2024 REVIEW & UPDATE OF VISION 2050

UPDATES TO VISION 2050 RECOMMENDATIONS

INTRODUCTION

This appendix describes the changes being made to VISION 2050 as part of the 2024 Review and Update. Updates to plan recommendations are based on plan implementation that has occurred to date; changes that have occurred in technology, demographics, or the economy; and input received from the public and other stakeholders.

Following the completion of the 2024 Review and Update, the Commission will publish a Third Edition of Volume III, "Recommended Regional Land Use and Transportation Plan," of the VISION 2050 plan report. This updated edition will incorporate the changes to VISION 2050 and the Fiscally Constrained Transportation System made as part of this planning effort, including updated financial and equity analyses. Updated targets for National Performance Measures will also be incorporated into the Third Edition of Volume III.

UPDATES TO VISION 2050

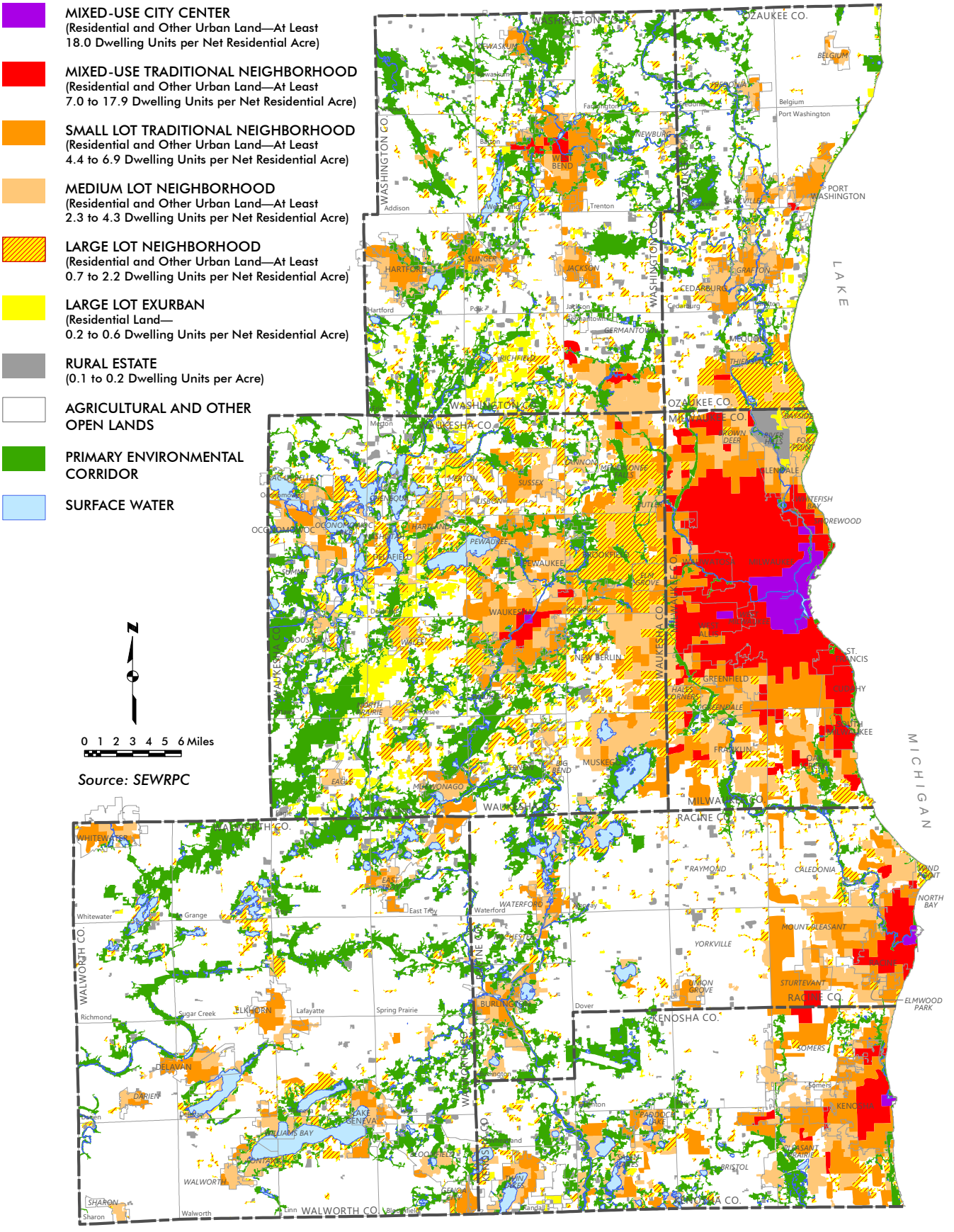
Below is a description of updates to recommendations in the land use and transportation components of VISION 2050. Substantial shifts in Region demographics, the economy, or other external factors have not occurred since plan adoption. Therefore, updates to recommendations are largely in response to efforts related to plan implementation that has occurred, long-term impacts associated with the COVID-19 pandemic, and public and stakeholder feedback, and do not represent a major overhaul of the plan.

Land Use Component

Based on the review of implementation progress and input received, the VISION 2050 land use recommendations remain largely unchanged with this update. While some of the Region's recent development trends have helped to implement the recommendations and some have been inconsistent with the recommendations, the findings of the implementation evaluation do not warrant significant updates. The land use recommendations continue to emphasize the importance of a compact development pattern to support a variety of housing types, walkable neighborhoods, and natural and agricultural resource preservation. The recommended land use development pattern is shown on Map 1 and a description of the land use categories is provided in Figure 1.

Based on Commission staff review, minor updates were made to three recommendations as well as the use of the term "sustainable." In addition, a new recommendation was added to recognize the importance of preserving significant historic and cultural heritage sites. The updates are described below:

Map 1
Land Use Development Pattern: VISION 2050



Map last updated 12/2023

Figure 1
VISION 2050 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

MEDIUM LOT NEIGHBORHOOD (showing lots of about 15,000 square feet)
Primarily single-family homes on ¼- to ½-acre lots found at the edges of cities and villages

LARGE LOT NEIGHBORHOOD (showing lots of about ½ acre)
Primarily single-family homes on ½-acre to one-acre lots found at the edges of cities and villages and scattered outside cities and villages

MIXED-USE TRADITIONAL NEIGHBORHOOD
Mix of high-density housing, businesses, and offices found in densely populated areas

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

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 ¼-acre or less and multifamily housing found within and at the edges of 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

Source: SEWRPC, 12/2023

➤ **Recommendation 1.4: Consider cluster subdivision design in residential development outside urban service areas**

This recommendation title is being updated to change "Consider" to "Encourage" to make it more consistent with its underlying narrative that reads in part: "VISION 2050 recommends that the demand for homes in an open space setting be accommodated on a limited basis through Rural Estate development where there would be no more than one home per five acres. Residential development at this density can accommodate future demand for living in an open space setting while minimizing impacts on the natural resource and agricultural base, maintaining rural character, and avoiding excessive demands on rural public facility and service systems, especially when cluster subdivision design is used."

Sustainable Land Use

The terms "sustainable land use" and "sustainable development practices" are being updated to include "environmentally." The purpose of this change is to recognize that, while implementing the sustainable land use and development practices in Recommendations 1.17 and 1.18 (and discussed in much greater detail in Appendix K**,** *VISION 2050 Design Guidelines*) would have triple bottom line benefits (economic, environmental, and social), these practices are most closely associated with environmental sustainability.

➤ **Recommendation 1.17: Manage stormwater through compact development and sustainable development practices**

This recommendation title is being updated to "Reduce impervious surfaces and use environmentally sustainable development practices." The purpose of this update is to more closely align with the environmentally sustainable development and construction practices that are presented in detail in Appendix K. The underlying narrative is also being updated with the following introductory sentence: "Impervious surfaces can have negative impacts on stormwater absorption and water quality."

Design Guideline 1.17.2 in Appendix K is also being updated to include an additional open bullet that encourages consulting climate action plans and resilience plans in the Region to integrate additional techniques into new development and re-development projects that contribute to managing stormwater, sustainability, and reducing carbon footprint.

➤ **Recommendation 1.18: Target brownfield sites for redevelopment**

This recommendation title is being updated to "Target brownfield sites for remediation and redevelopment." The purpose of this update is to recognize that remediation could lead to more intensive urban land uses or valuable open space. The underlying narrative is also being updated with the following closing sentence: "Remediation could lead to more intensive redevelopment, such as residential, commercial, or industrial uses, or could lead to providing areas for activities such as recreation or urban agricultural in communities that do not have access to sufficient open space."

➤ **NEW – Recommendation 1.19: Preserve significant historic and cultural heritage sites**

This recommendation is being added to VISION 2050 to encourage preservation of significant historic and cultural heritage sites in developed areas of the Region. The recommendation includes the following underlying text: "The value of historic sites has long been recognized in VISION 2050 and prior generations of regional land use plans by including them as a component of environmental corridors. However, it is important to recognize that many significant historic and cultural heritage sites are in developed settings outside environmental corridors. Communities should preserve sites both within and outside environmental corridors because they contribute to the heritage, economy, and quality of life of the Region. Design guidelines for preserving significant historic and cultural heritage sites are included in Appendix K."

The following text related to this recommendation is being added to Appendix K:

- **Design Guideline 1.19.1:** There are many measures that communities can take to preserve historic and cultural heritage sites through local ordinances, review procedures, and State and federal programs. They include, but are not limited to:

- Adopting an historic preservation ordinance under the provisions of Section 62.23 (for cities and villages) or Section 60.04 (for towns) of the *State Statutes*. By adopting an historic preservation ordinance, a community is entitled to form a landmarks commission or historic preservation commission.

- Reviewing zoning ordinances to ensure they are consistent with historic preservation goals and objectives stated in the agricultural, natural, and cultural resource element of the community's comprehensive plan.

- Seeking Certified Local Government status from the State Historic Preservation Officer (SHPO). Certified Local Governments receive several benefits regarding historic site preservation that include: the ability to authorize the use of Chapter 11 of the International Existing Building Code for locally designated structures, the ability to comment on National Register nominations, and eligibility for Wisconsin's Historic Preservation subgrants.

- Promoting historic preservation and economic development by pursuing Main Street Program designation or establishing a business improvement district (BID) to help fund historic preservation projects like façade improvements. Communities with historic districts may also establish an architectural conservancy district, which functions like a BID.

- Considering the need for open space and whether a culturally significant event has occurred on a site during the review process for development proposals on lands without improvements in historic districts.

Like all other land use recommendations, this new recommendation is expected to have a positive impact on the Region's population as a whole and not have an adverse impact on environmental justice populations, which will be reflected in the equity analysis of the VISION 2050 land use recommendations (Appendix L of the Third Edition of Volume III).

Transportation Component

This section describes the updates that are being made to the transportation component of VISION 2050. The transportation component includes the following six elements: public transit, bicycle and pedestrian, transportation systems management, travel demand management, arterial streets and highways, and freight transportation. The plan maps and tables related to updates below can be referenced in the Second Edition of Volume III of the VISION 2050 plan report, which was published after the 2020 Update and is available at www.vision2050sewis.org.

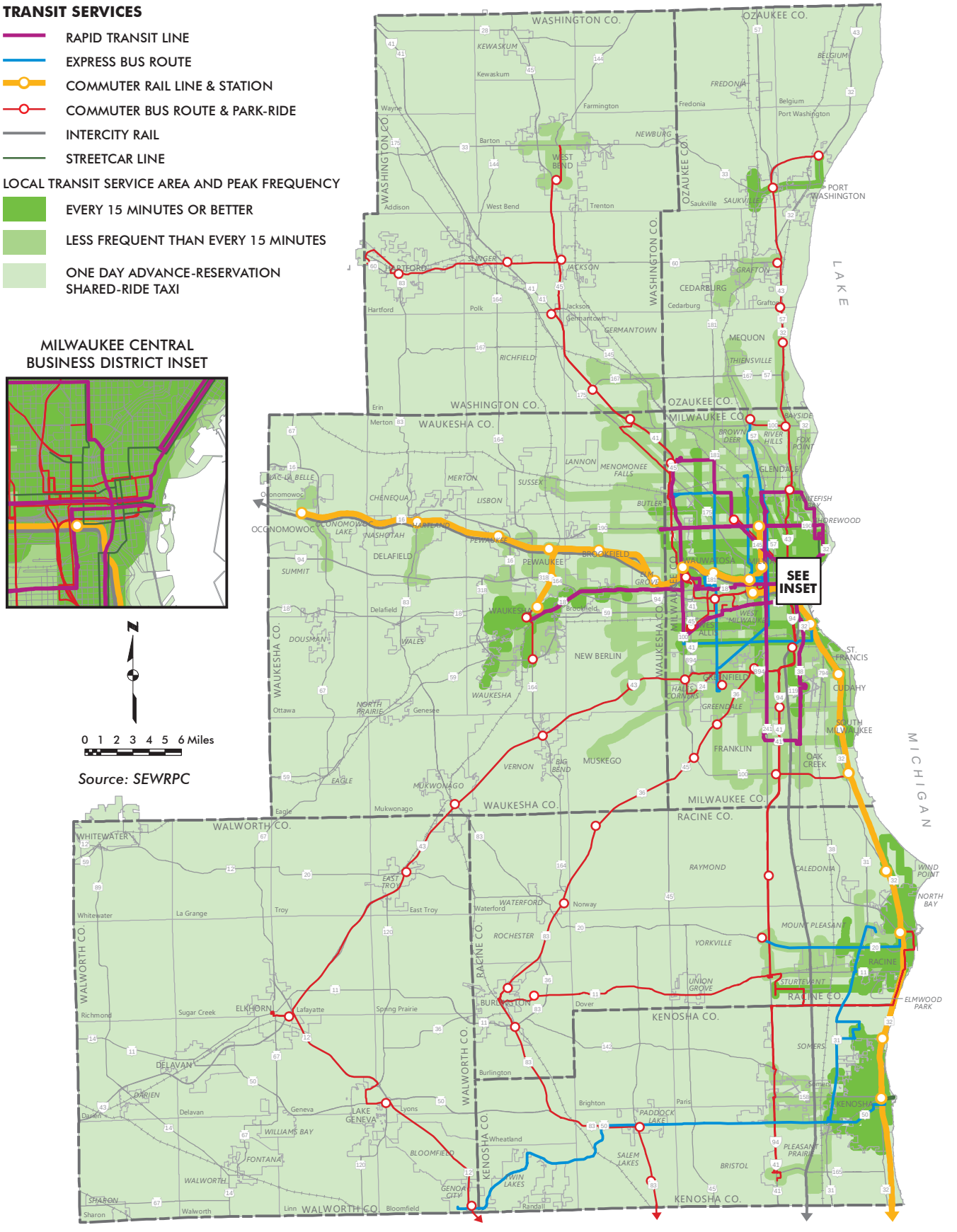
The majority of the updates being made to the plan fall under policy-focused recommendations. Infrastructure-related recommendations such as the improvement and expansion of the Region's public transit system, the expansion and increased connectivity of the bicycle network and pedestrian facilities in the Region, and the preservation and functional improvements to the arterial street and highway system remain largely unchanged.

Public Transit Element

VISION 2050 as updated continues to recommend a significant improvement and expansion of public transit in Southeastern Wisconsin, including eight rapid transit lines; four commuter rail lines; and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi services. These recommendations remain largely unchanged, with the exception of an addition to include real-time paratransit service given recent information provided by the Federal Transit Administration (FTA).

As needed, information is being provided to reflect changes in service that have occurred, such as the implementation of the CONNECT 1 bus rapid transit route in Milwaukee County and the elimination of the Washington County Commuter Express between the City of West Bend and downtown Milwaukee. The recommended transit system is shown on Map 2. Table 1 provides updated fixed-route public transit service levels as they will be included in the Third Edition of Volume III. No significant updates to policy-focused recommendations within the public transit element are anticipated due to the long-term focus of VISION 2050. However, the following summary indicates where studies and evolving transit service needs may impact future updates to VISION 2050.

Map 2
Transit Services: VISION 2050



Map last updated 12/2023

Table 1
Fixed-Route Public Transit Service Levels: VISION 2050 as Updated

Average Weekday Transit Service Characteristics	Existing (2021)	Plan (2050)
Revenue Vehicle-Hours		
Rapid Transit	--	1,170
Commuter Rail	5	190
Commuter Bus	100	1,020
Express Bus	1,000	890
Local Transit	3,500	7,140
Total	4,600	10,410
Revenue Vehicle-Miles		
Rapid Transit	--	23,500
Commuter Rail	50	8,200
Commuter Bus	2,600	25,100
Express Bus	12,200	13,200
Local Transit	45,400	84,500
Total	60,200	154,500

Source: National Transit Database, MCTS, and SEWRPC; 12/2023

➤ 2.1: Develop a rapid transit network

This recommendation continues to include a rapid transit corridor from downtown Waukesha to downtown Milwaukee via the Milwaukee Regional Medical Center (MRMC), although rapid transit has been implemented on a portion of the corridor by Milwaukee County as the CONNECT 1 route. Waukesha County requested that the Commission prepare a transit enhancement study with recommendations for a phased approach to transit investments on Waukesha Metro's Route 1, which provides service between downtown Waukesha and the MRMC. The study, completed in August 2023, recommended transit enhancements such as direct routing, extended service and frequency, pedestrian improvements, and additional bus shelters. While not considered full bus rapid transit, these enhancements would maximize transit operating benefits and minimize additional capital costs.

The recommended alignment for the rapid transit corridor along S. 27th Street was included in the 2020 Update to VISION 2050 and continues to be included in the 2024 Update. Future environmental review and design may result in revisions to the alignment and additional rapid transit routes, which will be addressed in future plan updates.

➤ 2.2: Develop commuter rail corridors and improve and expand commuter bus services

Commuter bus service experienced continued ridership declines, exacerbated by the pandemic, which have resulted in service reductions in Waukesha and Ozaukee Counties, and the elimination of the Washington County Commuter Express bus. Although service reductions have occurred recently, VISION 2050 continues to include a long-term recommendation to provide commuter bus service. As commuting patterns and technology continue to evolve, future commuter services may include reverse commute options to serve suburban job centers, more flexible options that can divert from a fixed route, or shuttles provided through public-private partnerships. In addition, programs such as CommuteWISE can provide carpooling and vanpooling options for commuter transportation.

VISION 2050 continues to recommend commuter rail corridors connecting Kenosha, Racine, Milwaukee, Wauwatosa, Brookfield, Waukesha, Oconomowoc, and communities in between. Although no changes are proposed for the commuter rail service recommendation, a regional rail study is being led by the City of Racine for the Kenosha-Racine-Milwaukee corridor. The results of this study will be incorporated into future VISION 2050 updates as needed.

➤ 2.4: Increase the frequency and expand the service area of local transit

This recommendation includes updated text related to paratransit service. FTA issued a "dear colleague" letter on September 14, 2023, to notify transit agencies of funding programs that "can provide paratransit service to eligible riders on a real-time basis and/or allow for intermediate stops." The letter notes the technological innovations that have made flexibly scheduled paratransit rides a possibility. In addition, it indicates that although there is not specific funding authorized by Congress for real-time paratransit services, FTA's existing formula grant programs can be used for these purposes, including Section 5307, Section 5310, Section 5311, and Section 5339. Therefore, the paratransit service sub-bullet under this recommendation is proposed to be revised. The recommendation will state that paratransit service would at a minimum be available during the same hours as the local, express, and rapid fixed-route transit services and be provided to eligible people on a 24-hour advance reservation basis. It will further recommend that real-time paratransit service and/or intermediate stops be considered for all eligible paratransit riders, including those who use wheelchairs or otherwise require an accessible vehicle.

➤ Recommendation 2.9: Implement programs to improve access to suburban employment centers

This recommendation is being updated to expand the reference to Transportation Network Companies to include microtransit models, such as FlexRide Milwaukee, which provide on-demand transportation services that would improve access to suburban employment centers. Similar updates are included in Recommendation 5.9, which recommends partnering with private-sector shared mobility service providers. FlexRide Milwaukee began as a pilot in early 2022 with funding obtained by UW-Milwaukee from the National Science Foundation. The pilot service provided on-demand transportation for individuals living in select north side Milwaukee neighborhoods and traveling to

jobs or job interviews in the Villages of Menomonee Falls and Butler. The service, now operated by MobiliSE, has been expanded to include employment zones in the Cities of Franklin, New Berlin, and Oak Creek and additional neighborhood zones in Milwaukee County. The Network Transportation Companies sub-bullet under this recommendation is being renamed Microtransit and revised as follows:

- **Microtransit:** Microtransit provides on-demand transportation services, such as FlexRide Milwaukee, that can be accessed by users via a smartphone app. These services could connect individuals to employment opportunities not served by transit that are relatively close to—but beyond walking distance of—a transit line. Microtransit could be used in these instances to fill a gap in the transit network by providing on-demand rides to complete the last segment of a transit rider's journey to work. If multiple transit riders have the same destination, most microtransit services include algorithms to group rides that increase the efficiency of the service.

Bicycle and Pedestrian Element

VISION 2050 as updated continues to recommend a well-connected bicycle and pedestrian network that improves access to activity centers, neighborhoods, and other destinations in the Region. Although there have been no significant changes to the recommended bicycle network since the 2020 Update, the network has been updated to be consistent with recently implemented on- and off-street bicycle facilities. Several of these off-street path and enhanced bicycle facility improvements included in the regional bicycle network are summarized below:

- Construction of the first phase of the Powerline Trail from the Oak Leaf Trail near 104th Street/Cold Spring Road to 60th Street in the City of Greenfield

- Construction of the Fox River Trail from Watertown Road in the City of Pewaukee to Brookfield Road in the City of Brookfield

- Implementation of enhanced bicycle facilities (protected, buffered, or raised bicycle lanes) on several arterial streets in the City of Milwaukee, including 13th Street, Becher Street, Chase Avenue (STH 32), Hawley Road, Layton Avenue, and Villard Avenue

- Construction of separate paths within the road right-of-way along CTH KR from CTH H to 1st Way, which extend existing separate paths from IH 94 to CTH H, and from the Pike River Pathway to Vicksburg Drive in Kenosha and Racine Counties (CTH KR from IH 94 to STH 32 is identified as a recommended enhanced bicycle facility corridor)

The recommended bicycle network is shown on Map 3 (no changes since the 2020 Update).

Table 2 shows the existing and planned number of miles of bicycle accommodations by type. The table has been updated to reflect implementation that has occurred since the 2020 Update as described above.

VISION 2050 as updated continues to recommend providing on-street bicycle accommodations on the arterial street and highway system, expanding the off-street bicycle path system, expanding and improving connectivity of sidewalks in areas of existing or planned urban development, implementing enhanced bicycle facilities in key regional corridors, and expanding bike share and dockless scooter programs in the Region. Updates to the pedestrian facilities recommendation within the bicycle and pedestrian element are described below.

➤ **Recommendation 3.5: Provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel**

VISION 2050 as updated continues to recommend improved pedestrian facilities, including providing sidewalks along streets and highways in areas of existing or planned urban development. This VISION 2050 recommendation remains valid and is not being changed with this update. One

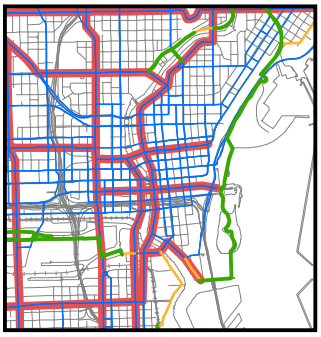
Map 3
Bicycle Network: VISION 2050

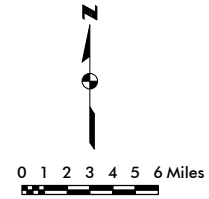
BICYCLE FACILITIES

- 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

Map last updated 12/2023

Table 2
Miles of Bicycle Facilities: VISION 2050 as Updated

Bicycle Facility	Estimated Mileages	
	Existing (2023)	Plan (2050)
On-street Accommodations		
Standard	958.5	2,973.2
Enhanced	135.6	416.8
Off-Street Paths	316.6	730.5

Source: SEWRPC, 12/2023

notable change potentially impacting communities' ability to implement this recommendation is a March 2023 decision by the Wisconsin Court of Appeals in the *Sojenhomer LLC v. Village of Egg Harbor* case. The Court determined that condemnation power cannot be used to acquire property to provide sidewalks along a roadway. The Wisconsin Department of Transportation provided guidance in April 2023 to assist in mitigating impacts to roadway projects affected by the court's decision, including tactics for dealing with instances in which acquiring property for sidewalks is not feasible.

However, this recommendation is being expanded to emphasize ensuring that facilities are accessible to and usable by pedestrians with disabilities as described in new Americans with Disabilities Act (ADA) Public Right-of-Way-Accessibility Guidelines published by the U.S. Access Board that address access to sidewalks, crosswalks, shared-use paths, pedestrians signals, and other components of the public right-of-way. These guidelines include requiring that sidewalks and shared-use paths establish a 'pedestrian access route,' which requires portions of these sidewalks and paths to be wide enough to minimize the possibility of a pedestrian using a mobility device from falling into the roadway when passed by another pedestrian; requiring all pedestrian signal heads at crosswalks to have audible and vibrotactile features to indicate the walk interval for pedestrians who are blind or have low vision; expanding pedestrian crossings options beyond traffic signals at multi-lane roundabouts to also include pedestrian hybrid beacons, rectangular rapid flashing beacon, and raised crosswalks; requiring detectable warning surfaces at all driveways with stop or yield signs; and clarifying the grade and cross slope of crosswalks at signalized, controlled, and uncontrolled intersections.

Transportation Systems Management Element

Transportation systems management (TSM) involves managing and operating existing transportation facilities to maximize their carrying capacity and travel efficiency. There are no substantive updates to TSM recommendations with this update. Inventory data, such the number of ramp meters, variable message signs, closed-circuit television cameras, and crash investigation sites, will be updated in the Third Edition of Volume III based on implementation that has occurred since VISION 2050 was adopted.

Travel Demand Management Element

Travel demand management (TDM) refers to a series of measures or strategies intended to reduce personal travel and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. Updates to recommendations within the TDM element are described below.

➤ **Recommendation 5.2: Expand the network of park-ride lots**

Park-ride lots in the Region are experiencing several challenges including a decline in use post-pandemic, fewer commuter bus connections, development project impacts, and maintenance issues. Despite these challenges, the recommended system of park-ride lots is not being modified as part of this update and remains a component of the long-range vision for the transportation system. Staff will continue to discuss the future of park-ride lots with local and State partners and work with those partners to identify strategies to address the challenges being experienced.

➤ **Recommendation 5.3: Price personal vehicle travel at its true cost**

VISION 2050 as updated continues to recommend that a larger percentage of the full costs of construction, maintenance, and operation of street, highway, and parking facilities and services be borne by the users of the system, with strategies including cash-out of employer-paid parking, road pricing, and parking pricing. While VISION 2050 continues to support the user fee concept, text associated with this recommendation is being updated to remove references to WisDOT studies related to alternative user fees that have not progressed.

➤ **Recommendation 5.4: Promote travel demand management**

This recommendation is being updated to recommend that the recently launched CommuteWISE program, which is effectively implementing a portion of this recommendation, continue and expand. CommuteWISE is a regionwide program that includes education, marketing, and promotion to encourage alternatives to drive-alone personal vehicle travel. Work under the program is ongoing and will include analysis to determine the most impactful tools for the Region.

This recommendation will also include an acknowledgement of the impact e-bikes may have on the number and length of bicycle commuting, as e-bikes make it easier to ride farther and with significantly less effort. VISION 2050 will also include a recommendation to discourage communities from prohibiting e-bikes from multi-use paths, as these are safe commuting corridors in addition to recreational corridors.

- **Recommendation 5.6: Partner with private-sector shared mobility service providers**
  In 2020, a new recommendation was added to VISION 2050 to encourage government entities to work with private-sector mobility providers to consider opportunities for partnerships that work to advance an equitable, affordable, and efficient transportation system in the Region. This recommendation is being updated to reflect the recently initiated FlexRide Milwaukee microtransit service, which is effectively implementing a portion of this recommendation.

Arterial Streets and Highways Element

VISION 2050 as updated continues to recommend the arterial street and highway system be maintained to effectively carry higher levels of people and goods and be expanded to address residual congestion. In developing plan recommendations, Commission staff considered adding roadway capacity only after first considering the congestion-reducing effects of other plan elements, including a near doubling of transit service, a well-connected bicycle and pedestrian network, compact development, and mix of land uses. Recommended functional improvements—widening of an existing arterial or constructing a new arterial—to the arterial street and highway system remain primarily unchanged with this plan update.

Based on this modest update, along with the implementation that has occurred since the adoption of VISION 2050 and its update in 2020, the planned arterial street and highway system under VISION 2050 totals 3,671.3 route-miles. Approximately 93 percent, or 3,404.8 of these route-miles, are recommended to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 5 percent, or 202.6 of these route-miles, are recommended for capacity expansion through widening to provide additional through traffic lanes. Approximately 2 percent, or 63.9 of these route-miles, are recommended for capacity expansion through the construction of new arterial facilities. The updated VISION 2050 arterial streets and highways element is shown on Map 4 and the system preservation, improvement, and expansion mile totals by county are presented in Table 3.

The plan also recognizes that reducing the number of travel lanes on a multi-lane roadway with existing and future traffic volumes that does not require the current number of travel lanes—referred to as a road diet—can improve safety along a roadway and is an effective way to implement the plan's recommendations for complete streets concepts that accommodate travel by all users and modes. Based on the locally preferred alternative for the reconstruction of National Avenue (STH 59) from 39th Street to 1st Street in the City of Milwaukee, the portion of the project east of 33rd Street is expected to be reconfigured from four travel lanes to two to provide higher levels of bicycle and pedestrian accommodations. The change in the planned number of lanes will be reflected in the jurisdictional highway system plan for Milwaukee County.

Updates to policy-focused recommendations within the arterial streets and highways element are described below.

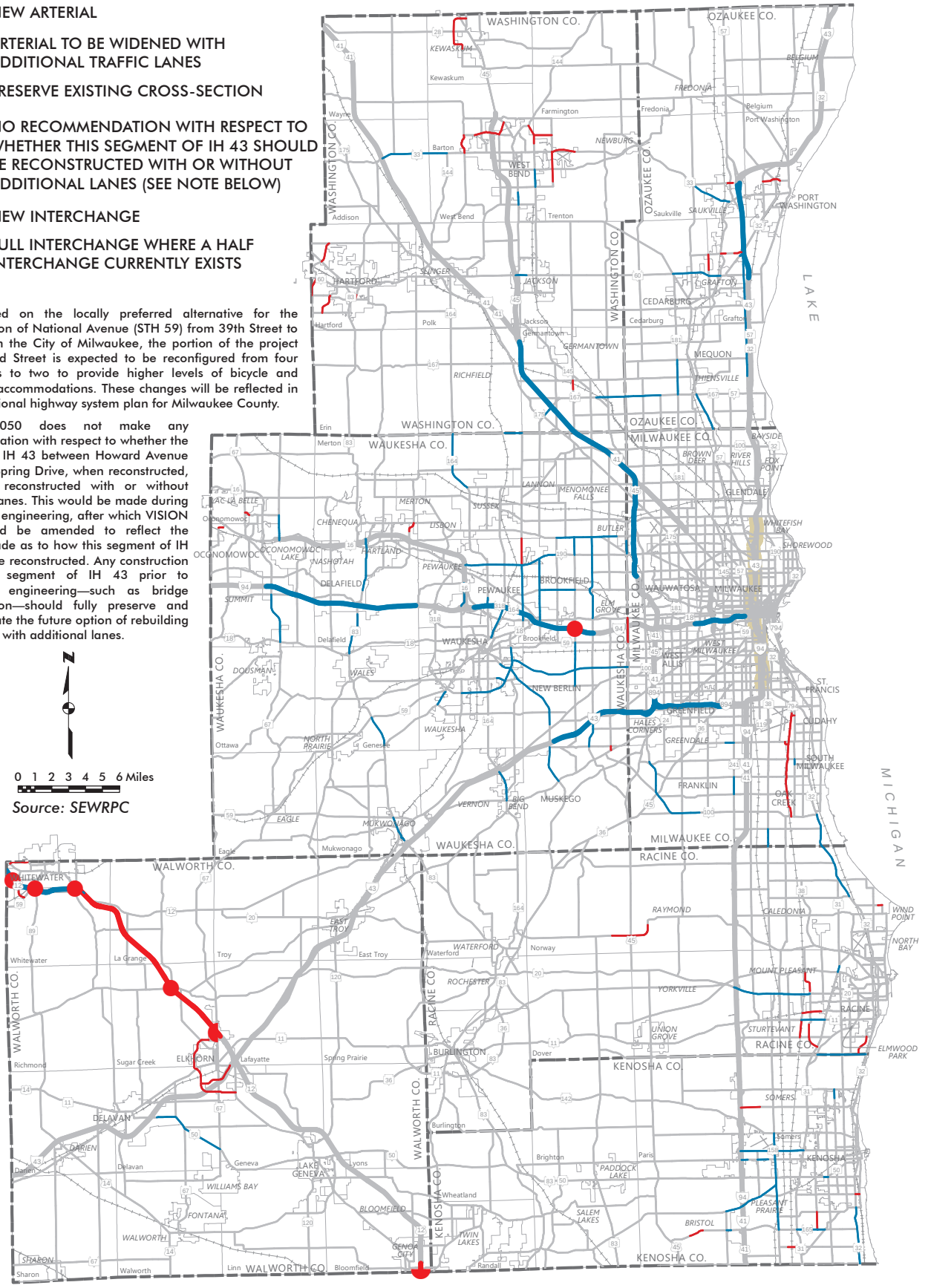
- **Recommendation 6.6: Address security needs related to the arterial street and highway system**
  This recommendation is being updated to acknowledge that resiliency to flooding also includes the need to ensure that the underground stormwater infrastructure is monitored, maintained, and hardened against the expected higher volume and intensity stormwater events to prevent roadway washout and collapse.

Map 4
Arterial Street and Highway Element: 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: Based on the locally preferred alternative for the reconstruction of National Avenue (STH 59) from 39th Street to 1st Street in the City of Milwaukee, the portion of the project east of 33rd Street is expected to be reconfigured from four travel lanes to two to provide higher levels of bicycle and pedestrian accommodations. These changes will be reflected in the jurisdictional highway system plan for Milwaukee County.

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

Map last updated 2/2024

Table 3
Arterial Street and Highway System Preservation, Improvement, and Expansion by Arterial Facility Type by County: VISION 2050 as Updated

County	Arterial Facility Type	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha	Freeway	12.0	0.0	0.0	12.0
	Surface Arterial	328.8	20.8	3.9	353.5
	Subtotal	340.8	20.8	3.9	365.5
Milwaukee	Freeway	52.0[a]	16.0	0.0	68.0
	Surface Arterial	719.2	10.3	6.5	736.0
	Subtotal	771.2	26.3	6.5	804.0
Ozaukee	Freeway	22.0	5.4	0.0	27.4
	Surface Arterial	262.4	18.5	3.1	284.0
	Subtotal	284.4	23.9	3.1	311.4
Racine	Freeway	12.0	0.0	0.0	12.0
	Surface Arterial	420.4	11.5	8.8	440.7
	Subtotal	432.4	11.5	8.8	452.7
Walworth	Freeway	49.8	4.8	12.4	67.0[b]
	Surface Arterial	409.7	4.4	9.4	423.5
	Subtotal	459.5	9.2	21.8	490.5
Washington	Freeway	35.8	6.4	0.0	42.2
	Surface Arterial	389.8	8.8	15.5	414.1
	Subtotal	425.6	15.2	15.5	456.3
Waukesha	Freeway	34.4	24.4	0.0	58.8
	Surface Arterial	656.5	71.3	4.3	732.1
	Subtotal	690.9	95.7	4.3	790.9
Region	Freeway	218.0	57.0[c]	12.4	287.4
	Surface Arterial	3,186.8	145.6	51.5	3,383.9
	Total	3,404.8	202.6	63.9	3,671.3

[a] *Includes the 10.0 miles of IH 43 between Howard Avenue and Silver Spring Drive. VISION 2050 does not make a recommendation regarding whether this section should be reconstructed with or without additional traffic lanes.*

[b] *Represents the conversion of approximately 4.8 miles of the USH 12 Whitewater bypass, currently a two-traffic-lane surface arterial, to a four-traffic-lane freeway.*

[c] *Includes the widening of approximately 52.2 miles of the existing regional freeway system, and the conversion of about 4.8 miles of the USH 12 Whitewater bypass, currently a two-traffic-lane surface arterial, to a four-traffic-lane freeway.*

Source: SEWRPC, 12/2023

- **NEW – Recommendation 6.8: Expand electric vehicle charging network and accommodate other energy choices**

  A new recommendation is being added encouraging regional coordination to achieve a publicly available electric vehicle (EV) charging network in Southeastern Wisconsin. Text will also be added to acknowledge that VISION 2050 encourages a broader set of energy choices for vehicular travel and, while EV seems to dominate the conversation, other fuels such as hydrogen and CNG are also viable options in reducing the greenhouse gas emissions generated by the transportation system. The recommendation will acknowledge WisDOT's Wisconsin Electric Vehicle Infrastructure (WEVI) Plan in laying the groundwork for a National Electric Vehicle Infrastructure (NEVI) Program-compliant backbone charging network along interstates and, eventually, throughout the State. It will also encourage further coordination to develop a comprehensive regional network in locations and at appropriate densities to meet the future demand for EVs while facilitating equitable access to charging infrastructure.

Freight Transportation Element

VISION 2050 as updated continues to recommend a multimodal freight transportation system designed to provide for the efficient and safe movement of raw materials and finished products to, from, and within Southeastern Wisconsin. To achieve this goal, VISION 2050 recommends improvements to the Region's transportation infrastructure as well as intergovernmental cooperation and other actions to preserve key transportation corridors, address regulatory inefficiencies, meet trucking industry workforce needs, and increase transportatioppn safety and security. There are no substantive updates to freight recommendations with this update.

The Third Edition of Volume III will be updated to reflect implementation activities that have occurred since the 2020 Update of VISION 2050 was adopted, including WisDOT's completion and adoption of the 2023 Wisconsin State Freight Plan (SFP) and the Wisconsin Rail Plan 2050, and the ongoing work of the Wisconsin Freight Advisory Committee (FAC).

OVERVIEW OF PUBLIC INVOLVEMENT

Public input was sought throughout the 2024 Review and Update of VISION 2050. Public outreach began in September 2023, with public comments encouraged on initial background information made available on the 2024 Update page of the VISION 2050 website. Additional feedback was solicited through the Commission's Environmental Justice Task Force. A formal comment period was held between February 14 and March 14, 2024, to obtain comments on a draft plan update. During the comment period, staff held virtual public meetings to share information on the draft plan update, funding for the recommended transportation system, how the plan would benefit disadvantaged populations, and federal performance targets set for the transportation system.

All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff finalized the 2024 Update. More information on the public involvement process, along with the comments received and staff responses to comments, can be found in the Record of Comments for the 2024 Update.