

Southeastern Wisconsin **Regional Planning Commission**



2024
**REVIEW &
UPDATE**
OF VISION 2050

**Virtual
Public Meetings**
February 2024

Para español, llame al: +1 (646) 749-3122; Código de acceso: 779-328-221

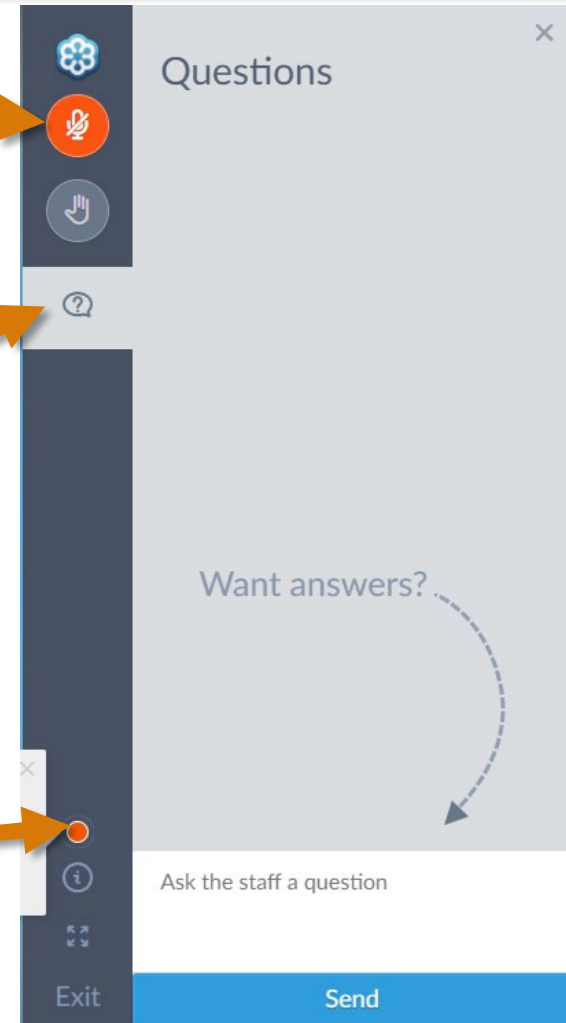
Meeting Logistics

Members of the public enter in 'Listen Only' mode.

Use the 'Questions' pane to ask staff questions or submit a written comment.

Please note that comments or questions may be read aloud

Meeting is being recorded. The recording will be made available on the VISION 2050 website after the meeting.



Meeting Logistics

- Spanish Translators Available

Para español, llame al: 1 (646) 749-3122

Código de acceso: 779-328-221

No se necesita número PIN

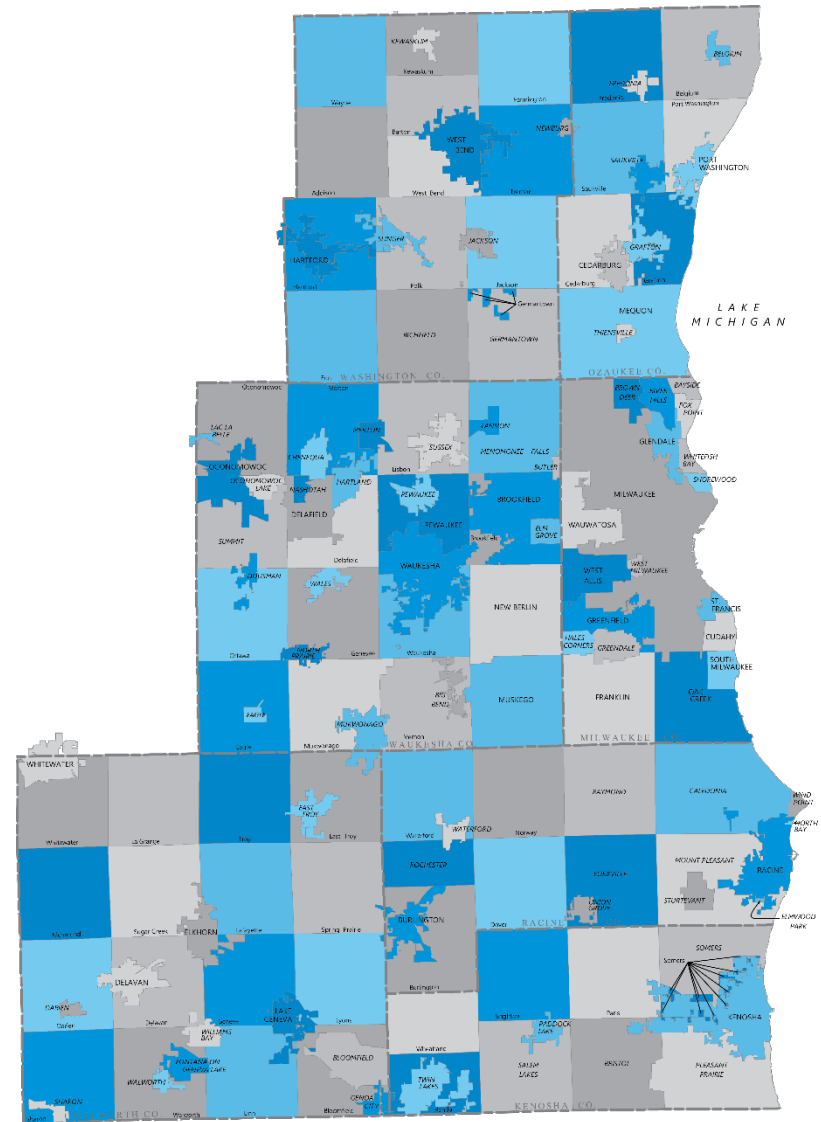
- In-Meeting Survey

https://bit.ly/VISION2050_attendee_survey

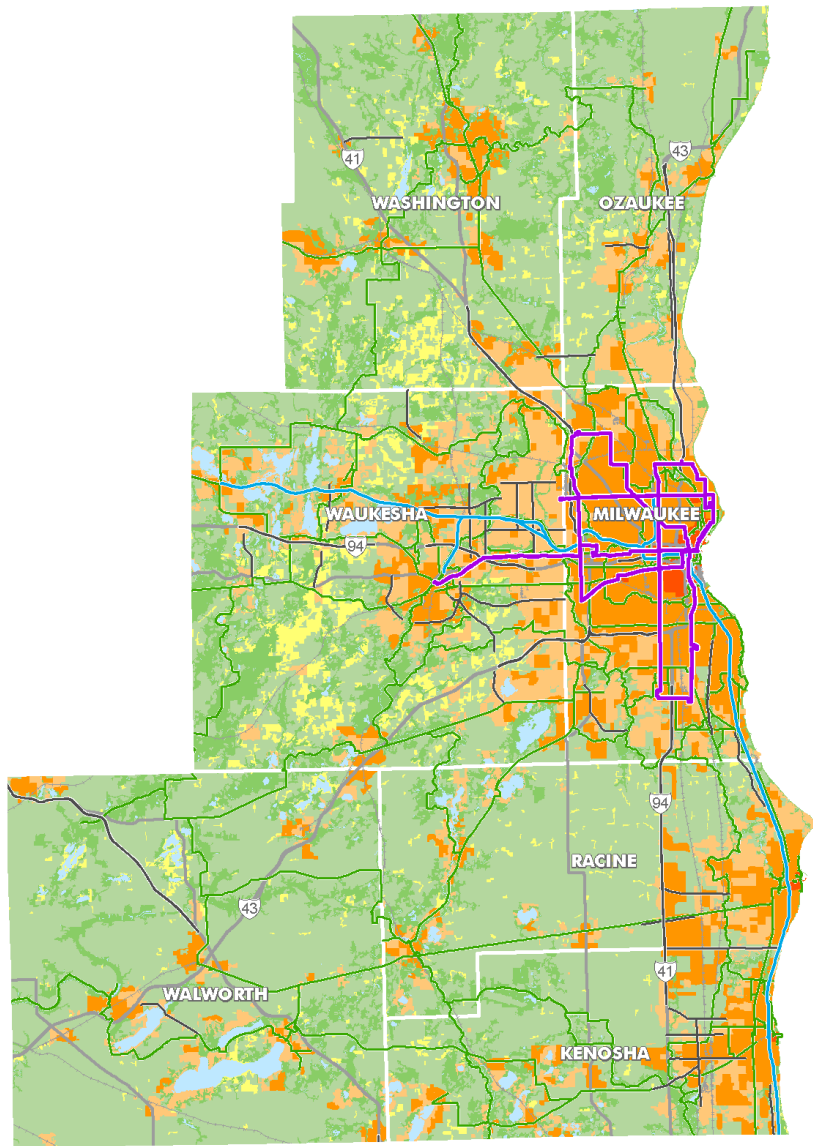


About the Regional Planning Commission

- One Region
 - 7 counties
 - 147 cities, villages, and towns
 - 5% of State's land area, 35% of State's population and jobs
- Advisory land use and infrastructure planning to local, county, and State governments



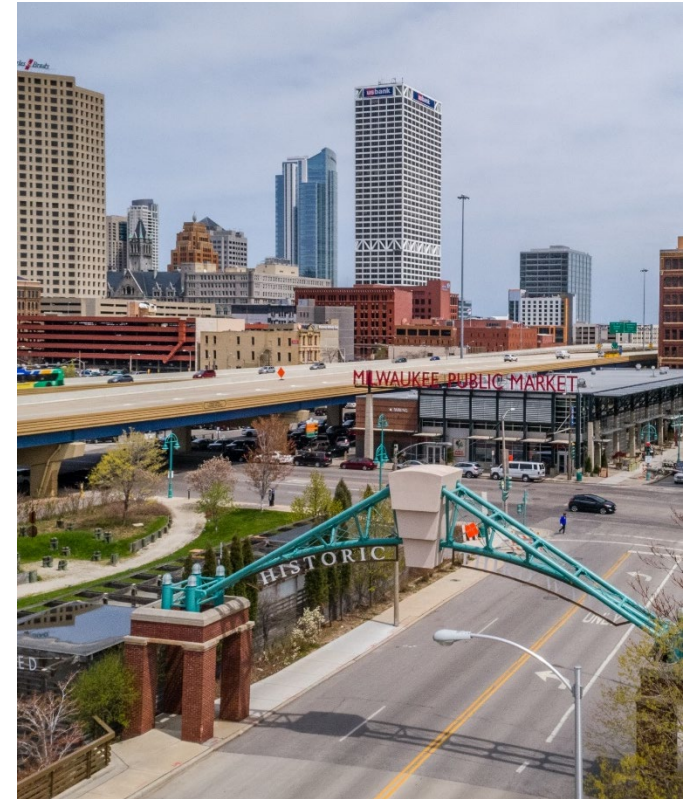
What is VISION 2050?



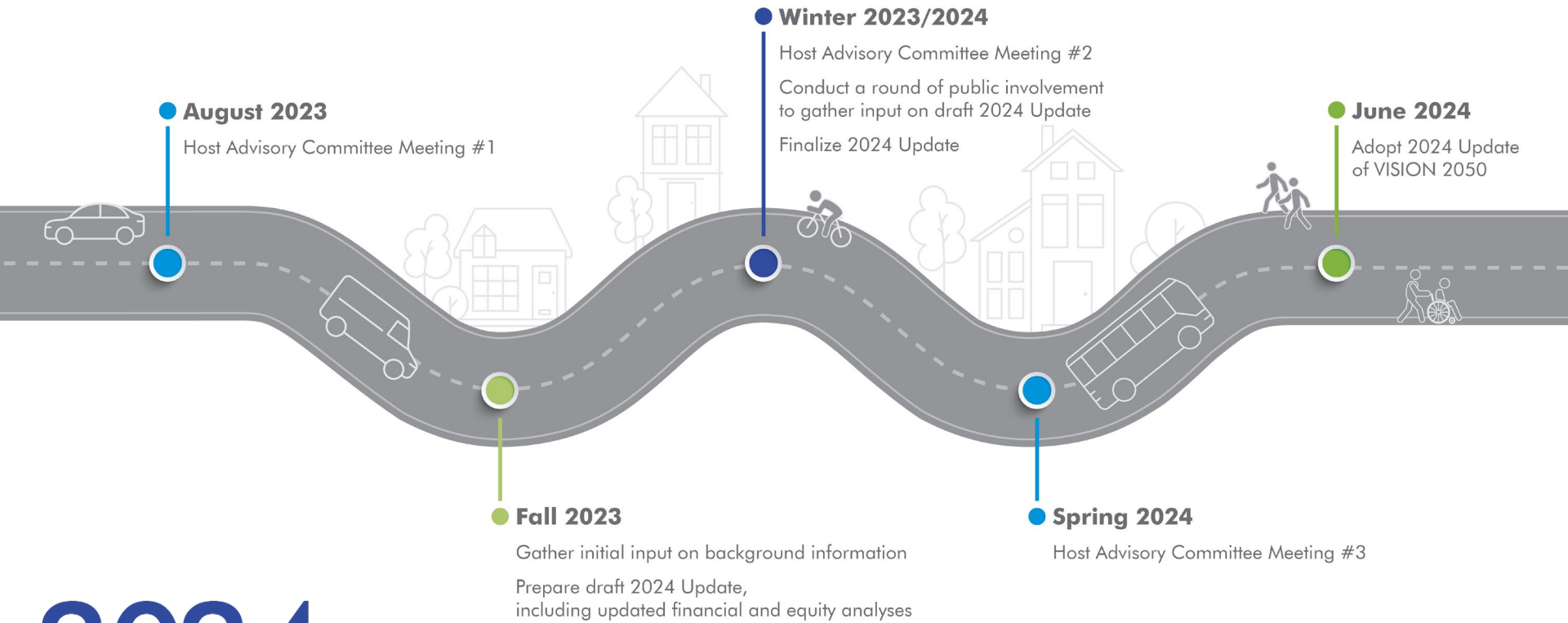
- Region's long-range land use and transportation plan
- Makes recommendations to local and State government regarding land development and transportation
- Outlook to the year 2050

VISION 2050: A “Living” Plan

- Originally adopted in June 2016
- Amended three times
- Completed first “interim” review and update in June 2020
- Need to prepare another review and update by June 2024
- Major update will be initiated ~2026



2024 Review & Update Process



2024 REVIEW & UPDATE OF VISION 2050

How to Provide Input

- Comments can be submitted through **March 14, 2024**
 - Website: vision2050sewis.org
 - Email: vision2050@sewrpc.org
 - Mail: P.O. Box 1607
Waukesha, WI 53187-1607

2024 Review & Update Elements

- ✓ Review of VISION 2050 Recommendations and Implementation to Date
- ✓ Review of VISION 2050 Forecasts
- ✓ Review of Transportation System Performance
- ✓ **Updated VISION 2050 Recommendations**
- ✓ **Updated Financial Analysis**
- ✓ **Updated Equity Analysis**
- ✓ **Review of Targets for National Performance Measures**
- ❑ Updated Milwaukee Metro Area Peer Comparison

Proposed Plan Updates

- Staff reviewed current plan recommendations in relation to:
 - Plan implementation to date
 - Long-term impacts associated with recent events and trends
 - Input received to date
- Updates do not represent a major overhaul of the plan
 - Most recommendations have been reaffirmed and believed to be valid for long-range land use and transportation planning efforts

Land Use Updates

The plan will continue to recommend:











- Focusing on 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

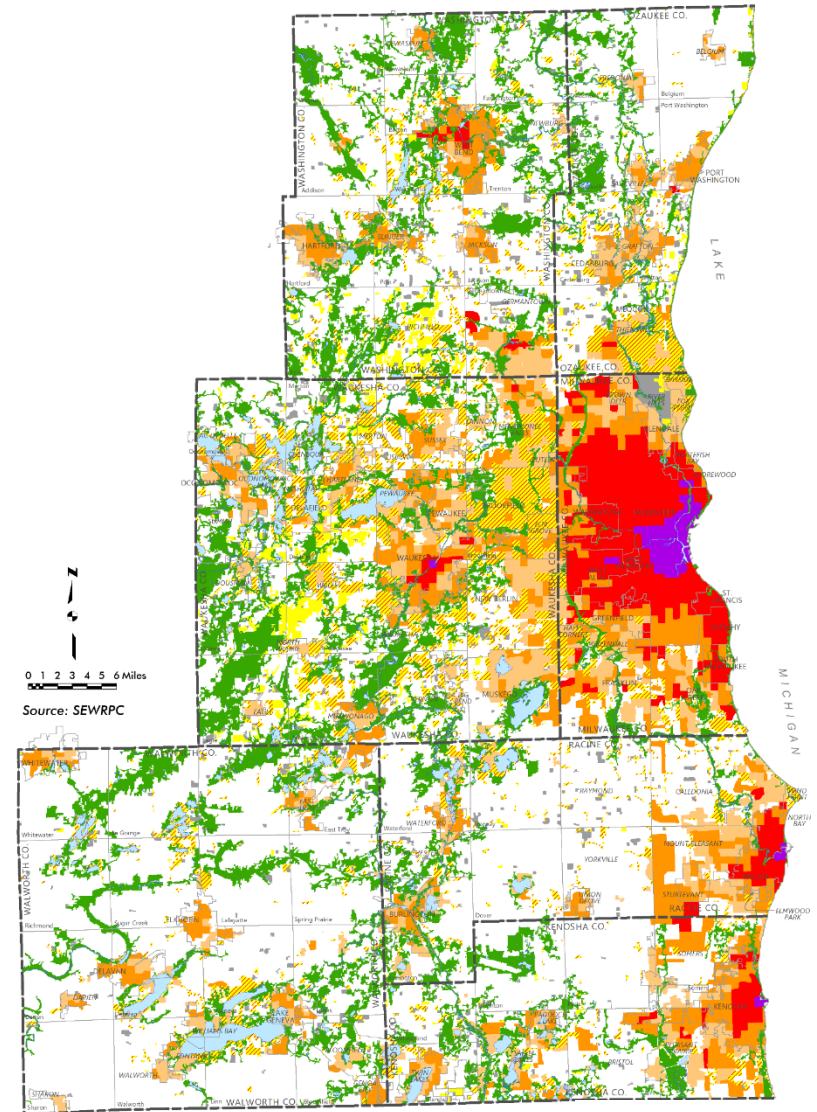
Proposed changes:

- **Cluster Subdivisions:** Minor changes to emphasize encouraging cluster subdivisions outside urban areas
- **Sustainability:** Note that sustainability recommendations are most closely related to environmental sustainability
- **Historic and Cultural Heritage Sites:** New recommendation to preserve significant historic and cultural heritage sites



Land Use Development Pattern

-  MIXED-USE CITY CENTER
-  MIXED-USE TRADITIONAL NEIGHBORHOOD
-  SMALL LOT TRADITIONAL NEIGHBORHOOD
-  MEDIUM LOT NEIGHBORHOOD
-  LARGE LOT NEIGHBORHOOD
-  LARGE LOT EXURBAN
-  RURAL ESTATE
-  AGRICULTURAL AND OTHER OPEN LANDS
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  SURFACE WATER



Updated 12/2023

Public Transit Updates

The plan will continue to recommend:

- Significant improvement and expansion of public transit, including commuter rail, rapid transit, 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:

- **Paratransit:** Recommend considering real-time paratransit service
- **Microtransit:** Highlight microtransit as a way to improve access to suburban employment centers
- **Transit Updates:** Recognize future transit system updates may be needed as studies progress and needs evolve






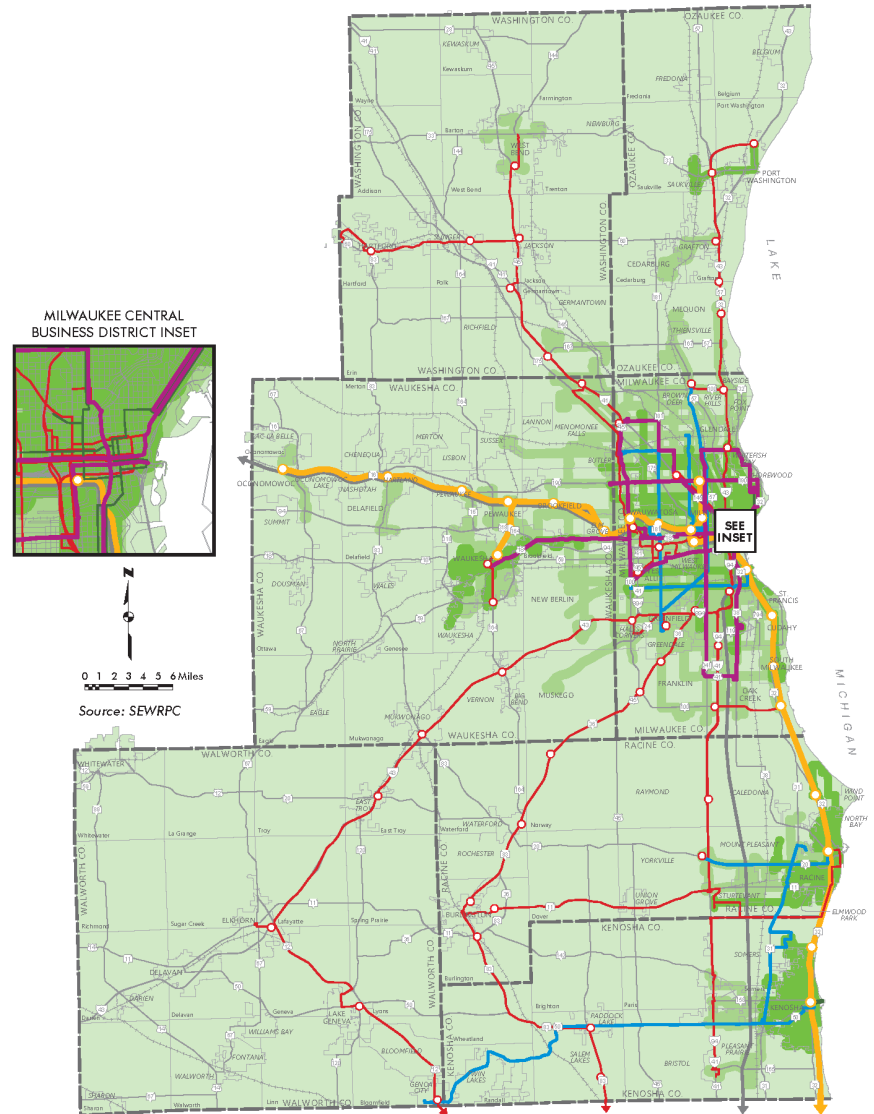
Public Transit Services

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



Streets & Highways Updates

The plan will continue to recommend:







- Keeping arterial street and highway system in a state of good repair
- Incorporating complete streets concepts to accommodate all users
- Strategically expanding arterial capacity and address residual congestion
- Consider reducing the number of travel lanes on certain multilane roads
- Minimizing total traffic crashes, along with fatalities and serious injuries

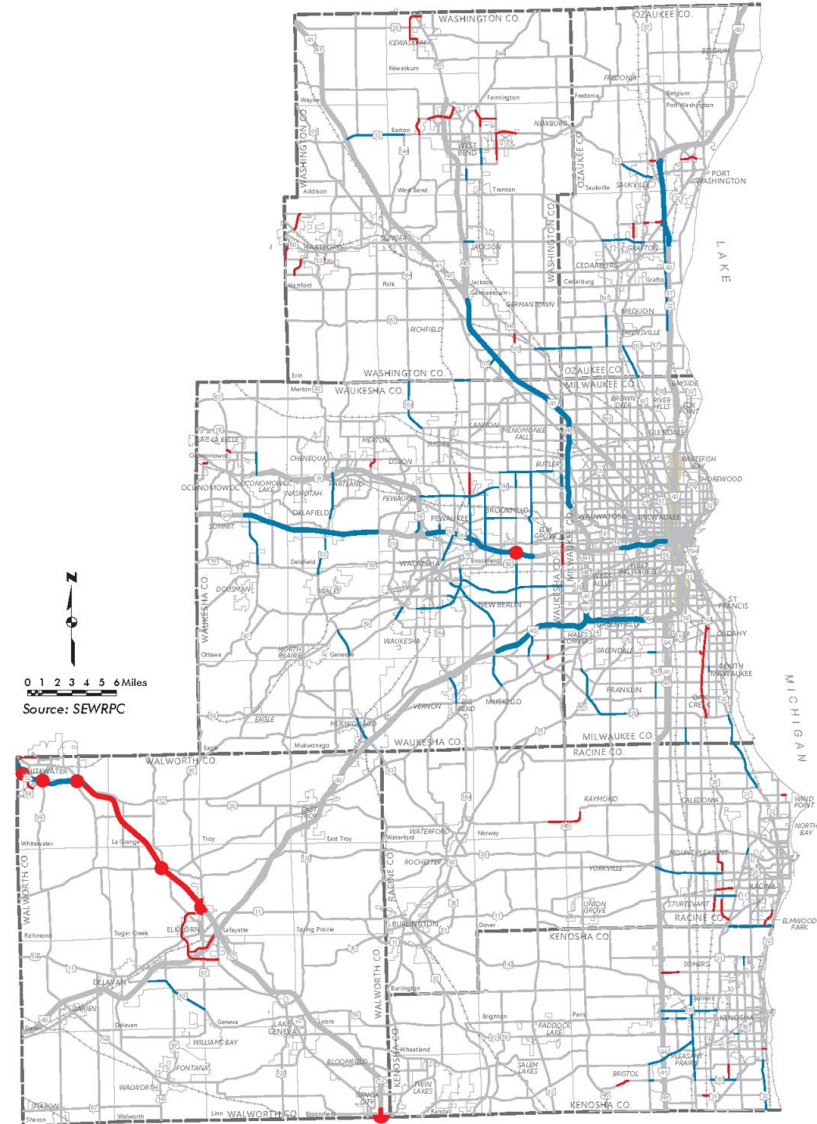
Proposed changes:

- **Resiliency:** Acknowledge a need for resiliency of stormwater infrastructure to prevent roadway washout and collapse
- **EV Charging:** Recommend expanding the electric vehicle (EV) charging network and accommodating other energy choices
- **Road Diet:** Identify that a portion of National Avenue in Milwaukee is expected to be reconfigured from 4 to 2 lanes



Streets & Highways System

-  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
-  NEW INTERCHANGE
-  FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS



Updated 2/2024

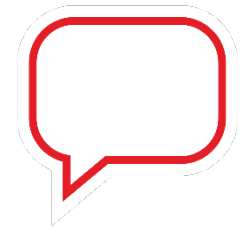
Bicycle & Pedestrian Updates

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
- Expanding bike share and dockless scooter programs

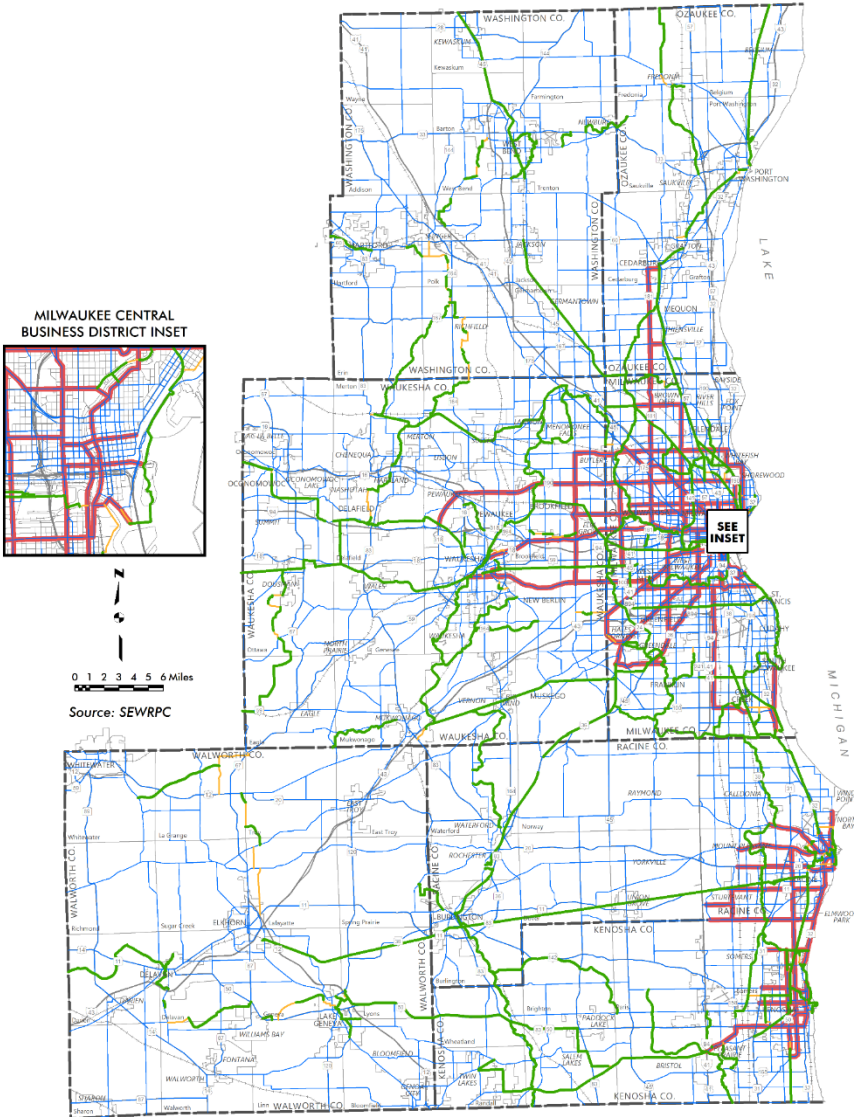
Proposed changes:

- **Bicycle Network:** Incorporate bicycle network changes associated with recently completed efforts
- **Sidewalks:** Note the potential impact on implementing sidewalks due to Wisconsin court decision
- **Accessibility:** Emphasize accessible facilities per new ADA Public Right-of-Way Accessibility Guidelines



Bicycle & Pedestrian Network

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



TDM, TSM, and Freight Updates

➤ **Travel Demand Management (TDM)**

- **CommuteWISE:** Recommend continuing and expanding the CommuteWISE program to promote alternatives to driving alone
- **FlexRide Milwaukee:** Update to reflect FlexRide Milwaukee in the recommendation that encourages government entities to partner with private-sector shared mobility service providers
- **E-bikes:** Recognize the role of e-bikes in supporting ability to commute by bike

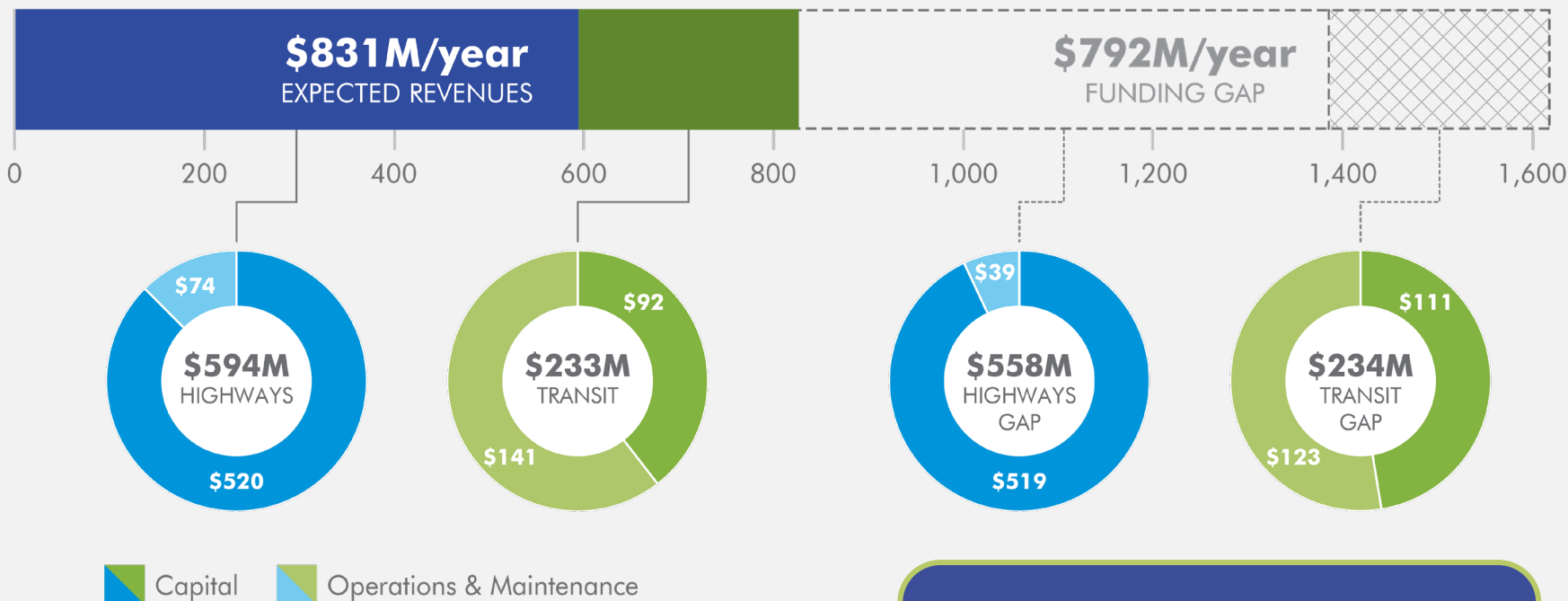
➤ No major changes to the **Transportation Systems Management (TSM)** and **Freight Transportation** elements

Financial Analysis

Average Annual Millions of 2022\$, 2025-2050

\$1.623B/year

INVESTMENT NEEDED FOR VISION 2050 TRANSPORTATION SYSTEM

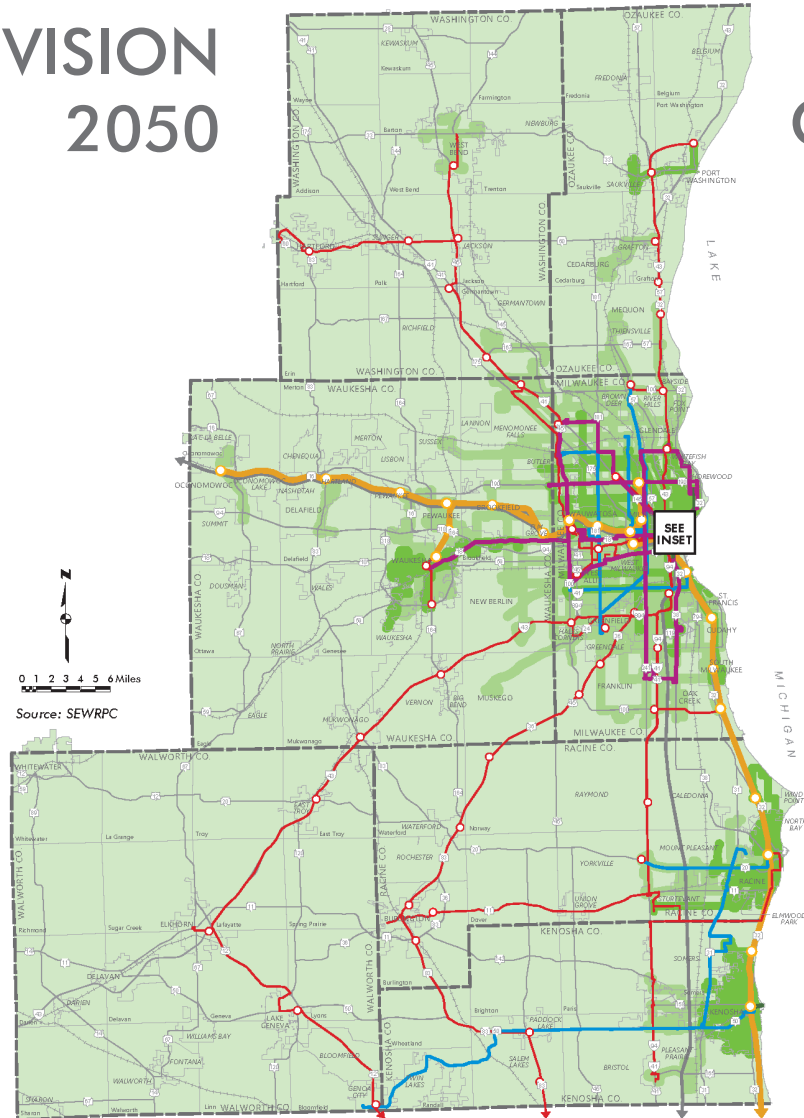


Fiscally Constrained Transportation System (FCTS)
 Portion of VISION 2050 that can be implemented without an increase in revenues to address the funding gap.

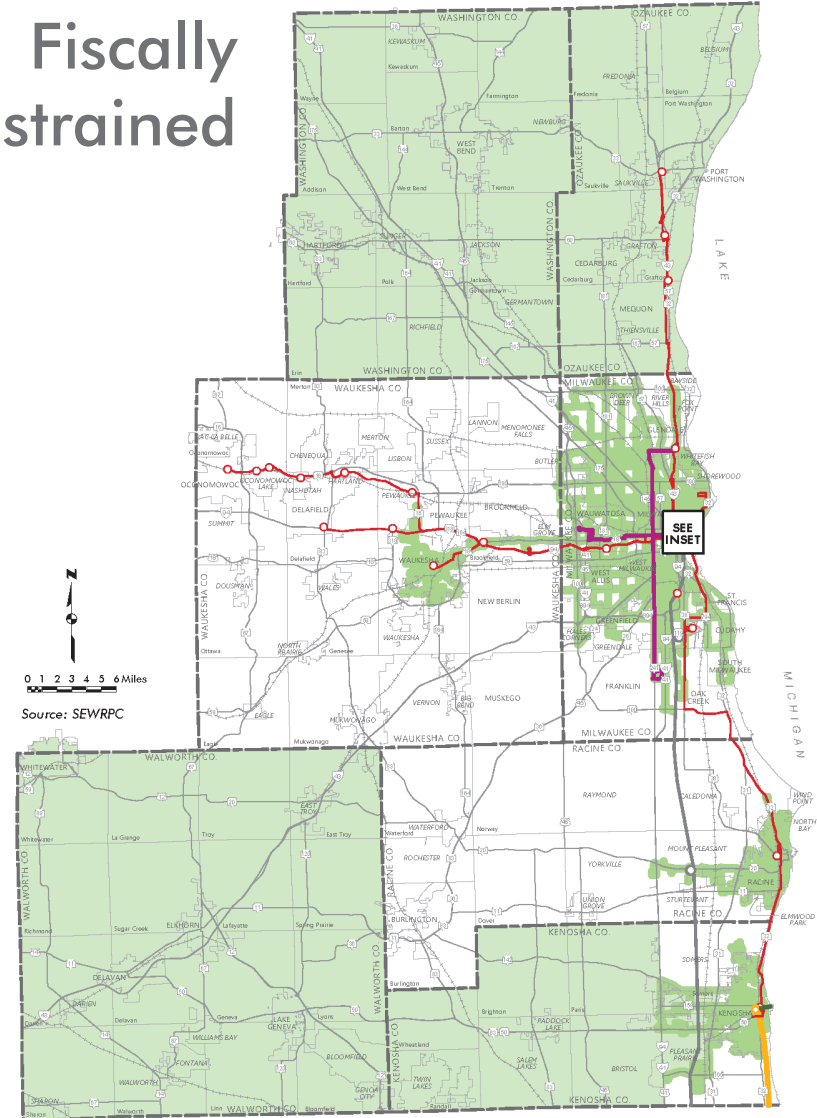
Note: Total expected revenues include \$4M/year for bicycle/pedestrian funding. No funding gap is expected in the bicycle/pedestrian element.
 Updated 2/2024

Fiscally Constrained Transit

VISION 2050



Fiscally Constrained



Updated 12/2023

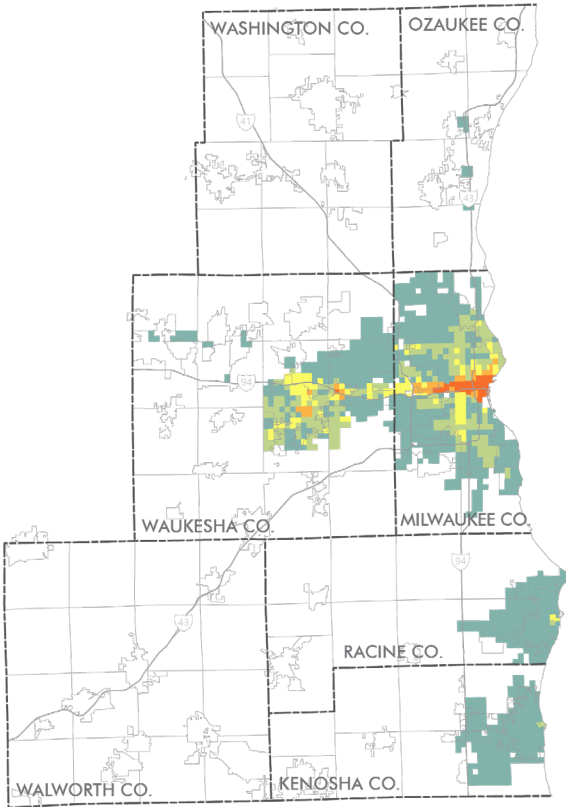
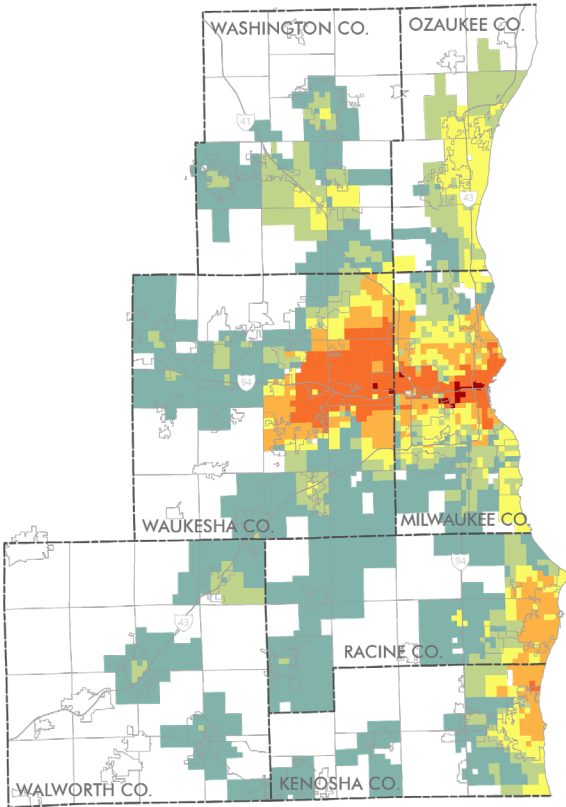
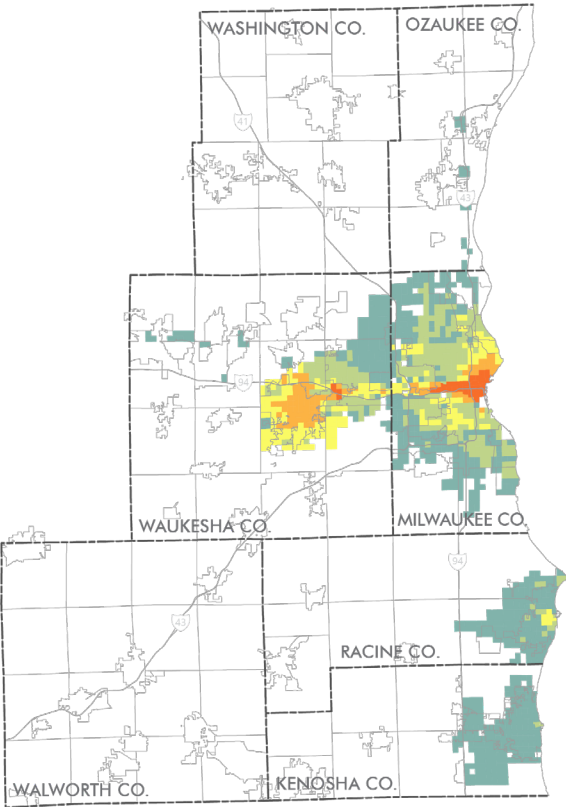
Impacts of Fiscally Constrained Transit

Jobs Accessible in 30 Minutes via Transit

Existing

VISION 2050

Fiscally Constrained



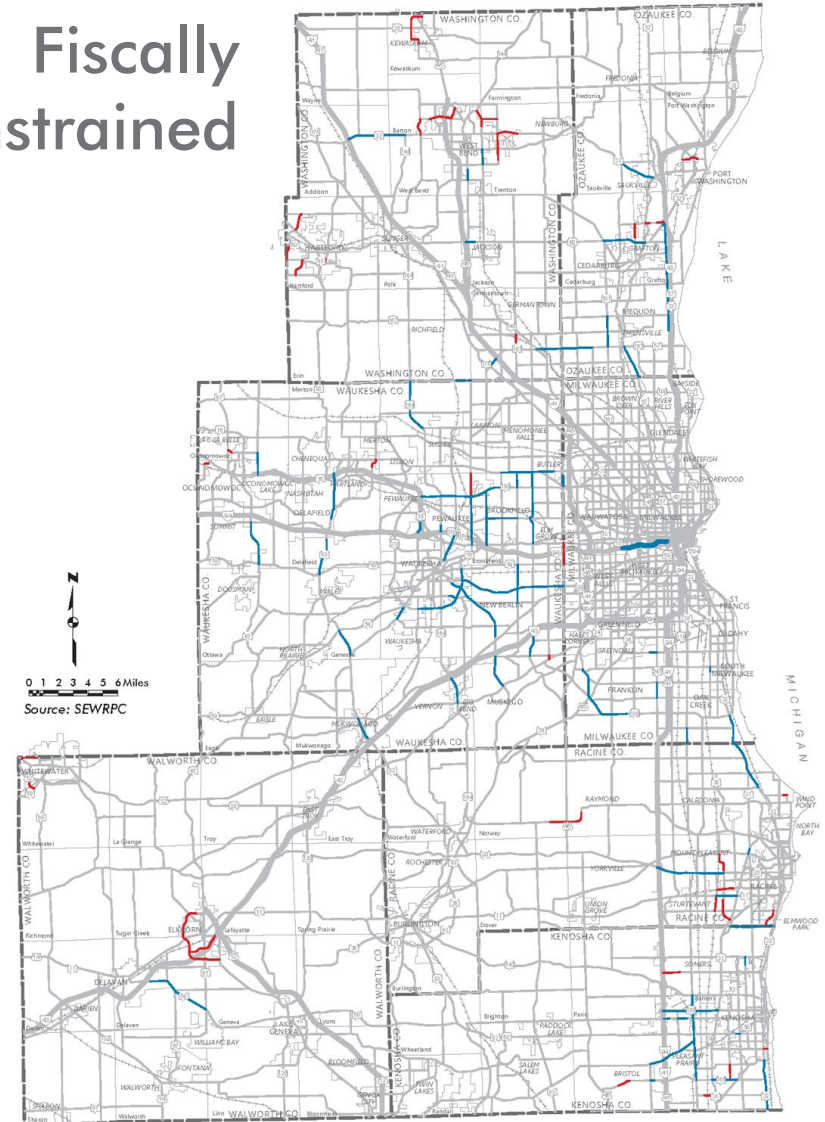
Updated 2/2024

Fiscally Constrained Highways

VISION
2050



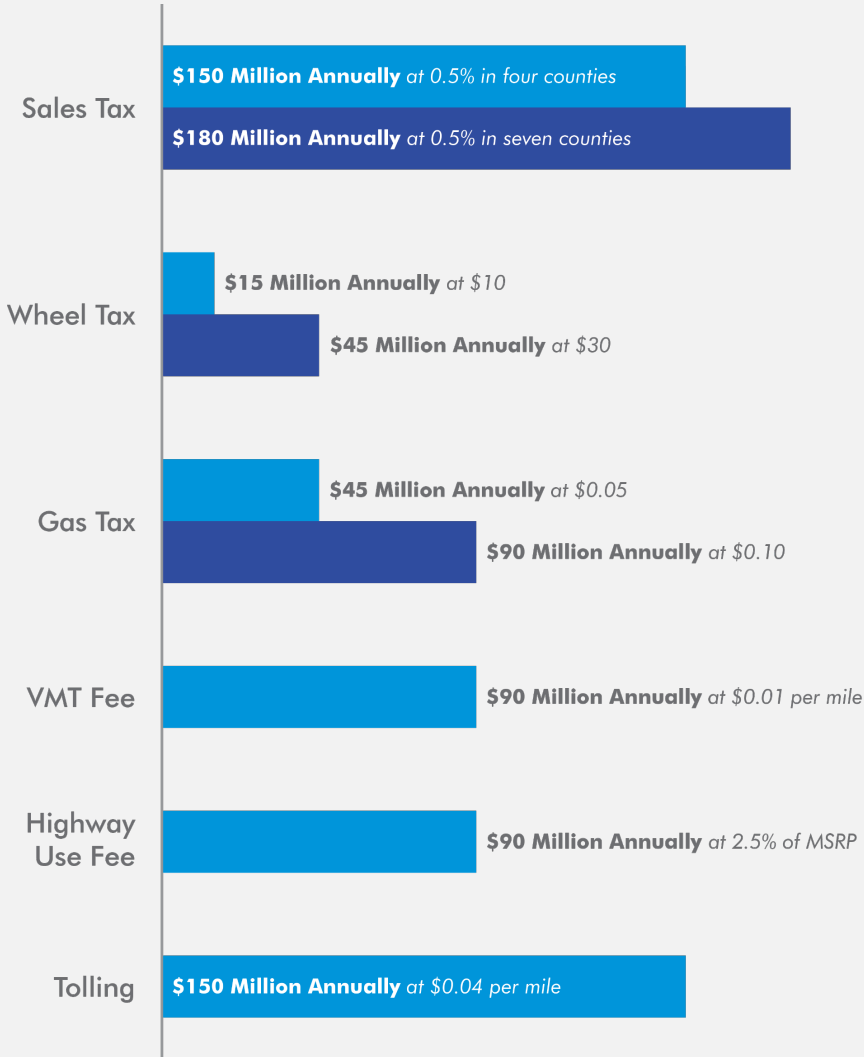
Fiscally
Constrained



Updated 2/2024

Bridging the Funding Gap

Potential Sources of New Transportation Revenue



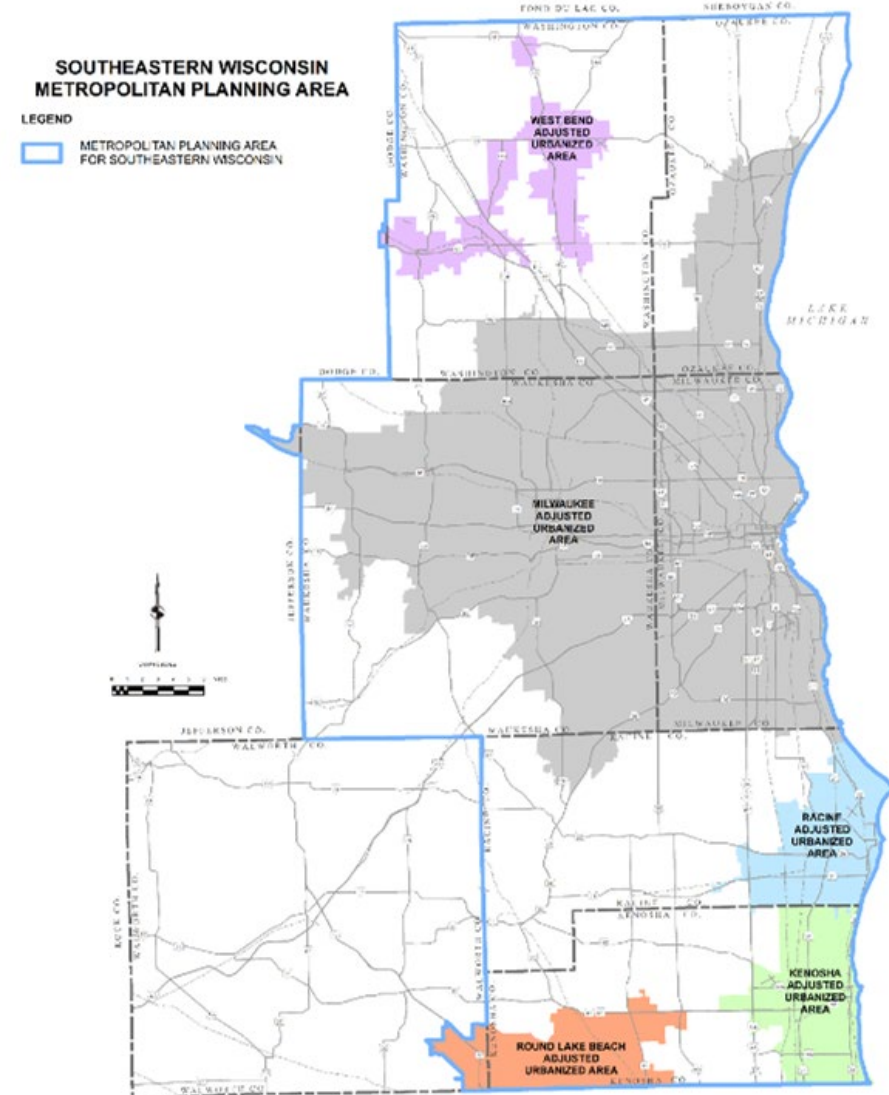
Review of Federal Performance Targets

Federally required to:

- Report transportation system performance using national performance measures
- Establish short-term areawide targets annually or every four years and monitor progress
- Voluntarily establish long-term targets based on desired system performance in VISION 2050

2024 Update includes:

- Progress in achieving targets
- Updates to long-term targets (due to corrections or better data)
- Identifying short-term targets for the current performance cycle



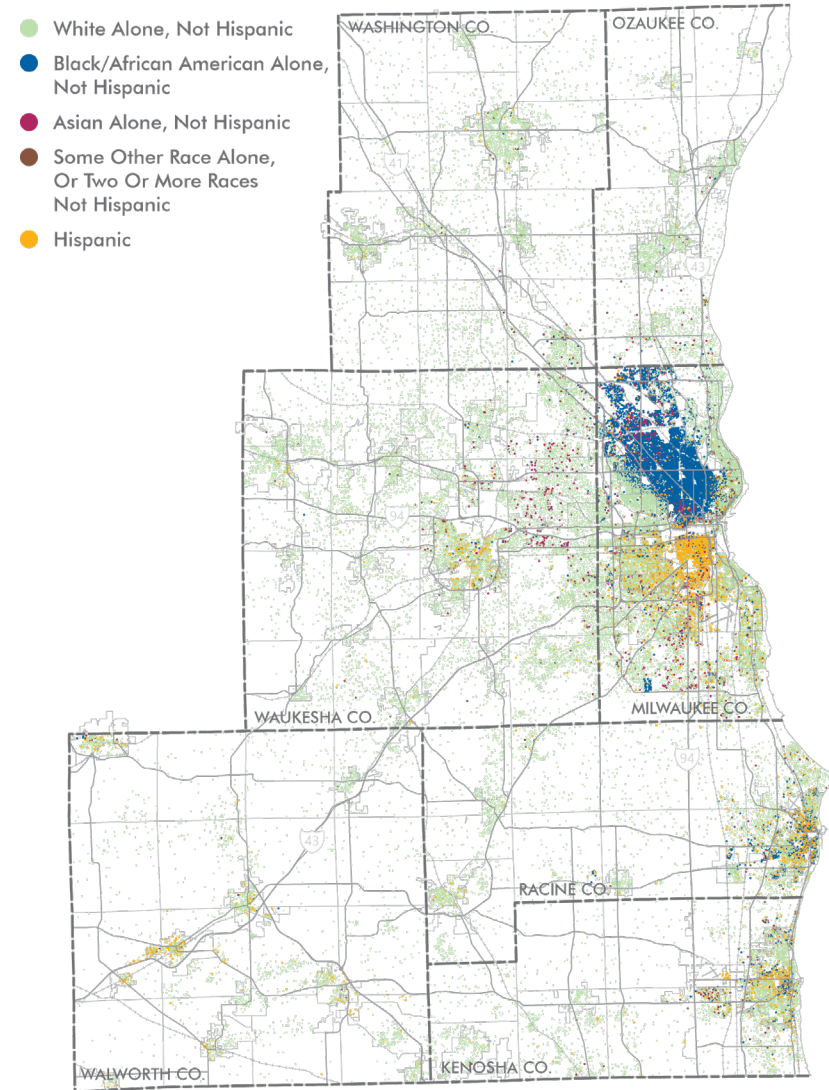
Note: While all of Walworth County is not subject to the MPO planning requirements, it is included within the Commission's seven-county Region and as a practical matter is included in all regional transportation planning activities.

Equity Analysis

Why look at equity?

Education and income disparities between people of color and white populations. **In the Milwaukee metro area, these disparities are more pronounced than almost any peer metro in the United States.**

- Are the impacts of VISION 2050 and the FCTS shared fairly and equitably?
- Will the plan help to reduce these disparities?



Updated 12/2023

Note: Population densities and racial/ethnic demographics are based on the 2020 U.S. Census

Equity Analysis

What is included?

➤ 5 related evaluations of the transportation system

- Transit Service Area
- Transit Service Quality
- Accessibility to Jobs and Activity Centers
- Highway Improvement Benefits and Impacts
- Air Pollution Impacts

Traditionally underserved populations

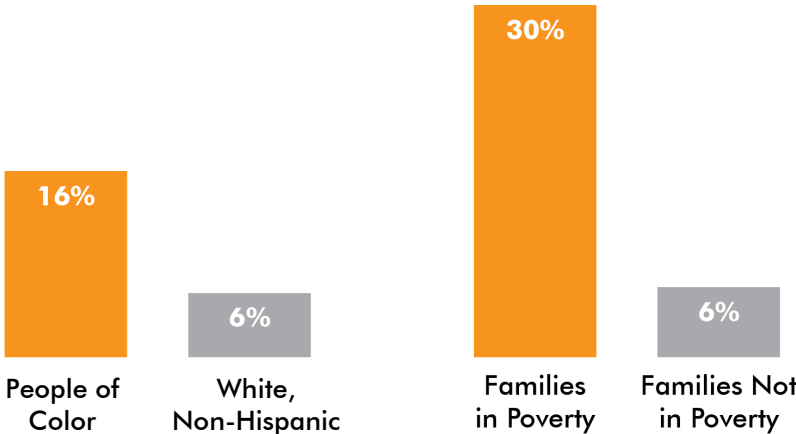
- People of color
- Lower-income populations, defined as:
 - Families with incomes less than the federal poverty level
 - Families with incomes less than 2x the federal poverty level, which provides a more inclusive picture of economic insecurity
- People with disabilities

➤ Each compares **traditionally underserved populations** with the remainder of the population

➤ New Census and American Community Survey data used

Locations and Travel Patterns

Percent of Population with
No Vehicle Available (Region)

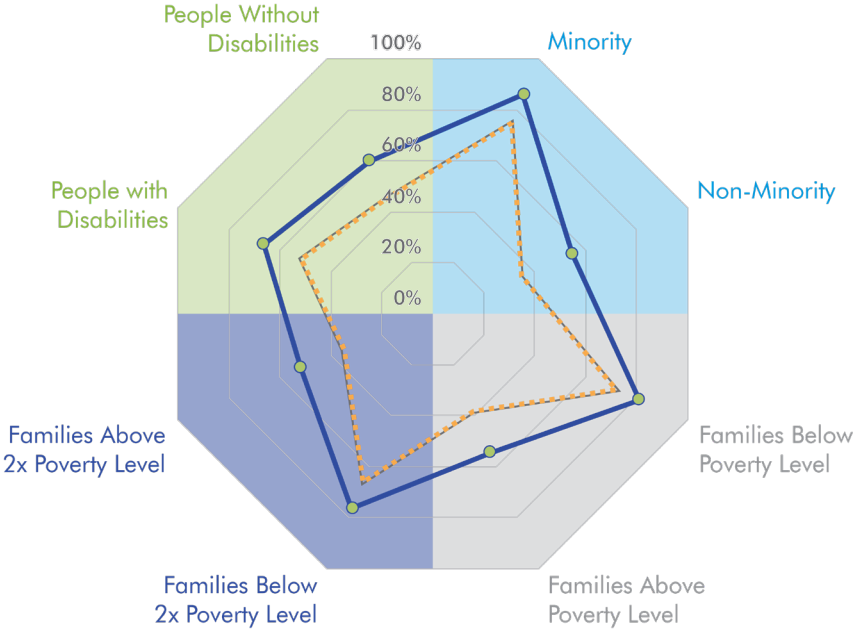


About **65%**

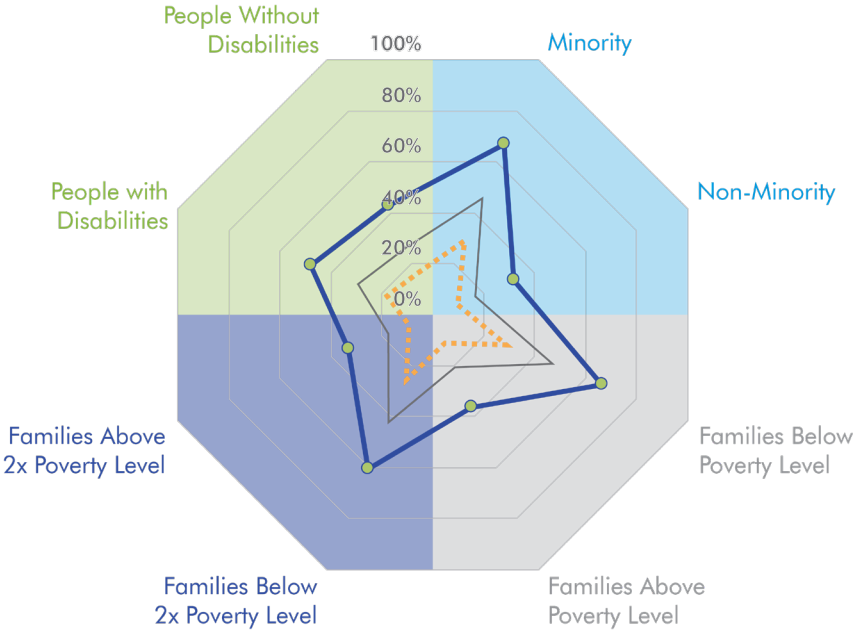
of Milwaukee County families in poverty indicated they had **access to a car** for travel, compared to 91% of families not in poverty.

Impacts of Transit Service Changes

% of Populations within Transit Service Area



% of Populations with Access to Quality Transit



— Existing (2023) ● VISION 2050 - - - FCTS (2050)

While transit service area would stay roughly the same under the FCTS, everyone's access to quality transit would decrease

Impacts of Arterial Improvements

Race/Ethnicity and VISION 2050 Highway Element

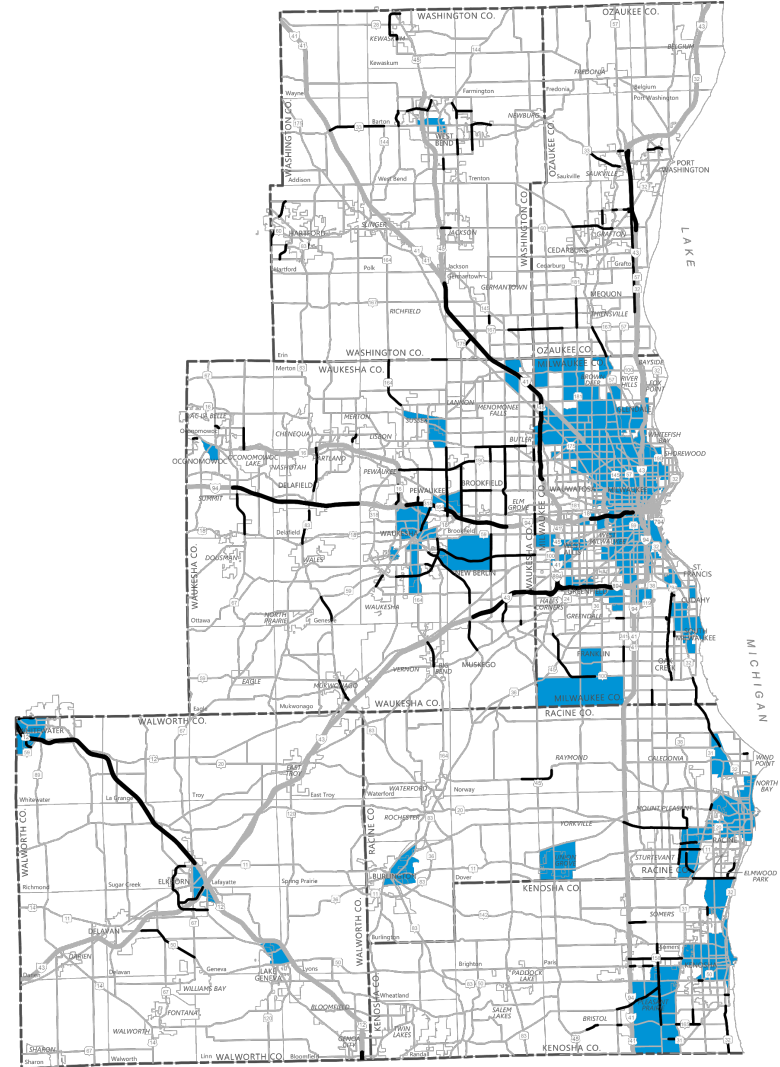
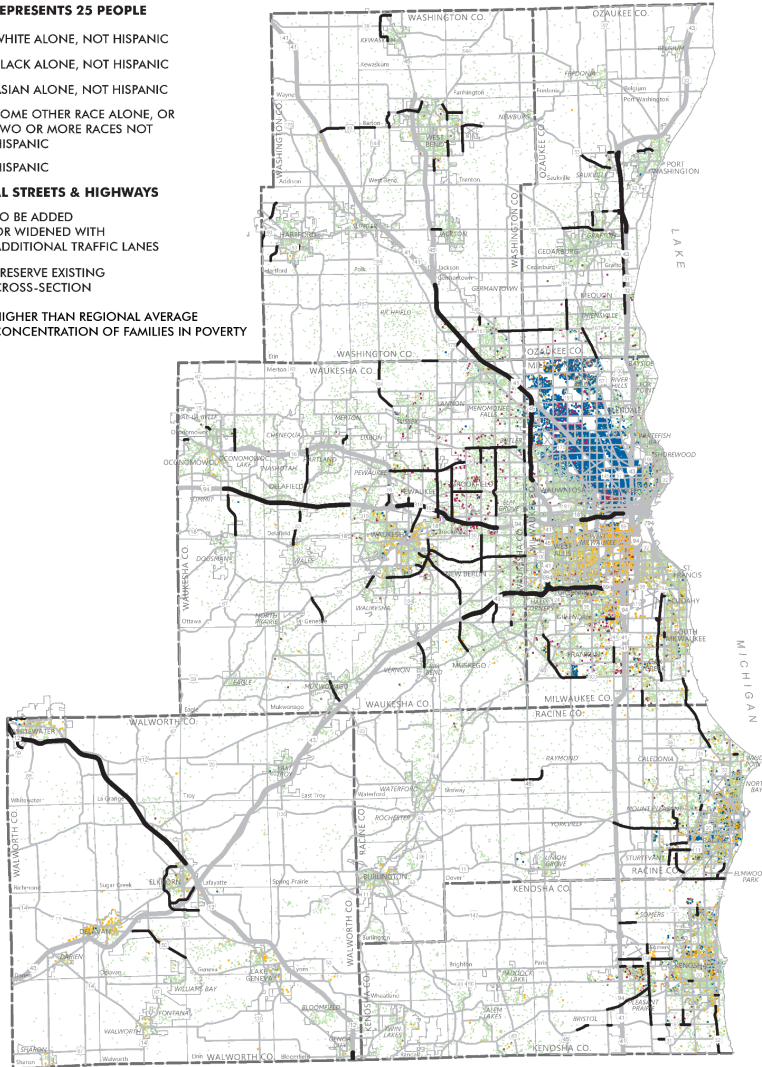
Families in Poverty and VISION 2050 Highway Element

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

ARTERIAL STREETS & HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- HIGHER THAN REGIONAL AVERAGE CONCENTRATION OF FAMILIES IN POVERTY



Equity Analysis Results

What were the key findings?

No population group would disproportionately bear the impact of planned freeway and surface arterial capacity improvements

VISION 2050 would significantly improve transit access for **historically underserved populations** to jobs, healthcare, education, and other activities

These groups are expected to be impacted most by declines in transit under the FCTS **unless more funding is provided**

For an interactive map directory with detailed findings, visit **Transportation ► Equity** at www.vision2050sewis.org/2024-update

Next Steps

- **February/March: Public & Stakeholder Input**
 - Gather input on draft 2024 Update and updated financial analysis, equity analysis, and performance targets
 - Web-based engagement, virtual public meetings, community partner engagement, and formal comment period
- **April: Final Meeting of Advisory Committees**
 - Review comments and consider 2024 Update approval
- **May/June: Commission Consideration**
 - Review and consider 2024 Update adoption

2024 REVIEW & UPDATE OF VISION 2050

Comments accepted through **March 14**

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Please take the in-meeting survey!

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