

VISION 2050

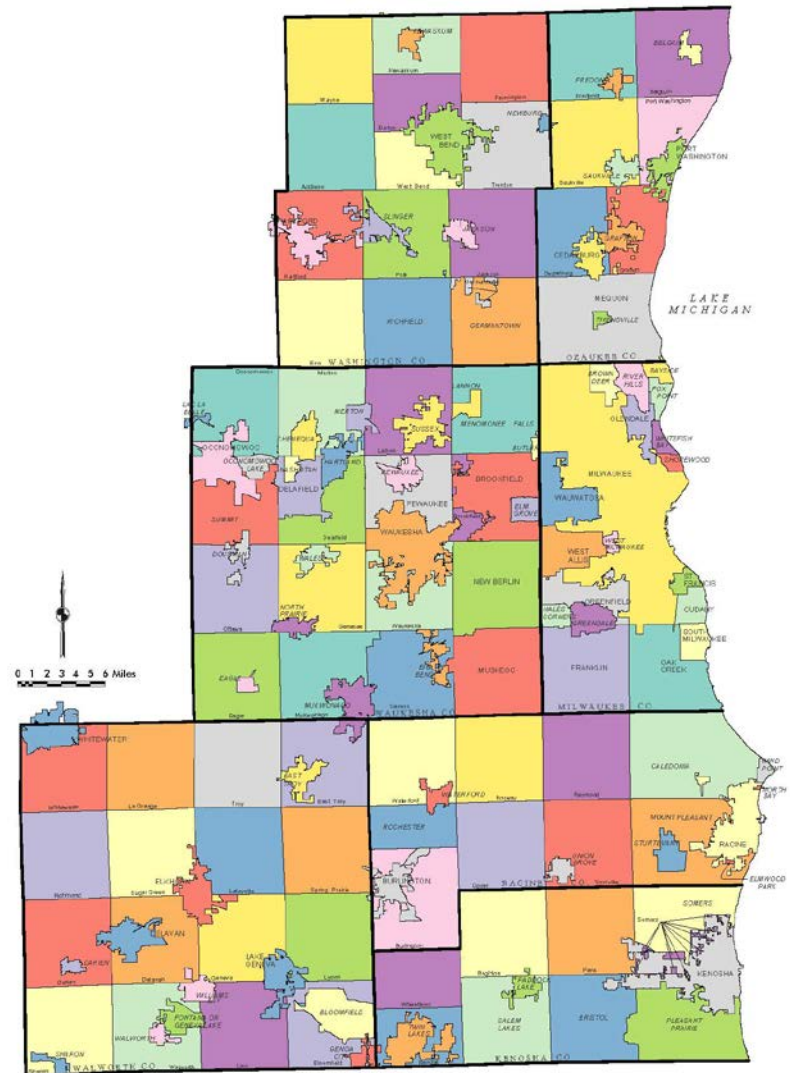


One Region, Focusing on Our Future

PUBLIC INVOLVEMENT & OUTREACH
OCTOBER 25, 2017

Role of SEWRPC

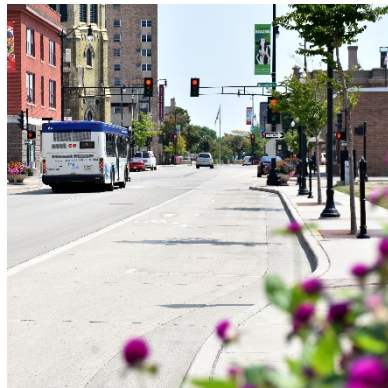
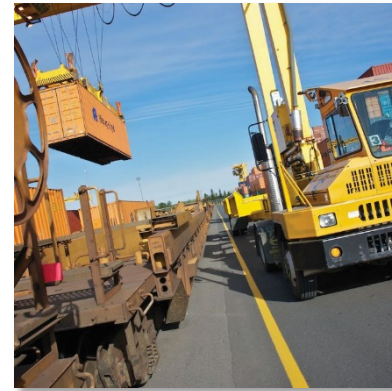
- ❑ One urban region
 - 7 counties
 - 147 cities, villages, and towns
- ❑ Need for regional planning
 - Problems and concerns of urban development and infrastructure extend beyond municipal and county boundaries



VISION 2050 Intro

❑ A Plan for Land Use Development and Transportation for Southeastern Wisconsin

- Long-range
- Multimodal



Why Implement VISION 2050?

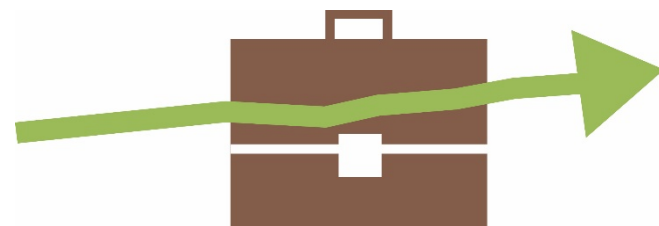
- ❑ **Increases Region's competitiveness** by providing high quality roads, transit, and bicycle facilities
- ❑ **Links people to jobs** using public transit, particularly minority and low-income population
- ❑ Makes public transit an **attractive travel option**
- ❑ **Reduces transportation expenses** for residents
- ❑ **Reduces costs of local government infrastructure** and new housing
- ❑ **Modestly reduces congestion** even with growth in traffic to 2050



Comparing to Our Peer Regions

❑ The Region ranks as one of the:

- **Slowest growing** in employment, population, and income
- **Highest in racial disparities** in education, income, poverty
- **Lowest in levels of highway congestion** and travel delay
- **Highest in transit service decline**

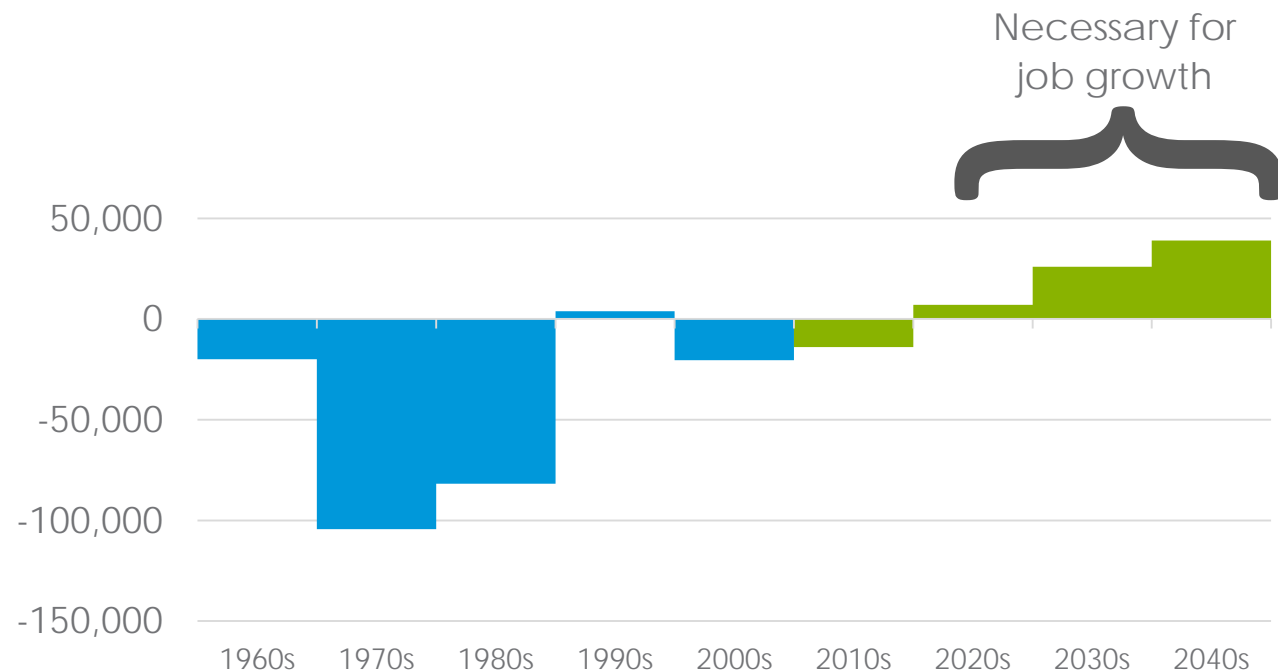


❑ The Region is one of the **few metro areas without rapid transit**

A Pivotal Point in Regional Development

- Jobs can only grow by attracting new workers and residents to the Region

Net Migration to the Region



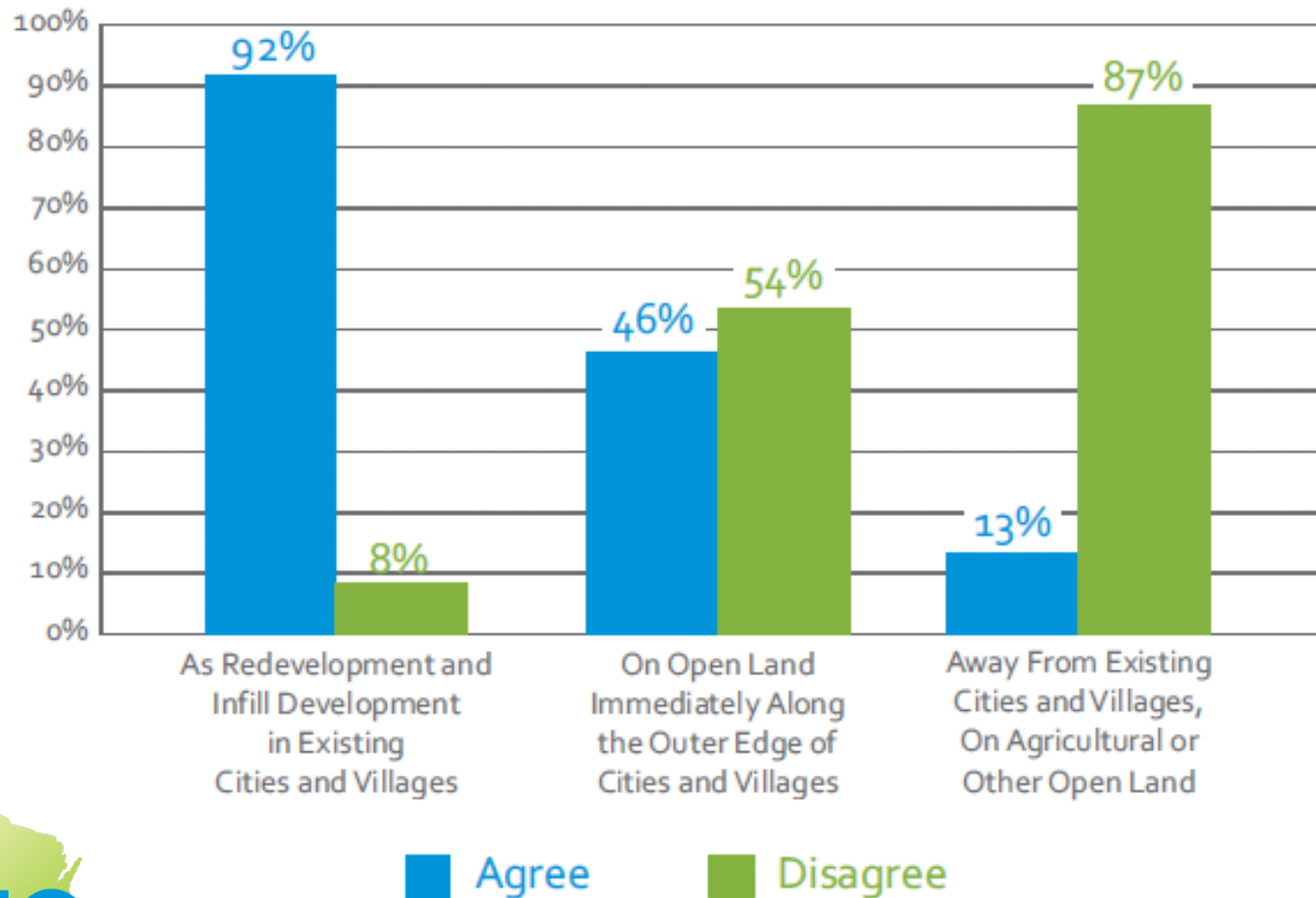
VISION 2050 Process



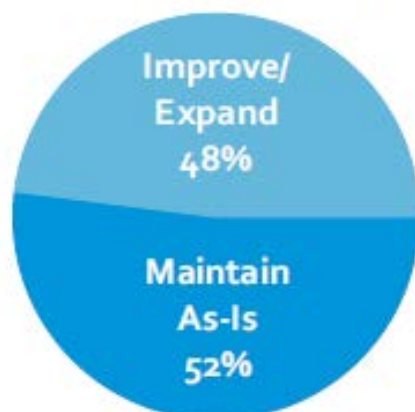
Visioning



How Should New Development In The Region Occur?



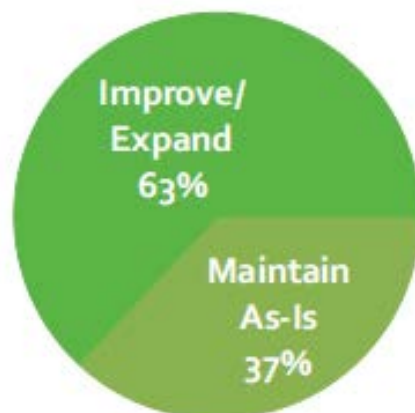
Transportation Elements: Improve/Expand or Maintain As-Is?



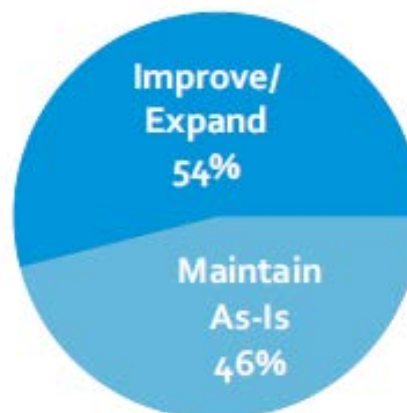
*State and Interstate
Highways*



*County Highways
and Local Roads*











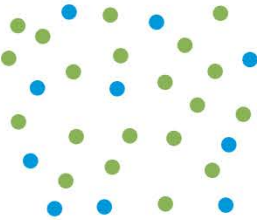

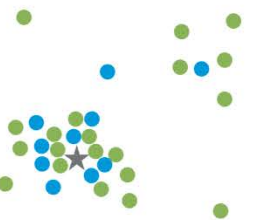
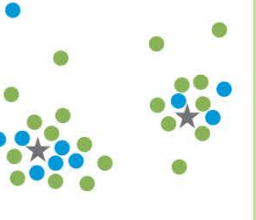
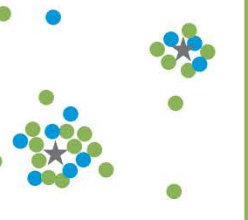




























Public Transit











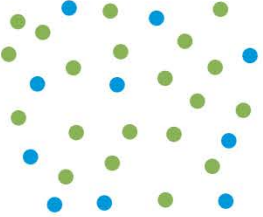

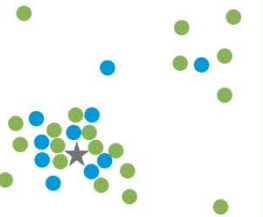

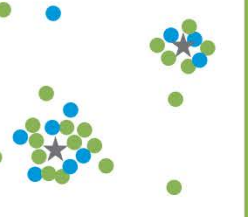
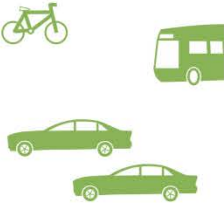
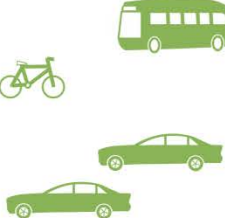

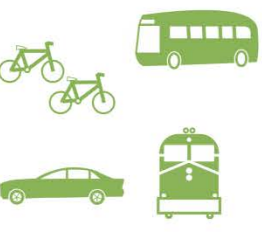
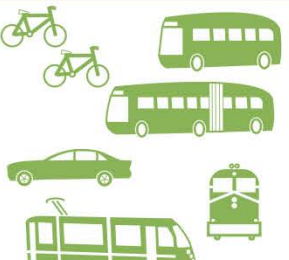


*Bicycle and Pedestrian
Facilities*

Conceptual Scenarios

Topic	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Housing Mix Single Family Homes vs. Condos, Apts, Townhomes	66.9% 33.1%  	66.6% 33.4%  	64.6% 35.4%  	65.6% 34.4%  	64.0% 36.0%  
Density ● = Residential ● = Jobs ★ = Transit Station					
Transportation Choices	   	   	     	    	      

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SCENARIOS WEBSITE

URBAN INTERACTIVE STUDIOS



/SEWRPC

SEWRPC.ORG



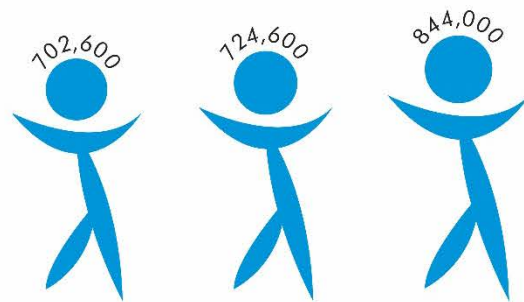
@SEW_RPC

Detailed Alternatives

- ❑ 3 Alternative Plans (Trend, and two diverging futures)
- ❑ Evaluated with 50 different criteria to allow the public to compare advantages and disadvantages of each alternative



Healthy Communities Evaluation



Residents living in walkable areas **WOULD BE NEARLY 16% HIGHER** under VISION 2050 compared to the Trend.

EXISTING

TREND

PLAN

The number of roadway miles with a **high level of comfort for people on bikes** would be **ABOUT 40% HIGHER** under VISION 2050 than the Trend.



EXISTING

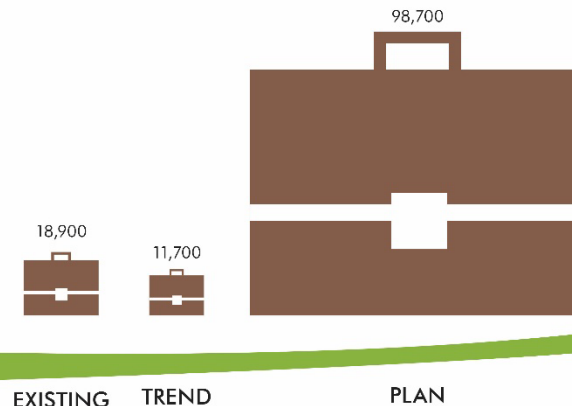
TREND

PLAN

Equitable Access Evaluation

8 TIMES MORE

MINORITY RESIDENTS would have **access to 100,000+ jobs within 30 minutes using transit** under the VISION 2050 transit system versus the Trend's transit system.



ALMOST
90%

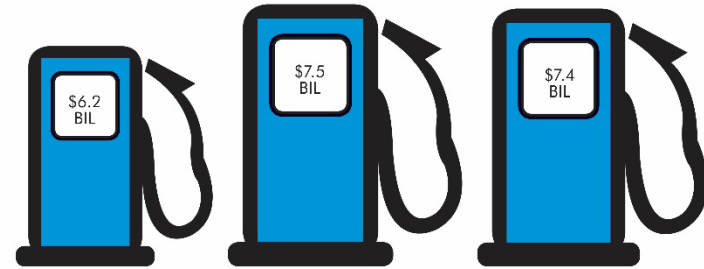
of **NEW HOUSING** would be in areas with a mix of land uses, providing opportunities for more **affordable and accessible development**

Cost and Financial Sustainability Evaluation

Under VISION 2050, annual **out-of-pocket transportation costs** for the Region's residents would be

ABOUT **\$144** MILLION LESS

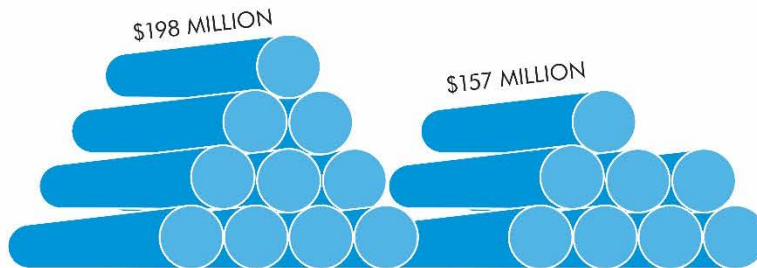
than the Trend due to destinations and homes being closer together, and more people using alternative methods of transportation rather than cars.



EXISTING

TREND

PLAN



TREND

PLAN

The more compact development pattern in VISION 2050 would result in

ABOUT **\$41** MILLION LESS ANNUALLY

being spent on **building local infrastructure to serve new development** when compared to the Trend.

Mobility Evaluation

ABOUT 7% **FEWER MILES** of the Region's arterial street and highway network would experience **congestion during rush hour** under VISION 2050 compared to today.



EXISTING

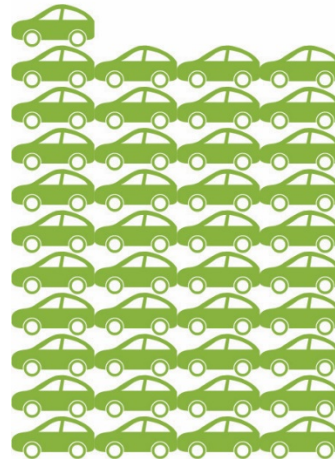


VISION 2050

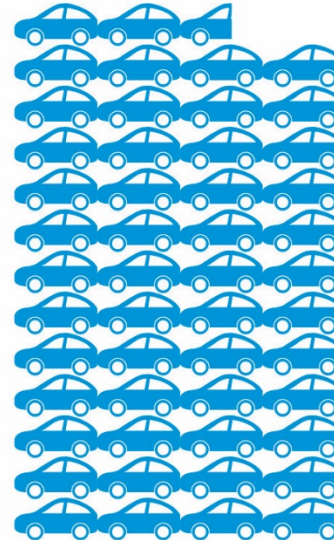
VEHICLE-MILES OF TRAVEL

 Existing
 Year 2050

40.9 Million

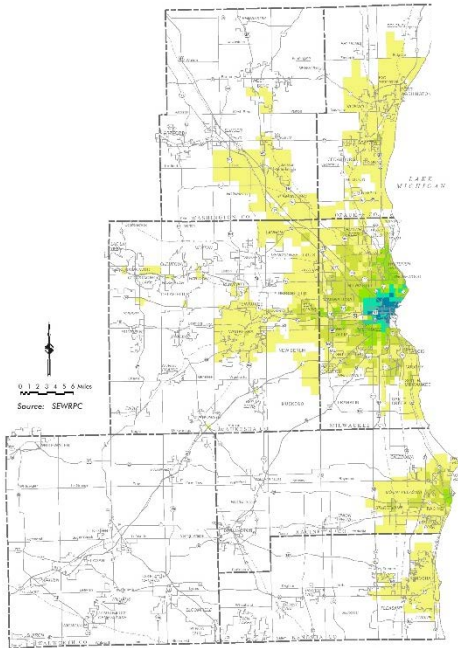


50.4 Million

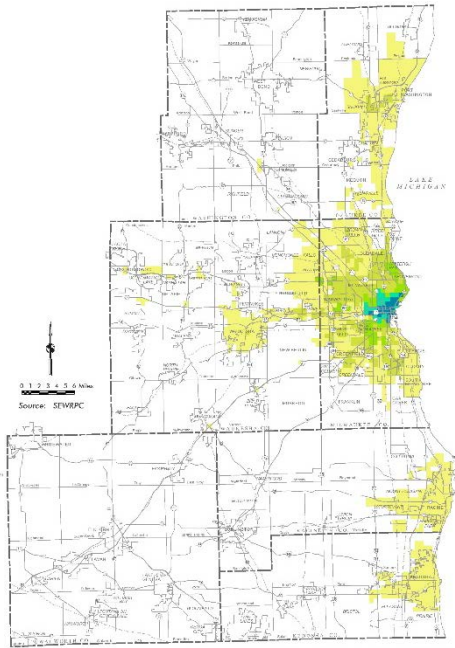


Vehicle-Miles of Travel
on an Average Weekday

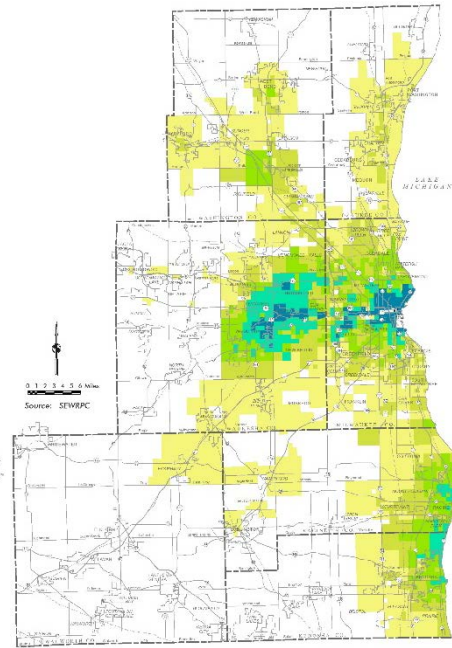
Existing



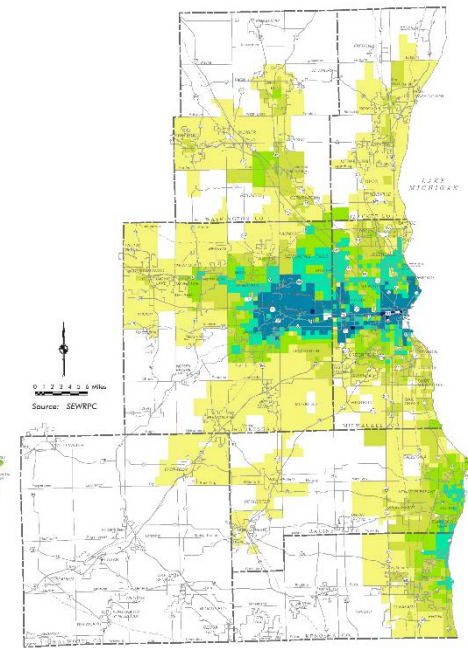
Trend



Alt I



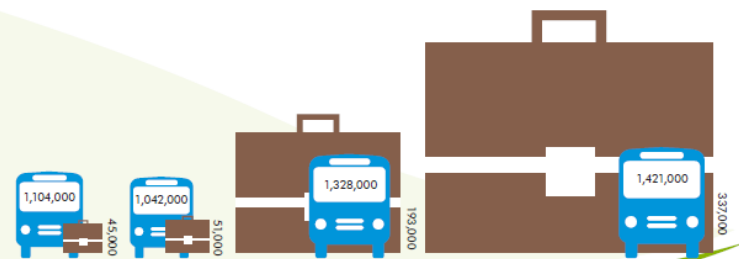
Alt II



MAXIMIZING PEOPLE & JOBS SERVED BY A HIGH-QUALITY TRANSIT SYSTEM

**36%
MORE**

RESIDENTS would have access to transit service and about 7 times as many residents would have access to 100,000+ jobs within 30 minutes via transit with Alternative II than with the Trend.



Community Partners

- ❑ Website: vision2050sewis.org
 - Access summary info and full report online
 - Interactive maps of main plan elements
- ❑ Summary info: Fact Sheet, Plan Summary
- ❑ Plan Report: three volumes

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THANK YOU

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