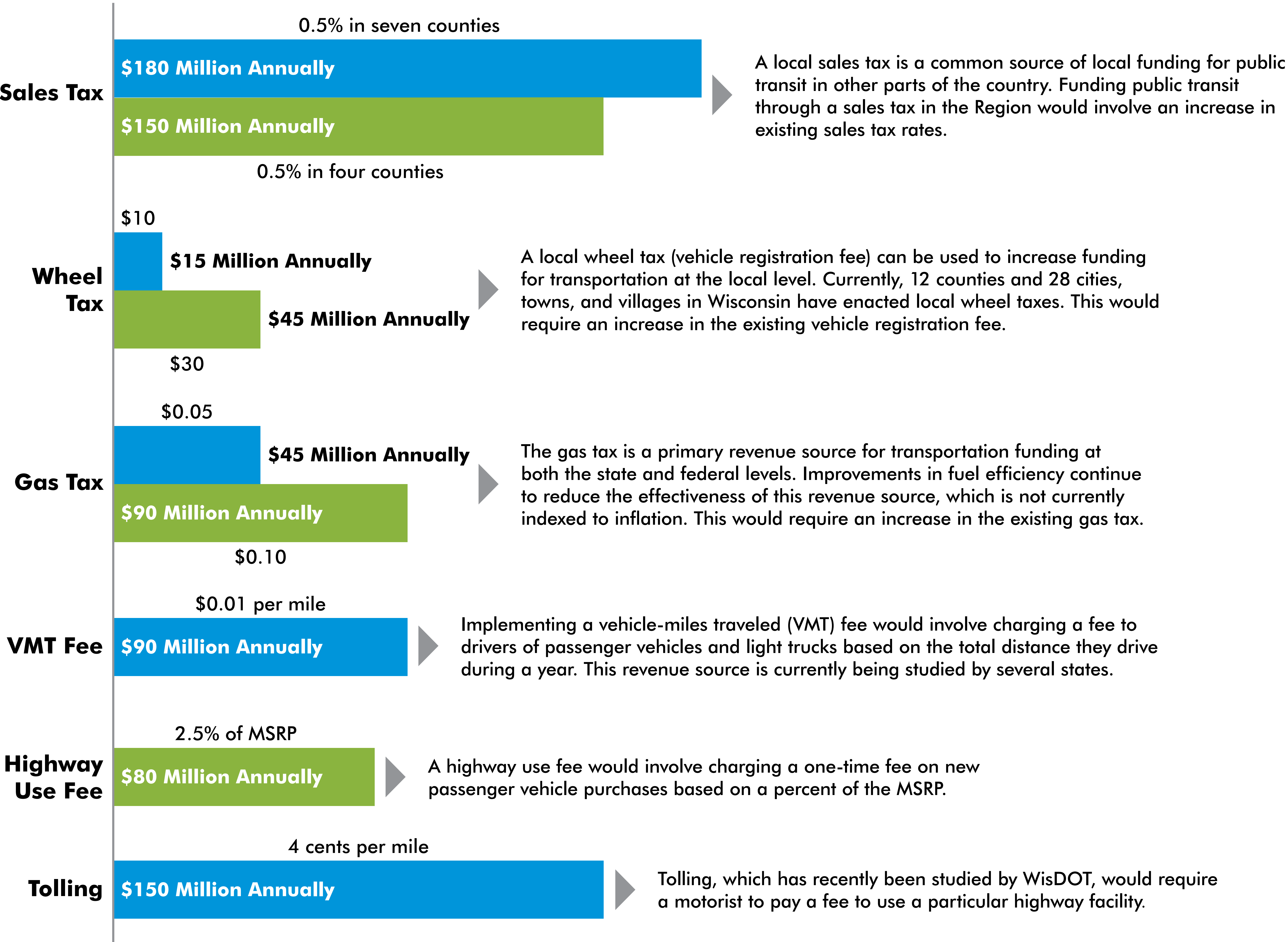
Investment Required for VISION 2050 (as Updated)
Average Annual in Millions of 2019\$



Funding Available for VISION 2050 (as Updated)
Average Annual in Millions of 2019\$



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 Drexel Avenue instead of along Oklahoma 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

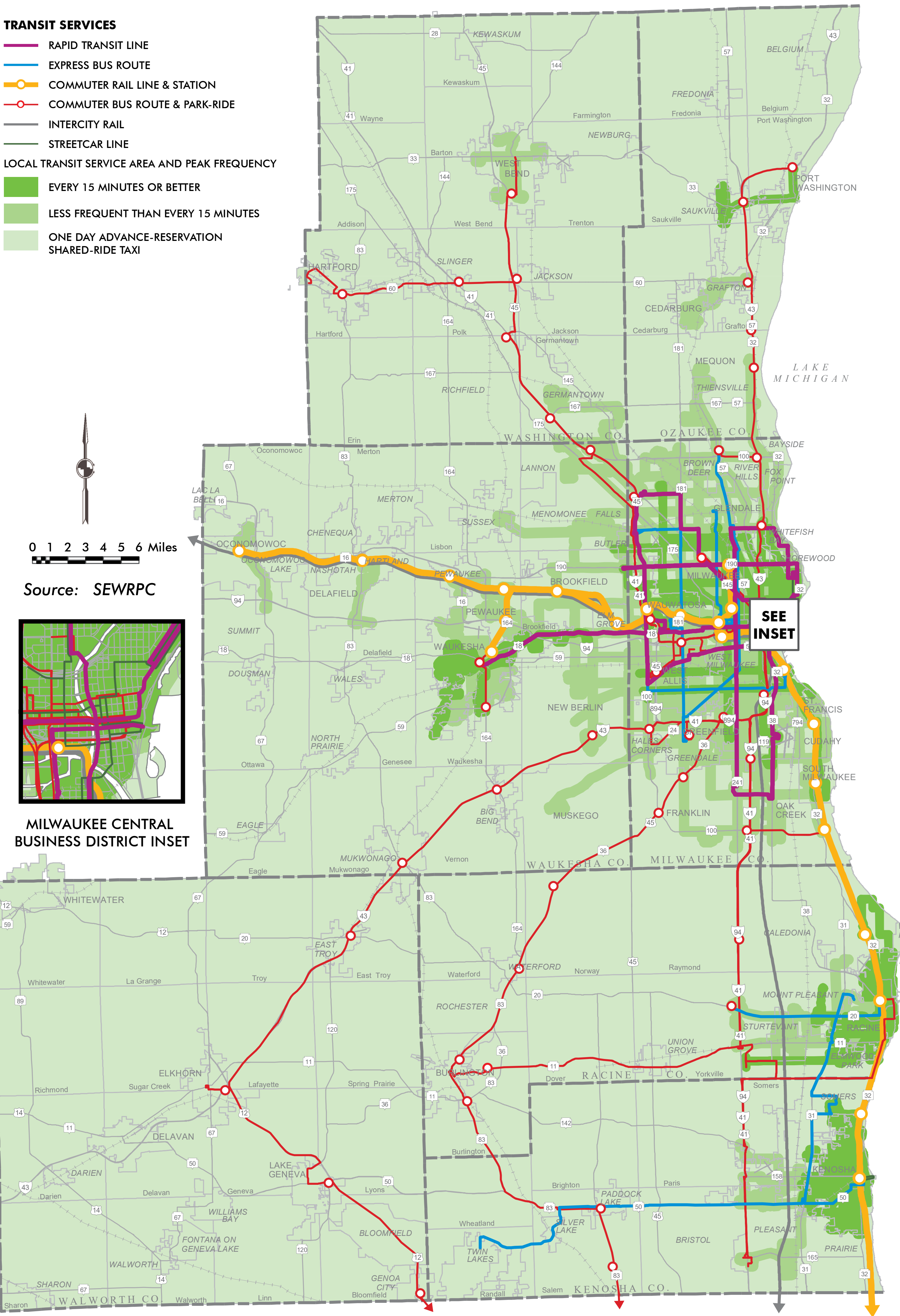
VISION 2050 Transit Services

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



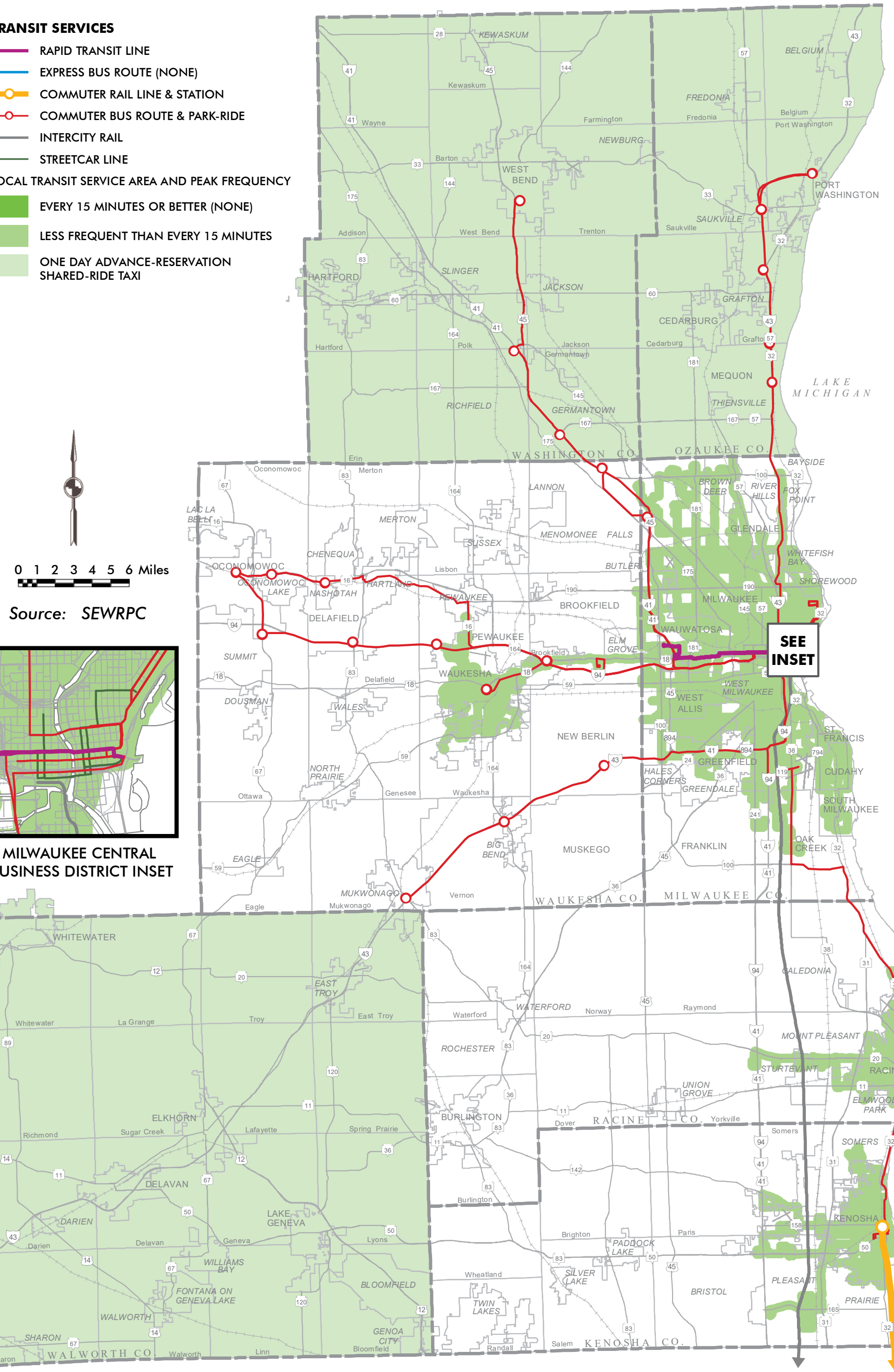
Transit Services: Fiscally Constrained System

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



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.

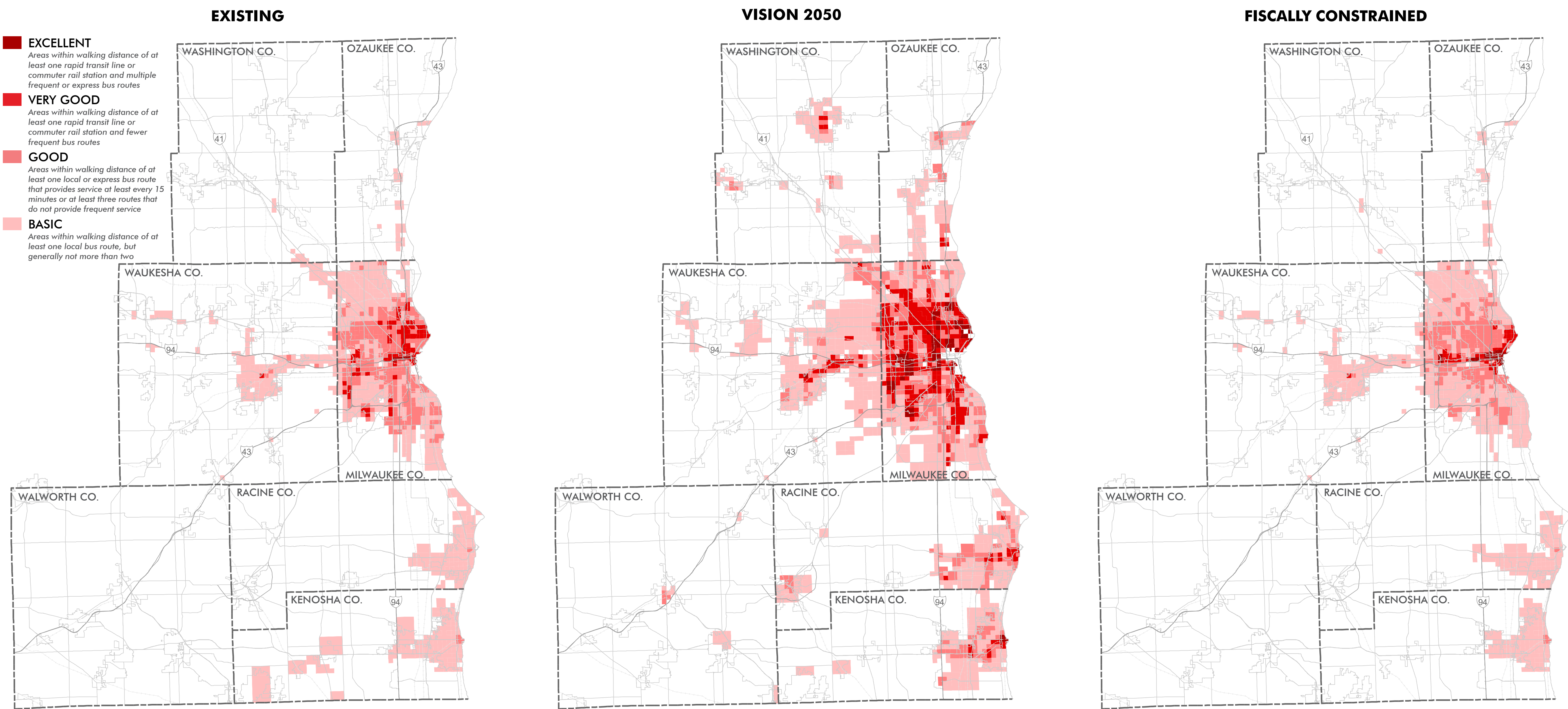
IMPACTS OF FUNDING ON THE TRANSIT SYSTEM

CONSEQUENCES OF INSUFFICIENT FUNDING FOR TRANSIT

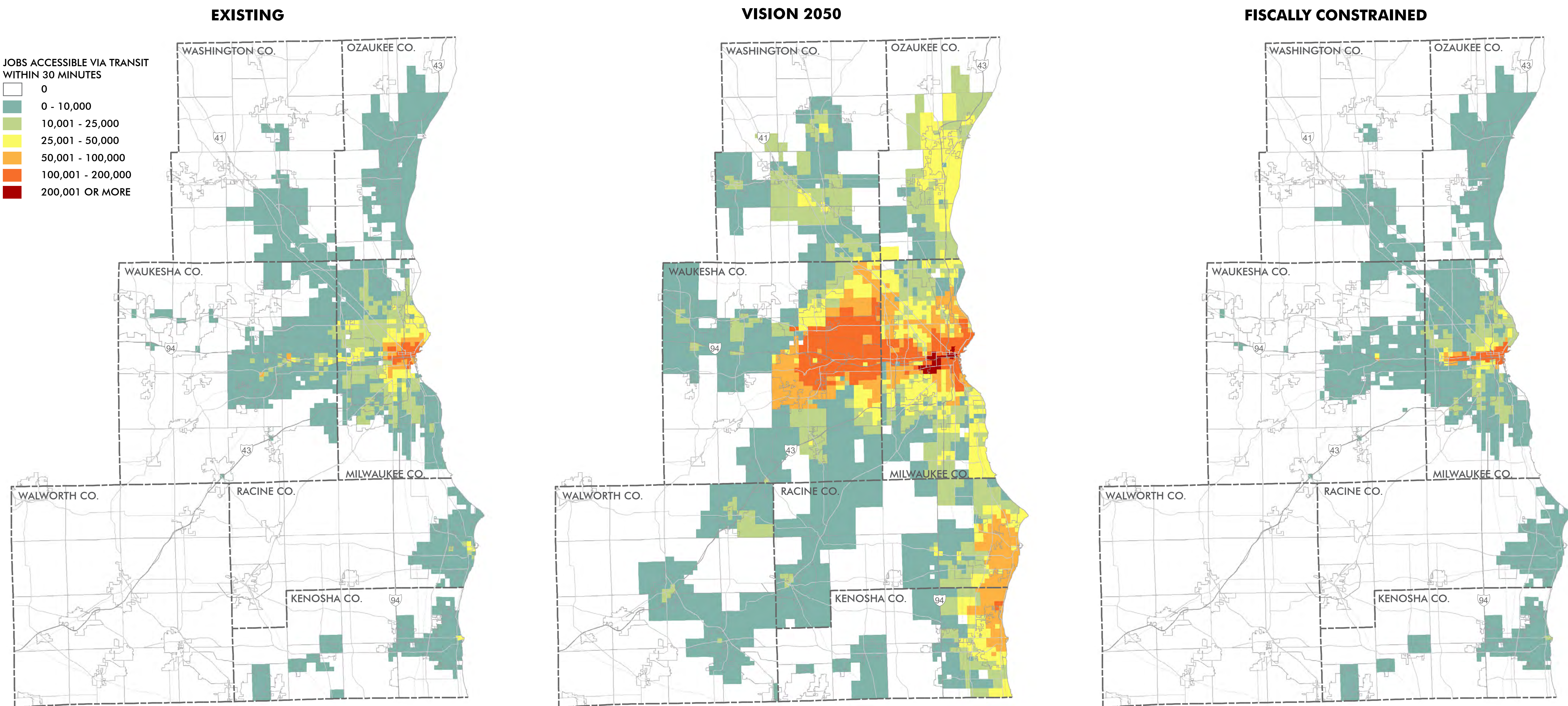
The 35 percent reduction in transit service expected under the fiscally constrained system would result in:

- ▶ 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

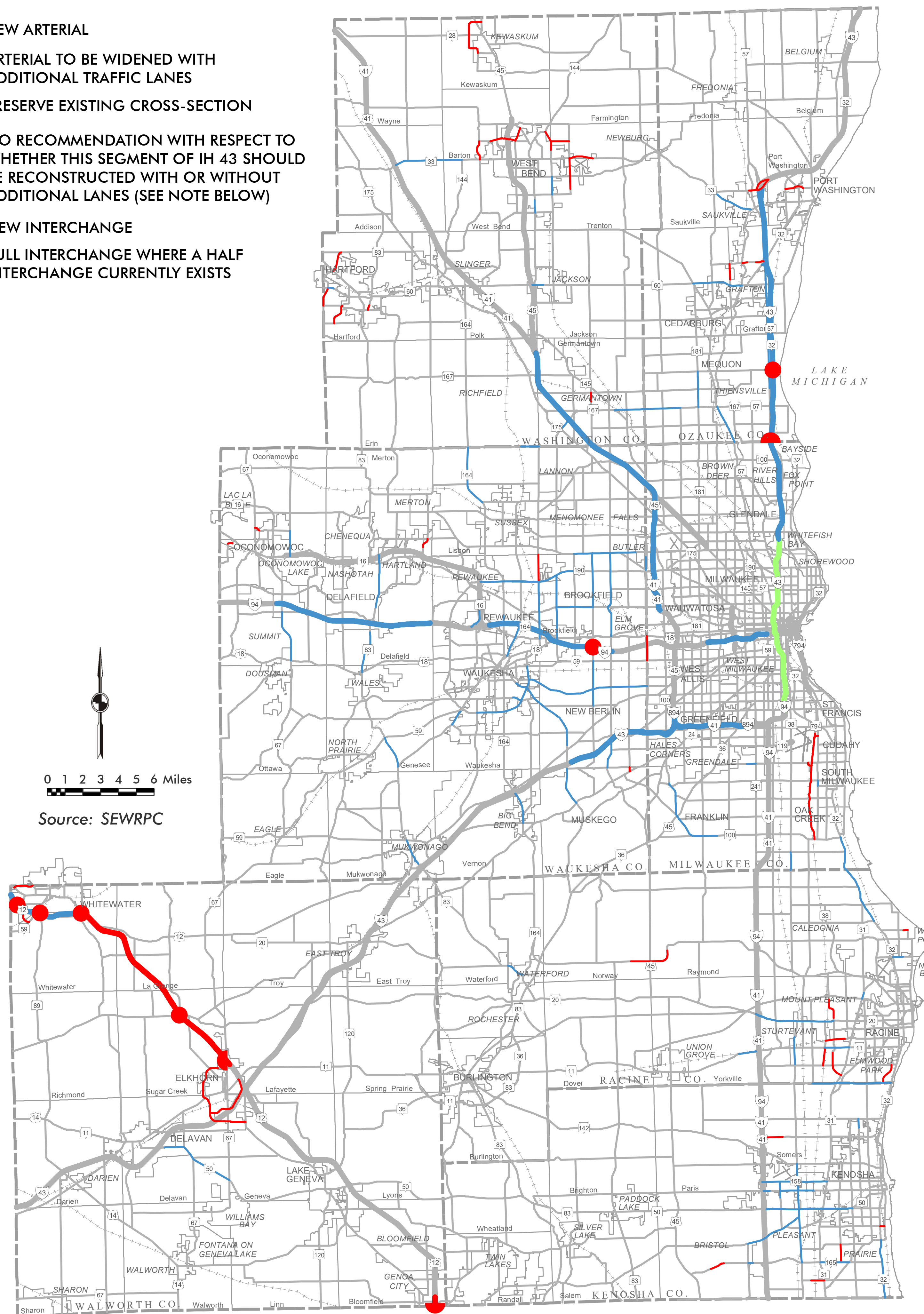
Add a new recommendation to monitor the growth and development of automated vehicles related to how they could impact the plan

OTHER UPDATES:

The STH 60 northern reliever route, originally planned northeast of the City of Hartford, will be removed from the recommended highway network (change requested by Washington County)

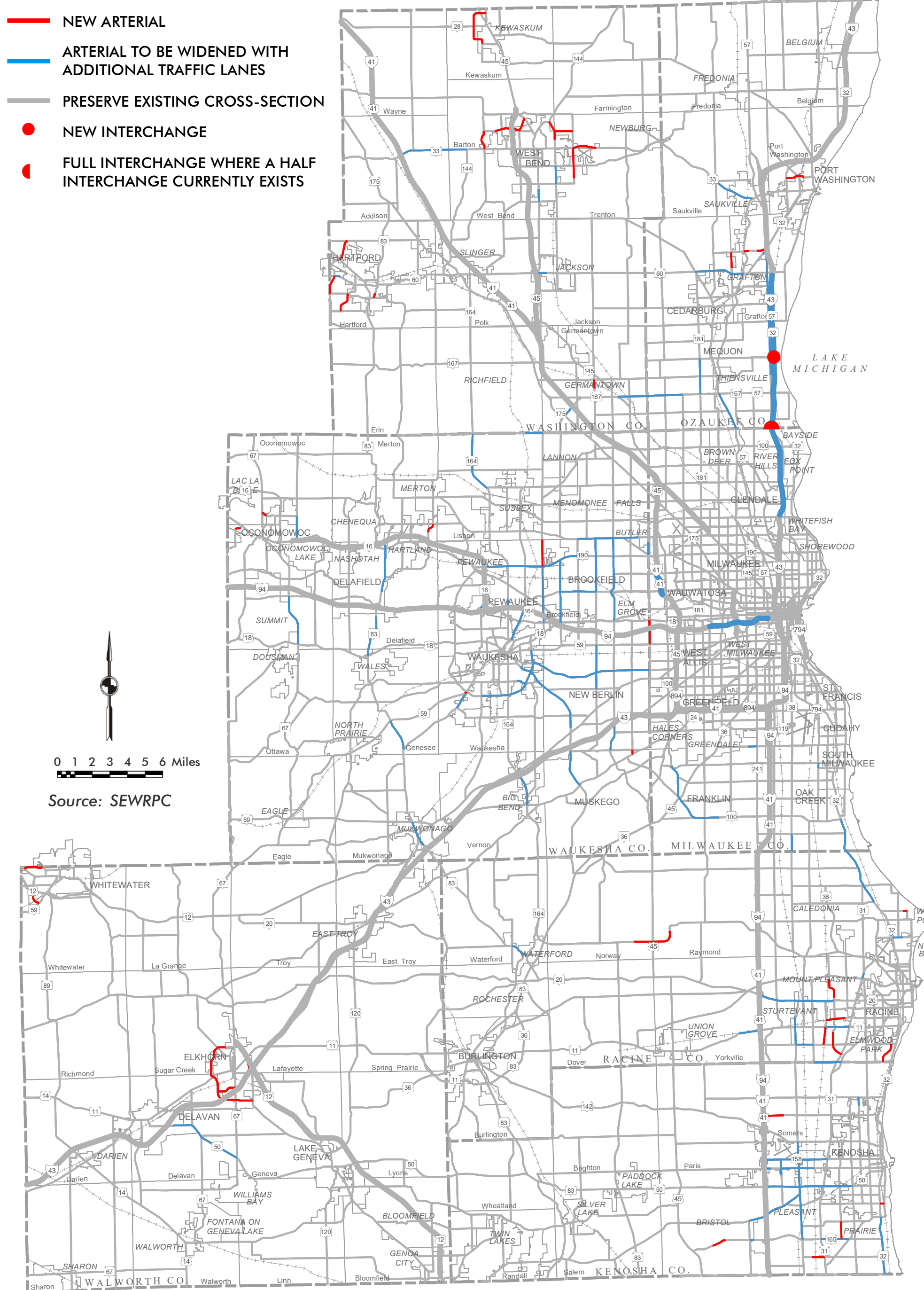
Streets and Highways: VISION 2050 as Updated

- 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.

Streets and Highways: Fiscally Constrained System



FUNDING SHORTFALL:

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

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

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

