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Graduate Research Center
Dept. of Urban & Regional Planning
The University of Wisconsin
Music Hall, 925 Bascom Mall
Madison, Wisconsin 53706

1995 ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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THIRTY-FIFTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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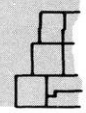
June 1996

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June 6, 1996

TO: The Wisconsin Legislature and the Legislative Bodies of the Local Governmental Units within the Southeastern Wisconsin Region

In accordance with the requirements of Section 66.945(8)(b) of the Wisconsin Statutes, this Commission each calendar year prepares and certifies an annual report to the Wisconsin Legislature and to the legislative bodies of the constituent county and local units of government within the Region. This, the 35th annual report of the Commission, summarizes the work of the Commission in calendar year 1995 and contains a statement of the financial position of the Commission as of the end of that year, as certified by an independent auditor.

While the Commission annual report is prepared to meet the legislative requirement noted above, this document also serves as an annual report to the State and Federal agencies which fund several aspects of the Commission's work program. Importantly, the annual report is intended to provide county and local public officials and interested citizens with a comprehensive overview of current and proposed Commission activities, thereby providing a focus for the active participation of those officials and citizens in regional plan preparation and implementation.

As do past annual reports, this report contains much useful information on development trends in the Region. This report also summarizes the progress made during 1995 by the Commission in carrying out its three basic functions: data collection and dissemination, regional plan preparation, and promotion of plan implementation.

During 1995, the Commission continued its efforts to implement the third-generation, design year 2010 regional land use and regional transportation system plans adopted, respectively, in 1992 and 1994. As part of its efforts to refine, detail, and extend the comprehensive plan for the Region, the Commission in 1995 also adopted a new, design year 2010 regional bicycle and pedestrian facilities system plan; a new, short-range transit service plan for Ozaukee County for the years 1996 through 2000; an updated, design year 2010 jurisdictional highway system plan for Waukesha County; and a design year 2010 land use and transportation system development plan for the IH 94 West Freeway Corridor in central and western Waukesha County.

Recognizing the continuing need to periodically review and revise key plan elements to reflect changing economic and demographic conditions, the Commission in 1995 completed a study of recent and anticipated future changes in economic activity and population levels within the Region. The new regional economic activity and population projections resulting from this study extend to the year 2020. These projections will be used in future Commission efforts to update and extend regional plan elements and related county- and local-level plans to that design year.

The Commission also continued its efforts toward full development of a computerized regional geographic information system. In companion efforts, the Commission continued to work with county and local governments throughout the Region toward building computerized land information systems integrated with the regional system.

At year's end, the Commission was continuing work on the preparation of an update to the second-generation regional airport system plan and of a comprehensive plan for the protection and management of the remaining unique and outstanding natural resources and critical species habitats of the Region, as well as on various county- and local-level planning efforts.

The Commission hopes that the constituent units and agencies of government concerned are pleased with the work of the Commission in 1995. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

David B. Falstad

David B. Falstad
Chairman

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ABOUT THE COMMISSION

AUTHORITY

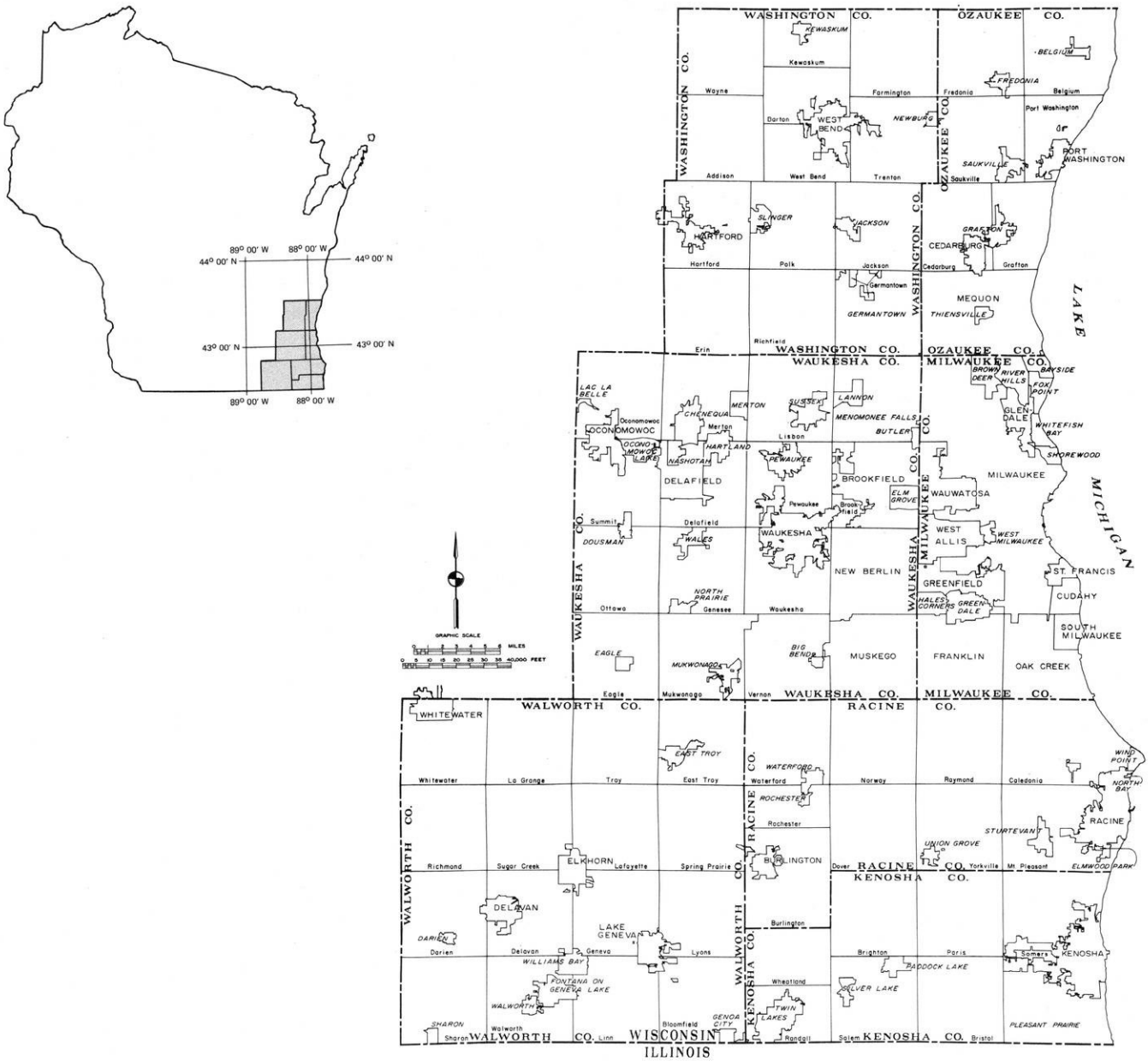
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.945 of the Wisconsin Statutes as the official area-wide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning services necessary to solve problems which transcend the corporate boundaries and fiscal capabilities of the local units of government comprising the Region.

AREA SERVED

The Commission serves a Region consisting, as shown on Map 1, of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 1.88 million persons, or about 37 percent of the total population of the State. The seven counties provide about 1.13 million jobs, or about 38 percent of the total employ-

Map 1

THE SOUTHEASTERN WISCONSIN REGION



ment of the State, and contain real property worth about $80.8 billion as measured in equalized valuation, or about 40 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

Regional, or areawide, planning has become increasingly accepted as a necessary governmental function in the large metropolitan areas of the United States. This acceptance is based, in part, on a growing awareness that problems of physical and economic development and of environmental deterioration transcend the geographic limits and fiscal capabilities of local units of government and that sound resolution of these problems requires the cooperation of all units and agencies of government concerned and of private interests as well.

As used by the Commission, the term "region" means an area larger than a county but smaller than a state, united by economic interests, geography, and common developmental and environmental problems. A regional basis is necessary to provide a meaningful technical approach to the proper planning and design of such systems of public works as highway and transit and sewerage and water supply, and of park and open space facilities. A regional basis is also essential to provide a sound approach to the resolution of such environmental problems as flooding, air and water pollution, natural resource base deterioration, and changing land use.

Private as well as public interests are vitally affected by these kinds of areawide problems and by proposed solutions to these problems, and it appears neither desirable nor possible for any one level or agency of government to impose the decisions required to resolve these kinds of problems. Such decisions can better come from consensus among the public and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is necessary to promote this consensus and the necessary cooperation among urban and rural, local, State, and Federal, and public and private interests. In this light, regional planning is not a substitute for Federal, State, or local public planning or for private planning. Rather, regional planning is a vital supplement to such planning.

COMMISSION OFFICES
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The work of the Regional Planning Commission is entirely advisory in nature. Therefore, the regional planning program in Southeastern Wisconsin has emphasized the promotion of close cooperation among the various governmental agencies concerned with land use development and with the development and operation of supporting public works facilities. The Commission believes that the highest form of areawide planning combines accurate data and competent technical work with the active participation of knowledgeable and concerned public officials and private citizens in the formulation of plans that address clearly identified problems. Such planning is intended to lead not only to a more efficient regional development pattern but also to a more desirable environment in which to live and work.

BASIC FUNCTIONS

The Commission conceives regional planning as having three basic functions. The first involves the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis in order that better development decisions can be made in both the public and private sectors. The

Commission believes that the establishment and utilization of such data can in and of itself contribute to better development decision making within the Region. The second function involves the preparation of a framework of long-range areawide plans for the physical development of the Region. This function is mandated by State enabling legislation. While the scope and content of these plans can extend to all phases of regional development, the Commission believes that emphasis should be placed on the preparation of plans for land use and supporting transportation, utility, and community facilities. The third function involves the provision of a center for the coordination of day-to-day planning and plan implementation activities of all of the units and levels of government operating within the Region. Through this function, the Commission seeks to integrate regional and local plans and planning efforts and thereby to promote regional plan implementation.

ORGANIZATION

The Commission consists of 21 members, three from each of the seven member counties. One Commissioner from each county is appointed or, in those counties where a county executive appoints, confirmed by the county board and is usually an elected county board supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county board.

The full Commission meets at least four times a year and is responsible for establishing overall policy, adopting the annual budget, and adopting regional plan elements. The Commission has four standing committees: Executive, Administrative, Planning and Research, and Intergovernmental and Public Relations. The Executive Committee normally meets monthly to oversee the work effort of the Commission and is empowered to act for the Commission in all matters except the adoption of the budget and the adoption of the regional plan elements. The Administrative Committee also normally meets monthly to oversee the routine but essential housekeeping activities of the Commission. The Planning and Research Committee meets as necessary to review all of the technical work carried out by the Commission staff and its consultants. The Intergovernmental and Public Relations Committee serves as the Commission's principal arm in communicating with the constituent county boards. The Committee meets as necessary to consider intergovernmental problems. The Commission and committee rosters are set forth in Appendix A. The Commission is assisted in its work by 29 technical, citizen, and intergovernmental coordinating and advisory committees. These committees include both elected and appointed public officials and interested citizens with knowledge in the Commission work areas. The committees perform a significant function in both the formulation and the execution of the Commission work programs. Membership on the advisory committees, which totals 614 persons, is set forth in Appendix B.

STAFFING

The Commission prepares an annual work program which is reviewed and approved by Federal and State funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 1995, the Commission staff totaled 96, including 85 full-time and 11 part-time employees.

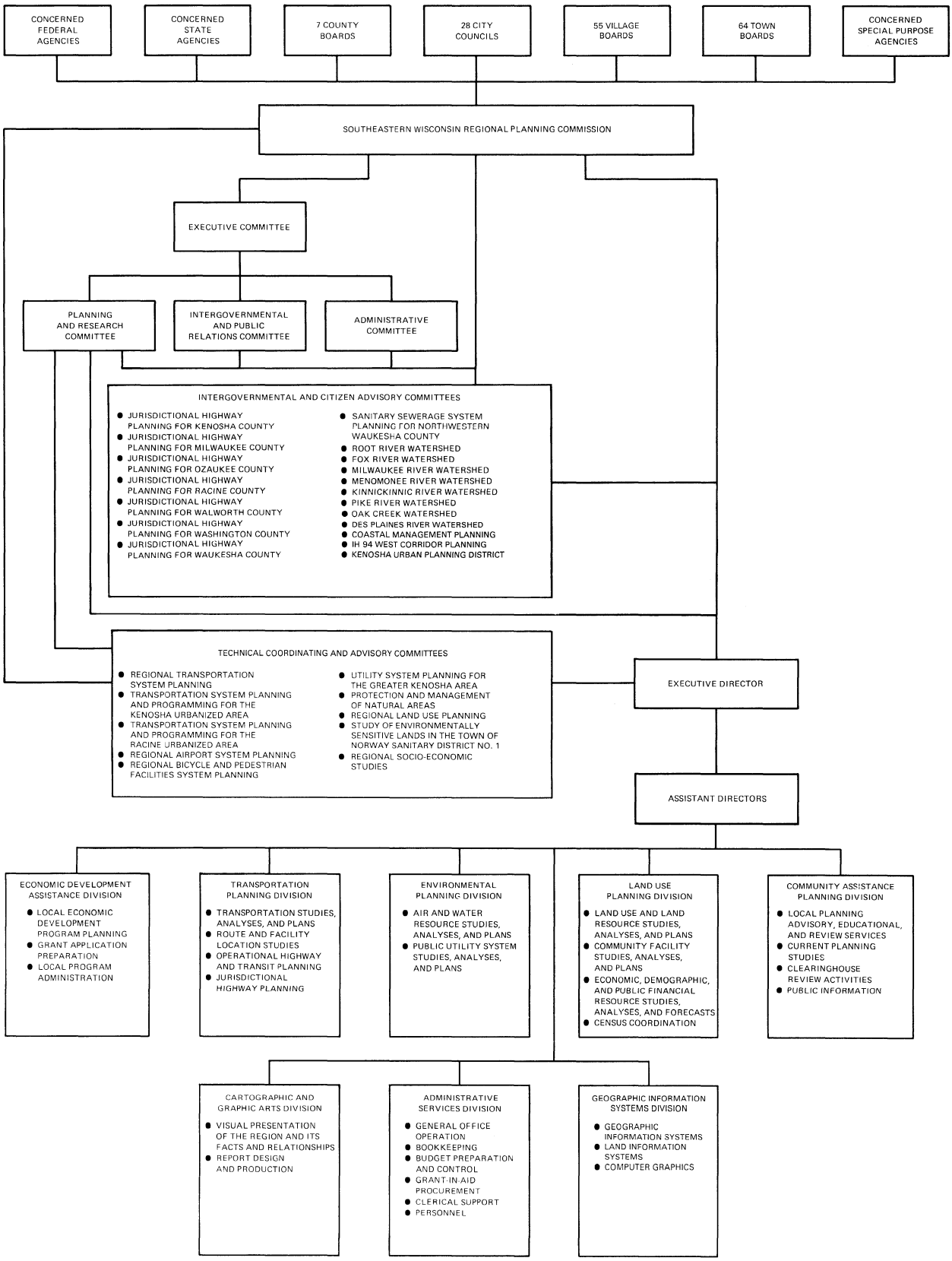
As shown in Figure 1 and in Appendix C, the Commission was in 1995 organized into eight divisions. Five of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, and Economic Development Assistance, have direct responsibility for the conduct of the Commission's major planning programs. The remaining three divisions, Administrative Services, Cartographic and Graphic Arts, and Geographic Information Systems, provide day-to-day support of the five planning divisions.

FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are supplemented by State and Federal aids. Revenues received by the Commission during 1995 totaled about $5.8 million. County tax levies in 1995 totaled about $1.5 million, or about $0.80 per capita. The sources of this revenue for 1995 and the trend in funding since the inception of the Commission in 1960 are shown in Figures 2 through 5. It may be seen in Figure 2 that there has been little change in the tax levy for regional planning since 1963 when that levy is expressed in constant 1960 dollars.

Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE: 1995



1995 MEETINGS

COMMISSION AND ADVISORY COMMITTEE MEETINGS

Full Commission	6
Executive Committee	8
Administrative Committee	8
Planning and Research Committee	4
Intergovernmental and Public Relations Committee	1
Technical Coordinating and Advisory Committee on Regional Airport System Planning	3
Technical and Citizen Advisory Committee on Regional Bicycle and Pedestrian Facilities System Planning	0
Technical Coordinating and Advisory Committees on Jurisdictional Highway Planning	
Kenosha County	0
Milwaukee County	0
Ozaukee County	0
Racine County	0
Walworth County	0
Washington County	0
Waukesha County	1
Technical Coordinating and Advisory Committee on Regional Transportation System Planning	0
Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming	
Kenosha Urbanized Area	2
Milwaukee Urbanized Area	2
Racine Urbanized Area	2
Watershed Committees	
Root River	0
Fox River	0
Milwaukee River	0
Menomonee River	0
Kinnickinnic River	0
Pike River	0
Des Plaines River	4
Oak Creek	0
Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 West Freeway Corridor Development Plan	0
Technical Coordinating and Advisory Committee on Regional Land Use Planning	0
Technical Advisory Committee on Socio-economic Studies	2
Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin	0
Technical Advisory Committee for the Protection and Management of Natural Areas in Southeastern Wisconsin	2
Intergovernmental Coordinating and Advisory Committee for the Northwestern Waukesha County Sanitary Sewerage System Plan	2
Intergovernmental Coordinating and Advisory Committee for the Kenosha Urban Planning District	3
Technical Coordinating and Advisory Committee on the Study of Environmentally Sensitive Lands in the Town of Norway Sanitary District No. 1	1

STAFF TECHNICAL MEETINGS

Executive Director	233
Assistant Directors	248
Cartographic and Graphic Arts Division	25
Community Assistance Planning Division	167
Environmental Planning Division	137
Land Use Planning Division	146
Transportation Planning Division	97
Economic Development Assistance Division	397
Geographic Information Systems Division	111

STAFF SPEAKING ENGAGEMENTS

Executive Director	5
Assistant Directors	16
Cartographic and Graphic Arts Division	0
Community Assistance Planning Division	3
Environmental Planning Division	24
Land Use Planning Division	30
Transportation Planning Division	13
Economic Development Assistance Division	6
Geographic Information Systems Division	3

Figure 2

FUNDING TREND: 1961-1995

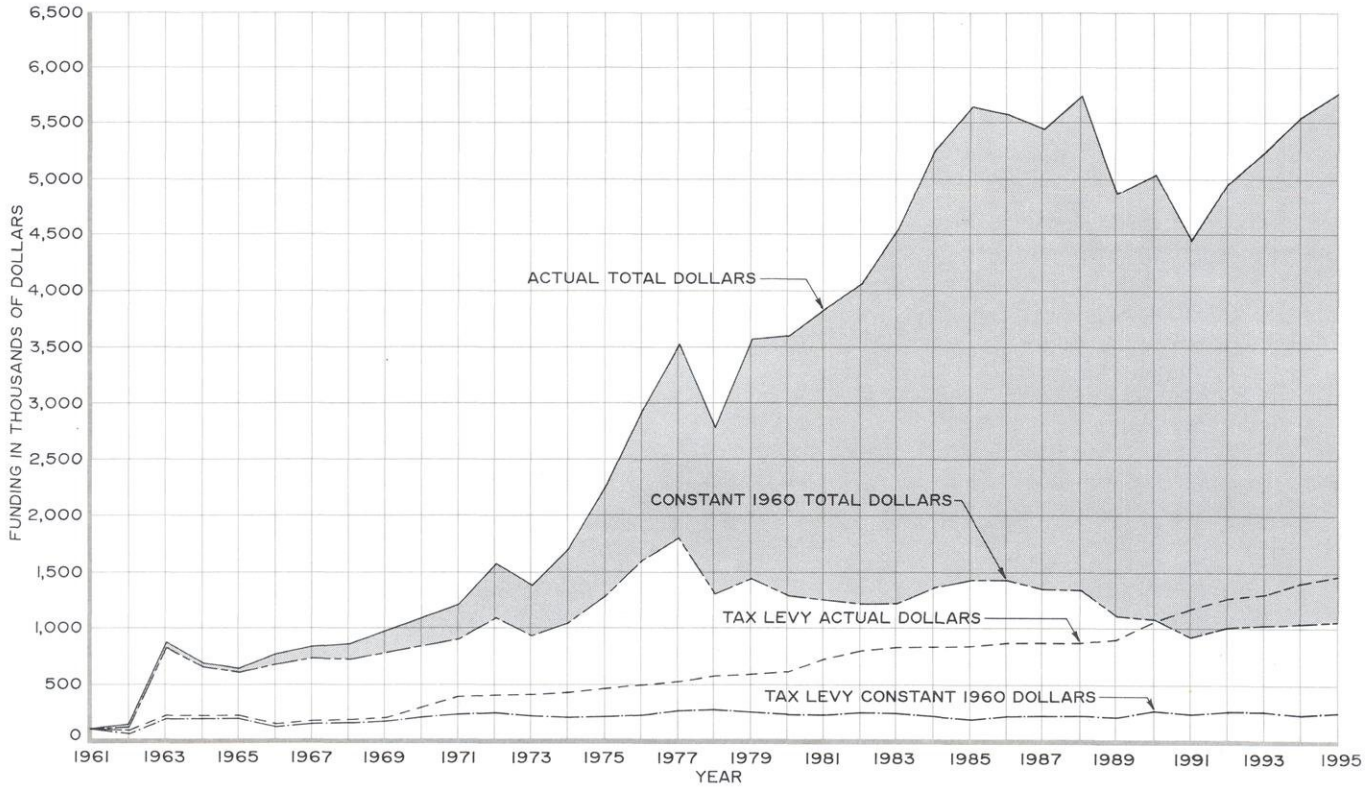


Figure 3

SOURCES OF REVENUES TREND: 1961-1995

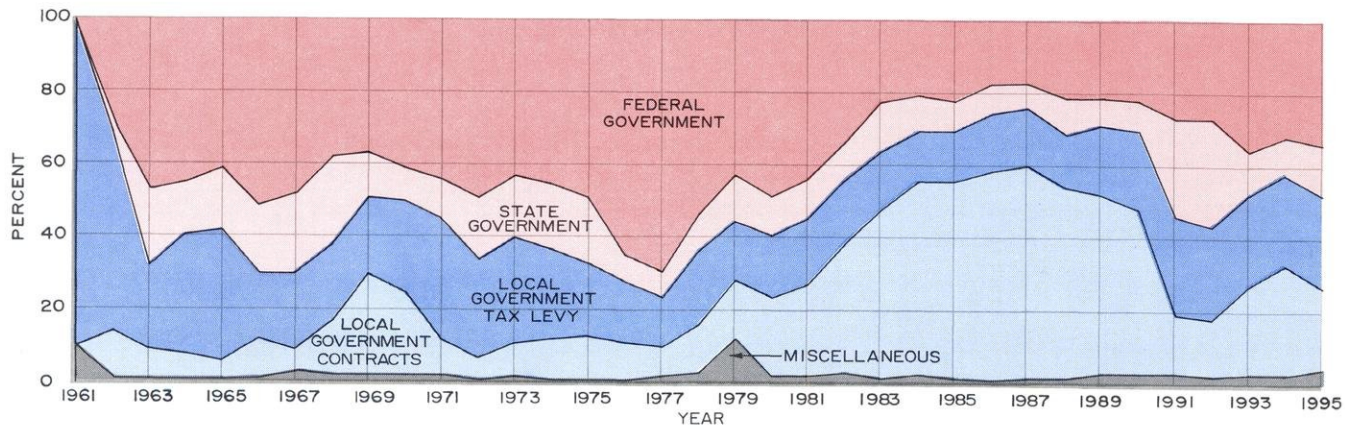
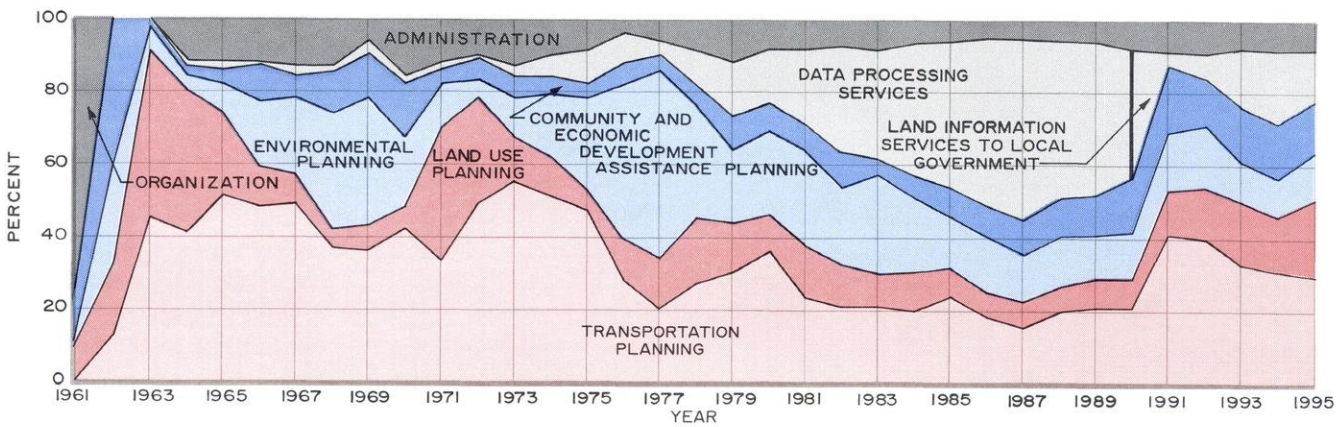


Figure 4

EXPENDITURES TREND: 1961-1995



The Commission has a complete financial audit performed each year by a certified public accountant. The report of this audit for 1995 is set forth in full in Appendix E. Under the Federal Single Audit Act of 1984, the Commission's audit is subject to the review and approval of the Commission's Federal cognizant agency, the Federal Highway Administration.

DOCUMENTATION

Documentation in the form of published reports is considered very important, if not absolutely essential, to any public planning effort. Printed planning reports represent the best means for disseminating inventory data that have permanent historical value and for promulgating plan recommendations and alternatives to such recommendations. Published reports are intended to serve as important references for public officials at the Federal and State levels, as well as at the local level, when considering important development decisions. Perhaps most importantly, however, published reports are intended to provide a focus for generating enlightened citizen interest in, and action on, plan recommendations. Accordingly, the Commission has established a series of published reports.

The first and most important type of report in the series is the planning report. The planning report is intended to document the adopted elements of the comprehensive plan for the physical development of the Region. As such, these reports constitute the official recommendations of the Regional Planning Commission. Each planning report is carefully reviewed and formally adopted by the Commission.

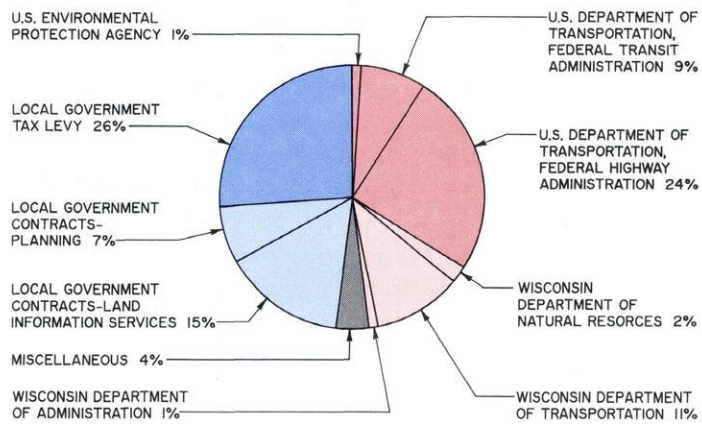
The second type of report in the series is the planning guide. Planning guides are intended to constitute manuals of local planning practice. As such, planning guides are intended to help improve the overall quality of public planning within the Region, and thereby to promote sound community development properly coordinated on a regionwide basis. The guides discuss basic planning and plan implementation principles, contain examples of good planning practice, and provide local governments with model ordinances and forms to assist them in their everyday planning efforts.

Figure 5

REVENUES AND EXPENDITURES: 1995

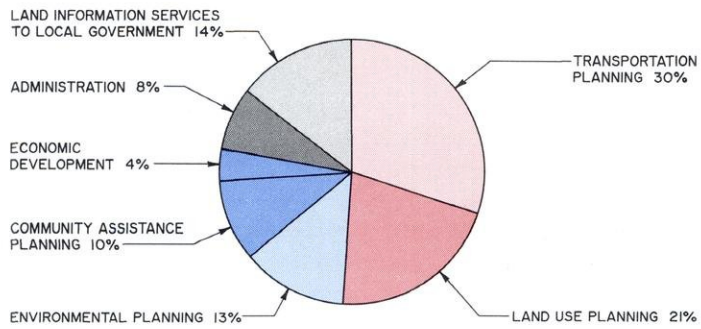
REVENUES

Federal Government	$1,949,108	34%
State Government	850,470	14%
Local Government Tax Levy	1,495,140	26%
Local Government Contracts	1,268,764	22%
Miscellaneous	205,814	4%
Total	$5,769,296	100%



EXPENDITURES

Transportation Planning	$1,722,796	30%
Land Use Planning	1,236,368	21%
Environmental Planning	755,510	13%
Community Assistance Planning	569,857	10%
Economic Development Assistance	220,071	4%
Land Information Services to Local Governments	805,528	14%
Administration	459,166	8%
Total	$5,769,296	100%



The third type of report in the series is the technical report. Technical reports are intended to make available to various public and private agencies within the Region valuable information assembled by the Commission staff during the course of its planning work on a work progress basis. Technical reports document the findings of such important basic inventories as detailed soil surveys, stream water quality surveys, potential park and open space site inventories, and horizontal and vertical control surveys.

The fourth type of report in the series is similar to the technical report and is known as the technical record. This journal is published on an irregular basis and is intended primarily to document technical procedures utilized in the Commission planning programs. The documentation of such procedures assists other planning and engineering technicians in more fully understanding the Commission work programs and contributes toward advancing the science and art of planning.

The fifth type of report in the series is the community assistance planning report. These reports are intended to document local plans prepared by the Commission at the request of one or more local units of government. Occasionally, these local plans constitute refinements of, and amendments to, adopted regional and subregional plans, and are then formally adopted by the Regional Planning Commission.

The sixth type of report in the series is the planning program prospectus. Prospectuses are prepared by the Commission as a matter of policy as the initial step in the undertaking of any new major planning program. The major objective of the prospectus is to achieve a consensus among all of the interests concerned on the need for, and objectives of, a particular proposed planning program. The prospectus documents the need for a planning program; specifies the scope and content of the work required to be undertaken; recommends the most effective method for establishing, organizing, and accomplishing the required work; recommends a practical time sequence and schedule for the work; provides sufficient cost data to permit the development of an initial budget; and suggests how to allocate costs among the various levels and units of government concerned. Importantly, the prospectuses serve as the basis for the review, approval, and funding of the proposed planning programs by the constituent county boards.

The seventh type of report in the series is the annual report. The annual report has served an increasing number of functions over the period of the Commission's existence. Originally, and most importantly, the Commission's annual report was, and still is, intended to satisfy a very sound legislative requirement that a regional planning commission each calendar year prepare, publish, and certify to the State Legislature of Wisconsin and to the legislative bodies of the local units of government within the Region an annual report summarizing the activities of the Commission. In addition, the annual report documents activities under the continuing regional land use-transportation study and as such serves as an annual report to the Federal and State Departments of Transportation. The Commission's annual report is also intended to provide local public officials and interested citizens with a comprehensive overview of the Commission's activities and thereby to provide a focal point for the promotion of regional plan implementation.

The eighth type of report in the series is the memorandum report. These reports are intended to document the results of locally requested special studies. These special studies usually involve relatively minor work efforts of a short duration and are not normally intended to document formally adopted plans.

In addition to the eight basic types of reports described above, the Commission documents its work in certain miscellaneous publications, including a bimonthly newsletter, regional planning conference proceedings, study designs, public hearing and public informational meeting minutes, transportation improvement programs, and staff memoranda.

While many of the Commission's publications are relatively long and are, necessarily, written in a technical style, they do provide the conscientious, concerned citizen and elected official, as well as concerned technicians, with all of the data and information needed to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission's recommendations for the resolution of those problems. A complete publication list is set forth in Appendix D.

THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

The Commission is charged by law with the function and duty of "making and adopting a master plan for the physical development of the [R]egion." The permissible scope and content of this plan, as outlined in the enabling legislation, extend to all phases of regional development, implicitly emphasizing, however, the preparation of alternative spatial designs for the use of land and for supporting transportation and utility facilities.

The scope and complexity of areawide development problems prohibit the making and adopting of an entire comprehensive development plan at one point in time. The Commission has, therefore, determined to proceed with the preparation of individual plan elements which together can comprise the required comprehensive plan. Each element is intended to deal with an identified areawide developmental or environmental problem. The individual elements are coordinated by being related to an areawide land use plan. Thus, the land use plan comprises the most basic regional plan element, an element on which all other elements are based. The Commission believes the importance of securing agreement upon areawide development plans through the formal adoption of such plans, not only by the Commission but also by county and local units of government and State agencies, cannot be overemphasized.

The Commission has placed great emphasis upon the preparation of a comprehensive plan for the physical development of the Region in the belief that such a plan is essential if land use development is to be properly coordinated with the development of supporting transportation, utility, and community facility systems; if the development of each of these individual functional systems is to be coordinated with the development of the others; if serious and costly environmental and developmental problems are to be minimized; and if a more healthful, attractive, and efficient regional settlement pattern is to be evolved. Under the Commission's approach, the preparation, adoption, and use of the comprehensive plan are considered to be the primary objectives of the planning process; all planning and plan implementation techniques are based upon, or related to, the comprehensive plan.

The validity of the concept of the comprehensive plan has been questioned in recent years and its application, in fact, opposed by some segments of the planning profession. The Commission believes, however, that the comprehensive plan remains a viable and valid concept, a concept essential to coping with the developmental and environmental problems generated by areawide urbanization. The comprehensive plan not only provides the necessary framework for coordinating and guiding growth and development within a multi-jurisdictional urbanizing region having essentially a single community of interest, but also provides the best conceptual basis available for the application of systems engineering skills to the growing problems of such a region. This is because systems engineering basically must focus upon a design of physical systems. It seeks to achieve good design by setting good objectives, determining the ability of alternative plans to meet these objectives through quantitative analyses, cultivating interdisciplinary team activity, and considering all of the relationships involved both within the system being designed and between the system and its environment.

ADOPTED PLAN ELEMENTS: 1995

The Commission initiated the important plan design function in 1963 when it embarked upon a major program to prepare a regional land use plan and a regional transportation plan. Since that time, increasing emphasis has been placed on the plan design function. Beginning in the early 1970s, this plan design function has included major plan reappraisal as well as the preparation of new plan elements.

By the end of 1995, the adopted regional plan consisted of 26 individual plan elements. These plan elements are identified in Table 1. Four of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, and the regional park and open space plan.

Ten of the plan elements relate to transportation. These consist of the regional transportation plan (highway and transit), the regional airport system plan, the transportation systems management plan,

Table 1

THE ADOPTED REGIONAL PLAN: DECEMBER 31, 1995

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan[a]	Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin—2010	September 23, 1992
	Amendment—IH 94 West Corridor	Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin	June 21, 1995
	Regional Library Facilities and Services Plan	Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, A Regional Housing Plan for Southeastern Wisconsin	June 5, 1975
	Regional Park and Open Space Plan	Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, A Park and Open Space Plan for Ozaukee County	September 14, 1987
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, A Park and Open Space Plan for Racine County	March 6, 1989
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136, A Park and Open Space Plan for Washington County	March 7, 1990
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, A Park and Open Space Plan for Waukesha County	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135, A Park and Open Space Plan for Walworth County	March 4, 1992
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County	June 17, 1992
Transportation Planning	Regional Transportation Plan[b]	Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010	December 7, 1994
	Amendment—IH 94 West Corridor	Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin	June 21, 1995
	Amendment—Waukesha County	Amendment to the Waukesha County Jurisdictional Highway System Plan—2010	December 6, 1995
	Racine Area Transit Development Plan[c]	Community Assistance Planning Report No. 204, Racine Transit System Development Plan: 1993-1997, City of Racine, Wisconsin	March 9, 1994
	Regional Airport System Plan[d]	Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010	June 15, 1987
	Kenosha Area Transit Development Plan[e]	Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin	June 17, 1992
	Transportation Systems Management Plan	Community Assistance Planning Report No. 50, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981	December 4, 1980
	Amendment—Milwaukee Northwest Side/ Ozaukee County	Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area	September 8, 1983
	Amendment—Milwaukee Area	Planning Report No. 39, A Freeway Traffic Management System Plan for the Milwaukee Area	December 5, 1988
	Elderly-Handicapped Transportation Plan[f]	Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Milwaukee County	Memorandum Report No. 96, A Paratransit Service Plan for Disabled Persons: 1995 Update/ Milwaukee County Transit System	January 25, 1995

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Kenosha Area	Memorandum Report No. 97, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System	January 25, 1995
	Amendment—Racine Area	Memorandum Report No. 98, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System	January 25, 1995
	Amendment—City of Waukesha	Memorandum Report No. 99, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility	January 25, 1995
	Amendment—Waukesha County	Memorandum Report No. 100, A Paratransit Service Plan for Disabled Persons: 1995 Update/ Waukesha County Transit System	January 25, 1995
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha, 1988-1992	June 20, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996	March 4, 1992
	Bicycle and Pedestrian Facilities System Plan	Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010	January 25, 1995
	Ozaukee County Transit Service Plan	Community Assistance Planning Report No. 218, A Transit Service Plan for Ozaukee County: 1996-2000	December 6, 1995
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, A Comprehensive Plan for the Root River Watershed	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	Amendment to the Comprehensive Plan for the Fox River Watershed	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, Floodland Management Plan for the Village of Pewaukee	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Community Assistance Planning Report No. 13 (2nd Edition), Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, A Comprehensive Plan for the Kinnickinnic River Watershed	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Regional Water Quality Management Plan[g]	Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan	July 12, 1979
	Amendment—Root River Watershed	Community Assistance Planning Report No. 37, A Nonpoint Source Water Pollution Control Plan for the Root River Watershed	March 6, 1980
	Amendment—Walworth County Metropolitan Sewerage District	Community Assistance Planning Report No. 56 (2nd Edition), Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin	December 4, 1991
	Amendment—Cities of Brookfield and Waukesha	Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield and Waukesha	December 3, 1981
	Amendment—Kenosha County	Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin	June 17, 1982
	Amendment—City of Muskego	Community Assistance Planning Report No. 64 (2nd Edition), Sanitary Sewer Service Area for the City of Muskego	March 3, 1986
	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Okauchee Lake, Waukesha County	Community Assistance Planning Report No. 53, A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, A Water Quality Management Plan for Lac La Belle, Waukesha County, Wisconsin	September 9, 1982
	Amendment—North Lake, Waukesha County	Community Assistance Planning Report No. 54, A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin	December 2, 1982
	Amendment—City of West Bend	Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin	December 2, 1982
	Amendment—Village of Grafton	Amendment to the Regional Water Quality Management Plan—2000, Village of Grafton	December 2, 1982
	Amendment—City of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84 (2nd Edition), Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin	September 7, 1994
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin	June 16, 1983
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin	September 8, 1983
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—City of Port Washington	Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—Pewaukee	Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin	December 1, 1983
	Amendment—Belgium Area	Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan	December 1, 1983
	Amendment—Geneva Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities	December 1, 1983
	Amendment—Village of Butler	Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin	March 1, 1984

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—City of Hartford	Community Assistance Planning Report No. 92 (2nd Edition), Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin	June 21, 1995
	Amendment—Mukwonago Area	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago	June 21, 1984
	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin	September 13, 1984
	Amendment—Village of East Troy	Community Assistance Planning Report No. 112 (2nd Edition), Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin	June 16, 1993
	Amendment—City of Milwaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Milwaukee	September 13, 1984
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin	March 11, 1985
	Amendment—Village of Belgium	Community Assistance Planning Report No. 97 (3rd Edition), Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin	September 15, 1993
	Amendment—Town of Addison	Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin	March 11, 1985
	Amendment—Town of Yorkville	Amendment to the Regional Water Quality Management Plan—2000, Town of Yorkville	March 11, 1985
	Amendment—Village of Williams Bay	Amendment to the Regional Water Quality Management Plan—2000, Village of Williams Bay/Walworth County Metropolitan Sewerage District	March 11, 1985
	Amendment—Town of Trenton City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of Trenton	March 11, 1985
	Amendment—Village of Hartland	Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin	June 17, 1985
	Amendment—Village of Jackson	Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin	June 17, 1985
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin	June 17, 1985
	Amendment—City of Waukesha	Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin	December 2, 1985
	Amendment—Village of Slinger	Community Assistance Planning Report No. 128 (2nd Edition), Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin	September 15, 1993
	Amendment—Kenosha Area	Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin	December 2, 1985
	Amendment—Town of Eagle	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District	December 2, 1985
	Amendment—Town of Salem	Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin	March 3, 1986
	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin	March 3, 1986

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Waterford/ Rochester Area	Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/ Rochester Area, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Waukesha/Town of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/ Town of Pewaukee	December 1, 1986
	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin	December 1, 1986
	Amendment—Racine Area	Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin	December 1, 1986
	Amendment—Town of Lyons	Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District/Town of Lyons	March 2, 1987
	Amendment—Village of Silver Lake	Community Assistance Planning Report No. 119, Sanitary Sewer Service Area, Village of Silver Lake, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Village of Twin Lakes	Community Assistance Planning Report No. 149, Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Cedarburg/ Grafton Area	Community Assistance Planning Report No. 91, Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin	June 15, 1987
	Amendment—Town of Walworth	Amendment to the Regional Water Quality Management Plan—2000, Town of Walworth Utility District No. 1/Walworth County Metropolitan Sewerage District	June 15, 1987
	Amendment—City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend	June 15, 1987
	Amendment—City of Whitewater	Community Assistance Planning Report No. 94 (2nd Edition), Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin	March 1, 1995
	Amendment—Town of Lyons	Community Assistance Planning Report No. 158 (2nd Edition), Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin	September 15, 1993
	Amendment—City of Hartford	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 14, 1987
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Amendment—City of New Berlin	Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin	December 7, 1987
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	December 7, 1987
	Amendment—Kenosha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Kenosha and Environs	December 7, 1987
	Amendment—Village of Kewaskum	Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin	March 7, 1988
	Amendment—Town of Darien	Amendment to the Regional Water Quality Management Plan—2000, Town of Darien/Walworth County Metropolitan Sewerage District	June 20, 1988
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	June 20, 1988
	Amendment—Village of Darien	Community Assistance Planning Report No. 123 (2nd Edition), Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin	September 23, 1992

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 12, 1988
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	December 5, 1988
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	December 5, 1988
	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin	March 6, 1989
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin	March 6, 1989
	Amendment—Village of Germantown	Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown	March 6, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	March 6, 1989
	Amendment—Upper Fox River Watershed	Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants	May 15, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	June 19, 1989
	Amendment—Lake Geneva Area	Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs	June 19, 1989
	Amendment—Town of Geneva	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	November 6, 1989
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	December 4, 1989
	Amendment—Delavan Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District	December 4, 1989
	Amendment—East Troy Area	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy	December 4, 1989
	Amendment—Waukesha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha	June 20, 1990
	Amendment—Village of Silver Lake	Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin	September 12, 1990
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Village of Dousman	Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Towns of Yorkville and Mt. Pleasant	Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant	December 5, 1990

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Town of Bristol	Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol	March 6, 1991
	Amendment—Village of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee	March 6, 1991
	Amendment—Town of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas	March 6, 1991
	Amendment—Delavan Area	Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin	June 19, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan—2000, Town of Salem	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	June 19, 1991
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Town of Rochester	Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Brookfield/Elm Grove Area	Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin	December 4, 1991
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	December 4, 1991
	Amendment—Pewaukee Lake Area	Amendment to the Regional Water Quality Management Plan: 2000, Lake Pewaukee Sanitary District	December 4, 1991
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan: 2000, City of West Bend/Town of West Bend	December 4, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan: 2000, Town of Salem	December 4, 1991
	Amendment—City of Mequon and Village of Thiensville	Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin	January 15, 1992
	Amendment—City of West Bend/Town of West Bend/Silver Lake Sanitary District	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend/Silver Lake Sanitary District	March 4, 1992
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Town of Somers	June 17, 1992
	Amendment—Delafield-Nashotah Area	Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin	January 18, 1993
	Amendment—City of Lake Geneva and Environs	Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin	January 18, 1993
	Amendment—Eagle Lake Sewer Utility District	Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin	January 18, 1993
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan: 2000, Village of Hartland	January 18, 1993
	Amendment—Village of Newburg	Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin	March 3, 1993

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Twin Lakes	Amendment to the Regional Water Quality Management Plan—2000, Village of Twin Lakes	March 3, 1993
	Amendment—City of Muskego	Amendment to the Regional Water Quality Management Plan: 2000, City of Muskego	March 3, 1993
	Amendment—Villages of Lannon and Menomonee Falls	Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin	June 16, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin	June 16, 1993
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	June 16, 1993
	Amendment—Powers Lake, Kenosha and Walworth Counties	Community Assistance Planning Report No. 196, A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin	September 15, 1993
	Amendment—Wind Lake, Racine County	Community Assistance Planning Report No. 198, A Management Plan for Wind Lake, Racine County, Wisconsin	September 15, 1993
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	December 1, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin	March 9, 1994
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 9, 1994
	Amendment—Village of Fontana	Amendment to the Regional Water Quality Management Plan—2000, Village of Fontana	March 9, 1994
	Amendment—Village of Hartland/Lake Pewaukee Sanitary District	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District	March 9, 1994
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	June 15, 1994
	Amendment—City of Burlington/Bohner Lake Area	Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas	June 15, 1994
	Amendment—City of Oak Creek	Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin	September 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/ Village of Darien/ Town of Darien	Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien	September 7, 1994
	Amendment—Pell Lake and Powers-Benedict-Tombeau Lakes Areas	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties	December 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	March 1, 1995
	Amendment—Villages of Fontana and Walworth and Environs	Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin	June 21, 1995
	Amendment—City of Mequon	Amendment to the Regional Water Quality Management Plan—2000, City of Mequon	June 21, 1995
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Williams Bay-Geneva National-Lake Como Sanitary Sewer Service Area	June 21, 1995
	Amendment—City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Wallace Lake Sanitary District	June 21, 1995

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	September 13, 1995
	Amendment—Village of Belgium	Amendment to the Regional Water Quality Management Plan—2000, Village of Belgium	December 6, 1995
	Amendment—Hartland/Pewaukee Areas	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District	December 6, 1995
	Regional Air Quality Plan	Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, A Comprehensive Plan for the Pike River Watershed	June 16, 1983
	Amendment—Town of Mt. Pleasant	Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers	June 15, 1987
	Oak Creek Watershed Plan	Planning Report No. 36, A Comprehensive Plan for the Oak Creek Watershed	September 8, 1986
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances	June 5, 1975

[a]*The regional land use plan is a third-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990. The second-generation regional land use plan was adopted by the Commission on December 19, 1977, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans , and was subsequently amended by the adoption on June 17, 1982, of the Kenosha County and Racine County farmland preservation plans documented, respectively, in SEWRPC Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin, and SEWRPC Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin; the adoption on June 16, 1983, of the Ozaukee County farmland preservation plan documented in SEWRPC Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin; the adoption on December 1, 1983, of a land use plan for the Town of Pewaukee and Village of Pewaukee documented in SEWRPC Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin; the adoption on March 11, 1985, of a land use management plan for the Chiwaukee Prairie-Carol Beach area of the then Town of Pleasant Prairie documented in SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin; and the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties.*

[b]*The regional transportation plan is a third-generation plan. The initial regional transportation plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990, and was subsequently amended by the adoption on June 4, 1970, of the Milwaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County; the adoption on March 2, 1972, of the Milwaukee area transit plan set forth in the document entitled Milwaukee Area Transit Plan; the adoption on March 4, 1973, of the Walworth County jurisdictional highway system plan documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County; the adoption on March 7, 1974, of the Ozaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County; the adoption on June 5, 1975, of the Waukesha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County; the adoption on September 11, 1975, of the Washington County jurisdictional highway system plan documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County; the adoption on September 11, 1975, of the Kenosha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County. The second-generation regional transportation system plan was adopted by the Commission on June 1, 1978, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans , and was subsequently amended by the adoption on June 18, 1981, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway South Corridor; the adoption on June 17, 1982, of an amendment pertaining to the Milwaukee area primary transit system documented in SEWRPC Planning Report No. 33, A Primary Transit System Plan for the Milwaukee Area; the adoption on December 2, 1982, of the Amendment to the Regional Transportation Plan—2000, Racine County, and that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on September 8, 1983, of an amendment pertaining to a transportation system plan for the northwest side of Milwaukee County and for Ozaukee County documented in SEWRPC Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area; the adoption on December 1, 1983, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway*

Table 1 Footnotes (continued)

North/Park Freeway East; the adoption on March 11, 1985, of the Amendment to the Regional Transportation Plan—2000, Stadium Freeway South Corridor; the adoption on June 20, 1988, of that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on June 20, 1990, of the Amendment to the Washington County Jurisdictional Highway System Plan—2000; the adoption on December 5, 1990, of the Amendment to the Racine County Jurisdictional Highway System Plan—2000 and the Amendment to the Regional Transportation Plan—2000, Kenosha County; the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties; the adoption on March 4, 1992, of the Amendment to the Walworth County Jurisdictional Highway System Plan—2010; and the adoption on January 18, 1993, of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010.

[c]The Racine area transit development plan is a third-generation plan. The initial plan was adopted by the Commission on September 12, 1974, and documented in SEWRPC Community Assistance Planning Report No. 3, Racine Area Transit Development Program: 1975-1979. The second-generation plan was documented in SEWRPC Community Assistance Planning Report No. 79, Racine Area Transit System Plan and Program: 1984-1988.

[d]The regional airport system plan is a second-generation plan. The initial plan was adopted by the Commission on March 4, 1976, and is documented in SEWRPC Planning Report No. 21, A Regional Airport System Plan for Southeastern Wisconsin.

[e]The Kenosha area transit development plan is a third-generation plan. The initial plan was adopted by the Commission on June 3, 1976, and documented in SEWRPC Community Assistance Planning Report No. 7, Kenosha Area Transit Development Plan: 1976-1980. The second-generation plan was adopted on March 11, 1985, and documented in SEWRPC Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988, City of Kenosha, Wisconsin.

[f]The 1995 amendments to the 1978 elderly-handicapped transportation plan supersede and supplement a series of earlier amendments to the 1978 plan. These earlier amendments are as follows: 1) an amendment adopted by the Commission on June 20, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County; 2) three amendments adopted by the Commission on September 11, 1980, and documented in SEWRPC Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, respectively, in Volume One, Kenosha Urbanized Area; Volume Three, Racine Urbanized Area; and Volume Four, Milwaukee Urbanized Area/Waukesha County; 3) an amendment adopted by the Commission on June 18, 1981, and documented in the Amendment to the Public Transit Accessibility Plan for the Milwaukee Urbanized Area/Waukesha County, City of Waukesha Transit System; 4) five amendments adopted by the Commission on December 7, 1987, and documented, respectively, in SEWRPC Memorandum Report No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility; SEWRPC Memorandum Report No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 22, A Public Transit Program for Handicapped Persons, Waukesha County Transit System; SEWRPC Memorandum Report No. 23, A Public Transit Program for Handicapped Persons—City of Kenosha Transit System; and SEWRPC Memorandum Report No. 24, A Public Transit Program for Handicapped Persons—City of Racine Transit System; 5) five amendments adopted by the Commission on January 15, 1992, and documented, respectively, in SEWRPC Memorandum Report No. 58, A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System; SEWRPC Memorandum Report No. 59, A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System; SEWRPC Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System; SEWRPC Memorandum Report No. 61, A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 62, A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System; 6) five amendments adopted by the Commission on January 18, 1993, and documented, respectively, in SEWRPC Memorandum Report No. 73, A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 74, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 75, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 76, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 77, A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System; 7) five amendments adopted by the Commission on January 24, 1994, and documented, respectively, in SEWRPC Memorandum Report No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System.

[g]The regional water quality management plan grew out of a first-generation regional sanitary sewerage plan adopted by the Commission on May 13, 1974, and documented in SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin.

the elderly and handicapped transportation plan, the regional bicycle and pedestrian facilities system plan, and detailed transit development plans for the Kenosha, Racine, Waukesha, and West Bend urban areas and for Ozaukee County.

Ten of the adopted plan elements fall within the broad functional area of environmental planning. These consist of the regional water quality management plan, the regional wastewater sludge management plan, the regional air quality attainment and maintenance plan, and comprehensive watershed development plans for the Root, Fox, Milwaukee, Menomonee, Kinnickinnic, and Pike River watersheds, and for the Oak Creek watershed.

The final two plan elements consist of comprehensive community development plans for the Kenosha and Racine urbanized areas.

During 1995, the Commission added two new elements to the comprehensive regional plan: a design year 2010 regional bicycle and pedestrian facilities system plan and a short-range transit

service plan for Ozaukee County for the years 1996 through 2000. In addition, the Commission adopted an amendment to the regional transportation plan in the form of an updated, design year 2010 jurisdictional highway system plan for Waukesha County; a design year 2010 land use and transportation system development plan for the IH 94 West Freeway Corridor in central and western Waukesha County, adopted as both an amendment to the regional land use plan and as an amendment to the regional transportation plan; five amendments to the regional elderly-handicapped transportation plan which took the form of updates to paratransit service plans designed to help each of the five public entities within the Region operating fixed-route public transit services meet the Federal Americans with Disabilities Act requirements pertaining to paratransit service for persons with disabilities; and 10 amendments to the regional water quality management plan dealing with changes to sanitary sewer service areas at various locations throughout the Region. As appropriate, each of these plan amendments is described subsequently in this Annual Report.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

The Commission views the planning process as cyclical in nature, alternating between systems, or areawide, planning, and project, or local, planning. Under this concept, for example, with respect to transportation planning, transportation facilities development and management proposals are initially advanced at the areawide systems level of planning and then an attempt is made to implement the proposals through local project planning. If, for whatever reasons, a particular facility construction or management proposal advanced at the areawide systems planning level cannot be implemented at the project level, that determination is taken into account in the next phase of systems planning. A specific example of this is the Milwaukee River Parkway arterial facility included in the initial regional transportation system plan but rejected in the project planning phase of the cycle. Similar examples could be given for land use development, park and open space facilities, library facilities, flood control facilities, water pollution abatement facilities, or any of the other types of facilities or services that are the subject of Commission plan elements.

By the end of 1979, the second cycle of areawide systems planning for land use, transportation, and water quality management programs had been completed. The resulting plans represent second-generation plans for the Region, incorporating the feedback from the intensive project and facilities planning efforts completed by local agencies after, and in implementation of, the first-generation areawide system plans. In September 1992, the Commission adopted a new, third-generation regional land use plan as part of the Commission's periodic review and reappraisal of the major elements of the comprehensive regional plan. In December 1994, the Commission adopted a new, third-generation regional transportation system plan as part of this review and reappraisal process.

The third-generation regional land use plan, which has a design year of 2010, is based upon the same three basic concepts underlying the first- and second-generation regional land use plans, namely, the centralization of new urban land development to the greatest degree practicable, the preservation and protection of primary environmental corridor lands, and the preservation and protection of prime agricultural lands. While the third-generation regional land use plan is thus conceptually identical to the two previous regional land use plans, it differs in the detailed application of these concepts throughout the seven-county Southeastern Wisconsin Region, taking into account land use decisions that were made following adoption of the first two plans, sometimes at variance with those plans, as well as forecasts of reduced regional population and household growth.

The third-generation regional transportation system plan, which also has a design year of 2010, is designed to serve and support the adopted regional land use plan. The regional transportation system plan builds upon two earlier plans, the first adopted in 1966 and the second in 1978. The currently adopted plan takes into account changes which have occurred in the Region over the approximately 15 years preceding its adoption, including changes in population, household, and employment levels and in land use development patterns. The plan also takes into account transportation facility development decisions made by State, county, and local implementing agencies since the adoption of the second-generation regional transportation system plan in 1978. The current plan is also designed to help the Region meet the requirements of the

Federal Clean Air Act Amendments of 1990 and the Federal Intermodal Surface Transportation Efficiency Act of 1991.

The initial cycle of water quality management planning consisted of the regional sanitary sewerage system plan adopted by the Commission in 1974 and the project-level planning carried out by local water quality management agencies since that time. In July 1979 the Commission adopted a regional water quality management plan, taking into account the results of the project- and facility-level planning efforts of the first planning cycle. The regional water quality management plan differed from the regional sanitary sewerage system plan primarily in scope and complexity, the regional water quality management plan dealing with such areas as regional sludge management and the control of water pollution from nonpoint sources as well as with the control of water pollution from point sources, which was the focus of the first systems-level planning effort. A report documenting the status of the regional water quality management plan, collating and summarizing all implementation actions taken and plan amendments adopted since the adoption of the initial plan in 1979, was completed and published by the Commission in March 1995.

PLAN ELEMENTS UNDER PREPARATION

At the end of 1995, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of an update to the second-generation regional airport system plan. This planning effort is intended to reevaluate and revise the current plan, which was adopted in 1987.

- The preparation of a short-range transit service plan for Washington County. It is envisioned that this plan, when completed and approved by the Washington County Board of Supervisors, will be adopted by the Commission as an additional element of the regional transportation plan.

- The preparation of amendments to the regional water quality management plan relating to the planned sanitary sewer service area and the sewerage system for the greater Kenosha area in Kenosha County and to the revision and updating of planned sanitary sewer service areas for the City of Cedarburg and the Village of Grafton in Ozaukee County; the Waterford/Rochester area in Racine County; and the Village of Genoa City area in Walworth and Kenosha Counties.

- The preparation of a sanitary sewerage system plan for the northwestern Waukesha County area, as proposed in a 1993 Commission prospectus. During 1995, funding arrangements for the planning effort were completed and a consultant was selected to conduct the technical work involved.

- The preparation of a comprehensive plan for the protection and management of the remaining unique and outstanding natural resources and critical species habitats in the Region. The planning effort is being funded by the seven counties of the Region and by the Wisconsin Department of Natural Resources.

- The preparation of a new, updated comprehensive plan for the Kenosha Urban Planning District east of IH 94 in Kenosha County. The new plan, recommended in a prospectus completed by the Commission in 1990, is intended to replace the plan prepared by the Commission and adopted by the local units of government concerned in 1972.

- The preparation of a county development plan for Waukesha County. This plan element, recommended in a study design published by the Commission in 1993, when completed and approved by the Waukesha County Board of Supervisors, is intended to refine and detail the regional land use, housing, transportation, and park and open space plans.

- The preparation of a comprehensive watershed plan for the Des Plaines River watershed, as proposed in a 1991 Commission prospectus. During 1995, work continued on the preparation of a planning report documenting the findings and recommendations of the planning effort.

FUTURE WORK PROGRAMS

The Commission is committed to carrying out a series of continuing planning efforts designed to ensure that the already adopted plan elements are

both kept current and extended in terms of design year. Thus, the Commission annually carries on a continuing regional land use planning program designed in part to update and extend the regional land use and regional park and open space plans; a continuing regional transportation planning program designed to update and extend the regional highway, transit, airport, and bicycle and pedestrian system plans; and a continuing regional environmental planning program designed to update, amend, and extend the series of watershed plans and the regional water quality management plan.

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus or a study design prior to undertaking any major new planning efforts. During 1995, the Commission completed a study design for an upland environmental corridor protection study. As of year's end, the study design had been transmitted to the Wisconsin Department of Natural Resources for its consideration.

LAND USE PLANNING DIVISION

DIVISION FUNCTIONS

The Land Use Planning Division conducts studies and prepares plan recommendations concerning the physical aspects of land use development within the Region. The Division is also responsible for developing demographic, economic, and public financial resource data that serve as the basis for the preparation of regional and subregional plans by the Commission. The kinds of basic questions addressed by this Division include:

- How many people live and work in the Region? How are the levels of population and employment changing over time?
- Where in the Region do people live and work? How are the population, household, and employment distribution patterns changing over time?
- What are the most probable future levels of population, households, and employment in the Region? Where will people live and work in the future?
- What is the existing pattern of land use development in the Region? How is this pattern changing over time?
- Where are the significant natural resource areas of the Region located, including the wetlands, woodlands, and wildlife habitat areas? What is happening to these resources over time?
- Where are the significant agricultural lands of the Region located? At what rate are these lands being converted to other uses?
- What are the probable future demands within the Region for each of the land use categories, and what appears to be the best way to accommodate these demands?
- How can new urban development and redevelopment in the Region be adjusted to the limitations of the natural resource base?
- What is the demand for outdoor recreation in the Region, and how can this demand best be met through the provision of park and open space sites and facilities?

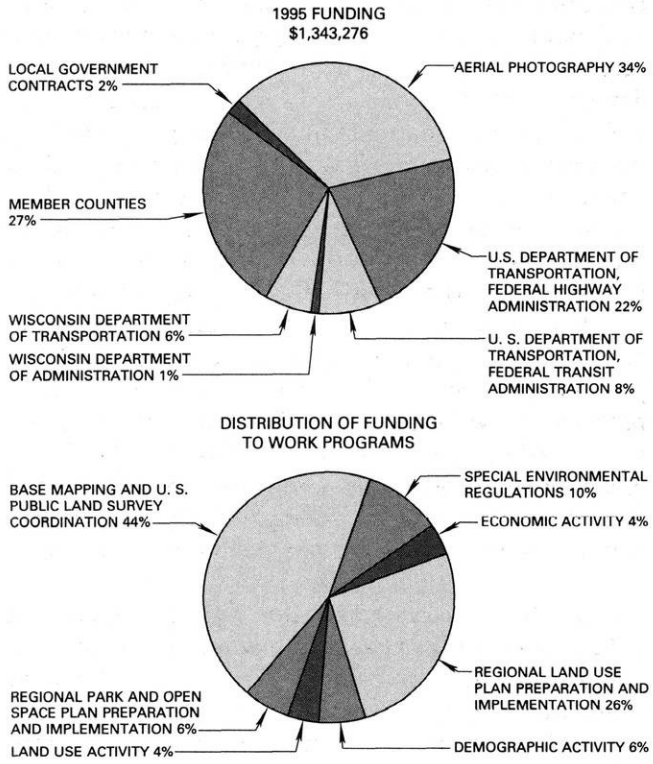
In an attempt to provide answers to these and similar questions, the Land Use Planning Division, during 1995, conducted a number of activities in three identifiable areas: land use planning, economic and demographic analysis, and park and open space planning.

LAND USE PLANNING

During 1995, the Division efforts in land use planning were directed primarily toward the implementation of the third-generation regional land use plan for the design year 2010. The Division continued to monitor residential subdivision platting and farmland preservation activity within the seven-county Region during 1995. Finally, efforts were directed toward implementation of the regional land use plan through the application of regional land use

Figure 6

LAND USE PLANNING DIVISION



plan data to subregional and local planning programs being undertaken by the Commission and by county and local units of government in the Region.

Regional Land Use Plan—An Overview

The third-generation regional land use plan, documented in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin—2010, January 1992, was formally adopted by the Commission in September 1992, and subsequently certified to the various units and agencies of government involved for adoption and implementation. The year 2010 regional land use plan for Southeastern Wisconsin is shown in graphic summary form on Map 2.

The basic concepts underlying the third-generation regional land use plan are essentially the same as those underlying the first-generation plan for design year 1990, adopted by the Commission in 1966, and the second-generation plan for design year 2000, adopted by the Commission in 1977. Like the prior plans, the 2010 land use plan recommends that new urban development occur primarily in concentric rings along and outward from the full periphery of the established urban centers of the Region. The recommended plan seeks: 1) to centralize land use development to the greatest degree practicable; 2) to encourage new urban development to occur at densities consistent with the provision of public centralized sanitary sewer, water supply, and mass transit facilities and services; 3) to encourage new urban development to occur only in areas covered by soils well suited to urban use and not subject to special hazards such as flooding and erosion; and 4) to encourage new urban development and redevelopment to occur in areas in which essential urban facilities and services are available—particularly the existing urban centers of the Region—or into which such facilities and services can be readily and economically extended. In short, the plan seeks to promote a more orderly and economical settlement pattern; to avoid the intensification of existing and the creation of new areawide developmental and environmental problems; and generally to guide the operation of market forces into conformance with sound areawide land use development activities.

Under the adopted plan, the amount of land in urban uses within the Region would increase from about 605 square miles in 1985 to about 691 square miles in 2010, an increase of about 86 miles, or by about 14 percent. Most new urban development would occur in planned neighborhood units at medium densities, about 4,750 persons per square mile, with a typical single-family lot of one-quarter acre and a typical multi-family development of about 10 dwelling units per acre. All such development would be provided with basic urban services and facilities so that by the year 2010 about 85 percent of all urban land and about 91 percent of the total resident population would be served by public sanitary sewer and water supply services.

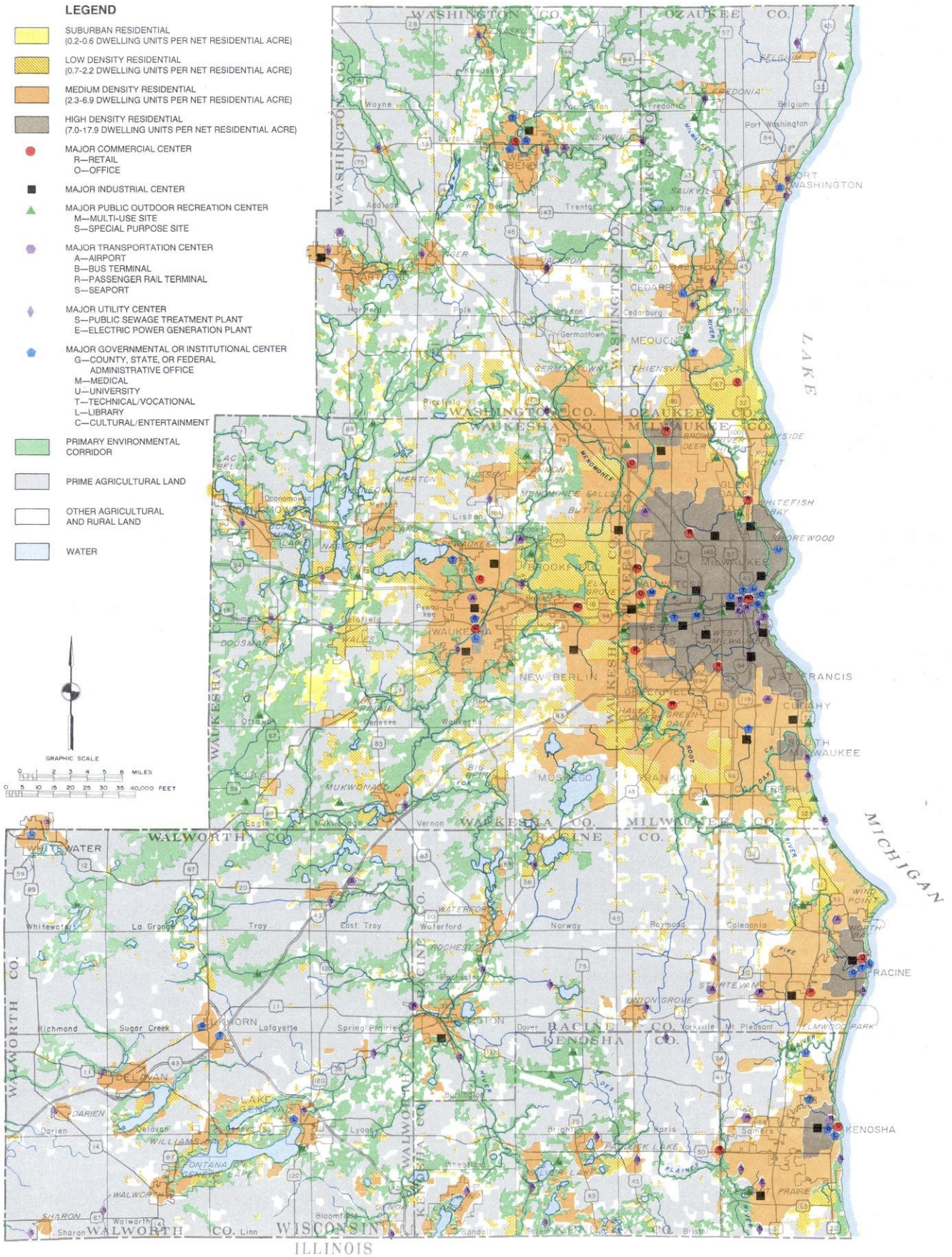
Like the previous plans, the year 2010 plan recommends the preservation of those lands identified as primary environmental corridors in essentially open, natural uses. Such corridors include concentrations of natural resource elements, including woodlands, wetlands, wildlife habitat areas, and surface waters and associated floodlands and shorelands, as well as features closely related to those elements, such as historic, scenic, and recreational sites. The essentially linear primary environmental corridors represent a composite of the best remaining elements of the natural resource base of the Region and have immeasurable environmental and recreational value. Environmental corridors currently encompass about 468 square miles, or about 17 percent of the total area of the Region. The plan envisions that certain adjacent floodland areas that are currently in agricultural or other open uses would be restored to wetland condition, thereby making them part of the environmental corridor network. These additional lands encompass about six square miles. The planned environmental corridors thus encompass about 474 square miles, or just under 18 percent of the total area of the Region.

The preservation of these corridors in essentially open, natural uses is perhaps the single most important element of the regional land use plan. Such preservation is essential to maintaining a high level of environmental quality in the Region, protecting its natural heritage and beauty, and providing scientific, educational, and recreational opportunities. The exclusion of urban development from these corridors will also help to prevent the creation of such serious and costly problems as air and water pollution, wet and flooded basements, building and pavement foundation failures, and excessive infiltration and inflow of clear water into sanitary sewerage systems.

Also like the prior regional land use plans, the year 2010 regional land use plan proposes the preservation, to the greatest extent practicable, of those

Map 2

ADOPTED LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2010



areas of the Region which have been identified as prime agricultural lands. These areas encompassed about 1,047 square miles, or 39 percent of the Region, in 1985. The year 2010 plan proposes to convert to urban use only about 16 square miles, or about 1 percent, of the remaining prime agricultural lands of the Region.

Finally, the year 2010 regional land use plan recommends that the residual agricultural and rural lands of the Region continue to be used for agricultural and rural residential purposes. These lands do not meet the criteria for designation as either primary environmental corridors or prime agricultural lands. In addition, these lands were not found in the plan design process to be needed to accommodate urban development through the year 2010. If these lands are converted from agricultural to residential use, the plan recommends that such conversion result in truly rural residential development, defined as a density not exceeding one residence per five acres of land.

As of the end of 1995, the year 2010, third-generation regional land use plan had been adopted by the Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha County Boards of Supervisors; the Common Councils of the Cities of Greenfield, Kenosha, and Milwaukee; the Village Boards of the Villages of Bayside, Hartland, Kewaskum, and Pleasant Prairie; and the Town Boards of the Towns of Ottawa, Somers, and Troy. In addition, the plan had been endorsed by the Wisconsin Department of Administration.

Preservation of Farmland

A major recommendation of the regional land use plan is the preservation of the remaining prime agricultural lands in the Southeastern Wisconsin Region. Planning for the preservation of agricultural lands and implementation of such planning efforts through zoning received major impetus in 1977 with the passage of the Wisconsin Farmland Preservation Program, a program that combines planning and zoning provisions with tax incentives for the purpose of ensuring the preservation of farmland. The program is intended to help counties and local units of government preserve farmland through local plans and zoning and to provide tax relief, in the form of State income-tax credits, to farmland owners who participate in the program. The following is a description of the Wisconsin Farmland Preservation Program and the status of farmland preservation planning and zoning within the Region.

Wisconsin Farmland Preservation Program

The Wisconsin Farmland Preservation Program provides property-tax relief in the form of State income-tax credits to eligible owners of farmland who decide to participate. Owners of farmland in "urban" counties, including all counties in Southeastern Wisconsin, are eligible to participate in the program if their land has been placed in a State-certified exclusive agricultural zoning district and if certain other program eligibility requirements are met. For example, the farm must be at least 35 acres in size and must have produced farm products with a value of at least $6,000 in the last year or $18,000 in the past three years. All participants in the program are required to adhere to sound soil conservation practices. A farmland owner who claims a farmland preservation tax credit on the basis of exclusive agricultural zoning must include in his or her State income-tax return a certificate from the local zoning administrator verifying that his or her land is located within an exclusive agricultural zoning district. While most participants in the Wisconsin Farmland Preservation Program in Southeastern Wisconsin qualify on the basis of exclusive agricultural zoning, a limited number of landowners whose lands are not in exclusive agricultural zoning districts are eligible to participate in the program by virtue of long-term farmland preservation agreements with the State entered into in the 1980s.

Under the Wisconsin Farmland Preservation Program, the level of income-tax credit for which a farmland owner is eligible is determined in part by a formula which takes into account the owner's household income and the property tax on his or her farm. In general, the higher the property tax and the lower the household income, the higher the income-tax credit.

The level of participation in the Wisconsin Farmland Preservation Program for tax year 1994 is presented in Table 2, Figure 7, and Map 3. Based upon the number of zoning certificates issued and the number of long-term preservation agreements in effect, a total of 1,280 farms encompassing a combined total of 172,897 acres, or about 26 percent of the prime agricultural land in the Region, were

Table 2

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1994

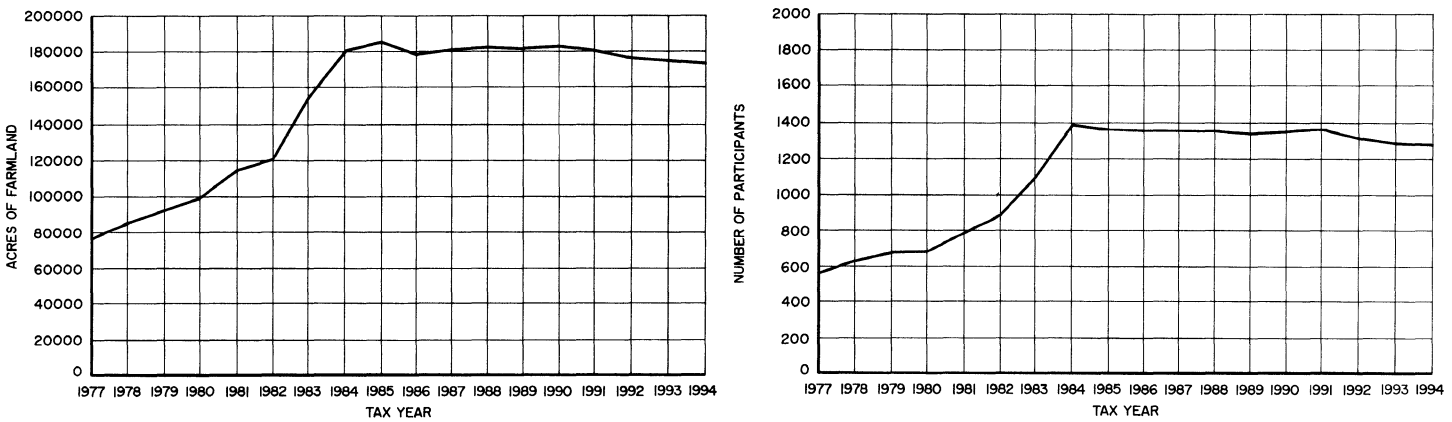
County	Participants				Acres of Farmland				Farmland Preservation Program Acres as a Percent of Prime Agricultural Land	Acres of Prime Agricultural Land: 1990
			Total				Total			
	Zoning Certificates	Long-Term Agreements	Number	Percent of Region	Zoning Certificates	Long-Term Agreements	Number	Percent of Region		
Kenosha	34	0	34	2.6	4,694	0	4,694	2.7	6.3	74,911
Milwaukee	1	0	1	0.1	60	0	60	--[a]	4.5	1,340
Ozaukee	240	8	248	19.4	30,171	648	30,819	17.8	42.8	72,015
Racine	24	3	27	2.1	4,573	251	4,824	2.8	4.9	98,520
Walworth	693	0	693	54.1	96,968	0	96,968	56.1	46.3	209,537
Washington	118	34	152	11.9	15,482	4,167	19,649	11.4	18.6	105,854
Waukesha	118	7	125	9.8	15,096	787	15,883	9.2	16.2	98,158
Region	1,228	52	1,280	100.0	167,044	5,853	172,897	100.0	26.2	660,335

NOTE: The total number of agreements by county as shown in this table may differ from values shown on Map 3 in cases where a single agreement pertains to lands located in more than one civil division.

[a] *Less than 0.1 percent.*

Figure 7

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM FOR THE REGION: TAX YEARS 1977-1994



included in the program in tax year 1994. Among the seven counties of the Region, Walworth County had the highest level of participation: 693 farms encompassing 96,968 acres, or about 46 percent of the prime agricultural land in that County.

The vast majority of participants in the program qualified on the basis of exclusive agricultural zoning. A total of 1,228 zoning certificates for farms encompassing 167,044 acres, or about 25 percent of the prime agricultural land in the Region, were issued in the Region for tax year 1994. In contrast, long-term farmland preservation agreements were in effect on only 52 farms encompassing 5,853 acres, or about 1 percent of the prime agricultural land in the Region, for tax year 1994.

In tax year 1994, the average tax credit for participating landowners in Southeastern Wisconsin was $1,318, or about 25 percent of the average property tax of $5,177. Among the seven counties of the Region, the average tax-credit level ranged from $400 in Milwaukee County to $1,426 in Kenosha County (see Table 3).

Map 3

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM BY MINOR CIVIL DIVISION IN THE REGION: TAX YEAR 1994

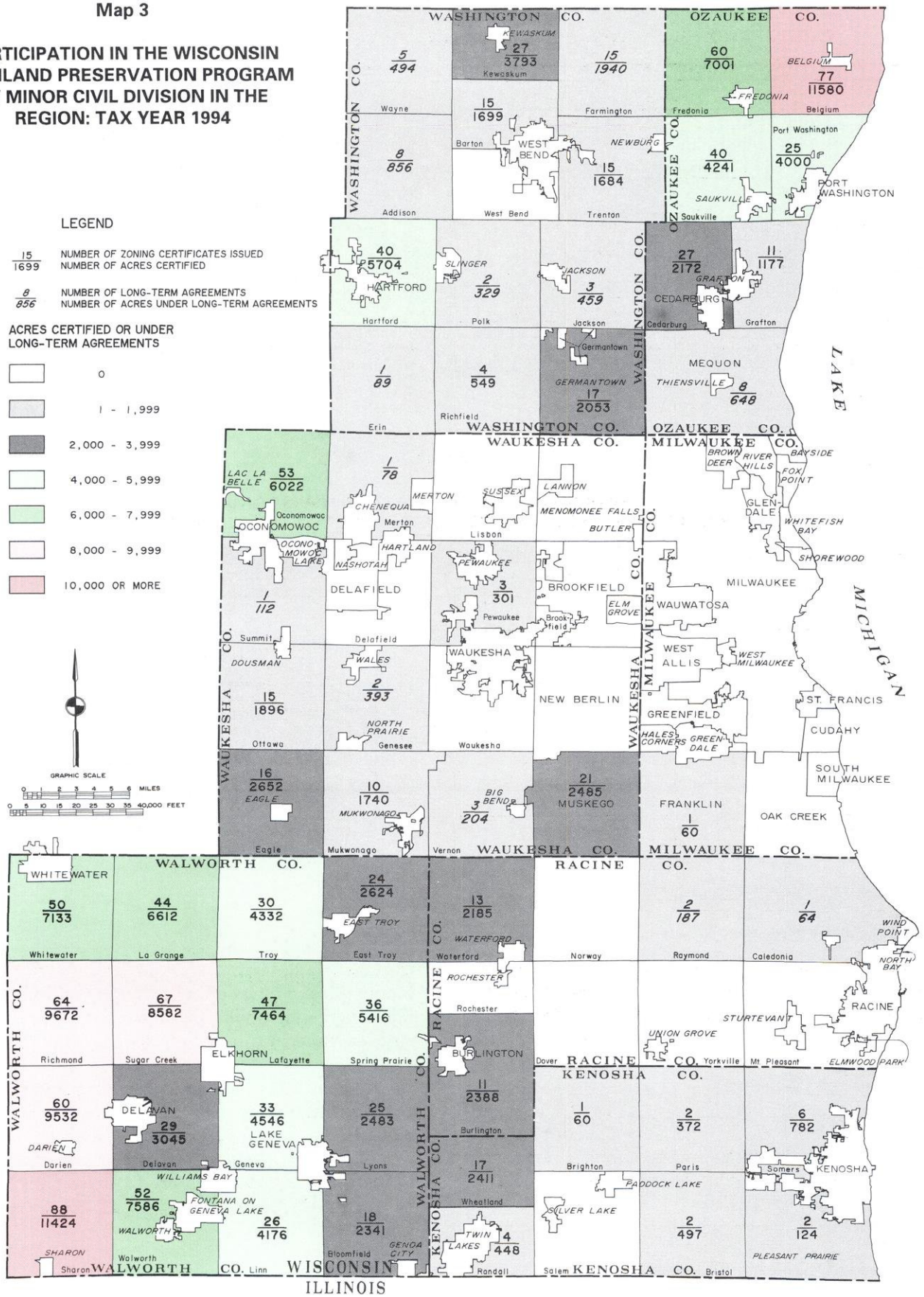


Table 3

AVERAGE TAX-CREDIT LEVELS UNDER THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1994

County	Average Property Tax	Average Tax Credit	
		Amount	Percent of Property Tax
Kenosha	$5,486	$1,426	26.0
Milwaukee	3,095	400	12.9
Ozaukee	5,064	1,206	23.8
Racine	6,553	1,272	19.4
Walworth	5,277	1,408	26.7
Washington	4,967	1,373	27.6
Waukesha	5,015	1,166	23.3
Region	$5,177	$1,318	25.5

NOTE: Tax and tax-credit levels presented in this table are based upon the county of residence of the landowner, which may be different from the county in which the land is located. Data for corporate landowners are not included.

Farmland Preservation Planning

Considerable progress has been made in planning for the preservation of farmland within the Southeastern Wisconsin Region since the passage of the Wisconsin Farmland Preservation Act by the Wisconsin Legislature in 1977. Six counties in the Southeastern Wisconsin Region, Kenosha, Ozaukee, Racine, Walworth, Washington, and Waukesha, have adopted farmland preservation plans which were subsequently certified by the Wisconsin Land Conservation Board (see Map 4).

Farmland Preservation Zoning

Under Chapter 91 of the Wisconsin Statutes, exclusive agricultural zoning is defined as zoning which limits the use of land to agricultural use, specifies a minimum parcel size of 35 acres for a residence or farm operation, and prohibits structures or improvements on the land unless consistent with agricultural uses. By the end of 1995, exclusive agricultural zoning ordinances certified by the Wisconsin Land Conservation Board had been adopted by 46 local units of government in the Region. Twenty-seven towns, seven in Kenosha County, two in Racine County, 16 in Walworth County, and two in Waukesha County, have adopted exclusive agricultural zoning under county-enacted zoning ordinances. Fourteen towns, six in Ozaukee County, five in Washington County, and three in Waukesha County, have applied exclusive agricultural zoning under town-enacted zoning ordinances. The City of Franklin in Milwaukee County, the City of Muskego in Waukesha County, the Village of Germantown in Washington County, and the Village of Pleasant Prairie in Kenosha County have also adopted exclusive agricultural zoning in conformance with the standards of the Wisconsin Farmland Preservation Act. In addition, the City of Elkhorn administers extraterritorial zoning, including exclusive agricultural zoning, in the Towns of Delavan, Geneva, and Lafayette (see Map 4).

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activities in the Region. In all, 4,136 residential lots were created in the Region during 1995 through subdivision plats, compared with 4,304 lots platted in 1994. Of the residential lots created in 1995, 3,384 lots, or about 82 percent, were served by public sanitary sewers; the remaining 752 lots, or 18 percent, were served by onsite septic tank sewage disposal systems (see Table 4 and Map 5). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 1995 ranged from a low of 139 lots in Ozaukee County to a high of 2,023 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 8.

ECONOMIC AND DEMOGRAPHIC ANALYSIS

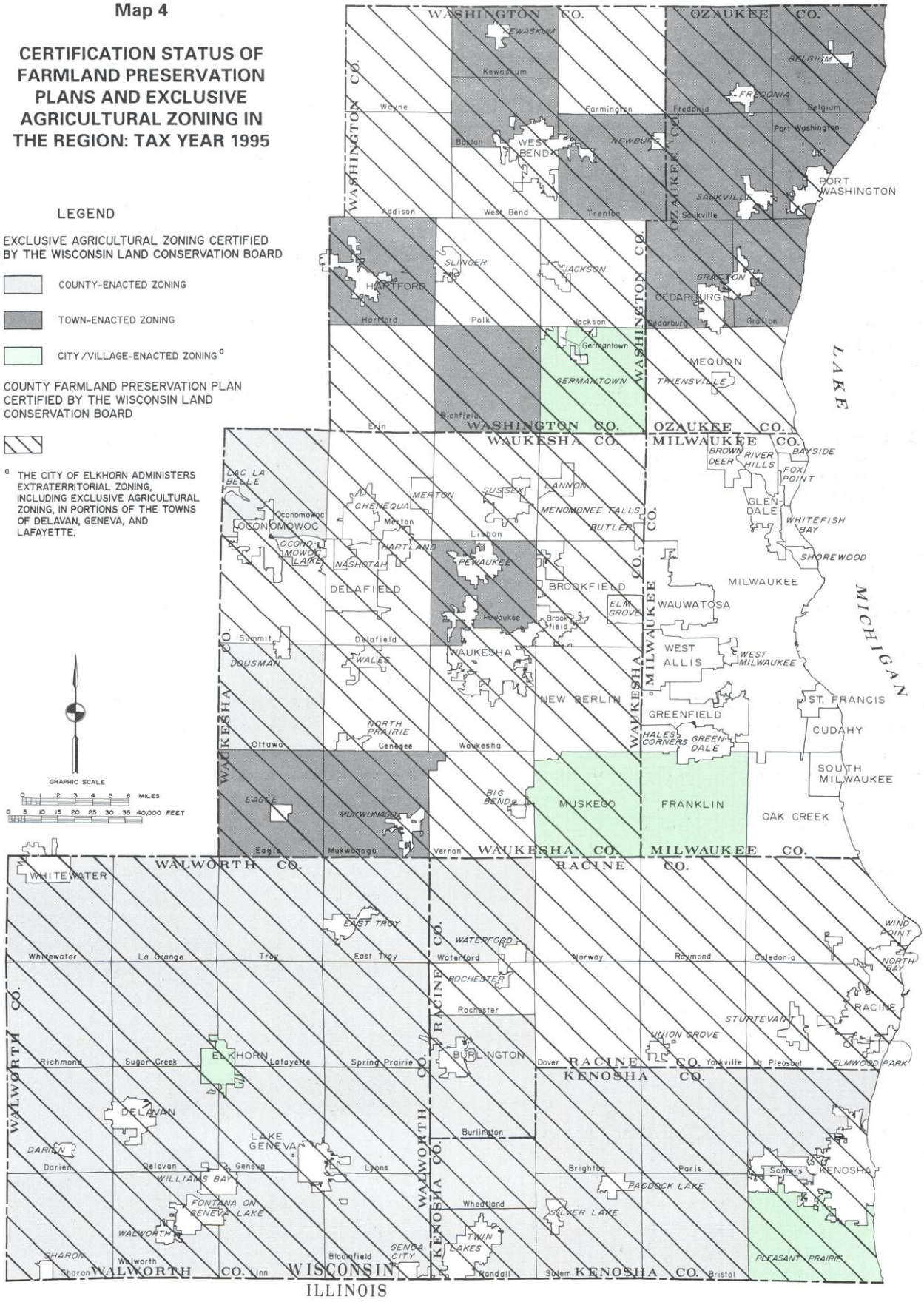
During 1995, the Division prepared new projections of employment, resident population, and household levels to the year 2020; continued to monitor secondary data sources on changes in population, employment, and school enrollment levels; and continued to provide pertinent socio-economic data in support of its work and that of the Transportation, Environmental, and Community Assistance Planning Divisions.

Year 2020 Employment and Population Projections

The proper conduct of the Commission's land use and supporting public works planning efforts requires anticipation of changes relating to the regional economy—the size, composition, and distribution of employment opportunities—and those relating to the resident population of the Region—

Map 4

CERTIFICATION STATUS OF FARMLAND PRESERVATION PLANS AND EXCLUSIVE AGRICULTURAL ZONING IN THE REGION: TAX YEAR 1995



its size, characteristics, and distribution. Accordingly, the Commission must carry out economic and demographic studies pertinent to the proper performance of its primary responsibility to make and adopt an advisory plan for the physical development of the Region.

During 1995, a study of recent and anticipated future changes in the level, characteristics, and geographic distribution of economic activity within the Region and of the resident population and households was completed by the Commission with the publication of the third editions of SEWRPC Technical Report No. 10, The Economy of Southeastern Wisconsin, and SEWRPC Technical Report No. 11, The Population of Southeastern Wisconsin, both dated October 1995. These reports present the results of a reexamination and updating of the economic and demographic data presented in a number of previous Commission reports, including the first and second editions of these two technical reports, published in 1972 and 1984, and present new regional employment, population, and household projections to the year 2020.

The Economy of Southeastern Wisconsin

Recent Changes in the Regional Economy

The basic concept underlying the system of economic analysis used by the Commission is that the economy of an area can best be understood through in-depth analysis over time of the largest industry groups found in that area. These large, important industries are defined as dominant or subdominant, depending on their individual share of total regional employment. Industrial "dominants" are, by definition, those industry groups which account for 4 percent or more of total regional employment. Industrial "subdominants" are, by definition, those industry groups which account for 2 percent to 3.9 percent of total regional employment.

Those industry groups identified as dominant in the Southeastern Wisconsin Region in 1990 included construction; industrial machinery and equipment, formerly called nonelectrical machinery; transportation, communication, and utilities; wholesale trade; retail trade; finance, insurance, and real estate; business services; health services; and government and government enterprises. Those industry groups identified as subdominant in 1990 included printing and publishing; fabricated metals; and electrical and electronic machinery, equipment, and supplies. It should be noted that the only manufacturing industry in the dominant class within the Region in 1990 was industrial machinery and equipment.

Changes in the status of the dominant and subdominant industries of the Region are set forth in Table 5 for the years 1950, 1960, 1970, 1980, and 1990. Those industries accorded dominant status in 1990 accounted for 348,200 jobs in 1950, or about 61 percent of total regional employment; and for 742,700 jobs in 1990, or about 70 percent of total regional employment. Industries accorded subdominant status in 1990 accounted for 47,400 jobs, or about 8 percent of total regional employment, in 1950; and for 73,000 jobs, or about 7 percent of total regional employment, in 1990.

The changes in regional employment by industry group appear to reflect a stabilization in the general structure of the economy of the Region, although a general shift has occurred between the service and trade dominants and subdominants and their manufacturing counterparts. The manufacturing industries accorded dominant or subdominant status in 1990 accounted for about 20 percent of total regional employment in 1950, but only about 12 percent in 1990. Conversely, employment in service, trade, and other nonmanufacturing-oriented industries accorded dominant or subdominant status in 1990 increased from about 50 percent of the total jobs in the Region in 1950 to about 64 percent in 1990 (see Figure 9).

Alternative Regional Employment Projections to the Year 2020

With respect to future regional employment levels, major uncertainties appear to exist. These uncertainties are related to the continued importance of manufacturing in the economic base and structure of the Region, and the continued ability of Southeastern Wisconsin to compete with other regions of the United States and of other nations as a desirable location for economic enterprises.

To deal with these uncertainties, the Commission prepared alternative projections of regional employment levels to the year 2020. The alternative projections seek to identify a range of future employment levels, identifying reasonable upper and lower limits of such levels within the Region. The regional employment projections presented in the third edition of SEWRPC Technical Report No. 10 were developed using the same approach

Table 4

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1995

County	Sewered Lots		Unsewered Lots		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	203	89.0	25	11.0	228	5.5
Milwaukee	392	100.0	0	--	392	9.5
Ozaukee	139	100.0	0	--	139	3.4
Racine	328	91.1	32	8.9	360	8.7
Walworth	484	100.0	0	--	484	11.7
Washington	399	78.2	111	21.8	510	12.3
Waukesha	1,439	71.1	584	28.9	2,023	48.9
Region	3,384	81.8	752	18.2	4,136	100.0

used by the Commission in its previous employment projection efforts, that is, by preparing a range of projections for each of the dominant and subdominant industry groups within the Region, in order to arrive at projections of total regional employment levels to the year 2020 under the most optimistic and most pessimistic futures that could be reasonably envisioned. Such a range of employment projections is useful in the development of robust system plans at the regional level, as well as facility plans at the local level, plans that may be expected to remain viable under greatly varying future conditions. The resultant projections are set forth in Table 6 and Figure 10.

Under the high-growth scenario, which assumes that all industries would achieve their most optimistic growth projections, total employment in the Region would increase from about 1,067,200 jobs in 1990 to about 1,362,600 jobs by 2020, an increase of about 295,400 jobs, or about 28 percent. Employment in the dominant industries under the high-growth scenario would be led by the fast-growing business services industry, which would increase by about 58,100 jobs; the health services industry, which would increase by about 52,000 jobs; and the retail trade industry, which would increase by about 70,800 jobs. Employment increase in the subdominant industries under the high-growth scenario would occur primarily as a result of an envisioned increase of about 10,600 jobs in the printing and publishing industry.

Under the intermediate-growth scenario, total employment in the Region would increase from about 1,067,200 jobs in 1990 to about 1,277,100 jobs by 2020, an increase of about 209,900 jobs, or about 20 percent. Employment in the dominant industries under the intermediate-growth scenario would be led by increases in business services, health services, and retail trade by about 49,300 jobs, 44,300 jobs, and 59,400 jobs, respectively. Employment in the subdominant industries under the intermediate-growth scenario would decline modestly, with only

Map 5

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 1995

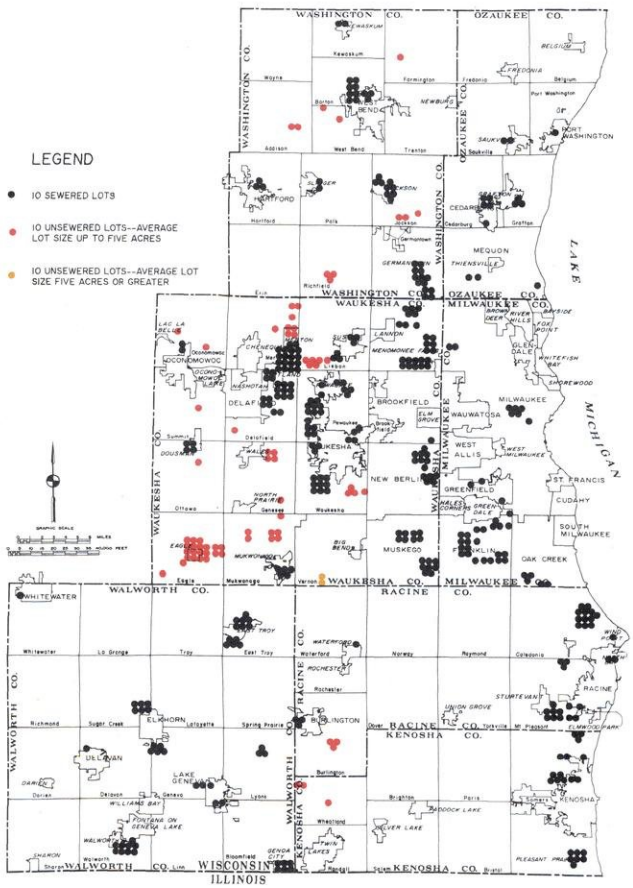
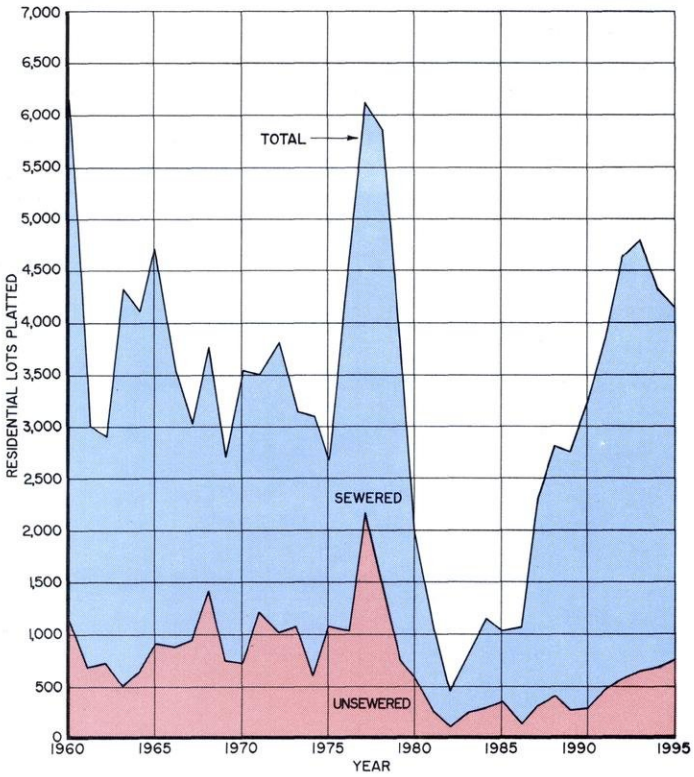


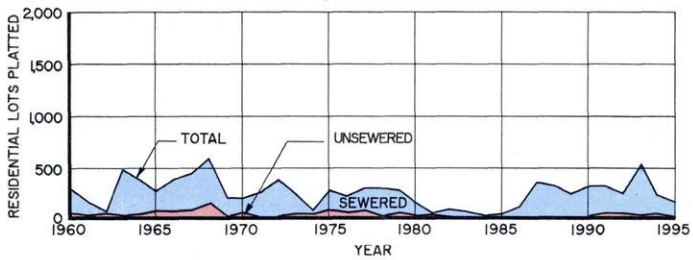
Figure 8

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-1995

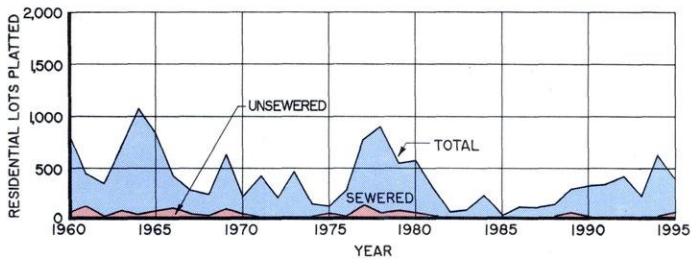
REGION



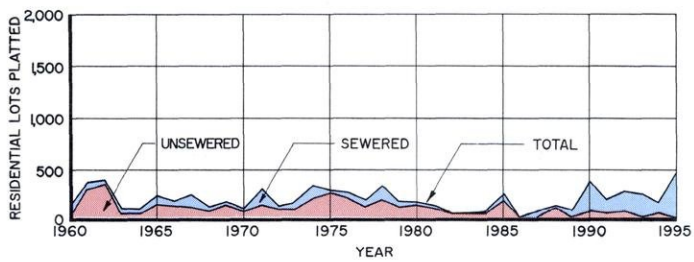
OZAUKEE COUNTY



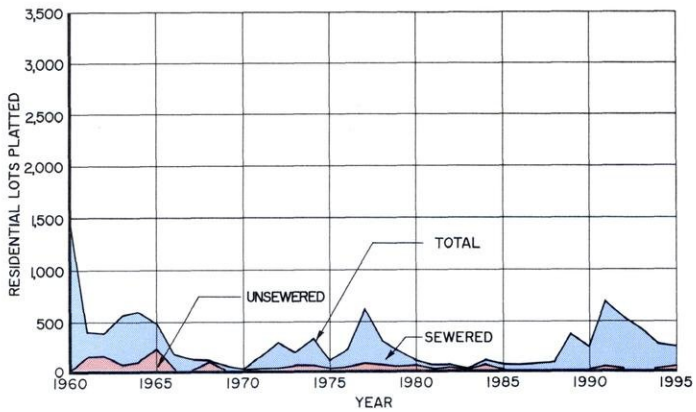
RACINE COUNTY



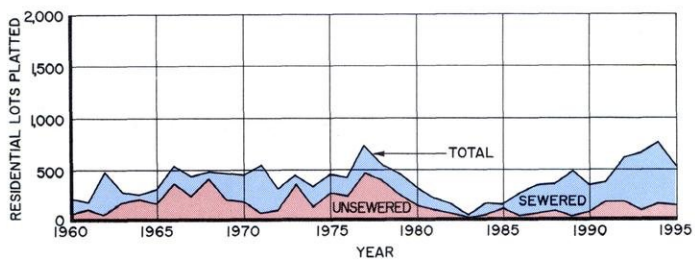
WALWORTH COUNTY



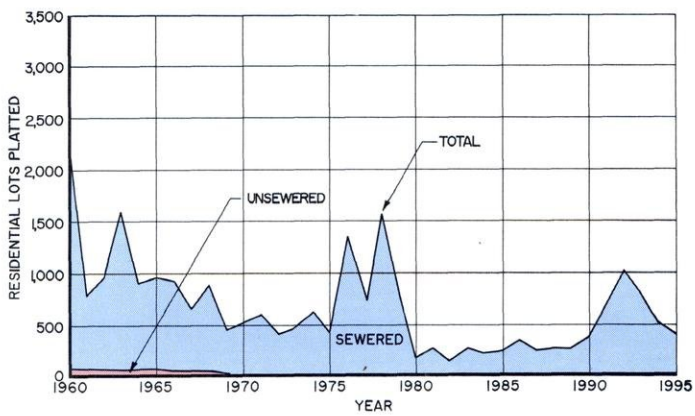
KENOSHA COUNTY



WASHINGTON COUNTY



MILWAUKEE COUNTY



WAUKESHA COUNTY

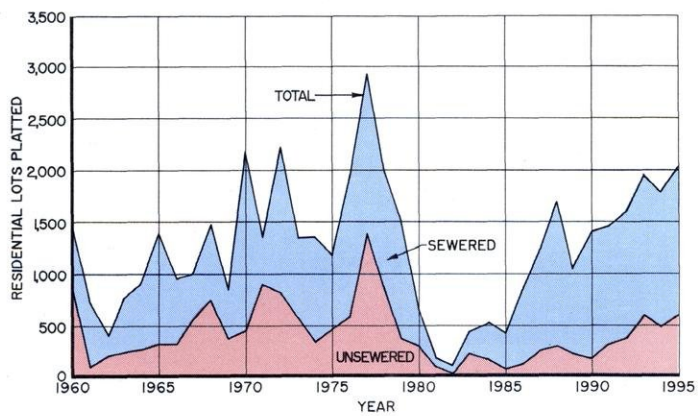


Table 5

CHANGES IN THE STATUS OF DOMINANT AND SUBDOMINANT INDUSTRY GROUPS IN THE REGION: 1950-1990

SIC Code Number(s)[a]	Industry	1950		1960		1970		1980		1990		1950-1990 Change		
		Number of Jobs	Percent of Regional Employment	Number of Jobs	Percent of Regional Employment	Number of Jobs	Percent of Regional Employment	Number of Jobs	Percent of Regional Employment	Number of Jobs	Percent of Regional Employment	Number of Jobs	Percent	Percentage-Point Change in Regional Employment
	Dominant Industries													
15-17	Construction	24,500	4.3	30,900	4.6	32,400	4.1	33,800	3.6	46,100	4.3	21,600	88.2	0.0
35	Industrial Machinery and Equipment[b]	64,400	11.2	58,900	8.8	70,200	9.0	75,000	7.9	55,600	5.2	-8,800	-13.7	-6.0
40-49	Transportation, Communication, and Utilities	26,900	4.7	33,600	5.0	38,400	4.9	42,200	4.5	46,000	4.3	19,100	71.0	-0.4
50-51	Wholesale Trade	24,000	4.2	27,400	4.1	37,200	4.7	46,100	4.9	54,900	5.1	30,900	128.8	0.9
52-59	Retail Trade	85,500	14.9	97,800	14.5	133,700	17.1	153,600	16.3	186,400	17.5	100,900	118.0	2.6
60-67	Finance, Insurance, and Real Estate	31,300	5.5	36,200	5.4	47,500	6.1	75,200	8.0	86,200	8.1	54,900	175.4	2.6
73	Business Services	11,600	2.0	13,000	1.9	16,700	2.1	32,300	3.4	64,700	6.1	53,100	457.8	4.1
80	Health Services	14,500	2.5	22,100	3.3	40,300	5.1	68,800	7.3	95,800	9.0	81,300	560.7	6.5
90-97	Government and Government Enterprises	65,500	11.4	72,600	10.8	86,200	11.0	101,600	10.7	107,000	10.0	41,500	63.4	-1.4
	Subtotal	348,200	60.7	392,500	58.3	502,600	64.1	628,600	66.5	742,700	69.6	394,500	113.3	8.9
	Subdominant Industries													
27	Printing and Publishing	10,000	1.7	14,400	2.1	15,000	1.9	16,200	1.7	22,900	2.1	12,900	129.0	0.4
34	Fabricated Metals	17,500	3.1	18,300	2.7	24,400	3.1	32,000	3.4	26,800	2.5	9,300	53.1	-0.6
36	Electrical and Electronic Machinery, Equipment, and Supplies	19,900	3.5	42,700	6.3	36,100	4.6	40,600	4.3	23,300	2.2	3,400	17.1	-1.3
	Subtotal	47,400	8.3	75,400	11.1	75,500	9.6	88,800	9.4	73,000	6.8	25,600	54.0	-1.5
	All Other Employment	177,900	31.0	205,100	30.6	206,000	26.3	227,800	24.1	251,500	23.6	73,600	41.4	-7.4
	Total Regional Employment	573,500	100.0	673,000	100.0	784,100	100.0	945,200	100.0	1,067,200	100.0	493,700	86.1	--

[a] *"SIC" refers to the Standard Industrial Classification established by the U. S. Office of Management and Budget.*

[b] *Formerly known as the nonelectrical machinery industry.*

Figure 9

CHANGES IN THE STATUS OF DOMINANT AND SUBDOMINANT INDUSTRY GROUPS IN THE REGION: 1950 AND 1990

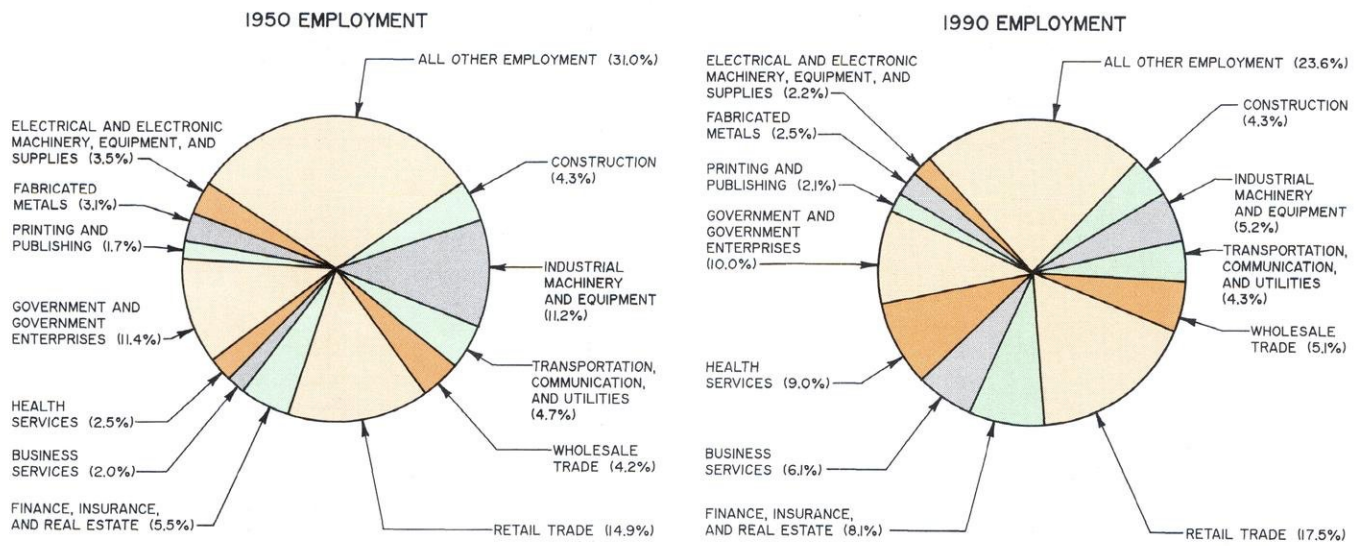


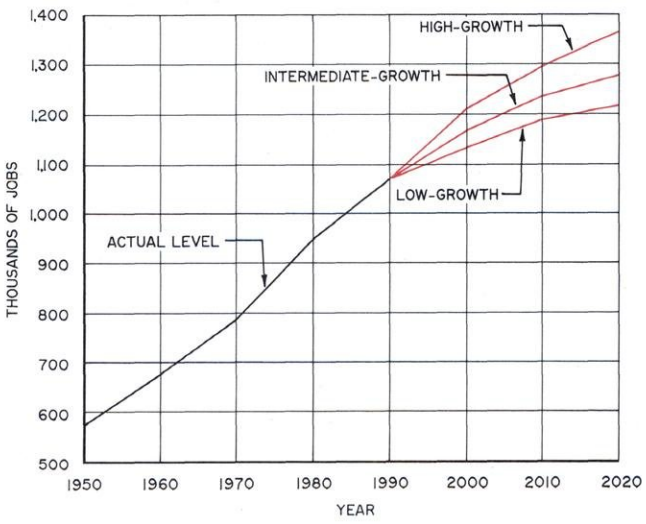
Table 6

ALTERNATIVE EMPLOYMENT PROJECTIONS FOR THE REGION BY INDUSTRY GROUP FOR THE YEAR 2020

Industry	Estimated 1990 Employment		Projected 2020 Employment					
			High-Growth Scenario		Intermediate-Growth Scenario		Low-Growth Scenario	
	Number of Jobs	Percent of Total	Number of Jobs	Percent of Total	Number of Jobs	Percent of Total	Number of Jobs	Percent of Total
Dominant Industries								
Construction	46,100	4.3	50,600	3.7	47,600	3.7	45,600	3.7
Industrial Machinery and Equipment	55,600	5.2	46,800	3.4	41,500	3.2	37,500	3.1
Transportation, Communication, and Utilities	46,000	4.3	52,500	3.9	49,600	3.9	47,800	3.9
Wholesale Trade	54,900	5.1	62,500	4.6	58,300	4.6	53,600	4.4
Retail Trade	186,400	17.5	257,200	18.9	245,800	19.2	234,800	19.3
Finance, Insurance, and Real Estate	86,200	8.1	123,600	9.1	115,200	9.0	108,000	8.9
Business Services	64,700	6.1	122,800	9.0	114,000	8.9	110,000	9.0
Health Services	95,800	9.0	147,800	10.8	140,100	11.0	133,700	11.0
Government and Government Enterprises	107,000	10.0	136,600	10.0	130,400	10.2	128,400	10.6
Subtotal	742,700	69.6	1,000,400	73.4	942,500	73.8	899,400	73.9
Subdominant Industries								
Printing and Publishing	22,900	2.1	33,500	2.5	32,100	2.5	31,100	2.6
Fabricated Metals	26,800	2.5	26,700	2.0	24,900	1.9	22,100	1.8
Electrical and Electronic Machinery, Equipment, and Supplies	23,300	2.2	16,100	1.2	15,100	1.2	12,800	1.1
Subtotal	73,000	6.8	76,300	5.6	72,100	5.6	66,000	5.4
Total Dominant-Subdominant	815,700	76.4	1,076,700	79.0	1,014,600	79.4	965,400	79.3
All Other Employment	251,500	23.6	285,900	21.0	262,500	20.6	251,500	20.7
Total Regional Employment	1,067,200	100.0	1,362,600	100.0	1,277,100	100.0	1,216,900	100.0

Figure 10

HISTORICAL AND PROJECTED TOTAL EMPLOYMENT IN THE REGION: 1950-2020



the printing and publishing industry experiencing an increase in employment levels, increasing by about 9,200 jobs.

Under the low-growth scenario, which assumes that all industries would achieve only their most pessimistic growth projections, total employment in the Region would increase from about 1,067,200 jobs in 1990 to about 1,216,900 jobs by 2020, an increase of about 149,700 jobs, or 14 percent. The driving forces behind growth in the dominant industries would be business services and health services. Employment in the subdominant industries would not fare as well under the low-growth scenario as under the other two scenarios, with a projected loss of about 7,000 jobs, or about 10 percent, overall.

The year 2020 employment levels envisioned in the Region under the Commission alternative growth projections would thus range from 1,362,600 jobs

Table 7

ACTUAL AND PROJECTED EMPLOYMENT LEVELS IN THE REGION BY COUNTY: 1990 AND 2020

County	Employment (jobs)					
	Actual 1990		Projected 2020			
			Number			Percent of Total (all growth scenarios)
	Number	Percent of Total	High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario	
Kenosha	50,900	4.8	74,900	70,200	66,900	5.5
Milwaukee	613,300	57.5	697,700	653,900	623,100	51.2
Ozaukee	36,400	3.4	54,500	51,100	48,700	4.0
Racine	88,800	8.3	115,800	108,600	103,400	8.5
Walworth	40,200	3.8	65,400	61,300	58,400	4.8
Washington	46,100	4.3	68,100	63,800	60,800	5.0
Waukesha	191,500	17.9	286,200	268,200	255,600	21.0
Total	1,067,200	100.0	1,362,600	1,277,100	1,216,900	100.0

under the high-growth projection to 1,216,900 jobs under the low-growth projection, with an intermediate-growth projection of 1,277,100 jobs. The presented range of year 2020 employment levels—145,700 jobs—attempts to balance the desirability of a wide range, which fully reflects the uncertainties regarding future employment levels within the Region, with the need to keep the range sufficiently narrow to be practical for planning and engineering purposes.

Distribution of Employment by County under the Alternative Economic Activity Projections

Projections to the year 2020 of total jobs by county under the three alternative scenarios, based on the anticipated job shares, are set forth in Table 7. The distributions are based on the magnitude and direction of historical trends in employment distribution in the Region, albeit with recognition of the tendency of strong historical trends to moderate over time. While the total number of jobs in Milwaukee County is projected to increase over time, the historical decline of its percentage of total jobs in the Region may be expected to continue. By 2020, the Milwaukee County proportion of total regional employment may be expected to have declined another 6.3 percentage points, from its 1990 level of 57.5 percent of total regional employment to about 51.2 percent. At the same time, Waukesha County may be expected to experience significant growth in both its absolute number of jobs and its percentage of total jobs in the Region, with its share of total regional jobs envisioned to increase by 3.1 percentage points from 1990 to 2020. Walworth County is envisioned to experience the second highest such percentage-point increase during that time period, an increase of one percentage point. Kenosha County may be expected to show an increase in its percentage of total regional employment of 0.7 percentage point following the historical decline in its percentage of total regional jobs. This increase is equal to that envisioned for Washington County. The projected increases for Kenosha and Walworth Counties may be attributed, in part, to an envisioned continuation of recent trends toward the relocation of businesses and industries from Northeastern Illinois to Southeastern Wisconsin. In terms of percentage-point changes, Ozaukee and Racine Counties are expected to experience smaller increases in their respective shares of total regional employment.

It should be noted that these alternative projections are not necessarily intended to be used directly in the preparation of long-range plans, since one of the functions of areawide planning is to attempt to influence the distribution of economic activity when such action is deemed to be in the public interest. Consequently, areawide plans may attempt to change the projected course of events in such a manner as to modify historical trends. Therefore, these projections are presented not to set forth a distribution of economic activity for which plans must be prepared, but rather to represent points of departure to be considered in plan preparation.

Table 8

LEVELS OF POPULATION CHANGE, NATURAL INCREASE, AND NET MIGRATION FOR THE REGION BY COUNTY: 1920-1990

County	1920-1930			1930-1940			1940-1950		
	Population Change	Natural Increase	Net Migration	Population Change	Natural Increase	Net Migration	Population Change	Natural Increase	Net Migration
Kenosha	11,993	7,571	4,422	228	4,391	-4,163	11,733	8,090	3,643
Milwaukee	185,814	61,736	124,078	41,622	49,309	-7,687	104,162	84,690	19,472
Ozaukee	1,059	1,435	-376	1,591	230	1,361	4,376	2,567	1,809
Racine	11,256	8,867	2,389	3,830	5,725	-1,895	15,538	11,351	4,187
Walworth	1,731	1,005	726	2,045	2	2,043	8,481	2,349	6,132
Washington	838	2,148	-1,310	1,879	1,756	123	5,472	3,656	1,816
Waukesha	9,746	2,651	7,095	10,386	2,145	8,241	23,157	8,424	14,733
Region Total	222,437	85,413	137,024	61,581	63,558	-1,977	172,919	121,127	51,792

County	1950-1960			1960-1970		
	Population Change	Natural Increase	Net Migration	Population Change	Natural Increase	Net Migration
Kenosha	25,377	13,931	11,446	17,302	15,125	2,177
Milwaukee	164,994	150,141	14,853	18,208	122,193	-103,985
Ozaukee	15,080	5,926	9,154	16,020	6,090	9,930
Racine	32,196	21,473	10,723	29,057	20,441	8,616
Walworth	10,784	5,733	5,051	11,076	4,685	6,391
Washington	12,217	7,501	4,716	17,720	8,122	9,598
Waukesha	72,348	19,746	52,602	73,086	25,699	47,387
Region Total	332,996	224,451	108,545	182,469	202,355	-19,886

County	1970-1980			1980-1990		
	Population Change	Natural Increase	Net Migration	Population Change	Natural Increase	Net Migration
Kenosha	5,220	7,746	-2,526	5,044	8,125	-3,133
Milwaukee	-89,261	60,105	-149,366	-5,713	69,529	-75,242
Ozaukee	12,520	4,798	7,722	5,850	5,141	709
Racine	2,294	12,842	-10,548	1,902	13,720	-11,818
Walworth	8,063	2,451	5,612	3,493	2,939	554
Washington	21,009	7,163	13,846	10,480	7,756	2,724
Waukesha	48,868	18,011	30,857	24,512	20,068	4,444
Region Total	8,713	113,116	-104,403	45,568	127,278	-81,762

The Population of Southeastern Wisconsin

Components of Regional Population Change

When analyzing the change in the resident population levels of an area from one time period to another, four major components of this change must be considered: fertility, mortality, in-migration, and out-migration. Population increases result from births and in-migration of persons; population decreases result from deaths and out-migration of persons. The balance between births and deaths is termed "natural increase" and the balance between in-migration and out-migration is termed "net migration." The historical population change in each county of the Region, and the component parts—natural increase and net migration—are presented for the time period from 1920 to 1990 in Table 8. The measurement of trends in natural increase and net migration over time provides an important basis upon which projections of future population of an area may be made.

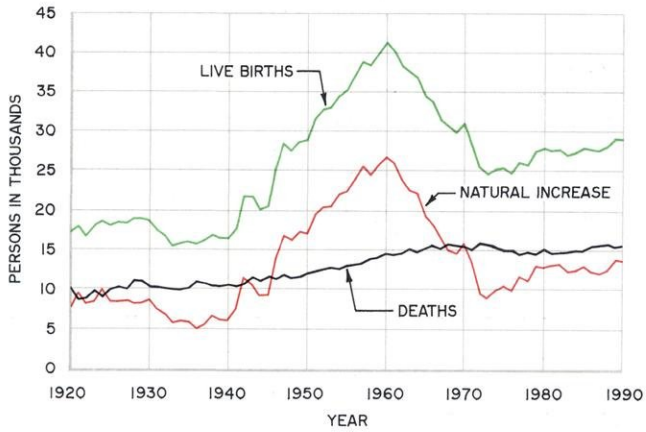
As shown in Figure 11, fertility has historically been the demographic component determining the level and variability of natural increase in the Region. The course of mortality, on the other hand, has been fairly steady over the years, with there being a gradual increase in the numbers of deaths annually but at declining rates. As a consequence, natural increase was low during the 1920s and especially so in the Depression years of the 1930s, and was very

high during the "baby boom" years of the 1950s and early 1960s. The rate of natural increase is currently low once again, but given that the Region has more than doubled in population size since 1920, the numerical level of natural increase is much higher today than it was at the previous low point between 1930 and 1940.

In the more recent decades of the history of the Region, the migration pattern has changed from one of net in-migration to one of net out-migration (see Table 8). Net in-migration of about 51,800 persons and 108,500 persons occurred during the 1940s and 1950s, respectively. During the 1960s, there was a net out-migration of about 19,900 persons. This net outflow of persons increased to about 104,400 persons during the 1970s and then declined to about 81,800 persons during the 1980s. Net out-migration occurred in Milwaukee County during the 1960s, and in Kenosha, Milwaukee, and Racine Counties during the 1970s and 1980s.

Figure 11

LIVE BIRTHS, DEATHS, AND NATURAL INCREASE FOR THE REGION: 1920-1990



The proportion of population increase due to net in-migration and natural increase varies by county. Kenosha and Racine Counties have acquired a greater proportion of their population increase through natural increase than through net in-migration since 1920. Milwaukee County's growth was dominated by net in-migration in the 1920s, but in the ensuing decades consisted primarily of natural increase until the 1970s and 1980s, when high levels of net out-migration resulted in a loss in total population. Ozaukee, Walworth, and Washington Counties, on the other hand, shifted from predominantly natural-increase counties to predominantly net-migration counties during this period. Population growth in Waukesha County, however, has generally been predominantly through net in-migration since 1920.

Alternative Regional Population Projections to the Year 2020

With respect to the possible range of future regional population levels, several major uncertainties appear to exist. The most important of these uncertainties concerns the future pattern of migration into and out of the Region. Migration is linked to both demographic and economic factors, the latter including job availability, personal income levels, and labor force participation rates. The complex interrelationships between migration and other demographic and economic factors are only partially understood, and the determination of future migration levels and patterns is always an uncertain process for areas such as the Southeastern Wisconsin Region.

Another important uncertainty is that regarding the future course of fertility. After reaching historically high levels during the 1950s and early 1960s, the number of births occurring yearly in the Region declined steadily during the late 1960s and through the 1970s. Although fertility rates showed a moderate increase through the 1980s, age-specific fertility rates in the Region, State, and Nation are currently at some of the lowest levels ever observed, and total fertility is currently below replacement level in all three of these geographic areas. While most demographers do not anticipate a return to the high fertility levels of the "baby boom" era, there is uncertainty about whether fertility will remain at its current low level, continue to increase, or begin again to decrease.

To deal with these and other uncertainties, the Commission prepared alternative projections of regional population levels to the year 2020. The alternative projections seek to identify a range of future population levels, identifying reasonable upper and lower limits of such levels within the Region. The regional population projections presented in the third edition of SEWRPC Technical Report No. 11 were developed using the same cohort-survival population projection model used by the Commission in its previous population projec-

Figure 12

HISTORICAL AND PROJECTED NONBLACK FERTILITY RATES FOR THE REGION: 1960-2020

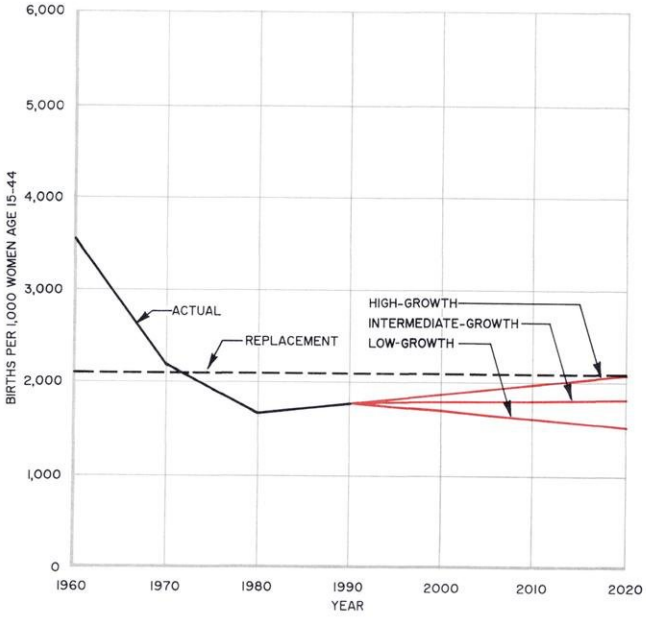
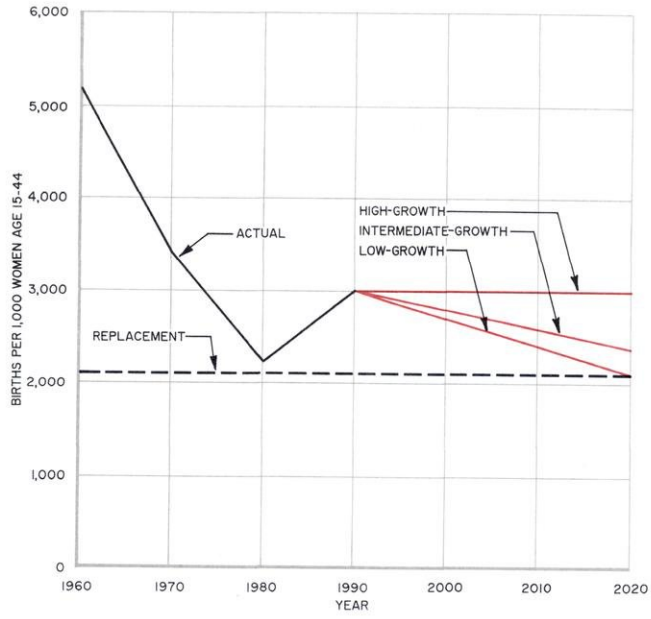


Figure 13

HISTORICAL AND PROJECTED BLACK FERTILITY RATES FOR THE REGION: 1960-2020



tion efforts. This range of population projections, like the range of employment projections, is useful in the development of robust system plans at the regional level, as well as facility plans at the local level, plans that may be expected to remain viable under greatly varying future conditions.

Age-race-specific fertility rates and total fertility rates were compiled for the Region for the years 1970, 1980, and 1990 using the State of Wisconsin vital statistics series. Total fertility rates for blacks and nonblacks were then projected to the year 2020 under high-growth, intermediate-growth, and low-growth scenarios. The total fertility rate, that is, the expected number of children that 1,000 women will bear if they complete their reproductive lives at the current age-specific rates, has historically been decreasing, as shown in Figures 12 and 13.

Among nonblack women in the Region, the total-fertility-rate projections envision moderate increases from 1990 to 2020 under the high-growth scenario, virtual stability under the intermediate-growth scenario, and a slight decline under the low-growth scenario. Under the high-growth scenario, the total fertility rate in 2020 would equal the replacement fertility rate of 2,100 births. Among black women in the Region, the total-fertility-rate projections to the year 2020 envision that the fertility rate would remain constant, at about 3,000 births, under the high-growth scenario, and that the rate would return to the long-term historical trend of total-fertility-rate decline under the intermediate- and low-growth scenarios. Under the low-growth scenario, the total fertility rate in 2020 would equal the replacement fertility rate of 2,100 births.

The assumptions concerning the total migration postulated for each of the three population projections prepared are consistent with the Commission's new economic projections for the Region. The three alternative sets of regional migration scenarios are based on high-growth, intermediate-growth, and low-growth employment projections for the Region, combined with projections of other economic factors such as the rate of multiple job holding, unemployment rates, and labor force participation rates, so that the net migration along with the natural change in population results in a labor force able to support the projected employment. These migration rates are particularly important in light of the multiplier effect that migration has on the population's vital rates. With each in-migrant, the base population increases, and thus the effect of the Region's vital rates is increased.

Figure 14

HISTORICAL AND PROJECTED LEVELS OF NET MIGRATION FOR THE REGION: 1950-2020

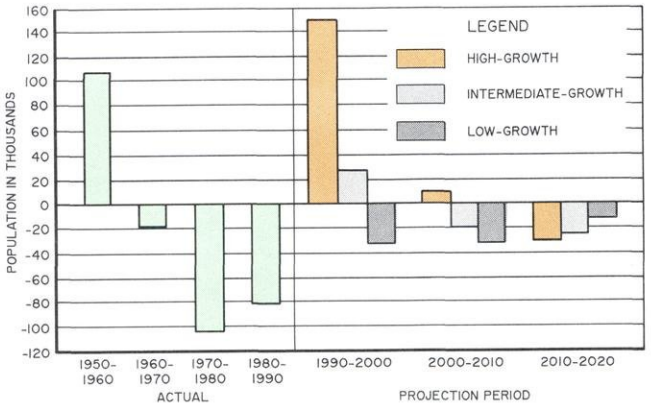


Figure 15

HISTORICAL AND PROJECTED POPULATION LEVELS FOR THE REGION: 1950-2020

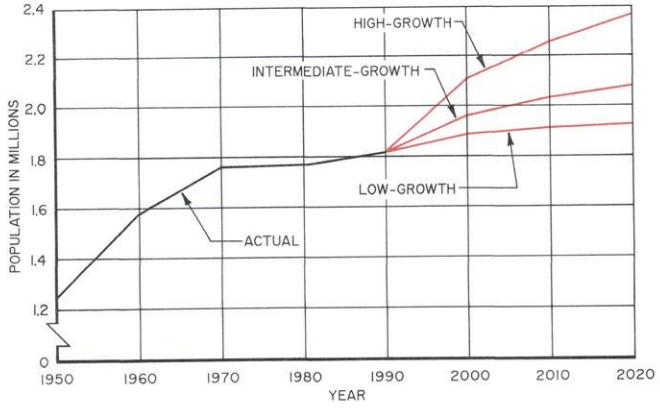


Table 9

ACTUAL AND PROJECTED POPULATION LEVELS IN THE REGION BY AGE GROUP: 1990 AND 2020

Age Group (years)	1990 Population	Projected 2020 Population Levels		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
0-19	528,500	644,100	510,900	432,700
20-44	721,100	756,800	679,800	638,600
45-64	334,300	597,900	540,300	514,400
65 and Older	226,500	368,200	346,900	339,300
Region	1,810,400	2,367,000	2,077,900	1,925,000

Similarly, with each out-migrant, the impact of the Region's vital rates is decreased. The levels of net migration resulting from the application of these factors are presented in Figure 14.

Commission population projections for the Region for the year 2020, as shown in Table 9 and Figure 15, range from a high of approximately 2,367,000 persons under the high-growth population scenario to about 1,925,000 persons under the low-growth scenario, with the intermediate-growth population level being 2,077,900 persons. These population levels represent increases of about 31 percent under the high-growth projection, 15 percent under the intermediate-growth projection, and 6 percent under the low-growth projection, when compared with the 1990 regional population of 1,810,400 persons.

Among the demographic changes that may be expected to occur within the Region in the coming decades will be a decrease in the population under age 45 from the 1990 level, and a significant increase in the population 45 years of age and older, as shown in Table 9.

The number of persons in the 0-to-19-year age bracket has fluctuated historically, increasing as the "baby boom" generation was born and decreasing as fertility rates dropped. The population projections for 2020 envision increases in this age group under the high-growth scenario, and decreases under the intermediate- and low-growth scenarios. This age group may be expected to constitute between 27 percent and 22 percent of total residents under the three scenarios in the year 2020, representing a decrease from 1990, when the same group constituted 29 percent of the total regional population.

Table 10

ACTUAL AND PROJECTED POPULATION LEVELS IN THE REGION BY COUNTY: 1990 AND 2020

County	1990 Population		Projected 2020 Population Levels					
			High-Growth Scenario		Intermediate-Growth Scenario		Low-Growth Scenario	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha	128,200	7.1	180,000	7.6	159,600	7.7	143,000	7.4
Milwaukee	959,300	53.0	1,120,000	47.3	1,010,000	48.6	953,000	49.5
Ozaukee	72,800	4.0	111,000	4.7	91,700	4.4	84,000	4.4
Racine	175,100	9.7	221,000	9.3	195,600	9.4	180,000	9.4
Walworth	75,000	4.1	115,000	4.9	98,000	4.7	85,000	4.4
Washington ...	95,300	5.3	160,000	6.8	131,500	6.3	120,000	6.2
Waukesha	304,700	16.8	460,000	19.4	391,500	18.9	360,000	18.7
Region	1,810,400	100.0	2,367,000	100.0	2,077,900	100.0	1,925,000	100.0

The number of persons in the 20-to-44-year age bracket has increased steadily during the 1950-to-1990 time period. The population in this age group is envisioned to increase under the high-growth scenario; however, decreases are envisioned under the intermediate- and low-growth scenarios. This age group may be expected to constitute between 32 percent and 33 percent of total resident regional population under all three scenarios in the year 2020, representing a decrease from 1990, when this age group constituted about 40 percent of total regional population.

The population in the 45-to-64-year age group may be expected to show significant increases in 2020 under all three scenarios. In 2020, approximately 25 percent to 27 percent of the population will fall into this age category under all three scenarios, in comparison to about 18 percent in 1990. Most of the expected population increase in this age group can be attributed to the aging of the "baby boom" generation.

The retirement-age population—those residents 65 years of age and older—may also be expected to show increases in 2020 under all three scenarios. In 2020, approximately 16 percent to 18 percent of the population will fall into this age category under all three scenarios, in comparison to 13 percent in 1990.

Distribution of Resident Population by County under the Alternative Population Projections

In addition to the set of alternative regional population projections described above, county projections are required for regional planning purposes. Projections of the resident population of each of the counties under the three scenarios are presented in Table 10. As these population projections indicate, the historical trend in the spatial decentralization of population within the Region may be expected to continue. While population growth is anticipated in each county, except for Milwaukee County under the low-growth scenario, between 1990 and 2020, the greatest rates of growth are expected in Ozaukee, Walworth, Washington, and Waukesha Counties, while lower growth rates are expected in Milwaukee and Racine Counties. Growth rates in Kenosha County are anticipated to be fairly high compared to those of recent decades, primarily as a result of the continuation of recent trends toward residents of Northeastern Illinois relocating in Southeastern Wisconsin.

Accompanying the changes in the size of the resident population of the Region under the three alternative population projections prepared will be changes in the number and average size of households in the Region. As shown in Table 11, under the high-growth scenario, the average household size in the Region is envisioned to decrease from 2.62 persons in 1990 to about 2.55 persons in 2020, and the number of households in the Region is envisioned to increase from the 1990 level of about 676,100 to about 905,000 in 2020. Under the intermediate-growth scenario, the average household size in the Region is envisioned to decrease to about 2.45 persons in 2020, and the number of households in the Region is envisioned to increase to about 827,100 in 2020. Under the low-growth scenario, the average household size in the Region is envisioned

Table 11

ACTUAL AND PROJECTED HOUSEHOLDS BY COUNTY AND AVERAGE HOUSEHOLD SIZE IN THE REGION: 1990 AND 2020

County	1990 Households		Projected 2020 Household Levels					
			High-Growth Scenario		Intermediate-Growth Scenario		Low-Growth Scenario	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha	47,000	6.9	67,000	7.4	61,800	7.5	57,700	7.2
Milwaukee	373,100	55.2	434,500	48.0	407,800	49.3	401,200	50.2
Ozaukee	25,700	3.8	42,500	4.7	36,600	4.4	34,900	4.4
Racine	63,700	9.4	84,900	9.4	78,200	9.5	75,100	9.4
Walworth	27,600	4.1	43,000	4.7	38,100	4.6	34,500	4.3
Washington	33,000	4.9	63,100	7.0	54,000	6.5	51,300	6.4
Waukesha	106,000	15.7	170,000	18.8	150,600	18.2	144,400	18.1
Region Total Households	676,100	100.0	905,000	100.0	827,100	100.0	799,100	100.0
Average Household Size (persons per household)	2.62	--	2.55	--	2.45	--	2.35	--

Table 12

ACTUAL AND PROJECTED TOTAL JOBS, PERCENTAGE OF MULTIPLE JOB HOLDERS, UNEMPLOYMENT RATE, AND LABOR FORCE PARTICIPATION RATES FOR THE REGION: 1970-2020

Category	1970	1980	1990	High-Growth Scenario			Intermediate-Growth Scenario			Low-Growth Scenario		
				2000	2010	2020	2000	2010	2020	2000	2010	2020
Total Jobs	784,100	945,200	1,067,200	1,209,900	1,293,200	1,362,600	1,165,400	1,233,900	1,277,100	1,132,200	1,188,100	1,216,900
Percentage of Multiple Job Holders	5.0	5.0	10.6	9.4	7.3	5.5	10.6	9.2	8.6	11.1	11.8	12.2
Unemployment Rate	3.7	5.7	5.5	5.3	5.2	5.0	5.5	5.5	5.5	5.7	5.8	6.0
Labor Force Participation Rate												
Male	79.4	78.6	76.1	75.3	74.7	74.0	75.0	74.0	73.0	74.7	73.3	72.0
Female	45.3	54.3	60.0	61.7	63.3	65.0	62.3	64.7	67.0	63.3	66.7	70.0
Total	61.5	65.9	67.6	68.2	68.8	69.4	68.4	69.2	69.9	68.8	69.9	71.0

to decrease to about 2.35 persons in 2020, and the number of households in the Region is envisioned to increase to about 799,100 in 2020.

Comparison of Alternative Projections of Regional Population and Employment Levels

It has long been recognized that regional population and employment levels are interdependent. Certain characteristics of the population, such as the number of school-age children, number of households, and size and character of the labor force, have a marked impact on the employment patterns of many industries. Similarly, the economic vitality of the Region is a major determinant of the level of migration that in turn is so important a determinant of the overall resident population levels. For these reasons, it is important that the assumptions underlying each set of population and employment projections prepared by the Commission be consistent with one another. Table 12 summarizes the employment and lifestyle factors that were combined to develop the three alternative future scenarios.

Multiple job holders are considered in each alternative scenario because of their effect on the relationship between the number of jobs available and the size of the employed civilian labor force. Nationally, an average of about 11 percent of all employed persons in 1990 held more than one job. That average represents an increase from the national average in 1980, when about 5 percent of all employed persons held more than one job. While no figures exist for the State or Southeastern Wisconsin, there is no reason to believe that the rate of multiple job holding is significantly different in the Region than in the Nation as a whole. As indicated in Table 12, the projected percentages of multiple job holders in the year 2020 vary according to the degree of economic growth associated with each of the employment projections, with the lowest rate, 5.5 percent, postulated for the high-growth scenario and the highest rate, 12.2 percent, postulated for the low-growth scenario.

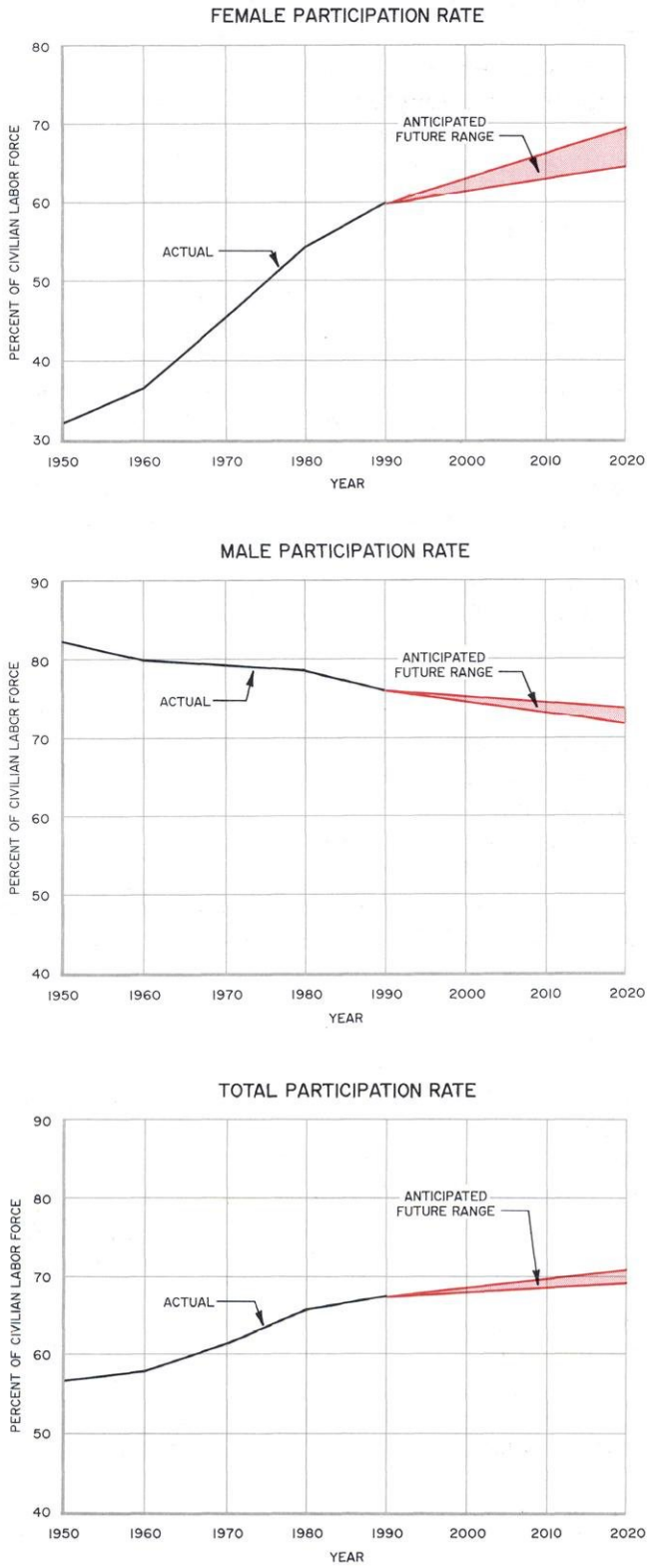
An assumed unemployment rate was also postulated for each alternative scenario. As with multiple job holding, the rate was varied according to the degree of economic growth associated with each of the employment projections, with the lowest projected year 2020 unemployment rate, 5 percent, postulated for the high-growth scenario and the highest projected year 2020 unemployment rate, 6 percent, postulated for the low-growth scenario.

Assumptions concerning the labor force participation rate—the ratio of persons in the labor force to total persons of working age—were particularly important because of the increase in labor force participation among females and because of the potential impact of this factor on migration. Employment gains can be filled by the existing population if greater proportions of residents enter the labor force, thereby dampening what would be a natural migration catalyst. The historical and projected changes in the regional labor force participation rate are presented in Figure 16.

The Commission projections of employment levels in 2020 of from 1,216,900 jobs to 1,362,600 jobs would require a labor-force-age population of between 1,582,000 persons and 1,845,500 persons under the assumptions followed by the Commission. These estimates of the labor-force-age population are compatible with the Commission overall regional population projections of between 1,925,000 persons and 2,367,000 persons in 2020.

Figure 16

HISTORICAL AND PROJECTED LABOR FORCE PARTICIPATION RATES FOR THE REGION: 1950-2020



The Commission has, since its inception, recognized that virtually all plan elements must be periodically reviewed and revised accordingly to reflect new developments, including changes in population and economic activity trends. The implications which the revised economic activity, population, and household projections may hold for the regional plan elements prepared and adopted by the Commission will be determined on the basis of plan reevaluation efforts scheduled to be undertaken by the Commission.

Number of Available Jobs

An important measure of economic activity within the Region is the number of available jobs. Since jobs are enumerated at their location, they are often referred to in terms of "place-of-work" employment data. It should be noted that the enumeration of jobs does not distinguish between full- and part-time jobs or indicate whether or not the job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The numbers of jobs available in the Region in the years 1980, 1990, and 1995 are set forth in Table 13 by employment category.[1]

The number of jobs in the Region in 1995 was estimated at 1,132,400, an increase of 65,200 jobs, or about 6 percent, from the 1990 level of 1,067,200 jobs. As shown in Table 13, all of the employment sectors, except agriculture and the manufacture of food and kindred products, fabricated metals, and nonelectrical machinery, provided more jobs in 1995 than in 1990. In terms of jobs lost, the largest decrease in employment between 1990 and 1995 occurred in the manufacture of nonelectrical machinery, a decrease of 2,100 jobs, or about 4 percent. In terms of jobs gained, the largest increase in employment between 1990 and 1995 occurred in the service sector, an increase of 38,300 jobs, or about 13 percent.

Employment distribution by county is shown in Table 14. In all counties in the Region, there were more jobs in 1995 than in 1990, with the largest absolute increase, 21,100 jobs, occurring in Waukesha County.

Comparison of Actual and Alternative Future Employment Levels

As already noted, in 1995, the Commission developed a new set of projections of regional employment change to the design year 2020. These projections provide one of the bases upon which regional plan elements, particularly the regional land use, regional transportation system, and regional water quality management plans, will be reappraised and extended to the design year 2020. These projections are documented in SEWRPC Technical Report No. 10 (3rd Edition), The Economy of Southeastern Wisconsin, October 1995.

Because of the uncertainty surrounding future employment levels within the Region, the Commission, as already noted, prepared alternative projections of regional employment levels for the year 2020. Three alternative regional economic scenarios were developed. Two of these were intended to represent high-growth and low-growth extremes of future regional employment levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes.

Employment in the Region in 1995 was anticipated to total 1,138,700 jobs under the new high-growth scenario; 1,116,200 jobs under the new intermediate-growth scenario; and 1,099,600 jobs under the new low-growth scenario. The estimated 1995 level of 1,132,400 jobs lies less than 1 percent below the level anticipated under the high-growth scenario and about 1 percent and 3 percent, respectively, above the levels anticipated under the intermediate-growth scenario and the low-growth scenario. The 1995 employment levels envisioned for the Region and each of its seven counties under each of the three future scenarios and the 1995 estimated actual employment levels for the Region and its counties are set forth in Table 15 and Figure 17.

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[1] *Historic regional employment levels, as reported in previous Commission Annual Reports, have been revised by the U. S. Department of Commerce, Bureau of Economic Analysis. The revised data are set forth in the third edition of SEWRPC Technical Report No. 10, The Economy of Southeastern Wisconsin, dated October 1995. The revised data are presented in the tables, figures, and text in this Annual Report. The revised 1980 total regional employment level of 945,200 jobs, as presented in this Annual Report, is 61,000 jobs, or about 7 percent, above the 1980 regional employment level of 884,200 jobs presented in previous Annual Reports. The revised 1990 total regional employment level of 1,067,200 jobs, as presented in this Annual Report, is 76,900 jobs, or about 8 percent, above the 1990 regional employment level of 990,300 jobs presented in previous Annual Reports.*

Table 13

REGIONAL EMPLOYMENT BY CATEGORY: 1980, 1990, AND 1995

Employment Category	Number of Jobs			1980-1990 Change		1990-1995 Change	
	1980	1990[a]	1995	Number	Percent	Number	Percent
Agriculture	10,000	7,100	6,500	-2,900	-29.0	-600	-8.5
Construction	33,800	46,100	46,200	12,300	36.4	100	0.2
Manufacturing							
Food and Kindred Products	20,200	16,600	16,300	-3,600	-17.8	-300	-1.8
Printing and Publishing	16,200	22,900	24,900	6,700	41.4	2,000	8.7
Primary Metals	16,800	11,400	12,000	-5,400	-32.1	600	5.3
Fabricated Metals	32,000	26,800	25,700	-5,200	-16.3	-1,100	-4.1
Nonelectrical Machinery	75,000	55,600	53,500	-19,400	-25.9	-2,100	-3.8
Electrical Machinery	40,700	23,300	25,900	-17,400	-42.8	2,600	11.2
Transportation Equipment	22,000	8,900	12,600	-13,100	-59.5	3,700	41.6
Other Manufacturing	41,300	56,100	59,200	14,800	35.8	3,100	5.5
Subtotal	264,200	221,600	230,100	-42,600	-16.1	8,500	3.8
Transportation, Communication, and Utilities	42,200	46,000	49,100	3,800	9.0	3,100	6.7
Wholesale Trade	46,100	54,900	60,500	8,800	19.1	5,600	10.2
Retail Trade	153,600	186,400	190,400	32,800	21.4	4,000	2.1
Finance, Insurance, and Real Estate	75,200	86,200	88,900	11,000	14.6	2,700	3.1
Services	214,100	305,500	343,800	91,400	42.7	38,300	12.5
Government and Government Enterprises[b]	101,600	107,000	110,000	5,400	5.3	3,000	2.8
Miscellaneous[c]	4,400	6,400	6,900	2,000	45.5	500	7.8
Total	945,200	1,067,200	1,132,400	122,000	12.9	65,200	6.1

[a] *On January 1, 1988, the Wisconsin Department of Industry, Labor and Human Relations adopted a revised and updated Standard Industrial Classification (SIC) system. The primary effect of this update was a reclassification of some jobs previously coded as "electrical machinery" jobs to "other manufacturing" jobs.*

[b] *Excludes armed forces.*

[c] *Includes agricultural services, forestry, commercial fishing, mining, and unclassified jobs.*

Table 14

REGIONAL EMPLOYMENT BY COUNTY: 1980, 1990, AND 1995

County	1980	1990	1995 Estimate	1980-1990 Change		1990-1995 Change	
				Number	Percent	Number	Percent
Kenosha	54,000	50,900	55,500	-3,100	-5.7	4,600	9.0
Milwaukee	581,600	613,300	633,600	31,700	5.5	20,300	3.3
Ozaukee	28,100	36,400	40,100	8,300	29.5	3,700	10.2
Racine	80,900	88,800	93,300	7,900	9.8	4,500	5.1
Walworth	33,400	40,200	46,600	6,800	20.4	6,400	15.9
Washington	35,000	46,100	50,700	11,100	31.7	4,600	10.0
Waukesha	132,200	191,500	212,600	59,300	44.9	21,100	11.0
Region	945,200	1,067,200	1,132,400	122,000	12.9	65,200	6.1

Table 15

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 1995

County	Estimated 1995 Jobs	Projected 1995 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha	55,500	55,800	54,600	53,800
Milwaukee	633,600	638,400	626,200	617,100
Ozaukee	40,100	40,000	39,200	38,600
Racine	93,300	95,100	93,200	91,800
Walworth	46,600	48,300	47,200	46,400
Washington	50,700	50,500	49,500	48,800
Waukesha	212,600	210,600	206,300	203,100
Region	1,132,400	1,138,700	1,116,200	1,099,600

Civilian Labor Force Levels

Another important measure of economic activity within the Region is the composition of the Region's civilian labor force. By definition, the civilian labor force of an area consists of all of its residents 16 years of age and older who are either employed at one or more jobs or temporarily unemployed. Civilian labor force data are often referred to as "place-of-residence" employment data. Because of the different definitions and estimation procedures utilized in their preparation, place-of-work and place-of-residence employment data for a particular geographic area will often differ in absolute values, but generally exhibit similar trends, as shown in Figure 18. In addition to providing information about regional economic activity, comparisons between place-of-work and place-of-residence employment data can provide important insights into such characteristics of the resident population of the Region as labor force participation and work-trip commutation, and, when compared with changes in population levels, can provide indirect evidence of population migration.

The regional civilian labor force was estimated at 998,300 persons in 1995. Between 1990 and 1995, the civilian labor force increased by about 64,100 persons, or about 7 percent, from a 1990 level of 934,200 persons.[2] During the same time period, the number of employed members of the civilian labor force increased from about 882,700 in 1990 to about 963,300 in 1995, an increase of 80,600 persons, or about 9 percent. The number of unemployed members of the civilian labor force decreased from about 51,500 in 1990 to about 35,000 in 1995, a decrease of about 16,500, or about 32 percent. The unemployment rate in 1995 was 3.5 percent, compared to 5.5 percent in 1990.

Actual Resident Population Levels

The size of the resident population of the Region increased from about 1,764,800 residents in 1980 to about 1,810,400 residents in 1990, an increase of about 45,600 residents, or about 3 percent.[3] This

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[2]*The total, employed, and unemployed civilian labor force estimates, as reported in previous Commission Annual Reports, were revised by the U. S. Bureau of Labor Statistics during 1994. Further revisions in accord with U. S. Bureau of the Census data were set forth in SEWRPC Technical Report No. 10 (3rd Edition), The Economy of Southeastern Wisconsin, dated October 1995. The revised data are presented in this Annual Report. The revised 1990 total civilian labor force level of 934,200, as presented in this Annual Report, is 18,700, or about 2.0 percent, less than the original estimate of 952,900 presented in the 1990 Annual Report. Similarly, the revised 1990 employed civilian labor force level of 882,700 is 32,900, or about 3.6 percent, less than the original estimate of 915,600 and the revised 1990 unemployed civilian labor force level of 51,500 is 14,200, or about 38 percent, greater than the original estimate of 37,300.*

[3]*The 1990 total resident population level for Kenosha County set forth in the Commission's 1990 Annual Report was revised by the U. S. Bureau of the Census during 1991, and the revised data for 1990 were presented in the 1991 Annual Report. Upon further review in 1992, the U. S. Bureau of the Census determined that no revision to the original Kenosha County population level of 128,181 was required. Therefore, this report restores the original population level for 1990 for Kenosha County in Table 16.*

Figure 17

ACTUAL AND PROJECTED REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1970-2020

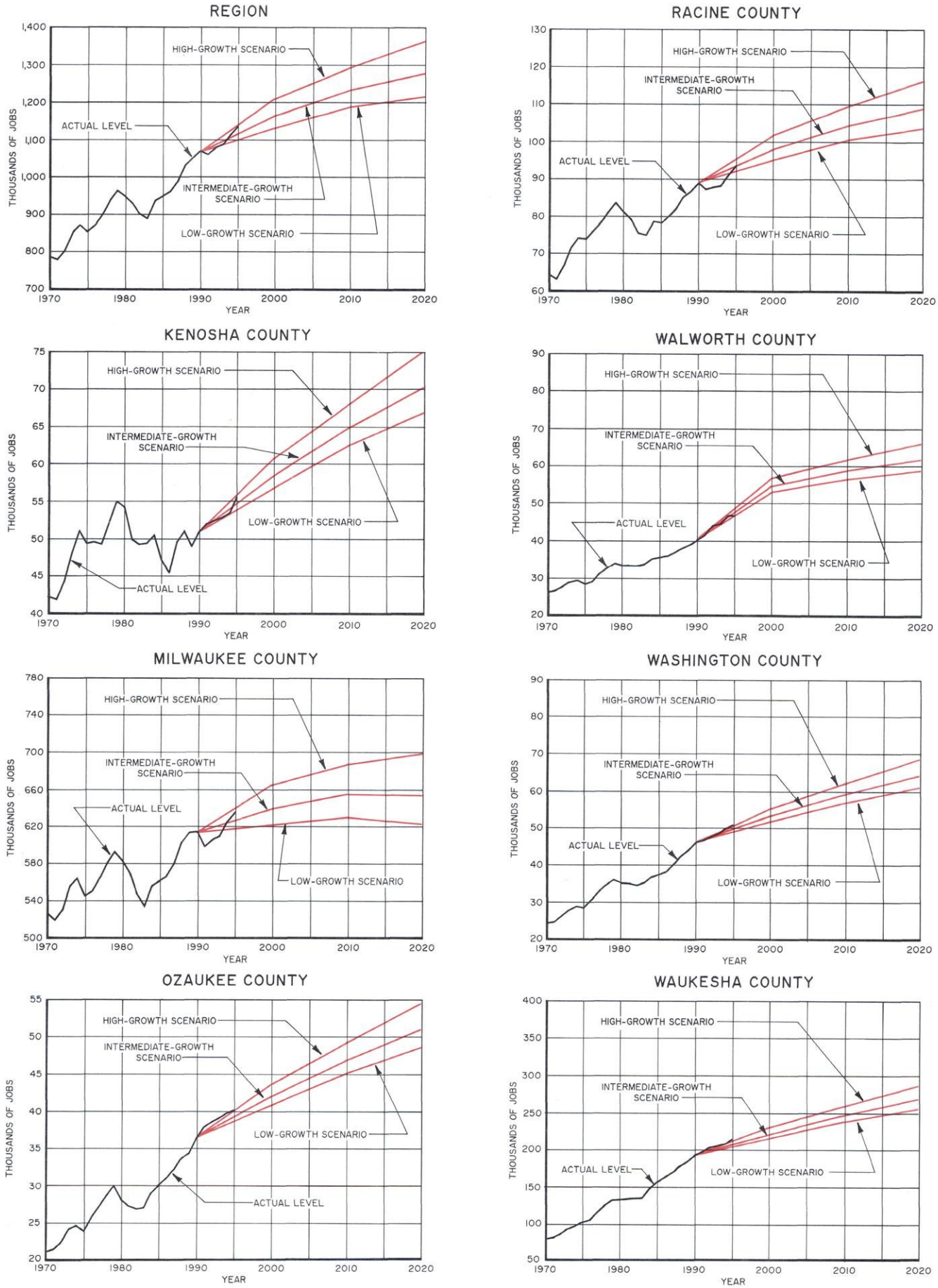


Figure 18

TRENDS IN SELECTED MEASURES OF EMPLOYMENT FOR THE REGION AND ITS COUNTIES: 1950-1995

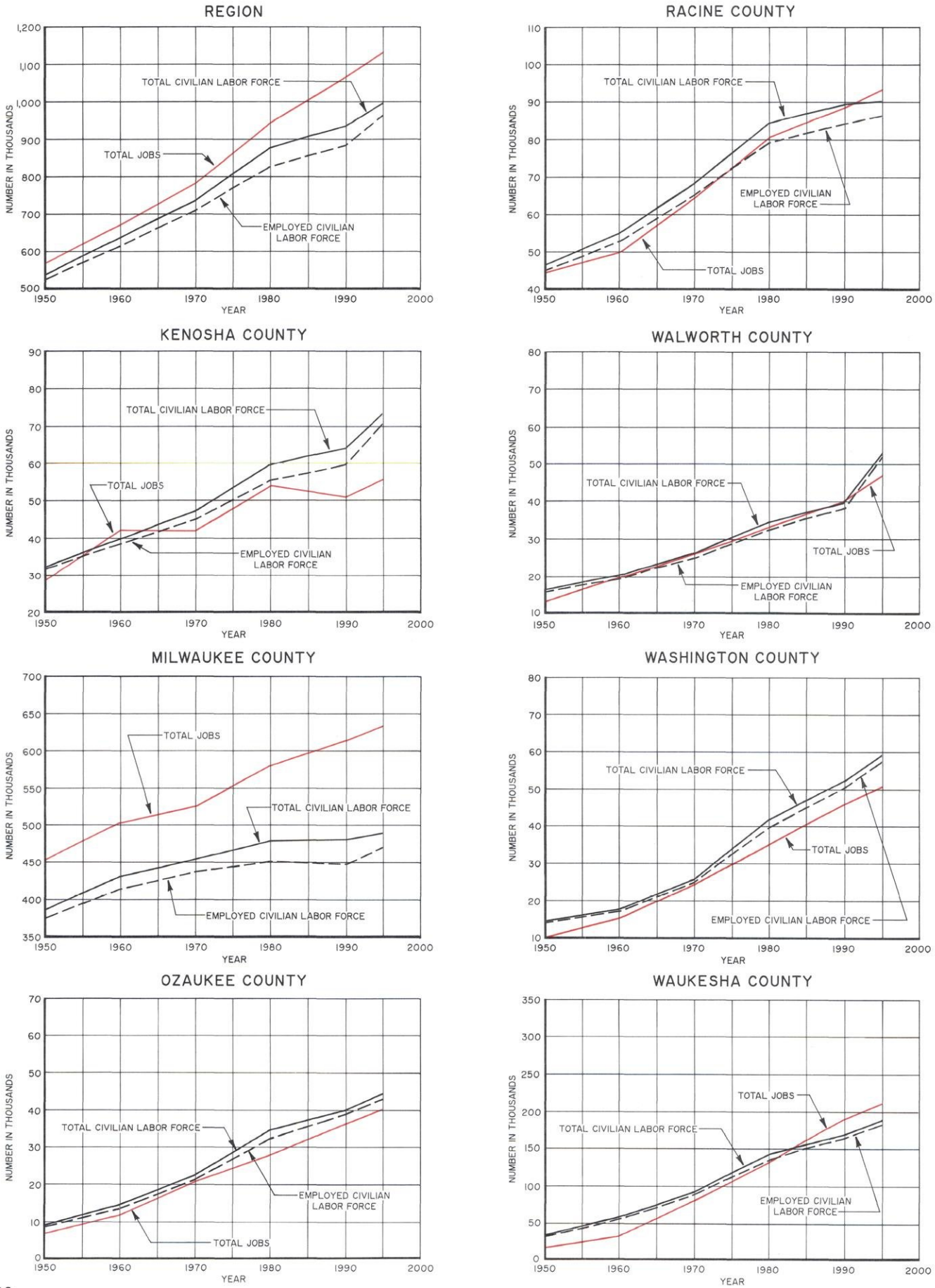


Table 16

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1980, 1990, AND 1995

County	Population			1980-1990 Change		1990-1995 Change	
	1980 Census	1990 Census	1995 Estimate	Number	Percent	Number	Percent
Kenosha	123,100	128,200	136,800	5,100	4.1	8,600	6.7
Milwaukee	965,000	959,300	965,300	-5,700	-0.6	6,000	0.6
Ozaukee	67,000	72,800	77,700	5,800	8.7	4,900	6.7
Racine	173,100	175,100	183,400	2,000	1.2	8,300	4.7
Walworth	71,500	75,000	80,400	3,500	4.9	5,400	7.2
Washington	84,900	95,300	107,000	10,400	12.2	11,700	12.3
Waukesha	280,200	304,700	328,600	24,500	8.7	23,900	7.8
Region	1,764,800	1,810,400	1,879,200	45,600	2.6	68,800	3.8

increase was considerably greater than the increase of 8,700 residents, or less than 1 percent, from 1970 to 1980, but still much smaller than the increases of 333,000 residents, or about 27 percent, from 1950 to 1960, and 182,500 residents, or about 12 percent, from 1960 to 1970.

The Wisconsin Department of Administration estimates of 1995 resident population levels for the Region and its counties are set forth in Table 16. The Department has statutory responsibility for preparing intercensal population estimates as a basis for distributing State shared taxes to local units of government. These estimates are based upon symptomatic indicators of population change, including automobile registrations, the number of persons filing income-tax returns, and the dollar value of exemptions for dependents claimed on income-tax returns. In 1995, the resident population of the Region was estimated by the Department to be about 1,879,200 persons, an increase of about 68,800 persons, or about 4 percent, over the 1990 Census population level. Every county in the Region experienced population increases between 1990 and 1995, ranging from a low of about 4,900 persons, or about 7 percent, in Ozaukee County to a high of about 23,900 persons, or about 8 percent, in Waukesha County.

Between the Census date of April 1, 1990, and January 1, 1995, the total population increase of 68,800 persons resulted from a natural increase of about 60,700 persons and a net in-migration of about 8,100 persons. Natural increase in the Region has been relatively stable since 1980, ranging from about 8,000 persons to 14,000 persons yearly. Since 1990, Milwaukee County has recorded a net out-migration of about 27,900 persons, while all other counties in the Region have recorded net in-migration, ranging from a low of about 2,500 persons in Racine County to a high of about 14,400 persons in Waukesha County.

Comparison of Actual and Alternative Future Population Levels

As already noted, in 1995, the Commission developed a new set of projections of regional population change. Like the previously described employment projections, these projections are to the design year 2020, and provide one of the bases upon which all regional plan elements, particularly the regional land use and regional transportation system plans, will be reappraised and extended to the year 2020. The projections are documented in SEWRPC Technical Report No. 11 (3rd Edition), The Population of Southeastern Wisconsin, October 1995.

As in the preparation of employment projections, the Commission developed alternative projected population levels to the year 2020. Three alternative regional population scenarios were developed, each of which is closely linked to a corresponding economic scenario for the Region. Two of these were intended to represent high-growth and low-growth extremes of future regional population levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes. The regional population projections were developed using a cohort-component procedure similar to that used by the Commission in its previous population projection efforts.

Under the high-growth scenario, the population level of the Region was anticipated to be about 1.99 million persons in 1995. The actual 1995 regional population level of 1.88 million persons noted above is about 5 percent below this anticipated level.

Table 17

ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 1995

County	1995 Population	Projected 1995 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha	136,800	146,800	139,500	133,500
Milwaukee	965,300	984,100	967,100	958,300
Ozaukee	77,700	89,600	81,100	77,700
Racine	183,400	188,200	180,900	176,500
Walworth	80,400	86,800	81,800	78,000
Washington	107,000	121,200	109,800	105,200
Waukesha	328,600	370,100	341,300	328,000
Region	1,879,200	1,986,800	1,901,500	1,857,200

Under the low-growth scenario, the population level of the Region was anticipated to be about 1.86 million persons in 1995. The actual 1995 population level is about 1 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to be about 1.90 million persons in 1995. The actual 1995 population level is about 1 percent below this level. The 1995 population levels envisioned for each of the Region's seven counties under each of these three alternative futures and the 1995 actual county population levels are set forth in Table 17 and Figure 19.

Actual Household Levels

The Commission annually prepares an estimate of the number of households within the Region. The 1995 estimate is derived from the most recent available estimates of households based upon Census data, modified to reflect recent residential building-permit and demolition activity.

The number of households in the Region increased from about 628,000 households in 1980 to about 676,100 households in 1990, an increase of 48,100 households, or about 8 percent. This increase is less than the increase in households between 1970 and 1980, 91,500, or about 17 percent, and between 1960 and 1970, when the number of households increased by about 70,600, or about 15 percent. This rate of increase is also significantly less than the increase in households between 1950 and 1960, when the number of households increased by 111,400, or about 31 percent.

The estimated number of households in the Region in 1995 is shown by county in Table 18. The number of households in the Region increased from about 676,100 households in 1990 to about 717,300 households in 1995, an increase of 41,200 households, or about 6 percent. Each county in the Region experienced an increase in household levels during the period from 1990 to 1995, ranging from a low of 2,800 households, or about 11 percent, in Ozaukee County to a high of 14,100 households, or about 13 percent, in Waukesha County.

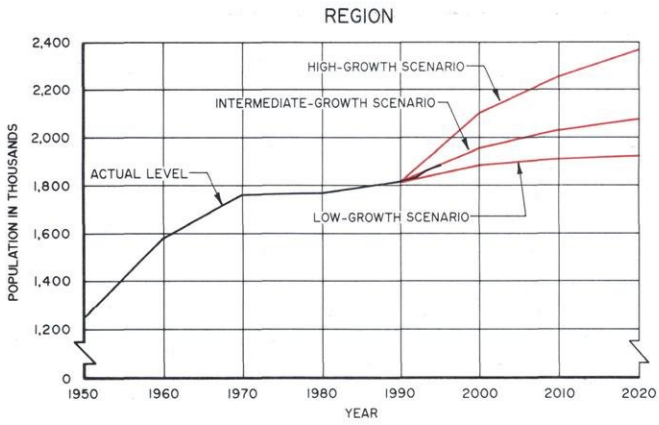
Comparison of Actual and Alternative Future Household Levels

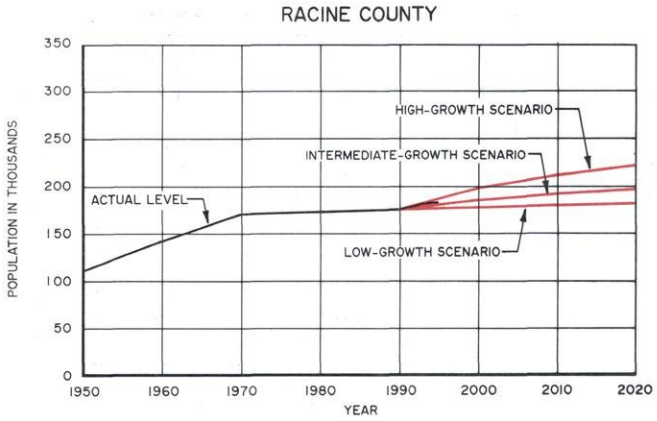
In addition to preparing year 2020 employment and population projections, the Commission, as already noted, developed alternative projections of household levels to the year 2020. Three alternative future household scenarios, high-growth, intermediate-growth, and low-growth, were developed. Each of these scenarios is closely linked to a corresponding economic scenario for the Region.

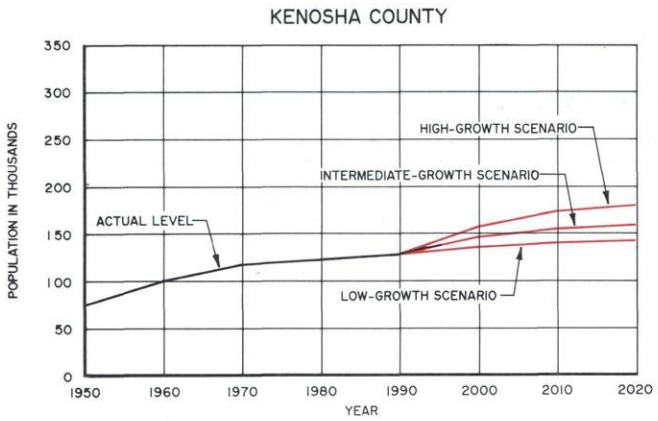
Under the high-growth scenario, it was anticipated that there would be 742,900 households in the Region in 1995. The estimated 1995 regional household level of 717,300 is about 3 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 704,600 households in the Region in 1995. The estimated 1995 regional household level is about 2 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 716,500 households in the Region in 1995. The estimated 1995 regional household level is less than 1 percent above this level. The actual and alternative future 1995 household levels for each of the Region's seven counties are set forth in Table 19 and Figure 20.

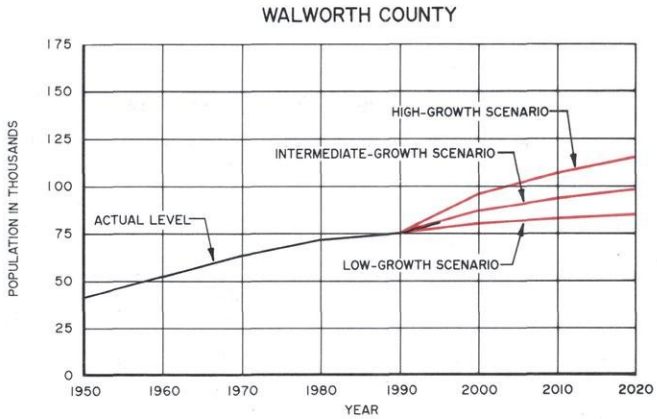
Figure 19

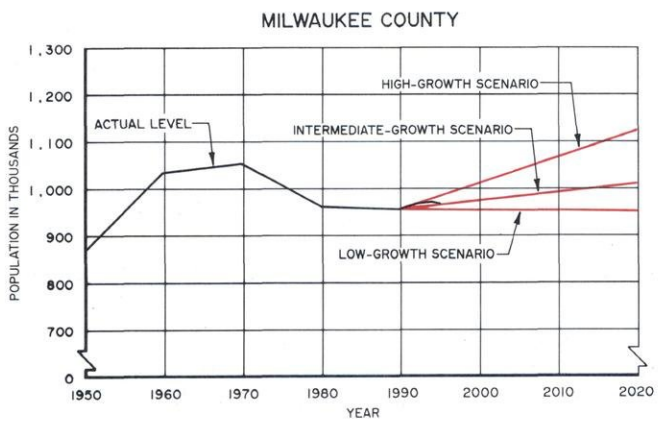
ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION LEVELS: 1950-2020

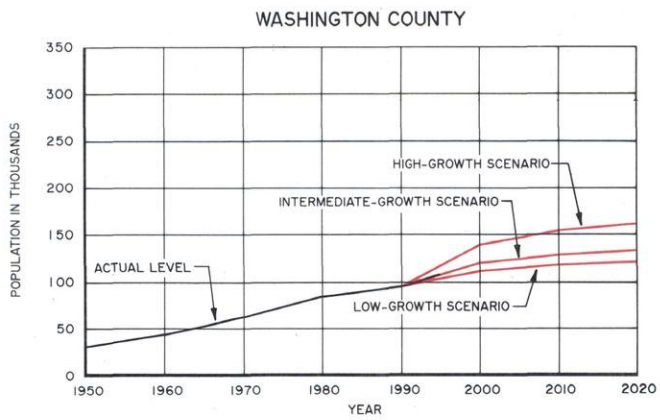


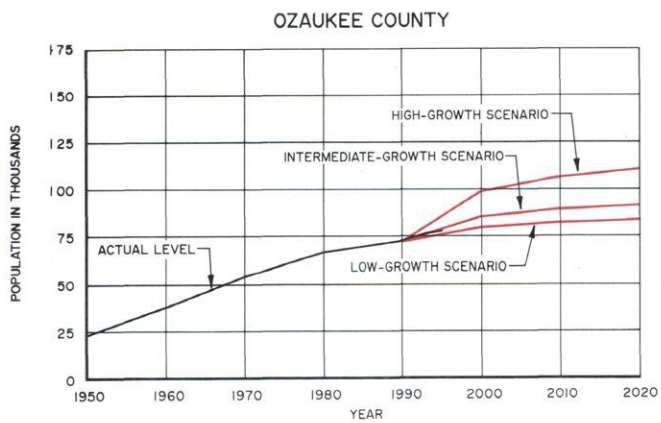












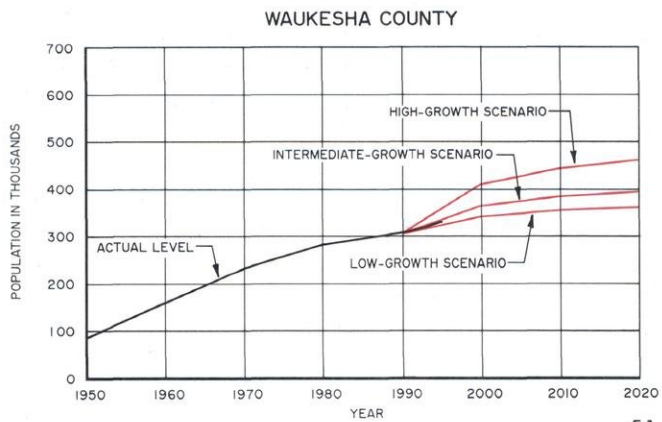


Table 18

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1980, 1990, AND 1995

County	Households			1980-1990 Change		1990-1995 Change	
	1980 Census	1990 Census	1995 Estimate	Number	Percent	Number	Percent
Kenosha	43,100	47,000	51,600	3,900	9.0	4,600	9.8
Milwaukee	363,600	373,100	379,300	9,500	2.6	6,200	1.7
Ozaukee	21,800	25,700	28,500	3,900	17.9	2,800	10.9
Racine	59,400	63,700	67,800	4,300	7.2	4,100	6.4
Walworth	24,800	27,600	30,900	2,800	11.3	3,300	12.0
Washington	26,700	33,000	39,100	6,300	23.6	6,100	18.5
Waukesha	88,600	106,000	120,100	17,400	19.6	14,100	13.3
Region	628,000	676,100	717,300	48,100	7.7	41,200	6.1

Table 19

ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 1995

County	1995 Households	Projected 1995 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha	51,600	54,000	51,600	49,700
Milwaukee	379,300	382,800	378,700	377,700
Ozaukee	28,500	32,000	29,200	28,100
Racine	67,800	69,200	66,900	65,700
Walworth	30,900	32,000	30,400	29,100
Washington	39,100	42,800	39,000	37,600
Waukesha	120,100	130,100	120,700	116,700
Region	717,300	742,900	716,500	704,600

School Enrollment

Enrollment in public and nonpublic schools within the Region totaled about 376,200 students in 1995, representing an increase of 27,300 students, or about 8 percent, over the 1990 level of 348,900 students, as indicated in Table 20. Enrollment in public schools was about 307,800 students in 1995, about 24,600 students, or 9 percent, above the 1990 level of 283,200. Enrollment in nonpublic schools was about 68,400 students in 1995, about 2,700 students, or 4 percent, above the 1990 level of 65,700.

Map 6 shows public school enrollment changes between 1990 and 1995 for public school districts operating wholly or partially within the Region. Union high school districts and their constituent feeder K-8 school districts have been combined into single districts for the purpose of preparing this map. A total of 53 districts, or all but two of the public K-12 and the combined union high school and K-8 districts, had higher enrollments in 1995 than in 1990. The remaining two districts, the Greendale and Grafton School Districts, experienced enrollment decreases during this period of about 4 percent and less than 1 percent, respectively.

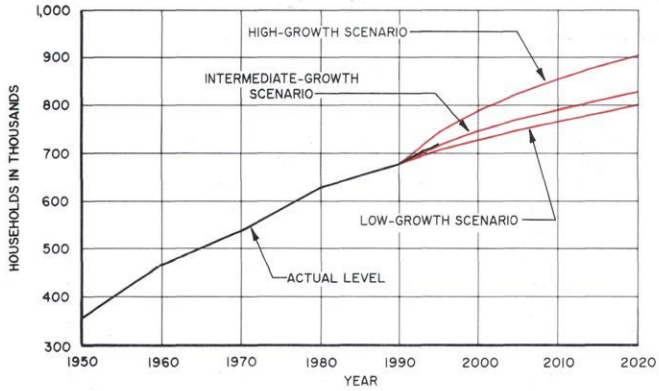
Census Coordination

The Commission serves a coordinating function for the U. S. Bureau of the Census in the seven-county Southeastern Wisconsin Region. Under agreements between the Commission and the Census Bureau, the Commission provides staff services to Census Statistical Areas Committees in each county. In this regard, the Commission serves as the Census "Key Person" for Kenosha, Ozaukee, Walworth, Wash-

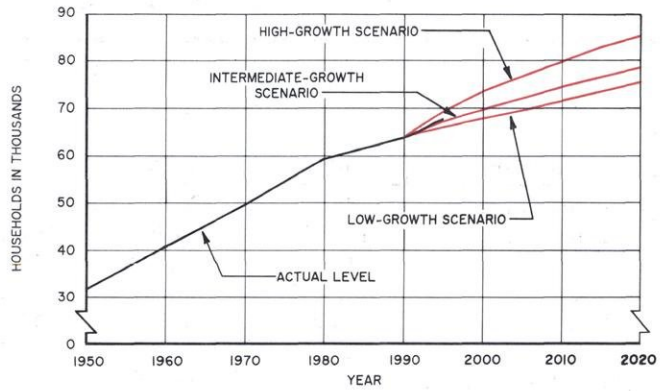
Figure 20

ACTUAL AND PROJECTED REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950-2020

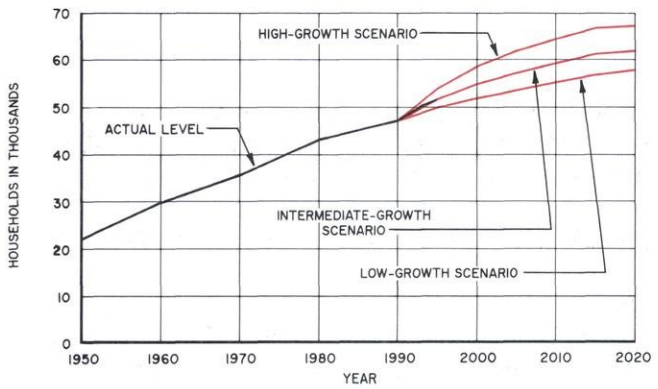
REGION



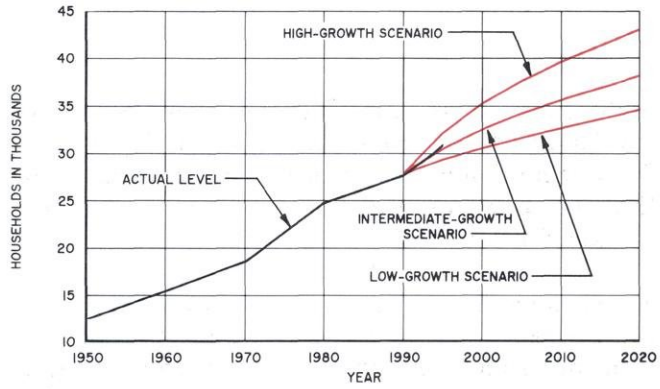
RACINE COUNTY



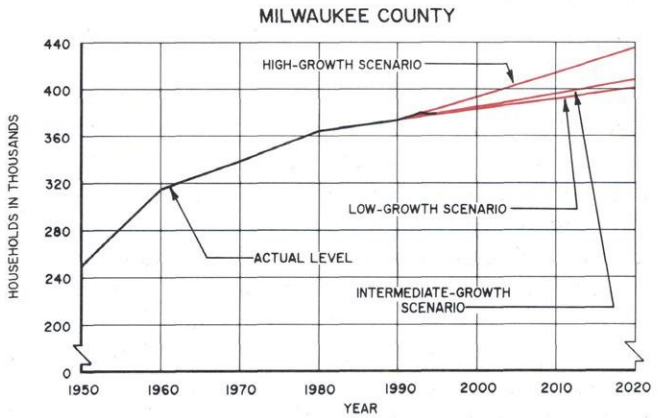
KENOSHA COUNTY



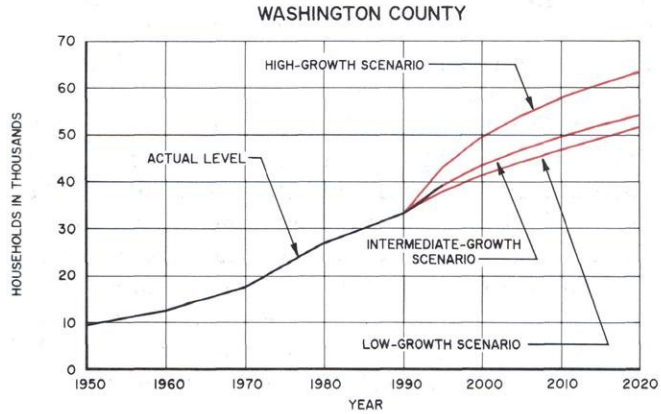
WALWORTH COUNTY



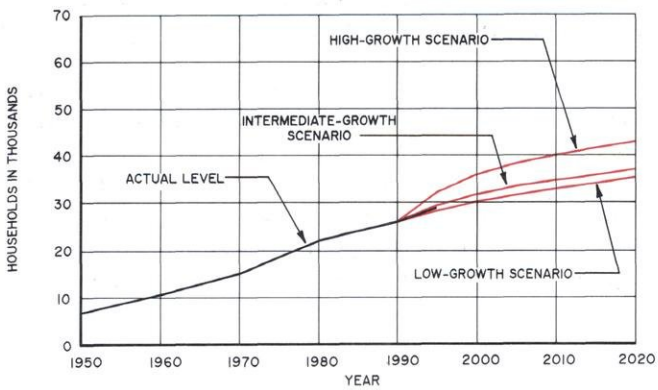
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

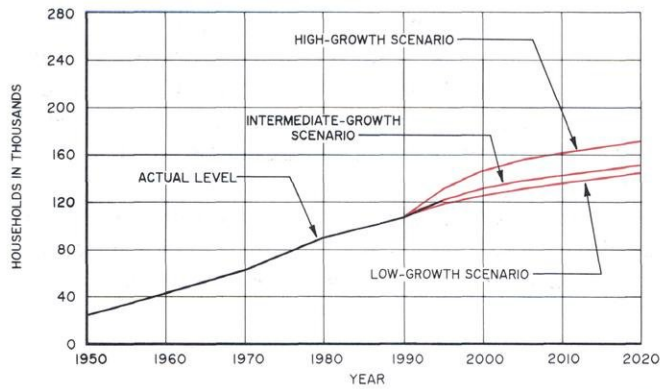


Table 20

REGIONAL SCHOOL ENROLLMENT BY COUNTY: 1980, 1990, AND 1995

County	1980	1990	1995	Difference			
				1980-1990		1990-1995	
				Number	Percent	Number	Percent
Kenosha	26,700	25,000	28,500	-1,700	-6.4	3,500	14.0
Milwaukee	184,900	178,700	187,600	-6,200	-3.4	8,900	5.0
Ozaukee	15,000	13,700	15,300	-1,300	-8.7	1,600	11.7
Racine	38,800	35,200	37,100	-3,600	-9.3	1,900	5.4
Walworth	13,700	13,200	15,200	-500	-3.6	2,000	15.2
Washington	21,500	20,000	22,800	-1,500	-7.0	2,800	14.0
Waukesha	68,700	63,100	69,700	-5,600	-8.2	6,600	10.5
Region	369,300	348,900	376,200	-20,400	-5.5	27,300	7.8

ington, and Waukesha Counties; provides direct staff support services to the Census Key Person for Racine County; and serves as a member of the Census Statistical Areas Committee for Milwaukee County.

The Commission also participates in the U. S. Census Bureau State Data Center Program, a nationwide program under which the governor of each state designates an agency or group of agencies within the state government to serve as the lead agency within that state, the State Data Center, for the dissemination of the large volume of information collected and reported by the Census Bureau. Within the State of Wisconsin, the State Data Center is a joint function of the Wisconsin Department of Administration and the University of Wisconsin-Madison. Under an agreement between the Commission and the Wisconsin State Data Center, the Commission serves as an affiliate member of the Data Center and supplies Census data access and technical assistance to Census data users in the seven-county Southeastern Wisconsin Region.

As part of its continuing Census coordinating function within the Region, the Commission also serves as a clearinghouse and central repository for a wide variety of Census data holdings. A computer-readable geographic base file containing street address ranges and Census statistical tabulating and reporting unit boundaries is maintained by the Commission for portions of the Region. Included in the Census material held by the Commission are all published reports, maps, compact disks, and microfiche cards containing data for the Southeastern Wisconsin Region. Assistance is provided to local units of government, the public, and local businesses in accessing these materials.

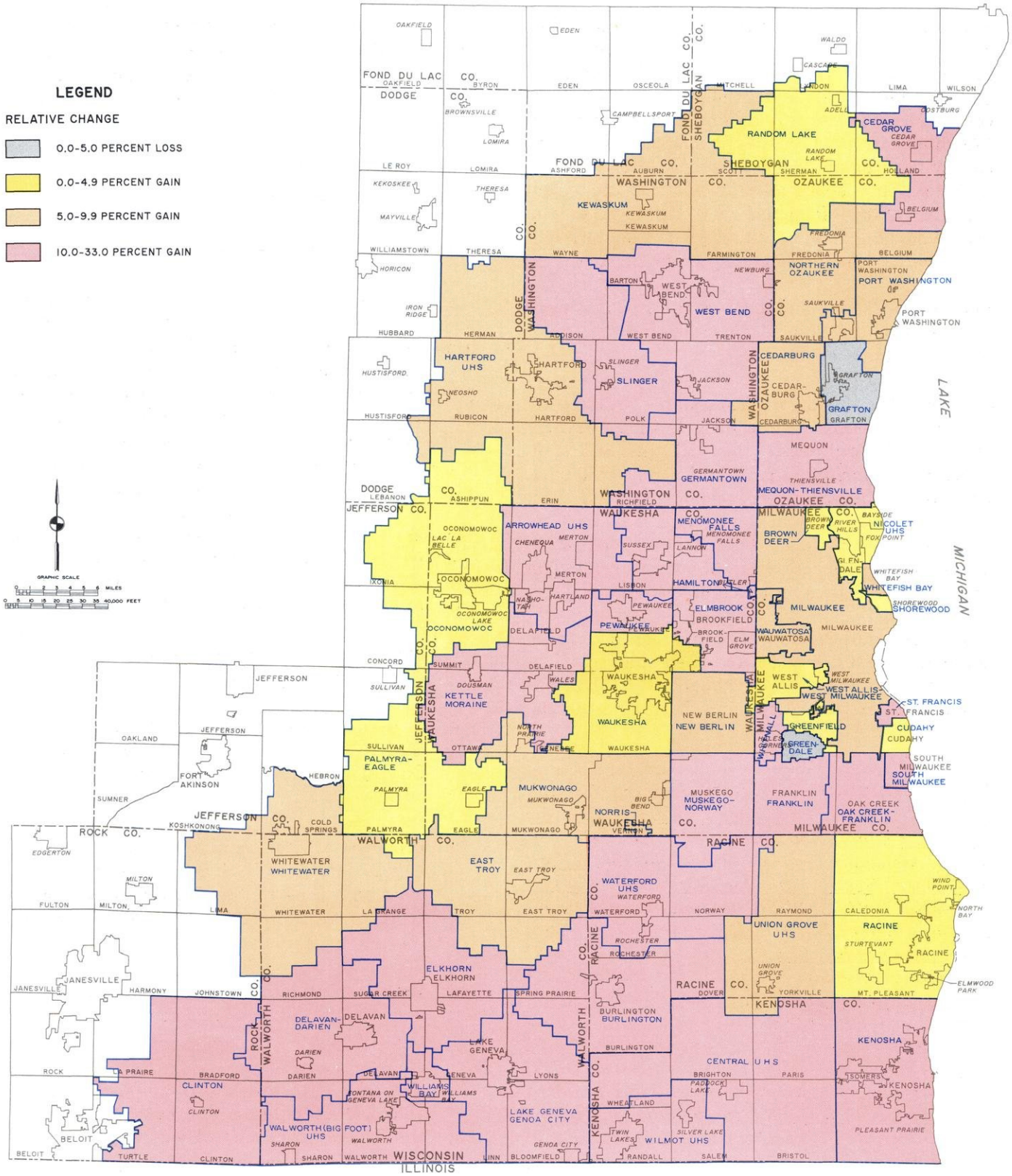
PARK AND OPEN SPACE PLANNING

On December 1, 1977, the Commission adopted a regional park and open space plan for Southeastern Wisconsin consisting of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consists of recommendations for the preservation of primary environmental corridors and prime agricultural land. The outdoor recreation element consists of 1) a resource-oriented outdoor recreation plan, which provides recommendations for the number and location of large parks, recreation corridors to accommodate trail-oriented activities, and water-access facilities to enable the recreational use of rivers, inland lakes, and Lake Michigan, and 2) an urban outdoor recreation plan, which provides recommendations for the number and distribution of local parks and outdoor recreational facilities required in urban areas of the Region. The original plan is documented in SEWRPC Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, November 1977.

Five of the seven constituent counties in Southeastern Wisconsin, Kenosha, Milwaukee, Racine, Washington, and Waukesha Counties, adopted the 1977 regional plan as their county plan in 1978. In addition, the Commission prepared a refinement of the regional plan as it related specifically to Ozaukee County. That plan was adopted by Ozau-

Map 6

RELATIVE CHANGES IN PUBLIC SCHOOL ENROLLMENT IN THE REGION: 1990-1995



kee County in 1978. The 1977 regional plan was endorsed by the Wisconsin Natural Resources Board in January 1979.

Subsequently, the Commission prepared updated, refined, and detailed year 2000 park and open space plans for each of the seven counties of the Region. Each of these plans is documented in a SEWRPC community assistance planning report.[4] Between 1987 and 1992, the Commission adopted these seven county-level plans as amendments to the regional park and open space plan. In addition, the seven counties of the Region have each adopted the updated, refined, and detailed year 2000 park and open space plans for their respective counties.

Map 7 graphically summarizes the regional park and open space plan as amended through these updated county-level plans.

During 1995, the Commission staff continued its program of assistance to county and local governments in the preparation of local park and open space plans, including park and open space components of comprehensive development plans, which ensure the eligibility of county and local units of government for State and Federal assistance for the acquisition and development of outdoor recreation and open space sites proposed in such plans.

Staff efforts during the year in this regard included completion of a new park and open space plan for the City of New Berlin, documented in SEWRPC Community Assistance Planning Report No. 66 (2nd Edition), A Park and Open Space Plan for the City of New Berlin, Waukesha County, Wisconsin, June 1995. In addition, a park and open space element of a new comprehensive plan for the Kenosha Urban Planning District was completed and documented in SEWRPC Community Assistance Planning Report No. 212, A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995.

DATA PROVISION AND TECHNICAL ASSISTANCE

Economic and Demographic Data

The Land Use Division devotes considerable time each year to answering requests for demographic, economic, and related data. This function includes the provision of technical assistance to local units of government, public agencies, and school districts in the conduct of special data acquisition activities and in the analysis of data. During 1995, the Division prepared letter responses to 188 requests for population, economic, and related information from the Commission data files. In addition, 85 requests were handled by telephone, and 47 requests were accommodated through personal visits to the Commission offices. These requests came from county and local units of government, Federal and State agencies, private firms, and individual citizens. The following are some examples of Division activity during 1995 in performing this function:

- Provision of 1990 labor force data from U. S. Bureau of the Census electronic files to the City of Brookfield for employment analysis purposes.

- Provision of 1990 population, household, and income data from U. S. Bureau of the Census electronic files to the First Citizens State Bank of Whitewater for use in community reinvestment analyses.

- Provision of forecast year 2010 population data to the Village of Wales for use in community facility planning.

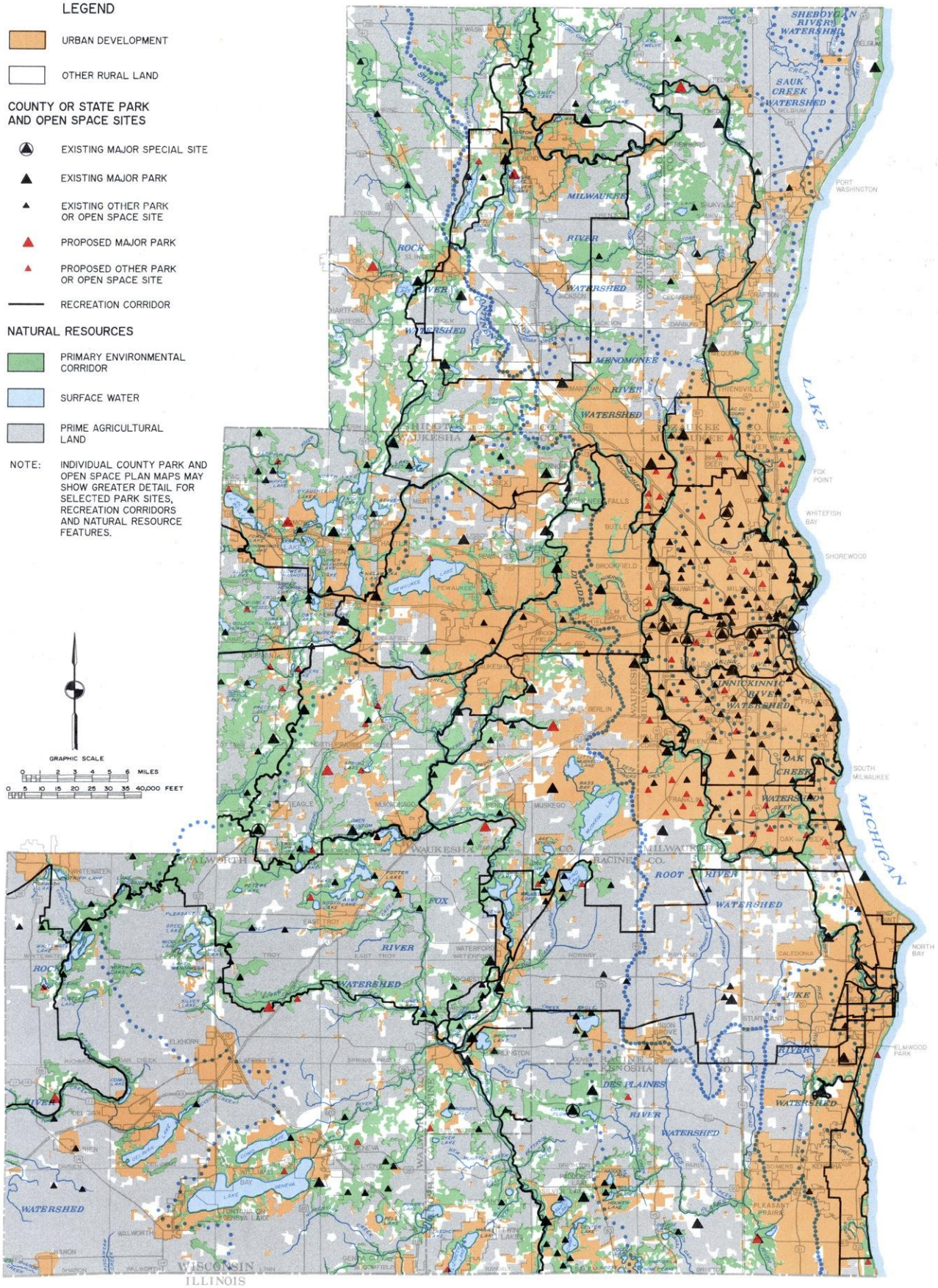
- Provision of historical, existing, and forecast year 2010 population and household data to the firm of Foth & Van Dyke for use in community facility planning for local governments in Ozaukee County.

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[4]*See SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987; SEWRPC Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County, November 1991; SEWRPC Community Assistance Planning Report No. 133, A Park and Open Space Plan for Ozaukee County, July 1987; SEWRPC Community Assistance Planning Report No. 134, A Park and Open Space Plan for Racine County, September 1988; SEWRPC Community Assistance Planning Report No. 135, A Park and Open Space Plan for Walworth County, February 1991; SEWRPC Community Assistance Planning Report No. 136, A Park and Open Space Plan for Washington County, March 1989; and SEWRPC Community Assistance Planning Report No. 137, A Park and Open Space Plan for Waukesha County, December 1989.*

Map 7

REGIONAL PARK AND OPEN SPACE PLAN: 2000, AS AMENDED



- Provision of 1990 household data from U. S. Bureau of the Census electronic files to the firm of Short Elliott Hendrickson Inc. for use in the preparation of an environmental assessment attendant to a project to reconstruct STH 59 in the Cities of Brookfield and New Berlin.

Land Use and Park and Open Space Data

The land use and park and open space files are extensively used by State, county, and local governmental units and agencies and by private interests. Examples of the provision of land use and park and open space data during 1995 include the following:

- Provision of maps showing the regional land use plan as that plan relates to the respective specific areas of jurisdiction of various county and local units of government, including the Towns of Belgium and Saukville in Ozaukee County, Yorkville in Racine County, Wayne in Washington County, and Lisbon in Waukesha County.

- Provision of an evaluation of the environmental and recreational significance of 15 parcels of Milwaukee County parkland considered for disposition by the Milwaukee County Department of Parks, Recreation and Culture.

- Provision of Waukesha County urban growth data from 1963 to 1990 to the Wisconsin Department of Administration for preparation of a Wisconsin Strategic Growth Task Force report.

- Provision of population, household, employment, and land use data to Citizens for a Better Environment for use in developing alternative long-range—year 2040—land use scenarios within the Region.

- Provision of population and land use data and maps to the Milwaukee Metropolitan Sewerage District for use in District facility planning work.

- Provision to the Town of Kewaskum of a map showing the extent of environmental corridors in the Town for use in the preparation of a Town land use plan.

- Provision of aerial photographs depicting wetlands and environmental corridors for the eastern portion of the Town of Bristol to the Village of Pleasant Prairie for use in local planning.

Special Environmental Inventories, Assessments, and Evaluations

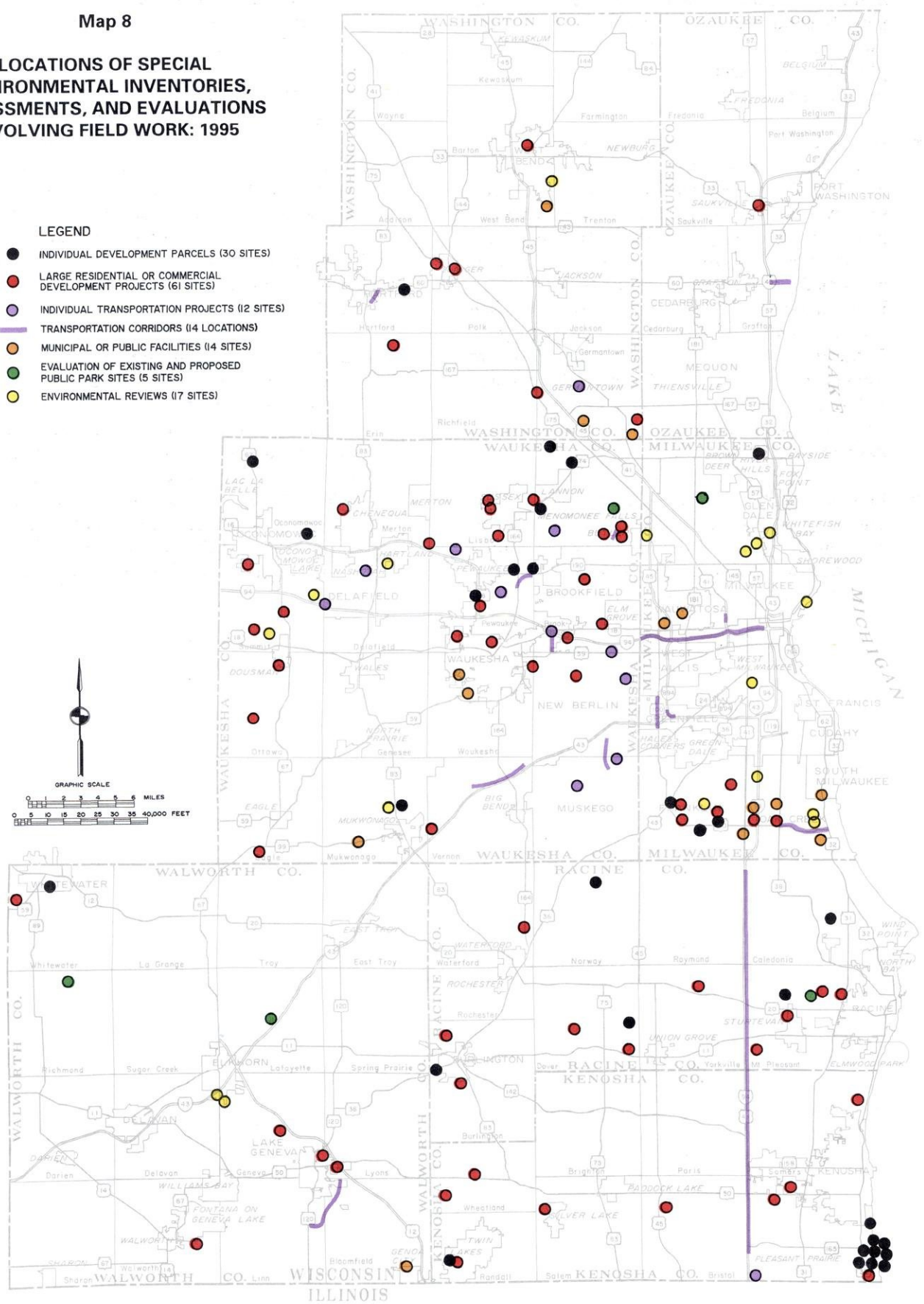
A continuing demand is being placed upon the Commission to help Federal, State, and local units and agencies of government in evaluating and assessing the environmental significance and quality of specific development sites throughout the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. During 1995, the Commission fulfilled a total of 153 requests for such information. Most of this work effort may be divided into the following categories:

- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate sound consideration by local governments of proposals for private development. During 1995, 30 such requests were fulfilled at sites throughout the Region (see Map 8). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to carry out local planning and land use control responsibilities properly. Once staked in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the landowner and the results of the survey were placed on the face of certified survey maps and plats of survey.

- Requests for field evaluation, identification, and delineation of wetlands and primary environmental corridors on large residential and commercial development sites to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to the preparation and commitment of detailed land use planning and site development considerations. During 1995, 61 such requests were fulfilled throughout the Region (see Map 8). Once staked in the field by the Commission staff, the precise boundaries of environ-

Map 8

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELD WORK: 1995



mentally significant areas were surveyed by private land surveyors retained by the landowner and the results of the survey were placed on the face of certified survey maps and plats of survey.

- Requests for the field identification and evaluation of environmentally sensitive sites and corridors associated with transportation improvement projects. During 1995, 26 such project-related requests were fulfilled, with requests coming from the Wisconsin Department of Transportation, the Waukesha County Department of Transportation, the Ozaukee County Highway Department, the City of Delafield, the City of Hartford, the Village of Germantown, and the Village of Menomonee Falls. The project sites and corridors were largely concentrated in Milwaukee and Waukesha Counties (see Map 8).

- Requests for the field identification and staking of wetland boundaries on municipal and public facilities in order to determine whether environmentally sensitive areas of concern occur on such sites. During 1995, 14 such requests were fulfilled in Milwaukee, Walworth, Washington, and Waukesha Counties (see Map 8).

- Requests for the field identification and delineation of wetlands and primary environmental corridors and field identification and evaluation of flora and fauna on existing and proposed public park sites in order to determine whether environmentally sensitive areas of concern occur on such sites. During 1995, five such requests were fulfilled in Milwaukee, Racine, Walworth, and Waukesha Counties (see Map 8).

- Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any wetlands or rare, threatened, or endangered species occur on the subject sites. During 1995, 17 such requests by Federal and State agencies, as well as county and local governments, were fulfilled in Milwaukee, Walworth, Washington, and Waukesha Counties (see Map 8).

TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

The Commission's Transportation Planning Division makes recommendations concerning various aspects of transportation system development within the Region. The kinds of basic questions addressed by the Division include:

- What are the travel habits and patterns in the Region? How are these changing over time?
- What is the existing supply of transportation facilities and services?
- How can existing transportation facilities best be used and transportation demand managed to avoid new capital investment?
- How much future travel will probably be accommodated by the various travel modes, particularly the private automobile and public transit?
- What new transportation facilities are needed to accommodate existing and anticipated future travel demand?
- Who should be responsible for providing needed transportation facilities?
- What are the relationships between land use and travel demand?

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 1995 conducted a number of activities in eight identifiable areas: data collection, collation, and development; long-range planning; transportation systems management planning and traffic engineering; transportation planning for the elderly and disabled; transportation improvement programming; railway transportation planning; air transportation planning; and data provision and technical assistance.

As the official metropolitan planning organization for transportation planning in the Southeastern Wisconsin Region, the Commission not only conducts transportation planning work programs with its own staff and with consultants, but also oversees related subregional transportation planning by other governmental agencies. In 1995, Milwaukee County undertook such planning work related to transit operations. The Commission is ultimately responsible for all transportation-related planning work funded by Federal agencies. Accordingly, all transportation planning activities bearing upon the Commission's overall work program are reported herein, whether or not they are directly conducted by the Commission.

DATA COLLECTION, COLLATION, AND DEVELOPMENT

During 1995, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

Figure 21

TRANSPORTATION PLANNING DIVISION

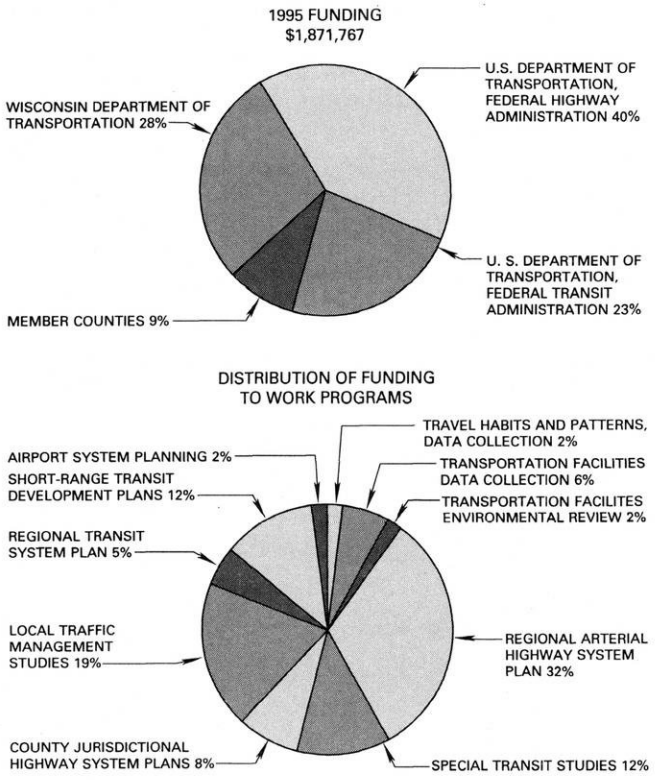


Table 21

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION[a]

County	1963	1972	1994	1995
Kenosha	37,240	51,100	91,380	92,460
Milwaukee	316,350	392,000	534,660	528,480
Ozaukee	16,780	28,030	54,890	55,850
Racine	52,040	73,350	121,480	122,280
Walworth	22,220	33,450	58,210	60,050
Washington	18,340	30,390	75,120	77,090
Waukesha	69,390	114,450	230,500	235,510
Total	532,360	722,770	1,166,240	1,171,720

[a]*The classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, this page.*

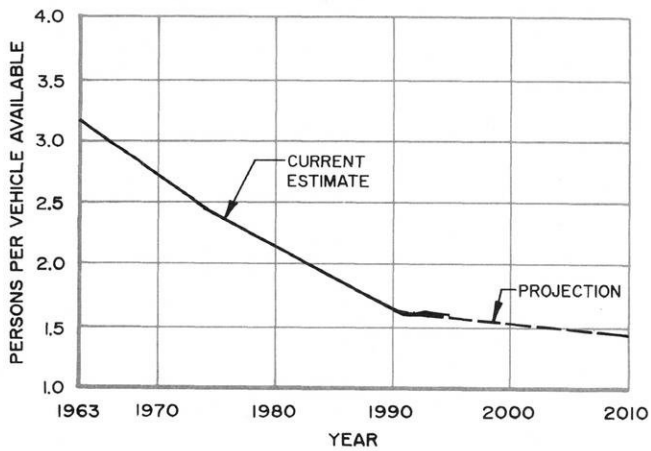
Personal-Use Vehicle and Commercial Truck Availability[1]

The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 1995 totaled about 1,171,720. This represents an increase of 5,480, or about 0.5 percent, over the 1994 level of 1,166,240 (see Table 21). Increases in personal-use vehicle availability in 1995 occurred in each county in the Region except Milwaukee County, continuing the generally steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region over the past 32 years. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 1995 was 2.5 percent.

The number of persons per personal-use vehicle within the Region was estimated to be 1.60 in 1995,

Figure 22

PERSONS PER PERSONAL-USE VEHICLE[a]



[a]THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, THIS PAGE.

[1]*The classifications used to estimate vehicle availability in this Annual Report differ from those used in Commission Annual Reports for years prior to 1994. In this report, motor vehicles are divided into "personal-use vehicles" and "commercial trucks." Personal-use vehicles include not only automobiles, but also vans and light trucks available for personal use. Commercial trucks include municipal trucks and light and heavy trucks available for commercial use. In Annual Reports for years prior to 1994, vans and light trucks available for personal use were classified with light trucks available for commercial use.*

the same as that estimated for 1994, as shown in Figure 22. The estimated number of personal-use vehicles available within the Region may be compared to the forecast of personal-use vehicle availability developed under the long-range regional transportation system plan, as shown in Figure 23, which depicts the historical year-to-year estimate of personal-use vehicle availability and the forecast growth in personal-use vehicle availability. The 1995 forecast personal-use vehicle availability level was 1,159,400 under the adopted regional transportation system plan. Thus, the estimated 1995 regional personal-use vehicle availability level of

Table 22

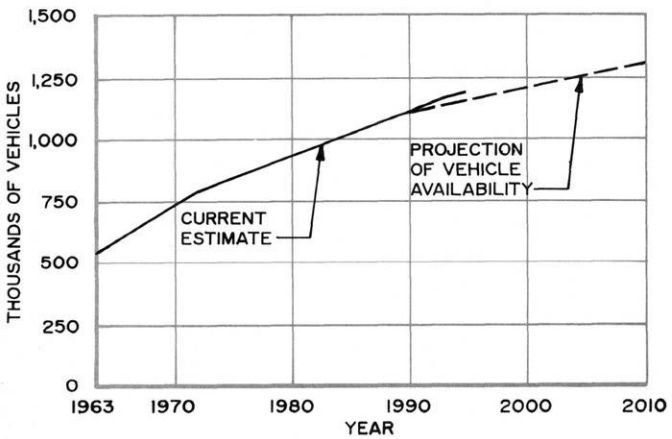
COMMERCIAL TRUCK AVAILABILITY IN THE REGION[a]

County	1963	1972	1994	1995
Kenosha	4,370	4,490	8,060	8,540
Milwaukee	25,910	26,710	35,870	37,710
Ozaukee	2,270	2,550	4,430	4,750
Racine	5,670	6,460	10,450	11,130
Walworth	4,190	4,840	6,790	7,220
Washington	3,210	4,080	7,080	7,600
Waukesha	7,780	10,280	22,020	23,720
Total	53,400	59,410	94,700	100,670

[a]The classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 62.

Figure 23

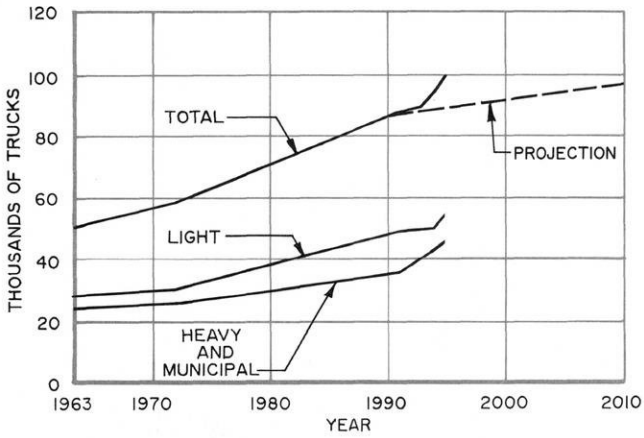
PERSONAL-USE VEHICLE AVAILABILITY[a]



[a]THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 62.

Figure 24

COMMERCIAL-USE TRUCK AVAILABILITY[a]



[a]THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 62.

1,171,720 was 12,320 vehicles, or about 1.1 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

The number of commercial trucks, including municipal trucks, available in the Region during 1995 totaled about 100,670, an increase of about 5,970, or about 6.3 percent, over the 1994 level of 94,700 trucks (see Table 22 and Figure 24). The increase in 1995 commercial motor-truck availability follows the trend of annually increasing vehicle availability. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 54 percent of all commercial trucks in 1994, and 55 percent of all commercial trucks in 1995. The number of light commercial trucks available in 1995 totaled about 54,900, an increase of 3,440, or about 6.7 percent, over the 1994 level of 51,460. The number of heavy trucks and municipal trucks totaled 45,770 in 1995, an increase of about 2,530 trucks, or about 5.9 percent, over the 1994 level of 43,240. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 1995 was 2.0 percent.

Table 23

PUBLIC TRANSIT RIDERSHIP

Transit Services	1963	1972	1991	1994	1995	Percent Change 1994-1995
Intracounty Systems						
Milwaukee County	88,546,000	52,141,000	46,460,000	42,862,400	43,052,600	0.4
City of Racine	2,907,000	526,000	1,829,000	1,902,400	1,825,000	-4.1
City of Kenosha	1,876,000	503,000	1,128,000	1,202,300	1,278,700	6.4
City of Waukesha	451,000	227,000	434,000	497,700	551,500	10.8
City of Whitewater	--	--	38,000	39,700	40,000	0.8
City of Hartford	--	--	8,000	20,400	18,700	-8.3
City of West Bend	--	--	--	74,700	78,800	5.5
City of Port Washington	--	--	--	17,400	22,300	28.2
Subtotal	93,780,000	53,397,000	49,897,000	46,617,000	46,867,600	0.5
Intercounty Systems						
Waukesha-Milwaukee Counties	534,000[a]	240,000	290,000	347,400	370,700	6.7
Kenosha-Racine-Milwaukee Counties	230,000[a]	153,000	82,000	76,600	72,100	-5.9
Subtotal	764,000	393,000	372,000	424,000	442,800	4.4
Region Total	94,544,000	53,790,000	50,269,000	47,041,000	47,310,400	0.6

[a]*Estimated.*

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 1995 through eight intracounty systems and two intercounty systems (see Table 23 and Figure 25). As shown in Table 23, total public transit ridership in the Region increased from about 47.0 million passengers in 1994 to about 47.3 million passengers in 1995, an increase of less than 1 percent. While this increase is attributable primarily to the increase in ridership on the transit system operated by Milwaukee County, ridership increases also occurred on the systems operated by Waukesha County and the Cities of Kenosha, Port Washington, Waukesha, Whitewater, and West Bend.

Intracounty Services

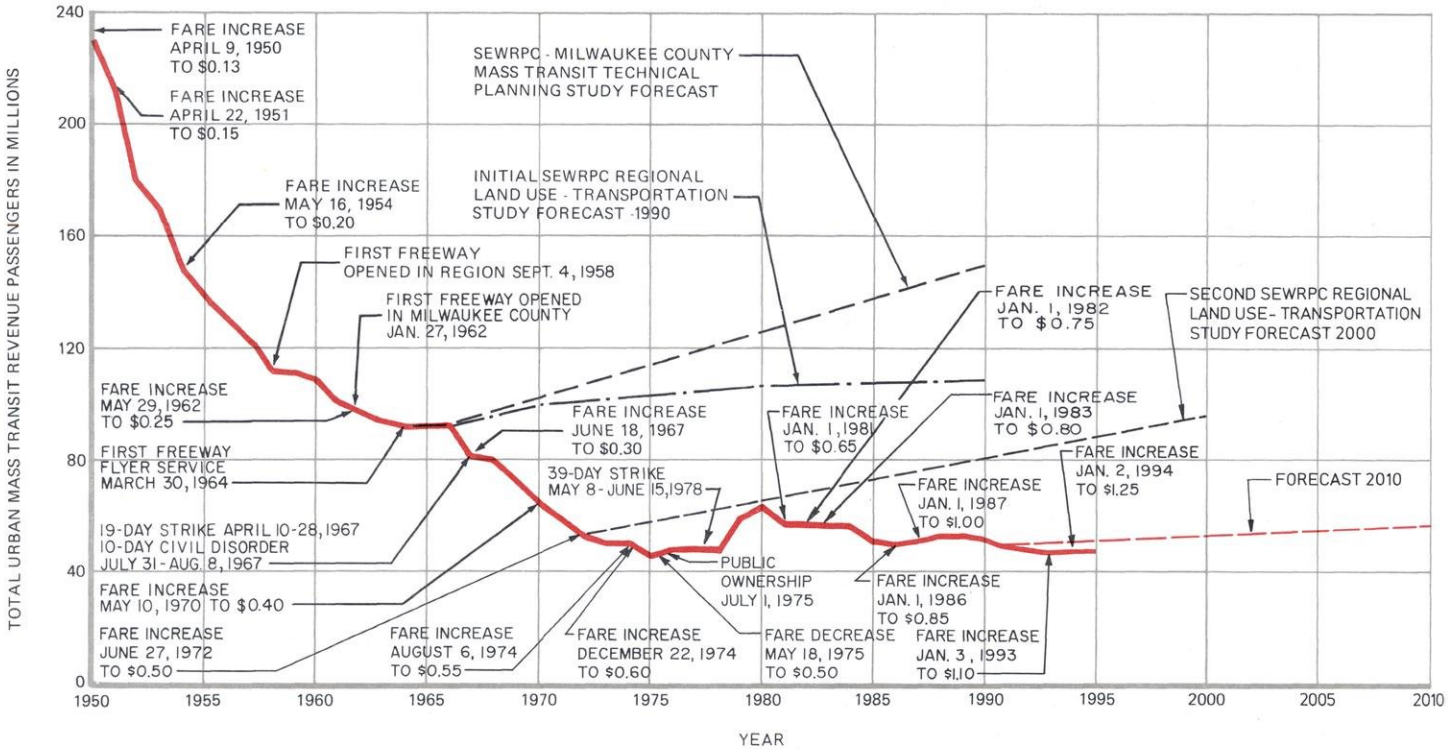
Milwaukee County

Ridership on the Milwaukee County Transit System, which provides publicly subsidized, fixed-route transit service, increased during 1995 to about 43.1 million revenue passengers from about 42.9 million revenue passengers in 1994 (see Figure 26). Notably, while this ridership increase was less than 1 percent, it was the first annual ridership increase on the system since 1989. During 1995, the basic cash fare for the Milwaukee County Transit System remained stable at $1.25 per one-way trip, as did fares for freeway flyer bus service, which remained at $1.50 per one-way trip. However, the price of a weekly pass or a book of 10 tickets was increased from $9.25 to $10.00 on July 2, 1995. The ridership increase may have reflected the continued effects of an initiative begun in the fall of 1994 involving the provision of passes to each student at the University of Wisconsin-Milwaukee at a greatly discounted rate of $30, paid for at the time of registration. The number of bus-miles operated in revenue service by the Milwaukee County Transit System decreased by about 1 percent during 1995, from about 17.7 million bus-miles in 1994 to about 17.5 million bus-miles in 1995.

During 1995, freeway flyer bus service was operated by Milwaukee County from 15 outlying parking terminals to either the Milwaukee central business district or the University of Wisconsin-Milwaukee. Ridership on the freeway flyer bus service totaled about 824,000 revenue passengers in 1995, a decrease of about 7 percent from the estimated 887,000 revenue passengers carried in 1994 (see Figure 27). This decrease in freeway flyer rider-

Figure 25

HISTORICAL TREND IN PUBLIC TRANSIT RIDERSHIP IN THE REGION



NOTE: FARE INCREASES AND DECREASES SHOWN IN THIS FIGURE REFER ONLY TO THE MILWAUKEE COUNTY TRANSIT SYSTEM AND TO THE SINGLE-RIDE ADULT CASH FARE FOR LOCAL SERVICE.

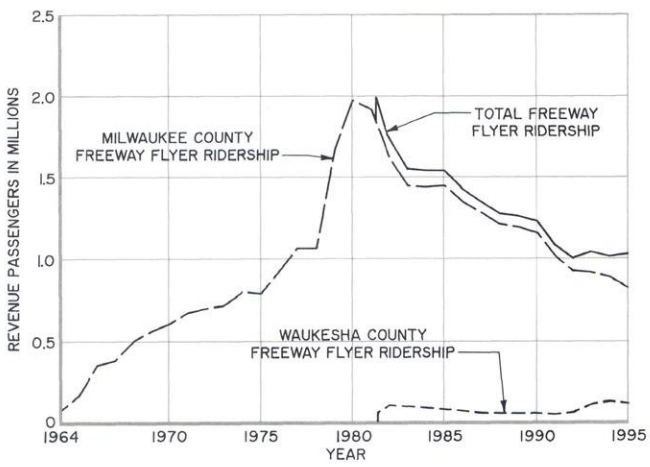
Figure 26

TRANSIT RIDERSHIP
MILWAUKEE COUNTY TRANSIT SYSTEM



Figure 27

FREEWAY FLYER RIDERSHIP: MILWAUKEE
AND WAUKESHA COUNTY TRANSIT SYSTEMS



ship may be attributed in part to continued low fuel prices, ample and reasonably priced parking in the Milwaukee central business district, and the continuing decentralization of jobs to outlying communities.

City of Racine

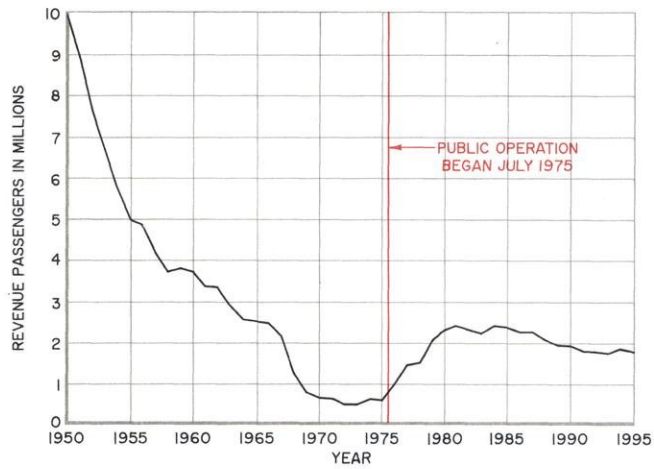
During 1995, ridership on the fixed-route public transit system serving the City of Racine and environs decreased by about 4 percent, from the 1994

level of approximately 1,902,400 revenue passengers to about 1,825,000 revenue passengers in 1995 (see Figure 28). This ridership decrease occurred even though service improvements were implemented during 1995, including the expansion of existing service for the Town of Caledonia to include weekday midday periods and the addition of a new peak-period express route between downtown Racine and businesses along STH 20 in the Town of Mt. Pleasant. The number of bus-miles operated in revenue service increased by about 3 percent during 1995, from about 1,215,400 bus-miles in 1994 to about 1,252,600 bus-miles in 1995. The basic fare for the Racine transit system remained at $0.60 in 1995, unchanged from 1994.

To guide the public acquisition of the system and its initial years of operation, the Commission prepared, at the request of the City of Racine, a transit development plan covering the years 1975 through 1979.[2] Nearly all the plan recommendations for transit route layout, schedule, fare structure, and service levels were implemented in the first years of public operation. In 1984, the Commission completed work on another transit development program for the City of Racine transit system for the period 1984 through 1988.[3] Several of the routing changes recommended under the new plan were implemented by the transit system by December 1985. In 1993, the Commission completed the preparation of a third Racine-area transit system development plan for the period 1993 through 1997.[4] This plan, described in the Commission's 1993 Annual Report, was adopted by the Commission as an element of the regional transportation plan in March 1994. Routing changes recommended for bus service within the Town of Mt. Pleasant were implemented during 1993. Other recommended service changes affecting bus routes serving the west side of the City of Racine and the Town of Caledonia were the subject of a public hearing held by the City in May 1994. Revisions to the recommended service changes in response to the public comments received were proposed by City staff for implementation during 1995 but were not acted upon by the City Common Council.

Figure 28

TRANSIT RIDERSHIP
CITY OF RACINE TRANSIT SYSTEM



City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 1995 (see Figure 29). Ridership during the year approximated 1,278,700 revenue passengers, an increase of about 6 percent from the 1994 ridership level of about 1,202,300 revenue passengers. The number of bus-miles operated in revenue service totaled about 906,200, an increase of less than 1 percent from the 903,300 bus-miles operated during 1994. The increases in system ridership in 1995 reflect the continued effects of changes to the transit system implemented in August 1993. These changes included the addition of a new route serving the north side of the City; a reduction in peak-period headways from 60 to 30 minutes on two bus routes; and the establishment of two new satellite transfer centers outside of the Kenosha central business district. These routing and service changes were based on the recommendations of a new transit system development plan completed by the Commission in 1991, as noted below. The basic fare for the Kenosha system remained at $0.75 per one-way trip in 1995, unchanged from 1994.

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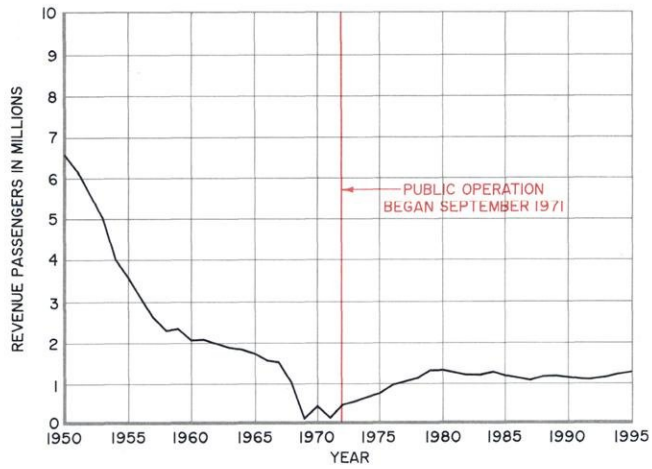
[2]*See SEWRPC Community Assistance Planning Report No. 3, Racine Area Transit Development Program: 1975-1979, June 1974.*

[3]*See SEWRPC Community Assistance Planning Report No. 79, Racine Area Transit System Plan and Program: 1984-1988, May 1984.*

[4]*See SEWRPC Community Assistance Planning Report No. 204, Racine Transit System Development Plan: 1993-1997, City of Racine, Wisconsin, June 1993.*

Figure 29

TRANSIT RIDERSHIP
CITY OF KENOSHA TRANSIT SYSTEM



To assist in the public operation of the transit system, the Commission prepared, at the request of the City, a five-year transit system development plan in 1976 for the years 1976 through 1980.[5] Many of the plan's recommendations regarding transit route layout and scheduling were implemented in the mid-1970s as ridership increased on the system. In 1984, the Commission completed work on another transit system development plan for the City of Kenosha transit system for the period from 1984 through 1988.[6] Virtually all the routing changes recommended under the new plan were implemented by the transit system in late December 1984. During 1991, the Commission completed work on a third transit system development plan for the period from 1991 through 1995.[7] This plan, described in the Commission's 1991 Annual Report, was adopted by the Commission as an element of the regional transportation plan in June 1992, thus superseding the second-generation plan adopted in 1985. The majority of the routing and service changes recommended under the new plan were implemented by the City in August 1993 after undergoing minor refinements by City and Commission staff.

City of Waukesha

Local bus service was reestablished in the City of Waukesha in August 1981, when the City placed into full-scale operation a new fixed-route transit system. The community had previously been without public transit service since June 1976, when local bus service provided by a private transit operator was discontinued. The reinstitution of transit service was guided by a transit development plan prepared by the Regional Planning Commission in 1980 at the request of the City of Waukesha.[8] The new Waukesha transit system and its routes, schedule, service levels, and fare structure were implemented essentially as recommended by that plan. In December 1989 the Commission completed work on another transit development plan for the period from 1988 through 1992.[9] This plan, described in the Commission's 1989 Annual Report, was adopted by the Commission as an element of the regional transportation plan in June 1990. During calendar year 1995, the system carried approximately 551,500 revenue passengers, an increase of nearly 11 percent over the 497,700 revenue passengers carried on the system during 1994 (see Figure 30). This increase in ridership may be attributed largely to steady ridership growth on bus service over one route serving the Blue Mound Road corridor in the Town of Brookfield and the City of Brookfield. The number of bus-miles operated in revenue service totaled about 557,400, a decrease of about 1 percent from the 563,700 bus-miles operated in 1994. During 1995, the basic fare for the City of Waukesha transit system remained at $0.75 per one-way trip, unchanged from 1994.

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[5]*See SEWRPC Community Assistance Planning Report No. 7, Kenosha Area Transit Development Program: 1976-1980, March 1976.*

[6]*See SEWRPC Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988, June 1984.*

[7]*See SEWRPC Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995, September 1991.*

[8]*See SEWRPC Community Assistance Planning Report No. 31, Waukesha Area Transit Development Program: 1981-1985, February 1980.*

[9]*See SEWRPC Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha: 1988-1992, December 1989.*

City of Whitewater

In January 1986, the City of Whitewater initiated operation of a shared-ride taxicab service. Operated on a contract basis by Brown's Cab Service, based in Fort Atkinson, the taxicab service is available seven days a week for travel primarily within the Whitewater area. The service was initiated using Federal funds available for capital and operating assistance under the Federal Section 18 rural transportation assistance program. During 1995, the Whitewater taxicab service carried approximately 40,000 revenue passengers, an increase of less than 1 percent from the 39,700 revenue passengers carried in 1994 (see Figure 31). It operated about 80,100 total vehicle-miles during 1995, an increase of about 3 percent from the 77,800 total vehicle-miles operated in 1994. During 1995, adult fares for the service remained at $2.00 per one-way trip, with a half-fare program provided for students and elderly and disabled users.

City of Hartford

Publicly operated transit service was also provided during 1995 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. The taxicab service was initiated in 1981 and is available to the public seven days a week for travel primarily within the City of Hartford and environs. During 1995, the Hartford taxicab service carried approximately 18,700 revenue passengers and operated about 47,800 total vehicle-miles. These figures respectively represent a decrease of about 8 percent from the 20,400 revenue passengers carried in 1994 (see Figure 32), and a decrease of about 6 percent from the 50,900 total vehicle-miles operated during 1994. These decreases occurred as a result of an increase in base passenger fares from $1.25 per one-way trip in 1994 to $1.50 per one-way trip in 1995. The base fare applies to all persons over three years of age traveling within the City limits. Reduced fares are available to elderly and disabled individuals and to persons using prepaid trip tickets.

City of West Bend

In January 1993, the City of West Bend initiated operation of a publicly subsidized shared-ride taxicab system to provide public transit service within the City and its environs. The institution of this taxicab service was guided by a transit system development plan prepared by the Regional Planning Commission in 1991 at the request of the City.[10] This plan, described in the Commission's 1991 Annual Report, was adopted by the Commission as an element of the regional transportation plan in March 1992. The operating characteristics

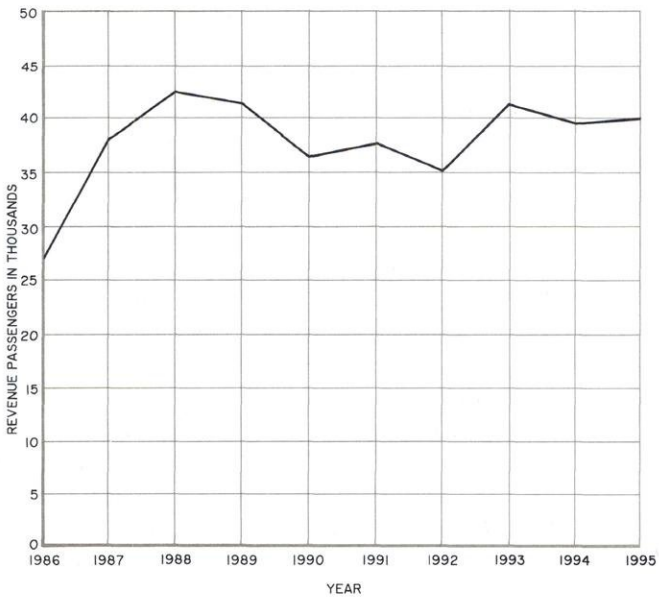
Figure 30

TRANSIT RIDERSHIP
CITY OF WAUKESHA TRANSIT SYSTEM



Figure 31

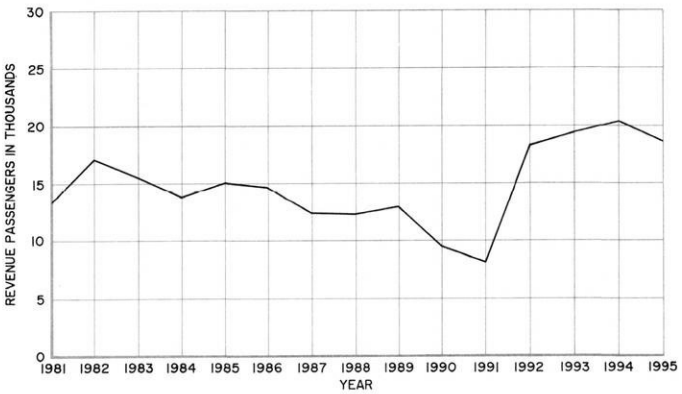
TRANSIT RIDERSHIP
CITY OF WHITEWATER TRANSIT SYSTEM



[10] *See SEWRPC Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996, February 1991.*

Figure 32

TRANSIT RIDERSHIP
CITY OF HARTFORD TRANSIT SYSTEM



of the West Bend shared-ride taxicab system, including its service levels and fare structure, were implemented essentially as recommended in that plan. The taxicab service is available seven days a week for travel primarily within the City of West Bend and immediately adjacent areas, and is operated on a contract basis by Specialized Transport Services, Inc. During 1995, the West Bend taxicab service carried approximately 78,800 revenue passengers and operated about 253,800 total vehicle-miles of service. These figures respectively represent an increase of about 5 percent from the 74,700 revenue passengers carried in 1994 and an increase of about 4 percent from the 243,100 total vehicle-miles operated during 1994. Ridership on the service has greatly exceeded that originally projected under the plan, resulting in a need to increase service over 1994 levels. The taxicab service in 1995 continued to charge a base adult fare of $2.00 per one-way trip with reduced fares available for students, elderly persons and persons with disabilities, and groups of riders traveling between the same origin and destination.

City of Port Washington

On February 1, 1994, the City of Port Washington initiated operation of a publicly subsidized shared-ride taxicab system to provide public transit service within the City and its environs. The institution of this taxicab service was guided by a study completed by the Regional Planning Commission in 1993 at the request of the City which identified the potential ridership, fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The taxicab service is available seven days a week for travel primarily within the City of Port Washington and adjacent areas two miles or less from the City's corporate limits, and is operated on a contract basis by Specialized Transport Services, Inc. The City made modest changes to the service hours for the taxicab service during 1995, making service available Mondays through Thursdays between 8:00 a.m. and 6:00 p.m.; Fridays between 8:00 a.m. and 9:00 p.m.; Saturdays between 8:30 a.m. and 6:00 p.m.; and Sundays between 8:00 a.m. and 12:00 noon. These hours represent an increase in service over that provided in 1994, when taxicab service was available Mondays, Tuesdays, and Thursdays between 9:00 a.m. and 5:00 p.m.; Wednesdays, Fridays, and Saturdays between 9:00 a.m. and 9:00 p.m.; and Sundays between 9:00 a.m. and 1:00 p.m.

During 1995, the Port Washington taxicab service carried approximately 22,300 revenue passengers and operated about 72,400 total vehicle-miles of service. These figures respectively represent an increase of about 28 percent from the 17,400 revenue passengers carried in 1994 and an increase of about 20 percent from the 60,200 total vehicle-miles operated during 1994. The taxicab service in 1995 continued to charge a base adult fare of $1.50 per one-way trip, with reduced fares available for students, elderly persons, and persons with disabilities.

Intercounty Services

Waukesha County

During 1995, Waukesha County operated 11 regular bus routes serving travel between Waukesha County and downtown Milwaukee. These 11 routes reflected one new route added during 1995. Waukesha County contracts for all elements of their operation from two transit operators in the Milwaukee area. Eight of the routes are operated by Wisconsin Coach Lines, Inc., and the remaining three are operated by Milwaukee County as extensions of the Milwaukee County Transit System.

The eight routes operated by Wisconsin Coach Lines, Inc., included three express routes, two operated between Waukesha and downtown Milwaukee and one operated between Oconomowoc and downtown Milwaukee, all of which have been sponsored

by Waukesha County since 1977; three freeway flyer routes, including one operated between Oconomowoc and downtown Milwaukee since 1981, one operated between Mukwonago and downtown Milwaukee since 1992, and one operated between Waukesha and downtown Milwaukee since 1994; and two local shuttle bus routes connecting stops along the Waukesha-Milwaukee freeway flyer route with the New Berlin Industrial Park and businesses in the Town of Pewaukee. The two shuttle routes began operation in 1993 and 1994, respectively.

Two of the three routes operated by the Milwaukee County Transit System were initiated in 1981 and included one freeway flyer bus route operated between the Village of Menomonee Falls and downtown Milwaukee and one route providing local bus service from Milwaukee County to the Brookfield Square Shopping Center. The third route operated by the Milwaukee County Transit System began operation in January 1995 as a shuttle for passengers working in the Menomonee Falls-Butler industrial area bounded by N. 124th Street, W. Silver Spring Drive, N. Lilly Road, and W. Capitol Drive. The new route, Route No. 9, connects with two Milwaukee County Transit System bus routes operating over E. and W. Capitol Drive and E. and W. Silver Spring Drive which terminate at or near the Milwaukee-Waukesha county line.

The bus routes initiated during 1981 were three of seven new routes implemented by Waukesha County on April 1, 1981. The Commission identified these seven routes in 1980 at the request of Waukesha County and proposed that service be implemented on a trial basis.[11] Additional service changes were made in 1988, 1993, and 1995 on the basis of the analyses and recommendations presented in a new transit service plan for Waukesha County completed by the Commission in 1988.[12]

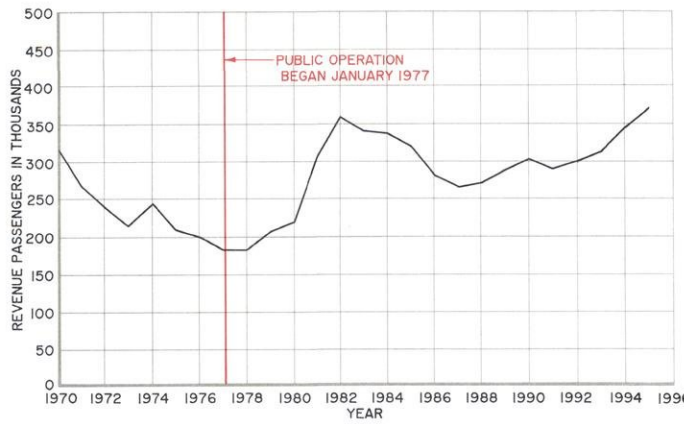
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[11]*See SEWRPC Community Assistance Planning Report No. 44, Proposed Public Transit Service Improvements—1980, Waukesha County, Wisconsin, July 1980.*

[12]*See SEWRPC Community Assistance Planning Report No. 105, Waukesha County Transit Plan: 1988-1992, September 1988.*

Figure 33

TRANSIT RIDERSHIP
WAUKESHA COUNTY TRANSIT SYSTEM



During 1995, total ridership on the Waukesha County Transit System increased by about 7 percent, from 347,400 trips in 1994 to 370,700 trips in 1995 (see Figure 33). Most of the ridership increase can be attributed to steady ridership growth on the bus routes operated in the Waukesha-Milwaukee travel corridor and the new bus service for the Menomonee Falls-Butler industrial area. Transit fares on the Waukesha County Transit System, which are distance-related, were between $1.00 and $2.50 in 1995, unchanged from 1994. The number of bus-miles operated in revenue service increased from about 519,900 bus-miles in 1994 to about 559,700 bus-miles in 1995, or by about 8 percent.

As noted above, four of the 11 routes operated by Waukesha County in 1995 were operated as freeway flyer routes. As shown in Figure 27, total ridership on freeway flyer routes operated by Waukesha County in 1995 was about 111,900 revenue passengers, a decrease of about 10 percent from the estimated 123,900 revenue passengers carried on Waukesha County-operated freeway flyer routes in 1994. This decrease may be attributed to the same factors affecting freeway flyer ridership on the Milwaukee County Transit System. The freeway flyer service in Waukesha County served a total of eight outlying parking terminals in 1995.

Kenosha-Racine-Milwaukee Service

During 1995, the City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, continued to provide commuter

bus service between downtown Milwaukee and the Racine and Kenosha areas. The commuter bus service had been provided by a private transit operator, Wisconsin Coach Lines, Inc. This service is provided over surface arterial streets as an express bus service. Until 1984, the route was operated without public subsidy; the passenger and freight revenues were sufficient to offset the operating costs. More recently, however, the operation of the route suffered a loss. During 1984, the company approached the four governmental units and asked for financial subsidy for the operation of the route. As a result, the four local units of government joined to help provide the company with the necessary financial assistance, through the State of Wisconsin, to operate the bus service.

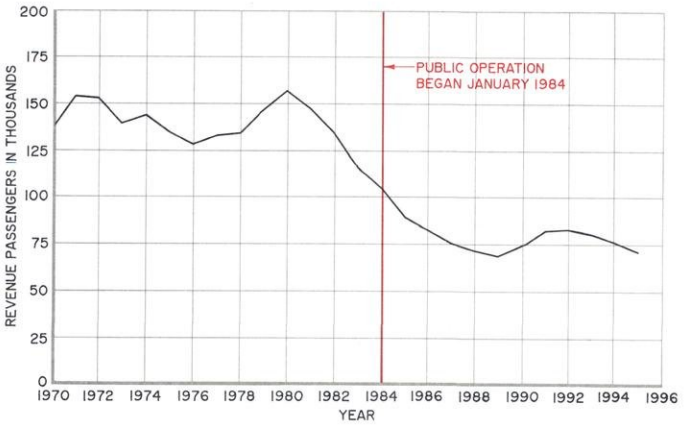
The City of Racine has assumed responsibility as the lead agency for the commuter bus project by acting as the applicant-grantee for the State urban transit assistance funds needed to subsidize the operation of the commuter service. State transit assistance funds are the only public monies being used to subsidize the operating costs of the service. Ridership on the service approximated 72,100 revenue passengers during 1995, a decrease of about 6 percent from the 1994 ridership level of about 76,600 revenue passengers (see Figure 34). The number of bus-miles operated in revenue service also decreased slightly, from 266,400 bus-miles in 1994 to 263,000 bus-miles in 1995, a decrease of about 1 percent. Transit fares for the express commuter bus service, which are distance-related, ranged from $1.00 to $4.20 per one-way trip in 1995, unchanged from 1994.

Public Transit Stations

Progress in providing the public transit stations recommended in the adopted year 2010 transportation plan is summarized on Map 9. During 1995, one new public transit station was constructed at the IH 94-STH 83 interchange in Waukesha County, bringing the total number of existing stations with parking facilities to 21 for 1995 versus the 20 stations existing in 1994. The number of shopping center lots used as freeway flyer terminal facilities remained at five during 1995. Table 24 and Figure 35 provide data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 1995 at all transit stations by patrons of freeway flyer bus service and carpoolers. As shown in the table, transit service was provided at 19 of the 21 public

Figure 34

TRANSIT RIDERSHIP KENOSHA-RACINE-MILWAUKEE AREA TRANSIT SERVICE



transit–park-ride stations and at all five shopping center lots. The total of 26 freeway flyer terminal facilities represents an increase of one facility from the 25 facilities that existed in 1994. The number of spaces available at public transit–park-ride stations increased to 4,240 in 1995 from 4,040 spaces in 1994, while the number of spaces at shopping center lots remained at 725. The total number of spaces available therefore increased to 4,965 in 1995 from the 4,765 spaces in 1994.

Of the 4,240 spaces available at the 21 public transit–park-ride stations, 1,595 spaces were used on an average weekday during 1995, a utilization rate of about 38 percent. Of the 725 spaces available at the five shopping center lots, 208 spaces were utilized during 1995, a utilization rate of about 29 percent. In total, about 36 percent of all available parking spaces were used on an average weekday during 1995.

Public Transit Operating Subsidies

Transit operating subsidies in the Region during 1995 totaled about $70.3 million, compared with about $69.3 million during 1994, as shown in Table 25. The per-ride operating subsidies for the individual intracounty public transit operators in the Region in 1994 and 1995, respectively, were as follows: Milwaukee County, $1.39 in both years (see Figure 36); City of Racine, $1.65 and $1.91 (see Figure 37); City of Kenosha, $1.82 and $1.81 (see

Map 9

RAPID TRANSIT SYSTEM PLAN FOR THE REGION: 2010

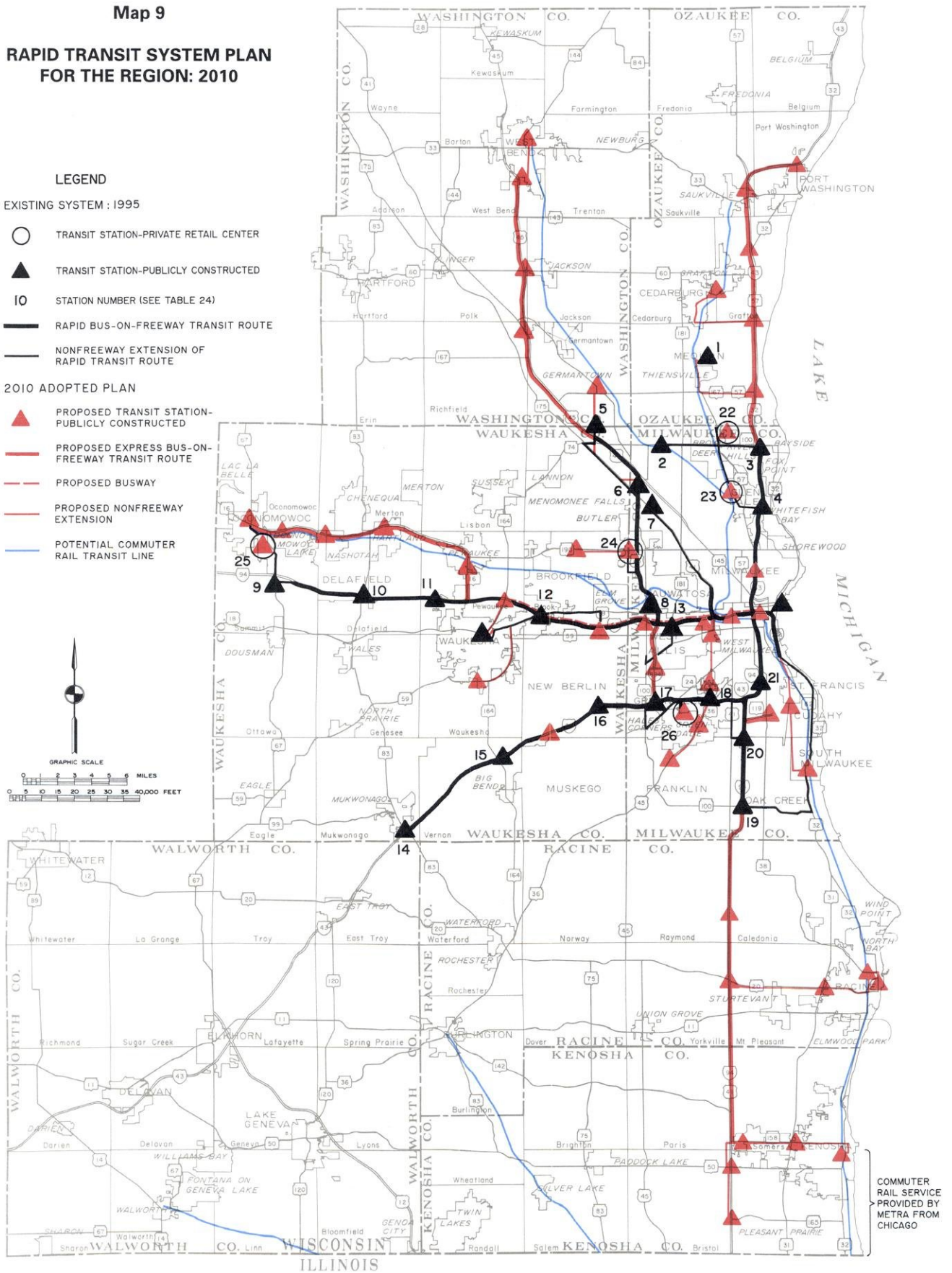


Table 24

AVERAGE WEEKDAY USE OF PARKING AT FREEWAY FLYER TERMINALS: 1995

Number[a]	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 1995	Percent of Spaces Used
	Public Transit Stations			
1	Milwaukee Area Technical College (Mequon)	200	6[b]	3
2	Northridge (Milwaukee)	100	20	20
3	Brown Deer (River Hills)	250	121	48
4	North Shore (Glendale)	120	61	51
5	Pilgrim Road (Menomonee Falls)	65	52	80
6	W. Good Hope Road (Milwaukee)	135	16[b]	12
7	Timmerman Field (Milwaukee)	140	39	28
8	W. Watertown Plank Road (Wauwatosa)	200	74	37
9	STH 67 and CTH DR (Summit)	80	49	61
10	IH 94 and STH 83 (Delafield)	200	7[c]	4
11	IH 94 and CTH G (Pewaukee)	50	29	58
12	Goerke's Corners (Brookfield)	250	144	58
13	State Fair Park (Milwaukee)	200	145	73
14	IH 43 and STH 83 (Mukwonago)	95	58	61
15	IH 43 and STH 164 (Big Bend)	100	43	43
16	IH 43 and Moorland Road (New Berlin)	200	38	19
17	Whitnall (Hales Corners)	370	211	57
18	W. Loomis Road (Greenfield)	415	63	15
19	W. Ryan Road (Oak Creek)	300	61	20
20	W. College Avenue (Milwaukee)	530	274	52
21	W. Holt Avenue (Milwaukee)	240	84	35
	Subtotal	4,240	1,595	38
	Shopping Center Lots			
22	Kohl's (Brown Deer)	125	53	42
23	Silver Mill (Milwaukee)	100	12	12
24	Phar-Mor (Brookfield)	200	47	24
25	Olympia (Oconomowoc)	50	--[d]	--[d]
26	Southridge (Greendale)	250	96	38
	Subtotal	725	208	29
--	Total	4,965	1,803	36

[a] *See Map 9.*

[b] *Public transit service was not provided to this station during 1995. The number of autos parked represents use by carpoolers.*

[c] *Facility opened in mid-July 1995. The average number of automobiles parked is for the five-month period from August 1995 through December 1995.*

[d] *Data not available.*

Figure 38); City of Waukesha, $2.72 and $2.50 (see Figure 39); City of Whitewater, $2.42 and $2.68 (see Figure 40); City of Hartford, $3.84 and $3.95 (see Figure 41); City of West Bend, $2.83 and $3.00; and City of Port Washington, $3.78 and $3.62. For the Waukesha County transit service, the per-ride operating subsidy was $5.62 in 1994 and $5.86 in 1995 (see Figure 42); for the Kenosha-Racine-Milwaukee County transit service, the per-ride operating subsidy was $5.97 in 1994 and $6.51 in 1995 (see Figure 43).

Carpool Parking Facilities

During 1995, the Commission collected data on the use of available parking supply at carpool parking

Figure 35

AVERAGE WEEKDAY FREEWAY FLYER PARKING LOT USE: 1977-1995

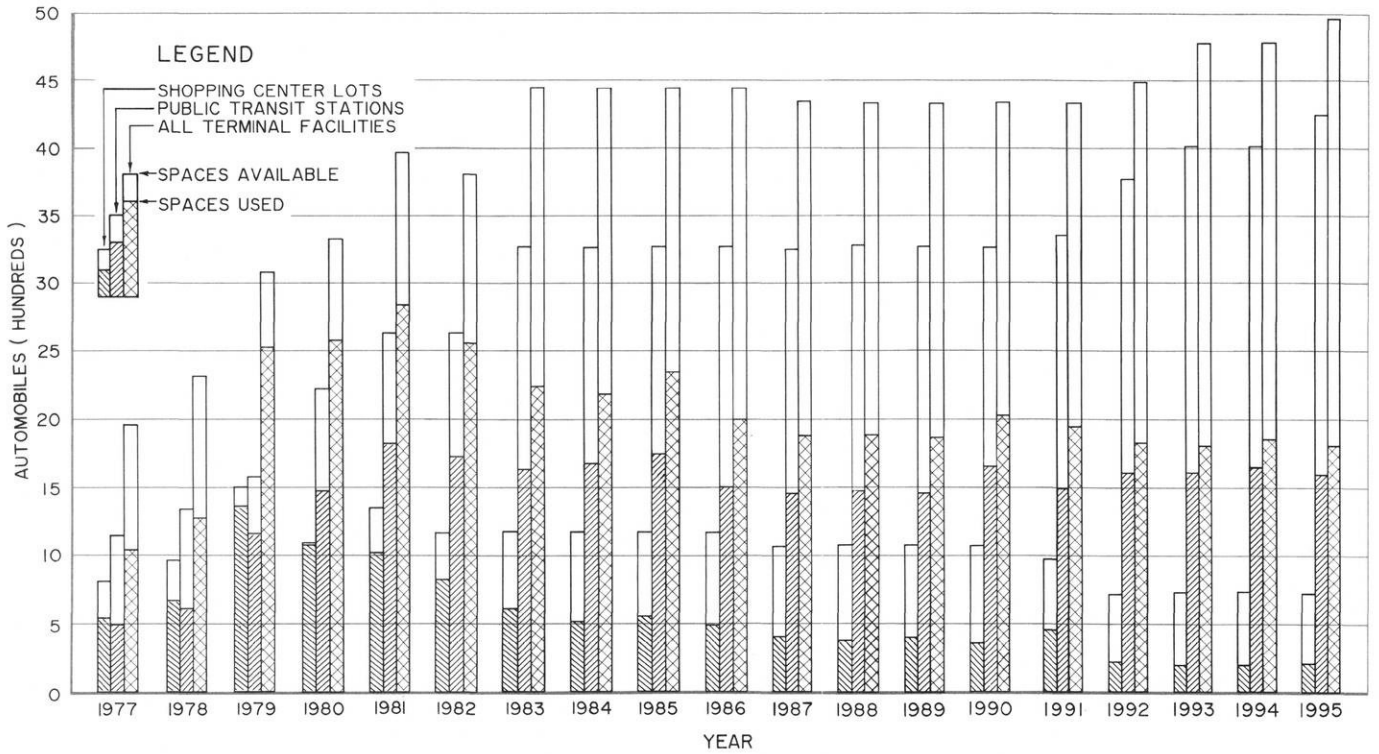
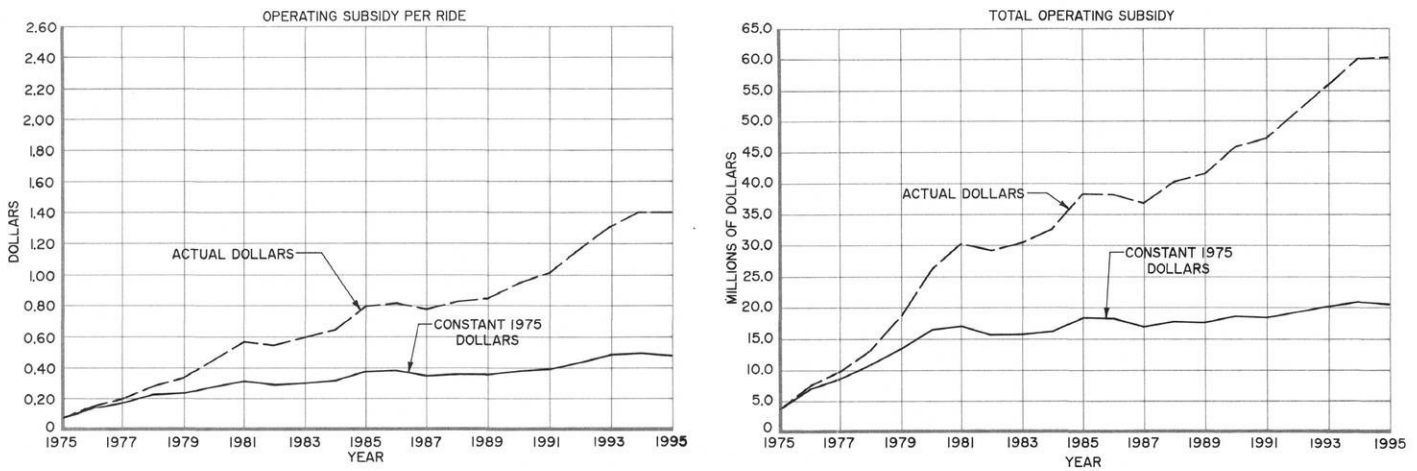


Figure 36

PUBLIC TRANSIT OPERATING SUBSIDIES: MILWAUKEE COUNTY TRANSIT SYSTEM



facilities within the Region. As shown in Table 26, 18 publicly owned carpool parking facilities were in operation at key freeway interchanges in the outlying areas of the Region in 1995. During 1995, about 493 of the total 1,260 parking spaces available were used on an average weekday (see Figure 44). This represents a utilization rate of 39 percent in 1995, compared with a rate of about 38 percent in 1994. The progress in providing the carpool parking lots recommended in the adopted year 2010 regional transportation plan is summarized on Map 10.

Traffic Count Data

During the year, the Commission conducted traffic counts for use in the analysis and planning

Table 25

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 1994-1995

Transit Services	Public Transit Operating Assistance (dollars)							
	1994 Actual				1995 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Services								
Milwaukee County	5,140,500	41,696,200	12,947,700	59,784,400	4,503,000	42,512,400	12,986,200	60,001,600
City of Racine	843,500	1,689,900	590,900	3,124,300	776,800	1,880,800	836,300	3,493,900
City of Kenosha	581,900	1,161,200	446,600	2,189,700	493,300	1,212,700	606,300	2,312,300
City of Waukesha	192,900	706,900	455,400	1,355,200	203,900	721,200	452,800	1,377,900
City of Whitewater	36,800	59,100	--	95,900	42,600	63,900	800	107,300
City of Hartford	28,500[a]	42,800[a]	7,100[a]	78,400[a]	28,100	42,100	3,600	73,800
City of West Bend	80,400	120,500	10,300	211,200	93,400	143,100	--	236,500
City of Port Washington	24,100	36,100	5,600	65,800	29,000	43,500	8,200	80,700
Subtotal	6,928,600	45,512,700	14,463,600	66,904,900	6,170,100	46,619,700	14,894,200	67,684,000
Intercounty Services								
Waukesha-Milwaukee Counties	386,300[a]	967,400[a]	600,200[a]	1,953,900[a]	424,000	1,120,100	627,900	2,172,000
Kenosha-Racine-Milwaukee Counties	--	284,000[a]	173,400[a]	457,400[a]	--	287,700	181,400	469,100
Subtotal	386,300	1,251,400	773,600	2,411,300	424,000	1,407,800	809,300	2,641,100
Region Total	7,314,900	46,764,100	15,237,200	69,316,200	6,594,100	48,027,500	15,703,500	70,325,100

Transit Services	Operating Subsidy per Ride (dollars)							
	1994 Actual				1995 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Services								
Milwaukee County	0.12	0.97	0.30	1.39	0.10	0.99	0.30	1.39
City of Racine	0.44	0.89	0.32	1.65	0.43	1.03	0.45	1.91
City of Kenosha	0.48	0.97	0.37	1.82	0.39	0.95	0.47	1.81
City of Waukesha	0.39	1.42	0.91	2.72	0.37	1.31	0.82	2.50
City of Whitewater	0.92	1.50	--	2.42	1.07	1.60	0.01	2.68
City of Hartford	1.40[a]	2.10[a]	0.34[a]	3.84[a]	1.50	2.25	0.20	3.95
City of West Bend	1.08	1.61	0.14	2.83	1.18	1.82	--	3.00
City of Port Washington	1.39	2.07	0.32	3.78	1.30	1.95	0.37	3.62
Average	0.15	0.98	0.31	1.44	0.13	0.99	0.32	1.44
Intercounty Services								
Waukesha-Milwaukee Counties	1.11[a]	2.78[a]	1.73[a]	5.62[a]	1.14	3.02	1.70	5.86
Kenosha-Racine-Milwaukee Counties	--	3.71[a]	2.26[a]	5.97[a]	--	3.99	2.52	6.51
Average	0.91	2.95	1.83	5.69	0.96	3.18	1.82	5.96
Region Average	0.16	0.99	0.32	1.47	0.14	1.02	0.33	1.49

[a] *Estimated.*

Figure 37

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF RACINE TRANSIT SYSTEM

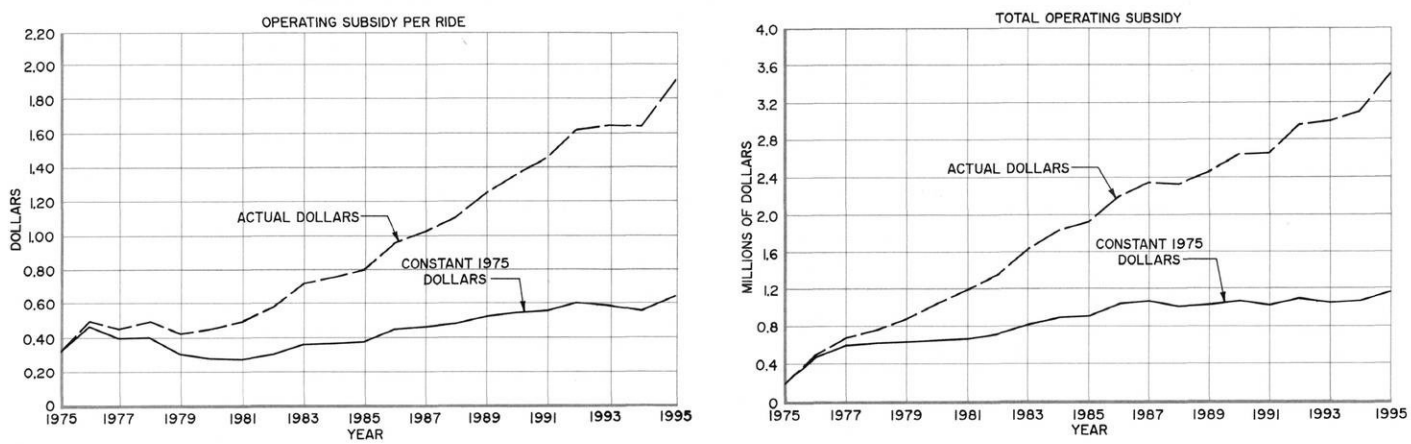


Figure 38

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF KENOSHA TRANSIT SYSTEM

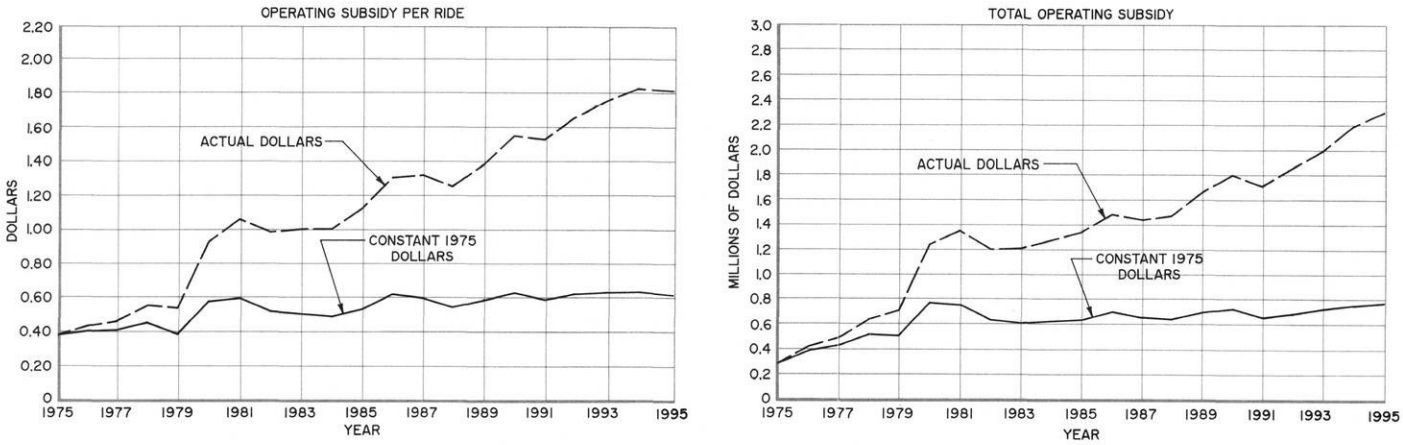


Figure 39

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF WAUKESHA TRANSIT SYSTEM

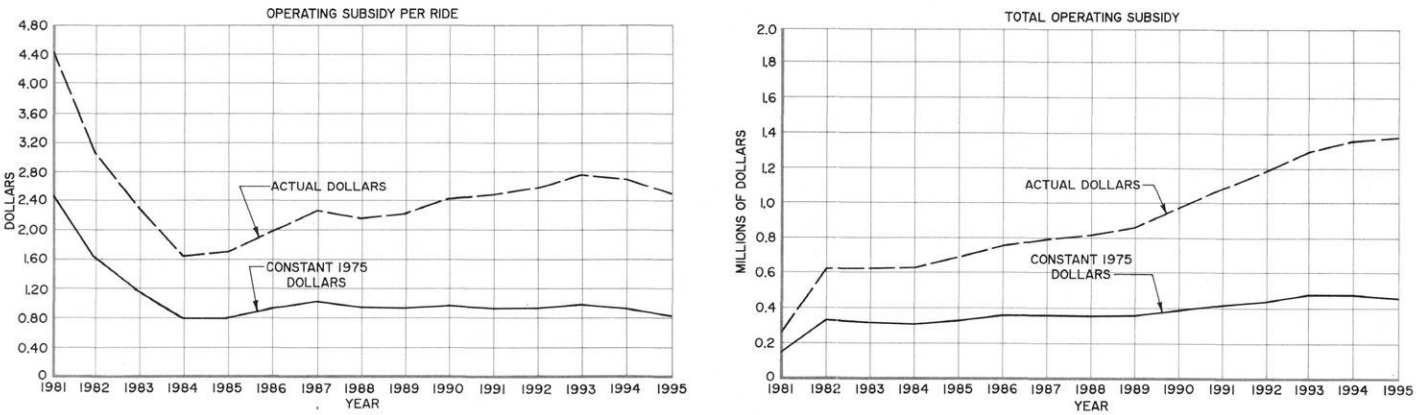


Figure 40

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF WHITEWATER TRANSIT SYSTEM

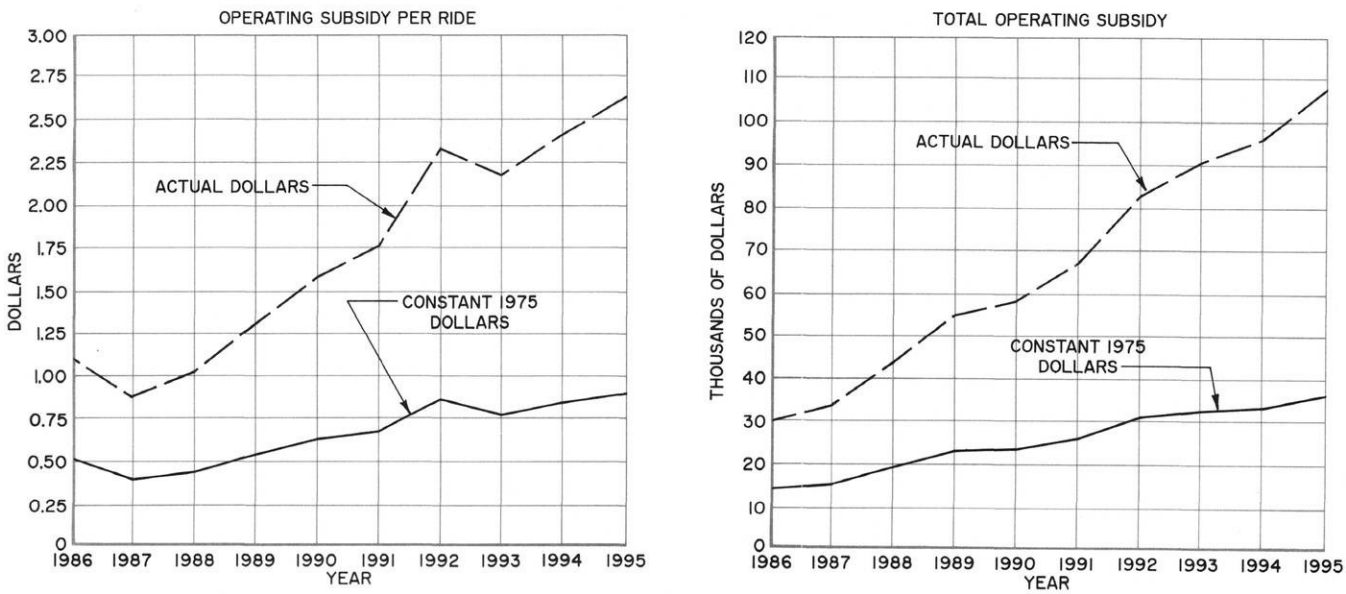


Figure 41

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF HARTFORD TRANSIT SYSTEM

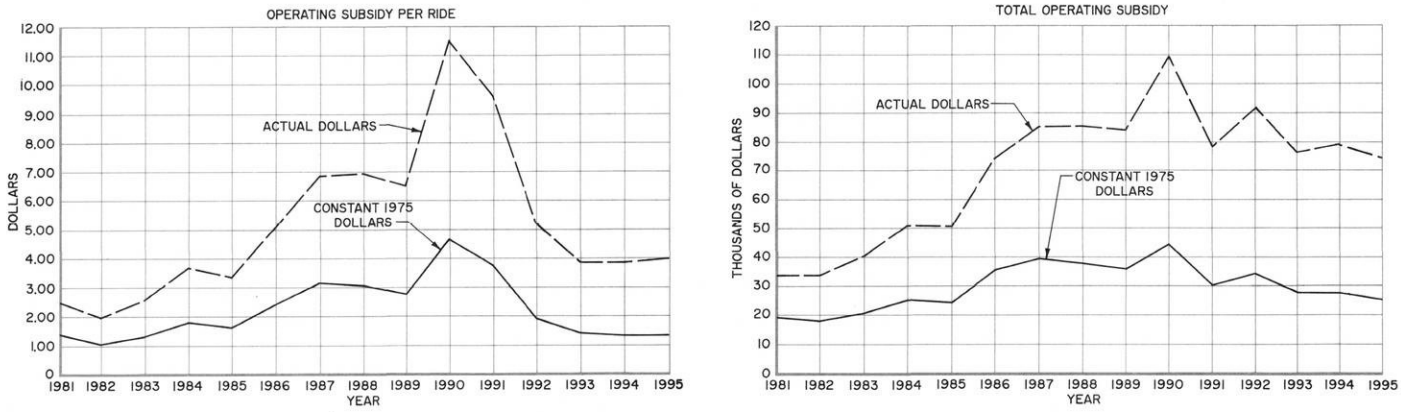
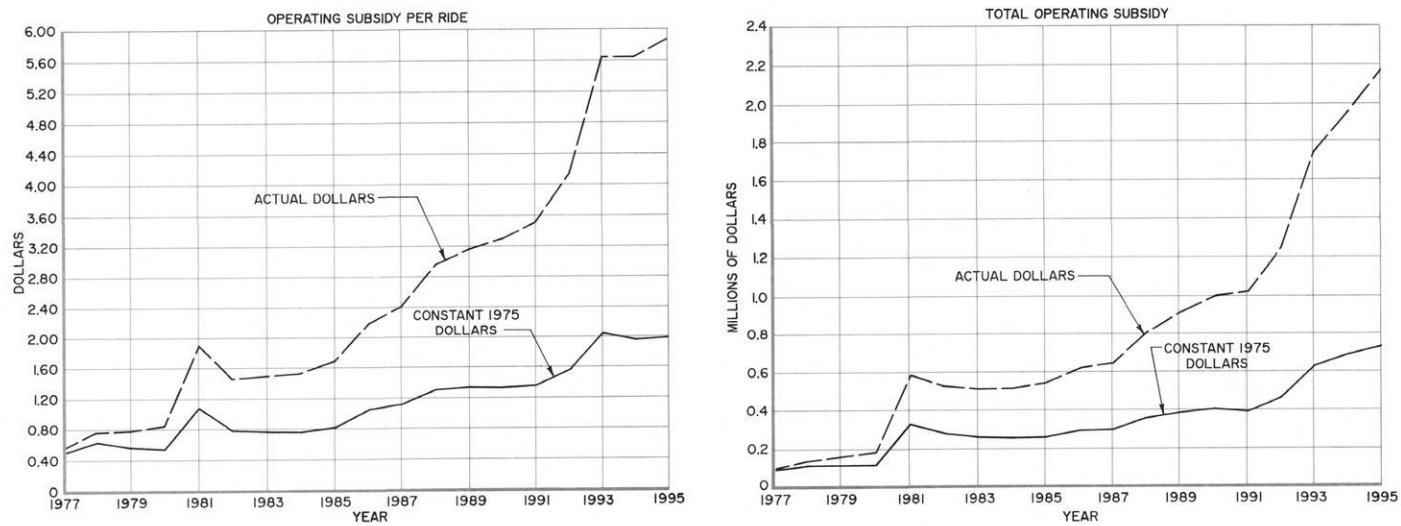


Figure 42

PUBLIC TRANSIT OPERATING SUBSIDIES: WAUKESHA COUNTY TRANSIT SYSTEM



activities of the community assistance and traffic engineering services provided to municipalities within the Region. At selected sites, data were collected on vehicle classification, turning movements, peak-hour factors, and other traffic engineering considerations.

LONG-RANGE PLANNING

Regional Transportation System Plan

On December 7, 1994, the Commission formally adopted a third-generation, design year 2010 regional transportation system plan. This plan is documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994. The plan takes into account changes which have occurred in the Region over the approximately 15 years preceding its adoption, including changes in population, household, and employment levels and in land use development patterns. The adopted plan also takes into account transportation facility development decisions made by State, county, and local implementing agencies since the adoption in 1978 of the second-generation, design year 2000 regional transportation system plan. The adopted design year 2010 regional transportation system plan is designed to serve and support the adopted design year 2010 regional land use plan.

Table 26

AVERAGE WEEKDAY USE OF PARKING AT CARPOOL LOTS: 1995

Number[a]	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 1995	Percent of Spaces Used
	Ozaukee County			
1	STH 57 and STH 84 (Fredonia)	10	5	50
2	IH 43 and STH 32-STH 84 (Port Washington)	50	21	42
3	IH 43 and STH 57 (Grafton)	100	12	12
4	IH 43 and CTH C (Grafton)	50	30	60
	Washington County			
5	STH 60 and CTH P (Jackson)	30	19	63
6	USH 41 and CTH Y (Germantown)	100	20	20
	Waukesha County			
7	USH 41 and Pilgrim Road (Menomonee Falls)	65	52[b]	80
8	STH 16 and CTH P (Oconomowoc)	45	14	31
9	STH 16 and CTH C (Nashotah)	50	11[b]	22
10	STH 16 and STH 83 (Chenequa)	65	13	20
11	STH 67 and CTH DR (Summit)	80	49[b]	61
12	IH 94 and CTH C (Delafield)	30	20	67
13	IH 94 and CTH G (Pewaukee)	50	29[b]	58
14	IH 94 and STH 164 (Pewaukee)	80	37	46
15	IH 43 and STH 83 (Mukwonago)	95	58[b]	61
16	IH 43 and STH 164 (Big Bend)	100	43[b]	43
17	IH 43 and CTH Y (New Berlin)	60	22	37
18	IH 43 and Moorland Road (New Berlin)	200	38[b]	19
- -	Total	1,260	493	39

[a] *See Map 10.*

[b] *While constructed to serve as a carpool parking facility, this facility also served as a terminal for freeway flyer or express bus service to the Milwaukee central business district. The number of parking spaces used on an average weekday includes autos parked by both carpoolers and transit patrons.*

Figure 43

PUBLIC TRANSIT OPERATING SUBSIDIES: KENOSHA-RACINE-MILWAUKEE COUNTY TRANSIT SYSTEM

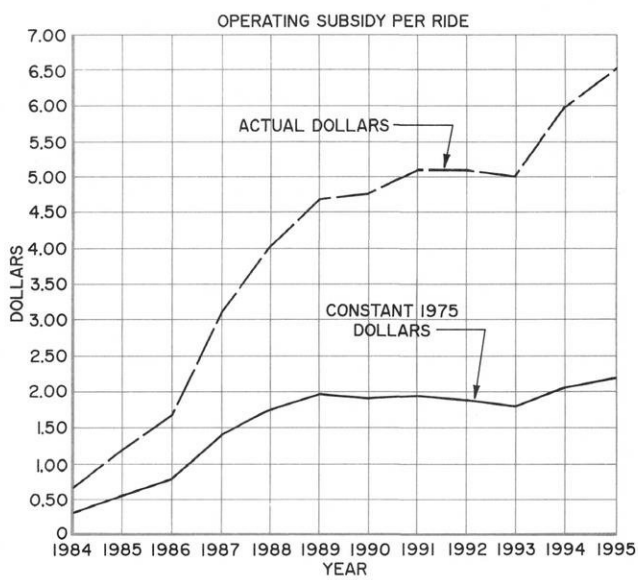
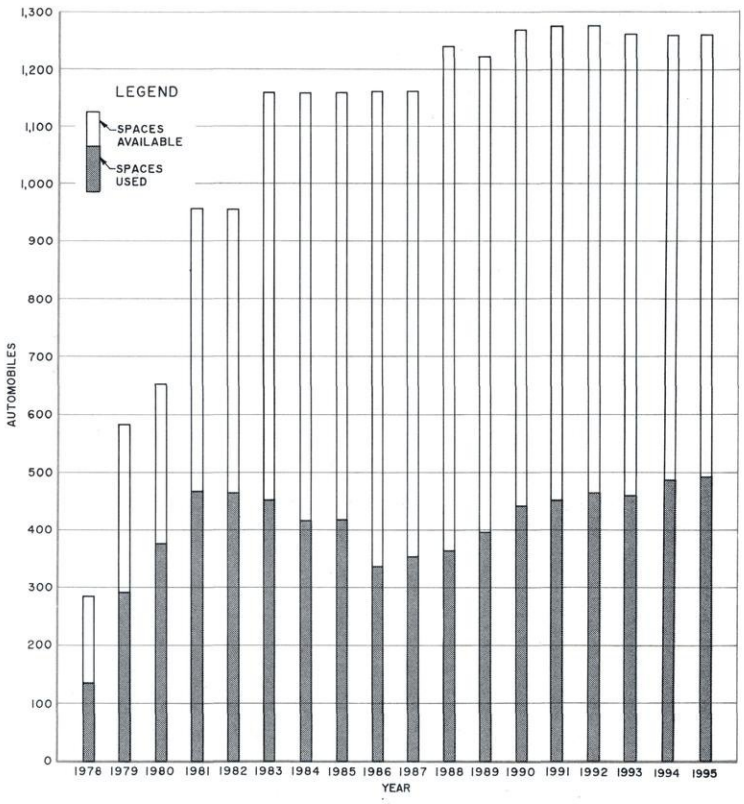




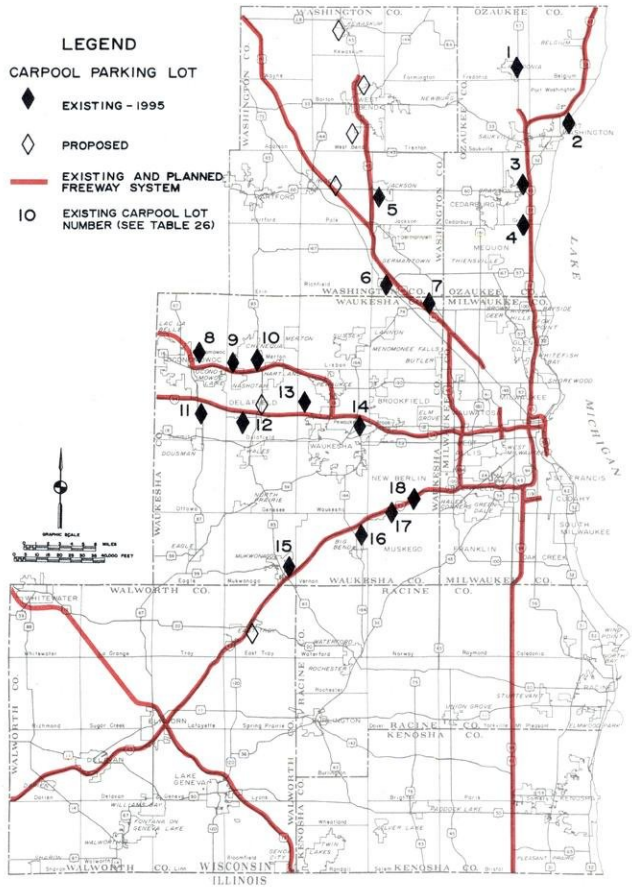
Figure 44

AVERAGE WEEKDAY CARPOOL PARKING LOT USE: 1978-1995



Map 10

EXISTING 1995 AND PROPOSED CARPOOL PARKING LOTS



The adopted regional transportation system plan includes three major elements: transportation system management, public transit system maintenance and improvement, and arterial street and highway system maintenance and improvement. The regional bicycle and pedestrian facilities system plan, adopted by the Commission in 1995, is also an integral part of the adopted regional transportation system plan. However, since the bicycle and pedestrian plan was prepared and adopted as a separate element of the comprehensive regional plan, it is discussed in a separate section below.

The transportation system management element of the regional transportation system plan envisions the following seven measures: implementation of the Milwaukee-area freeway traffic management system; restrictions on curb-lane parking during peak periods along selected segments of the planned arterial street and highway system; use of state-of-the-art traffic engineering practices, including intersection channelization and signalization; application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period; implementation of a program to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and worktime rescheduling as may be found feasible; preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement; and the undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use.

The public transit system maintenance and improvement element of the adopted plan calls for significant improvements to the public transit system in the Region. The improvements would

include both expansion of the geographic extent of public transit service provided and improvement in the frequency of service on many of the transit routes in the system. Altogether, service on the regional transit system would be increased by about 75 percent from the base year 1991 level, measured in terms of vehicle-miles of revenue service provided. The public transit element of the adopted plan is graphically summarized on Map 11. The plan envisions improved rapid, express, and local service.

A significant expansion of the freeway flyer bus service in the Region is envisioned under the plan. This expansion would provide a truly areawide modified rapid transit system consisting of 30 bus-based rapid transit routes serving 73 transit stations. Service would be provided in both directions during peak periods. Initially, all service would be provided by buses operating over the regional freeway system, with service extensions on selected surface arterial streets and highways. Ultimately, depending upon the results of major transportation investment studies, the rapid transit routes could operate over exclusive busway facilities in the most congested freeway travel corridors in the Region.

The plan also recognizes the potential to establish 1) commuter-railway passenger train service as an alternative to bus-on-freeway or bus-on-busway rapid transit service in four major travel corridors radiating from Milwaukee south to Kenosha to a connection with existing Chicago-oriented service, west to Oconomowoc, northwest to West Bend, and north to Saukville; and 2) two potential extensions of Chicago-oriented commuter-railway passenger train service, one to Walworth in Walworth County and one to Burlington in Racine County. The plan recommends that the commuter-rail passenger service potential be evaluated by conducting major investment studies for the travel corridors concerned.

The plan recommends that a total of 12 express transit bus routes be provided in a grid pattern to serve major travel corridors largely within Milwaukee County. Initially, all service would be provided by buses operating in mixed traffic over surface arterial streets and highways with limited stops. Ultimately, depending upon the results of major transportation investment studies, some of the express transit service could be provided by buses operating over reserved lanes on arterial streets, as well as in mixed traffic, or could be converted to the light-rail transit mode.

The plan recommends the continued operation of local bus transit service over arterial and collector streets, with frequent stops, throughout the Kenosha, Milwaukee, and Racine urbanized areas. The plan calls for substantial improvements in the frequency of local transit service provided, particularly on the major local routes. In addition, the plan holds open the potential to restructure local transit services to provide for transit-center-oriented local systems to replace grid-route systems, depending upon the results of detailed local plan implementation studies. The plan also recommends the continuation of local transit services through shared-ride taxis in the smaller urban areas of the Region. Finally, the plan recommends the continuation of appropriate paratransit services to help meet the transportation needs of disabled individuals in the Region.

The arterial street and highway system recommended for the Region under the adopted plan is graphically summarized on Map 12. The arterial street and highway system maintenance and improvement element of the adopted plan envisions the construction of new arterial facilities, the widening of existing facilities to provide additional capacity, and the resurfacing and reconstruction necessary to maintain existing facilities.

The plan recommends that 131 route-miles of new arterial streets and highways be constructed. These new facilities would provide an additional 337 arterial lane-miles. Included are the Lake Parkway south from the Daniel Webster Hoan Memorial Bridge to E. Layton Avenue; the STH 16 Freeway bypass of Oconomowoc; the USH 12 Freeway in Walworth County, including the Whitewater bypass; the STH 36 bypass of Burlington; and the completion of the western leg of the Waukesha circumferential arterial facility.

The plan recommends that widening and other improvements be undertaken along a total of 448 route-miles of existing arterial streets and highways. Such projects would provide an additional 854 arterial lane-miles. Among the proposed improvement projects are: the widening of STH 36 in Milwaukee, Waukesha, and Racine Counties; Pewaukee Road (CTH J) in Washington and Wau-

kesha Counties; Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; STH 31 and CTH Y in Kenosha and Racine Counties; Northwestern Avenue (CTH K) and Spring Street (CTH C) in Racine County; STH 57 and Port Washington Road (CTH W) in Ozaukee County; STH 33 and STH 60 in Ozaukee and Washington Counties; and Rawson Avenue (CTH BB) in Milwaukee County; and the completion of the widening of STH 50 in Kenosha and Walworth Counties. New freeway interchanges would be provided at Highland Road and IH 43; Calhoun Road and IH 94; Kenosha County CTH ML and IH 94; and Walworth County CTH O and IH 43.

The plan recommends that all other arterial streets and highways in the proposed regional system be maintained over the plan implementation period through resurfacing and reconstruction to provide essentially the same capacity. This particular proposal applies to 3,028 route-miles of existing arterial facilities. This particular plan recommendation includes a proposal to reconstruct and modernize the Milwaukee-area freeway system to current freeway design standards, coordinating any such freeway rehabilitation and modernization efforts with the results of major investment studies that are to examine the potential for providing busways and high-occupancy-vehicle lanes in the most congested corridors.

Implementation of the adopted plan may be expected to provide the Region with an integrated transportation system that will effectively serve and promote a desirable regional land use pattern, meeting anticipated future travel demand in a balanced and practicable manner and at an adequate level of service. Under the adopted plan conditions, it is expected that by the year 2010 about 1.30 million automobiles and light trucks will be available for use in the Region, an increase of about 170,000 vehicles, or about 15 percent, over the 1991 level of about 1.13 million automobiles and light trucks; person-trips within the Region may be expected to increase to about 6.10 million internal person-trips per average weekday, an increase of about 560,000 trips daily, or about 10 percent, over the 1991 level of about 5.54 million internal person-trips per average weekday; vehicle-trip making within the Region on an average weekday may be expected to increase to about 5.27 million internal vehicle-trips, an increase of about 690,000 trips daily, or about 15 percent, over the 1991 level of about 4.58 million internal vehicle-trips per average weekday; average weekday vehicle-miles of travel may be expected to increase to about 42.42 million vehicle-miles, an increase of about 9.35 million vehicle-miles daily, or about 28 percent, over the 1991 level of 33.07 million vehicle-miles per average weekday; and average weekday transit ridership may be expected to increase to about 196,400, an increase of about 24,200 riders daily, or about 14 percent, over the 1991 level of 172,200 riders per average weekday.

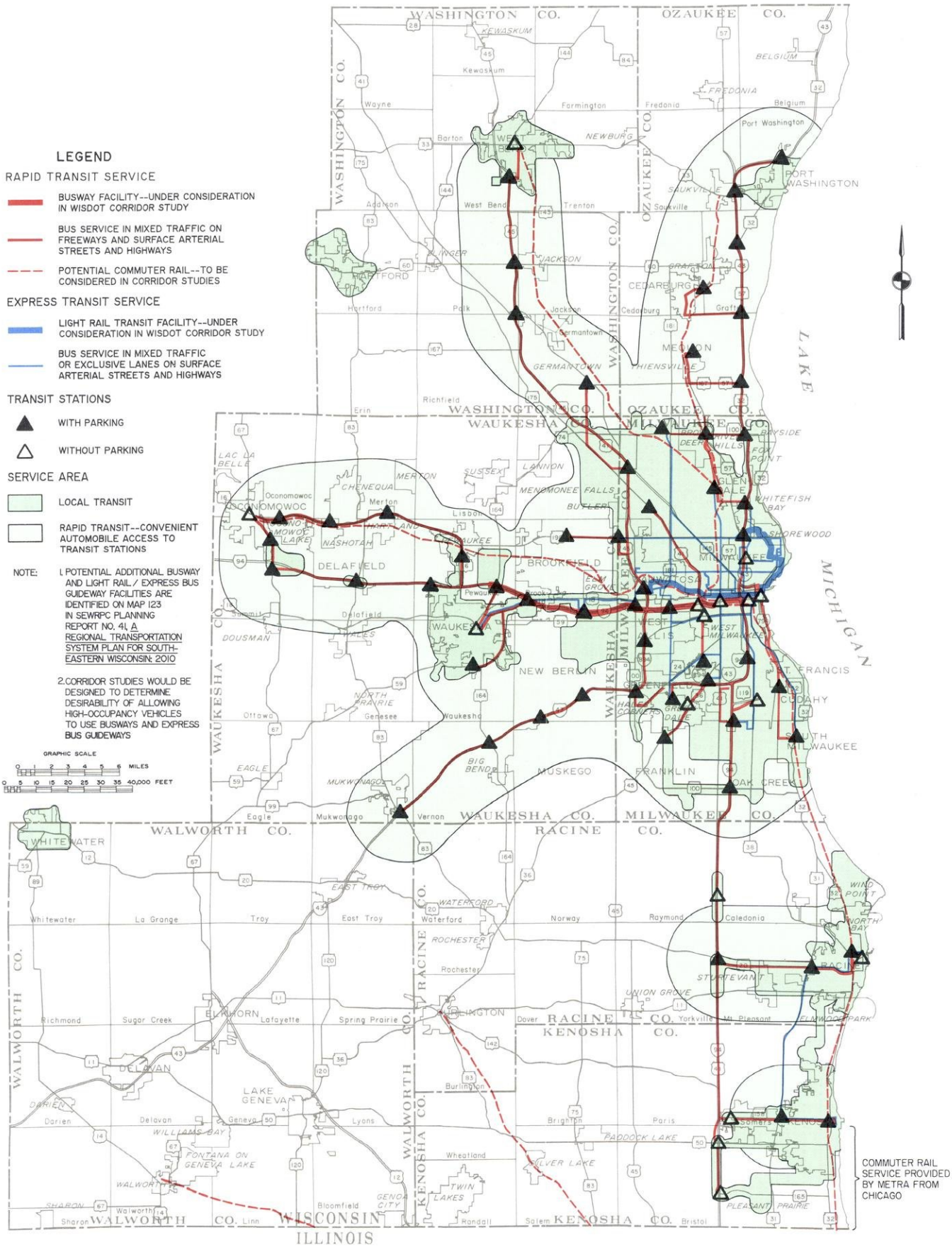
It is envisioned that by the year 2010, under the adopted plan conditions, about 165 miles of the envisioned 3,607-mile regional arterial street and highway system, or nearly 5 percent of that system, may be expected to operate under congested conditions, as opposed to the approximately 385 miles, or about 12 percent, of the 3,274-mile regional arterial street and highway system operating under such conditions in 1991. By the year 2010, under the adopted plan conditions and assuming no significant change in the overall average motor-fuel efficiency of the regional vehicle fleet, annual motor-fuel consumption in the Region may be expected to total about 444 million gallons, as opposed to an annual regional motor-fuel-consumption level of about 468 million gallons which may be expected by the year 2010 under a "no-build" alternative. Under adopted plan conditions, significant reductions in three air pollutant emissions from motor vehicles operating on the regional arterial street and highway system, volatile organic compounds, nitrogen oxides, and carbon monoxide, may be expected by the year 2010.

Development Plan for IH 94 West Corridor Adopted

On June 21, 1995, the Commission adopted a design year 2010 land use and transportation system development plan for the IH 94 West Freeway Corridor in central and western Waukesha County as both an amendment to the regional land use plan and an amendment to the regional transportation plan. The IH 94 West Corridor plan is documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994, and was summarized in the "Transportation Planning Division" section of the Commission's 1994 Annual Report.

Map 11

PUBLIC TRANSIT ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010



Map 12

ARTERIAL STREET AND HIGHWAY ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010



New Jurisdictional Highway System Plan for Waukesha County Completed, Adopted

A new, second-generation jurisdictional highway system plan for Waukesha County was completed and adopted during 1995. The new, design year 2010 plan updates and supersedes the recommendations contained in the original Waukesha County jurisdictional highway system plan adopted in 1975 and documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, January 1974. The original plan was amended in 1978 and again in 1983. Preparation of the new plan was guided by a 41-member Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County. In May 1995, the Advisory Committee recommended adoption of the plan to the Waukesha County Board of Supervisors and to the Southeastern Wisconsin Regional Planning Commission. The new plan, which is set forth in a Commission document entitled Amendment to the Waukesha County Jurisdictional Highway System Plan—2010, May 1995, was adopted by the Waukesha County Board on July 25, 1995. The Commission adopted the plan as an amendment to the regional transportation plan on December 6, 1995.

The new jurisdictional highway system plan for Waukesha County is shown on Map 13. The plan envisions a proposed system of arterial facilities that can meet existing and probable future traffic demand at an adequate level of service. The plan identifies the location and configuration of the various facilities which constitute the arterial system and recommends the number of traffic lanes required on each segment of the system. The plan also recommends which level of government should assume responsibility for the construction, operation, and maintenance of each facility making up the arterial system. Recommended changes in jurisdictional responsibility under the jurisdictional highway system plan are listed in Table 27.

Major changes recommended by the Advisory Committee include the widening of IH 94 from CTH G to STH 16 from four to six traffic lanes, the widening of STH 164 from Moreland Boulevard (USH 18) to IH 94 from four to six traffic lanes, and the widening of CTH J from IH 94 to the Waukesha-Washington county line from two to four traffic lanes. It is also recommended that the segment of STH 164 from Moreland Boulevard (USH 18) to STH 190 be changed from a State trunk highway to a county trunk highway; that CTH J from Gascoigne Drive to IH 94 be changed from a county trunk highway to a local trunk highway; and that CTH J from IH 94 to the Waukesha-Washington county line be changed from a county trunk highway to a State trunk highway.

The Advisory Committee also recommended the addition of a new interchange on IH 94 at Calhoun Road to relieve congestion on interchanges at Barker Road and Moorland Road and the reconstruction of the existing half-diamond interchange on IH 94 at CTH P to provide a full-diamond interchange.

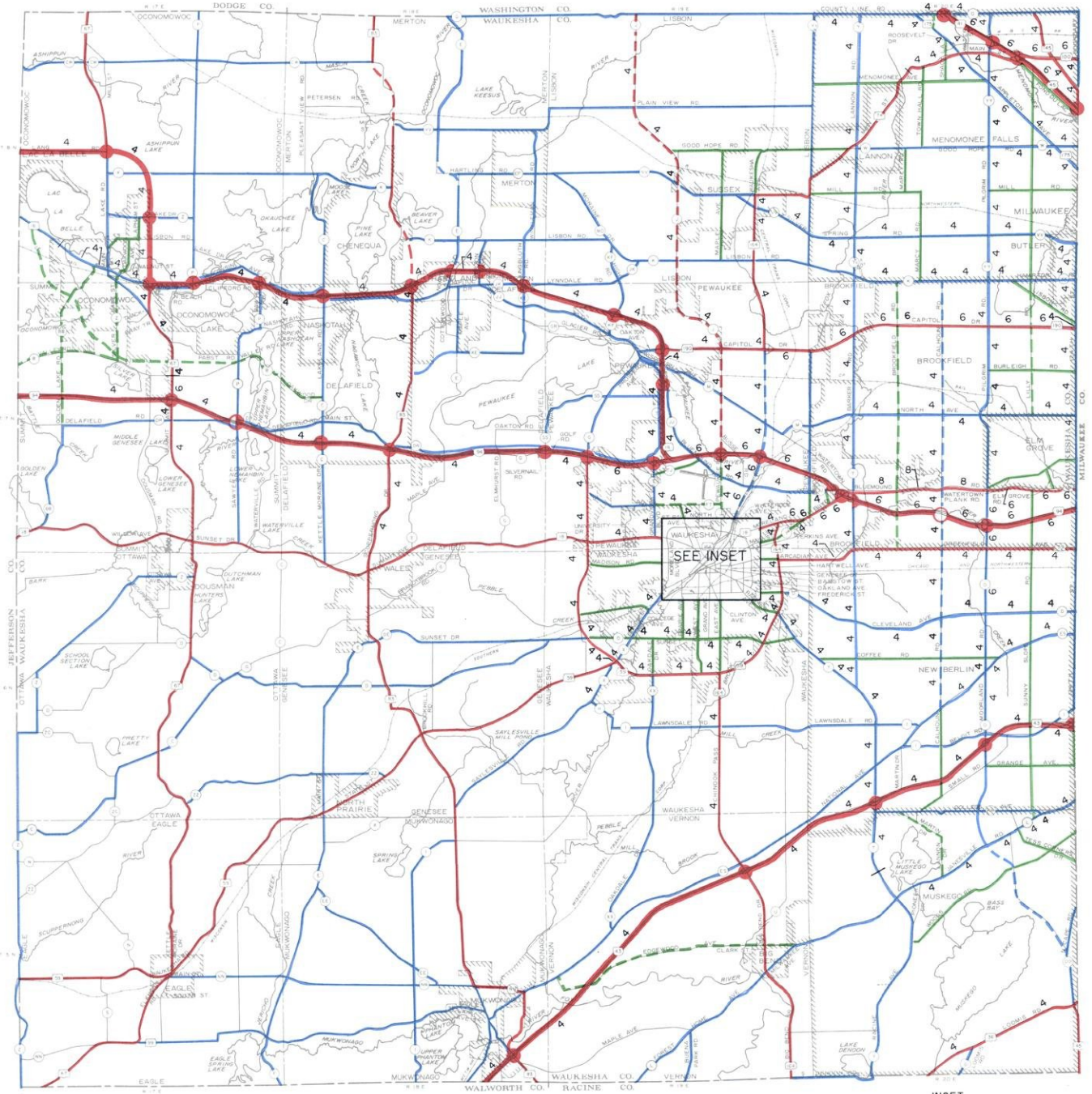
The Advisory Committee reaffirmed the need to construct the proposed Waukesha West bypass; the long-recommended extensions of Barker and Johnson Roads; the STH 16-STH 67 Oconomowoc bypass; and the Oconomowoc Parkway. However, the Committee recommended that the Waukesha West bypass be constructed with four, rather than two, traffic lanes, and that Barker Road-Lannon Road from Racine Avenue (CTH Y) to CTH Q be widened from two to four traffic lanes. The Advisory Committee also recommended that the Oconomowoc Parkway be classified as a local trunk highway rather than a county trunk highway based upon a determination that a facility to be constructed in the corridor now identified by the City of Oconomowoc as the desired location for the Oconomowoc Parkway would serve largely local traffic.

The Advisory Committee recommended deletion of the long-planned realignment of STH 83 from STH 16 to CTH CW in the Town of Merton. In lieu of this long-recommended realignment, the Advisory Committee recommended that the existing alignment of STH 83 be retained with modifications intended to eliminate existing substandard horizontal alignments just north of STH 16 and just north of CTH VV as well as the substandard horizontal clearance at the existing Union Pacific Railroad (formerly Chicago & North Western Transportation Company) structure over STH 83.

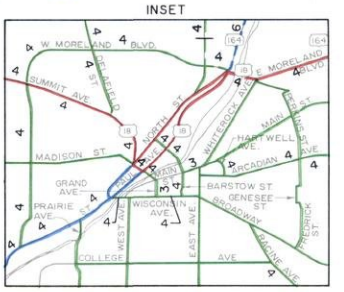
The major capacity improvements recommended under the new plan are shown on Map 14. These capacity improvements include the widening of existing facilities to provide additional traffic lanes and the construction of new arterial facilities. The recommended changes in jurisdictional responsibility are shown on Map 15.

Map 13

ADOPTED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010



INSET



INSET GRAPHIC SCALE
0 2000 4000 FEET

LEGEND

FIRST-GENERATION PLAN

FREEWAY
- STATE TRUNK HIGHWAY
- INTERCHANGE

STANDARD ARTERIAL
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

NEW PLAN AMENDMENTS

FREEWAY
- INTERCHANGE
- HALF INTERCHANGE

STANDARD ARTERIAL
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 16000 FEET

Table 27

CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE ADOPTED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010[a]

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Brookfield	County trunk highway	Local trunk highway	Springdale Road	CTH JJ	STH 190	Yes
	County trunk highway	New facility	Extension of Barker Road	STH 190	Village of Menomonee Falls	Yes
	Local trunk highway	Local nonarterial	Brookfield Road	Northern Town limits	Southern Town limits	No
Town of Delafield	County trunk highway	State trunk highway	Frontage Road (Golf Road)	Town of Pewaukee	CTH E	Yes
	County trunk highway	New facility	Extension of CTH KE	STH 83	CTH E	Yes
	Local nonarterial	County trunk highway	CTH E	CTH KE	USH 18	No
	Local nonarterial	County trunk highway	Silvernail Road (CTH G)	Elmhurst Road (CTH G)	CTH SS	Yes
	Local nonarterial	County trunk highway	Elmhurst Road (CTH G)	Silvernail Road (CTH G)	USH 18	Yes
	Local nonarterial	County trunk highway	Brandy Brook Road (CTH G)	USH 18	Town of Genesee	Yes
	Local nonarterial	County trunk highway	CTH GR	CTH KE	Town of Pewaukee	Yes
Town of Eagle	County trunk highway	State trunk highway	STH 99	STH 67	Town of Mukwonago	Yes
	County trunk highway	Local nonarterial	Little Prairie Road	CTH NN	Waukesha-Walworth county line	Yes
	Local nonarterial	County trunk highway	CTH N	Waukesha-Jefferson county line	STH 59	Yes
	Local nonarterial	County trunk highway	CTH S	STH 59	STH 67	Yes
	Local nonarterial	County trunk highway	CTH NN	Waukesha-Jefferson county line	STH 67	Yes
	Local nonarterial	County trunk highway	CTH ZC	Town of Ottawa	CTH ZZ	Yes
	Local nonarterial	County trunk highway	CTH ZZ	Waukesha-Jefferson county line	Town of Ottawa	Yes
Town of Genesee	Local nonarterial	County trunk highway	CTH C	USH 18	CTH G	Yes
	Local nonarterial	County trunk highway	Brandy Brook Road (CTH G)	Town of Delafield	Town of Ottawa	Yes
Town of Lisbon	State trunk highway	County trunk highway	CTH J	Waukesha-Washington county line	Town of Pewaukee	No
	County trunk highway	Local trunk highway	Plain View Road	Center Oak Road	Town Line Road	Yes
Town of Merton	State trunk highway	New facility	STH 83	Oconomowoc River	Little Oconomowoc River	No
	State trunk highway	New facility	STH 83	Point 950 feet north of Little Oconomowoc River	CTH CW	No
	State trunk highway	New facility	STH 83	STH 16	Village of Chenequa	No
	County trunk highway	Local trunk highway	Center Oak Road	Plain View Road	Village of Merton	Yes
	County trunk highway	New facility	Extension of CTH KE	CTH K	CTH KE	Yes
	Local nonarterial	State trunk highway	STH 83	Village of Chenequa	STH 16	No
	Local nonarterial	County trunk highway	CTH KE	Point 0.5 mile north of CTH K	CTH K	Yes
Town of Mukwonago	State trunk highway	New facility	STH 83 (Mukwonago bypass)	IH 43	CTH NN	Yes
	County trunk highway	State trunk highway	STH 99	Village of Mukwonago	Town of Eagle	Yes
	Local nonarterial	County trunk highway	CTH I	Town of Vernon	STH 83	Yes
Town of Oconomowoc	State trunk highway	New facility	STH 16-STH 67 (Oconomowoc bypass)	STH 67 at STH 16	Waukesha-Jefferson county line	Yes
	County trunk highway	State trunk highway	STH 16	City of Oconomowoc	Waukesha-Jefferson county line	Yes
	County trunk highway	State trunk highway	STH 67	STH 16 Oconomowoc bypass	City of Oconomowoc	Yes
	County trunk highway	Local trunk highway	Wisconsin Avenue	CTH R	CTH P	Yes
	County trunk highway	Local nonarterial	Lake Drive	CTH P	CTH R	Yes
	Local trunk highway	New facility	Oconomowoc Parkway	STH 16	Town of Summit	No
Town of Ottawa	Local nonarterial	County trunk highway	CTH C	USH 18	CTH G	Yes
	Local nonarterial	County trunk highway	Brandy Brook Road (CTH C)	Eastern Town limits	CTH D	Yes
	Local nonarterial	County trunk highway	CTH D	CTH Z	STH 67	Yes
	Local nonarterial	County trunk highway	CTH ZC	CTH Z	CTH C	Yes
	Local nonarterial	County trunk highway	CTH ZC	CTH C	Town of Eagle	Yes
	Local nonarterial	County trunk highway	CTH ZZ	Town of Eagle	STH 67	Yes
Town of Pewaukee	State trunk highway	County trunk highway	CTH TT	USH 18	Town of Waukesha	Yes
	State trunk highway	County trunk highway	CTH J	Town of Lisbon	IH 94	No
	State trunk highway	Local trunk highway	Meadowbrook Road	IH 94	City of Waukesha	Yes
	State trunk highway	Local trunk highway	Meadowbrook Road	City of Waukesha	Northview Road	Yes
	State trunk highway	New facility	Waukesha West bypass	Northview Road	USH 18	Yes
	County trunk highway	State trunk highway	STH 164	STH 190	City of Waukesha	No
	County trunk highway	State trunk highway	Frontage Road (Golf Road)	City of Waukesha	Town of Delafield	Yes
	County trunk highway	Local trunk highway	Northview Road	Meadowbrook Road	City of Waukesha	Yes
	County trunk highway	Local trunk highway	Springdale Road	CTH JJ	STH 190	Yes
	County trunk highway	New facility	Extension of CTH SS	CTH G	CTH T	Yes
	Local trunk highway	County trunk highway	CTH J	City of Waukesha	IH 94	No
	Local trunk highway	County trunk highway	CTH FT	Point about 0.7 mile west of CTH J	CTH J	No
	Local trunk highway	County trunk highway	CTH TJ	City of Waukesha	CTH JJ	Yes
	Local nonarterial	County trunk highway	CTH GR	Town of Delafield	Village of Pewaukee	Yes
Town of Summit	County trunk highway	State trunk highway	STH 16	CTH P	City of Oconomowoc	Yes
	Local trunk highway	New facility	Valley Road (CTH B) relocation	STH 67	CTH P	No
	Local trunk highway	County trunk highway	CTH B	Waukesha-Jefferson county line	CTH Z	No
	Local trunk highway	County trunk highway	CTH B	CTH P	City of Delafield	No
	Local trunk highway	County trunk highway	CTH BB	CTH DR	City of Oconomowoc	No
	Local trunk highway	County trunk highway	CTH Z	CTH B	City of Oconomowoc	No
	Local trunk highway	New facility	Oconomowoc Parkway	Town of Oconomowoc	STH 67	No
	Local nonarterial	County trunk highway	CTH B	CTH Z	City of Oconomowoc	No
	Local nonarterial	County trunk highway	CTH B	STH 67	CTH P	No
Town of Vernon	County trunk highway	Local trunk highway	Center Drive	CTH L	Waukesha-Racine county line	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	Town of Waukesha	STH 164	Yes
	Local nonarterial	County trunk highway	CTH I	Town of Waukesha	Town of Mukwonago	Yes

Table 27 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Waukesha	State trunk highway	County trunk highway	CTH TT	Town of Pewaukee	MacArthur Road	Yes
	State trunk highway	New facility	Waukesha West bypass	MacArthur Road	STH 59	Yes
	Local trunk highway	County trunk highway	Broadway (CTH D)	City of Waukesha	STH 59	Yes
	Local trunk highway	County trunk highway	Sunset Drive (CTH D)	CTH TT	CTH X	Yes
	Local trunk highway	County trunk highway	Racine Avenue (CTH Y)	City of Waukesha	City of Waukesha	Yes
	Local nonarterial	County trunk highway	CTH I	Lawnsdale Road	Town of Vernon	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	CTH Y	City of Waukesha	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	City of Waukesha	Town of Vernon	Yes
Village of Butler	County trunk highway	Local trunk highway	124th Street	Northern Village corporate limits	Southern Village corporate limits	Yes
Village of Chenequa	State trunk highway	New facility	STH 83	CTH K	Thompson Lane	No
	County trunk highway	Local trunk highway	Vettelson Drive	CP Rail System right-of-way	City of Delafield	Yes
	Local nonarterial	State trunk highway	STH 83	Thompson Lane	Town of Merton	No
Village of Elm Grove	County trunk highway	Local trunk highway	North Avenue	City of Brookfield	Waukesha-Milwaukee county line	Yes
	County trunk highway	Local trunk highway	Pilgrim Parkway	North Avenue	USH 18	Yes
	County trunk highway	Local trunk highway	124th Street	City of Brookfield	Knoll Road	Yes
	County trunk highway	New facility	Extension of 124th Street	City of Brookfield	Knoll Road	Yes
Village of Hartland	County trunk highway	Local trunk highway	Vettelson Drive	City of Delafield	Capitol Drive	Yes
	County trunk highway	Local trunk highway	Capitol Drive	Vettelson Drive	CTH KC	Yes
	County trunk highway	New facility	Extension of CTH KE	STH 83	Town of Delafield	Yes
Village of Menomonee Falls	County trunk highway	State trunk highway	STH 175	Waukesha-Milwaukee county line	Waukesha-Washington county line	Yes
	County trunk highway	Local trunk highway	Boundary Road	County Line Road	STH 100	Yes
	County trunk highway	Local trunk highway	County Line Road	Pilgrim Road	Boundary Road	Yes
	County trunk highway	Local trunk highway	Lisbon Road	Calhoun Road	Hampton Avenue	Yes
	County trunk highway	Local trunk highway	Hampton Avenue	Lisbon Road	Village of Butler	Yes
	County trunk highway	Local trunk highway	Pilgrim Road	County Line Road	STH 175	Yes
	County trunk highway	New facility	Extension of Boundary Road	STH 100	STH 145	Yes
	County trunk highway	New facility	Extension of Lannon Road	CTH K	City of Brookfield	Yes
	Local trunk highway	Local nonarterial	River Crest Drive	STH 175	Shady Lane	No
	Local trunk highway	New facility	Extension of River Crest Drive	Shady Lane	Village of Germantown	No
	Local trunk highway	New facility	Extension of Shady Lane	STH 175	Thomas Drive	Yes
	Local nonarterial	Local trunk highway	Roosevelt Drive	Shady Lane	Pilgrim Road	No
	Local nonarterial	Local trunk highway	Water Street	STH 74	Richfield Way	No
	Local nonarterial	Local trunk highway	Richfield Way	Water Street	Village of Germantown	No
Village of Mukwonago	State trunk highway	County trunk highway	CTH NN	Mukwonago bypass	STH 83	Yes
	State trunk highway	New facility	STH 83 (Mukwonago bypass)	Northern Village corporate limits	Southern Village corporate limits	Yes
	County trunk highway	State trunk highway	Rochester Street (STH 83)	CTH NN	Mukwonago bypass	Yes
	County trunk highway	State trunk highway	STH 99	Town of Mukwonago	Rochester Street (STH 83)	Yes
Village of Nashotah	County trunk highway	Local trunk highway	Rasmus Drive	CTH C	City of Delafield	Yes
Village of Pewaukee	County trunk highway	Local trunk highway	Capitol Drive	Oakton Avenue	STH 16	Yes
	County trunk highway	Local trunk highway	Oakton Avenue	Capitol Drive	Wisconsin Avenue	Yes
	County trunk highway	Local trunk highway	Prospect Avenue	Wisconsin Avenue	Town of Pewaukee	Yes
	County trunk highway	Local trunk highway	Wisconsin Avenue	Eastern Village corporate limits	Western Village corporate limits	Yes
	County trunk highway	New facility	Extension of CTH SS	Eastern Village corporate limits	Western Village corporate limits	Yes
Village of Sussex	State trunk highway	County trunk highway	CTH J	Northern Village corporate limits	Southern Village corporate limits	No
	County trunk highway	Local trunk highway	Main Street	Locust Street	STH 164	Yes
Village of Wales	Local nonarterial	County trunk highway	Brandy Brook Road (CTH G)	Eastern Village corporate limits	Western Village corporate limits	Yes
City of Brookfield	County trunk highway	Local trunk highway	Barker Road	Northern City corporate limits	Southern City corporate limits	Yes
	County trunk highway	Local trunk highway	Calhoun Road	STH 59	CTH K	No
	County trunk highway	Local trunk highway	Lisbon Road	Calhoun Road	Hampton Avenue	Yes
	County trunk highway	Local trunk highway	Hampton Avenue	Lisbon Road	Village of Butler	Yes
	County trunk highway	Local trunk highway	Moorland Road	USH 18	STH 59	Yes
	County trunk highway	Local trunk highway	North Avenue	Town of Pewaukee	Waukesha-Milwaukee county line	Yes
	County trunk highway	Local trunk highway	Pilgrim Parkway	North Avenue	USH 18	Yes
	County trunk highway	Local trunk highway	Pilgrim Road	Lisbon Road	North Avenue	Yes
	County trunk highway	Local trunk highway	124th Street	Village of Elm Grove	Village of Butler	Yes
	County trunk highway	Local trunk highway	124th Street	Robinwood Street	Village of Elm Grove	Yes
	County trunk highway	Local trunk highway	Springdale Road	STH 190	Southern City corporate limits	Yes
	County trunk highway	New facility	Extension of 124th Street	Northern City corporate limits	Robinwood Street	Yes
City of Delafield	County trunk highway	Local trunk highway	Main Street	Town of Summit	Milwaukee Street	Yes
	County trunk highway	Local trunk highway	Milwaukee Street	Main Street	STH 83	Yes
	County trunk highway	Local trunk highway	Vettelson Drive	Village of Nashotah	CP Rail System right-of-way	Yes
	County trunk highway	Local trunk highway	Vettelson Drive	Village of Chenequa	Village of Hartland	Yes
City of Muskego	County trunk highway	Local trunk highway	S. Denoon Road	Crowbar Drive	CTH Y	Yes
	County trunk highway	New facility	Extension of Moorland Road	CTH HH	CTH L	Yes
	County trunk highway	New facility	Extension of Moorland Road	CTH L	Durham Road	No
	County trunk highway	Local nonarterial	Durham Road	Woods Road	CTH OO	No
	Local trunk highway	Local nonarterial	Martin Drive	CTH HH	Lannon Drive	No
	Local trunk highway	Local nonarterial	Lannon Drive	Martin Drive	CTH L	No
	Local trunk highway	New facility	Extension of Sunnyslope Road	CTH HH	CTH L	Yes

Table 27 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
City of New Berlin	County trunk highway	Local trunk highway	Calhoun Road	CTH ES	STH 59	No
	County trunk highway	Local trunk highway	Johnson Road	STH 59	Point 0.4 mile south of STH 59	Yes
	County trunk highway	Local trunk highway	Johnson Road	Lincoln Avenue	Coffee Road	Yes
	County trunk highway	Local trunk highway	Moorland Road	IH 43	Grange Avenue	Yes
	County trunk highway	Local trunk highway	124th Street	Northern City corporate limits	Layton Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Point 0.4 mile south of STH 59	Lincoln Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Coffee Road	CTH Y	Yes
	County trunk highway	New facility	Extension of Moorland Road	Southern City corporate limits	Grange Avenue	Yes
City of Oconomowoc	State trunk highway	New facility	STH 16-STH 67 (Oconomowoc bypass)	Southern City corporate limits	Northern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 16	Eastern City corporate limits	Western City corporate limits	Yes
	County trunk highway	State trunk highway	STH 67	Northern City corporate limits	STH 16	Yes
	County trunk highway	Local trunk highway	Summit Avenue	Thackeray Trail	STH 16	Yes
	County trunk highway	Local nonarterial-new facility	Lake Drive-Fairview Road	STH 67	Lapham Street	Yes
	Local trunk highway	County trunk highway	CTH Z	Marigold Street	Lake Drive	No
	Local trunk highway	New facility	Oconomowoc Parkway	Northern City corporate limits	Eastern City corporate limits	No
	Local nonarterial	County trunk highway	CTH B	Eastern City corporate limits	Western City corporate limits	No
City of Waukesha	State trunk highway	County trunk highway	CTH TT	Northern City corporate limits	Southern City corporate limits	Yes
	State trunk highway	Local trunk highway	Meadowbrook Road	Northern City corporate limits	Southern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 164	USH 18	Town of Pewaukee	No
	County trunk highway	State trunk highway	Frontage Road (Golf Road)	CTH T	Town of Pewaukee	Yes
	County trunk highway	Local trunk highway	Grandview Boulevard	USH 18	Northview Road	Yes
	County trunk highway	Local trunk highway	North Street	USH 18	St. Paul Avenue	Yes
	County trunk highway	Local trunk highway	Northview Road	Town of Pewaukee	CTH T	Yes
	County trunk highway	Local trunk highway	St. Paul Avenue	Harris Highland Drive	USH 18	Yes
	Local trunk highway	County trunk highway	Sunset Drive (CTH D)	CTH X	Western City corporate limits	Yes
	Local trunk highway	County trunk highway	CTH J	Gascoigne Drive	Town of Pewaukee	Yes
	Local trunk highway	County trunk highway	CTH FT	Point about 0.7 mile west of CTH J	CTH J	No
	Local trunk highway	Local nonarterial	Main Street	Hartwell Avenue	Moreland Boulevard	Yes
	Local trunk highway	County trunk highway	CTH TJ	CTH T	Town of Pewaukee	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	Northern City corporate limits	Southern City corporate limits	Yes
	Local nonarterial	County trunk highway	CTH TJ	Meadow Lane	CTH T	Yes

[a] *The jurisdictional transfers recommended should all be initiated as soon as possible, as the transfers will promote implementation of the recommended plan improvements.*

In the design year 2010, the recommended arterial system would consist of about 774 miles of streets and highways, or about 28 percent of the 2,768-mile total street and highway system expected to serve Waukesha County. The recommended State trunk highway element of the arterial system would consist of about 230 miles of arterial facilities, or about 30 percent of the planned arterial system. The recommended county trunk highway element of the arterial system would consist of about 413 miles of arterial facilities, or about 53 percent of the planned arterial system. The recommended local trunk highway element of the arterial system would consist of about 131 miles of arterial facilities, or about 17 percent of the planned arterial system. Under the adopted plan, the total mileage of State trunk highways in the County would decrease from about 232 miles to about 230 miles, or less than 1 percent. The total mileage of county trunk highways would increase from about 384 miles to about 413 miles, or about 8 percent. The total local trunk highway mileage would increase from about 108 miles to about 131 miles, or about 21 percent.

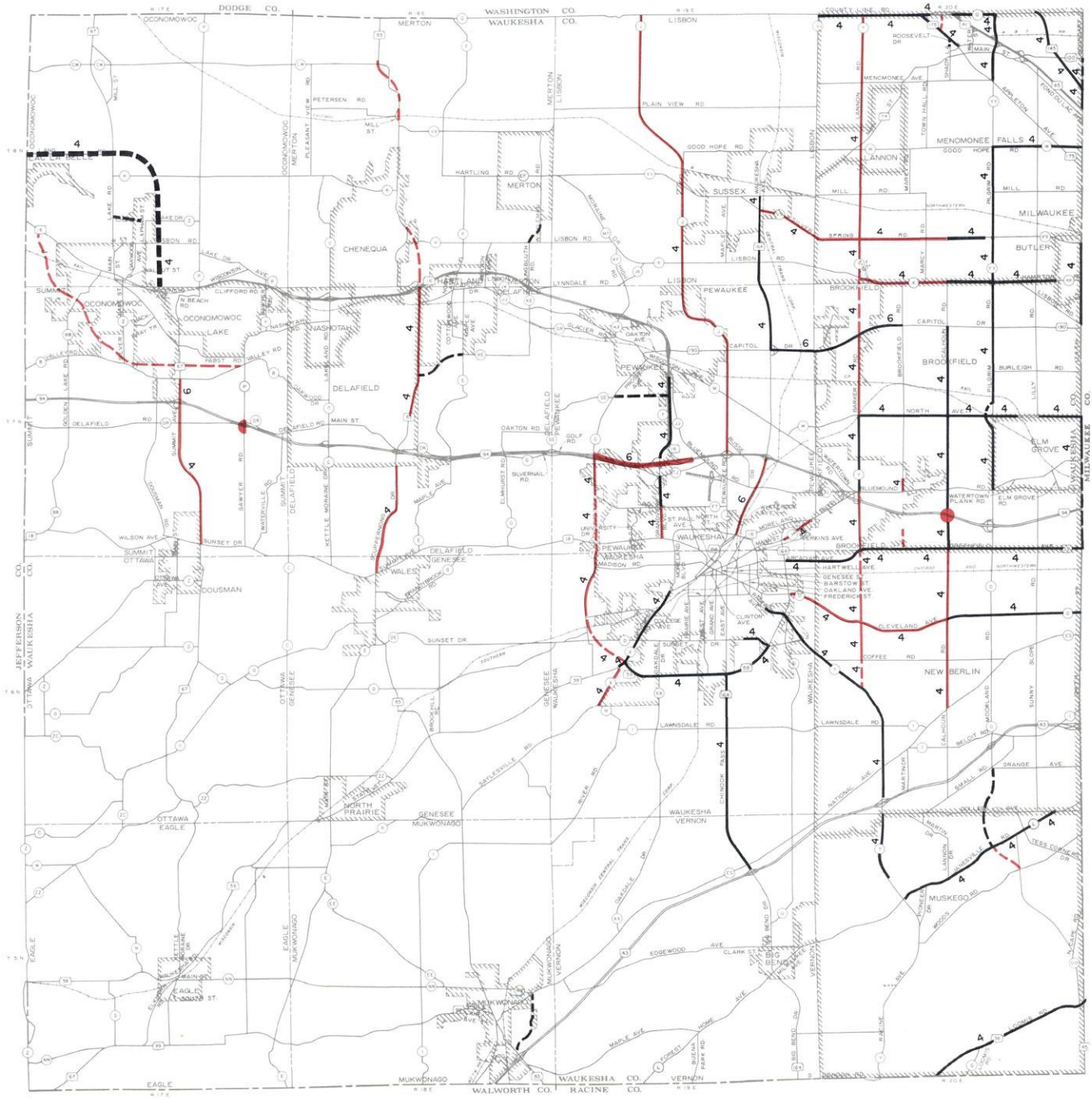
Of the total 774 miles of the planned arterial system in Waukesha County, 614 miles, or 79 percent, would require only preservation, or resurfacing and reconstruction; 134 miles, or 17 percent, would require improvement, or widening to provide additional traffic lanes; and 26 miles, or 4 percent, would consist of new facilities. Of the 134 miles of proposed improvement projects, 57 miles, or 43 percent, would be on the planned State trunk highway system; 75 miles, or 56 percent, would be on the planned county trunk highway system; and two miles, or 1 percent, would be on the planned local trunk highway system. Of the 26 miles of proposed new arterial facilities, nine miles, or 35 percent, would be on the State trunk highway system; 10 miles, or 38 percent, would be on the county trunk highway system; and seven miles, or 27 percent, would be on the local arterial system.

Regional Bicycle and Pedestrian Facilities System Plan Adopted

The Commission adopted a design year 2010 bicycle and pedestrian facilities system plan for the Region on January 25, 1995. The plan is documented in SEWRPC Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994,

Map 14

RECOMMENDED CAPACITY IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM UNDER THE ADOPTED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010



LEGEND

4 NUMBER OF LANES (2 WHERE UNNUMBERED)

FIRST-GENERATION PLAN

- EXISTING LOCATION (WIDENING)
- NEW LOCATION

NEW PLAN AMENDMENTS

- EXISTING LOCATION (WIDENING)
- NEW LOCATION
- NEW FREEWAY INTERCHANGE
- NEW FREEWAY HALF INTERCHANGE

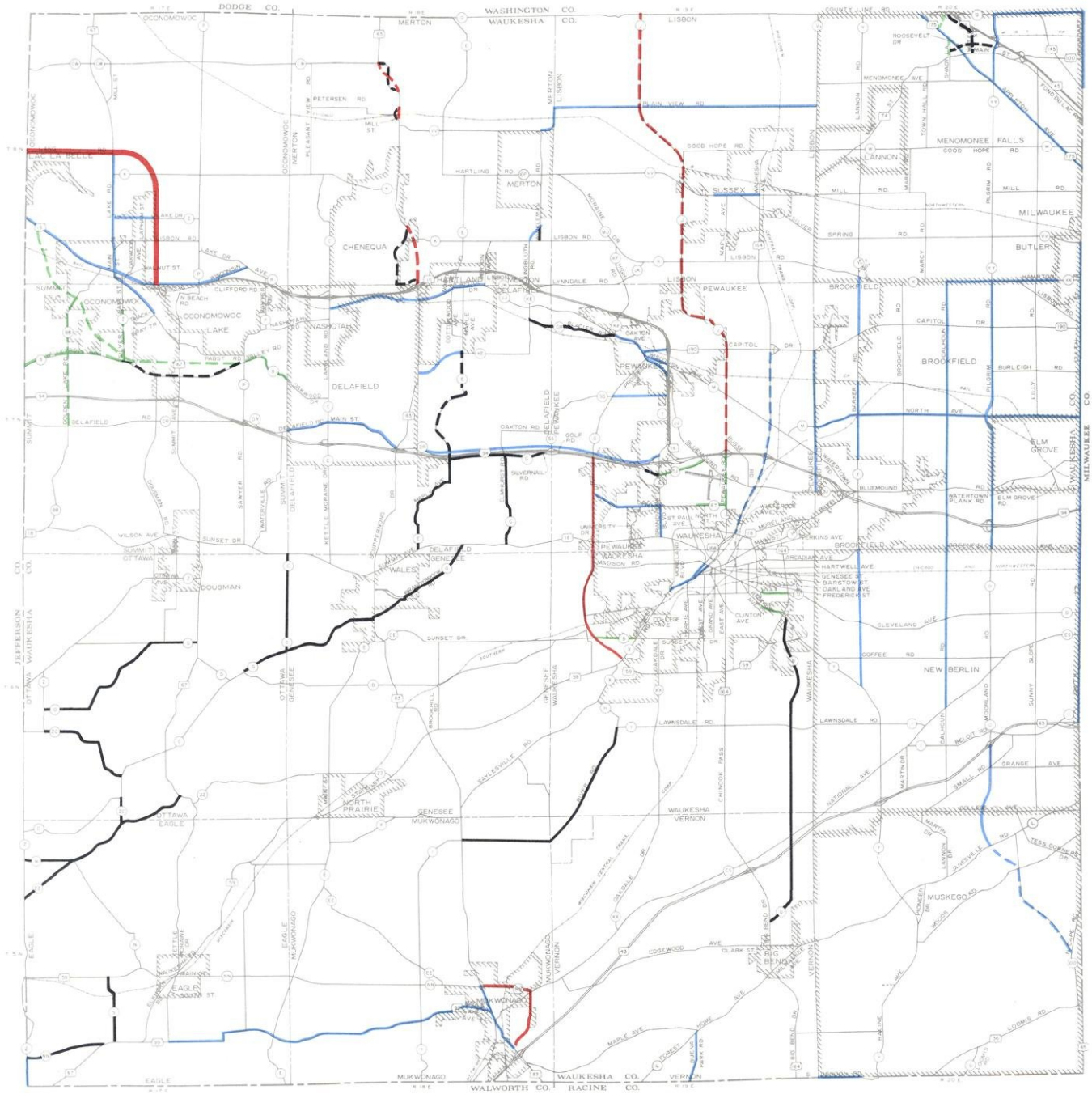
GRAPHIC SCALE

0 2 MILES

0 4000 8000 12000 16000 FEET

Map 15

CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE ADOPTED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010



LEGEND

FIRST-GENERATION PLAN RECOMMENDED TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM

NEW PLAN AMENDMENT RECOMMENDS TRANSFERS TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM

GRAPHIC SCALE

0 1 2 MILES

0 4000 8000 12000 16000 FEET

and was summarized in the "Transportation Planning Division" section of the Commission's 1994 Annual Report.

The regional bicycle and pedestrian facilities system plan is intended to be an integral part of the third-generation regional transportation system plan adopted by the Commission in December 1994 and described above in this Annual Report. The regional bicycle and pedestrian plan is the first such plan to be prepared by the Commission. The plan was prepared, in part, in response to a growing public interest in bicycle and pedestrian travel, and, in part, in response to requirements of the Federal Clean Air Act Amendments of 1990 and of the Federal Intermodal Surface Transportation Efficiency Act of 1991.

The regional bicycle and pedestrian facilities system plan is intended to assist public officials in considering improvements to better accommodate bicycle and pedestrian travel as part of the existing and planned regional transportation system, and to encourage increased levels of bicycle and pedestrian travel for primarily utilitarian, rather than for recreational, purposes.

TRANSPORTATION SYSTEMS MANAGEMENT PLANNING AND TRAFFIC ENGINEERING

During 1995, the Commission continued a work effort to carry out transportation systems management studies for communities in Southeastern Wisconsin. One such study was under way during the year for the City of Lake Geneva regarding parking supply and deficiency problems in and around the City's central business district. In addition, several such studies were completed during the year. One such study involved potential and recommended traffic control measures for the Village of Fox Point. This study is documented in an August 1995 SEWRPC staff memorandum entitled "Traffic Control Study for the Village of Fox Point." Another such study involved potential and recommended traffic control measures for the intersection of N. Port Washington Road (CTH W) and W. Highland Road in the City of Mequon. This study is documented in a SEWRPC staff memorandum entitled "Traffic Study of the Intersection of N. Port Washington Road (CTH W) and W. Highland Road for the City of Mequon: June 1995 Following Opening of St. Mary's Hospital." Another such study involved the potential realignment of Schmidt Road between STH 33 and STH 144 in the City of West Bend. This study was documented in a letter report. Also during 1995, the Commission completed publication of three local-level studies initiated prior to 1995. These studies are documented, respectively, in SEWRPC Memorandum Reports No. 55, Traffic Engineering Study of Keup Road between Columbia Road (STH 57) and STH 60 in the City and Town of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1995; No. 72, Analysis of Traffic Engineering Actions Proposed by City of Cedarburg Staff for S. Washington Avenue (STH 57/STH 143), Ozaukee County, Wisconsin, May 1995; and No. 105, Traffic Study of the Intersection of Barker Road (CTH Y) and Watertown Road, Town of Brookfield, Waukesha County, Wisconsin, March 1995. In addition, work efforts attendant to ridesharing and transit system short-range planning were carried out.

Ridesharing Programs

One of the recommendations of the regional transportation systems management plan is the continued promotion of ridesharing. The Commission has provided assistance to ridesharing efforts in the Milwaukee metropolitan area since the 1970s. This assistance has included the conduct of studies and the provision of computer facilities to official Milwaukee-area ridesharing programs originally administered by Milwaukee County. The computer facilities were used to match potential carpoolers with each other. In 1987, administrative responsibilities for the conduct of the Milwaukee-area rideshare program were transferred from Milwaukee County to the Wisconsin Department of Transportation, District 2. The Commission continued to assist in this effort by providing the computer facilities necessary to conduct the matching program until mid-1994, when the Department assumed full responsibility for the rideshare program, including the provision of computer facilities for the matching program.

Ozaukee County Transit Service Plan Completed, Adopted

On December 6, 1995, the Commission adopted a short-range transit service plan for Ozaukee County as a new element of the comprehensive regional plan. The Ozaukee County transit service plan, which covers the years 1996 through 2000, is documented in SEWRPC Community Assistance Planning Report No. 218, A Transit Service Plan for Ozaukee County: 1996-2000, July 1995. The Ozaukee County Board of Supervisors approved the plan

on October 4, 1995. The new plan, prepared by the Commission at the request of the County Board, is the result of a study of transit service needs in Ozaukee County and of the means by which those needs might best be met. The need for the study derived from expressed concern on the part of public officials over the increasing demand being placed upon the Ozaukee County Office of Aging Services to provide transit services to elderly individuals and individuals with disabilities, as well as from the expressed needs of Ozaukee County employers for transit services to help overcome a labor shortage and to help meet the requirements of the Federal Clean Air Act Amendments of 1990 attendant to reducing employee work trips made in single-occupant automobiles. Working under the guidance of the Ozaukee County Public Transit Planning Advisory Committee, the Commission staff completed work on the study in the summer of 1995.

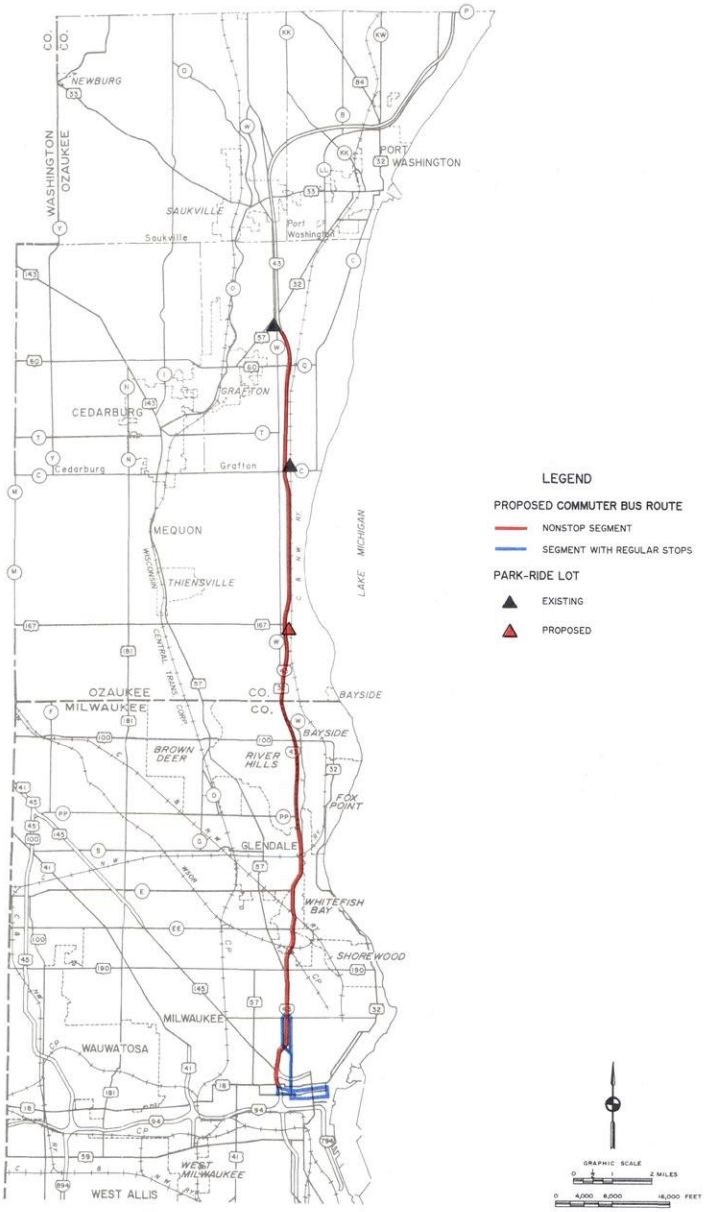
In conducting the study, several tasks were performed, including analyses of the existing land uses and of the current travel habits, patterns, and needs of the residents and employers of the area; an inventory and analysis of the existing transit services in the area; identification of Federal and State transit assistance programs which were available to help Ozaukee County fund public transit services; and an evaluation of alternative means of providing the needed transit services. The resulting plan refines, details, and extends areawide transit service recommendations pertaining to Ozaukee County set forth in the adopted regional transportation system plan.

The transit service plan for Ozaukee County consists of the following elements:

- Commuter Bus Service
  Bidirectional commuter bus service would be established in the rapid, "freeway flyer" mode over IH 43 between the City of Milwaukee central business district and park-ride lots in Ozaukee County. The recommended commuter bus route is shown on Map 16. The service would operate on a weekday-only basis and would be designed to serve work-related travel. Service would consist of four inbound bus trips and four outbound bus trips each weekday to serve Ozaukee County residents working in central Milwaukee County, as well as four outbound bus trips and three inbound bus trips each weekday to serve Milwaukee County residents commuting to jobs in Ozaukee County. Fares would be distance-based, ranging from $1.75 to $2.25 per one-way trip. The Ozaukee County stops would be made at park-ride lots currently located at the interchanges of IH 43 with CTH V and CTH C and proposed to be located at IH 43 and STH 167. Within Milwaukee County, the buses would enter and exit IH 43 at Locust Street and travel on surface streets to and from the Milwaukee central business district, thereby facilitating access by central-city residents.

Map 16

RECOMMENDED COMMUTER BUS ROUTE TO SERVE OZAUKEE AND MILWAUKEE COUNTIES



The plan recommends that Ozaukee County contract for the provision of such commuter bus service.

- Employee Shuttle Bus Services
  Shuttle bus services would be established to enable employees to reach job locations from the park-ride lots within Ozaukee County served by the commuter bus service, as well as from a transfer point with major Milwaukee County Transit System bus routes in the vicinity of the Northridge Shopping Center in Milwaukee County. A total of six shuttle routes are recommended as shown on Map 17. Four of the shuttle routes would operate from the park-ride lot at IH 43 and CTH V, and would serve employment centers in the City of Port Washington and the Villages of Fredonia, Grafton, and Saukville. A fifth shuttle route would operate out of the park-ride lot at IH 43 and CTH C and would serve employment centers in the City of Cedarburg. The sixth shuttle route would operate out of an existing park-ride lot located near the Northridge Shopping Center in the City of Milwaukee and would serve employment centers in the City of Mequon. Service over the shuttle routes would be provided in the morning, midafternoon, and late-evening periods of each weekday, and be scheduled to serve the principal first- and second-shift starting and ending times of major Ozaukee County employers. Fares would be set at $1.00 per one-way trip for individuals using only the shuttle service and $0.50 per one-way trip for individuals transferring to or from the recommended commuter bus route or Milwaukee County Transit System bus routes at the Northridge Shopping Center location. The plan recommends that Ozaukee County contract for the provision of such shuttle bus services.

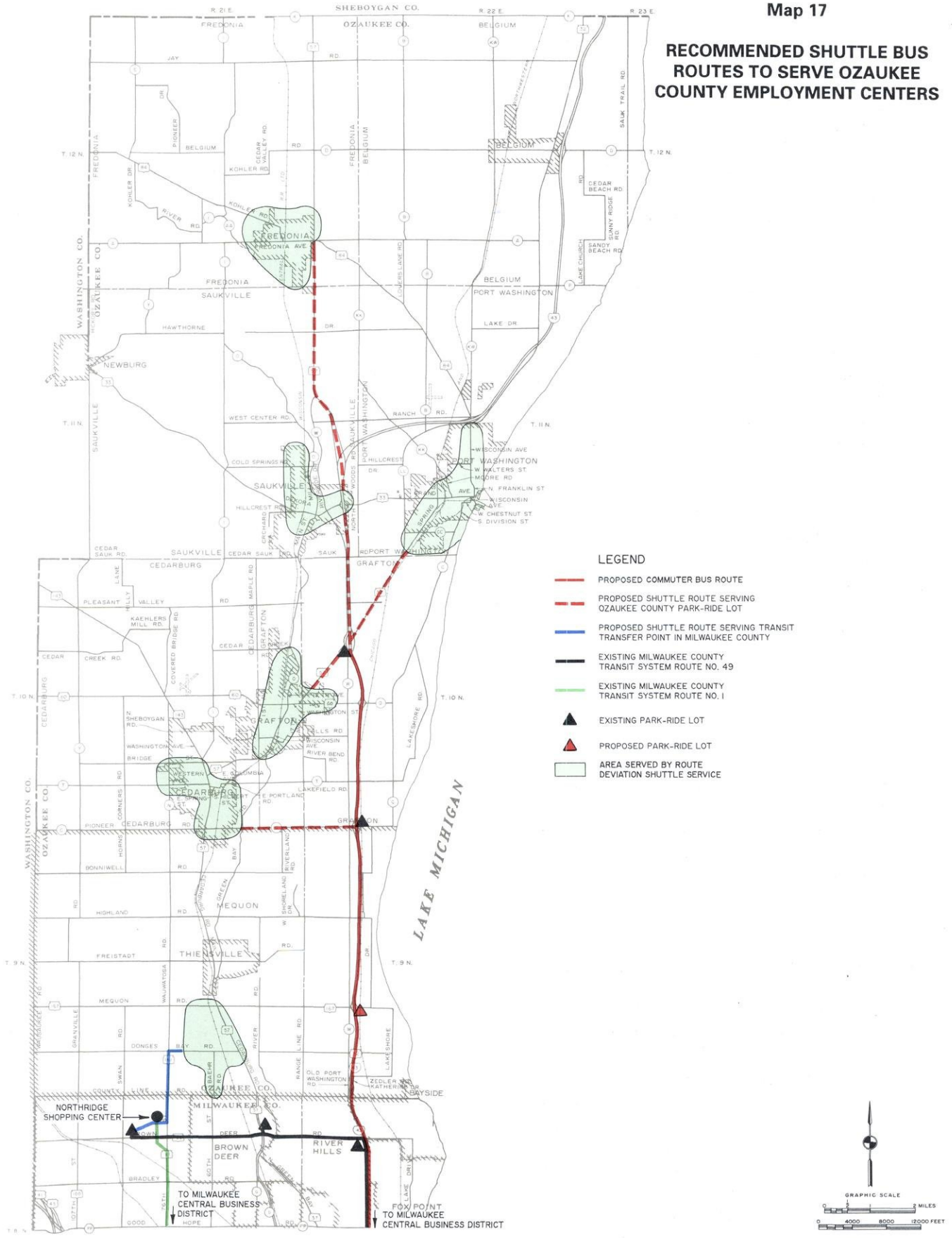
- Countywide Shared-Ride Taxicab Service
  A shared-ride taxicab service would be established to serve all of Ozaukee County. This service would supplant both the current Ozaukee County specialized transportation service for elderly and disabled individuals—with one exception noted below—and the current City of Port Washington-based shared-ride taxicab service. The recommended service would be available seven days a week, excluding holidays. The service would operate from 6:00 a.m. to 6:00 p.m. Mondays through Thursdays, from 6:00 a.m. to 9:00 p.m. on Fridays, from 8:30 a.m. to 6:00 p.m. on Saturdays, and from 8:00 a.m. to 12:00 noon on Sundays. Response times would vary from 30 minutes for trips made entirely within the major urban centers of the County to 60 minutes for all other trips made within the County. Fares would be distance-based, ranging from $1.50 to $6.50 per one-way trip, with potential discounts for elderly and disabled individuals. The plan recommends that Ozaukee County directly operate the service by converting the existing County specialized transit service for elderly and disabled individuals to a service open to the general public.

- Specialized Transit Services beyond Ozaukee County
  Ozaukee County would continue to provide specialized transit services to County residents who are elderly or disabled and who need to make medical or work-related trips between Ozaukee County and surrounding counties. Under this recommendation, this service would continue to be available to County residents who were 60 years of age or older, or who were disabled, and would be provided on a 24-hour, advance-reservation basis on all weekdays except holidays. Fares would be distance-based, ranging from $2.00 to $6.00 per one-way trip, plus a weekly surcharge of $10 per individual. This service would be directly operated by Ozaukee County in conjunction with the recommended countywide shared-ride taxicab service.

The Advisory Committee recommended that the transit service improvements proposed under the plan be implemented in stages. As a first stage, the commuter and shuttle bus services would be implemented on a two-year trial basis during 1996 and 1997. Under this demonstration project, service over the commuter bus route for Milwaukee County residents commuting to jobs in Ozaukee County would be fully implemented, but service over that route for Ozaukee County residents working in central Milwaukee County would be somewhat lower than ultimately recommended. The demonstration shuttle service would include operation of the five shuttle routes proposed to serve employers in the Cedarburg, Fredonia, Grafton, Port Washington, and Saukville areas of the County. The implementation of these services would be carried out in conjunction with the Ozaukee County

Map 17

RECOMMENDED SHUTTLE BUS ROUTES TO SERVE OZAUKEE COUNTY EMPLOYMENT CENTERS



Economic Development Corporation, a nonprofit corporation which brings together public- and private-sector interests. The Economic Development Corporation would be responsible for raising from the private sector all monies necessary during the demonstration period to cover the local share of the anticipated funding deficit. It was further recommended that Ozaukee County and the Economic Development Corporation seek available Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in support of the proposed commuter transit services. Staff services to support the demonstration project would be provided by the Economic Development Corporation. In the fall of 1997, Ozaukee County would undertake an evaluation of the performance and costs of the demonstration transit services. A decision would then be made by the Ozaukee County Board as to whether or not to continue the demonstration transit services in 1998 and, if so, on what basis.

As the second stage, Ozaukee County would implement the proposed countywide shared-ride taxicab service and attendant modifications to the current specialized transit service program. A target date of January 1, 1997, was recommended for implementing these aspects of the plan. During 1996, Ozaukee County would carry out a detailed plan implementation study attendant to the recommended changes in the services involved. That study would focus on two matters: 1) the implications of the proposed changes in the services on the internal structure of Ozaukee County government, including a determination by the County Board as to which County Board Committee should oversee the transit services, and the creation by the County Board of a transit coordinator position and the placement of that position within the County government structure; and 2) the operational details attendant to the conversion of the existing County specialized transit service program into the recommended countywide shared-ride taxicab system serving the general public, including reconsideration of the initially recommended service and fare characteristics. During 1996, while the detailed plan implementation study would be carried out, the City of Port Washington would continue to provide shared-ride taxicab service within its service area, and Ozaukee County would continue to provide the 1995 level of specialized transit service for elderly and disabled individuals.

As of the end of 1995, the Ozaukee County Economic Development Corporation had applied for Federal CMAQ funds, and was in the process of applying for State transit operating assistance funds, in support of a 1996 demonstration project involving the recommended commuter and shuttle bus services.

Milwaukee County Short-Range Transit Planning

During 1995, short-range transit planning activities for the Milwaukee County Transit System were conducted by the staff of that system and the Milwaukee County Department of Public Works. Through this planning effort, the following major activities were carried out during the year: development of the annual element of the regional transportation improvement program, preparation of a Title VI assessment evaluating the provision of transit service to special population groups, and updating of programs for the inclusion of business enterprises operated by the disadvantaged, minorities, and women in the provision of transit service.

TRANSPORTATION PLANNING FOR THE ELDERLY AND DISABLED

In 1978, the Commission adopted a transportation plan for transportation-handicapped people in the Region. The plan is documented in SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978. The plan is designed to reduce, and sometimes to eliminate, the existing physical and economic barriers to independent travel by transportation-handicapped individuals. In accordance with the thrust of the Federal rules then in effect, the plan recommended that the local bus systems serving the Milwaukee, Kenosha, and Racine urbanized areas be equipped with wheelchair lifts and ramps or other conveniences to the extent that the nonpeak-hour bus fleets would be fully accessible to wheelchair users and semi-ambulatory persons. For those transportation-handicapped persons in the three urbanized areas who would continue to be unable to use public bus systems, the institution of a user-side subsidy program was recommended. Such a program would enable eligible transportation-handicapped persons to arrange for their own transportation by taxi or private wheelchair van carrier, with the local transit operator subsidizing the cost of the trip. For transportation-handicapped persons living outside the three major urban areas, the plan recommended that each county implement a demand-responsive transportation service administered through the county and operated by either an interested pri-

vately owned transportation service provider or a social-service transportation provider. The plan also recommended that the transportation services provided by existing social service agencies in each county be coordinated to make more efficient use of their transportation-related facilities and services, with the county board in each county given the responsibility of effecting such coordination.

Americans with Disabilities Act

On July 26, 1990, the Americans with Disabilities Act (ADA) was signed into law. The Act can be characterized as an omnibus civil rights law for persons with disabilities. With respect to public transit service, the ADA includes two provisions that have a significant impact on the operation of public transit services. One provision requires all vehicles used in providing fixed-route transit for which purchase or lease contracts are entered into after August 26, 1990, to be accessible to persons with disabilities, including those using wheelchairs. A second provision requires all public entities that provide fixed-route transit service to provide comparable paratransit service to disabled persons unable to use the fixed-route system. Regulations designed to implement this paratransit service provision of the ADA were issued by the U. S. Department of Transportation, Federal Transit Administration (FTA), on September 6, 1991. These regulations amended previous Federal regulations pertaining to the provision of paratransit services to persons with disabilities. The Federal ADA paratransit eligibility and service requirements were described in the Commission's 1991 Annual Report.

The 1991 regulations required each public entity operating a fixed-route transit system to prepare and submit to the FTA by January 26, 1992, a plan for providing the required complementary paratransit service. Additionally, in each case, annual updates of the initial plan, which would document the progress achieved in implementing the plan and any significant changes to the plan content or timetable, were also required to be submitted each year thereafter. The five public entities in the Region that operate fixed-route transit systems, Milwaukee and Waukesha Counties and the Cities of Kenosha, Racine, and Waukesha, each requested Commission assistance in preparing the initial paratransit service plans submitted in January 1992 to comply with the new Federal regulations, as well as in preparing the annual updates submitted in January of each subsequent year amending the initial paratransit plans. The most recent plan updates as of year's end, those for 1995, are documented in a series of SEWRPC memorandum reports[13] which were published in January 1995 and adopted by the Commission during that month as amendments to the 1978 regional elderly-handicapped transportation plan. These five 1995 amendments, whose plan documents were summarized in the 1994 Annual Report, thus supersede a series of earlier amendments to the regional elderly-handicapped transportation plan, as set forth in a footnote to Table 1 of this 1995 Annual Report (see page 19).

Further assistance was provided during 1995 by the Commission to each transit operator in preparing the required annual updates of the 1992 plans to be submitted in January 1996. Summaries of each operator's current paratransit service plan, along with the progress made since 1992 in implementing the proposed changes to the paratransit services identified in each operator's current paratransit service plan, are provided in the following sections.

Milwaukee County

The current paratransit service plan for the Milwaukee County Transit System proposes that the County comply with the current Federal regulations by making modifications to the County's paratransit service for disabled persons, provided through the Milwaukee County user-side subsidy program. Under this program, eligible disabled users have their transportation publicly subsidized so that they can purchase service from participating private service providers of their choice. With the user-side subsidy program, the user has the freedom to choose the service provider and when and where he or she

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[13]*See SEWRPC Memorandum Reports No. 96, A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System; No. 97, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System; No. 98, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System; No. 99, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility; and No. 100, A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System, all published in January 1995.*

wishes to travel within Milwaukee County. During 1995, one private taxicab company and 13 private van carriers were under contract with the County to participate in the program.

Milwaukee County's 1996 plan update indicates that the County has made substantial progress since 1992 in implementing most of the modifications to the user-side subsidy program proposed under the 1992 plan and the subsequent plan updates. The 1996 plan update indicates that at the end of 1995, the user-side subsidy program was in compliance with all Federal ADA eligibility requirements and with all but two ADA service criteria: those regarding 1) coordination with contiguous or overlapping service areas and 2) scheduling service for trip requests on a "next-day" basis. The County's 1996 plan update continues to call for all issues related to coordination with contiguous or overlapping service areas to be fully addressed by January 1, 1997. However, the 1996 update proposes to extend the timetable for implementing the required next-day service policy by one year, from January 1, 1996, as proposed in previous plan updates, to January 1, 1997. The delay in implementing this required policy was caused by severe fiscal constraints in effect for 1996 for virtually all County programs. Under the revised timetable, the Milwaukee County Transit System would still achieve full compliance with the Federal paratransit service requirements by January 1, 1997, the deadline for full compliance specified by Federal regulations.

During 1995, about 530,600 one-way trips were made under the user-side subsidy program, an increase of about 11 percent over the 480,100 one-way trips made under the program during 1994. Fares for the user-side subsidy program remained at $2.25 per one-way trip during 1995.

Waukesha County

The current paratransit service plan for the Waukesha County Transit System proposes that the County comply with the current Federal regulations by making modifications to the County's program providing paratransit service for disabled persons unable to use its fixed-route bus service, the parallel commuter bus program. Under the current program, Waukesha County offers door-to-door lift-equipped van service to disabled individuals for trips with origins and destinations within one mile on either side of two regular noncommuter bus routes which are subsidized by Waukesha County within the major travel corridor between the City of Waukesha and the City of Milwaukee central business district. The paratransit service offered under the parallel commuter bus program during 1995 was administered for the Waukesha County Transportation Department by the Waukesha County Department of Aging and provided through the Department of Aging's Ride-Line transportation program—a countywide, advance-reservation, door-to-door transportation service for elderly and disabled individuals operated on a contract basis for the County by Meda-Care Vans of Waukesha, Inc.

Waukesha County's 1996 plan update indicates that all the modifications to the parallel commuter bus program proposed under the 1992 plan and the subsequent plan updates were implemented by mid-September 1995. The 1996 update proposes no significant changes or additions to the plan recommendations. The County's paratransit service, consequently, is in full compliance with Federal regulations.

During 1995, about 4,700 one-way trips were made under the program, a 13 percent decrease from the 5,400 one-way trips made under the program during 1994.

City of Kenosha

The current paratransit service plan for the City of Kenosha Transit System proposes that the City comply with the current Federal regulations by making modifications to the City's paratransit service for disabled persons provided through the Kenosha County Care-A-Van program. This paratransit service is designed to provide door-to-door transportation to disabled individuals who are unable to use the fixed-route bus service provided by the City's fixed-route transit system. To provide the service, the City annually participates in, and contributes funds to, the Care-A-Van program, a door-to-door paratransit service administered by the Kenosha County Department of Aging and provided by the Kenosha Achievement Center, Inc. The funds annually contributed to the program by the City of Kenosha, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City's fixed-route transit system and who use the service to travel within only that portion of Kenosha County east of IH 94 plus an area of commercial development within the County located west of

IH 94 at the intersection of IH 94 and STH 50. The service is provided on a contract basis by the Kenosha Achievement Center, Inc., and is available throughout the area served by the City's fixed-route transit system.

The City of Kenosha's 1996 plan update indicates that the City and the County have proposed modifications to the paratransit service which will correct deficiencies arising from inadequate capacity that caused the service to fall out of compliance with ADA paratransit service requirements during 1995. The City's 1995 update had reported that the City's paratransit service no longer complied with the ADA paratransit service requirement which specified that at times when service capacity is not available, that is, when paratransit service for trip requests cannot be scheduled, the number of subscription service trips cannot exceed 50 percent of the total service capacity as measured in such terms as vehicles available or total number of trips which can be served. The 1996 plan update indicates that the City will begin providing, in January 1996, door-to-door paratransit service during weekday peak-use periods with accessible buses from the City's regular bus fleet. The service provided by the Kenosha Transit System will be on a demonstration basis to supplement, not replace, the regular paratransit service, and will provide an indication of how many additional paratransit vehicles are needed to provide adequate service capacity. Ultimately, the accessible City buses would be replaced with additional new paratransit vehicles provided by the regular contract operator of the service. The 1996 plan update, consequently, indicates that the City's paratransit service will be back in compliance with the Federal regulations in January 1996.

During 1995, about 16,500 one-way trips were made on the paratransit service, a decrease of about 4 percent from the 17,200 one-way trips made on the service during 1994.

City of Racine

The current paratransit service plan for the City of Racine transit system proposes that the City comply with the current Federal regulations by making modifications to the paratransit service for disabled persons provided through the City's paratransit program. The City's paratransit service is designed to provide door-to-door transportation to disabled individuals who are unable to use the fixed-route bus service provided by the City's fixed-route bus system, the Belle Urban System. To provide the service, the City of Racine annually participates in, and contributes funds to, the paratransit program administered by the Racine County Human Services Department. The funds annually contributed to the program by the City of Racine, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as transportation-handicapped and who use the service to travel within only that portion of Racine County east of IH 94 and to the University of Wisconsin-Parkside in Kenosha County. The service is provided on a contract basis by Laidlaw-Jelco, Inc., and is available throughout the area served by the City's fixed-route transit system.

The City of Racine's 1996 plan update indicates that all the modifications proposed under the 1992 plan were implemented during 1992 in accordance with the plan timetable or with only minor delays. The 1996 plan update proposes no significant changes or additions to the original plan recommendations. The City's paratransit service, consequently, is in full compliance with Federal regulations.

During 1995, about 31,300 one-way trips were made on the paratransit service, a decrease of about 9 percent from the 34,300 one-way trips made on the service in 1994.

City of Waukesha

The current paratransit service plan for the City of Waukesha Transit System Utility proposes that the City comply with the current Federal regulations by making modifications to the paratransit service for disabled persons provided through the City's METROLIFT program. The paratransit service provided under the METROLIFT program is designed to provide door-to-door transportation to disabled individuals who are unable to use the fixed-route bus service provided by the City's fixed-route bus system, Waukesha Metro Transit. The Waukesha Transit System Utility currently provides the service offered under the METROLIFT program using employees of the private firm the City contracts with to manage and operate its fixed-route bus system.

The City of Waukesha's 1996 plan update indicates that all the service modifications proposed under the 1992 plan were implemented during 1992 in accordance with the plan timetable or with only minor delays. The City also took delivery during

1995 of three small buses recommended by the plan, and replaced the previous contract operator for the service with the private management firm which operates the City's fixed-route bus system. The 1996 plan update proposes no significant changes in, or additions to, the original plan. The City's paratransit service, consequently, is currently in full compliance with Federal regulations.

During 1995, about 19,100 one-way trips were made on the paratransit service, an increase of about 11 percent over the 17,200 one-way trips made on the service during 1994.

Adoption Status

All the original 1992 paratransit service plans, along with the paratransit service plan updates for 1993 through 1995, had been adopted by the respective public transit operators involved and by the Commission prior to their transmittal to the Federal Transit Administration. At the end of 1995, all the 1996 paratransit service plan updates described above had been completed and were being published by the Commission. The 1996 paratransit plan update for the City of Waukesha Transit System Utility was adopted by the City in December 1995 and was scheduled to be acted upon by the Commission early in 1996. All of the other 1996 paratransit plan updates were scheduled to be acted upon by the respective communities involved and by the Commission early in 1996.

TRANSPORTATION IMPROVEMENT PROGRAMMING

In October 1995, the Commission amended the previously adopted three-year transportation improvement program (TIP) for Southeastern Wisconsin, as required by the U. S. Department of Transportation. The previously adopted program is set forth in a document entitled A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994. The 1995 amendment to the program was developed with the assistance of the Wisconsin Department of Transportation staff and through the cooperation of various local units and agencies of government in the Region, including the Cities of Kenosha, Milwaukee, and Racine and the Counties of Milwaukee and Waukesha as the operators of special mass transportation systems in their respective areas.

The 1995-1997 TIP, as amended, identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U. S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration. Following approval of the 1995 amendment by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas, the Regional Planning Commission formally adopted the amendment to the program on October 12, 1995.

The amended 1995-1997 TIP authorizes funding for many important projects essential to maintaining the existing highway system, including the resurfacing of the East-West Freeway (IH 94) from the Milwaukee-Waukesha county line to the Marquette Interchange, modernization of the Marquette Interchange, reconstruction of USH 41 in Washington County, and reconstruction of the STH 16 bridge over IH 94 in Waukesha County. The TIP also authorizes funding for key transit maintenance projects, the construction of an alternative-fuel facility for the City of Kenosha Transit System, purchase of replacement buses for the Milwaukee County and City of Racine transit systems, and construction of an addition to the City of Waukesha Transit System Utility operations facility. In addition, the TIP authorizes projects essential to the improvement of the Region's highway and transit systems. For example, included in the TIP are the reconstruction of the Brown Deer Road interchange on IH 43 in Milwaukee County and the reconstruction of the Waukesha bypass between CTH X and Sunset Drive in the City of Waukesha.

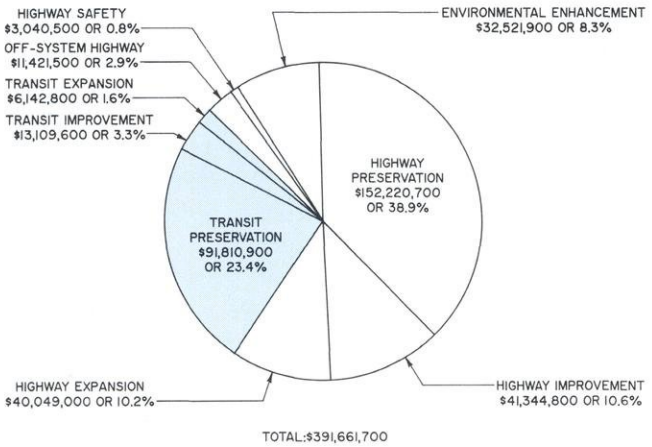
The amended 1995-1997 TIP contains 1,136 projects for the three-year programming period, representing a total potential investment in transportation improvement and services of about $1.305 billion. Of this total, $682 million, or about 52 percent, is proposed to be provided in Federal funds; $409 million, or about 31 percent, in State funds; and $214 million, or about 17 percent, in local funds.

While the entire three-year program is an important planning tool, the first two years are of primary

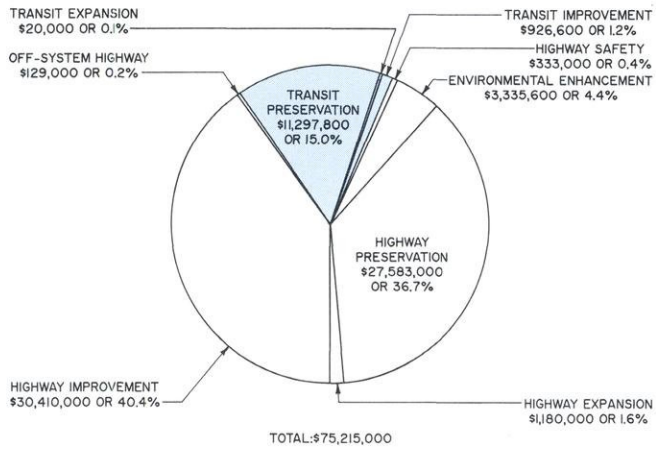
Figure 45

DISTRIBUTION OF EXPENDITURES IN 1996 OF THE AMENDED 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY

MILWAUKEE TRANSPORTATION MANAGEMENT AREA



KENOSHA-RACINE-WALWORTH TRANSPORTATION MANAGEMENT AREA



interest, because a transportation system improvement project in the Region may be eligible for Federal funding in 1996 only if it is included in the first two years of the TIP. Proposed expenditures total $466,876,700 in 1996 and include 365 highway improvement and 82 transit projects. A cost summary for these projects is shown in Table 28.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to expand present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 45 reflects graphically the proposed expenditures in 1996 for these nine project categories for each of the two transportation management areas. At least three of the expenditure patterns apparent in the figures deserve comment:

- A significant proportion of financial resources is to be devoted to the preservation of the existing transportation facilities and services in the Region—about 61 percent. This allocation of resources is especially notable considering that virtually none of the funding for routine highway maintenance activities—snow plowing, ice control, grass cutting, power for street lighting, and litter pick-up—is included in the TIP.

- The expenditure of funds for highway expansion totals about $41.2 million, or 9 percent of total programmed expenditures in the Region. The expenditures for highway improvement total approximately $71.8 million, or 15 percent of total expenditures. This compares to the $179.8 million programmed for expenditures on highway preservation, 39 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 26 percent of programmed resources for 1996. Of the total programmed resources for public transit, 84 percent is for preservation, and only 11 percent and 5 percent for service improvement and service expansion, respectively.

RAILWAY TRANSPORTATION PLANNING

The Regional Planning Commission participates in railway planning by monitoring the status of railway service within the Southeastern Wisconsin

Table 28

COST SUMMARY OF PROJECTS WITHIN 1996 OF THE AMENDED 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE

Transportation Management Area	Proposed 1996 Expenditures
Milwaukee Area	
Milwaukee County	
Federal	$164,206,100
State	117,002,200
Local	54,801,400
Total	$336,009,700
Ozaukee County	
Federal	$ 1,906,500
State	439,800
Local	938,900
Total	$ 3,285,200
Washington County	
Federal	$ 12,867,400
State	6,928,000
Local	634,000
Total	$ 20,429,400
Waukesha County	
Federal	$ 17,544,700
State	6,895,800
Local	7,496,900
Total	$ 31,937,400
Milwaukee Area Subtotal	
Federal	$196,524,700
State	131,265,800
Local	63,871,200
Total	$391,661,700
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal	$ 3,446,100
State	5,026,700
Local	2,962,700
Total	$ 11,435,500
Racine County	
Federal	$ 27,208,900
State	17,097,700
Local	4,177,600
Total	$ 48,484,200
Walworth County	
Federal	$ 9,271,400
State	2,865,500
Local	3,158,400
Total	$ 15,295,300
Kenosha-Racine-Walworth Area Subtotal	
Federal	$ 39,926,400
State	24,989,900
Local	10,298,700
Total	$ 75,215,000
Region Total	
Federal	$236,451,100
State	156,255,700
Local	74,169,900
Total	$466,876,700

Table 29

ACTIVE COMMON-CARRIER RAILWAY MAINLINE MILEAGE IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1995

County	Union Pacific Railroad		Wisconsin Central Ltd.		CP Rail System		Wisconsin & Southern Railroad Company		Municipality of East Troy Wisconsin Railroad		Total	
	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region
Kenosha	28.5	5.6	10.2	2.0	12.2	2.4	--	--	--	--	50.9	10.1
Milwaukee	61.2	12.1	4.7	0.9	32.5	6.4	9.1	1.8	--	--	107.5	21.3
Ozaukee	25.8	5.1	25.1	5.0	--	--	--	--	--	--	50.9	10.1
Racine	24.5	4.9	13.5	2.7	25.2	5.0	--	--	--	--	63.2	12.5
Walworth	3.8	0.8	4.0	0.8	--	--	37.1	7.3	5.0	1.0	49.9	9.9
Washington	--	--	52.6	10.4	--	--	22.5	4.5	--	--	75.1	14.9
Waukesha	31.2	6.2	26.6	5.3	25.6	5.1	22.2	4.4	1.3	0.3	106.9	21.2
Total	175.0	34.7	136.7	27.1	95.5	18.9	90.9	18.0	6.3	1.3	504.4	100.0

NOTE: This table constitutes an inventory of only first-track mainline mileage within the seven-county Southeastern Wisconsin Region. Other trackage, such as exists in switching, terminal, industrial, and classification yard areas, as well as trackage considered by the railroad companies to be of a secondary nature, and thus not published in operating timetables, is not included. Trackage owned by private carriers is also not included. Mileage figures shown for each railroad are based upon trackage which is owned or leased by the particular railroad and do not include trackage rights over trackage owned by another railroad company.

Region, proposals for service changes, and related issues that may affect the Region, and by providing technical assistance to local communities as requested.

During 1995, the railway with the greatest total mileage within the Region experienced a change of ownership. In June of that year, the Chicago & North Western Transportation Company was acquired by Union Pacific Corporation through its subsidiary Union Pacific Railroad Company. In October 1995, Chicago & North Western ceased to exist, having been merged into Union Pacific. The resulting railway system does business under the name "Union Pacific Railroad."

As of December 31, 1995, railway freight service was being provided within Southeastern Wisconsin over a total of 504 miles of active railway line by five railway companies. Three of the five carriers operated about 81 percent of the total railway mileage in the Region: Union Pacific Railroad, which operated 175 miles, or 35 percent of the railway mileage in the Region; Wisconsin Central Ltd., which operated 137 miles, or 27 percent of the railway mileage in the Region; and CP Rail System, which operated 95 miles, or 19 percent of the railway mileage in the Region. Operation of the remaining 19 percent of the railway mileage in the Region was divided between two other carriers: Wisconsin & Southern Railroad Company, 91 miles; and Municipality of East Troy Wisconsin Railroad, six miles.

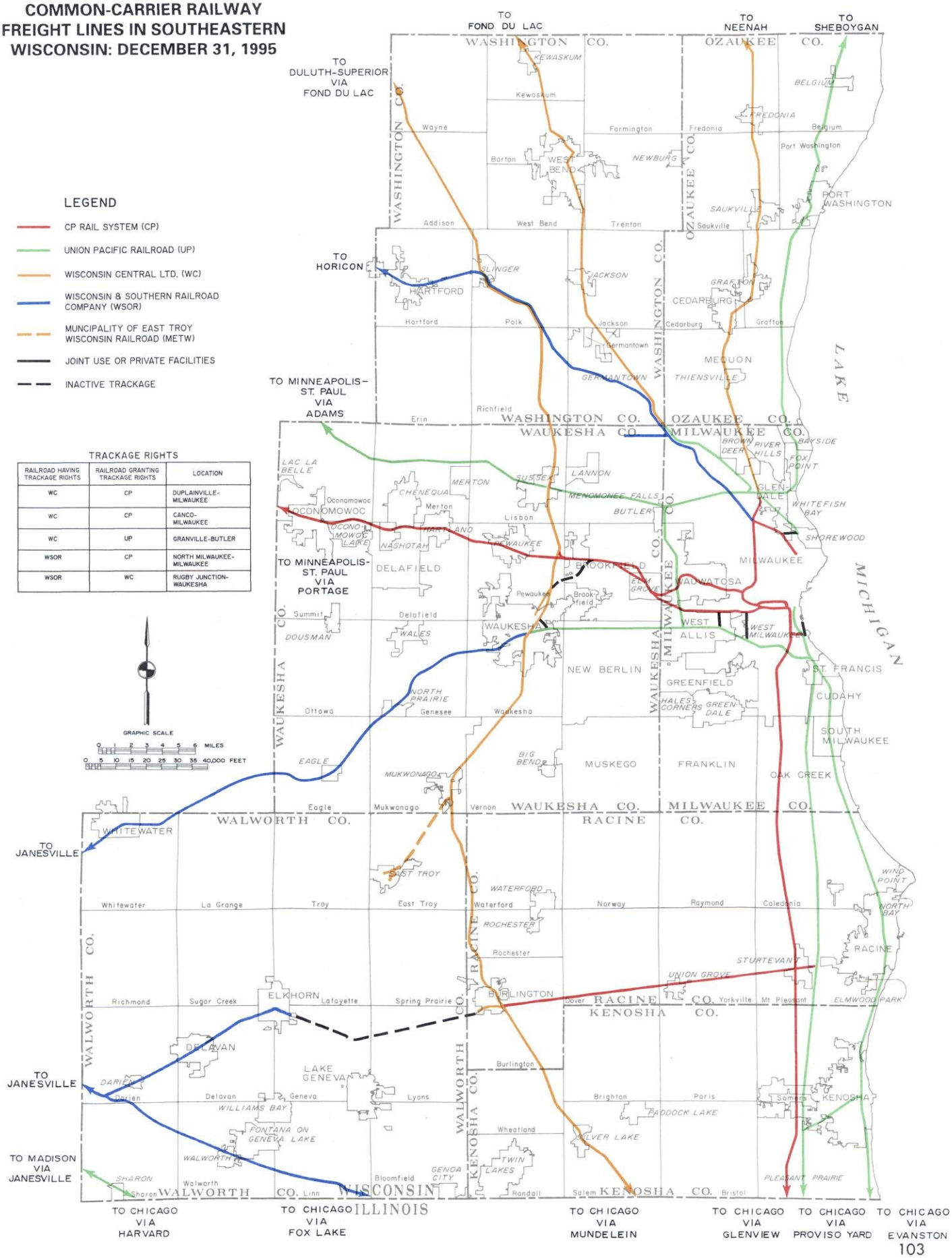
Intercity passenger service in the Region is provided by the National Railroad Passenger Corporation, or Amtrak, between Chicago and Minneapolis-St. Paul over CP Rail System trackage, with stops in Southeastern Wisconsin at Milwaukee and Sturtevant. Commuter-rail service is provided between Kenosha and Chicago, with intermediate stops throughout the north shore suburbs of northeastern Illinois, by the Union Pacific Railroad under an agreement with the Northeast Illinois Railroad Corporation, or Metra, the commuter-rail division of the Regional Transportation Authority (RTA) in northeastern Illinois.

The locations of common-carrier railway lines in Southeastern Wisconsin are shown on Map 18. The extent of railway mileage in each of the seven counties is set forth in Table 29. Except for the Chicago & North Western-Union Pacific merger described above, there were no significant changes to the Region's railway system during 1995.

At the end of 1995, two railway line segments in the Region remained potential candidates for future abandonment, based on notifications filed by the carriers. Both segments are operated by CP Rail System and have served few customers in recent years. One is a 7.5-mile-long segment of rail line located within Racine County between the east side of the City of Burlington and the west side of the unincorporated settlement of Kansasville. The other is an 0.8-mile-long segment located between N. Richards Street and E. Chambers Street in

Map 18

COMMON-CARRIER RAILWAY FREIGHT LINES IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1995



the City of Milwaukee on what remains of the former Milwaukee Road Chestnut Street Line, or "Beer Line."

AIR TRANSPORTATION PLANNING

During 1995, Commission activities in air transportation and airport planning included the continued monitoring of aviation activities within the Region; the continued monitoring of, and provision of technical assistance to, airport master planning activities; and other related airport planning activities. The adopted airport system plan for Southeastern Wisconsin is documented in SEWRPC Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987, and is shown on Map 19.

Aviation Activity

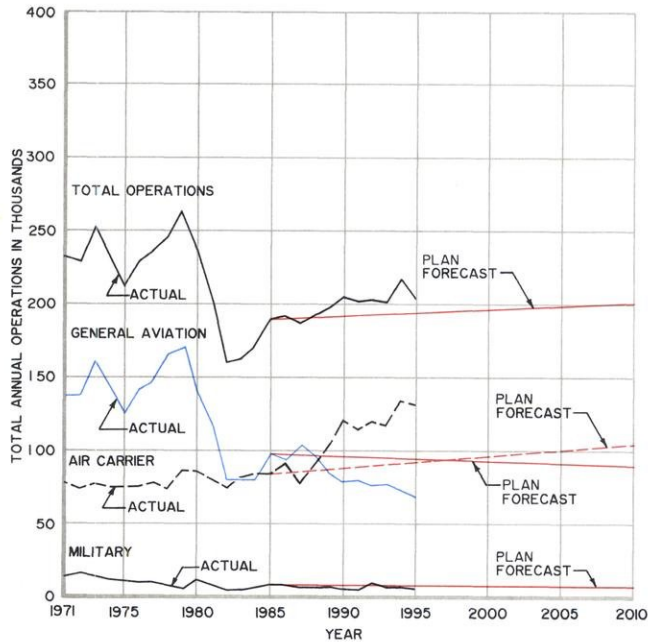
The Commission staff continued to monitor aviation activity within the Region during 1995. General trends in the level of aviation activity within Southeastern Wisconsin are indicated by the number of aircraft operations at, and passengers using, General Mitchell International Airport. General Mitchell International Airport is the largest and busiest airport in the Region and the only airport within the Region with scheduled air carrier service. As shown in Figure 46, in 1995 aircraft operations of all types at Mitchell International totaled about 204,800, representing about a 5 percent decrease from the 215,900 operations in 1994. The 1995 total is almost 6 percent above the 193,500 operations forecast to occur at Mitchell International during that year under the regional airport system plan.

Total aircraft operations at Mitchell International can be divided into three categories: air carrier, general aviation, and military. Air carrier operations during 1995 totaled about 131,700, a decrease of about 4 percent from the 1994 level of 136,600 operations. General aviation operations at Mitchell International Airport totaled about 67,900 during 1995, a decrease of about 8 percent from the 1994 level of 74,000 operations. Military aircraft operations at Mitchell International Airport during 1995 totaled about 5,200, a decrease of about 2 percent from the 1994 level of 5,300 operations.

From 1994 to 1995, the number of air carrier enplaning and deplaning passengers at General Mitchell International Airport increased by about 42,000, to about 5,222,000 passengers, or about

Figure 46

ANNUAL AIRCRAFT OPERATIONS AT GENERAL MITCHELL INTERNATIONAL AIRPORT, MILWAUKEE



1 percent above the 1994 level of about 5,180,000 passengers. The 1995 level was about 1,304,000, or about 33 percent, greater than the 3,918,000 passengers forecast for that year under the regional airport system plan, as shown in Figure 47.

General aviation activity can also be measured in terms of the number of aircraft based within Southeastern Wisconsin according to Wisconsin Department of Transportation aircraft registration records. As shown in Figure 48 and Table 30, a total of 1,526 aircraft were based in the Region in 1995, representing about a 9 percent increase from the total of 1,402 aircraft based in the Region during 1994. The number of aircraft based in the Region during 1995 was about 22 percent lower than the total of 1,949 forecast for that year under the regional airport system plan.

Reevaluation of the Regional Airport System Plan

During 1993, work began on a reevaluation of the second-generation regional airport system plan, which was adopted in 1987. This work effort continued during 1995 and involves a refinement of the adopted regional airport system plan and is being based upon a careful reexamination of that second-

Map 19

REGIONAL AIRPORT SYSTEM PLAN: 2010

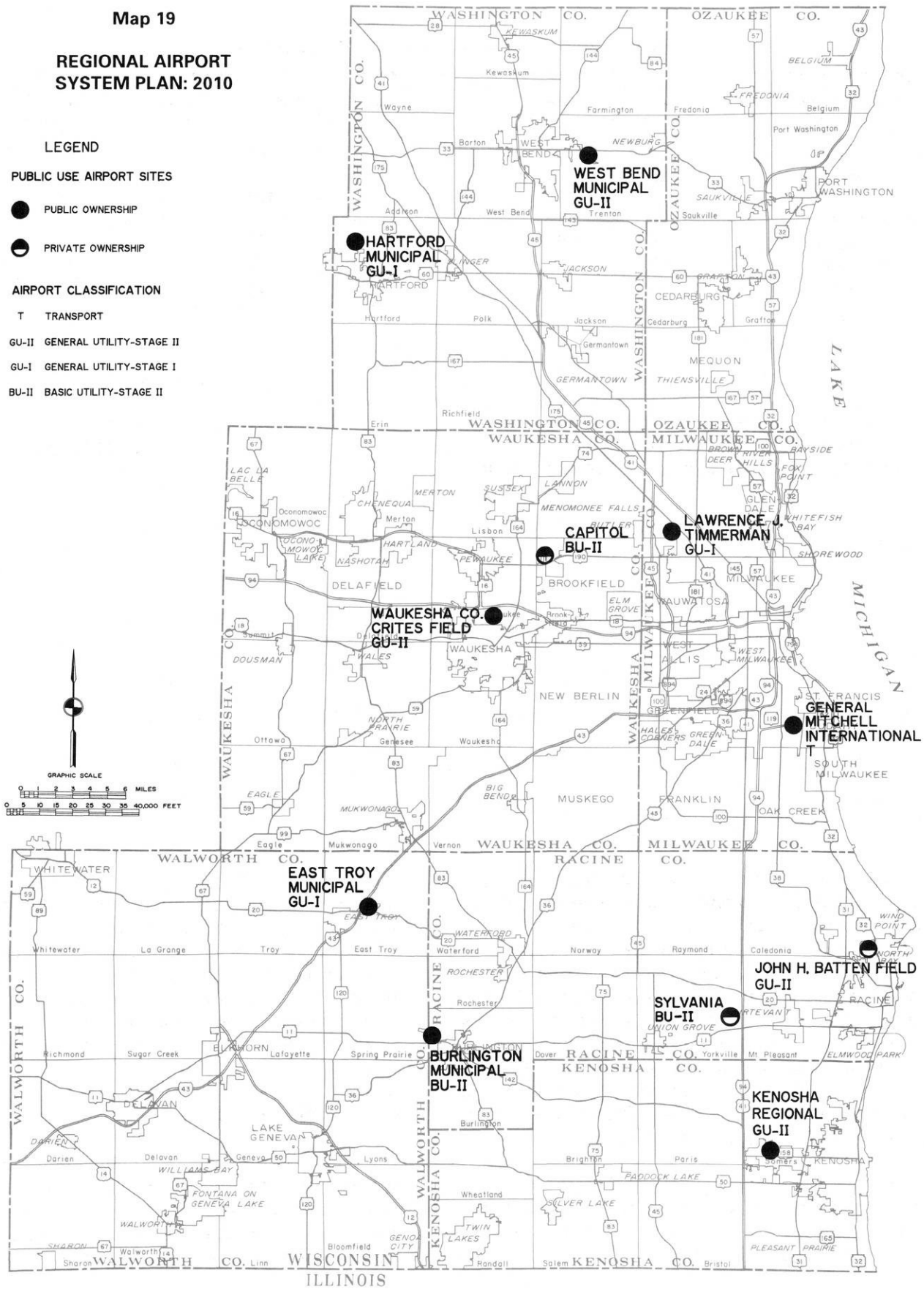


Table 30

GENERAL AVIATION AIRCRAFT BASED IN THE REGION

County	1960	1965	1970	1975	1980	1985	1990	1995
Kenosha	28	60	76	148	123	112	195	270
Milwaukee	338	362	356	371	388	373	358	330
Ozaukee	19	13	32	28	29	27	28	24
Racine	65	89	108	151	179	207	228	220
Walworth	23	31	48	82	98	121	127	176
Washington	45	63	118	136	158	165	191	186
Waukesha	118	163	243	255	304	350	341	320
Total	636	781	981	1,171	1,279	1,355	1,468	1,526

Figure 47

ANNUAL AIR CARRIER ENPLANING AND DEPLANING PASSENGERS AT GENERAL MITCHELL INTERNATIONAL AIRPORT, MILWAUKEE

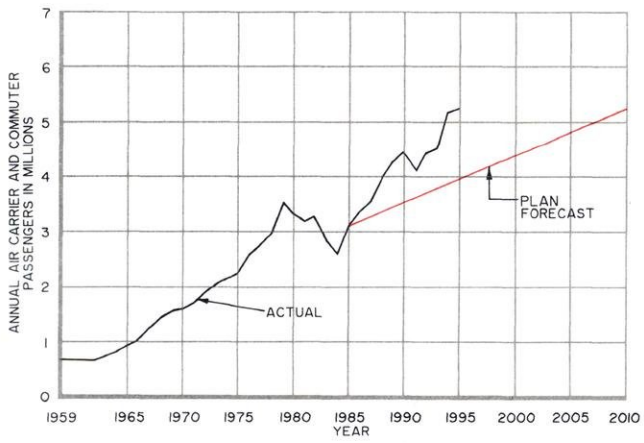
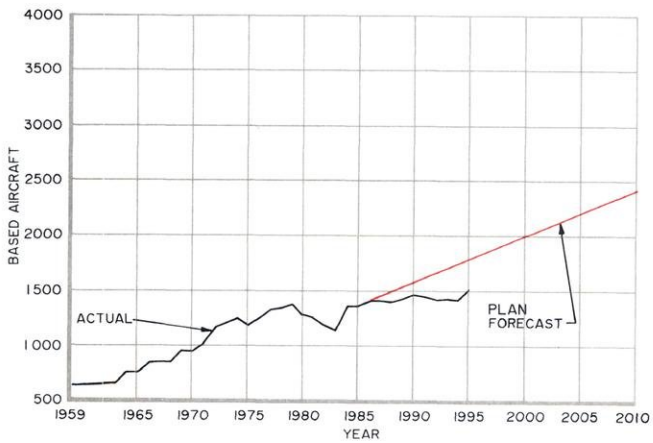


Figure 48

GENERAL AVIATION AIRCRAFT BASED IN THE REGION



generation plan, using forecasts to the design year 2010. It will recommend a coordinated set of airport facility and service improvements that will provide the Region with an airport system able to serve the business, commercial, sport, and personal general aviation needs of the area, as well as its scheduled air carrier, cargo, and military aviation needs, in an efficient and cost-effective manner. The findings of the supporting inventories, analyses, forecasts, and evaluation of alternatives, as well as the recommended updated and revised plan, will be summarized in a planning report.

During 1995, significant work on this plan reevaluation was completed. Several chapters of the planning report were completed during the year and approved by the SEWRPC Technical Coordinating and Advisory Committee on Regional Airport System Planning, which is guiding the work. It is anticipated that a public hearing will be held on the preliminary plan recommendations and that the final plan will be completed in 1996. Work on the regional airport system plan review is being coordinated with similar work for the update of the Wisconsin State airport system plan, begun in late 1993.

Airport Master Plans

Airport master plans are intended to refine the recommendations of the adopted regional airport system plan and, in fact, are prepared as the next step toward implementation of the most recent regional airport system plan adopted by the Com-

mission. Specifically, an airport master plan is intended to specify precise land-area requirements for acquisition and protection, provide a detailed airport layout plan, provide an analysis of financial feasibility and set forth a capital improvement budget, provide environmental impact information, and provide for local citizen participation in the work effort. The preparation of airport master plans, which are primarily the responsibility of the local implementing governmental agency, establishes eligibility for Federal financial aid under the Airport and Airway Improvement Act of 1982, as amended by: the Airport and Airway Safety and Capacity Expansion Act of 1987; the Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Act of 1992; the Airport Improvement Program Temporary Extension Act of 1994; and the Federal Aviation Administration Authorization Act of 1994.

Airport master plans have been completed for, and adopted by, the local governing bodies for General Mitchell International, Kenosha Regional, West Bend Municipal, Capitol, and Hartford Municipal Airports and Waukesha County-Crites Field. In addition, airport layout plans, an important element of the airport master planning process, have been completed for John H. Batten Field, in the City of Racine, and East Troy Municipal and Burlington Municipal Airports. During 1995, local officials were considering significant improvements at West Bend Municipal Airport, Hartford Municipal Airport, Waukesha County-Crites Field, and Burlington Municipal Airport which would require airport master plan update work and revision of each airport's layout plan. The Commission staff continued to provide planning data, technical information, and other assistance to these local efforts.

DATA PROVISION AND TECHNICAL ASSISTANCE

The Commission spends a considerable amount of time and effort each year in responding to requests for transportation data and technical assistance. Many transportation data requests involve obtaining existing or forecast traffic volumes on selected arterial facilities. Other requests are usually for data necessary for the support of special studies. These special requests are typically made by local units of government, the Wisconsin Department of Transportation, and private businesses and developers.

The following is a sample listing of the assistance provided by the Division in 1995:

- Data were developed from Commission travel forecasts and provided to the Wisconsin Department of Transportation and its consultant team for a transit alternative considered under the Department's Milwaukee East-West Corridor study. The data concerned patronage, traffic volumes, and costs for the preliminary recommended alternative, which included a light-rail transit line extending from the Milwaukee Regional Medical Center in the City of Wauwatosa to the City of Glendale and a busway paralleling IH 94 extending from STH 164 in the Town of Pewaukee to the Milwaukee central business district.

- At the request of the City of Milwaukee, data were provided relating to the distribution of persons employed within the Milwaukee central business district and the number of employed persons using transit to travel to the central business district for 1991 and the forecast year 2010.

- At the request of the City of New Berlin, the Commission staff conducted a traffic impact analysis for a proposed development to be located in the City on the north side of CTH L west of the Village of Hales Corners. The analysis addressed the provision of collector and land access streets, the connection of those streets to collector streets in adjacent land parcels, and the traffic impacts of the proposed development.

- At the request of the Village of Chenequa, a summary of historical and current average weekday traffic volumes was provided for selected arterial facilities within Waukesha and Washington Counties.

- The Commission staff served as a technical resource for the City of Oconomowoc Parkway Task Force, which was charged with identifying an alignment for the proposed parkway which would ultimately be recommended to the City of Oconomowoc Plan Commission and City Common Council. Commission staff met with this task force on six occasions to provide background information on the need for this facility as identified in both the adopted Waukesha County jurisdictional highway

system plan update and the adopted year 2010 regional transportation system plan.

- At the request of Kenosha County, a speed study was conducted at two locations along CTH C in the eastern portion of the County.

- At the request of the City of Milwaukee, the Commission staff conducted analyses of existing and probable future traffic conditions within the Milwaukee central business district attendant to the construction of a new baseball stadium in that area. The findings of the analyses were documented and provided to the City in a September 1995 SEWRPC staff memorandum entitled "Analysis of Existing and Future Year 2010 Traffic Conditions within the Milwaukee Central Business District Considering the Potential Effects of a New Baseball Stadium."

- The Wisconsin Department of Transportation was provided with travel data drawn from the Commission's 1991 major travel survey for use in the development of an intercity travel model.

- Traffic forecasts were provided in support of the following projects: the improvement of W. Fond du Lac Avenue between N. 19th Street and N. 35th Street in the City of Milwaukee; the improvement of N. 6th Street between W. National Avenue and W. Michigan Street in the City of Milwaukee; the construction of an extension of W. Puetz Road from Hunting Park Drive to S. 76th Street in the City of Franklin; the improvement of STH 60 between USH 41 and USH 45 in the Town of Polk, Washington County; and the construction of an extension of Moorland Road from Small Road to CTH L in the Cities of New Berlin and Muskego.

- A report identifying a recommended location for construction of a bicycle and pedestrian trail between the existing North Shore Trail in the City of Racine and the Amtrak station in the Village of Sturtevant was provided to Racine County in March 1995. The report was requested by the Racine County Public Works Division. The proposed trail, which would be located on an abandoned portion of the former Chicago, Milwaukee, St. Paul & Pacific Railroad right-of-way, is recommended under both the adopted regional bicycle and pedestrian facilities system plan and the adopted Racine County park and open space plan. At the request of the Town of Mt. Pleasant Park Commission, the report also identified potential locations for bicycle and pedestrian facilities which would provide connections from the Racine-Sturtevant trail to community facilities within the Town. The report also included recommendations with regard to jurisdictional responsibility for trail construction and maintenance and cost estimates and potential funding sources for development of the trail.

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

The Commission's Environmental Planning Division conducts studies related to, and provides recommendations for, the protection and enhancement of the Region's environment. The kinds of basic questions addressed by this Division include:

- What is the existing quality of the lakes, streams, and groundwaters of the Region? Is its water quality getting better or worse over time?
- What are the sources of water pollution? How can these sources best be controlled to abate water pollution and meet water quality objectives?
- What is the extent of the natural floodlands along lakes and streams?
- What are the best ways to resolve existing flooding problems and to ensure that new flooding problems are not created?
- What are the best ways to resolve existing stormwater drainage, as opposed to flooding, problems and to provide adequate drainage facilities for existing and probable future rural and urban development? How can improved stormwater drainage systems best be integrated with needed nonpoint source water pollution abatement measures?
- What areas of the Region should be provided with sanitary sewer service, and what are the most cost-effective ways of providing such service?
- What needs to be done to ensure a continued, ample supply of safe drinking water?
- How can solid wastes best be managed for recycling and disposal in an environmentally safe and energy-efficient manner?
- How can the Lake Michigan shoreline best be protected and used?

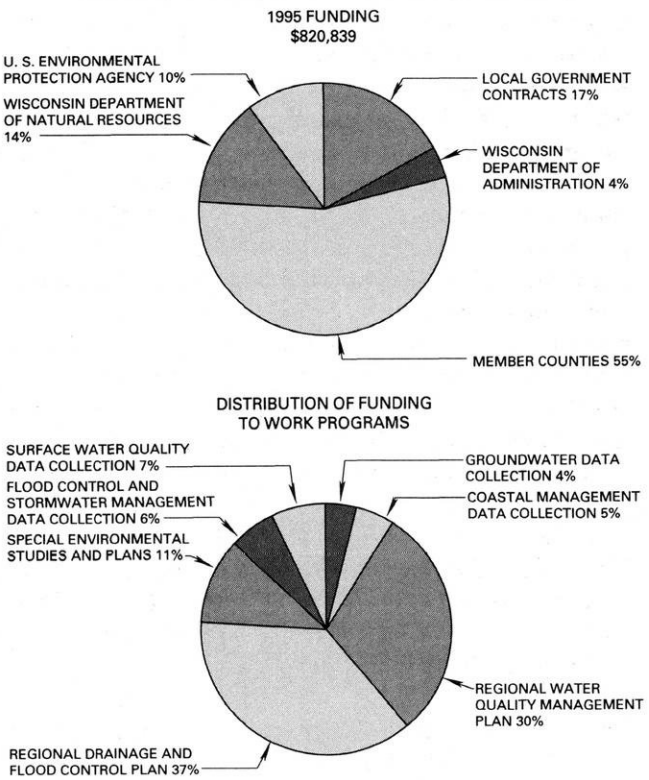
In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 1995 in four identifiable program areas: water quality management planning; watershed, floodland, and stormwater management planning; coastal management planning; and solid waste management planning.

WATER QUALITY MANAGEMENT PLANNING

During 1995, Commission water quality planning efforts continued to be focused primarily on activities relating to implementation of the adopted regional water quality management plan. Such activities included providing assistance and coordination in the preparation of more detailed and refined nonpoint source pollution abatement plans, providing assistance in the preparation of inland

Figure 49

ENVIRONMENTAL PLANNING DIVISION



lake water quality management plans, and preparing local sanitary sewer service area plans. In addition, the Commission continued to assist local units of government in completing detailed sewerage facilities plans in preparation for the construction of point source pollution abatement facilities identified in the adopted regional plan as needed. The Commission also continued to assist the Wisconsin Departments of Natural Resources and of Industry, Labor and Human Relations in the review of proposed public sanitary sewer extensions, proposed private main sewers and building sewers, and proposed large onsite sewage disposal systems and holding tanks.

The Regional Water Quality Management Plan

In 1979, the Commission completed and adopted a regional water quality management plan. The plan, designed in part to meet the Congressional mandate that the waters of the United States be made to the extent practicable "fishable and swimmable," is set forth in SEWRPC Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, September 1978; Volume Two, Alternative Plans, February 1979; and Volume Three, Recommended Plan, June 1979. The plan provides recommendations for the control of water pollution from such point sources as sewage treatment plants, points of separate and combined sewer overflow, and industrial waste outfalls and from such nonpoint sources as urban and rural stormwater runoff. This regional plan element is one of the more important plan elements adopted by the Commission since, in addition to providing clear and concise recommendations for the control of water pollution, it provides the basis for the continued eligibility of local units of government for Federal and State grants in partial support of sewerage system development and redevelopment, for the issuance of waste discharge permits by the Wisconsin Department of Natural Resources, for the review and approval of public sanitary sewer extensions by that Department, for the review and approval of private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks by the Wisconsin Department of Industry, Labor and Human Relations, and for Federal and State financial assistance in support of local nonpoint source water pollution control projects.

The adopted regional water quality management plan for Southeastern Wisconsin consists of five major elements: a land use plan element, a point source pollution abatement element, a nonpoint source pollution abatement element, a sludge management element, and a water quality monitoring element. A descriptive summary of the initial regional water quality management plan was provided in the Commission's 1979 Annual Report.

During 1995, the Commission completed a report documenting the content and implementation status of the regional water quality management plan as amended over the approximately 15-year period since the initial adoption of the plan. This report, SEWRPC Memorandum Report No. 93, A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995, provides a comprehensive restatement of the regional water quality management plan as amended. The plan status report reflects implementation actions taken and plan amendments adopted since the initial plan was completed.

The regional water quality management plan has been refined, detailed, and amended frequently over the years as part of the Commission's ongoing regional water quality management planning program and as a result of various types of subregional planning and plan implementation efforts. These efforts have included the preparation of sewer service area plans; detailed sewerage facilities plans; detailed nonpoint source pollution abatement plans; comprehensive lake management plans; and special studies. In addition, the Commission's third-generation, design year 2010 regional land use plan, adopted in 1992, has since its adoption been incorporated into the Commission's detailed sanitary sewer service area planning efforts.

The status report also documents, as available data permit, the extent of progress made toward meeting the water use objectives and supporting water quality standards set forth in the regional water quality management plan. The report identifies issues which need to be addressed in the Commission's continuing planning process which may lead to further amendments of the regional water quality management plan.

In addition, the status report provides, for each of the 12 major watersheds within the Region, a description of the elements of the initial plan and the extent to which they have been implemented; to the extent available data permit, a description of current water quality conditions; a description of the plan elements as amended and updated, based

upon the status of implementation and the results of the ongoing planning program; and a description of substantive water quality management issues that remain to be addressed.

The status report also sets forth recommendations of the regional water quality management plan as of December 31, 1994, with regard to land use development; the establishment of sewer service areas; the configuration of major trunk sewers; the number and location of sewage treatment plants; the abatement of pollution from sanitary sewer flow relief devices; and reduction levels in nonpoint source pollutants from both urban and rural land.

Nonpoint Source Pollution Abatement Planning

The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans. Such plans are to identify the nonpoint source pollution control practices that should be applied to specific lands. This more detailed level of planning was recommended because the design of nonpoint source pollution abatement practices should be a highly localized, detailed, and individualized effort, an effort that is based on highly specific knowledge of the physical, managerial, social, and fiscal considerations that affect the landowners concerned.

Working with the individual county land conservation committees and local units of government involved, as well as the Commission, the Wisconsin Department of Natural Resources is carrying out the recommended detailed planning for nonpoint source water pollution abatement on a watershed-by-watershed basis. This detailed planning and subsequent plan implementation program, known as the Wisconsin Nonpoint Source Priority Watershed Pollution Abatement Program, provides cost-sharing funds amounting to up to 80 percent of the cost of an individual project or land management practice to local governments and private landowners upon completion of the detailed plans.

For nonpoint source detailed planning and plan implementation purposes, the Department of Natural Resources has divided the Southeastern Wisconsin Region into 28 "priority" watersheds, as shown on Map 20. In addition to the nonpoint source pollution abatement planning efforts being carried out throughout entire priority watershed areas, such efforts are also selectively carried out on a subwatershed-area basis in those watersheds not yet selected for watershedwide funding. Prior to 1995, priority watershed nonpoint source pollution abatement plans had been completed for the Root River watershed, lying primarily in Racine and Milwaukee Counties; for the Onion River watershed, a small portion of which lies in Ozaukee County and which drains north out of the Region through Sheboygan County; for the Turtle Creek watershed, a major portion of which lies in Walworth County and which drains west out of the Region through Rock County; for the Oconomowoc River watershed, major portions of which lie within Washington and Waukesha Counties and which drains west out of the Region through Jefferson County; for the East and West Branches, Milwaukee River, watershed and the North Branch, Milwaukee River, watershed, both of which lie partly within Ozaukee and Washington Counties; for the Menomonee River watershed, which lies in Milwaukee, Ozaukee, Washington, and Waukesha Counties; for the Milwaukee River South watershed, which lies in Ozaukee and Milwaukee Counties; for the Cedar Creek watershed, which lies in Ozaukee and Washington Counties; for the Upper Fox (Illinois) River watershed in Washington and Waukesha Counties; for the Little Muskego-Big Muskego-Wind Lakes chain subwatershed, which lies in Milwaukee, Racine, and Waukesha Counties; and for the Kinnickinnic River watershed in Milwaukee County. During 1995, work was continued on the preparation of plans for the Honey Creek-Sugar Creek watershed, which lies in Walworth and Racine Counties, and for the Camp-Center Lakes subwatershed, which lies in Kenosha County.

Each of these detailed plans includes recommendations for nonpoint source water pollution abatement in urban areas, including construction site erosion control, improved street sweeping and vegetative debris collection and disposal, roadside and streambank erosion control, landfill site runoff control, stormwater runoff control, and the installation of spent-oil disposal stations. For rural areas, the plans include recommendations for improved cropping practices, better livestock waste management, streambank erosion control, and stormwater runoff control. Each of the priority watershed projects includes a detailed planning phase which lasts from 18 to 24 months, followed by an eight- to 10-year implementation period.

The respective implementation periods of the completed priority watershed plans are summarized in Table 31. For the Root River, Onion River, Turtle Creek, and Oconomowoc River priority watersheds,

Map 20

STATUS OF PRIORITY WATERSHEDS IN SOUTHEASTERN WISCONSIN: 1995

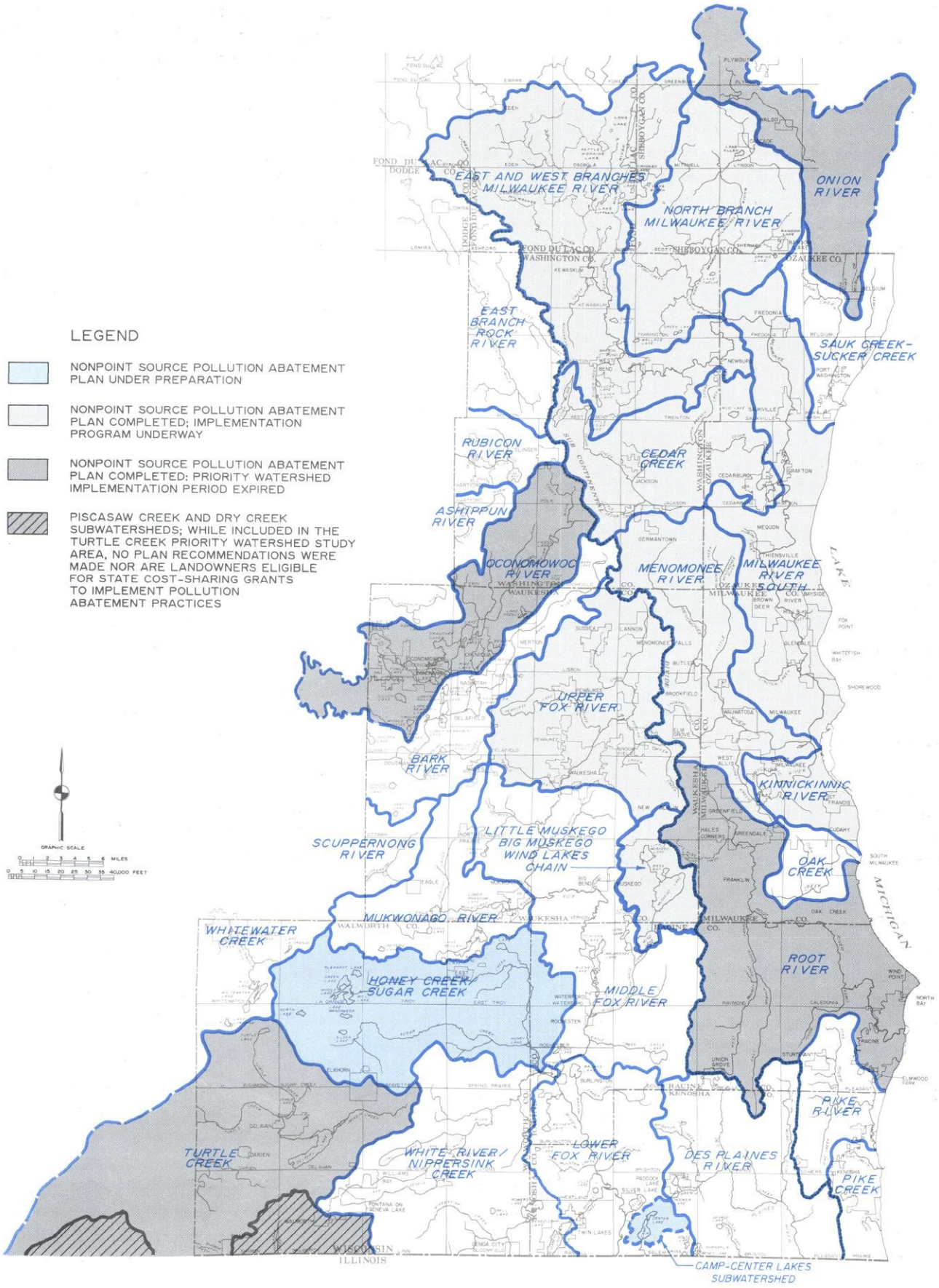


Table 31

IMPLEMENTATION PERIODS OF COMPLETED AND APPROVED NONPOINT SOURCE POLLUTION ABATEMENT PRIORITY WATERSHED PLANS IN SOUTHEASTERN WISCONSIN: 1995

Watershed	Counties	Year Selected	Year Plan Completed	Project Sign-Up End Date	Project Implementation End Date
Root River	Racine Milwaukee Waukesha Kenosha	1979	1980	December 1984	December 1989
Onion River	Ozaukee Sheboygan	1980	1981	June 1984	June 1989
Turtle Creek	Walworth Rock	1982	1984	April 1987	April 1992
Oconomowoc River	Washington Waukesha Jefferson Dodge	1983	1986	April 1989	December 1994
East and West Branches of the Milwaukee River	Washington Ozaukee Fond du Lac Sheboygan Dodge	1984	1989	April 1996[a]	December 1997
North Branch of the Milwaukee River	Washington Ozaukee Sheboygan Fond du Lac	1984	1989	April 1996[a]	December 1997
Menomonee River	Washington Waukesha Milwaukee Ozaukee	1984	1991	April 1996[a]	December 1999
Milwaukee River South	Ozaukee Milwaukee	1984	1991	April 1996[a]	December 1999
Cedar Creek	Ozaukee Washington	1984	1992	April 1996[a]	December 2000
Upper Fox River	Waukesha Washington	1990	1993	January 1997[a]	January 2002
Little Muskego-Big Muskego-Wind Lakes Chain	Racine Waukesha Milwaukee	1991	1993	January 1997[a]	January 2002
Kinnickinnic River	Milwaukee	1990	1994	October 1997[a]	October 2002

[a]*Urban nonpoint source management practices can be signed up during the entire project implementation period.*

the full project implementation period ended prior to 1995. As shown in Table 31, the project implementation end dates for the other priority watersheds with completed detailed plans range from December 1997 to October 2002.

During 1995, the Commission continued to assist the Department of Natural Resources and the concerned county land conservation committees and local units of government in the preparation of the priority watershed plans, data collection and analysis, and report production efforts for the priority watersheds. The Commission staff attended interagency coordinating meetings regarding these efforts. Existing and planned land use mapping and tabular data for each subbasin in the Honey Creek-

Sugar Creek watershed were provided to the Walworth County Land Conservation Department for use in the priority watershed planning program.

Also during 1995, the Commission continued to assist the counties and other local units of government of the Region in establishing sound nonpoint source pollution abatement measures. The following are examples of such work:

- At the request of Kenosha County, the Commission staff reviewed and commented on proposed stormwater management and nonpoint source pollution controls attendant to site development plans for the Bristol Elementary School expansion in the Town of Bristol; for five land subdivisions, two in the Town of Salem, two in the Town of Somers, and one in the Town of Wheatland; and for three commercial and industrial development projects, one in the Town of Bristol, one in the Town of Salem, and one in the Town of Somers.

- At the request of the City of New Berlin, the Commission staff reviewed and commented on a proposed development to be located in the vicinity of Lower Kelly Lake. Recommendations were made with regard to site layout, including setbacks and buffer areas; the construction of stormwater management facilities, including wet detention basins; and a construction erosion control plan.

- At the request of Milwaukee County, the Commission staff provided field delineations of wetlands and environmental corridor lands for use in the design of stormwater management facilities on the Milwaukee County Institutions grounds in the City of Wauwatosa.

- At the request of the City of Oconomowoc, the Commission completed a stormwater management plan for a commercial and industrial area located on the City's west side draining to Lac La Belle. The plan was set forth in a letter report.

Lake Water Quality Management Planning

The adopted regional water quality management plan recommends that detailed, comprehensive lake water quality management plans be prepared for the drainage areas directly tributary to each of the 101 major lakes in Southeastern Wisconsin. The Commission and the Wisconsin Department of Natural Resources have been working with lake community organizations and agencies, including lake protection and rehabilitation districts, to complete the preparation of such comprehensive plans. Where budget and work program conditions permit, these lake studies are being documented in Commission community assistance planning reports. These reports describe the existing chemical, biological, and physical water quality conditions of each lake in question; the existing and proposed uses of the lake and attendant water quality objectives and standards; the land management and land use measures required in each lake watershed; and the required point and nonpoint source pollution abatement measures.

Prior to 1995, comprehensive lake water quality management plans were completed for the following lakes: Powers in Kenosha and Walworth Counties; Wind in Racine County; Ashippun, La Belle, Pewaukee, North, Oconomowoc, and Okauchee in Waukesha County; Geneva in Walworth County; and Friess in Washington County. These plans have been adopted by the Commission as amendments to the regional water quality management plan. Additionally, a lake management plan was completed for Fowler Lake, in Waukesha County, by the Commission in 1994. This plan is intended for consideration and adoption by the Commission as an amendment to the regional water quality management plan after its intended adoption by the local units of government concerned. In addition, a lake use management plan was completed for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant management plan was completed for the Phantom Lakes in Waukesha County; a lake protection plan was completed for Silver Lake in Waukesha County; and an alternative public boating access and waterway protection plan was completed for Big Muskego Lake in Waukesha County.

In addition to these management plans for lakes, the Commission continued to provide technical assistance to certain lake districts and associations. During 1995, the Commission participated in lake-related meetings convened by the Wisconsin Department of Natural Resources and the Wisconsin Association of Lakes. Technical assistance relating to selected lake management needs was provided to municipalities and lake associations or districts for Eagle Lake, Wind Lake, and the Water-

ford Impoundment in Racine County; Lake Beulah, Booth Lake, Delavan Lake, Geneva Lake, and Whitewater-Rice Lakes in Walworth County; Friess Lake and Silver Lake in Washington County; and Eagle Spring Lake, Hunters Lake, Lake Keesus, Little Muskego Lake, Lower and Middle Genesee Lakes, Pewaukee Lake, Pretty Lake, and Upper Nemahbin Lake in Waukesha County. Assistance in preparing applications for State grants in partial support of lake protection and management planning was provided during 1995 for several of these lakes. Over the years 1992 through 1995, the Commission assisted in preparing grant applications in support of 24 lake management-related projects.

During 1995, the Commission also completed a watershed inventory report for the Upper Nemahbin Lake watershed, located in Waukesha County. The inventory, documented in SEWRPC Memorandum Report No. 101, Upper Nemahbin Lake Watershed Inventory Findings, Waukesha County, Wisconsin, May 1995, was prepared by the Commission at the request of the Upper Nemahbin Lake Management District. The inventory was completed in cooperation with the Wisconsin Department of Natural Resources and the U. S. Geological Survey. The report provides inventory data on land use, environmentally sensitive areas, and pollutant loadings for the area tributary to the Lake, as well as aquatic plant data and data on ecologically valuable in-lake and shoreland areas. The inventory data are developed to serve as a component of a comprehensive lake management plan for Upper Nemahbin Lake.

Local and Subregional Sewerage Facilities Planning

During 1995, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Clean Water Act, the requirements of the Wisconsin Clean Water Fund administered by the Wisconsin Department of Natural Resources, and good engineering practice. Work activities during 1995 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 1995:

- Continued assistance to local units of government in the Region in developing facility plans for modifications to existing public sewerage systems or for providing new centralized sanitary sewerage systems. During 1995, local sewerage facilities plans were completed for the Pennsylvania Avenue trunk sewer, a component of the Milwaukee Metropolitan Sewerage District sewerage system, in Milwaukee County; the Town of Lyons Sanitary District No. 2 and the Town of Geneva-Lake Como Sanitary District in Walworth County; and the City of Hartford in Washington County. These plans set forth recommendations for the construction of new sewerage facilities in accordance with the recommendations of the adopted regional water quality management plan. As such, these facilities plans were recommended by the Commission to the Wisconsin Department of Natural Resources for approval.

- Initiation of work on a planning program involving the preparation of a new sanitary sewerage system plan for the northwestern Waukesha County area. The Commission is administering the work on behalf of the local units of government involved. A consultant is conducting the technical work involved. The planning program was outlined in a prospectus prepared and published by the Commission in 1993 at the request of the local units of government involved. The prospectus placed particular emphasis upon identifying the most cost-effective and environmentally sound sewerage system to serve existing and probable future urban development in northwestern Waukesha County. It was envisioned that the study would also address the institutional and fiscal considerations inherent in the development of the selected sewerage facilities.

- Continuation of work toward implementation of the recommendations contained in the subregional sanitary sewerage and water supply system plans prepared for the greater Kenosha and greater Racine areas. These plans were completed in 1992 and are described in the Commission's 1992 Annual Report. During 1995, intergovernmental meetings were

held in the greater Kenosha area and a Commission staff memorandum was prepared to provide further information on environmental and socio-economic issues related to implementation of the system plans for the greater Kenosha area. At year's end, the system plans for the greater Kenosha area had been approved by the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers. Work was initiated on preparation of an amendment to the regional water quality management plan to incorporate the findings of the sanitary sewerage system plan for the greater Kenosha area in the regional water quality management plan.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

The adoption during 1979 of a regional water quality management plan for Southeastern Wisconsin set into motion a process whereby, under rules promulgated by the Wisconsin Department of Natural Resources, the Commission must review and comment on all proposed public sanitary sewer extensions. Such review and comment must relate a proposed public sewer extension to the sanitary sewer service areas identified in the adopted plan. Under Section NR 110.08(4) of the Wisconsin Administrative Code, the Wisconsin Department of Natural Resources may not approve public sanitary sewer extensions unless such extensions are found to be in conformance with an adopted areawide water quality management plan. In addition, rule changes promulgated by the Wisconsin Department of Industry, Labor and Human Relations during 1985 require the Commission to comment on certain private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks relative to the Commission's adopted areawide water quality management plan. Under Section ILHR 82.20(4) of the Wisconsin Administrative Code, the Wisconsin Department of Industry, Labor and Human Relations may not approve private main sewer or building sewer extensions unless such extensions are found to be in conformance with an adopted areawide water quality management plan.

When the regional water quality management plan was adopted in 1979, that plan included preliminary recommended sanitary sewer service areas tributary to each recommended public sewage treatment facility in the Region. A total of 85 such sanitary sewer service areas were delineated and named in the adopted plan. These initially recommended sanitary sewer service areas were based upon the second-generation regional land use plan for the year 2000. As such, the preliminary delineations were necessarily general in nature and did not reflect detailed local planning considerations. Accordingly, the Commission determined that upon adoption of the regional water quality management plan, steps would be taken to refine and detail each of the sewer service areas in cooperation with the local units of government concerned. A process for refining and detailing the areas was set forth in the plan, consisting of intergovernmental meetings with the affected units of government and culminating in the holding of a public hearing on the refined and detailed sewer service area map. Such a map would identify not only the planned perimeter of the sewer service area, but also the location and extent of the primary environmental corridors within that service area, which corridors contain the best and most important elements of the natural resource base. Preserving the environmental corridor lands in essentially natural, open uses is important to the maintenance of the overall quality of the environment and helps avoid the creation of serious and costly developmental problems. Accordingly, urban development should be discouraged from occurring within the corridors identified in the sewer service area plans, an important factor to be considered in the extension of sanitary sewer service.

The Commission also determined that each refined and detailed sanitary sewer service area plan, including detailed delineations of primary environmental corridors, would be documented in a Commission community assistance planning report. That report would be formally adopted by the appropriate local sewerage agency and by the Commission and forwarded to the Wisconsin Department of Natural Resources and the U. S. Environmental Protection Agency as an amendment to the adopted regional water quality management plan.

As noted above, the regional water quality management plan adopted in 1979 originally identified 85 sanitary sewer service areas. Subsequent to adoption of the original plan, the Commission has conducted a continuing effort to refine and detail the planned sewer service areas of the Region through local-level planning efforts resulting in amendments to the regional water quality management plan. During 1995, these efforts included the following:

- The completion and adoption by the Commission of a refined and detailed sanitary sewer service area plan for the Villages of Fontana-on-Geneva Lake and Walworth and environs in Walworth County. This plan was also adopted by the respective Villages and by the Fontana-Walworth Water Pollution Control Commission during 1995.

- The completion and adoption by the Regional Planning Commission of a second-generation sanitary sewer service area plan for the City of Whitewater and environs in Walworth, Jefferson, and Rock Counties. The prior plan for the City and environs was completed and adopted in 1987. The updated and revised plan was also adopted locally during 1995.

- The completion and adoption by the Commission of a second-generation sanitary sewer service area plan for the City of Hartford and environs in Washington and Dodge Counties. The prior plan for this area was completed and adopted in 1984 and amended in 1987 and 1988. The updated and revised plan was also adopted locally during 1995.

- The adoption by the Commission of minor amendments to the sewer service area plans for the Village of Belgium and the City of Mequon, Ozaukee County; the City of Racine area, Racine County; the City of Elkhorn and the Williams Bay-Geneva National-Lake Como sewer service areas of the Walworth County Metropolitan Sewerage District, Walworth County; the City of West Bend area, Washington County; and the Village of Hartland and the Lake Pewaukee Sanitary District, Waukesha County. All of these amendments were adopted by the respective local units of government concerned during 1995.

By the end of 1995, as a result of this ongoing refinement and detailing process, a total of 72 of the 85 initially identified sanitary sewer service areas had been refined and detailed. Because the refinement and detailing process sometimes involves the redefinition and combination of previously defined areas, these 72 originally defined areas have been combined into a total of 58 currently defined areas.

In addition, the refinement and detailing process sometimes has resulted in the recognition of new sanitary sewer service planning areas which were either not envisioned in the original 1979 regional water quality management plan or were part of larger planning areas. As of the end of 1995, 12 such areas have been delineated by amendments to the regional water quality management plan. These 12 new areas are: the Powers-Benedict-Tombeau Lakes area in Kenosha and Walworth Counties; the City of Franklin and the City of Oak Creek portions of the Milwaukee Metropolitan Sewerage District in Milwaukee County; the Bohner Lake area in Racine County; the Alpine Valley, the Country Estates Sanitary District, the Pell Lake, and the Griedanus Landfill areas, all located in Walworth County; the Eagle Spring Lake Sanitary District, the Village of Lannon portion of the Lannon-Menomonee Falls area, and the Mukwonago County Park area in Waukesha County; and the Rainbow Springs area, lying in both Waukesha and Walworth Counties.

The existing status of all planned sanitary sewer service areas is summarized in Table 32 and on Map 21. The table identifies the 85 initially identified sewer service areas; the 72 initially identified sewer service areas for which the recommended plan refinement process was completed at the end of 1995; and the 58 redefined areas and the 12 new areas resulting from that refinement process. The table also identifies the documents setting forth each refined and detailed sewer service area and the respective dates on which the Commission adopted those documents as amendments to the regional water quality management plan.

Pending the completion of such plan refinement studies in cooperation with the local units of government concerned, the Commission must use the more general sewer service area recommendations set forth in the adopted regional water quality management plan as a basis for reviewing and commenting on individual proposed sanitary sewer extensions.

During 1995, review comments were provided on 256 public sanitary sewer extensions and 216 private main sewers or building sewer extensions, distributed by county as shown in Table 33.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 1995, Commission efforts in watershed, floodland, and stormwater management consisted of continued work on the stormwater management

Table 32

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 1995

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Kenosha	Bristol-George Lake	Bristol	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
	Bristol IH 94 Pleasant Prairie North	Bristol/Pleasant Prairie	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin, November 1985
	Camp-Center Lakes Cross Lake Rock Lake Wilmot	Salem South	March 3, 1986	SEWRPC Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin, February 1986
	Hooker-Montgomery Lakes	Salem North	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
	Kenosha Pleasant Park Somers	Kenosha	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin, November 1985
	Paddock Lake	Paddock Lake	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
	Pleasant Prairie South	Pleasant Prairie South	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin, November 1985
	--	Powers-Benedict-Tombeau Lakes	December 7, 1994	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties, December 1994
	Silver Lake	Silver Lake	June 15, 1987	SEWRPC Community Assistance Planning Report No. 119, Sanitary Sewer Service Area for the Village of Silver Lake, Kenosha County, Wisconsin, May 1987

Table 32 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Kenosha (continued)	Twin Lakes	Twin Lakes	June 15, 1987	SEWRPC Community Assistance Planning Report No. 149, Sanitary Sewer Service Area for the Village of Twin Lakes, Kenosha County, Wisconsin, May 1987
Milwaukee	Milwaukee Metropolitan Sewerage District (portion)	Franklin	December 5, 1990	SEWRPC Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
	Milwaukee Metropolitan Sewerage District (portion)	Oak Creek	September 7, 1994	SEWRPC Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994
	Milwaukee Metropolitan Sewerage District (portion)	--	--	--
	South Milwaukee	--	--	--
Ozaukee	Belgium	Belgium	September 15, 1993	SEWRPC Community Assistance Planning Report No. 97, 3rd Edition, Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin, August 1993
	Cedarburg Grafton	Cedarburg Grafton	June 15, 1987	SEWRPC Community Assistance Planning Report No. 91, Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1987
	Fredonia Waubeka	Fredonia Waubeka	September 13, 1984	SEWRPC Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, July 1984
	Lake Church	--	--	--
	Mequon Thiensville	Mequon Thiensville	January 15, 1992	SEWRPC Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin, January 1992
	Port Washington	Port Washington	December 1, 1983	SEWRPC Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, September 1983
	Saukville	Saukville	December 1, 1983	SEWRPC Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983
Racine	--	Bohner Lake	June 15, 1994	Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas, June 1994

Table 32 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Racine (continued)	Burlington	Burlington	June 16, 1986	SEWRPC Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin, April 1986
	Eagle Lake	Eagle Lake	January 18, 1993	SEWRPC Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin, December 1992
	Racine Caddy Vista	Racine Caddy Vista	December 1, 1986	SEWRPC Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin, November 1986
	Southern Wisconsin Center	Southern Wisconsin Center	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
	Union Grove	Union Grove	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
	Waterford/Rochester Tichigan Lake	Waterford/Rochester	June 16, 1986	SEWRPC Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin, May 1986
	Wind Lake	--	--	--
	Yorkville	--	--	--
Walworth	--	Alpine Valley	December 4, 1989	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy, December 1989
	Darien	Darien	September 23, 1992	SEWRPC Community Assistance Planning Report No. 123, 2nd Edition, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, July 1992
	Delavan Delavan Lake Elkhorn Walworth County Institutions Williams Bay Lake Como --	Delavan-Delavan Lake Elkhorn Williams Bay-Geneva National-Lake Como Griedanus Landfill	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, November 1991
	East Troy Potter Lake	East Troy Potter Lake	June 16, 1993	SEWRPC Community Assistance Planning Report No. 112, 2nd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, June 1993

Table 32 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	Fontana Walworth	Fontana-Walworth	June 21, 1995	SEWRPC Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin, June 1995
	Genoa City	Genoa City	March 6, 1989	SEWRPC Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, February 1989
	Lake Geneva	Lake Geneva	January 18, 1993	SEWRPC Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
	Lyons --	Lyons Country Estates Sanitary District	September 15, 1993	SEWRPC Community Assistance Planning Report No. 158, 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
	--	Pell Lake	December 7, 1994	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties, December 1994
	Sharon	--	--	--
	Whitewater	Whitewater	March 1, 1995	SEWRPC Community Assistance Planning Report No. 94, 2nd Edition, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, March 1995
Washington	Allenton	Allenton	March 11, 1985	SEWRPC Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, September 1984
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
	Hartford	Hartford	June 21, 1995	SEWRPC Community Assistance Planning Report No. 92, 2nd Edition, Sanitary Sewer Service Area for the City of Hartford and Environs, Washington County, Wisconsin, June 1995
	Jackson	Jackson	June 17, 1984	SEWRPC Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin, May 1985
	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, December 1988

Table 32 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	Newburg	Newburg	March 3, 1993	SEWRPC Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
	Slinger	Slinger	September 15, 1993	SEWRPC Community Assistance Planning Report No. 128, 2nd Edition, Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin, September 1993
	West Bend	West Bend	December 2, 1982	SEWRPC Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin, December 1982
Waukesha	Beaver Lake	--	--	--
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
	Delafield-Nashotah Nashotah-Nemahbin Lakes	Delafield-Nashotah	January 18, 1993	SEWRPC Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992
	Dousman	Dousman	December 5, 1990	SEWRPC Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, December 1990
	--	Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District, December 1985
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
	Menomonee Falls --	Menomonee Falls Lannon	June 16, 1993	SEWRPC Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990

Table 32 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)[a]	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	--	Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Muskego	Muskego	March 3, 1986	SEWRPC Community Assistance Planning Report No. 64, 2nd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, March 1986
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin, November 1987
	North Lake	--	--	--
	North Prairie	--	--	--
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	March 6, 1989	SEWRPC Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, February 1989
	Oconomowoc Lake	--	--	--
	Okauchee Lake	--	--	--
	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985
	Pine Lake	--	--	--
	--	Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Sussex-Lannon	Sussex	September 7, 1994	SEWRPC Community Assistance Planning Report No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994
	Wales	--	--	--
	Waukesha	Waukesha	December 2, 1985	SEWRPC Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, June 1985

[a]*This category also includes unrefined sanitary sewer service areas which were either not envisioned in the original 1979 regional water quality management plan or which were part of larger sanitary sewer service areas, but have since been delineated by amendments to the regional water quality management plan.*

plan for the City of West Bend; the provision of technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; the provision of hydrologic and hydraulic data, including flood-flow and stage data, to consulting engineers and governmental agencies; and the conduct of a cooperative stream-gaging program. Work also continued in 1995 on the preparation of a comprehensive watershed plan for that portion of

Map 21

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 1995

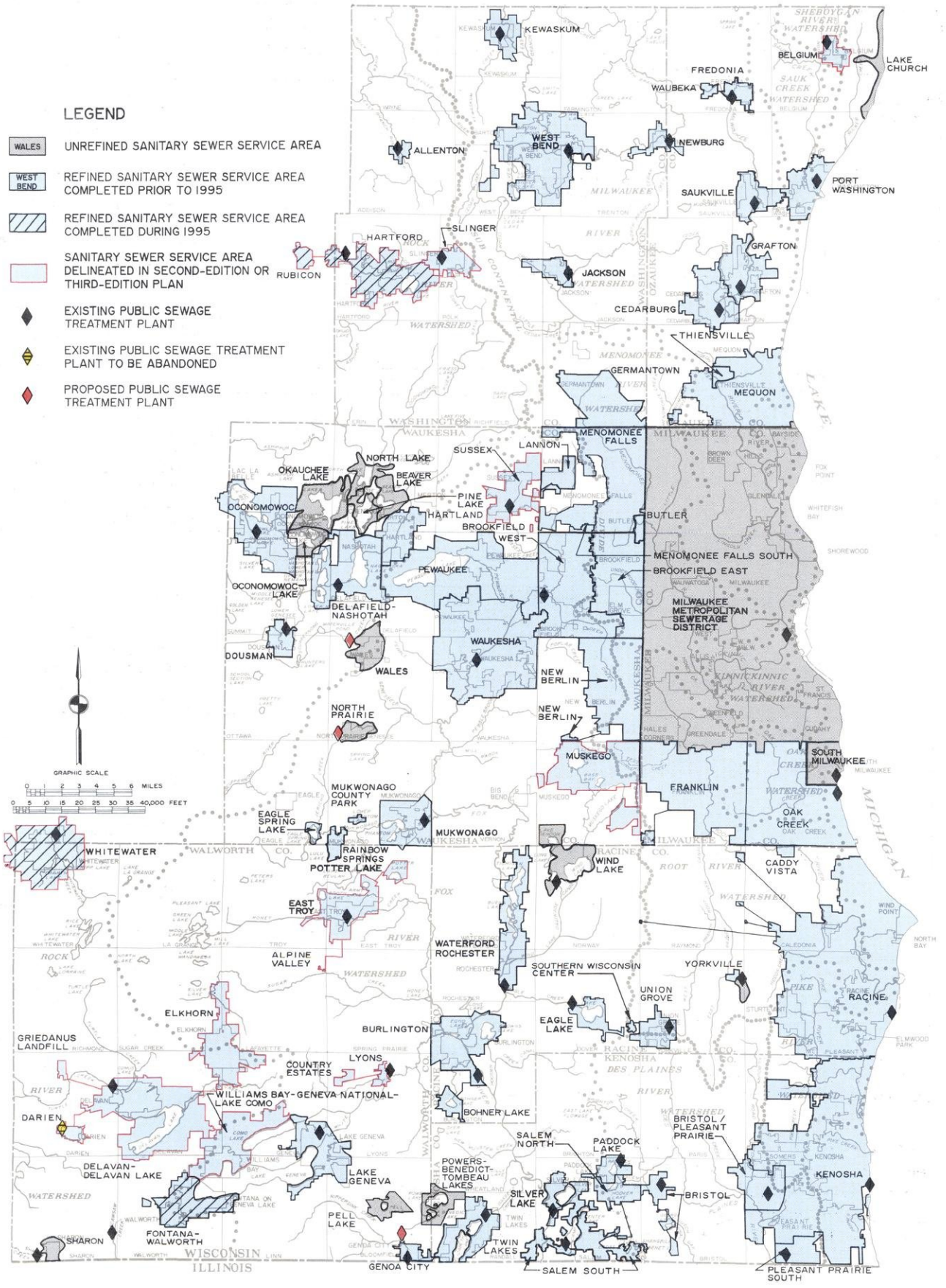


Table 33

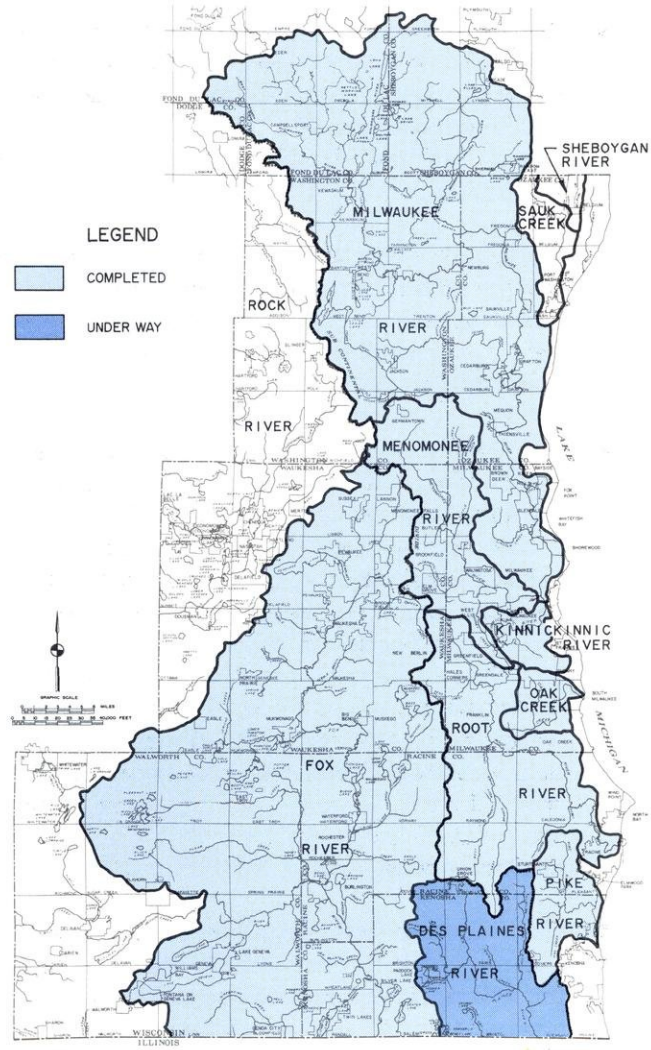
SANITARY SEWER EXTENSION REVIEWS: 1995

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha	28	15	43
Milwaukee	49	33[a]	82
Ozaukee	20	17	37
Racine	29	23	52
Walworth	22	28	50
Washington	28	28	56
Waukesha	80	72	152
Total	256	216	472

[a] *The Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 1995, 448 reviews of building sewer extensions were conducted by the City.*

Map 22

SEWRPC WATERSHED STUDIES UNDER WAY OR COMPLETED: 1995



the Des Plaines River watershed lying within the State of Wisconsin. Map 22 indicates the coverage of the watershed studies conducted by the Commission through 1995.

Stormwater and Floodland Management Planning

During 1995, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems. Both stormwater drainage and flood control deal with problems of disposal of unwanted water; the distinction between these two concepts is not always clear-cut. The Commission defines flood control as the prevention of damage from the overflow of natural streams and watercourses. In contrast, drainage is defined by the Commission as the disposal of excess stormwater on the land surface before such water has entered defined stream channels. While the Commission continues to be extensively involved in flood control planning, its work efforts in recent years have been increasingly directed toward stormwater management planning.

In 1995, the Commission undertook a number of stormwater and floodland management planning activities at the request of local units of government. The following are examples of such work:

- At the request of Kenosha County, the Commission staff reviewed 10 stormwater management plans for new development proposals within the County. The reviews included consideration of stormwater drainage, nonpoint source pollution control, and construction erosion control. Where appropriate, the reviews were conducted within the broader context of the adopted watershed studies and the regional water quality management plan.

- At the request of Racine County, the Commission staff reviewed the hydrologic and hydraulic aspects of five requests for limited floodplain boundary adjustments in the Fox, Pike, and Root River watersheds. Commission staff also reviewed a hydraulic analysis to determine the 100-year recurrence interval flood profile along a portion of an

unnamed tributary in the West Branch Root River Canal subwatershed of the Root River watershed.

- At the request of Milwaukee County, the Commission staff prepared hydraulic analyses of improvement plans for Kulwicki Park, which is located at the confluence of Wildcat Creek and the Root River in the City of Greenfield.

- Work was completed on a storm sewer system inventory map for the Village of Kewaskum. The map was prepared using field-surveyed data along with the Commission geographic information system.

- The Commission staff delineated floodplains and floodways along 15 reaches of streams in the Fox, Menomonee, and Root River watersheds in the City of New Berlin. These delineations, which together had a length of 24 miles, are to be used in the preparation of zoning and floodplain boundary maps for the City. The Commission staff also reviewed the preliminary revised Federal flood insurance study and accompanying flood insurance rate map for Poplar Creek, which were prepared by the Federal Emergency Management Agency using data from floodplain analyses performed by Commission staff.

- The Commission staff provided the Town of Summit with review comments related to the hydraulic impacts on the Bark River of a proposed outlet control structure on Lower Genesee Lake.

- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the design of bridges and culverts along streams in the Region, in the facilities design phases of projects recommended under Commission plans, and in other related water resource and environmental projects. During 1995, data were provided for: 1) Camp and Center Lakes in the Town of Salem, Kenosha County; 2) Honey Creek in the Cities of Greenfield and Wauwatosa; 3) the North and East Branches of the Root River in the City of Franklin; 4) Oak Creek and Crayfish Creek in the City of Oak Creek; 5) Hale Creek in the City of West Allis; 6) the Pike River in Kenosha and Racine Counties; 7) the Root River in the Town of Caledonia, Racine County; 8) the Fox River in the Village of Waterford and the Town of Burlington, Racine County; 9) Little Muskego Lake, Big Muskego Lake, Wind Lake, and the Rochester and Waterford Impoundments in Racine and Waukesha Counties; 10) Southwick Creek in the Village of Williams Bay; 11) Poplar Creek in the City of New Berlin; 12) the Menomonee River and Lilly Creek in the Village of Menomonee Falls; 13) the portion of the Sussex Creek subwatershed in the vicinity of the Village of Sussex; and 14) Willow Springs Creek in the Town of Sussex.

- Four meetings of the Des Plaines River Watershed Committee were held to consider and approve portions of the planning report for the watershed study. Six of the 16 report chapters were reviewed and approved for publication by the Committee.

- The third volume of a four-volume stormwater management plan report for the City of West Bend and environs was published during 1995. The volume presents a stormwater management plan for that portion of the planned urban service area of the City lying within the Milwaukee River drainage area. That plan, set forth in SEWRPC Community Assistance Planning Report No. 173, A Stormwater Management Plan for the City of West Bend, City of West Bend, Washington County, Wisconsin, Volume Three, Alternatives and Recommended Plan for the Milwaukee River Drainage Area, June 1995, was described briefly in the Commission's 1994 Annual Report.

- SEWRPC Memorandum Report No. 102, Water Level Control Plan for the Waterford-Vernon Area of the Middle Fox River Watershed, Racine and Waukesha Counties, Wisconsin, March 1995, was published. The plan set forth in that report recommends modifications to the operating procedure at the Waterford Dam; consideration of the installation of an automated system of gate controls at the Waterford Dam; establishment of navigability through the removal of trees

and debris from the Fox River channel and sediment removal from localized sites along the channel; provision of streambank protection along about 2.4 miles of streambank; purchase of flood-prone lands which would become part of the Fox River Parkway recreational corridor; establishment of a task force to develop a water use plan for the River upstream of the Waterford Impoundment; and dredging along the shoreline and in shallow bays within the Waterford Impoundment, Tichigan Lake, and the Fox River immediately upstream from the Impoundment. The recommended plan is shown on Map 23.

In 1996, the Commission will continue its involvement in stormwater management and floodland management activities, maintaining a staff capability to respond to requests for assistance from local governmental units and State agencies.

Floodplain Data Availability

The status of existing flood hazard data in the Region is shown on Map 24. The Commission has completed comprehensive watershed studies for the Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in the development of flood hazard data for about 699 miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of flood hazard data for a total of about 65 additional miles of stream channel. Large-scale flood hazard maps prepared to Commission specifications are available for the riverine areas along about 576 miles of stream channel for which the Commission, the Wisconsin Department of Natural Resources, and the Federal Emergency Management Agency have developed flood hazard data. The large-scale mapping total represents a 4 percent increase over the 1994 total.

Flood Insurance Rate Studies

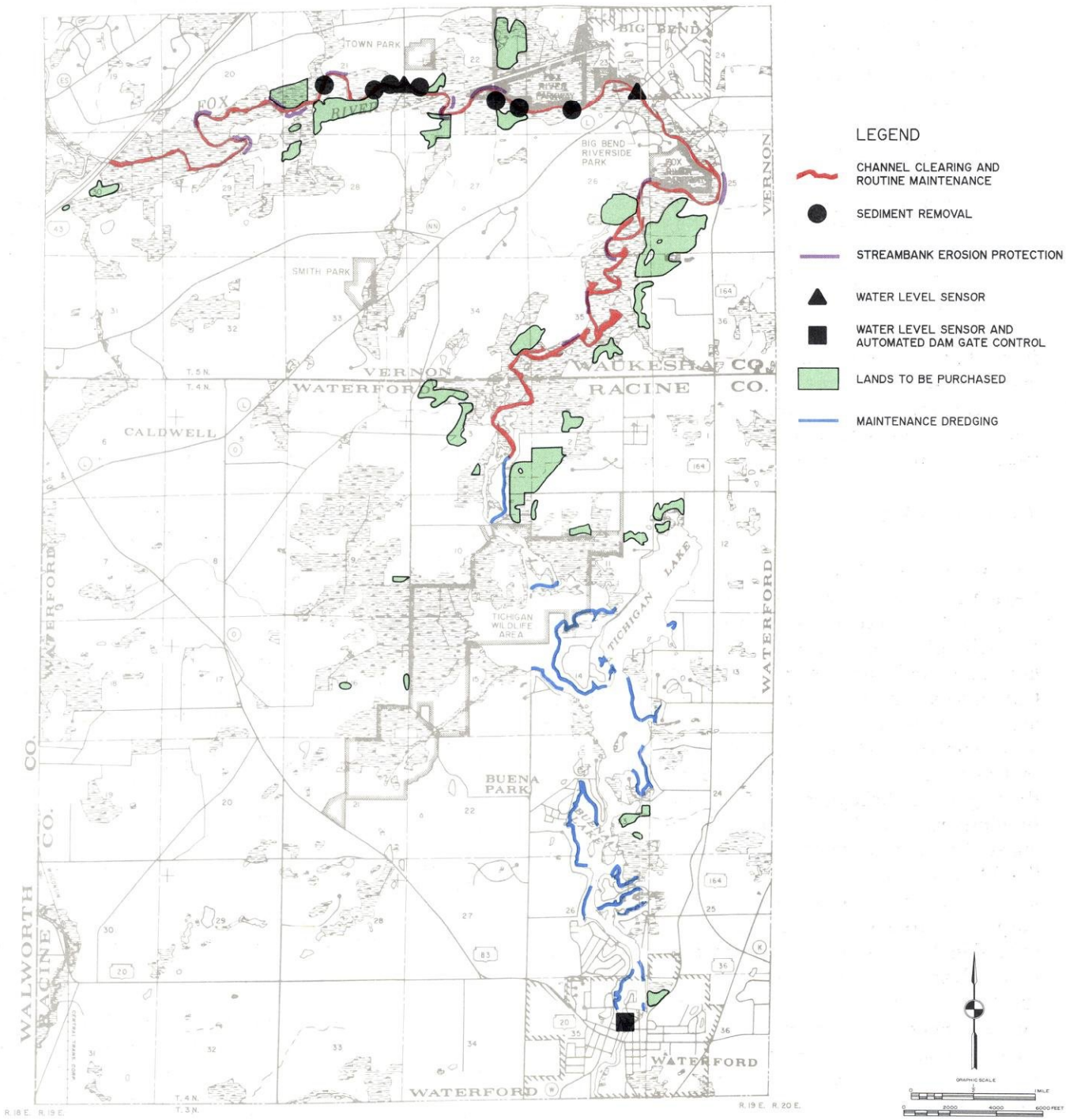
Under the National Flood Insurance Act of 1968, the Federal Emergency Management Agency was given authority to conduct studies to determine the location and extent of floodlands and the monetary damage risks related to the insurance of urban development in floodland areas. The Agency is proceeding with the conduct of such studies on a community-by-community basis throughout the United States. While the Commission has not directly contracted with the Agency for the conduct of such studies, the Commission does cooperate with all of the engineering firms and agencies involved in the conduct of such studies, particularly in the provision of basic floodland data already developed by the Commission in a more comprehensive and cost-effective manner through its series of watershed studies. The Commission provides to the contractors all the detailed hydrologic and hydraulic data developed under the watershed studies for the various streams in the Region and shares with the contractors the results of the analytical phases of such studies. Development by the Commission of such data makes it possible for the Agency to carry out the flood insurance rate studies more efficiently and at considerably less cost than if such data had to be developed on a community-by-community basis. Commission participation in and review of the study findings, moreover, assures consistency between studies for communities located along a given river or stream.

Federal flood insurance studies are carried out individually for incorporated cities and villages and for the remaining unincorporated areas of counties. The status of flood insurance rate studies in the Region at the end of 1995 is shown on Map 25. During 1995, technical work on the revision of a second study of Poplar Creek in the City of New Berlin was completed by Commission staff. At year's end, the final flood insurance study report and maps were awaiting publication. It is the intent of the Federal Emergency Management Agency to update older studies, depending upon need and funding availability.

As shown on Map 25, as of 1995, there were 24 cities or villages in the Region for which the Federal Emergency Management Agency had not conducted a flood insurance rate study. In eight cases, the Agency has instead published a "flood hazard boundary map," which shows the approximate location of floodlands without the support of detailed engineering studies. The remaining 16 cities or villages in the Region are not considered by the Agency to contain flood hazard areas. In one of those 16, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was iden-

Map 23

RECOMMENDED WATER LEVEL CONTROL PLAN FOR THE WATERFORD-VERNON AREA OF THE MIDDLE FOX RIVER

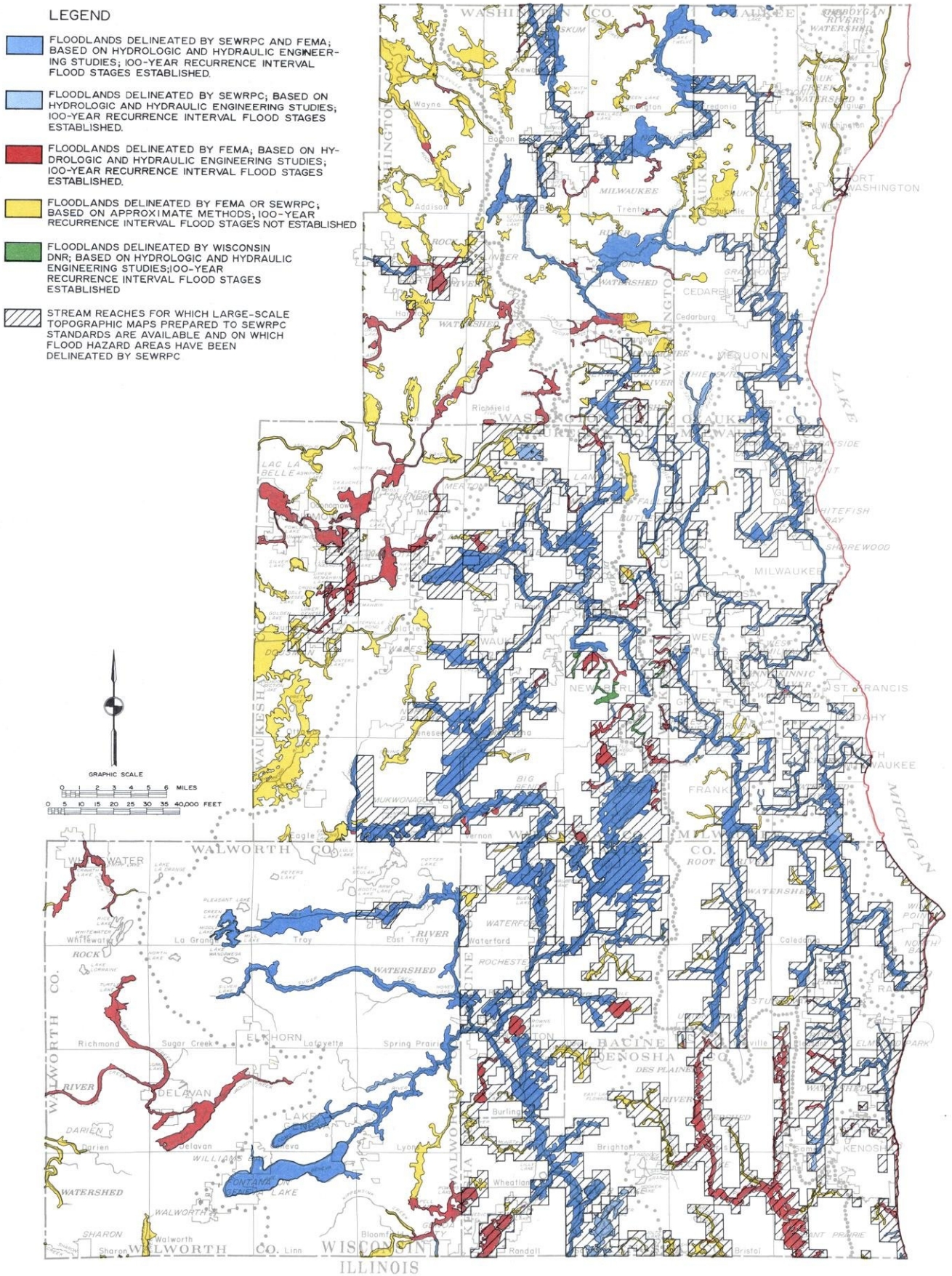


tified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

Besides providing available data from the Commission files to the contractors conducting such studies for the Federal Emergency Management Agency, the Commission staff helps to delineate floodways and attends meetings with local officials

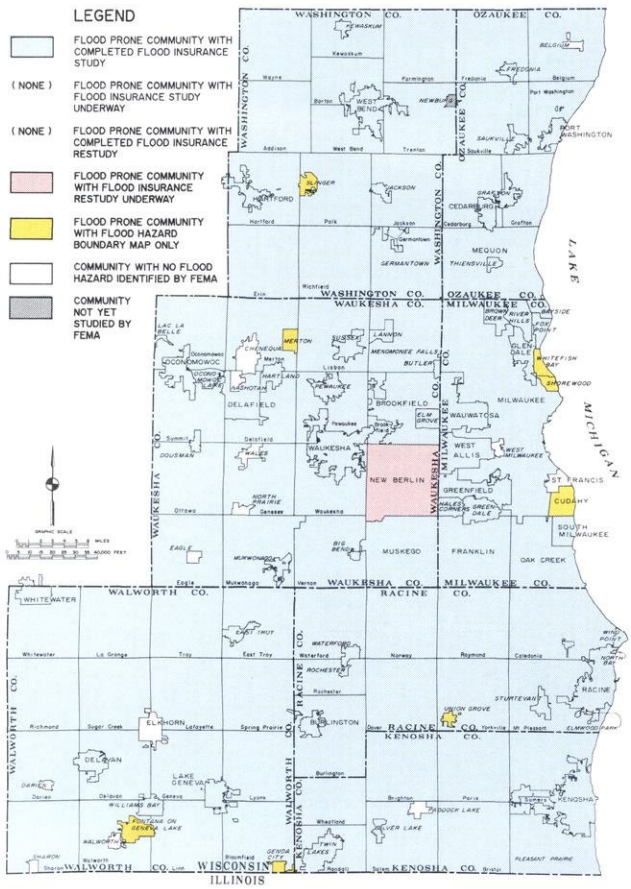
Map 24

DELINEATION OF FLOODLANDS: 1995



Map 25

STATUS OF FLOOD INSURANCE STUDIES: 1995



and citizens to discuss the results of flood insurance rate studies. Under its community assistance program, the Commission also assists local communities in enacting sound floodland regulations as required for participation in the Federal Flood Insurance Program.

Stream-Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous recording streamflow gages were in operation on the entire regional stream network. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more comprehensive streamflow-gaging program (see Map 26). The U. S. Geological Survey annually publishes the data collected under this streamflow-monitoring program. In 1995, there were 21 continuous recording streamflow gages in operation to monitor stream reaches entering, lying within, or originating within the Region, one less than at the end of 1994. Of the 21 gages, 14 were financially supported by the Waukesha County Board of Supervisors, the Milwaukee Metropolitan Sewerage District, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission's cooperative program. In addition, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, one gage was supported by the City of Brookfield, one gage was supported by the Wisconsin Department of Natural Resources, one gage was supported by the U. S. Army Corps of Engineers and the Walworth County Metropolitan Sewerage District, one gage was operated for the National Water Quality Assessment study, and two gages were supported by the Illinois Department of Transportation.

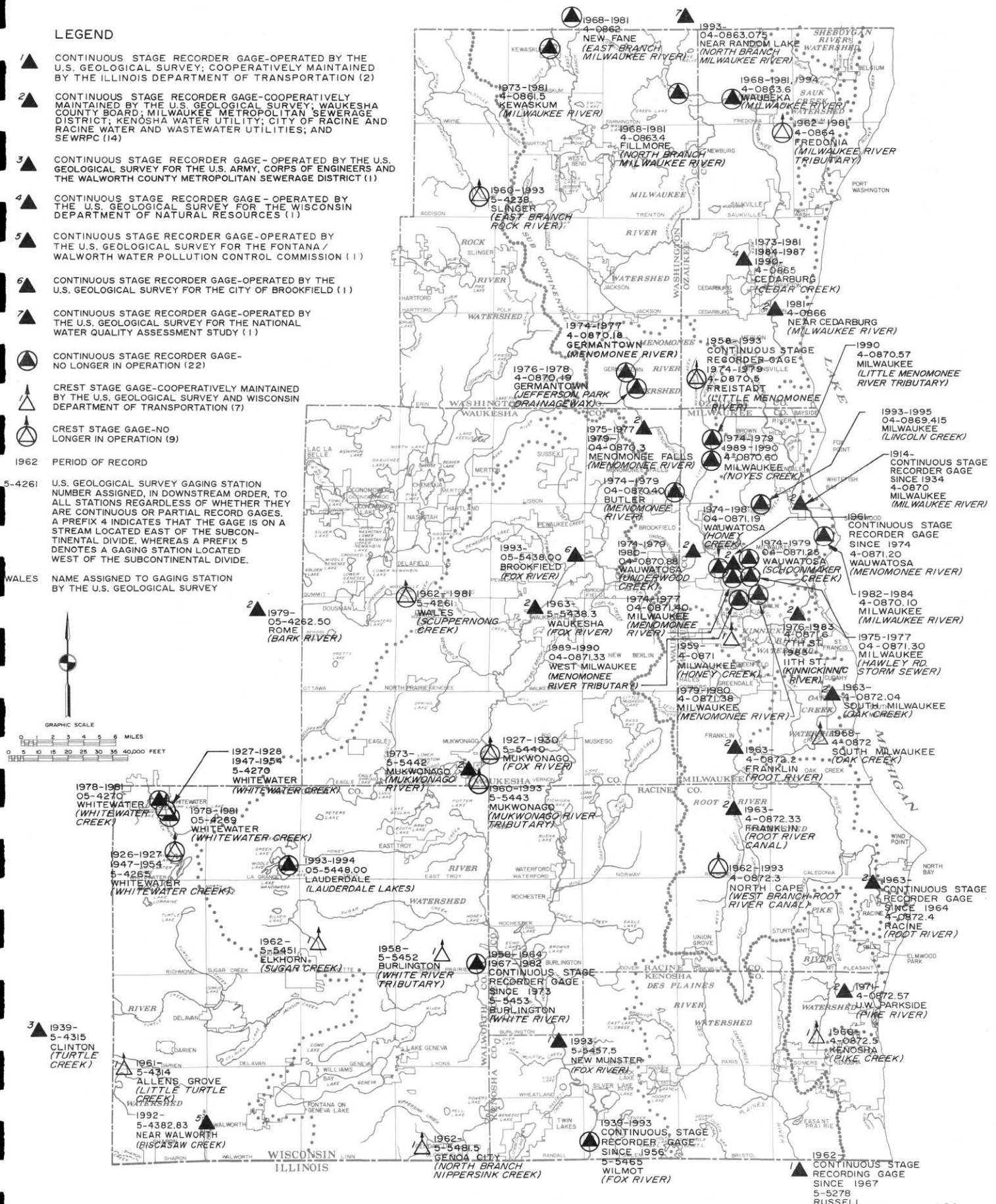
COASTAL MANAGEMENT PLANNING

During 1995, the Commission continued to provide assistance to the Wisconsin Department of Administration's Bureau of Energy and Coastal Policy Analysis in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities toward achieving the objective of better management of the resources of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State of Wisconsin pursuant to the Federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

Under an agreement with the Wisconsin Department of Administration, Bureau of Energy and Coastal Policy Analysis, the Commission in 1975 formed and staffed a Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin. This Committee represents a variety of interests, including local elected and appointed officials, the university community, and recreational, navigational, and environmental interest groups. The primary function of this Committee is the review of State coastal studies and reports as they are proposed and produced.

Map 26

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 1995



One of the continuing functions of the Commission under the coastal management program is the designation of special coastal areas. In 1995, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 27. These special areas have natural, scientific, economic, cultural, or historical importance. Designation by the Wisconsin Coastal Management Council as a special coastal area ensures eligibility for financial or technical assistance for special coastal area management activities through the Wisconsin Coastal Management Program and focuses attention on a valuable coastal resource.

In 1995, the Commission continued to assist local units of government in the implementation of locally developed shoreline erosion control plans. Comprehensive plans have been developed cooperatively by the Commission for Milwaukee and Racine Counties. These plans were described, respectively, in the 1989 and 1982 Annual Reports.

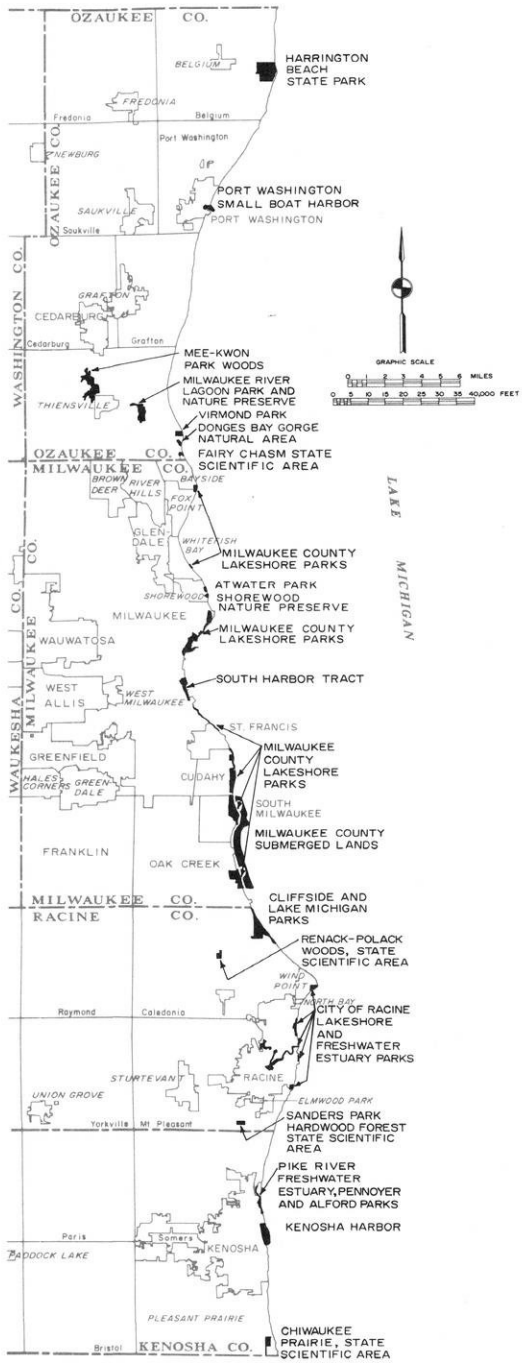
Also during 1995, the Commission initiated a Lake Michigan shoreline erosion and bluff stability study. This study is being funded in part by the Wisconsin Department of Administration Coastal Management Program. Included in the study will be a comparison of the actual coastal conditions found in 1995 to predicted conditions set forth in earlier studies.

SOLID WASTE MANAGEMENT PLANNING

During 1995, the Commission continued to assist counties in the Region in the preparation and implementation of locally developed, county-oriented solid waste management plans. Prior Annual Reports have summarized such plans for Kenosha, Milwaukee, and Walworth Counties, including an updated Walworth County plan completed in 1994. These plans were described, respectively, in the 1989, 1987, 1982, and 1994 Annual Reports.

Map 27

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 1995



ECONOMIC DEVELOPMENT ASSISTANCE DIVISION

DIVISION FUNCTIONS

The Economic Development Assistance Division assists local units of government in the Region in pursuing economic development activities and promotes the coordination of local economic development plans and programs. The Division provides four basic types of services: local economic development program planning; economic development data and information provision; economic development project planning services; and economic development, housing, and public facility grant assistance.

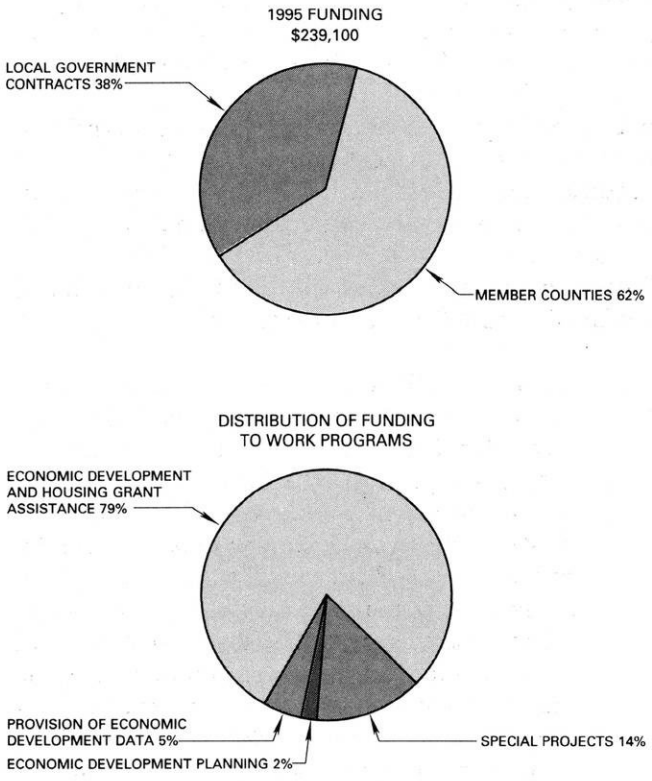
LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING

Increasingly, communities within the Southeastern Wisconsin Region have identified a need for ongoing local economic development activities. This need has been evidenced by a variety of local and regional economic development problems, including: 1) structural changes in the regional and national economies, as evidenced by a declining proportion of manufacturing employment and an increasing proportion of retail trade and service employment, 2) the growing importance to employers of international trade and government sales, 3) the availability of workers for the full range of employment opportunities in the Region, and 4) decisions by local businesses and industries to relocate to, or expand in, areas outside a community within the Region.

There has been an increasing interest in carefully planning local economic development programs in order to contain the rising costs of promoting economic development. In order to attract new and retain existing employers, some communities have chosen to purchase land for industrial parks and to provide the necessary infrastructure for development. Examples of the latter policy include roadway, sanitary sewer, water supply, and stormwater drainage improvements. Other communities have improved central commercial business districts through street resurfacing; improvements to curbs and gutters, sidewalks, public parking lots, and utilities; and the provision of such streetscape amenities as trees and curbside benches. Because the costs of these improvements have continued to escalate, however, and because business establishments have become less attached to existing geographic locations, many communities have begun to reevaluate previous decisions to promote economic development. While some have decided not to promote the growth of existing business and industry or the location of new firms within their boundaries, others have decided to continue to pursue a range of local economic development measures. These include identifying the types of economic development compatible with overall community development goals and objectives and promoting such compatible economic development activities. In response to the increased interest in furthering economic development at the local level, the Commission has developed a staff capability to assist public agencies and private organizations in such efforts.

Figure 50

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION



During 1995, the Commission engaged in the following local economic development program planning efforts:

- Provision of the demographic and socio-economic data necessary to enable preparation of county overall economic development program plan annual reports for Kenosha and Racine Counties. These reports serve to maintain county eligibility for Federal public works grants and revolving loan fund programs to further economic development.

- Participation in the Regional Economic Partnership—an economic development initiative that is being carried out cooperatively by the seven counties in the Southeastern Wisconsin Region, the Wisconsin Electric Power Company, and the Commission.

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic development-related data. This function also includes the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 1995, the Division prepared written responses from the Commission files to 64 requests for economic development-related data. In addition, the Division responded to approximately 400 requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, Federal and State agencies, local development organizations, businesses, and individual citizens. The following are some examples of Division activity in performing this function during 1995:

- Provision of Wisconsin Department of Industry, Labor and Human Relations (DILHR) data identifying the number of industries and employees by industry type within communities in Southeastern Wisconsin. In addition, Wisconsin Department of Administration, U. S. Bureau of the Census, U. S. Bureau of Economic Analysis, U. S. Bureau of Labor Statistics, and Southeastern Wisconsin Regional Planning Commission demographic and socio-economic data were provided upon request. These types of data were provided to various units and agencies of government, nonprofit organizations, and businesses in Southeastern Wisconsin.

- Provision of assistance to local community staff and representatives of businesses interested in locating or expanding in communities in Southeastern Wisconsin, utilizing information on State and Federal business loan and infrastructure development programs.

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

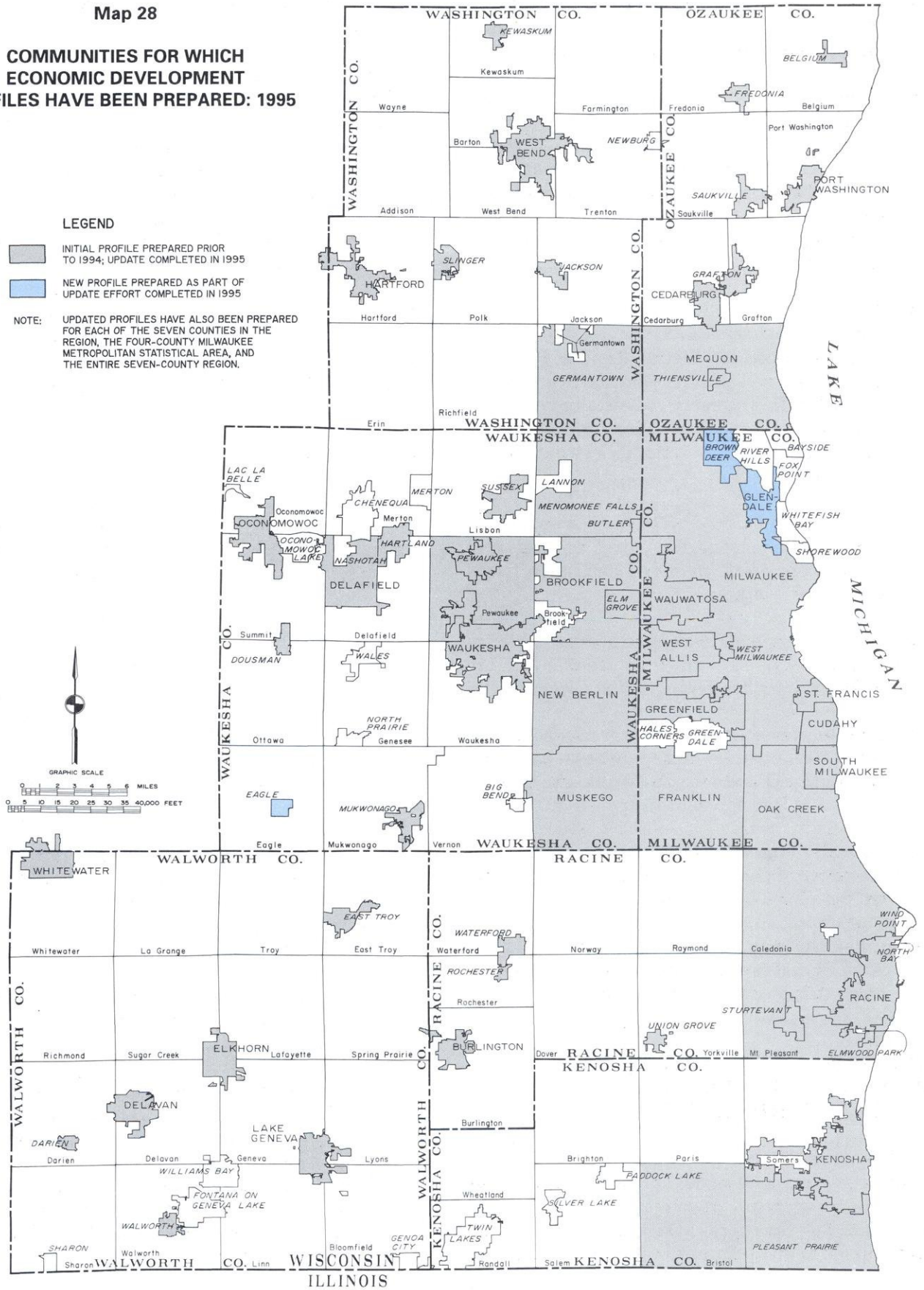
Economic development project planning involves conducting detailed economic development planning studies for local units of government, development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 1995, the following representative project planning services were provided:

- The Commission staff completed work on an update of the series of community economic profiles originally prepared in 1984 and updated in 1988 and 1990 with the assistance of the Wisconsin Electric Power Company. The profiles are intended to be used by local units of government and private development organizations in Southeastern Wisconsin in efforts to attract and retain industrial and commercial development. The profiles, prepared in a succinct, easy-to-read format, provide information on resident population, personal income, employment and labor force statistics, financial and educational institutions, public and private utilities and public services, transportation facilities, housing stock, health facilities and services, and media outlets. In addition, each profile is illustrated with a map of the community and of the Southeastern Wisconsin Region. The updated series includes community profiles for the Region, the Milwaukee Metropolitan Statistical Area, each of the constituent seven counties, and 60 cities, villages, and towns within the Region. The communities whose previously existing profiles were updated, as well as those for which new profiles were prepared as part of the update effort, are shown on Map 28.

- Commission staff assisted the Racine County Economic Development Corporation with the conduct of a countywide business retention survey.

Map 28

COMMUNITIES FOR WHICH ECONOMIC DEVELOPMENT PROFILES HAVE BEEN PREPARED: 1995



- Commission staff assisted the Village of Menomonee Falls in the conduct of, and data analysis for, a local business retention survey.

- Commission staff initiated a work program to assist the City of Lake Geneva in relocating businesses and residential dwellings attendant to the creation of new surface parking in the City. The work program includes preparing a relocation plan for the project and providing the necessary services to implement that plan.

- At the request of Milwaukee County, Commission staff served on the Mitchell International Business Parks Project Planning Committee, an initiative that has been undertaken by Milwaukee County to develop and market industrial sites on land adjacent to or in the environs of General Mitchell International Airport.

- Commission staff completed work on an economic development fact sheet for the 30th Street Industrial Corridor Corporation in the City of Milwaukee.

- Commission staff completed work on an economic development and land use study for the STH 100 corridor in the City of Greenfield.

- Commission staff completed work on a directory of industrial and business parks in Waukesha County for the Waukesha County Economic Development Corporation.

- Commission staff assisted the Waukesha Area Chamber of Commerce in assembling statistical data for a City of Waukesha fact book.

- Commission staff served on the Waukesha Area Chamber of Commerce Economic Development/Industrial Council Committee.

ECONOMIC DEVELOPMENT, HOUSING, AND PUBLIC FACILITY GRANT ASSISTANCE

The Commission staff provides assistance to local units of government in the preparation of State and Federal economic development, housing, and public facility grant applications and in the administration of the programs after issuance of a grant award. The grant applications seek State or Federal funding to provide below-market-interest-rate loans to businesses or grants to local units of government in an effort to expand employment opportunities and to increase the community tax base, to provide for the rehabilitation of existing housing for low- and moderate-income persons, and to improve deficient public facilities serving low- and moderate income persons. Tables 34 and 35 provide a summary of grants obtained during 1995 with Commission assistance. These grants involved a total of about $2.9 million, as well as about $6.1 million in expected accompanying investment, the expected accompanying creation of 412 new jobs and retention of 150 jobs, and the expected accompanying rehabilitation of a total of 53 housing units. The specific grant awards involved are summarized below.

Grant Preparation

In 1995, the Commission assisted local units of government and economic development-related agencies in obtaining a variety of economic development, public facility, and housing grants:

- The City of West Bend was the recipient of a $500,000 Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award. This grant will be used to provide public infrastructure improvements adjacent to the Serigraph, Inc., manufacturing facility in the City. The grant award is expected to result in 50 new jobs and generate $895,000 in private investment.

- The City of Cedarburg was the recipient of a $750,000 Wisconsin Community Development Block Grant-Economic Development grant award. This grant will be used to partially finance the construction of a new manufacturing facility for the Kelch Corporation in the City. The grant award is expected to result in 38 new jobs and generate $1.8 million in private investment.

- The Village of Jackson was the recipient of a $260,000 Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development (TEA) grant award. The TEA grant will be used to provide roadway improvements attendant to the Sysco Food Services of Eastern Wisconsin expansion project in the Village. The grant

Table 34

ECONOMIC DEVELOPMENT GRANT ASSISTANCE: 1995

Project	Grant Amount	Private Investment	New Jobs	Retained Jobs
Community Development Block Grant-Public Facilities for Economic Development (PFED) Program				
City of West Bend				
Serigraph, Inc.	$ 500,000	$ 895,000	50	0
Community Development Block Grant-Economic Development Program				
City of Cedarburg				
Kelch Corporation	$ 750,000	$1,833,500	38	0
Community Development Block Grant-Revolving Loan Fund Program				
Village of Menomonee Falls				
Whalen Relocation Services, Inc.	$ 100,000	$ 200,000	10	0
T. R. Driggett, Inc.	100,000	740,000	14	0
Subtotal	$ 200,000	$ 940,000	24	0
Village of Menomonee Falls-Economic Development Master Fund				
K & G Investments, LLC	$ 15,000	$ 435,950	N/A	N/A
Wisconsin Transportation Facilities Economic Assistance and Development (TEA) Program				
Village of Jackson				
Sysco Food Services of Eastern Wisconsin	$ 260,000	$1,097,333	170	150
City of West Bend				
Serigraph, Inc.	633,000	633,000	130	0
Subtotal	$ 893,000	$1,730,333	300	150
Wisconsin Transportation Demand Management (TDM) Program				
Menomonee Falls Chamber of Commerce and Industry	$ 16,500	N/A	N/A	N/A
U. S. Small Business Administration 7(a) Program				
Racine County Economic Development Corporation				
Dynaseal, Inc.	$ 95,000	N/A	N/A	N/A
Total	$2,469,500	$5,834,783	412	150

Table 35

HOUSING GRANT ASSISTANCE: 1995

Project	Grant Amount	Private Investment	Housing Units
Community Development Block Grant-Disaster Recovery Assistance Program			
Kenosha County			
Kenosha County Housing Authority-Qualified Buyout Program	$200,000	N/A	N/A
Community Development Block Grant-Housing Rehabilitation Assistance Program			
City of Waukesha			
National Hotel, LLC	$ 90,000	$300,000	34
Kenosha County			
Kenosha County Housing Authority-Revolving Loan Fund	112,672	N/A	19
Subtotal	$202,672	$300,000	53
Total	$402,672	$300,000	53

award is expected to result in 170 new jobs and the retention of 150 jobs and to generate $1.1 million in private investment.

- The City of West Bend was the recipient of a $633,000 Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development (TEA) grant award. The TEA grant will be used to provide roadway improvements attendant to the Serigraph, Inc., expansion project in the City. The grant award is expected to result in 130 new jobs and generate $633,000 in private investment. The new jobs and private investment are in addition to those expected as a result of the Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award that was funded with the assistance of the Commission in 1995 and which is noted above.

- The Menomonee Falls Chamber of Commerce and Industry was the recipient of a $16,500 Wisconsin Department of Transportation-Transportation Demand Management (TDM) grant award. The TDM grant will be used to finance the formation of a transportation management association in the Village of Menomonee Falls.

- Kenosha County was the recipient of a $200,000 Wisconsin Community Development Block Grant-Disaster Recovery Assistance Program grant to finance the continuation of a qualified buyout program for the purpose of acquiring residential dwellings located in the 100-year recurrence interval floodplain of the Fox River in the Towns of Salem and Wheatland and the Village of Silver Lake, as well as relocating the residents living in those dwellings.

The Commission staff assisted the City of Waukesha in determining the feasibility of utilizing $90,000 in Waukesha Community Development Block Grant (CDBG) funds to partially finance the acquisition and rehabilitation of the Waukesha Hotel by National Hotel, LLC, in the City. The project is expected to rehabilitate 34 rental units and generate $300,000 in private investment.

The Commission staff assisted the Racine County Economic Development Corporation in obtaining approval for a U. S. Small Business Administration (SBA) 7(a) loan guarantee application involving a $95,000 loan for Dynaseal, Inc., in the City of Racine.

The Commission staff completed work on the following grant applications during 1995 for submission to their respective funding agencies for consideration in 1996:

- A City of Hartford application for a Wisconsin Department of Transportation-Statewide Transportation Enhancements Program (STEP) grant to finance improvements for the Hartford Heritage Auto Museum in the City.

- A City of Hartford application for a Wisconsin Department of Transportation-Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant to finance a pedestrian and bicycle trail along the Rubicon River in the City.

- A Hartford Area Development Corporation application for a Wisconsin Department of Development Community-Based Economic Development (CBED) Program grant to finance the capitalization of a revolving loan fund for tenants of the Innovation Center of Hartford.

- A Village of Sturtevant application for a Wisconsin Department of Development-Public Facilities Program grant to finance sewer, water, and roadway improvements along Wisconsin Street in the Village.

- A Kenosha County Housing Authority application for a Local Housing Organization Grant (LHOG) to finance the administrative costs attendant to a first-time-home-buyers' program in the County.

The Commission staff provided the following economic development grant-related technical assistance services in 1995:

- Provision of assistance to determine the feasibility of using Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development Program (TEA) funds to partially finance two business development projects in the City of Cudahy.

- Provision of assistance to determine the feasibility of using Wisconsin Community Development Block Grant-Economic Development funds to finance business expansion projects in the Cities of Burlington, Elkhorn, Hartford, Oconomowoc, and West Bend.

- Provision of assistance to determine the feasibility of using funds from the Wisconsin Department of Administration-Home Investment Partnerships Program (HOME) and the Wisconsin Department of Administration-Housing Cost Reduction Initiative (HCRI) program to finance housing development projects in Waukesha County.

- Provision of assistance to determine the feasibility of using Wisconsin Department of Administration-Home Investment Partnerships Program (HOME) funds to assist in the construction of new senior-citizen rental units in the Village of Menomonee Falls.

- Review of applications and submission of letters of support for Wisconsin Department of Development Community-Based Economic Development (CBED) grant applications for the Village of West Milwaukee, the Hartford Area Development Corporation, and the following organizations in the City of Milwaukee: Community Enterprises of Greater Milwaukee, Ltd.; Esperanza Unida, Inc.; the Milwaukee Urban League; the 30th Street Industrial Corridor Corporation; and the YWCA of Greater Milwaukee.

- Review of an application and submission of a letter of support for a U. S. Environmental Protection Agency (EPA) application by Milwaukee County and the 30th Street Industrial Corridor Corporation for a grant from the Brownfield Redevelopment Initiative Program.

Grant Administration

In addition to helping local communities apply for available Federal and State funds, the Commission will, upon request, contract with successful applicants for the administration of the grant awards and for the administration of revolving loan funds financed with repayments on loans to businesses and homeowners. A number of activities are involved in administering the grant awards, including ensuring that the terms of each grant award are met. During 1995, the Commission provided contract services to administer the following grant awards:

1. A Wisconsin Community Development Block Grant-Economic Development loan obtained by the City of Burlington with Commission assistance in 1993 and used to provide a business loan to Video Information System Training Associates, Inc.

2. A Wisconsin Community Development Block Grant-Economic Development loan obtained by the City of Hartford with Commission assistance in 1993 and used to provide a business loan to K & L Progressive Tools, Inc.

3. A Wisconsin Department of Administration-Home Investment Partnerships Program (HOME) grant obtained by the City of Hartford Community Development Authority with Commission assistance in 1993 and used to assist in the construction of new low- and moderate-income apartments in the City.

4. A Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant obtained by the City of Delavan with Commission assistance in 1994 and used to provide public infrastructure improvements adjacent to the Stock Lumber, Inc., truss plant and retail yard in the City.

5. A Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development Program (TEA) grant obtained by the City of Delavan and used to provide roadway and storm sewer improvements adjacent to the Stock Lumber, Inc., truss plant and retail yard in the City.

6. A Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant obtained by the Village of Jackson with Commission assistance in 1994 and used to provide public infrastructure improvements adjacent to the Craft-Cast Company, Inc., expansion project in the Village.

7. A Wisconsin Community Development Block Grant-Housing and Neighborhood Revitaliza-

tion Program grant obtained by Kenosha County with Commission assistance in 1994 and used to increase the pool of funds available through the Kenosha County Housing Authority housing rehabilitation revolving loan fund program established with loan repayments from 1985, 1988, and 1990 Wisconsin Community Development Block Grant awards that Kenosha County obtained with Commission assistance.

8. A Wisconsin Community Development Block Grant-Disaster Recovery Assistance Program grant obtained by Kenosha County with Commission assistance in 1994 and used to finance a qualified buyout program for the purpose of acquiring residential dwellings located in the 100-year recurrence interval floodplain of the Fox River in the Towns of Salem and Wheatland and the Village of Silver Lake, as well as relocating the residents living in those dwellings.

Details regarding each of the above grants are set forth in the Commission Annual Reports for the years in which they were respectively awarded.

In addition, the Commission provided contract services to administer the following grant awards made in 1995:

- A Wisconsin Community Development Block Grant-Economic Development grant award in the amount of $750,000 obtained by the City of Cedarburg with the assistance of the Commission. The grant funds will be used to partially finance the construction of a new manufacturing facility for the Kelch Corporation in the City. The grant award is expected to result in 38 new jobs and generate $1.8 million in private investment.

- A Wisconsin Community Development Block Grant-Disaster Recovery Assistance Program grant award in the amount of $200,000 obtained by Kenosha County with the assistance of the Commission. The grant funds will be used to finance the continuation of the qualified buyout program that was initially funded in 1994 with the assistance of the Commission.

Finally, the Commission provided technical assistance in the utilization and administration of revolving loan fund programs established through repayments on Wisconsin Community Development Block Grant awards and through locally borrowed funds during 1995 as follows:

- Provision of assistance to the Village of East Troy in conducting meetings with businesses interested in obtaining financing from the Village's revolving loan fund program and in completing the following activities: 1) administration of the Rodger N. and Catherine A. Trader, doing business as Tradecraft Wood Products, loan that was provided with the assistance of the Commission in 1992; 2) administration of the Buell Motorcycle Company loan that was provided with the assistance of the Commission in 1994; and 3) provision of assistance in the preparation of a 1994-1995 annual report for the Wisconsin Department of Development.

- Provision of assistance to the Village of Menomonee Falls in conducting meetings with businesses interested in obtaining financing from the Village's Community Development Block Grant revolving loan fund program and the Village's economic development master fund program, and in completing the following activities: 1) administration of the CAAP, Inc., loan that was provided with the assistance of the Commission in 1989; 2) administration of the Children's Community Center, Inc., loan that was provided with the assistance of the Commission in 1991; 3) administration of two loans for Performance Mold Products, Inc., that were provided with the assistance of the Commission in 1993; 4) administration of the Titan Plastics, Inc., loan that was provided with the assistance of the Commission in 1993; 5) administration of the James L. Schaefer, doing business as Signworks, loan that was provided with the assistance of the Commission in 1993; 6) administration of the Wilson's, Inc., loan that was provided with the assistance of the Commission in 1994; 7) administration of the Ganoung Flowers, Inc., loan that was provided with the assistance of the Commission in 1994; 8) administration of two loans for Debra and Kevin Krause, doing business as Needful Things, that were provided with the assistance of the Commission in 1994; 9) administration of the Richard and

Melanie Frank, doing business as Main Street Deli, loan that was provided with the assistance of the Commission in 1994; 10) provision of assistance in the packaging, closing, and administration of a $100,000 Village loan to Whalen Relocation Services, Inc., which loan is expected to create 10 new jobs and generate $200,000 in private investment; 11) provision of assistance in the packaging, closing, and administration of a $100,000 Village loan to T. R. Driggett, Inc., which loan is expected to create 14 new jobs and generate $740,000 in private investment; 12) provision of assistance in the packaging, closing, and administration of a $15,000 Village loan to K & G Investments, LLC, which loan is expected to generate $435,950 in private investment; and 13) provision of assistance in the preparation of a 1994-1995 annual report for the Wisconsin Department of Development.

- Provision of assistance to the City of Muskego in conducting meetings with businesses interested in obtaining financing from the City's revolving loan fund program and in completing the following activities: 1) administration of the Spectrum Aluminum Finishing, LLC, loan that was provided with the assistance of the Commission in 1994; and 2) provision of assistance in preparing a 1994-1995 annual report for the Wisconsin Department of Development.

- Provision of assistance to the City of Mequon in conducting meetings with businesses interested in obtaining financing from the City's revolving loan fund program.

- Provision of assistance to the Cities of Burlington, Hartford, and Whitewater, to the Village of Sussex, to Washington County, and to the Waukesha County Economic Development Corporation in the administration of their respective revolving loan fund programs.

- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the Kenosha County housing rehabilitation revolving loan fund program, which included the following activities: 1) submission of 48 loan applications to the Kenosha County Housing Authority for review and approval; 2) conduct of closings for 19 revolving loan fund loans totaling $112,672; 3) provision of information to 126 residents interested in the revolving loan fund program; and 4) administration of all outstanding revolving loan fund loans.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in the conduct of local planning efforts, thereby promoting coordination of local and regional plans and plan implementation actions and generally promoting good public administration as well as sound physical development within the Region. The Division provides five basic types of services: educational, advisory, review, project planning, and resident planning.

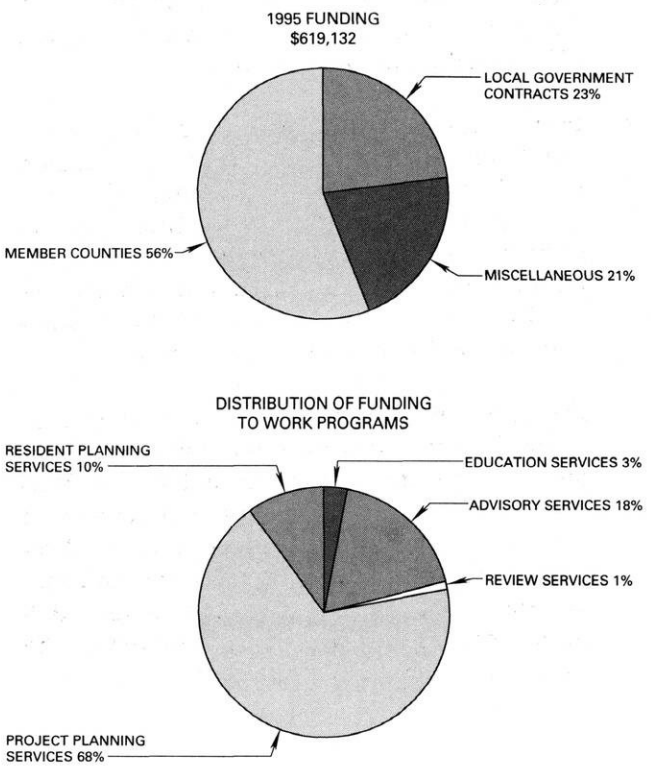
EDUCATIONAL SERVICES

Educational services are provided by the Division staff to local units of government and citizen groups on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. In addition, these efforts are directed at encouraging the creation, organization, staffing, and financing of local planning programs. During 1995, educational efforts included:

- Presentations regarding the general scope of the work of the Commission and the details of specific work programs to local governmental, student, professional, and civic groups, including classes at Waukesha County Technical College, the University of Wisconsin-Madison, the University of Wisconsin-Milwaukee, Marquette University, Upper Iowa University, and West Allis High School; to the American Society of Agricultural Engineers; to the Wisconsin Environmental Law Society; at a high-school teachers' continuing education program at Havenwoods Environmental Awareness Center; to the Building Owners and Managers Association of Milwaukee, Inc.; to the Waukesha County Farm Bureau; and to the Mukwonago Kiwanis Club. Presentations regarding demographic data and forecasts were made to the Waukesha County Economic Development Corporation, the Wisconsin Chapter of the American Society for Training and Development, the Cooperative Educational Service Agency No. 2, and to staff of the consulting firm of Graef, Anhalt, Schloemer and Associates. Presentations of the adopted regional land use plan were made to officials in the Towns of Fredonia, Jackson, Kewaskum, Saukville, Trenton, and Wayne, with emphasis in each case on how that plan pertains to the respective Towns involved. Presentations regarding the preliminary Waukesha County development plan were made to the Waukesha County Farm Bureau and the Waukesha County Economic Development Corporation. A presentation regarding water resource planning and management was made at the National Conference of the American Planning Association, held in Toronto. Commission staff participated with University of Wisconsin-Extension staff in creating a curriculum for local plan commissioner certification and participated in a workshop

Figure 51

COMMUNITY ASSISTANCE PLANNING DIVISION



regarding the duties and responsibilities of local plan commissions. Regional Planning Commission staff also made a presentation on local plan commission duties and responsibilities to officials in the Village of West Milwaukee and a presentation on zoning for planned unit developments to officials in the City of South Milwaukee.

- Presentations on automated land information systems and demonstrations of the Milwaukee County Automated Mapping and Land Information System (MCAMLIS) to the annual meeting of the Midwest Chapter of the American Planning Association; to classes from the University of Wisconsin-Whitewater, the University of Wisconsin-Milwaukee, Marquette University, Carroll College, and Waukesha County Technical College; to staff of the Public Policy Forum; to members of the Waukesha County Land Use, Parks and Environment Committee; to staff of the City of Racine and the Village of Brown Deer; to Milwaukee County Department of Parks, Recreation and Culture staff, Milwaukee County Department of Public Works staff, Milwaukee County Division of Emergency Government staff, Walworth County Surveyor's Office staff, and Waukesha County Register of Deeds Office staff; and to General Mitchell International Airport management staff. Commission staff also participated in the preparation of a local television news story concerning the MCAMLIS mapping system.

- Participation by Commission staff on an advisory task force convened by the Wisconsin Historical Records Advisory Board. The task force is concerned with the identification and protection of, and access to, historical records maintained by organizations which do not traditionally have a responsibility to preserve and protect historically significant records.

- Presentations on wetland preservation as part of the Retzer Nature Center Public Environmental Education Program and to the "Wilderness University" at the University of Wisconsin Center-Waukesha County. Presentations on wetland preservation and biodiversity were made at the autumn 1995 conference of the Wisconsin Chapter of the American Planning Association.

- Wildlife and nature tours, conducted by Commission staff, of the Lulu Lake wildlife area for The Nature Conservancy; of the Kettle Moraine Low Prairie and Fen for Wehr Nature Center volunteers; and of the Retzer Nature Center.

- Preparation of six Commission newsletters discussing Commission planning programs and related activities. The newsletters are distributed to over 2,200 public officials, interested private citizens, and other parties.

- Preparation and distribution to newspapers and to radio and television stations of two news releases announcing, respectively: 1) the Commission's marking its 35 years of service to Southeastern Wisconsin and 2) the initiation of preparation of a new Washington County park and open space plan.

- Preparation of the Commission's 1994 Annual Report.

ADVISORY SERVICES

Advisory services consist of the provision of basic planning and engineering data available in the Commission's files to local units of government and private interests, and the provision, on an ad hoc basis, of technical planning and engineering assistance to local communities. Representative advisory services performed during 1995 included:

- Provision of model zoning regulations governing such matters as multi-family residential development, planned unit development, business development, animal regulations, and parking lot landscaping requirements to the Cities of Greenfield, Lake Geneva, and South Milwaukee; the Villages of Eagle, Genoa City, and Saukville; and the Town of Erin.

- Provision of review comments on an application to install a cellular telephone tower in the Village of Fox Point and on a proposed official map ordinance amendment in the Village of Fredonia.

- Review of, and comment on, proposed changes to environmental corridor protection regulations for the Village of Fontana-on-Geneva Lake.

- Provision of assistance to 130 persons who visited the Commission offices to review 326 flood insurance rate maps. In accordance with Federal Emergency Management Agency (FEMA) guidelines, the Commission staff has not, since September 1, 1989, provided certifications of flood hazard data to users. The Commission staff also responded to 64 telephone inquiries about the National Flood Insurance Program.

REVIEW SERVICES

Review services are intended to encourage the incorporation into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances, of regional studies and plans. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation. Three basic types of review services are performed: review of local plans, plan implementation devices, and development proposals; review of Federal and State grant applications; and review of environmental impact statements, reports, and assessments. The following is a representative sample of review services provided by the Division staff in 1995 in the first review category:

- Review of, and comment on, 39 preliminary land subdivision plats, including four plats at the request of Kenosha County for subdivisions located in the Towns of Salem and Wheatland; five plats at the request of Racine County for subdivisions located in the Towns of Burlington, Caledonia, Mt. Pleasant, and Waterford; nine plats at the request of Walworth County for subdivisions located in the Towns of Delavan, East Troy, Linn, Lyons, Spring Prairie, Sugar Creek, Troy, and Walworth; one plat at the request of the City of Delafield; one plat at the request of the City of Franklin; one plat at the request of the City of Hartford; two plats at the request of the City of Waukesha; two plats at the request of the Village of Belgium; one plat at the request of the Village of Fredonia; one plat at the request of the Village of Germantown; one plat at the request of the Village of Mukwonago; one plat at the request of the Village of Paddock Lake; three plats at the request of the Village of Pleasant Prairie; one plat at the request of the Village of Rochester; two plats at the request of the Village of Sussex; two plats at the request of the Village of Williams Bay; one plat at the request of the Town of Pewaukee; and one plat at the request of the Town of Somers.

- Review of, and comment on, 12 certified survey maps, including the review of one certified survey map in the Village of Paddock Lake, three certified survey maps in the Village of Sussex, one certified survey map in the Village of Walworth, two certified survey maps in the Village of Williams Bay, and five certified survey maps in the Town of Somers.

- Review of, and comment on, 20 petitions to rezone lands, including two rezoning petitions in the Village of Menomonee Falls; one rezoning petition in the Village of Sussex; 10 rezoning petitions in the Town of Somers; and seven rezoning petitions in the Town of Wheatland.

Commission activities regarding the review of Federal and State grant applications are summarized in Table 36. In total, review comments were provided for 107 applications for Federal and State grants, loans, or mortgage insurance guarantees requesting in the aggregate over $207 million in Federal and State financial assistance. Of the 107 requests, six were found to be in conformance with, and to serve to implement, the adopted regional plan elements and 101 were found to be not in conflict with the adopted regional plan elements. None was found to be in conflict with the adopted regional plan elements.

Division activities also include the review of environmental impact statements, reports, and assessments. Comments are provided, when required, relating the proposed projects and the data contained in the environmental impact statements to the adopted regional plans. During 1995, the Commission staff, at the request of Milwaukee Area Technical College, reviewed and commented on the draft environmental impact statement for a proposed addition to the main building and a proposed child-care facility at the Milwaukee Area Technical College-West Campus, located in the City of West Allis.

PROJECT PLANNING SERVICES

Project planning services involve the conduct for local member units of government, at cost, of detailed planning studies resulting in the pre-

Table 36

STATE AND FEDERAL GRANT REVIEWS: 1995

Review Category	Number of Reviews	Aggregate Amount of Federal and State Grant, Loan, or Mortgage Insurance Requests
Community Action	39	$ 67,716,023
Community Development	4	3,708,200
Community Facilities	1	- -
Conservation	30	95,429,851
Historic Programs	2	1,677,458
Housing	13	16,443,500
Law Enforcement	2	260,000
Solid Waste	3	7,761,343
Transportation	13	14,365,248
Total	107	$207,361,623

paration of local plans and plan implementation devices. During 1995, the Commission continued to carry out a variety of project planning efforts.

New Comprehensive Plan Completed for Kenosha Urban Planning District

A new comprehensive plan was completed during 1995 for the area of Kenosha County lying east of IH 94, an area known as the Kenosha Urban Planning District. The plan is intended to serve as a guide in the making of development decisions in the District through the plan design year 2010. The plan is documented in SEWRPC Community Assistance Planning Report No. 212, A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995.

The new plan is a second-generation comprehensive plan for the Planning District. The first comprehensive plan for the area was a design year 1990 plan completed by the local units of government concerned in 1967 with the assistance of the Commission and the consulting firm of Harland Bartholomew and Associates. The new plan was prepared as the result of a request by the Superintendent of Kenosha Unified School District No. 1, acting on behalf of the School District, the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, and Kenosha County. The request asked that the Commission prepare a prospectus outlining the work required to revise as necessary and extend to a new design year the comprehensive plan for the Planning District. Upon approval of that prospectus by the City, Village, Town, County, and School District, the Commission in June 1992 initiated work on the preparation of the new comprehensive plan.

The planning effort involved extensive inventories and analyses of the factors and conditions affecting land use development in the Kenosha area, including inventories and analyses of the area's demographics and economy, natural resources, land uses, community facilities and public utilities, and existing community development plans and related public land use regulations. The planning effort further involved the preparation of forecasts of future population and economic activity levels within the Planning District; the formulation of community development objectives, principles, and standards; and the design of a land use plan and of supporting community facility, park and open space, public utility, and transportation plans.

The planning program was carried out under the guidance of an Intergovernmental Coordinating and Advisory Committee consisting of elected and appointed officials representing the City of Kenosha, the Village of Pleasant Prairie, the Town of Somers, Kenosha Unified School District No. 1, and Kenosha County; and representatives of concerned State agencies and of private interests.

At its most basic level, the plan divides the 86-square-mile Planning District into an urban service area and a rural service area. The recommended urban service area reflects the sanitary sewer service area recommended in the coordinated sanitary sewerage and water supply system plans for the greater Kenosha area completed in 1992, with certain refinements made in light of the more detailed land use analyses conducted under the comprehensive planning effort. Under the plan, all new intensive urban development is recommended to occur within the planned urban service area.

Lands located outside the proposed urban service area comprise a proposed rural service area. Most of the proposed rural service area is located in the Town of Somers. The plan recommends that lands in the Town of Somers rural service area remain in agricultural and other open space use until at least the plan design year. The small balance of the proposed rural service area is located in the southeasternmost portion of the Village of Pleasant Prairie, where unsewered infill residential development is envisioned in accordance with a previously adopted plan for the Chiwaukee Prairie-Carol Beach area.

The urban service area proposed under the plan was further divided into residential neighborhoods and special-purpose planning districts (see Map 29). To the extent practicable, each neighborhood and special-purpose planning district is bounded by clearly identifiable, isolating boundaries such as arterial streets, major parks, surface-water bodies, or other well-defined natural or cultural features. An overall average density was recommended for each neighborhood. Recommended general locations were identified for community facilities, including the retail and service centers, public schools, and parks which may be expected to be needed within the planned neighborhoods.

Land Use Plan Element

The recommended land use plan for the Kenosha Urban Planning District is shown in graphic summary form on Map 30. Figure 52 sets forth a comparison of land uses in the District under existing and planned conditions. Under the plan, land devoted to residential use within the Planning District would increase from about 13.2 square miles in 1990 to about 20.1 square miles by the year 2010, an increase of about 6.9 square miles, or about 52 percent. Nearly all of the new residential development would be located within the proposed urban service area. About 200 acres, or 5 percent, would occur in high-density neighborhoods; about 1,400 acres, or 33 percent, in upper-medium-density neighborhoods; about 1,900 acres, or 44 percent, in lower-medium-density neighborhoods; and about 800 acres, or 18 percent, in low-density neighborhoods.

Under the plan, the commercial land area of the District would increase from about 1.2 square miles in 1990 to about 2.2 square miles by the year 2010, an increase of about one square mile, or about 85 percent. By the year 2010, the plan envisions the development of eight new neighborhood-level retail and service centers and six new community-level retail and service centers. The plan further envisions the continued development of freeway-oriented retail and service uses near the IH 94-STH 50 and IH 94-STH 165 interchanges; the development of new freeway-oriented retail and service uses near the IH 94-CTH S interchange in the Town of Somers; and the continued development as office centers of the City of Kenosha central business district and the westerly portion of LakeView Corporate Park in the Village of Pleasant Prairie.

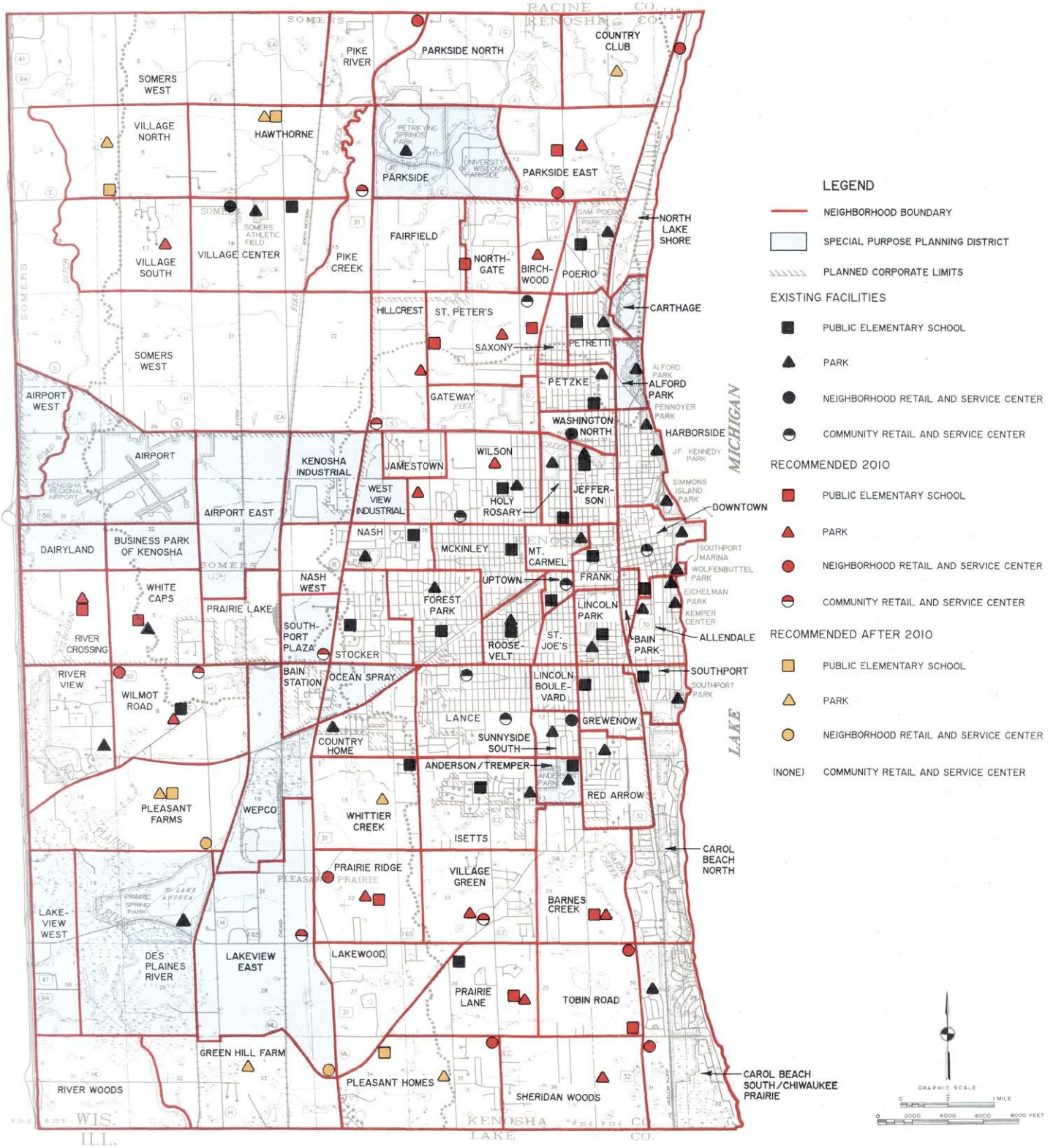
The plan envisions that industrial land use within the District will increase from about 1.1 square miles in 1990 to about 2.7 square miles in 2010, an increase of about 1.6 square miles, or about 146 percent. The plan envisions the continued development of the LakeView Corporate Park industrial area in the Village of Pleasant Prairie; the development of a new industrial center located adjacent to the Kenosha Regional Airport in the Town of Somers; the continued development of the Business Park of Kenosha in the City of Kenosha; the continued development of the industrial area located east of the CP Rail System railway line north of STH 50 in the City of Kenosha; and the infilling of established existing industrial parks in the City of Kenosha.

By the plan design year 2010, scattered remnants of agricultural land may be expected to remain in portions of the proposed urban service area, particularly in the urban reserve areas. However, only in the rural service area of the Planning District in the Town of Somers may larger blocks of farmland be expected to remain intact. In 1990, agricultural lands within the proposed rural service area encompassed about 11.5 square miles, about 82 percent of the rural service area and 13 percent of the total area of the Planning District. Of this total, 10.8 square miles have been identified as prime agricultural land. The plan envisions that the prime agricultural land within the proposed rural service area would remain in agricultural use through the year 2010. Only agriculture-related uses would be accommodated in those areas. The plan further envisions that other agricultural land in the rural service area would remain in agricultural or other rural uses during the planning period.

The plan recommends the preservation of the existing primary environmental corridor lands within the Planning District in essentially natural, open uses. Under the plan, development within these corridor lands would be limited to that needed to accommodate required transportation and utility

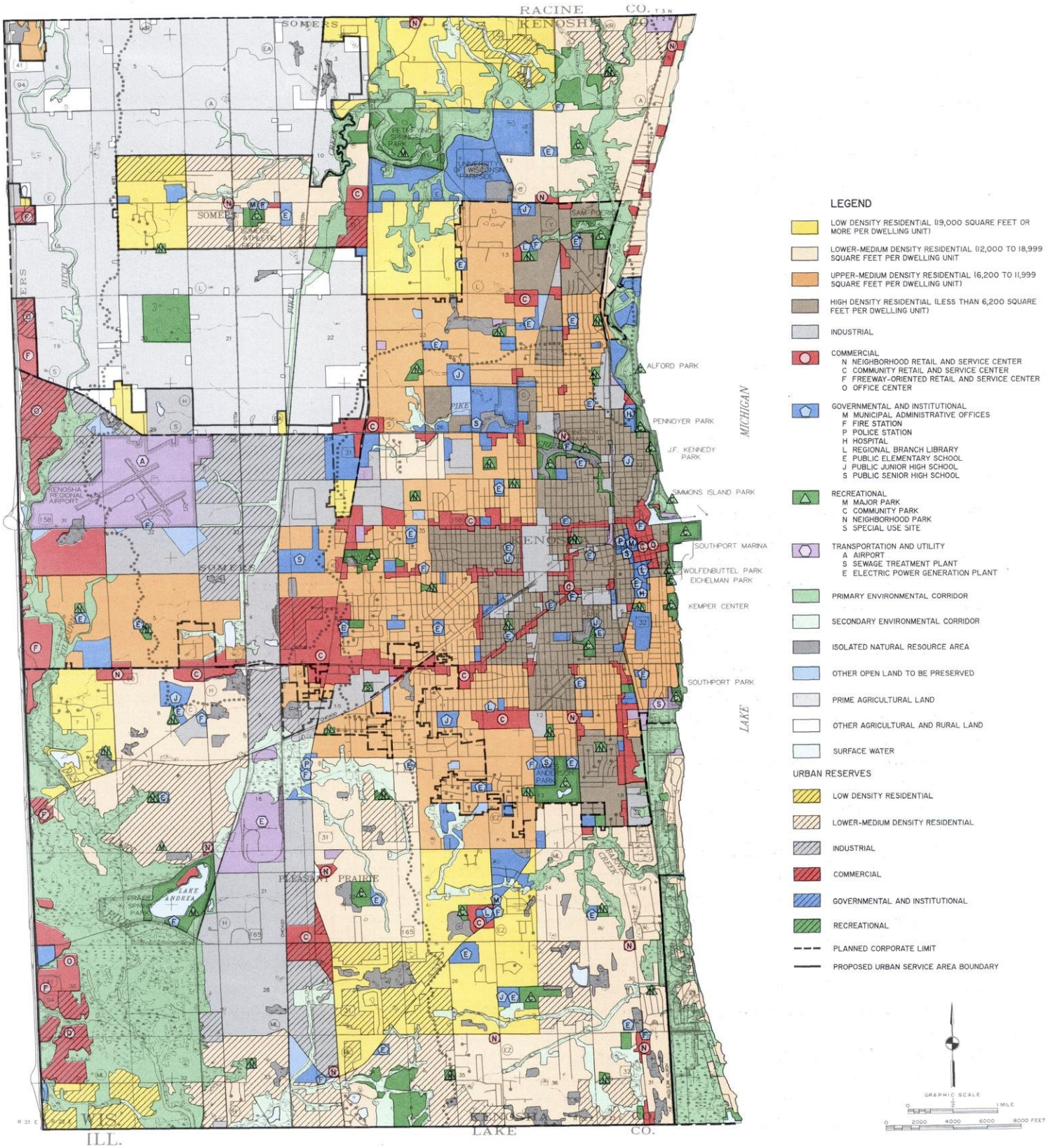
Map 29

NEIGHBORHOODS, SPECIAL-PURPOSE PLANNING DISTRICTS, AND NEIGHBORHOOD FACILITIES IN THE KENOSHA URBAN PLANNING DISTRICT



Map 30

RECOMMENDED LAND USE PLAN FOR THE KENOSHA URBAN PLANNING DISTRICT: 2010



LEGEND

- LOW DENSITY RESIDENTIAL (19,000 SQUARE FEET OR MORE PER DWELLING UNIT)
- LOWER-MEDIUM DENSITY RESIDENTIAL (12,000 TO 18,999 SQUARE FEET PER DWELLING UNIT
- UPPER-MEDIUM DENSITY RESIDENTIAL (6,200 TO 11,999 SQUARE FEET PER DWELLING UNIT)
- HIGH DENSITY RESIDENTIAL (LESS THAN 6,200 SQUARE FEET PER DWELLING UNIT)
- INDUSTRIAL
- COMMERCIAL
  - N NEIGHBORHOOD RETAIL AND SERVICE CENTER
  - C COMMUNITY RETAIL AND SERVICE CENTER
  - F FREEWAY-ORIENTED RETAIL AND SERVICE CENTER
  - O OFFICE CENTER
- GOVERNMENTAL AND INSTITUTIONAL
  - M MUNICIPAL ADMINISTRATIVE OFFICES
  - F FIRE STATION
  - P POLICE STATION
  - H HOSPITAL
  - L REGIONAL BRANCH LIBRARY
  - E PUBLIC ELEMENTARY SCHOOL
  - J PUBLIC JUNIOR HIGH SCHOOL
  - S PUBLIC SENIOR HIGH SCHOOL
- RECREATIONAL
  - M MAJOR PARK
  - C COMMUNITY PARK
  - N NEIGHBORHOOD PARK
  - S SPECIAL USE SITE
- TRANSPORTATION AND UTILITY
  - A AIRPORT
  - S SEWAGE TREATMENT PLANT
  - E ELECTRIC POWER GENERATION PLANT
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- OTHER OPEN LAND TO BE PRESERVED
- PRIME AGRICULTURAL LAND
- OTHER AGRICULTURAL AND RURAL LAND
- SURFACE WATER

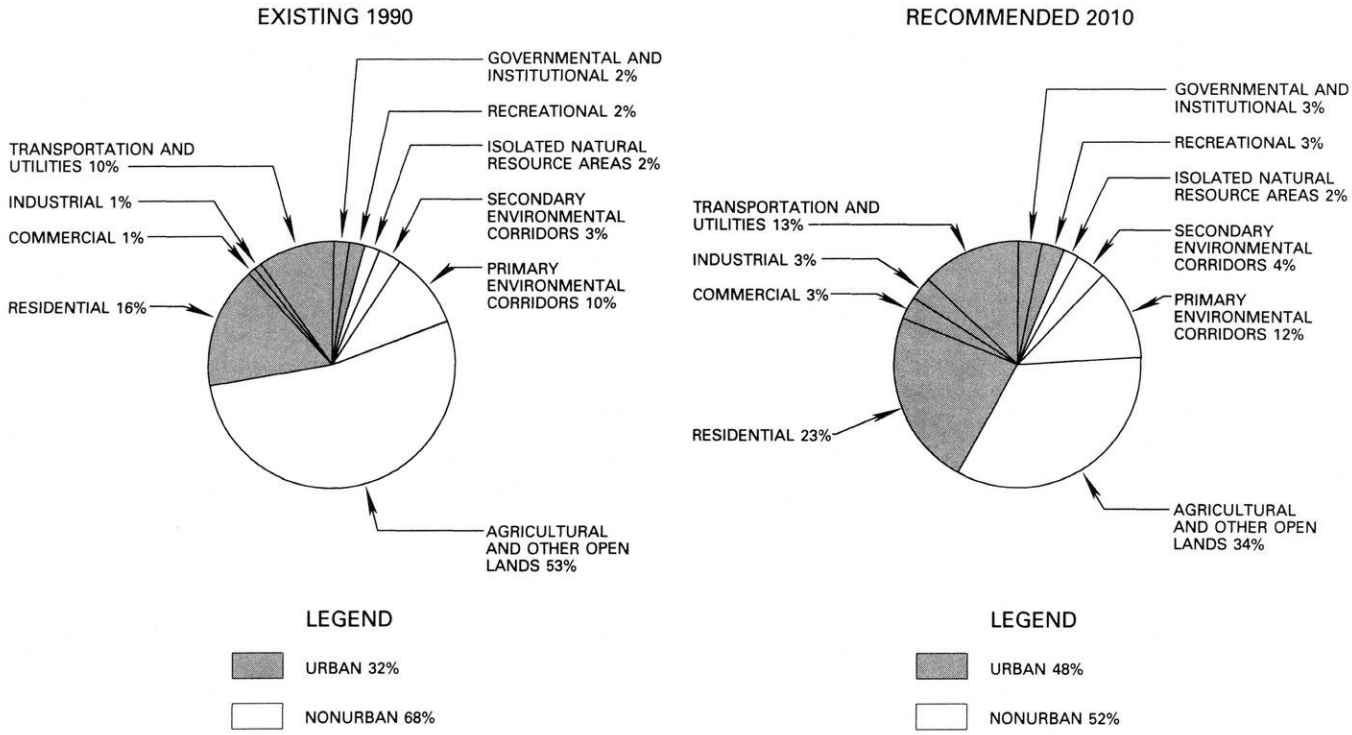
URBAN RESERVES

- LOW DENSITY RESIDENTIAL
- LOWER-MEDIUM DENSITY RESIDENTIAL
- INDUSTRIAL
- COMMERCIAL
- GOVERNMENTAL AND INSTITUTIONAL
- RECREATIONAL
- PLANNED CORPORATE LIMIT
- PROPOSED URBAN SERVICE AREA BOUNDARY

GRAPHIC SCALE
0 1/2 1 MILE
0 2000 4000 6000 8000 FEET

Figure 52

COMPARISON OF EXISTING AND PLANNED LAND USES IN THE KENOSHA URBAN PLANNING DISTRICT: 1990 AND RECOMMENDED 2010



facilities, compatible outdoor recreation facilities, and, on a limited basis, rural-density residential use. In addition, the plan envisions that certain adjacent floodland areas that are currently in agricultural or other open uses and certain adjacent areas recommended for open space preservation in existing neighborhood plans would over time be restored to a natural condition, thereby becoming part of the environmental corridor network. Under the plan, the primary environmental corridor acreage would, accordingly, increase from about 8.4 square miles, or 10 percent of the total area of the Planning District, in 1990 to about 10.2 square miles, or 12 percent, by the year 2010.

In addition, the plan recommends that secondary environmental corridors be considered for preservation in natural, open uses or, in the case of developing urban areas, incorporated as drainageways and local parks as appropriate. Under the plan, the secondary environmental corridor area would increase from about 2.8 square miles, or 3 percent of the total area of the Planning District, in 1990 to about 3.2 square miles, or 4 percent, by the year 2010. The plan further recommends the preservation of isolated natural areas, encompassing about 1.5 square miles, in natural, open uses to the extent practicable.

It should be noted that not all of the lands within the proposed urban service area are expected to be needed to accommodate the forecast population, household, and employment levels by the year 2010. Larger blocks of land which are not expected to be needed for urban use until after the plan design year 2010 are identified in the plan as urban reserves. It is recommended that the development of those reserves be discouraged until after the year 2010.

Community Facilities Plan Element

The plan identifies recommended general sites for essential community facilities based upon the anticipated distribution of population and land use, in accordance with established per capita and service radius standards for the facilities. Final selection of sites should be accomplished in the design of detailed neighborhood unit development plans.

The plan envisions the need for up to 10 additional public elementary schools within the District by the year 2010, up to three new junior high schools, and one new senior high school. The plan envisions the need for four new fire stations within the District by the year 2010 and the potential need for the

relocation, to the north and west, of Fire Station No. 2 in the Town of Somers. The plan further recognizes that additional urban development on the northwest side of the City of Kenosha may eventually require an additional new fire station, or the relocation of an existing station, to serve that area. The plan envisions the need for two new libraries in the District by the year 2010.

Park and Open Space Plan Element

The park and open space plan element consists of both an areawide component and a local component. The areawide component of the plan is primarily concerned with the provision of sites and facilities for resource-oriented outdoor recreational activities and with the protection of areas containing important natural resource features. The local plan component is primarily concerned with the provision of sites and facilities for nonresource-oriented outdoor recreational activities.

The areawide recreation plan component recommends the development of a regulation 18-hole golf course in the southwestern portion of the Village of Pleasant Prairie; continued development of Prairie Spring Park, an approximately 425-acre park in the Village of Pleasant Prairie; the development of about 25 miles of new recreation trails, as part of the regional recreational trail system, within the Planning District; and the public acquisition for resource preservation and outdoor recreation purposes of about five square miles, or 48 percent, of the planned primary environmental corridor lands within the District. The local recreation plan component recommends the provision of 14 new local parks, the further development of 20 existing local parks, and the development of 42 miles of local recreational trails.

Public Utilities Plan Element

As noted above, a set of coordinated sanitary sewerage and water supply system plans for the greater Kenosha area, which includes the District and selected adjacent lands, was completed in 1992. These plans were the result of a study completed that year by the communities in the greater Kenosha area, with the assistance of the Regional Planning Commission. The study was intended to identify the best means of providing public sanitary sewer and water supply services within the area. Technical work on the study was undertaken by the consulting firm of Ruekert & Mielke, Inc.

Under the coordinated plans, all wastewater from within the Planning District—other than that from a small area within the Town of Somers "KR" Sewer Utility District—would be conveyed to and treated at the existing City of Kenosha sewage treatment plant located on the shore of Lake Michigan. The two existing sewage treatment plants in the Village of Pleasant Prairie would be abandoned by the year 2010, and the collection systems served by those two plants would be connected to the City of Kenosha system. Similarly, with the exception of service provided by the City of Racine Water Utility to a small area of the Town of Somers, all public water supply within the District would be provided by the City of Kenosha water system utilizing Lake Michigan as a source of supply.

The facilities recommended in the sewerage and water system plans are sized to adequately support the year 2010 development conditions within the District envisioned under the new comprehensive plan. Moreover, the major sewer and water trunk facilities recommended in the utility plans are sized to serve ultimate development conditions, conditions which are consistent with the buildout of the proposed urban service area as envisioned under the comprehensive plan.

Importantly, the proposed centralized sanitary sewerage and water supply systems would solve the problem of interbasin water diversions existing within the District in 1995. With the provision of both centralized sewer and water supply services by the City of Kenosha systems, the diversion of Lake Michigan water would be eliminated.

Transportation Plan Element

The new comprehensive plan for the District incorporates the year 2010 regional transportation system plan as it pertains to the District. The plan for the District envisions that the arterial street and highway system serving the District would consist of nearly 175 route-miles and 575 lane-miles of arterial facilities by the year 2010. The plan proposes the construction of about four route-miles of additional arterial street facilities along with the improvement, primarily through widening, of about 38 route-miles of existing arterial facilities, thereby adding a total of 84 lane-miles to the system.

Additional arterial street and highway improvements potentially needed within the Planning District beyond the design year of the plan were

also identified. It is anticipated that the complete development of the proposed urban service area would require, over and above the improvements recommended in the year 2010 transportation plan, the widening, for the provision of additional travel lanes, of about 30 route-miles of existing highways to provide an additional 60 lane-miles of facilities. In addition, parking restrictions would need to be implemented to provide additional travel lanes over four route-miles of existing arterial streets. Urban development in the northeastern portion of the Town of Somers would require the expansion of the arterial street system through the inclusion of existing nonarterial street segments having a combined length of just over five route-miles.

The plan envisions that local fixed-route public transit service would continue to be provided by buses operating over existing streets and highways, with improvements provided in the frequency of local bus service, particularly on the major local routes. The plan further envisions that rapid transit service connecting the largest economic activity centers and the highest-density residential areas of the Planning District with the Racine and Milwaukee areas would initially be provided by buses operating over certain State trunk highways within the District and over IH 94. The plan recognizes the potential for establishing commuter-railway passenger train service as an alternative to bus-oriented rapid transit service, and recommends that such service be considered in a major investment study which would evaluate alternative means for the provision of railway rapid transit service in the Kenosha-Racine-Milwaukee corridor.

The comprehensive plan also incorporates a 122-mile bicycle-way system recommended for the Planning District under the year 2010 regional transportation system plan. The system, which would include both on-street and off-street facilities, is designed to provide access to major activity centers, including public transit facilities, within the District.

Plan Implementation

The plan report recommends formal plan adoption actions and identifies important steps necessary for implementation of the land use plan element and the supporting community facilities, park and open space, public utilities, and transportation plan elements. It recommends use of measures traditionally available to local units of government to carry out plans, including the use of zoning and land subdivision controls to implement the land use plan, official mapping to implement the transportation plan, and capital improvement programming and impact fee ordinances to implement the community facility and public utility elements of the plan. The plan report also recommends:

- The preparation of detailed plans for each neighborhood or special district where significant growth or change is expected, and of redevelopment plans for older neighborhoods which are showing signs of instability and deterioration.

- The proper staging of urban development in the Planning District over time. As noted above, the plan recommends a long-range urban service area and further identifies portions of that urban service area where development should be encouraged through the year 2010 as well as reserve areas where development should be discouraged until after 2010.

- The reservation of lands needed for public purposes, including for arterial streets and highways, neighborhood and community parks, and public schools, before such lands are committed to private-sector development.

- Commitment to the protection of the remaining natural resource features within the Planning District, particularly as found in the primary environmental corridors. Because the Planning District is an urbanizing area, considerable additional public acquisition of primary environmental corridor lands has been recommended in the plan for resource preservation purposes as well as for related recreational and educational purposes. Lands not recommended for acquisition should be properly protected through public land use regulation.

Other Project Planning Efforts

In addition to completion of the plan for the Kenosha Urban Planning District, the following representative project planning efforts were conducted during 1995:

- Completion of a land use and street system plan for the Village of Slinger and environs. This plan, documented in SEWRPC Community Assistance Planning Report No. 186, A Land Use and Street System Plan for the Village of Slinger: 2010, Washington County, Wisconsin, August 1995, refines and details the adopted regional land use plan.

  The Village-level plan, which the Village Plan Commission and Village Board have adopted, provides guidelines for land use development in the Village and environs to assist the Village Plan Commission in making day-to-day development decisions. The plan also suggests future street and lot layouts within the ultimate urban service area of the Village. The recommended land use plan within this urban service area, together with suggested street and lot layouts, is shown in graphic summary form on Map 31.

  The plan report also suggests improvements to renovate the appearance of the Village's central business district. Among the suggested improvements are streetscaping, utility-line relocation, and building-facade improvements. An example of the suggested streetscape improvements is illustrated in Figure 53.

  The land use and street system plan for the area was also briefly described in a summary report entitled A Land Use and Street System Plan for the Village of Slinger: 2010, Summary Report, December 1995.

- Completion of a land use plan for the Town of Sugar Creek in Walworth County. This plan, documented in SEWRPC Community Assistance Planning Report No. 220, A Land Use Plan for the Town of Sugar Creek: 2010, Walworth County, Wisconsin, August 1995, refines and details the adopted regional land use plan.

  The Town-level plan, which has been adopted by the Town Plan Commission and the Town Board, provides guidelines for land use development in the Town to assist Town officials in making day-to-day development decisions. The plan emphasizes the preservation of productive agricultural land, the preservation of environmental corridors, and the preservation of the rural character of the Town. The plan also suggests clustered rural residential development as a means of preserving additional farmlands in the Town. Under this concept, residential homesites developed at rural densities—one dwelling unit per five acres—are clustered on one-acre lots with the remaining four acres per dwelling unit aggregated into a permanent farmland or open space land trust. A typical rural residential cluster development is illustrated in Figure 54.

- Continuation of work on a development plan for Waukesha County. This project was initiated in 1993 at the request of the Waukesha County Executive and is being directed by a 22-member advisory committee appointed by the County Executive. As of the end of 1995, inventories pertaining to the demographic and economic base, natural resources, land use, transportation and public facilities, community plans and land use regulations, and housing within the County were completed. Preparation of forecasts of future population and economic activity levels in the County and of plan objectives, principles, and standards was also completed. A preliminary draft land use plan for the County was completed late in the year, and a series of seven intergovernmental meetings was held throughout the County to obtain review of, and comment on, that plan.

  The development plan for Waukesha County, which is intended to refine and detail the regional land use, transportation, housing, and park and open space plans, is scheduled to be completed during 1996.

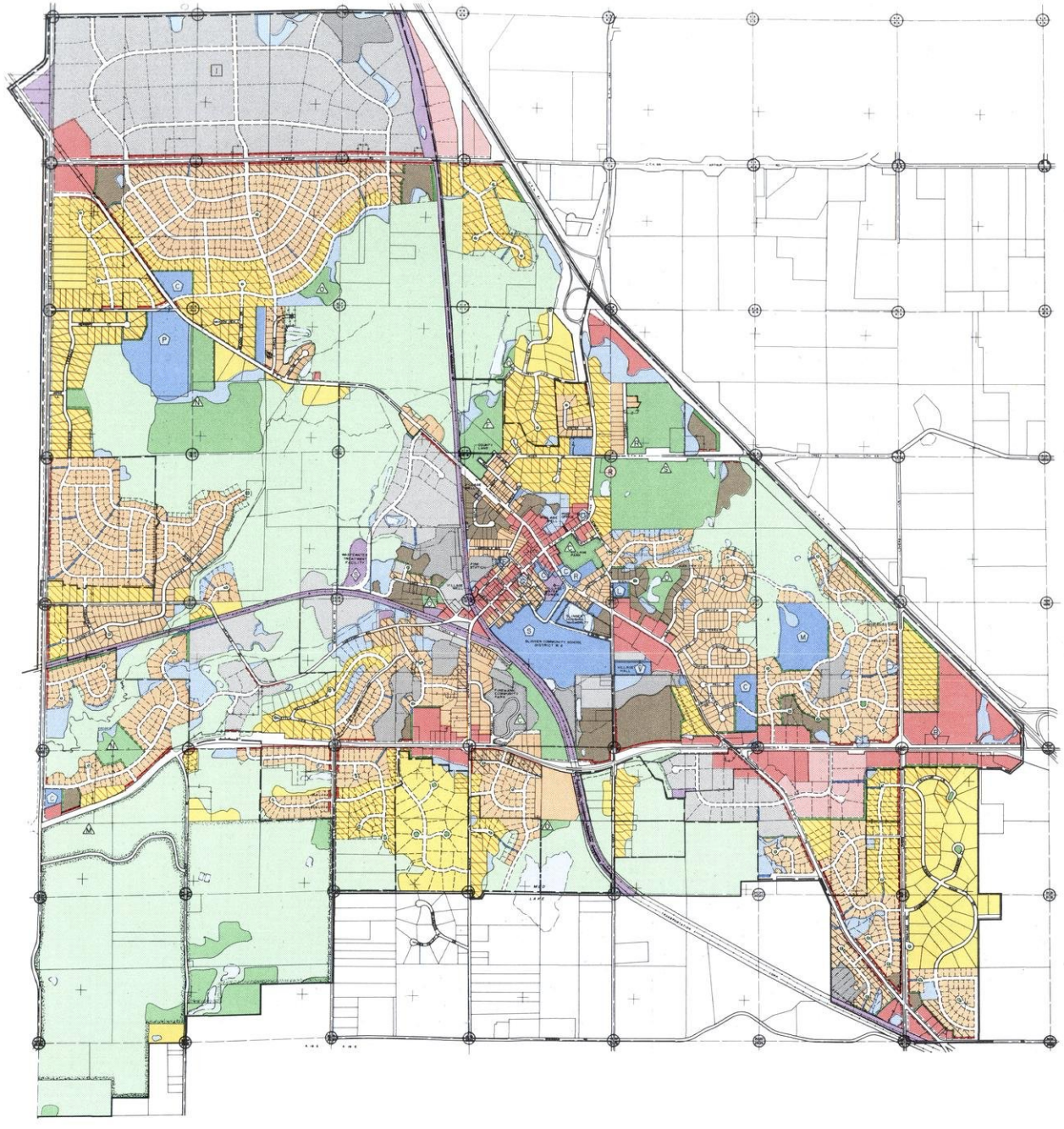
- Completion and reprinting of updated zoning ordinances for the Villages of Butler, Saukville, and Sussex.

- Completion of zoning district boundary maps for the Villages of Butler and Sussex.

In addition, a land use plan for the Town of Waterford in Racine County completed during 1994 was published during 1995. This plan, described in the Commission's 1994 Annual Report, is documented in SEWRPC Community Assistance Planning Report No. 217, A Land Use Plan for the Town of Waterford: 2010, Racine County, Wisconsin, May 1995.

Map 31

RECOMMENDED LAND USE AND STREET SYSTEM PLAN FOR THE VILLAGE OF SLINGER URBAN SERVICE AREA



LEGEND

- PLANNED URBAN SERVICE AREA BOUNDARY
- VILLAGE OF SLINGER PLANNED URBAN SERVICE AREA BOUNDARY: 2010

SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

- SUBURBAN-DENSITY (1.5-TO 4.9-ACRE LOTS)
- LOW-DENSITY (20,000-TO 65,339-SQUARE-FOOT LOTS)
- MEDIUM-DENSITY (7,200-TO 19,999-SQUARE-FOOT LOTS)

TWO-FAMILY RESIDENTIAL DEVELOPMENT

- MEDIUM-HIGH-DENSITY (6.1 TO 9.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)

MULTI-FAMILY RESIDENTIAL DEVELOPMENT

- HIGH-DENSITY (9.7 TO 14.5 DWELLING UNITS PER NET RESIDENTIAL ACRE)

COMMERCIAL DEVELOPMENT

- RETAIL SALES AND SERVICES
  R RECREATIONAL BUSINESS COMPLEX
- OFFICES AND PROFESSIONAL SERVICES

OTHER LAND USES

- INDUSTRIAL DEVELOPMENT
  I INDUSTRIAL PARK
- TRANSPORTATION AND UTILITIES
  S SEWAGE TREATMENT PLANT
  P PARK-AND-POOL-LOT
- GOVERNMENTAL AND INSTITUTIONAL
  V VILLAGE HALL AND POLICE DEPARTMENT
  L LIBRARY
  F FIRE STATION
  O POST OFFICE
  S PUBLIC ELEMENTARY AND HIGH SCHOOL
  M PUBLIC MIDDLE SCHOOL
  P PUBLIC SCHOOL
  R PRIVATE SCHOOL
  C CHURCH
- PARKS AND RECREATION
  M MAJOR PARK
  C COMMUNITY PARK
  N NEIGHBORHOOD PARK
  F FAIRGROUNDS
  S SKI HILL
  R CAR RACING TRACK
  O OTHER PARK AND RECREATION SITES
- PRIMARY ENVIRONMENTAL CORRIDOR
- NONE SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL AREA
- OTHER OPEN LANDS TO BE PRESERVED
- NONE RURAL ESTATE AND OTHER AGRICULTURAL AND OPEN LANDS
- SURFACE WATER
- EXISTING PROPERTY LINE
- EXISTING STREET RIGHT-OF-WAY LINES
- PROPOSED PROPERTY LINE
- PROPOSED STREET RIGHT-OF-WAY LINES
- PROPOSED LANDSCAPE BUFFER STRIP AND NO-ACCESS EASEMENT
- PROPOSED LANDSCAPE BUFFER STRIP
- PROPOSED PUBLIC PEDESTRIAN / RECREATIONAL TRAIL ACCESS
- EXISTING CUL-DE-SAC WITH A LANDSCAPED ISLAND
- PROPOSED CUL-DE-SAC WITH A LANDSCAPED ISLAND

GRAPHIC SCALE

0 800 1600 2400 FEET

Figure 53

EXISTING AND POTENTIAL VIEWS ALONG W. WASHINGTON STREET (STH 175) IN THE VILLAGE OF SLINGER LOOKING SOUTHEAST FROM BUCHANAN STREET

1989 VIEW



POTENTIAL VIEW AFTER IMPROVEMENTS



RESIDENT PLANNING SERVICES

The Commission provides part-time resident staff assistance, on request, to local units of government. This type of assistance involves a commitment by the Commission staff to attend all local plan commission meetings and to provide such local planning recommendations as may be requested from time to time. The Commission views such assistance as an interim step toward the eventual attainment of local full-time staffs.

During 1995, resident planning assistance was provided on a contractual basis to the City of New Berlin; to the Villages of Menomonee Falls, Saukville, and Sussex; and to the Towns of Somers and Wheatland. Together, these services required Division staff attendance at and participation in a total of 86 plan commission, town board, village board, and city council meetings. Representative examples of services provided in 1995 include:

- Review of, and comment on, the extension of a sand and gravel site in the City of New Berlin.

- Preparation of alternative street and lot layouts for U. S. Public Land Survey Section 4 in the Village of Menomonee Falls. The study area contains a mix of existing residential and commercial uses, and is located at the edge of the Village's adopted sanitary sewer service area.

- Preparation of zoning text amendments to the Village of Saukville zoning ordinance regarding the creation of a historic preservation district, the creation of a business park district, requiring landscaped buffers between dissimilar uses and parking setbacks, and regulating bed-and-breakfast establishments. The Commission staff also provided assistance to the Village in interpreting how many businesses could be located on a business lot and creating a record of nonconforming uses.

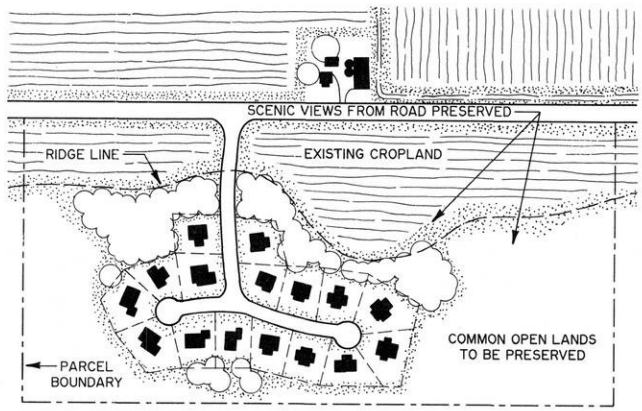
- Preparation of nine zoning text amendments to the Village of Sussex zoning ordinance regarding multi-family residential parking requirements and distinguishing "parking" from "storage," amending the minimum "open space" required on development lots, setting minimum separations between driveways and street intersections, regulating temporary development signs, regulating ornamental fences, regulating open storage, regulating cold storage, setting building permit survey requirements, and regulating mineral extraction operations.

- Review of, and comment on, two conditional use permit applications and 15 development site plans and provision of three zoning ordinance interpretations in the Village of Sussex. The Commission staff also participated in discussions regarding adding permitted uses in the Village's manufacturing districts and revising the Village sign regulations.

- Review of, and comment on, one conditional use permit application, one development site plan, and six applications for zoning variances in the Town of Somers. The Commission staff also participated in discussion of alternative proposed improvements to three freeway interchanges in the Town.

Figure 54

TYPICAL RURAL RESIDENTIAL CLUSTER DEVELOPMENT



SIXTEEN ONE-ACRE HOME SITES ARE DEVELOPED ON 80 ACRES FOR AN AVERAGE DENSITY OF ONE UNIT PER FIVE ACRES. HOMES ARE CLUSTERED BELOW THE RIDGE LINE, THEREBY PRESERVING SCENIC VIEWS FROM THE ROAD. SURROUNDING OPEN SPACE IS PERMANENTLY PRESERVED INCLUDING EXISTING CROPLAND WHICH CONTINUES TO BE FARMED.

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

The Commission's Cartographic and Graphic Arts Division provides basic services to other Commission divisions in a number of functional areas. The Division is responsible for creating and maintaining current a series of regional planning base maps that are used not only by the Commission, but are extensively used also by other units of government and by private interests. In addition, the Division is responsible for securing aerial photography of the Region at five-year intervals selected to coincide with U. S. Bureau of the Census decennial census years and related intercensal periods. The Division also provides all necessary in-house reproduction services, as well as those reproduction services needed to provide copies of aerial photos, soil maps, and base maps for use by other units of government and by private interests.

The Division also serves as a regional coordinating center for the conduct of large-scale topographic and cadastral mapping efforts and the collation of horizontal and vertical survey control data. This function includes the preparation, upon request, of contracts and specifications for large-scale mapping and control survey efforts by county and local units of government. Another Division function, begun in 1984 and attendant to the Commission Executive Director's service as the Milwaukee County Surveyor, is the indexing and filing of records of all land surveys completed in Milwaukee County.

Finally, a major Division function involves final report production, including editing, type composition, proofreading, illustration preparation, offset printing, and binding.

BASE MAPPING

During 1995, work continued on the updating of the Commission's one-inch-equals-2,000-feet-scale county planning base maps, using 1990 ratioed and rectified aerial photography and Wisconsin Department of Transportation state aid mileage summary maps. In 1995, this updating effort included updating of planimetric features and changing civil division corporate limit lines to reflect recent annexations and incorporations. As of the end of 1995, all of Kenosha, Milwaukee, and Walworth Counties and portions of Washington and Waukesha Counties had been updated to the year 1990, representing about 52 percent of the total area of the Region.

TOPOGRAPHIC MAPPING AND SURVEY CONTROL

The Commission prepares, and encourages county and local units of government in the Region to prepare, one-inch-equals-100-feet-scale and one-inch-equals-200-feet-scale, two-foot-contour-interval topographic maps based on a Commission-recommended monumented control survey network, relating the U. S. Public Land Survey System to the State Plane Coordinate System. The Division assists counties and local communities in the preparation of contracts and specifications for these programs. All the horizontal and vertical control survey data obtained as part of these mapping efforts are compiled by the Division. The Commission thus serves as a center for the collection, collation, and coordination of control survey data throughout the Region.

In 1976, Racine County completed a pioneering program which resulted in the completion of large-scale topographic maps and the attendant relocation, monumentation, and placement on the State Plane Coordinate System of all U. S. Public Land Survey corners within the County. That work was done in accordance with specifications prepared by the Commission.

In 1988, Kenosha County completed a similar program. The County Board assigned the responsibility for the preparation of the necessary contract documents and specifications and for the supervision of the work to the Executive Director of the Commission, a responsibility which included the field inspection of the completed control survey monumentation and the quality control of the land survey, control survey, and topographic mapping work, as well as assistance in obtaining available State grants in partial support of the work.

In 1981, Waukesha County undertook a similar countywide program and asked that the Com-

mission staff provide the necessary supervision and assistance. By the end of 1995, topographic mapping and attendant control surveys had been completed for about 87 percent and 89 percent of the County, respectively.

In 1991, Milwaukee County undertook a countywide program under which the land survey and control survey work was completed and the topographic mapping work was initiated with the Commission staff providing the necessary technical direction. As of the end of 1995, topographic mapping within Milwaukee County had been completed, and a program to convert existing mapping to digital form was under way.

In 1992, Walworth County undertook a countywide program under which topographic mapping and land survey and control survey work was initiated with the Commission providing assistance in the preparation of contracts and specifications and with the field inspections and office analyses required for quality control. By the end of 1995, topographic mapping and attendant control surveys had been or were being completed for about 21 percent and 35 percent of the County, respectively.

Also in 1992, Washington County undertook a countywide program under which land survey and control survey work was initiated with the Commission providing assistance in the preparation of contracts and specifications and with the field inspections and office analyses required for quality control. By the end of 1995, control surveys had been or were being completed for about 70 percent of the County.

These county-level surveying and mapping programs represent model programs of national interest.

Map 32 shows those areas of the Region for which, by the end of 1995, large-scale topographic maps have been or were being prepared to Commission-recommended standards. As shown in Figure 55 and Table 37, this area totals 1,721 square miles, or about 64 percent of the total area of the Region. A total of 8,793 U. S. Public Land Survey corners in the Region by the end of 1995 have been or were being relocated, monumented, and coordinated, representing about 75 percent of all such corners in the Region. The utility of the mapping and control survey data developed and collated by the Commission is indicated by the fact that the Commission received several hundred inquiries for topographic mapping and for control survey data during 1995 alone.

Map 33 shows those areas of the Region for which, by the end of 1995, large-scale cadastral maps have been or were being prepared to Commission-recommended standards, either by Commission staff or by private contractors working under programs administered by the Commission. This area totals approximately 883 square miles, or about 33 percent of the total area of the Region.

Under Commission practice, the ready recovery and use of the control survey stations is facilitated by the preparation of a monument record—or dossier sheet—for each monumented U. S. Public Land Survey corner. The dossier sheets are prepared on 8½-inch-by-11-inch stable base material. Each dossier sheet recording a monument provides a sketch showing the monument erected in relation to the salient features of the immediate vicinity; all witness marks together with the tie distances; the State Plane Coordinates of the corner; its U. S. Public Land Survey description; the elevation of the monument and of a supplementary benchmark referenced to the National Geodetic Vertical Datum of 1929; and the bearing to an azimuth mark visible from the monumented corner (see Figure 56). The dossier sheet also contains a surveyor's affidavit indicating how the corner location was determined, including a description of any monumentation previously marking the corner. These dossier sheets are recorded with the County Surveyor as well as with the Commission and are thereby readily available to all land surveyors and engineers operating within the Region. Indeed, survey crews are now able to obtain copies of dossier sheets from the Commission while in the field via cellular telephones and facsimile machines.

The control survey data obtained under the Commission-recommended system are summarized by means of a control survey summary diagram showing the grid and ground lengths and grid bearings of the exterior boundaries of each one-quarter section; the area of each one-quarter section; all monuments erected; the interior angles of each one-quarter section; the State Plane Coordinates of all one-quarter-section corners; the elevations of all monuments set; the basic National Geodetic Survey control stations utilized to tie the U. S. Public Land Survey corners to the horizontal geodetic control datum, together with the coordinates of these stations; the angle between geodetic and grid bearing; and the combination scale and sea level reduction factor (see Figure 57). The Commission updates the control

survey summary diagrams as new control survey data are obtained, and provides copies of such diagrams upon request to land surveyors and engineers operating in the area.

The Commission-recommended control survey network is intended to be used as a basis for the preparation of large-scale topographic and cadastral maps, thereby permitting the accurate correlation of topographic and cadastral data as well as the accurate reproduction in the field of all lines shown on the maps, whether these lines relate to existing or proposed real-property boundaries, to the location of areas to which public land use regulations are to be applied, or to the location and alignment of proposed public works improvements. The topographic maps show the U. S. Public Land Survey corners, the monuments erected at these corners, and the grid lengths and bearings of the one-quarter-section lines, as well as the usual topographic and cultural features of the landscape (see Map 34). The cadastral maps show the U. S. Public Land Survey corners, the monuments erected at these corners, the grid lengths and bearings of the one-quarter-section lines, and well-defined planimetric features, including major streams and watercourses, as well as real-property boundary lines; street, alley, and public and utility lines, widths, and rights-of-way; subdivision names or certified survey map numbers; block numbers and lot numbers and dimensions; street names; and tax assessment key numbers (see Map 35).

Finally, during 1995, work was completed to identify recommended methodologies for the ready and reliable bidirectional transformation of elevations between the National Geodetic Vertical Datum of 1929 (NGVD 29—former Mean Sea Level datum) and the North American Vertical Datum of 1988 (NAVD 88). All of the vertical control survey work based on the Commission-recommended control survey system within the Region has been referenced to NGVD 29, a datum which has served the Region well for almost 70 years. The Federal government has completed a readjustment of the national vertical control survey network, resulting in the creation of NAVD 88. The differences in elevation within the Region between the two datums concerned range up to a maximum of about 0.4 foot. Use of the NAVD 88 datum does not provide any significant advantages over the continued use of the NGVD 29 datum within the Region. A very large cost would be entailed in shifting from the NGVD 29 datum to the NAVD 88 datum within the Region without any corresponding benefits. Consequently, the Commission has determined to continue to utilize NGVD 29 as the basis for its surveying and mapping activities within the Region.

In order to facilitate the use of the NAVD 88 datum within the Region by such agencies as may desire to do so despite good reasons to the contrary, the Commission in October 1994 entered into an agreement with Mr. Earl F. Burkholder, Consulting Geodetic Engineer, to review existing transformation methodologies, develop as may be necessary new methodologies, and propose recommended methodologies for the ready and reliable bidirectional transformation of elevations between the two vertical datums concerned. The work was completed in December 1995 and the results are presented in SEWRPC Technical Report No. 35, Vertical Datum Differences in Southeastern Wisconsin, December 1995. The transformation methodologies presented in that report permit the ready conversion of elevations between the two datums concerned to various levels of accuracy, including a level of accuracy adequate to maintain the integrity of the Second Order Class II benchmark elevations within the Region.

PROVISION OF OTHER SURVEY-RELATED DATA

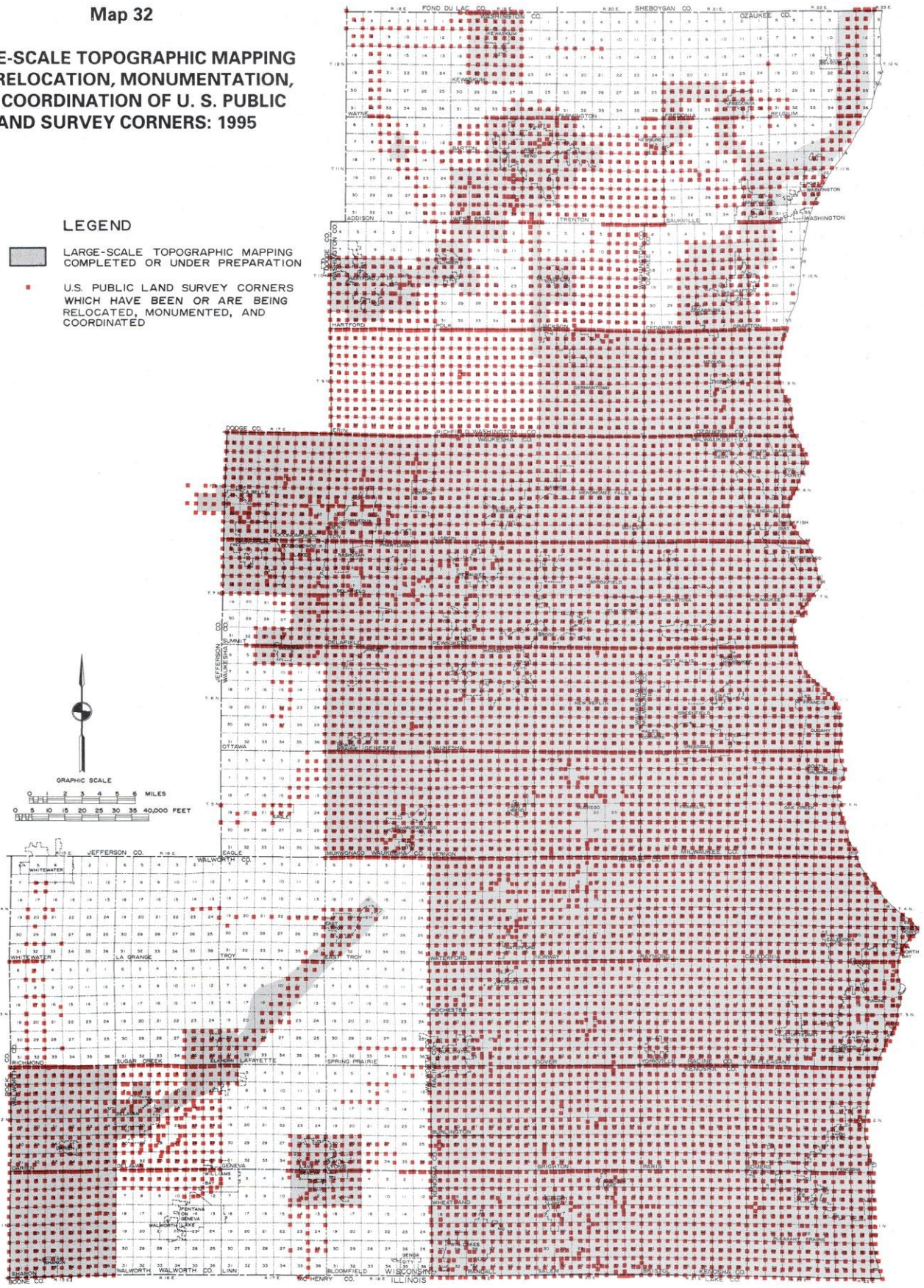
The Commission provides, on request, information on the latitude and longitude of specific sites. Such requests come primarily from industrial and institutional establishments. In 1995, requests for such information were fulfilled for six sites, bringing to 252 the total number of sites for which information has been provided since 1980. This kind of information has been required in the past primarily for the location of radio transmitters. The need for this kind of information may be expected to increase somewhat in the future as the U. S. Environmental Protection Agency requires the submittal of industrial hazardous and toxic waste data for integration into a national data bank.

MILWAUKEE COUNTY LAND SURVEY RECORDS

In 1984, State legislation was enacted which in part requires that in a county having a population of 500,000 or more, where there is no county surveyor, a copy of each land survey plat prepared by a land surveyor be filed in the office of the regional planning commission, the executive director of which is to act in the capacity of county surveyor for the county. Under this act, the commission is also

Map 32

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1995



Map 33

LARGE-SCALE CADASTRAL MAPPING PREPARED TO COMMISSION-RECOMMENDED SPECIFICATIONS UNDER PROGRAMS ADMINISTERED BY THE COMMISSION: 1995

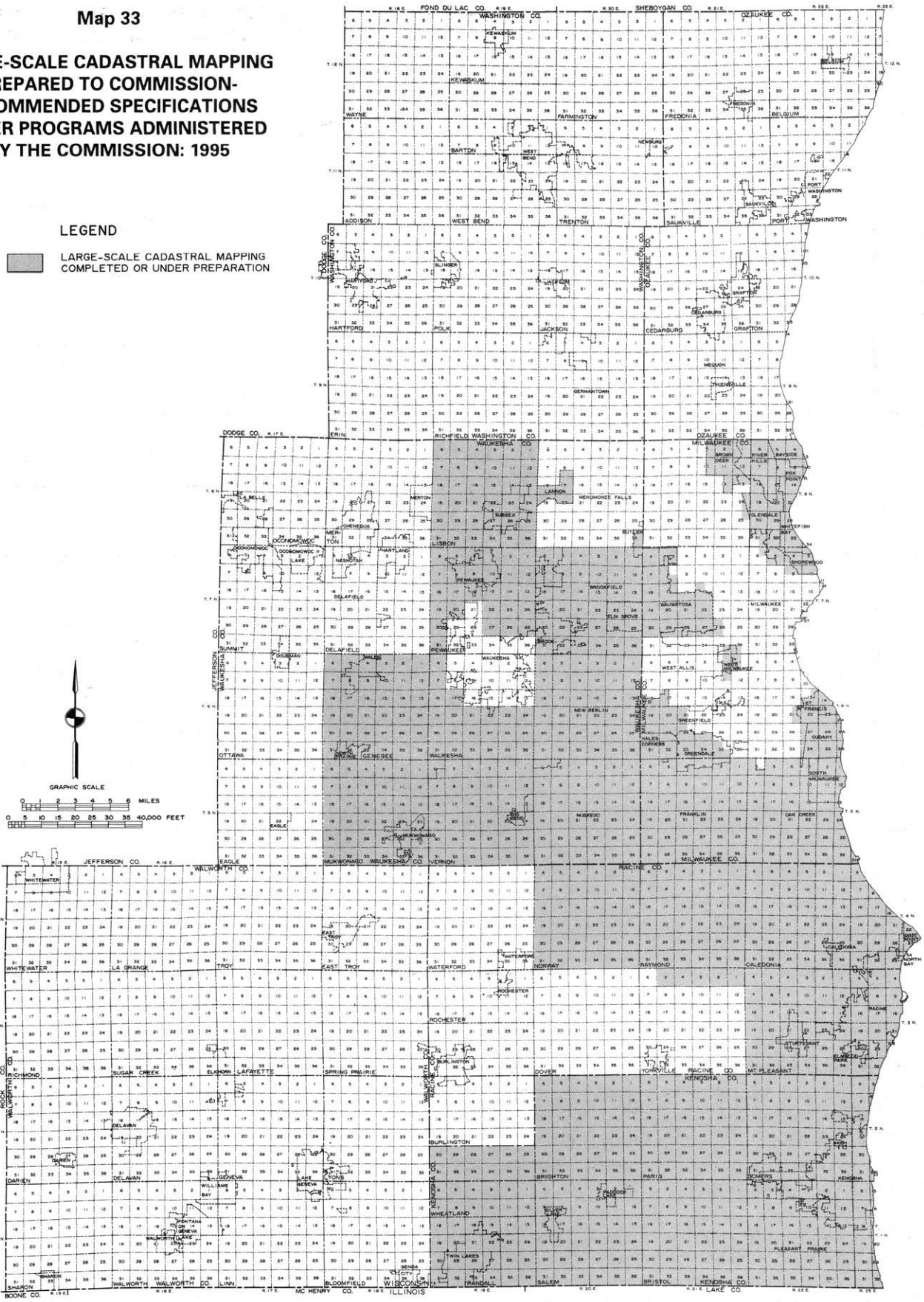
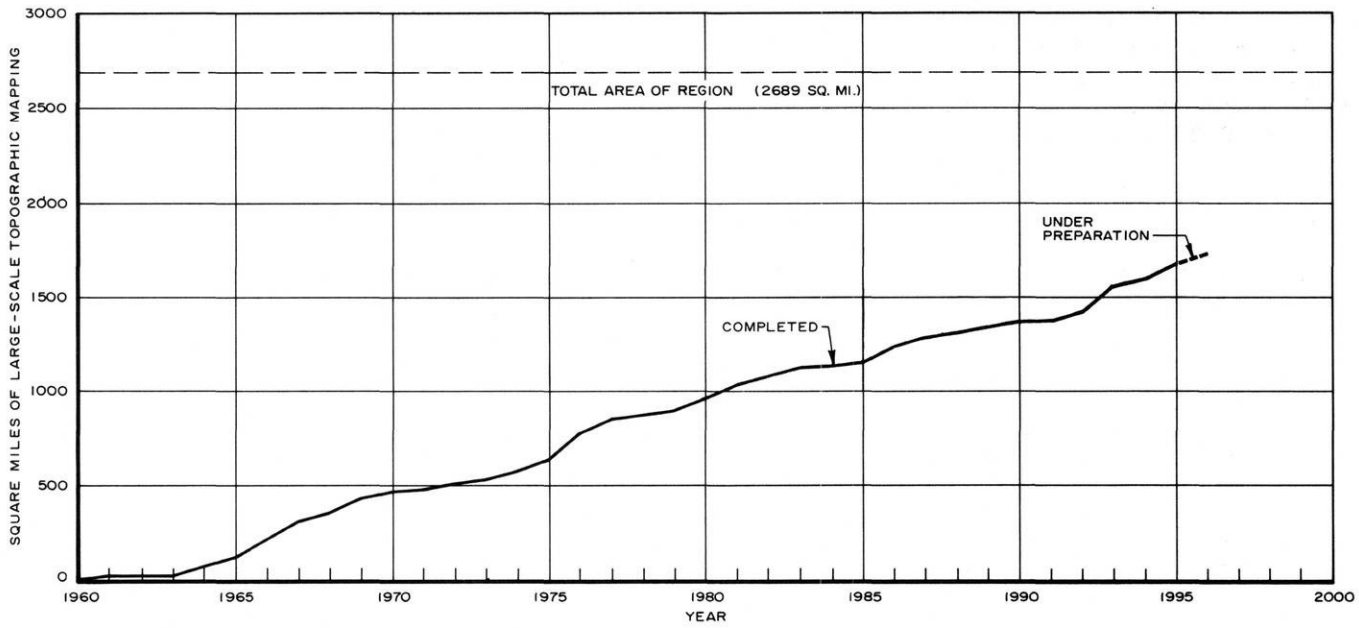
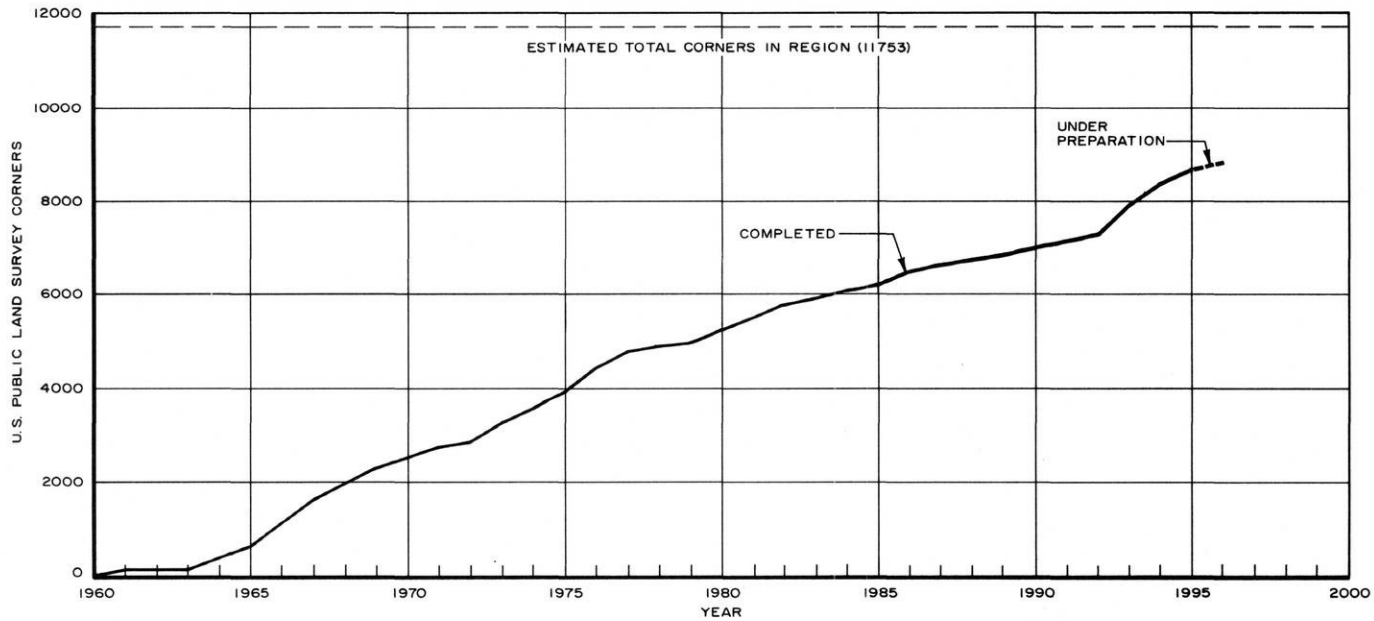


Figure 55

STATUS OF LARGE-SCALE TOPOGRAPHIC MAPPING AND U. S. PUBLIC LAND SURVEY SECTION AND QUARTER-SECTION CORNER RELOCATION, MONUMENTATION, AND COORDINATION IN THE REGION: 1995





made responsible for perpetuating corners of the U. S. Public Land Survey which may be subject to destruction, removal, or burial through construction or other activities and for maintaining a record of the surveys required for such perpetuation. This act became effective on May 28, 1984.

In 1995, under the requirements of this legislation, the Division received, indexed, and filed 1,533 records of land surveys completed within Milwaukee County, the only county within the Region which

TYPICAL SEWRPC MONUMENT



Table 37

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1995

County	Total Area (square miles)	Area (square miles) of Large-Scale Topographic Mapping Completed or under Preparation							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[a]	Multi-Agency	Total	Percent
Kenosha	278	--	27.75	236.25	--	14.00	--	278.00	100.00
Milwaukee	242	--	11.00	102.00	49.50	77.00	2.50	242.00	100.00
Ozaukee	234	26.75	24.25	43.25	--	17.50	--	111.75	47.76
Racine	340	--	25.50	314.50	--	--	--	340.00	100.00
Walworth	578	30.25	--	70.00	--	24.00	--	124.25	21.50
Washington	436	1.50	22.75	--	--	89.25	9.00	122.50	28.10
Waukesha	581	1.25	78.75	277.75	--	145.25	--	503.00	86.57
Region	2,689	59.75	190.00	1,043.75	49.50	367.00	11.50	1,721.50	64.02

NOTE: Includes only those areas of the Region for which large-scale topographic maps have been or are being prepared and throughout which U. S. Public Land Survey corners have been or are being relocated, monumented, and coordinated utilizing SEWRPC-recommended procedures. Area shown indicates original large-scale topographic mapping programs. Of the 59.75 square miles originally mapped under WisDOT programs, 15.50 square miles have been updated by other agencies. Of the 190.00 square miles originally mapped under SEWRPC programs, 104.50 square miles have been updated by other agencies. Of the 1,043.75 square miles originally mapped under county programs, 2.00 square miles have been updated by other agencies. Of the 367.00 square miles originally mapped under local programs, 182.00 square miles have been updated by other agencies.

[a]*Includes 21 cities, 19 villages, and three towns.*

County	Estimated Total Corners[a]	Number of U. S. Public Land Survey Corners Which Have Been or Are Being Relocated, Monumented, and Coordinated							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[b]	Multi-Agency	Total	Percent
Kenosha	1,203	58	168	914	--	63	--	1,203	100.00
Milwaukee	1,065	72	184	132	159	492	26	1,065	100.00
Ozaukee	1,064	143	179	146	3	110	--	581	54.61
Racine	1,478	--	172	1,306	--	--	--	1,478	100.00
Walworth	2,503	296	--	452	--	121	11	880	35.16
Washington	1,905	150	164	539	--	428	51	1,332	69.92
Waukesha	2,535	78	463	1,117	--	596	--	2,254	88.92
Region	11,753	797	1,330	4,606	162	1,810	88	8,793[c]	74.81

[a]*The estimated number of corners for each county was determined by assigning standard and closing corners to the respective county concerned and by alternately assigning common corners to the two or more counties concerned.*

[b]*Includes 21 cities, 19 villages, and three towns.*

[c]*Because of the need to set witness corners, these 8,793 U. S. Public Land Survey corners, including the centers of the sections, are marked by 8,945 monuments.*

meets the statutory criteria concerned. This brings the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 22,985.

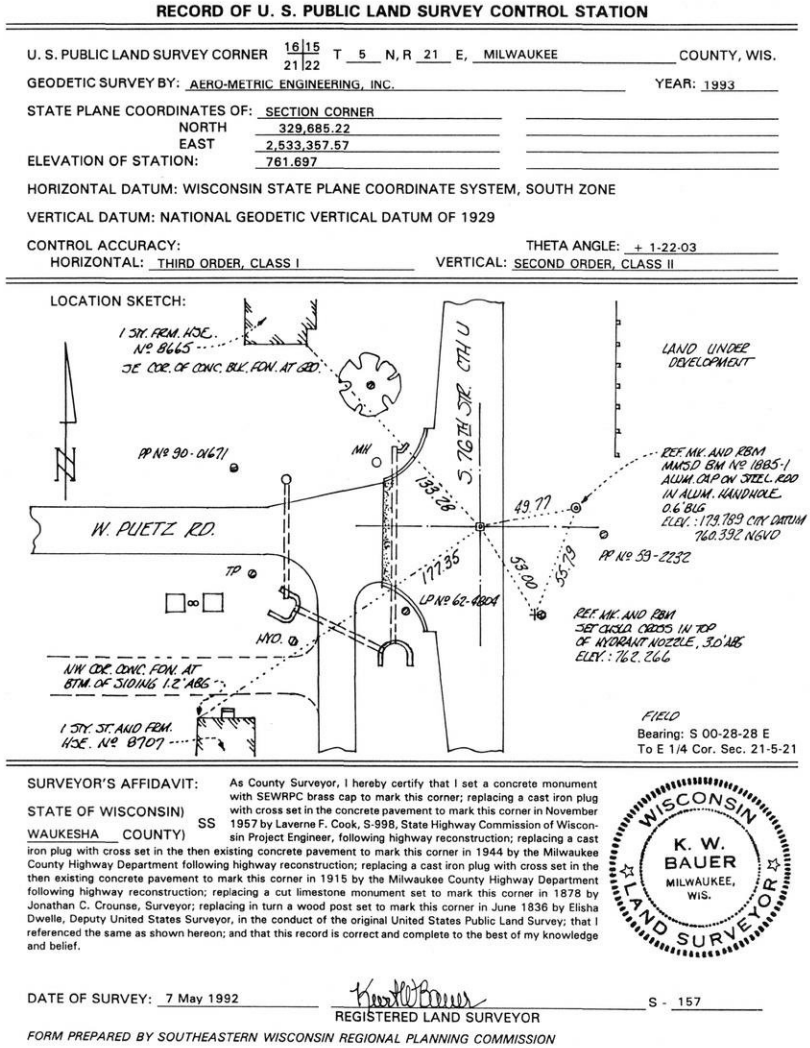
In order to facilitate convenient use of the survey records by land surveyors, abstractors, assessors, appraisers, attorneys, engineers, and other interested parties, the survey records are filed by the Commission under five headings, and computer-generated lists of the recorded surveys can be provided upon request. The five headings are:

1. Numerically by U. S. Public Land Survey township, range, section, quarter section, and record of survey.

2. Alphabetically by minor civil division (city or village).

Figure 56

RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION



RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION

U. S. PUBLIC LAND SURVEY CORNER 16|15 / 21|22 T 5 N, R 21 E, MILWAUKEE COUNTY, WIS.

GEODETIC SURVEY BY: AERO-METRIC ENGINEERING, INC. YEAR: 1993

STATE PLANE COORDINATES OF: SECTION CORNER

NORTH 329,685.22

EAST 2,533,357.57

ELEVATION OF STATION: 761.697

HORIZONTAL DATUM: WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE

VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ACCURACY:

HORIZONTAL: THIRD ORDER, CLASS I

THETA ANGLE: + 1-22-03

VERTICAL: SECOND ORDER, CLASS II

LOCATION SKETCH:

SURVEYOR'S AFFIDAVIT:

STATE OF WISCONSIN) SS
WAUKESHA COUNTY)

As County Surveyor, I hereby certify that I set a concrete monument with SEWRPC brass cap to mark this corner; replacing a cast iron plug with cross set in the concrete pavement to mark this corner in November 1957 by Laverne F. Cook, S-998, State Highway Commission of Wisconsin Project Engineer, following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1944 by the Milwaukee County Highway Department following highway reconstruction; replacing a cast iron plug with cross set in the then existing concrete pavement to mark this corner in 1915 by the Milwaukee County Highway Department following highway reconstruction; replacing a cut limestone monument set to mark this corner in 1878 by Jonathan C. Crounse, Surveyor; replacing in turn a wood post set to mark this corner in June 1836 by Elisha Dwelle, Deputy United States Surveyor, in the conduct of the original United States Public Land Survey; that I referenced the same as shown hereon; and that this record is correct and complete to the best of my knowledge and belief.

WISCONSIN K. W. BAUER MILWAUKEE, WIS. LAND SURVEYOR

DATE OF SURVEY: 7 May 1992

Kenneth W. Bauer
REGISTERED LAND SURVEYOR

S - 157

FORM PREPARED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

3. Alphabetically by the property owner or client for whom the survey was completed.

4. Alphabetically by the name of the land surveyor employed by the property owner or client.

5. Chronologically by the date of the survey.

Updated copies of the five lists are prepared quarterly and transmitted to the Milwaukee County Director of Public Works, the Milwaukee County Register of Deeds, selected city and village engineers within the County, and all land surveyors who have submitted records of surveys to the Commission for indexing and filing.

Since 1961, the Commission has maintained records on U. S. Public Land Survey corners within the entire Region. However, as already noted, since 1984 the Commission has been responsible for the perpetuation of the U. S. Public Land Survey System in Milwaukee County. Since 1984, 354 corners of that system in Milwaukee County have been perpetuated by remonumentation and referencing carried out by, or under the direction of, the Commission staff to replace destroyed, damaged, or substandard monumentation. Also since 1984, dossier sheets have been prepared for the 354 remonumented corners as well as for 285 corners which were referenced by the Commission staff subsequent to perpetuation of the corners by the Wisconsin Department of Transportation, the Milwaukee County Department of Public Works, and city and village engineers.

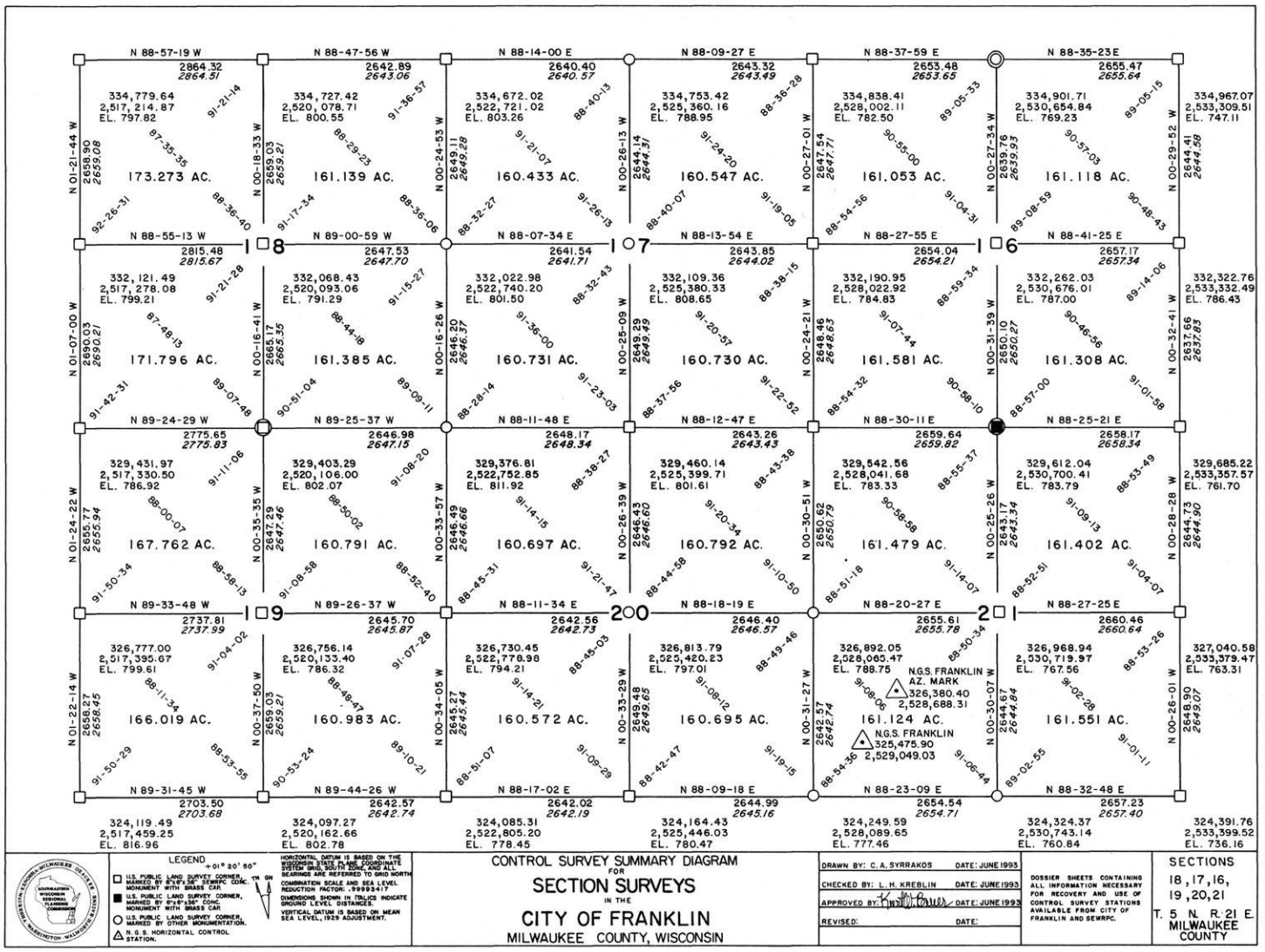
1995 REGIONAL AERIAL PHOTOGRAPHY PROGRAM

During 1995, the Commission began the production of aerial photo image products based upon new aerial photography of the Southeastern Wisconsin Region. This photography updates a series of regional aerial photography efforts dating back to 1963 and occurring thereafter in 1970 and at five-year intervals since. The photography is enlarged to a 1:4800 (one-inch-equals-400-feet) scale, with the product specifications designed to support its use at that scale. The 1995 aerial photography has been obtained as part of the Commission's work program to provide a basis for updating Commission areawide inventories. As an important adjunct to the acquisition of this photography, the Commission makes duplicate aerial photography-based products available to county and local units of government within the Region, as well as to private firms and individual citizens. The project is being funded jointly by the Commission, the Wisconsin Department of Transportation, and the U. S. Department of Transportation, Federal Highway Administration.

The Commission's 1995 regional aerial photography program differs in two significant respects from past

Figure 57

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM

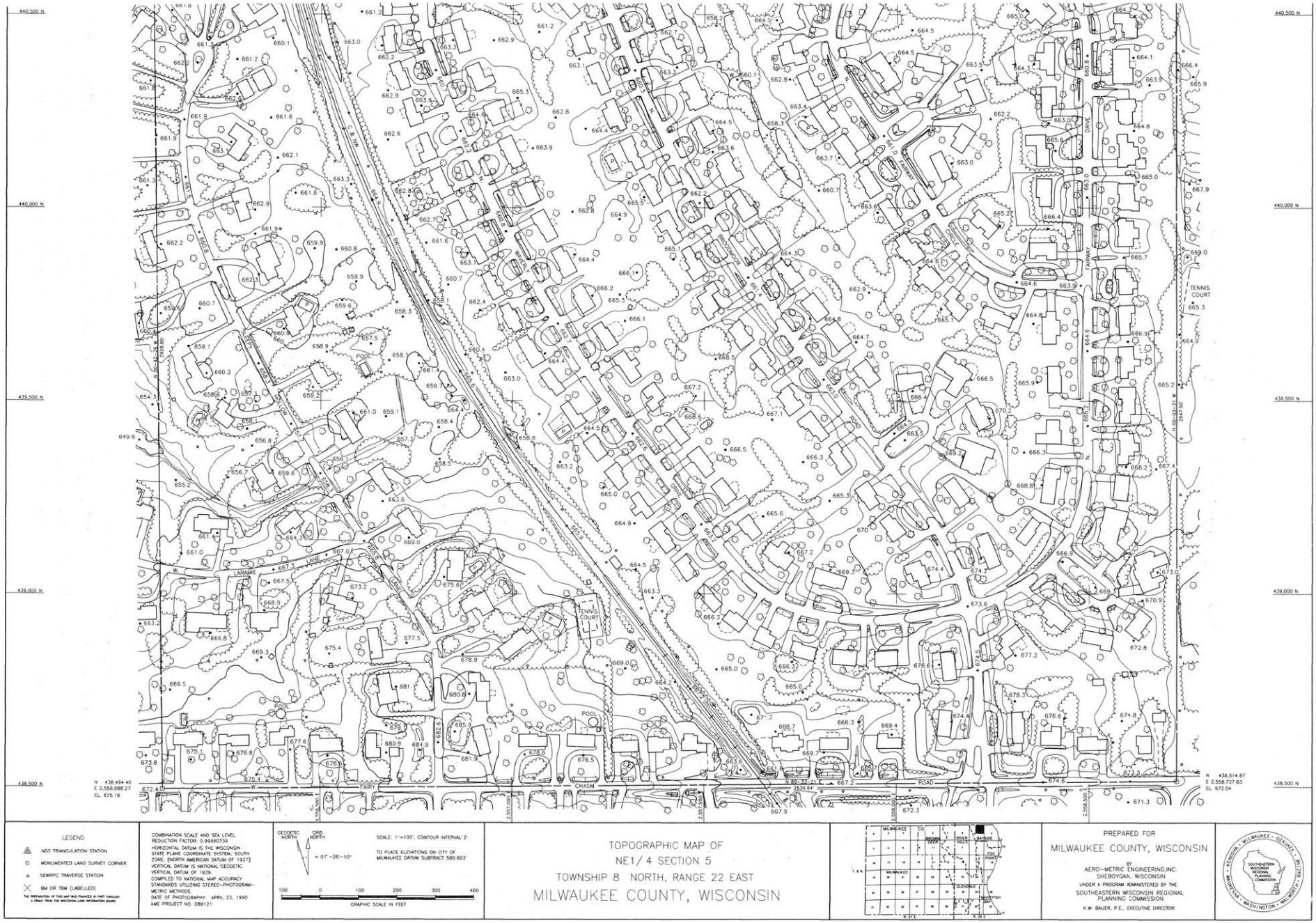


efforts. First, the aerial photography is being used to create digital imagery which can be used to prepare both computer-readable digital and conventional analog aerial image products. Under past efforts, only analog image products were created. Second, the digital imagery being acquired is being photogrammetrically enhanced so as to create orthophoto images—in effect, computer-readable and computer-manipulable photo-maps. In past efforts, the aerial photo images, while ratioed and rectified, were not orthogonal images; i.e., the images contained horizontal displacement due to local relief. That displacement will essentially be eliminated in the new product so that the photo images will, in effect, constitute true maps which meet National Map Accuracy Standards at the compilation scale of 1:4800 or at smaller scales.

A total of 706 such images are being acquired under this project, covering the entire Region as well as relatively small areas outside the Region adjacent to the Cities of Hartford, Oconomowoc, and Whitewater. As noted above, the specifications for the 1995 project are intended to produce aerial photo images for use at a 1:4800 scale. This series of aerial photo images has in past projects been referred to as the "low-flight" series. Because of the ability to manipulate scale with digital image products, the Commission did not acquire a separate overflight of smaller-scale aerial photography designed for repro-

Map 34

TYPICAL TOPOGRAPHIC MAP



LEGEND

- NGS TRIANGULATION STATION
- MONUMENTED LAND SURVEY CORNER
- SEWRPC TRAVERSE STATION
- BM OR TBM (LABELLED)

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A GRANT FROM THE WISCONSIN LAND INFORMATION BOARD.

COMBINATION SCALE AND SEA LEVEL REDUCTION FACTOR: 0.99990739
HORIZONTAL DATUM IS THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, (NORTH AMERICAN DATUM OF 1927)
VERTICAL DATUM IS NATIONAL GEODETIC VERTICAL DATUM OF 1929.
COMPILED TO NATIONAL MAP ACCURACY STANDARDS UTILIZING STEREO-PHOTOGRAMMETRIC METHODS.
DATE OF PHOTOGRAPHY: APRIL 23, 1990
AME PROJECT NO. 089121

GEODETIC NORTH
GRID NORTH
+ 0°1'-26"-10"

SCALE: 1"=100', CONTOUR INTERVAL 2'

TO PLACE ELEVATIONS ON CITY OF MILWAUKEE DATUM SUBTRACT 580.603'

100 0 100 200 300 400
GRAPHIC SCALE IN FEET

TOPOGRAPHIC MAP OF
NE1/4 SECTION 5
TOWNSHIP 8 NORTH, RANGE 22 EAST
MILWAUKEE COUNTY, WISCONSIN

PREPARED FOR
MILWAUKEE COUNTY, WISCONSIN
BY
AERO-METRIC ENGINEERING,INC.
SHEBOYGAN, WISCONSIN
UNDER A PROGRAM ADMINISTERED BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
K.W. BAUER, P.E., EXECUTIVE DIRECTOR

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
KENOSHA · MILWAUKEE · OZAUKEE · RACINE · WALWORTH · WASHINGTON · WAUKESHA

Map 35

TYPICAL CADASTRAL MAP



duction and use at a 1:24000 (one-inch-equals-2,000-feet) scale. In past projects, this series of images had been referred to as the "high-flight" series.

Each of the aerial photo images obtained will be available in traditional hard-copy format at a 1:4800 scale similar in appearance to the images available from previous Commission projects. Each image will be centered over the common corner of four U. S. Public Land Survey sections, and will include all four of the sections involved, with a small image overlap into immediately adjacent sections. Images for those portions of the Region where the Commission-recommended U. S. Public Land Survey corner remonumentation and coordination program has been completed will include symbols identifying the locations of monuments marking U. S. Public Land Survey section corners, quarter-section corners, centers of sections, meander corners, and witness corners, together with section and quarter-section lines. Images for the remaining portions of the Region will include symbols identifying the approximate location of section corners, quarter-section corners, and centers of sections, but will not identify section or quarter-section lines. State Plane Coordinate grid intersections will be shown by symbol on the plotted images at 2,000-foot intervals (see Map 36). All coordinate values will be referenced to the Wisconsin Plane Coordinate System, South Zone, North American Datum of 1927.

In order to accommodate map information, each individual four-section image will be plotted on stable base sheets approximately 36 inches square. Prior hard-copy image products were approximately 30 inches square. The Commission will continue to make available on demand paper diazo-produced copies made from the Commission's set of Film Writer-produced images.

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. A total of 7,587 prints of aerial photographs of portions of the Region were reproduced, along with 78 soil map prints and 186 prints of maps in the Commission base map series. Aerial photographs were purchased primarily by local units of government, utilities, real-estate agents, retail businesses, and service and manufacturing companies. Soil photo prints and base maps were purchased primarily by real-estate agents, utilities, surveyors, engineers, and individual property owners.

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 1995, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

OVERALL WORK PROGRAMS

- Overall Work Program—1996 Southeastern Wisconsin Regional Planning Commission, December 1995, 244 pages

ANNUAL REPORTS

- 1994 Annual Report, August 1995, 230 pages

TECHNICAL REPORTS

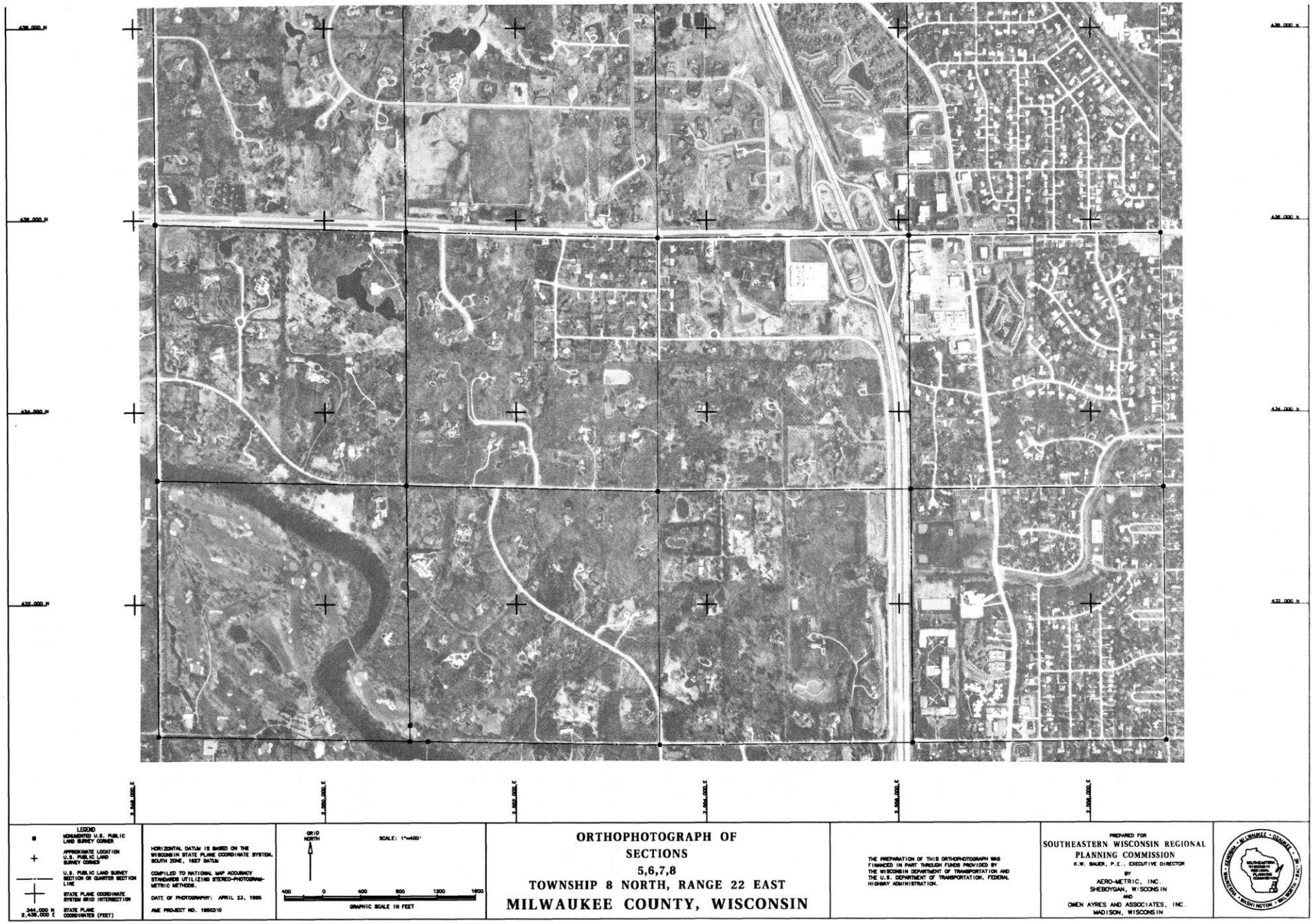
- No. 10, 3rd Edition, The Economy of Southeastern Wisconsin, October 1995, 109 pages
- No. 11, 3rd Edition, The Population of Southeastern Wisconsin, October 1995, 203 pages
- No. 35, Vertical Datum Differences in Southeastern Wisconsin, December 1995, 193 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 66, 2nd Edition, A Park and Open Space Plan for the City of New Berlin, Waukesha County, Wisconsin, June 1995, 71 pages
- No. 92, 2nd Edition, Sanitary Sewer Service Area for the City of Hartford and Environs, Washington County, Wisconsin, June 1995, 39 pages
- No. 94, 2nd Edition, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, March 1995, 36 pages
- No. 173, A Stormwater Management Plan for the City of West Bend, City of West Bend, Washington County, Wisconsin, Volume

Map 36

TYPICAL ORTHOPHOTOGRAPH



Three, Alternatives and Recommended Plan for the Milwaukee River Drainage Area, June 1995, 282 pages

- No. 186, A Land Use and Street System Plan for the Village of Slinger: 2010, Washington County, Wisconsin, August 1995, 223 pages
- No. 212, A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995, 343 pages
- No. 217, A Land Use Plan for the Town of Waterford: 2010, Racine County, Wisconsin, May 1995, 106 pages
- No. 218, A Transit Service Plan for Ozaukee County: 1996-2000, July 1995, 182 pages
- No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin, June 1995, 37 pages
- No. 220, A Land Use Plan for the Town of Sugar Creek: 2010, Walworth County, Wisconsin, August 1995, 95 pages

MEMORANDUM REPORTS

- No. 55, Traffic Engineering Study of Keup Road between Columbia Road (STH 57) and STH 60 in the City and Town of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1995, 28 pages
- No. 72, Analysis of Traffic Engineering Actions Proposed by City of Cedarburg Staff for S. Washington Avenue (STH 57/STH 143), Ozaukee County, Wisconsin, May 1995, 27 pages
- No. 93, A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995, 800 pages
- No. 96, A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System, January 1995, 56 pages
- No. 97, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System, January 1995, 46 pages
- No. 98, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System, January 1995, 33 pages
- No. 99, A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility, January 1995, 33 pages
- No. 100, A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System, January 1995, 44 pages
- No. 101, Upper Nemahbin Lake Watershed Inventory Findings, Waukesha County, Wisconsin, May 1995, 79 pages
- No. 102, Water Level Control Plan for the Waterford-Vernon Area of the Middle Fox River Watershed, Racine and Waukesha Counties, Wisconsin, March 1995, 58 pages
- No. 105, Traffic Study of the Intersection of Barker Road (CTH Y) and Watertown Road, Town of Brookfield, Waukesha County, Wisconsin, March 1995, 19 pages

NEWSLETTERS

- Vol. 35, Nos. 1-6, 204 pages

OTHER

- Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area, March 1995, 27 pages
- Amendment to the Waukesha County Jurisdictional Highway System Plan—2010, May 1995, 105 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of Mequon, June 1995, 28 pages
- Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Williams Bay-Geneva National-Lake Como Sanitary Sewer Service Area, June 1995, 9 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/

Wallace Lake Sanitary District, June 1995, 18 pages

- Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs, September 1995, 1 page
- Upland Environmental Corridor Protection Study Design, September 1995, 28 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Belgium, December 1995, 9 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District, December 1995, 11 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support services not only to all of the Commission's planning divisions, but also to county and local governments in the development of automated land information systems. Since the mid-1970s, the Division has had a computer mapping capability that has provided the foundation for a still-evolving regional geographic information system (GIS). Conceptually, the Commission defines a GIS as a computer-based system of capturing, storing, retrieving, analyzing, and reproducing geographically based data such as land use, soils, wildlife habitat, and floodplain data. The system thus identifies and maps areas exhibiting a defined characteristic without regard to real-property ownership. Nevertheless, in the Commission's GIS, the basis for the control of these data sets is the U. S. Public Land Survey System tied to the State Plane Coordinate System.

A land information system (LIS) is by Commission definition conceptually different from a GIS only in that an important new component is added, namely, real-property boundary lines and definitions of ownership parcels. The data in an LIS are thus all parcel-related. Since such cultural information is also directly related to the U. S. Public Land Survey System, it is possible to integrate fully the Commission's regional GIS data base with the additional information being developed under the county land information systems. Indeed, over time and as counties complete land information systems, it may be expected that the regional GIS in Southeastern Wisconsin will, in effect, be merged with the seven county land information systems into a single computer-based system in which there will reside a wide range of data pertaining both to the physical characteristics of the land and environment and the cultural characteristics of how the land and environment is owned and managed.

The following sections present a technical description of the Commission's computer mapping capabilities, which are evolving from year to year to take advantage of changes in the state of the art; a discussion of the status of the regional GIS; and a review of the status of the seven county-based land information systems in Southeastern Wisconsin.

COMPUTER MAPPING CAPABILITIES

The Commission has maintained a computer-assisted mapping capability since 1976. Two general types of computer software are currently available for computer-assisted mapping applications. These are computer-assisted drafting (CAD) software and geographic information systems (GIS) software. Superficially, these software products appear to operate in a similar fashion and to produce similar map products, but they are, in fact, quite different in design, operation, and function.

CAD software functions quite well in situations where the only need is for the creation, maintenance, and replication of maps. Where there is the additional need to extract, analyze, and report the information content of maps, or to synthesize map and map-related information, GIS software is a more appropriate tool. In addition, GIS software possesses the capability of simultaneously extracting information from more than one map, synthesizing and analyzing that information, and producing "new" information and "new" maps from the process. The ability to perform these types of operations is especially valuable to the Commission's areawide planning efforts.

The computer software necessary to establish and operate geographic information systems is complex and evolving. True GIS software has been commercially available only within the relatively recent past; prior to 1987, the Commission utilized CAD-type software for its computer-assisted mapping applications. In 1986, the Commission staff evaluated a number of GIS software products then commercially available to identify a software system most suitable for its use. Also evaluated were several products in advanced stages of development, but not yet ready for commercial release. This evaluation led in 1987 to the acquisition by the Commission of the Deltamap software system. Deltamap, since renamed GenaMap as the result of a change in ownership of the software company that originally developed the product, is a true GIS software product capable of supporting a wide variety of map digitizing, map production, and map-related analytical functions, including network- and land parcel-based functions.

The computer graphics hardware configuration upon which GenaMap operates is based upon two Hewlett-Packard series 9000, Model 380, engineering work stations, each having a 19-inch, 16-color monitor and two 571-megabyte disks; one Hewlett-Packard series 9000, Model 750 engineering work station having a 19-inch, 256-color monitor and eight 1.3-gigabyte disks; and one Hewlett-Packard series 9000, Model 725 engineering work station having a 20-inch, 256-color monitor with two 1.0-gigabyte disks and 21 2.0-gigabyte disks. Three of the engineering work stations—the Model 750, the Model 725, and one Model 380—are connected through a local area network (LAN).

The three networked work stations share a Hewlett-Packard 1600/6250 dual-density tape drive, an eight-millimeter tape drive, two four-millimeter tape drives, and two CD-ROM drives. Plotting devices which are connected to this network include a Hewlett-Packard high-resolution, eight-color pen plotter capable of handling A-size through E-size cut sheet media or 36-inch roll-feed media, and a Hewlett-Packard Model 650C color ink-jet plotter with similar capacity for 36-inch roll-feed media. The three work stations jointly serve as the support devices for three Hewlett-Packard 20-inch, 256-color terminals and seven Hewlett-Packard 19-inch, 256-color terminals. Six of the latter terminals are attached to Calcomp 44-inch-by-60-inch, high-precision digitizing tables for interactive map data capture and editing. A Calcomp color electrostatic plotter is also available for on-line color map production. This device is capable of handling 44-inch roll-feed media, and can produce monochrome, color-line, and solid color-fill finished drawings at a resolution of 400 dots per inch.

DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM

Since the mid-1970s, the Commission has had under development a regional geographic information system with an emphasis on regional planning data needs. Efforts to date to build that system have been concentrated on the computerization of land use and related inventories that previously were quantified, manipulated, and stored in noncomputerized fashion. Consequently, through 1995 the regional GIS consists largely of data on land use, soils, watersheds, floodlands, shorelands, vegetation, wildlife habitat, environmental corridors, and scientific and natural areas. Not all of these data sets have as yet been fully converted to digital format for computerized storage and retrieval. The Commission continues to work annually toward completing the computerized regional planning data base.

In addition to the foregoing land-based data sets, the GIS also includes at the present time a series of digital base maps for each of the seven counties of the Region. Other data sets available to the GIS include selected cultural boundary features, civil divisions, traffic analysis zones, and planning analysis areas used for regional planning purposes. Over time, the Commission intends to enhance its GIS by adding network and attribute data attendant to the transportation system map sets. Because the regional GIS is continually evolving, potential users of the data residing in the system need to specifically inquire of the Commission regarding data availability.

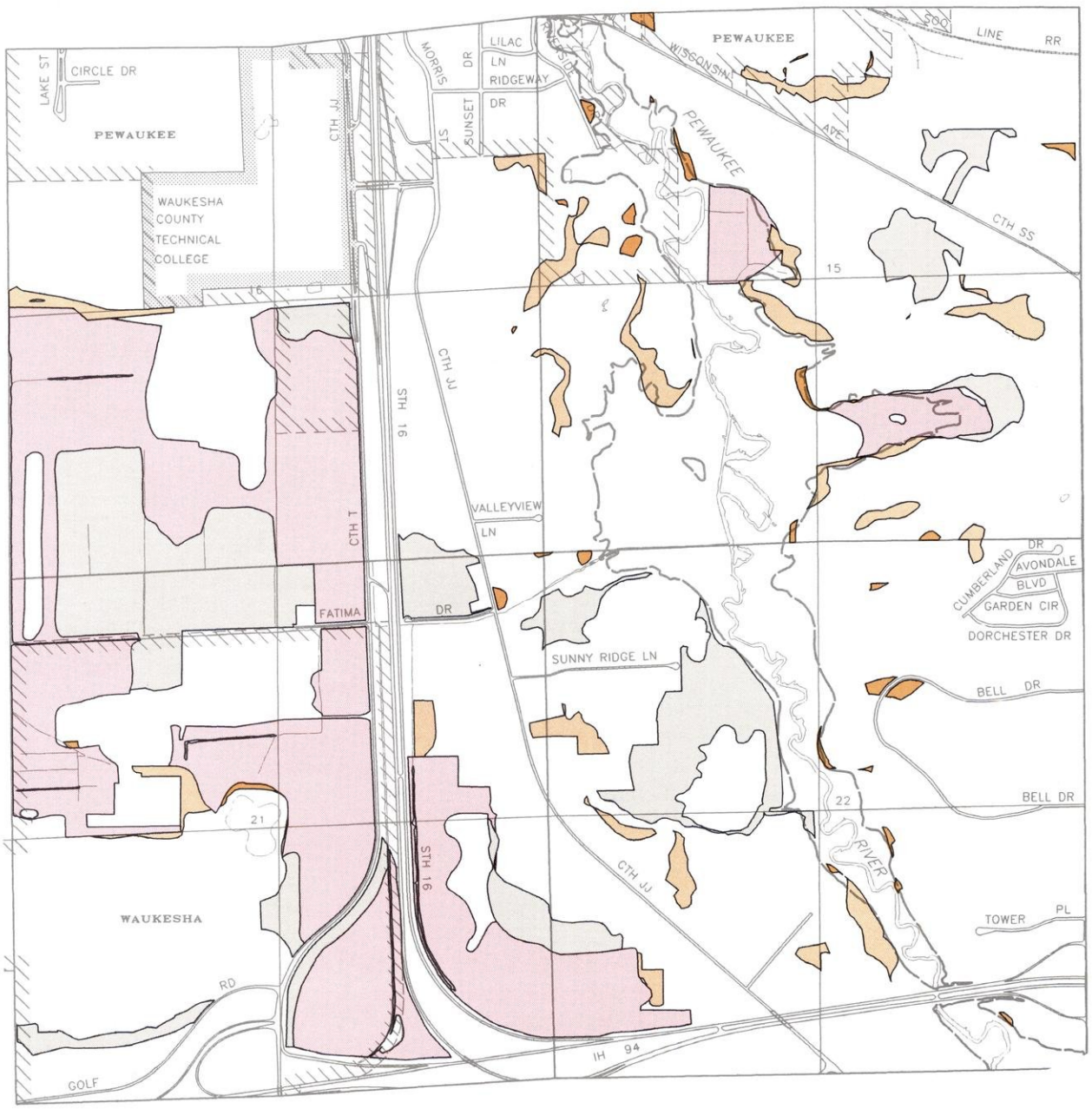
Using the Commission's regional GIS, the Commission, in 1992, at the request of the Wisconsin Department of Transportation, conducted a demonstration effort in which the computer technology was used to identify for the Department potential wetland mitigation and enhancement sites. The identification of such sites is critical in carrying out an agreement between the Wisconsin Departments of Natural Resources and Transportation under which the latter Department has agreed to mitigate wetland losses caused by State-sponsored highway and airport construction projects.

To demonstrate the capabilities of the GIS to assist in this matter, the Wisconsin Department of Transportation selected a four-square-mile study area mostly in the Town of Pewaukee. Within that study area, the data base residing in the GIS was expanded to include all relevant data on soils, wetlands, woodlands, natural areas, critical species habitats, wildlife habitat areas, land use, and primary environmental corridors. Using a set of locational criteria developed jointly by the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, and the Commission, the computerized GIS was then used to locate, quantify, and map specific areas that would be suitable for wetland mitigation and for wetland enhancement within the study area. The results of this demonstration work effort are summarized graphically on Map 37. With this information, the Department of Transportation was then in a position to identify specific areas for potential use as wetland mitigation or enhancement sites.

On the basis of the results of the demonstration study, the Department of Transportation indicated

Map 37

SUITABLE WETLAND MITIGATION AND ENHANCEMENT SITES IN THE PEWAUKEE-IH 94 STUDY AREA



WETLAND MITIGATION SITES

- LESS THAN 1.0 ACRE
- 1.0 – 5.0 ACRES
- GREATER THAN 5.0 ACRES

WETLAND ENHANCEMENT SITES

- LESS THAN 1.0 ACRE
- 1.0 – 5.0 ACRES (NONE)
- GREATER THAN 5.0 ACRES

FLOODPLAIN BOUNDARY

WAUKESHA COUNTY

T 07 N R 19 E



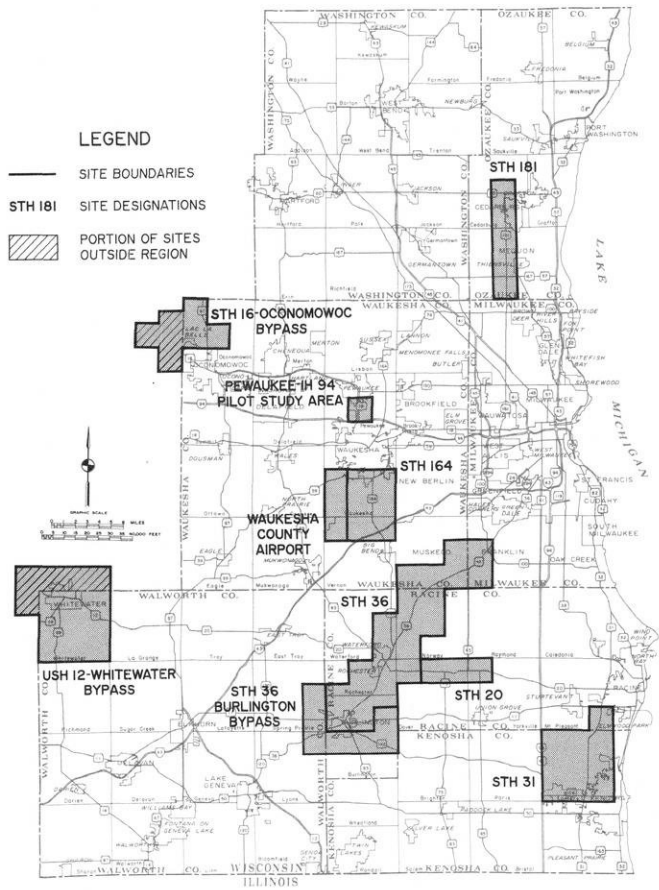
GRAPHIC SCALE

400 0 400 800 1200 FEET

to the Commission its intent to use the GIS technique to identify potential wetland mitigation and enhancement sites throughout the Region. During the balance of 1992, the Department contracted with the Commission to identify such sites attendant to several highway improvement projects being programmed by the Department. This cooperative effort continued over the next two years, concluding in 1994, and resulted in a total of 10 such site identification studies being completed within the Region. The locations of these sites are shown graphically on Map 38. This cooperative working relationship with the Department of Transportation also contributed to the further building of the regional digital GIS data base.

Map 38

WISCONSIN DEPARTMENT OF TRANSPORTATION WETLAND MITIGATION AND ENHANCEMENT SITE IDENTIFICATION STUDIES CARRIED OUT WITHIN THE REGION: 1992-1994



DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

Since its inception, the Commission has recommended that county and local units of government in the Region prepare large-scale topographic and cadastral, or property-boundary, base maps founded upon a Commission-recommended monumented control survey network that precisely and accurately relates the U. S. Public Land Survey System to the State Plane Coordinate System. With the advent of computer-assisted mapping and geographic information systems, counties and local units of government in the Region are converting conventionally mapped data to digital, that is, computer-readable, form and are also developing new mapping directly in digital form. Such mapping forms the foundation for modernized systems of land records management.

Efforts to develop county-based land information systems were significantly enhanced by the initiation in 1990 of the Wisconsin Land Information Program. This program, overseen by the Wisconsin Land Information Board, provides a focal point for land records modernization issues and efforts within Wisconsin. Under the program, counties throughout the State are to prepare and implement plans to modernize land records systems. The program includes a supplemental Register of Deeds filing and recording fee of $6.00. Counties retain $4.00, to be used exclusively for implementing county land records modernization plans. The remaining $2.00 is forwarded to the Wisconsin Land Information Board and is used by that Board primarily to award grants to county and local governments for projects that would implement county plans.

By the end of 1992, the Commission had assisted all seven counties in the Region in preparing county land information system plans. The following summarizes the major activities carried out during 1995 with the assistance of the Commission in the implementation of those plans.

Kenosha County

The Kenosha County plan is documented in SEWRPC Community Assistance Planning Report No. 185, A Plan for the Creation of an Automated Mapping and Parcel-Based Land Information System for Kenosha County, August 1990. The plan was adopted by the County Board on September 25, 1990, and approved by the Wisconsin Land Information Board on January 7, 1991. The plan formalized a work effort that had begun in the mid-1980s following a land information system demonstra-

tion project undertaken jointly by the Commission and Kenosha County using the Town of Randall as a demonstration area. Based on that pilot project, the Kenosha County plan included the following elements intended to provide an initial, usable land information system for the County:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,203 U. S. Public Land Survey corners in the County and establish State Plane Coordinates and elevations for those corners. This work was completed prior to the preparation of the County plan in accordance with long-standing Commission recommendations.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals. This mapping was also completed by Kenosha County to Commission specifications in conventional format prior to the development of digital mapping capabilities. Consequently, the demonstration study and the plan recommended that the conventional maps be converted to digital form by digitizing or scanning techniques.

- The completion of cadastral overlay maps in digital form at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers.

- The completion of an initial series of planning-oriented parcel-related digital files, including parcel ownership, assessed valuation, soil, land use, wetland, floodplain, shoreland, and zoning data.

The following steps were taken during 1995 toward the implementation of the Kenosha County plan and the completion of the initially defined County land information system:

- Work was completed on the preparation of automated land information system files for the last remaining portion of Kenosha County for which the basic elements of such a system had not yet been prepared. This project, initiated under an agreement executed in 1993 between Kenosha County and the Commission, involved an area encompassing approximately 108 square miles, containing about 16,950 parcels, and including portions of the City of Kenosha and of the Village of Pleasant Prairie, all of the Villages of Paddock Lake and Silver Lake, and all of the Towns of Brighton and Paris. Completed digital base map and cadastral map files, digital planning and zoning overlay files, and hard-copy cadastral maps of the project area were delivered to Kenosha County. Funding for this project was provided by a grant from the Wisconsin Land Information Board, by County-retained document-filing fees, and by a contribution from the Kenosha Water Utility.

- Two separate large-scale digital topographic mapping projects in two distinct project areas covering a total of approximately 16 square miles were completed. This mapping was secured by the Commission under agreements with Kenosha County, and is intended to replace previously completed analog-format topographic maps that had become outdated. This represents the first digital-format topographic mapping acquired by the County. Funding for these projects was provided by County tax-levy monies.

- With the assistance of the Commission, Kenosha County submitted to the Wisconsin Land Information Board a grant application for the July 1995 grant application period. The application included a proposal calling for the enhancement of existing digital planimetric and hydrographic map files with the addition of elevation contours and spot elevations and accompanying text, resulting in completed large-scale digital topographic map files for an approximately 120-square-mile area in the County. Because the grant application was not successful, Kenosha County requested the assistance of the Commission in enhancing the proposal and submitting it to the Wisconsin Land Information Board for the January 1996 application period.

- Kenosha County and the Commission entered into an agreement whereby the Commission would update the County's digital cadastral and zoning map files and prepare new hard-copy cadastral maps where necessary. Work on this project was nearly completed by the end of 1995.

As of December 31, 1995, the initial land information system had been completed for the entirety of Kenosha County. The system includes automated base mapping, cadastral overlays, and

planning and zoning overlays for an area of approximately 278 square miles, representing nearly 60,000 parcels.

Kenosha County acquired computer hardware and software for its automated land information system during 1993, choosing GenaMap software running on IBM RS/6000 engineering work stations. Two GenaMap sites have been installed—one at the Courthouse in downtown Kenosha and a second at the Kenosha County Center in the Town of Bristol. These sites are linked together over a County computer communication line. In addition, the two engineering work stations are linked to the County's IBM AS/400 computer system, allowing access to nongraphic land information files, such as property-ownership and tax-assessment information.

At the request of Kenosha County, Commission staff assisted the County in the design and configuration of the hardware components of its system and, after its installation, provided specialized training to Kenosha County staff on the use of the GenaMap software in conjunction with the County land information system digital maps.

The choice of GenaMap by the Kenosha County staff as the computer software for the County's land information system ensures that the County will be able to easily access and make use of digital map information in the regional GIS being developed by the Commission. It also further ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS-LIS application development and training.

Milwaukee County

The Milwaukee County plan is documented in SEWRPC Community Assistance Planning Report No. 177, Feasibility Study for a Milwaukee County Automated Mapping and Land Information System, October 1989. The plan was adopted by the County Board on February 15, 1990, and approved by the Wisconsin Land Information Board on January 7, 1991. The plan proposed the creation of an automated digital mapping base for the entire County based upon Commission-recommended control survey and mapping specifications. The mapping was intended to build upon historic base mapping efforts carried out by Milwaukee County, the Milwaukee Metropolitan Sewerage District, and many of the cities and villages in the County. The Milwaukee County plan also proposed the creation of a public-private partnership to jointly develop, own, and manage the automated base map.

As reported in prior Annual Reports, a number of major steps have been taken to implement the Milwaukee County land information system plan. These steps include the execution in 1990 of a cooperative agreement between Milwaukee County, Wisconsin Bell (now known as Ameritech), the Wisconsin Electric Power Company, and the Wisconsin Gas Company to jointly develop and maintain the recommended land information system. During 1993, an addendum to the cooperative agreement was executed that added the Milwaukee Metropolitan Sewerage District as a full partner in the development of the land information system. The development of that system, known by the acronym MCAMLIS, is being overseen by a Steering Committee which includes the Executive Director of the Regional Planning Commission, who, under State law, serves as Milwaukee County Surveyor. The Steering Committee in turn has contracted with the Commission to provide for the day-to-day technical management of the program.

The MCAMLIS work program, as refined in an implementation study completed in 1991, consists of the following basic tasks:

- The completion of the location and remonumentation of all U. S. Public Land Survey corners in the County, including the centers of the sections.
- The completion of high-order horizontal and vertical control surveys to establish the State Plane Coordinates and elevations of the U. S. Public Land Survey corners.
- The completion of large-scale topographic base maps in digital form at a scale of one inch equals 100 feet with two-foot contour intervals.
- The completion of cadastral overlay maps in digital form at a scale of one inch equals 100 feet providing detailed information on the location and configuration of all real-property boundaries, including the boundaries of all streets and public ways and other public land holdings; and assigning a parcel identification number (tax key number) to each ownership parcel to enable the linking of geographic with nongeographic data files.

- The creation of a data set containing the street addresses of all structures identified in the mapping program.

- The development of a neutral spatial data exchange mechanism so that computerized data can be readily exchanged between the several proprietary hardware and software systems of the MCAMLIS partners.

- A data integration work effort that would eliminate the redundancies that exist in the conventional maps prepared by U. S. Public Land Survey one-quarter section; for example, common quarter-section lines and text associated with those lines, as well as the elimination of data "overlaps" along conventionally mapped borders. In effect, this work effort would create in digital form a "seamless" map of the County.

Prior to 1992, all recommended land and control survey work had been completed and steps had been undertaken to prepare, on a phased basis, the digital topographic base and cadastral overlays. During 1995, the following additional major steps were taken toward completion of the MCAMLIS-recommended work program:

- Digital topographic map files were completed for an approximately 53-square-mile area covering 212 U. S. Public Land Survey quarter sections in Milwaukee County. This work consisted of the conversion and addition of elevation contours and spot elevations to enhance large-scale digital planimetric map files which were previously prepared under other MCAMLIS work projects. Funding for the work was provided in part by a January 1994 grant award of $100,000 from the Wisconsin Land Information Board, and in part by County-retained document-filing fees and by contributions from the participating utilities.

- Work was completed on a project, begun in 1993, which extended the coverage of digital topographic and cadastral mapping in the southern portion of the County. Under this project, digital topographic map files were completed or acquired for 25 U. S. Public Land Survey quarter sections, or approximately six square miles. Digital cadastral mapping was compiled and prepared for an adjacent 10-square-mile area consisting of 41 U. S. Public Land Survey quarter sections. Funding for this project was provided by County-retained document-filing fees and by contributions from the participating utilities.

- Work was initiated on two projects originating from a $100,000 grant award made by the Wisconsin Land Information Board for the July 1994 grant application period. The first project will result in the completion of one-inch-equals-100-feet-scale, two-foot-contour-interval digital topographic mapping derived from scanned hard-copy topographic maps for 46 U. S. Public Land Survey quarter sections in southern Milwaukee County. The second project will result in the preparation of large-scale digital cadastral mapping for 236 U. S. Public Land Survey quarter sections in the Cities of Franklin and Oak Creek, containing approximately 14,300 parcels. Funding for these projects is being provided by the State grant, by County-retained document-filing fees, and by contributions from the participating utilities.

- With the assistance of the Commission, Milwaukee County and the MCAMLIS Steering Committee submitted two successful grant applications to the Wisconsin Land Information Board during 1995. The first, a January 1995 application, resulted in an award of $100,000. This grant will be applied toward the preparation of digital cadastral mapping for 46 U. S. Public Land Survey quarter sections, containing approximately 11,665 parcels, in three municipalities in the southern half of the County. The second, a July 1995 application, resulted in an award of $90,000. This grant will be applied toward the enhancement and completion of digital cadastral mapping for 92 U. S. Public Land Survey quarter sections in various parts of the County. This project, involving about 25,800 parcels, will update and augment existing digital cadastral map files for the project area. Preparatory work on both projects began in 1995. The two State grant awards will be supplemented with funds from County-retained document-filing fees and from contributions by the participating utilities to achieve the completion of these two projects.

In recognition of these achievements, and other work efforts accomplished since its inception in 1991, the MCAMLIS program received the Public Policy Forum's award for overall management

innovation in local government in 1995. The award recognizes the unique cooperative efforts of the MCAMLIS participants and the multitude of applications that the system is intended to serve. In presenting the award, the Forum said that the MCAMLIS program has avoided duplication of effort and the large costs that would have been entailed if the utilities and municipalities involved had individually developed their own automated mapping systems.

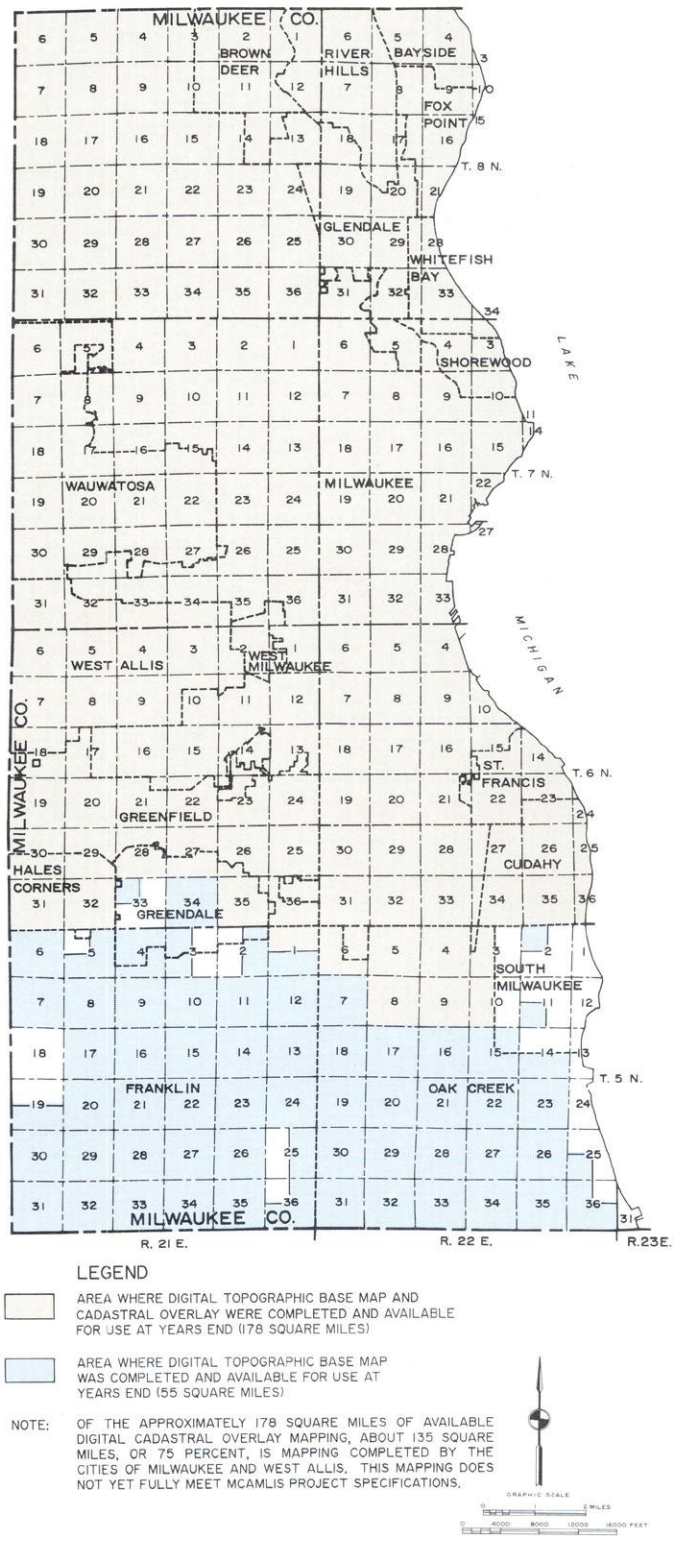
Map 39 identifies the status of completion of digital topographic base mapping and cadastral overlay mapping in Milwaukee County as of December 31, 1995. The automated end product, digital topographic base maps and cadastral overlays, has been completed and is available for use over approximately 178 square miles, or about 73 percent of the area of the County. Digital topographic base maps have been completed and are available for use over an additional 55 square miles, or about 23 percent of the area of the County. In all, more than 96 percent of the area of Milwaukee County is covered by digital topographic mapping. The acquisition of this large-scale, high-quality map product over such an extensive portion of the County represents one of the more significant accomplishments to date of the MCAMLIS project.

In early 1995, Milwaukee County made its first acquisition of computer hardware and software for its land information system. The County Department of Public Works, Airport Division, installed GenaMap software running on a Hewlett-Packard Model 712/80 engineering work station at one site at General Mitchell International Airport. The GIS work station is connected to a Compaq work station containing airport graphics files in AutoCAD format. MCAMLIS digital base maps and Commission resource and planning files are currently incorporated in the system. The Airport Division plans to enhance the GIS with the conversion of existing graphics files and hard-copy maps—containing infrastructure and facilities information—to GenaMap format for integration with the system's base map and resource data.

The choice of GenaMap by the Milwaukee County staff as the computer software for the County's land information system ensures that the County will be able to easily access and continue to make use of digital map information in the regional GIS being developed by the Commission. It also further ensures that the staffs of the County and the Com-

Map 39

STATUS OF COMPLETION OF DIGITAL TOPOGRAPHIC BASE MAPPING AND CADASTRAL OVERLAY MAPPING IN MILWAUKEE COUNTY: DECEMBER 31, 1995



mission will be able to cooperate closely on such issues of mutual concern as GIS-LIS application development and training.

Ozaukee County

The Ozaukee County plan was completed in 1992. The plan is documented in SEWRPC Community Assistance Planning Report No. 142, A Land Information System Plan for Ozaukee County, April 1992. The plan was adopted by the County Board on May 6, 1992, and approved by the Wisconsin Land Information Board on June 8, 1992. The plan builds upon prior limited topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,064 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Ozaukee County Surveyor and others had completed the relocation and remonumentation of 751 such corners, while State Plane Coordinates had been obtained for 494 corners and elevations for 438 corners.

- The completion of digital topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals.

- The completion of cadastral overlay maps in digital form at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers.

The Commission worked with Ozaukee County and the City of Mequon in developing an initial project to facilitate the implementation of the County land information system plan. This project was submitted to the Wisconsin Land Information Board for the December 1992 grant period, and resulted in a State grant award of $75,000. Work on the project began in 1993 and was completed in 1994. The project involved the conduct of land and control surveys and digital topographic base mapping for an area of approximately 46 square miles, or 20 percent, of Ozaukee County. This area encompassed most of the City of Mequon, all of the Village of Thiensville, and that portion of the Village of Bayside lying within the County. This project, which involved multiple funding sources, required a detailed prioritization of tasks, as a portion of the project area was located within a separately managed coastal management zone.

Following completion of the Mequon project, the Ozaukee County Land Information Office assumed full responsibility for carrying out additional projects to complete implementation of the County land information system plan.

Racine County

The Racine County plan is documented in SEWRPC Community Assistance Planning Report No. 194, A Land Information System Plan for Racine County, August 1991. The plan was adopted by the County Board on September 9, 1991, and approved by the Wisconsin Land Information Board on October 14, 1991. The plan built upon control survey and conventional base mapping work completed by Racine County based upon Commission-recommended mapping specifications. Indeed, Racine County was the first county within the Region to complete the Commission-recommended control survey and topographic mapping program, in 1976. The Racine County plan included the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,478 U. S. Public Land Survey corners in the County and establish State Plane Coordinates and elevations for those corners. This work was completed prior to the preparation of the County plan.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals. This work was also completed prior to the preparation of the County plan. Consequently, the plan recommended that the conventional maps be converted to digital form by digitizing or scanning techniques.

- The completion of cadastral overlay maps at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers. At the time of the preparation of the County plan, Racine County had completed cadastral mapping in conventional form for the entire County except the City of Racine. Conse-

quently, the plan recommended that work efforts be undertaken to prepare in digital form cadastral maps for the City of Racine and that the conventional cadastral maps completed for areas outside the City of Racine be converted to digital form.

- The completion of an initial series of planning-oriented parcel-related digital files, including parcel ownership, assessed valuation, soil, land use, wetland, floodplain, shoreland, and zoning data.

- The establishment of a computerized image indexing, storage, retrieval, transmittal, and copying system in the Register of Deeds office. This system would use optical-disk technology, in which a scanning device electronically captures the image on each document page and stores that image on an optical platter similar to a compact disc. With proper indexing and processing, it is possible to view documents on computer terminals and also to obtain hard copies of the viewed image.

The following steps were taken during 1995 toward completion of the Racine County land information system:

- The Commission assisted Racine County in the administration and initiation of a project resulting from a successful grant application submitted to the Wisconsin Land Information Board for the July 1994 grant application period. This application resulted in an award of $100,000. The project involves the preparation of digital cadastral mapping for an area of approximately 38 square miles containing about 11,365 real-property parcels in the Town of Mt. Pleasant and the Villages of Sturtevant and Elmwood Park. In addition to the State grant, funding for this project is being provided by Racine County through tax-levy monies.

- The Commission and Racine County executed an agreement under which the Commission will acquire digital large-scale topographic base maps for an approximately 15-square-mile area in the County. This project, the second of its kind in the County, will extend the coverage of digital topographic base mapping begun in 1994. Funding for this project was provided by County tax-levy monies.

- Two major land information system projects in Racine County were completed in 1995. The first project, initiated by the County in 1992, involved the acquisition of digital cadastral mapping for the entirety of the City of Racine—an area of about 15 square miles—containing about 27,100 real-property parcels, or about 39 percent of all such parcels in the County. At the request of County staff, the Commission staff assisted in the review of the work performed by the firm retained by the County to carry out this work effort to ensure that the mapping was completed in accordance with specifications set forth in the County plan. The second project involved the establishment of a computerized image indexing, storage, retrieval, transmittal, and copying system in the Register of Deeds office. Equipment to operate the system was acquired in 1993 and computer programming to control the operation of the system was initiated during that year by County staff. Conversion of image records for this project was also started in 1993. Currently, records from 1990 to the present are available on the imaging system.

- With the assistance of the Commission, Racine County submitted two grant applications to the Wisconsin Land Information Board in 1995. The County was awarded $80,000 as a result of the first application, filed in the January 1995 grant application period. The project being supported by this award will result in the creation of necessary map products in two distinct areas of the County. Digital cadastral map files and hard-copy maps will be prepared for an approximately 46-square-mile area containing about 10,144 parcels in eastern Racine County, and digital and hard-copy cadastral mapping, digital planimetric mapping, and digital zoning-related mapping will be prepared for an approximately 13-square-mile area in western Racine County. Funding for the project will come from the State grant and from Racine County tax-levy monies. The administration of this project began during the year. The second grant application, filed in the July 1995 application period, received an extremely high score from the Board, but did not result in an award. Racine County requested the assistance of the Commission in enhancing this application and preparing it

for submittal during the January 1996 grant application period.

During 1995, work progressed in Racine County on important land information system activities begun in previous years. Work continued on a project initiated as a result of a December 1992 grant award received from the Wisconsin Land Information Board. This project was originally designed to use digital mapping obtained from Wisconsin Natural Gas Company. At the request of Racine County, the Commission in 1993 evaluated that mapping and advised the County that the map data did not meet the specifications detailed within the Racine County land information system plan. The project was subsequently revised in 1994 to propose the digital conversion of analog cadastral maps previously compiled by County staff rather than the use of the Wisconsin Natural Gas Company digital maps. The revised project was approved by the Wisconsin Land Information Board, and work began on the cadastral mapping portion of the project in 1995. The project will result in the preparation of digital planimetric, cadastral, and zoning-related maps for an area encompassing the Town of Norway and a large portion of the Town of Raymond. Completion of the project is scheduled for 1996.

Work also continued under an agreement executed in 1994 between the Commission and Racine County on a project in which the Commission will secure large-scale digital topographic base maps for an approximately 14-square-mile area in the County. This mapping is intended to replace previously completed analog-format topographic maps that have become outdated and represents the first digital-format topographic mapping to be obtained by the County. Funding for this project was provided by County tax-levy monies.

Racine County acquired computer hardware and software for its automated land information system during 1994, choosing GenaMap software running on IBM RS/6000 engineering work stations. Two GenaMap sites have been installed, one at the Courthouse in downtown Racine and one at the Ives Grove Office Complex in the Town of Yorkville. These sites are linked together over a County computer communication line. In addition, the two engineering work stations are linked to the County's IBM AS/400 computer system, allowing access to nongraphic land information files, such as property-ownership and tax-assessment information.

At the request of Racine County, Commission staff assisted the County in the design and configuration of the hardware components of its system. The choice of GenaMap by the Racine County staff as the computer software for the County land information system ensures that the County will be able to readily access and make use of digital map information in the regional GIS being developed by the Commission. It also further ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS-LIS application development and training.

Walworth County

The Walworth County plan is documented in SEWRPC Community Assistance Planning Report No. 139, A Land Information System Plan for Walworth County, September 1991. The plan was adopted by the County Board on October 15, 1991, and approved by the Wisconsin Land Information Board on December 9, 1991. The plan builds upon prior limited topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 2,503 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Walworth County Surveyor and others had completed the relocation and remonumentation of 1,778 such corners, while State Plane Coordinates had been obtained for 466 corners and elevations for 266 corners. The plan recommended that Walworth County focus its available resources in completing the land and control surveys throughout the County.

- The completion of digital topographic base maps and digital cadastral overlay maps at a scale of one inch equals 200 feet. The plan envisioned that such efforts would be initiated primarily by the local units of government in the County. The County would provide support for such efforts, particularly in seeking Wisconsin Land Information Board grants.

- Creation of an automated tract index pursuant to Section 59.55 of the Wisconsin Statutes.

The following steps were taken in 1995 toward implementation of the Walworth County plan:

- With the assistance of the Commission, Walworth County submitted a grant application to the Wisconsin Land Information Board for the January 1995 grant application period. This application was approved and resulted in an award of $80,000. The grant award will support a project involving the completion of land and control surveys, the acquisition of aerial photography, the preparation of digital and hard-copy topographic base mapping, and the compilation of digital and hard-copy cadastral map overlays for an approximately 16-square-mile area encompassing the City of Lake Geneva and environs. All mapping for the project will be prepared at a scale of one inch equals 100 feet, and the topographic mapping will utilize two-foot contour intervals. This project, initiated in 1995, represents the first vertically integrated mapping project undertaken in Walworth County. Funding for the project will be provided by the State grant, by contributions from the Walworth County Highway Department and the City of Lake Geneva, and by County-retained document-filing fees.

- The Commission assisted Walworth County in the submittal to the Wisconsin Land Information Board of a grant application for the July 1995 application period. The work proposed under this application would continue the development of an automated mapping and land information system for the County through the completion of large-scale digital topographic mapping for an area of about 18 square miles. The grant application was not successful. Walworth County subsequently requested the assistance of the Commission in developing and submitting a new grant application to the Wisconsin Land Information Board for the January 1996 application period.

During 1995, work continued in Walworth County on two projects begun in 1994 as a result of successful grant applications to the Wisconsin Land Information Board. The first project, set forth in a January 1994 grant application, involves the acquisition of one-inch-equals-200-feet-scale, two-foot-contour-interval digital topographic mapping for an approximately 36-square-mile area in the Town of Sharon. The second project, set forth in a July 1994 grant application, involves the preparation of similar large-scale digital topographic mapping for an approximately 36-square-mile area in the Town of Darien. In addition to the State grants, funding for both of these projects was provided by County-retained document-filing fees.

Work also continued on two projects that respectively began in 1992 and 1993. These projects pertain to the completion of land and control surveys in a 41-square-mile area in the Towns of Sharon and Darien and the Village of Darien and a 43-square-mile area in the Towns of Delavan and Walworth and the City of Delavan. Both of these projects are being carried out jointly by the Walworth County Surveyor and the Commission.

Walworth County acquired computer hardware and software for its automated land information system during 1994, choosing GenaMap software running on an IBM RS/6000 engineering work station. The equipment has been installed at the Courthouse in Elkhorn and is linked to the County's IBM AS/400 computer system, allowing access to non-graphic land information files, such as property-ownership and tax-assessment information.

At the request of Walworth County, Commission staff assisted the County in the design and configuration of the hardware components of its system and, after its installation, provided specialized training to Walworth County staff regarding the use of the GenaMap software.

The choice of GenaMap by the Walworth County staff as the computer software for the County's land information system ensures that the County will be able to readily access and make use of digital map information in the regional GIS being developed by the Commission. It also ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS-LIS application development and training.

Washington County

The Washington County plan was completed in 1992. The plan is documented in SEWRPC Community Assistance Planning Report No. 184, A Land Information System Plan for Washington County, March 1992. The plan was adopted by the County Board on April 21, 1992, and approved by the Wisconsin Land Information Board on June 8, 1992. The plan builds upon prior topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,905 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Washington County Surveyor and others had completed the relocation and remonumentation of 1,163 such corners, while State Plane Coordinates had been obtained for 786 corners and elevations for 593 corners.

- The completion of digital topographic base maps and digital cadastral overlay maps at a scale of one inch equals 200 feet. The plan envisioned that such efforts would be initiated primarily by the local units of government in the County. The County would provide support for such efforts in seeking Wisconsin Land Information Board grants and, potentially, in providing County monies to accelerate the mapping efforts.

The following steps were taken in 1995 toward implementation of the Washington County plan:

- Work was completed on a project involving the conduct of land and control surveys for portions of the Towns of Richfield, Trenton, and West Bend. This project was a cooperative effort between the Washington County Surveyor and the Commission. Funding for this project was provided in part by a $65,000 grant from the Wisconsin Land Information Board made for the December 1992 grant application period and in part by Washington County through tax-levy monies and retained document-filing fees.

- Work was also completed on a project involving the performance of land and control surveys and the production of large-scale digital topographic mapping for an approximately 12-square-mile area covering the Village of Kewaskum and environs. This project was supported by a $40,000 grant from the Wisconsin Land Information Board awarded for the July 1993 application period. The work was performed jointly by the Washington County Surveyor, the Commission, and a subcontractor to the Commission. In addition to the State grant, funding for this project was provided by Washington County through retained document-filing fees and by the Village of Kewaskum through tax-levy monies.

- Two projects were initiated as a result of successful grant applications that were submitted to the Wisconsin Land Information Board. The first project, funded in part by an award of $60,000 made for the January 1994 application period, will involve the conduct of land and control surveys over an approximately 21-square-mile area in the Towns of Erin, Barton, and West Bend. The second project will involve the performance of similar land and control survey work for an approximately 24-square-mile area in the Towns of Erin and Hartford. This project is funded in part by an award of $60,000 made for the July 1994 application period. In addition to the State grants, funding for these projects was provided by Washington County through retained document-filing fees.

- With the assistance of the Commission, Washington County submitted two grant applications to the Wisconsin Land Information Board in 1995. For the January 1995 application period, a project of control survey work was proposed for portions of the Towns of Hartford, Jackson, and Polk. A project developed for the July 1995 application period proposed to obtain large-scale digital cadastral mapping for the City of West Bend and environs. Because both grant applications were unsuccessful, Washington County requested the assistance of the Commission in preparing and submitting a new grant application to the Wisconsin Land Information Board for the January 1996 application period.

Work also continued during 1995 on other projects that were initiated in 1993 and 1994. The three continuing projects include land and control surveys in the Towns of Jackson and Richfield; control survey work in the Town of Jackson; and land surveys in the Jackson, Polk, and Hartford areas. These projects were being carried out jointly by the Washington County Surveyor and the Commission.

Waukesha County

The Waukesha County plan is documented in SEWRPC Community Assistance Planning Report No. 193, A Land Information System Plan for Waukesha County, April 1991. The plan was adopted by the County Board on June 18, 1991, and approved by the Wisconsin Land Information Board on July 8, 1991. The plan builds upon prior topographic and cadastral base mapping efforts completed to Commission-recommended specifications.

More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 2,535 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Waukesha County Surveyor and others had completed the relocation and remonumentation of, and obtained State Plane Coordinates for, 1,737 such corners, while elevations had been obtained for 1,663 corners.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals, or at a larger scale of one inch equals 100 feet should local units of government in the County share in the additional cost of the larger-scale mapping. At the time of the completion of the County plan, large-scale topographic mapping had been completed for 354 square miles, or about 61 percent of the area of the County. The plan called for any such already-completed mapping in hard-copy form to be converted over time to digital form.

- The completion of cadastral overlay maps in digital form at scales of either one inch equals 200 feet or one inch equals 100 feet, depending upon the underlying topographic mapping scale. At the time of the preparation of the County plan, about 136 square miles of cadastral maps had been completed in conventional form. The plan recommends the conversion of that mapping to digital form over time.

The following steps were taken during 1995 toward implementation of the Waukesha County land information system plan:

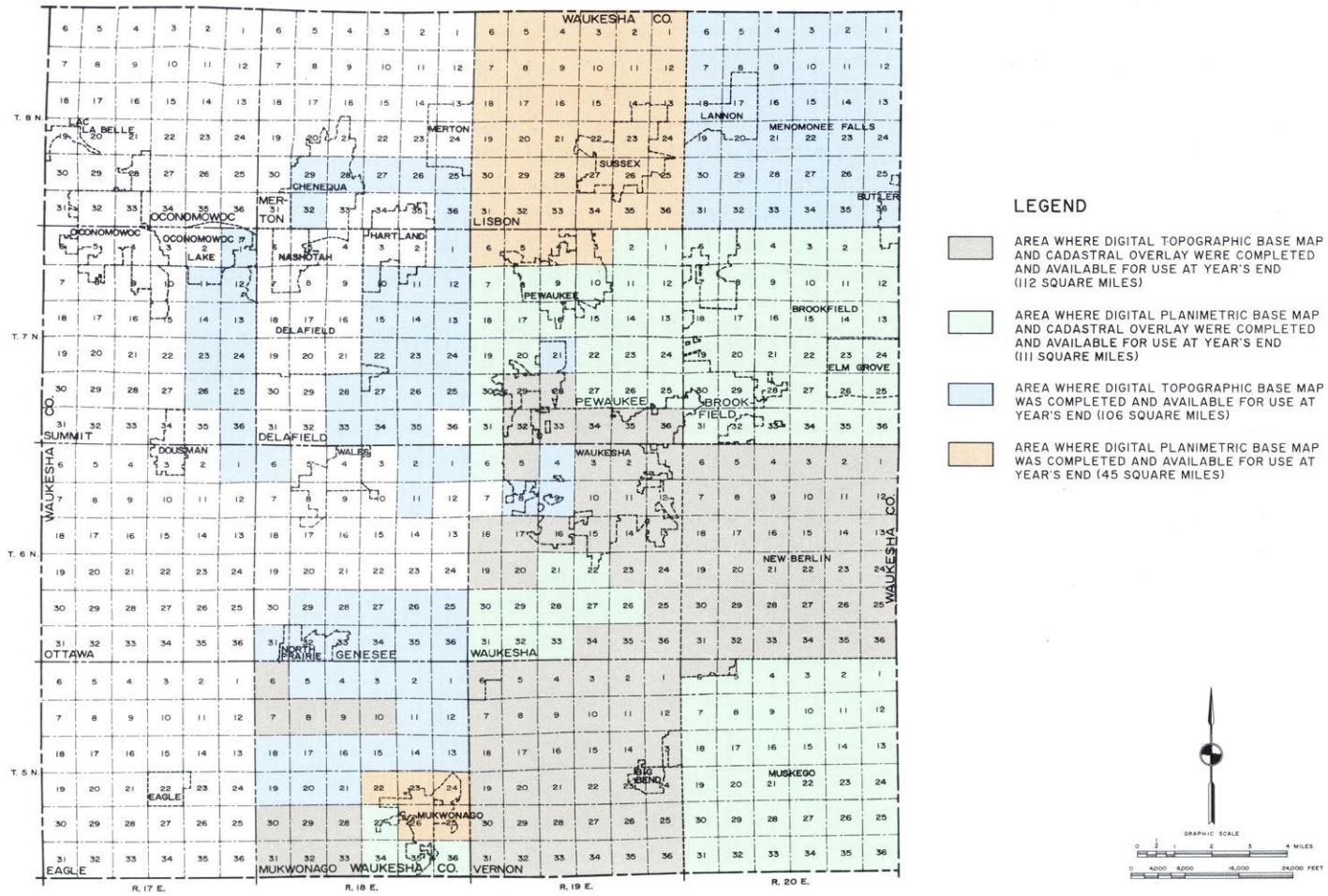
- Work was completed on a project involving the securing of large-scale digital planimetric mapping and attendant large-scale digital and hard-copy cadastral mapping for an approximately 96-square-mile area encompassing parts of the Cities of Brookfield and Waukesha, all of the Village of Big Bend and a portion of the Village of Pewaukee, all of the Town of Vernon, and portions of the Towns of Brookfield, Pewaukee, and Waukesha. Work on this project, funded in part by a December 1992 grant award of $60,000 from the Wisconsin Land Information Board, was additionally funded by Waukesha County using tax-levy monies and retained document-filing fees, and was performed by the Commission under an agreement with the County.

- Work was also completed on a project involving the performance of land and control surveys and the obtaining of large-scale digital topographic mapping for an area of approximately 34 square miles encompassing all of the Village of North Prairie and portions of the Towns of Genesee and Mukwonago. This project extended the coverage of new one-inch-equals-200-feet-scale digital topographic mapping, with two-foot contour intervals, into a large area of western Waukesha County. This work was performed under the auspices of the Commission. Funding for this project was provided by Waukesha County using tax-levy monies.

- Three projects were initiated as a result of successful grant applications to the Wisconsin Land Information Board. The first project, funded in part by an award of $80,000 made for the January 1994 grant application period, will involve the conduct of land and control surveys and the creation of one-inch-equals-200-feet-scale digital topographic mapping over an approximately 24-square-mile area encompassing portions of the Villages of Chenequa and Merton and of the Town of Merton. The second project, funded in part by an award of $100,000 made for the July 1994 application period, will involve the performance of similar land and control survey work and the creation of digital topographic mapping at scales of one inch equals 100 feet and one inch equals 200 feet for an area of approximately 36 square miles encompassing all of the Village of Lac La Belle and the Town of Oconomowoc and portions of the City of Oconomowoc and the Village of Oconomowoc Lake. The third project, supported by a grant of $66,429 made for the January 1995 application period, will involve the conduct of land and control surveys and the acquisition of one-inch-equals-100-feet-scale digital topographic mapping for an area of about 15 square miles encompassing portions of the City of Oconomowoc, of the Village of Oconomowoc Lake, and of the Town of Summit. In addition to the State grants, funding for these projects was provided by Waukesha County through retained document-filing fees. Addi-

Map 40

STATUS OF COMPLETION OF DIGITAL TOPOGRAPHIC BASE MAPPING AND CADASTRAL OVERLAY MAPPING IN WAUKESHA COUNTY: DECEMBER 31, 1995



LEGEND

- AREA WHERE DIGITAL TOPOGRAPHIC BASE MAP AND CADASTRAL OVERLAY WERE COMPLETED AND AVAILABLE FOR USE AT YEAR'S END (112 SQUARE MILES)
- AREA WHERE DIGITAL PLANIMETRIC BASE MAP AND CADASTRAL OVERLAY WERE COMPLETED AND AVAILABLE FOR USE AT YEAR'S END (111 SQUARE MILES)
- AREA WHERE DIGITAL TOPOGRAPHIC BASE MAP WAS COMPLETED AND AVAILABLE FOR USE AT YEAR'S END (106 SQUARE MILES)
- AREA WHERE DIGITAL PLANIMETRIC BASE MAP WAS COMPLETED AND AVAILABLE FOR USE AT YEAR'S END (45 SQUARE MILES)

tional funding for the projects funded in part by the July 1994 and January 1995 grants was provided by the City of Oconomowoc.

- The Commission and Waukesha County executed an agreement to carry out a project involving the compilation of new large-scale digital and hard-copy cadastral mapping for an area of approximately 36 square miles encompassing the Villages of North Prairie and Wales and the Town of Genesee, as well as the conversion to digital form of existing large-scale hard-copy cadastral maps for an approximately three-square-mile area encompassing the Village of Lannon and a portion of the Village of Butler. Funding for this project was provided by Waukesha County through retained document-filing fees.

- With the assistance of the Commission, Waukesha County submitted to the Wisconsin Land Information Board a grant application for the July 1995 application period. The project proposed under this application would result in the completion of land and control survey work, the acquisition of aerial photography, and the preparation of large-scale digital and hard-copy topographic mapping for an area of approximately 34 square miles in western Waukesha County. The grant application received a very high score from the Board, but did not result in an award. Waukesha County requested the assistance of the Commission in enhancing and resubmitting this grant application to the Wisconsin Land Information Board for the January 1996 application period.

During 1995, work continued on a project funded in part by a July 1993 grant award of $100,000 from the Wisconsin Land Information Board. This project involves the compilation and digitization of cadastral information for a project area of about 79 square miles, containing about 11,825 parcels, and the digitization of planimetric map features for a 52-square-mile subarea contained totally within that project area. The project area encompasses all of the Villages of Mukwonago and Sussex, all of the Towns of Lisbon and Mukwonago, and portions of the Village of Pewaukee and the Town of Pewaukee. This work is being performed by the Commission under an agreement with Waukesha County, and is being funded with the State grant and with retained document-filing fees from Waukesha County.

Work also continued in 1995 on other projects that began in previous years. One County-sponsored project involves the acquisition of large-scale digital topographic mapping for an area of approximately 30 square miles encompassing all of the Village of Wales and portions of the City of Delafield, the Village of Nashotah, and the Towns of Delafield and Genesee. The City of Waukesha and the Village of Menomonee Falls also had work under way to prepare digital cadastral overlay mapping for portions of those respective civil divisions.

Map 40 identifies the status of completion of digital topographic base mapping and cadastral overlay mapping in Waukesha County as of December 31, 1995. The automated end product—digital topographic base maps and cadastral overlays—has been completed and is available for use over approximately 112 square miles, or about 19 percent of the area of the County. Digitally converted topographic base maps—lacking, however, digital contour lines and spot elevations—and digital cadastral overlays have been completed and are available for an additional 111 square miles, or about 19 percent of the County. In addition, digital topographic base maps have been completed and are available for use over an additional 106 square miles, or about 18 percent of the County, while partially digitally converted topographic base maps are available for use over 45 square miles, or about 8 percent of the County.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

The Commission's Administrative Services Division performs a number of functions supportive of the work of all of the other Commission divisions. These functions include financial management, consisting of accounting, bookkeeping, and budget control; personnel management and the implementation of affirmative action and equal opportunity programs; grant-in-aid procurement; purchasing and clerical support; and the sale and distribution of publications.

FINANCIAL MANAGEMENT AND PLANNING

One of the most important functions of the Division is managing the Commission's financial affairs. This includes maintaining a fund accounting system, preparing Commission payrolls, and processing accounts receivable and payable. Through the computerized accounting system, monthly financial management reports are prepared, including budget control, cash flow, and quarterly Treasurer's reports. These reports are utilized by the Commission, its committees, and the Executive Director to ensure that the financial integrity of the Commission is maintained.

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 1995 by maintaining a trust account with a minority-controlled bank within the Commission's service area. In addition, the Commission has established a business enterprise program, including the completion, maintenance, and expansion of a list of disadvantaged- and women-owned businesses which are contacted as potential Commission vendors.

The Division is also responsible for assisting the Executive Director in preparing the Commission annual budget. With the help of this document and an accompanying Federally required overall work program, the Commission is able to plan and organize its work effort from a sound financial basis.

PERSONNEL ADMINISTRATION

Personnel recruitment, testing, and selection are centered in the Administrative Services Division. During 1995, the Commission continued to make progress in carrying out a comprehensive equal employment opportunity program in the areas of recruitment, employment, promotion, transferring, and training. Action was taken to better monitor applicant flow in order to gauge progress in attracting minority applicants as required in the affirmative action program. Efforts were continued toward attracting qualified minority and women applicants during the year.

GRANT-IN-AID PROCUREMENT

Along with accounting for the Federal, State, and local funds received to operate the Commission, the Division is responsible for Federal and State grant application preparation. This includes completing the necessary application forms, including supporting narratives describing proposed work programs, preparing budgets to carry out the work programs, and assisting in obtaining final grant approval. These grants provide a substantial portion of the working capital required to carry out the Commission's overall work program.

The Division also processes any claims for reimbursement of expenses incurred under each grant contract, prepares detailed financial status reports as required by Federal and State funding agencies, and maintains detailed financial records for audit by grantor agencies.

The Commission's annual overall work program, a document, as already noted, required by Federal regulation, is also prepared with the assistance of the Division. This report is an important vehicle for securing Federal and State grants-in-aid, and serves as a guide to the financial management of the Commission.

PURCHASING AND CLERICAL SUPPORT

The Administrative Services Division provides the Commission with purchasing services and

clerical staff support in the typing of reports, in addition to the typing of routine and specialized correspondence.

SALE AND DISTRIBUTION OF PUBLICATIONS

During 1995, the Division distributed a total of 60,936 copies of Commission publications. These included: 10 prospectuses, 1,058 planning reports, 498 amendments to planning reports, 122 technical reports, 1,550 community assistance planning reports, 592 memorandum reports, 25 technical records, 690 annual reports, 16,054 newsletters, 578 conference proceedings, 39,624 community economic development profiles, nine lake use reports, 35 transportation improvement programs, 38 overall work programs, 37 study designs, and 16 copies of the publication entitled Twenty-Five Years of Regional Planning. In addition, the Division distributed 7,587 aerial photographs, 78 soils maps, 434 topographic maps, 1,038 control survey station dossiers and control survey summary diagrams, and 186 maps from the Commission's base map series.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: 1995

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
*** Leon T. Dreger	2000
* Thomas J. Gorlinski	1998
** Sheila M. Siegler	1998
MILWAUKEE COUNTY	
** Daniel J. Diliberti	1998
*** William Ryan Drew	1996
* Patrick Marchese	1996
OZAUKEE COUNTY	
* Leroy A. Bley	1996
** Thomas H. Buestrin, Treasurer	1996
*** Elroy J. Schreiner	2000
RACINE COUNTY	
*** David B. Falstad, Chairman	1998
** Martin J. Itzin	2000
* Jean M. Jacobson, Secretary	1996
WALWORTH COUNTY	
** John D. Ames	1996
*** Anthony F. Balestrieri	2000
* Allen L. Morrison, Vice-Chairman	2000
WASHINGTON COUNTY	
*** Lawrence W. Hillman	2000
** Daniel S. Schmidt	1998
* Patricia A. Strachota	1996
WAUKESHA COUNTY	
*** Duane H. Bluemke	1998
* Robert F. Hamilton	2000
** Paul G. Vrakas	1998

* County Board-appointed Commissioners.

** Appointed by the Governor from a County Board-approved list of candidates.

*** Appointed by the Governor on his own motion without reference to any County Board-approved list.

COMMITTEES

EXECUTIVE COMMITTEE
David B. Falstad, Chairman
Allen L. Morrison, Vice-Chairman
Thomas H. Buestrin
Daniel J. Diliberti
William Ryan Drew
Thomas J. Gorlinski
Robert F. Hamilton
Jean M. Jacobson
Daniel S. Schmidt
Sheila M. Siegler

ADMINISTRATIVE COMMITTEE
Sheila M. Siegler, Chairman
Thomas H. Buestrin, Vice-Chairman
Duane H. Bluemke
David B. Falstad
Jean M. Jacobson
Allen L. Morrison
Elroy J. Schreiner
Paul G. Vrakas

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE
Jean M. Jacobson, Chairman
Allen L. Morrison, Vice-Chairman
Leroy A. Bley
Thomas H. Buestrin
Daniel J. Diliberti
David B. Falstad
Thomas J. Gorlinski
Robert F. Hamilton
Patricia A. Strachota

PLANNING AND RESEARCH COMMITTEE
Daniel S. Schmidt, Chairman
Duane H. Bluemke, Vice-Chairman
Anthony F. Balestrieri
Daniel J. Diliberti
Leon T. Dreger
David B. Falstad
Lawrence W. Hillman
Martin J. Itzin
Jean M. Jacobson
Patrick Marchese
Allen L. Morrison
Elroy J. Schreiner
Patricia A. Strachota
Paul G. Vrakas

Appendix B

COMMISSION ADVISORY COMMITTEES: 1995

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

Duane H. Bluemke ..... Commissioner, Southeastern Wisconsin Regional Planning Commission, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
C. Barry Bateman ..... Airport Director, General Mitchell International Airport
John B. Capelle ..... Director of Community Development, City of West Bend
Lois M. Clark ..... Acting Administrator, Village of East Troy
Robert S. Demski ..... Owner, Sylvania Airport, Town of Yorkville
Tyrone P. Dumas ..... Director of Public Works, Milwaukee County
William J. Flanagan ..... U. S. Department of Transportation, Federal Aviation Administration
Major Steven Ford ..... Base Civil Engineer, Wisconsin National Guard
Thomas J. Gorlinski ..... Supervisor, Kenosha County Board
Glenn S. Januska ..... Airport Manager, Crites Field, Waukesha
Robert W. Kunkel ..... Director, Bureau of Aeronautics, Wisconsin Department of Transportation
N. David Mann ..... Airport Manager, John H. Batten Field, Racine
John J. Maurer ..... Airport Director, Kenosha Regional Airport
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
Paul E. Milewski ..... Director of Community Development, City of Oak Creek
Lois Mitchell ..... Owner, Capitol Airport, City of Brookfield
Randy L. Tetzlaff ..... Community Economic Development Agent, University of Wisconsin-Extension, Ozaukee County
Brian Turk ..... City Planner, City of Hartford
Earl E. Vorpagel, Jr. ..... Chairman, Airport Commission, City of Burlington
Randall E. Wade ..... Chief of Statewide System Planning, Division of Planning and Budget, Wisconsin Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR KENOSHA COUNTY

Frederick J. Patrie ..... Director of Public Works, Kenosha County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
John M. Antaramian ..... Mayor, City of Kenosha
Nickolas E. Arnold ..... Administrator, City of Kenosha
Shirley Boening ..... Chairman, Town of Salem
Michael J. Faber ..... President, Village of Silver Lake
Raymond A. Forgianni, Jr. ..... Director of City Development, City of Kenosha
Lauren A. Fox ..... Chairman, Town of Randall
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Marlene P. Goodson ..... President, Village of Paddock Lake
David D. Holtze ..... Chairman, Town of Somers
Thomas W. Kerkman ..... Chairman, Town of Brighton
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Carol A. Paus ..... President, Village of Twin Lakes
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie
Donald Smitz ..... Chairman, Town of Wheatland
Donald M. Wienke ..... Chairman, Town of Bristol
Mark Wisnefski ..... Chairman, Kenosha County Highway and Parks Committee
August Zirbel, Jr. ..... Chairman, Town of Paris

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR MILWAUKEE COUNTY

Tyrone P. Dumas ..... Director of Public Works, Milwaukee County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
James R. Grassman ..... Administrator, City of Wauwatosa
Dennis M. Johnson ..... City Engineer, City of West Allis
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Nick T. Paulos ..... Village Engineer, Village of Greendale
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Kenneth B. Western ..... City Engineer, City of Glendale

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR RACINE COUNTY

Glenn M. Lampark ..... Director of Public Works, Racine County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Gary J. Beck ..... Chairman, Town of Rochester
Arnold L. Clement ..... Planning and Development Director, Racine County
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Edward C. Furey ..... Chairman, Town of Dover
Richard J. Furst ..... Trustee, Village of Wind Point
Arthur W. Henning, Sr. ..... President, Village of Waterford
Lloyd Human ..... Chairman, Town of Norway
Alan W. Jasperson ..... Chairman, Town of Raymond
Richard M. Jones ..... Commissioner of Public Works, City of Racine
Roger Kieffer ..... President, Village of Rochester
Clifford Kinsey ..... Chairman, Town of Burlington
Michael P. Kroes ..... Chairman, Town of Caledonia
Robert L. Langmesser ..... Chairman, Town of Waterford
Edna M. Lowe ..... President, Village of Union Grove
Dennis C. Mahoney ..... President, Village of North Bay
Cecil F. Mehring ..... Highway Engineering Director, Racine County
Thomas P. Melzer ..... Chairman, Town of Mt. Pleasant
Carolyn A. Milkie ..... President, Village of Sturtevant
Frank A. Miller ..... President, Village of Elmwood Park
James E. Moyer ..... Chairman, Town of Yorkville
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Thomas N. Wright ..... Director of City Development, City of Racine

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Lester A. Bartel, Jr. ..... Chairman, Town of Grafton
Anthony R. Depies ..... City Engineer, City of Port Washington
Robert R. Dreblow ..... Director of Engineering and Public Works, City of Cedarburg
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY (continued)

Robert Gehrke ..... Supervisor, Department of Public Works, Village of Thiensville
Daniel B. Gute ..... Chairman, Town of Saukville
William A. Heimlich ..... Planning Supervisor, Wisconsin Department of Transportation
Frederick Kaul ..... Chairman, Ozaukee County Highway Committee
Francis J. Kleckner ..... Chairman, Town of Belgium
Jeffery P. Knight ..... President, Village of Saukville
Michael A. MacLaurin ..... Chairman, Town of Fredonia
James J. Moriarty ..... Mayor, City of Mequon
William Rathsack ..... President, Village of Fredonia
Kenneth A. Roell ..... Highway Commissioner-Town Engineer, Town of Cedarburg
Lee E. Schlenvogt ..... Chairman, Town of Port Washington
Donald J. Schommer ..... President, Village of Belgium
Rodney Schroeder ..... President, Village of Grafton

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WALWORTH COUNTY

Benjamin J. Coopman, Jr. ..... Highway Commissioner, Walworth County
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Kurt Bayer ..... Chairman, Town of Lyons
Susan Bellman-Borglin ..... Chairman, Town of Richmond
James R. Bilskey ..... Chairman, Town of Darien
Gary W. Boden ..... City Manager, City of Whitewater
Jane Brandley ..... Mayor, City of Lake Geneva
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Carl A. Gustafson ..... Chairman, Town of LaFayette
Kevin Hoak ..... President, Village of Sharon
George W. Jacobson ..... Chairman, Town of Geneva
Neal J. Kedzie ..... Chairman, Town of LaGrange
Marilyn Kienbaum ..... Chairman, Town of Whitewater
Irene M. LaBonne ..... President, Village of Fontana-on-Geneva Lake
LaMarr R. Lundberg ..... President, Village of Williams Bay
Robert Metzner ..... President, Village of Darien
James A. Mitchell ..... President, Village of East Troy
Clayton O. Montez ..... Chairman, Town of East Troy
Allen L. Morrison ..... Chairman, Town of Sharon
Stanley A. Muzatko ..... Chairman, Town of Troy
Paul Ormson ..... Mayor, City of Elkhorn
Allan Polyock ..... Chairman, Town of Linn
Wayne K. Polzin ..... Chairman, Town of Delavan
David A. Rasmussen ..... President, Village of Walworth
Joseph H. Schaefer ..... Chairman, Walworth County Transportation Committee
Charles Schuren ..... President, Village of Genoa City
Lyle A. Smith ..... Public Works Director, City of Delavan
James M. Stowell ..... Chairman, Town of Spring Prairie
Robert W. Tilton ..... Chairman, Town of Bloomfield
Loren Waite ..... Chairman, Town of Sugar Creek
Neil R. Wienser ..... Planning Supervisor, Wisconsin Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY

Kenneth M. Pesch ..... City Engineer, City of West Bend
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Russell C. Abel ..... Chairman, Town of Barton
George B. Allman ..... Chairman, Town of Kewaskum
Paul H. Bautzmann ..... Chairman, Town of Hartford
Howard O. Buth ..... Supervisor, Washington County Board
John B. Capelle ..... Director of Community Development, City of West Bend
James Core ..... Mayor, City of Hartford
Peter L. Gonnering ..... Supervisor, Washington County Board
Walter B. Groteluesch ..... President, Village of Newburg
Charles H. Hargan ..... President, Village of Germantown
James E. Heipp ..... Supervisor, Town of West Bend
Willard F. Heppe ..... Chairman, Town of Polk

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY (continued)

Gordon C. Hoffmann ..... Clerk, Town of Jackson
Paul J. Metz ..... Chairman, Town of Germantown
Kenneth F. Miller ..... Chairman, Washington County Board
Michael R. Miller ..... Mayor, City of West Bend
Paul E. Mueller ..... Administrator, Land Use and Park Department, Washington County
William R. Neureuther ..... Chairman, Town of Richfield
Dean A. Otte ..... Clerk, Village of Slinger
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
William Ripp ..... City Engineer, City of Hartford
James E. St. John ..... Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Franklin B. Scharrer ..... Commissioner, Washington County Highway Department
Daniel S. Schmidt ..... Administrator, Village of Kewaskum
Donald M. Shane ..... Citizen Member, Town of Trenton
Donna J. Spaeth ..... President, Village of Jackson
John C. Spielmann ..... Economic Development Coordinator, City of Hartford
Mark Strobel ..... Chairman, Town of Wayne
John Theusch ..... Chairman, Town of Farmington
Cheryl Vogt ..... Clerk, Town of Addison
Frank Volpintesta ..... Chairman, Town of Erin
Todd W. Wetterau ..... Trustee, Village of Germantown

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY

Edwin H. Rohloff ..... Former Chairman, Town of Summit
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Larry Alexander ..... Trustee, Village of Wales
Kathryn C. Bloomberg ..... Mayor, City of Brookfield
Richard A. Bolte ..... Director of Transportation, Waukesha County
Harlan E. Clinkenbeard ..... Administrator-Planner, Town of Pewaukee
Gerald J. Crawley ..... Chairman, Town of Vernon
David L. De Angelis ..... Mayor, City of Muskego
Charles Erickson ..... Administrator, Village of Hartland
Paul A. Feller ..... Director of Public Works, City of Waukesha
Raymond O. Foster, Jr. ..... President, Village of Oconomowoc Lake
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Cheri A. Frederick ..... Chairman, Waukesha County Public Works Committee
Jerry W. Gasser ..... President, Village of Mukwonago
Terry Gissal ..... President, Village of Lannon
Mark Grosel ..... President, Village of Nashotah
James P. Hansen ..... President, Village of North Prairie
Donald R. Holt ..... Chairman, Town of Lisbon
Vytautas P. Janusonis ..... Chairman, Town of Ottawa
Thomas E. Kraus ..... Chairman, Town of Merton
John F. Laimon ..... President, Village of Pewaukee
Sharon L. Leair ..... Chairman, Town of Genesee
Edmond McAleer ..... Mayor, City of Delafield
James W. Nortman ..... President, Village of Elm Grove
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Joseph St. Thomas ..... Chairman, Town of Oconomowoc
Allen Salmela ..... President, Village of Eagle
Mark J. Schmalz ..... City Engineer, City of New Berlin
Marlene M. Schumacher ..... Mayor, City of Oconomowoc
Joseph R. Schwartz ..... Chairman, Town of Brookfield
Richard Seaman, Jr. ..... President, Village of Chenequa
James S. Soneberg ..... President, Village of Big Bend
Rodney T. Stilwell ..... Supervisor, Town of Waukesha
George Stumpf ..... President, Village of Lac La Belle
John H. Tews ..... President, Village of Sussex
Marian Velk ..... Chairman, Town of Mukwonago
Max A. Vogt ..... Director of Public Works, Village of Menomonee Falls
Robert W. Weber ..... President, Village of Merton
Donald Wilton ..... Chairman, Town of Eagle
Walter J. Woloszyk ..... President, Village of Butler
Kent D. Woods ..... Chairman, Town of Delafield

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

Glenn M. Lampark ..... Director of Public Works, Racine County
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Janet A. Bernberg ..... President, Village of Wind Point
James J. Blazek ..... City Engineer, City of Racine
Dale A. Darrow ..... Transportation Section Supervisor,
Southeast District, Wisconsin
Department of Natural Resources
Jon J. Dederich ..... Plan Commissioner, Village of Elmwood Park
Patrick A. DeGrave ..... Administrator, Town of Mt. Pleasant
Joel P. Ettinger ..... Area Director, U. S. Department of
Transportation, Federal Transit Administration
Michael J. Glasheen ..... Transit Planner, Department of
Transportation, City of Racine
George Gundersen ..... Director, Bureau of System Planning,
Division of Planning and Budget,
Wisconsin Department of Transportation
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Thomas J. Ludwig ..... Town Engineer, Town of Caledonia
Dennis C. Mahoney ..... President, Village of North Bay
Carolyn A. Milkie ..... President, Village of Sturtevant
Toya M. Nelson ..... Director, Bureau of Transit
and Local Transportation Aids,
Wisconsin Department of Transportation
Cheryl L. Newton ..... Environmental Protection Specialist, Region V,
U. S. Environmental Protection Agency
Robert R. Packee ..... District Director, Wisconsin
Department of Transportation
James E. St. John ..... Wisconsin Division Administrator,
U. S. Department of Transportation,
Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Frederick J. Patrie ..... Director of Public Works, Kenosha County
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Dale A. Darrow ..... Transportation Section Supervisor,
Southeast District, Wisconsin
Department of Natural Resources
Joel P. Ettinger ..... Area Director, U. S. Department of
Transportation, Federal Transit Administration
George Gundersen ..... Director, Bureau of System Planning,
Division of Planning and Budget,
Wisconsin Department of Transportation
Frederick A. Haerter ..... Public Service Administrator,
City of Kenosha
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Joseph McCarthy ..... Director, Department of
Transportation, City of Kenosha
Toya M. Nelson ..... Director, Bureau of Transit
and Local Transportation Aids,
Wisconsin Department of Transportation
Cheryl L. Newton ..... Environmental Protection Specialist, Region V,
U. S. Environmental Protection Agency
Robert R. Packee ..... District Director, Wisconsin
Department of Transportation
James E. St. John ..... Wisconsin Division Administrator,
U. S. Department of Transportation,
Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Daniel Cupertino, Jr. ..... Supervisor, Milwaukee County Board
Chairman
F. Thomas Ament ..... Milwaukee County Executive
Richard A. Bolte ..... Director of Transportation,
Waukesha County
Anthony J. Czaja ..... Supervisor, Milwaukee County Board
Tyrone P. Dumas ..... Director of Public Works,
Milwaukee County
Brian G. DuPont ..... City Engineer, City of Greenfield

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA (continued)

Richard H. Halfman ..... Village Engineer, Village of Brown Deer
Richard Heaps ..... Director, Intergovernmental Relations,
City of Milwaukee
Dennis M. Johnson ..... City Engineer, City of West Allis
James C. Kaminski ..... Commissioner of Public Works,
City of Milwaukee
Kathryn A. Kuhn ..... Legislative Coordinator,
Milwaukee County
Michael L. Morgan ..... Commissioner, Department of City Development,
City of Milwaukee
Carol A. Opel ..... Mayor, City of Waukesha
Nick T. Paulos ..... Village Engineer, Village of Greendale
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Mark J. Schmalz ..... City Engineer, City of New Berlin
Sylvester N. Weyker ..... Highway Commissioner,
Ozaukee County
S. Howard Young ..... Engineering and Operations
Administrator, City of Wauwatosa

Nonvoting Technical Staff Members

Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Dale A. Darrow ..... Transportation Section Supervisor,
Southeast District, Wisconsin
Department of Natural Resources
Douglas D. Duckert ..... Director, Office of Local
Highway Programs, Wisconsin
Department of Transportation
Joel P. Ettinger ..... Area Director,
U. S. Department of Transportation,
Federal Transit Administration
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Thomas P. Kujawa ..... Managing Director, Milwaukee
County Transit System
Toya M. Nelson ..... Director, Bureau of Transit
and Local Transportation Aids,
Wisconsin Department of Transportation
Robert R. Packee ..... District Director, Wisconsin
Department of Transportation
James E. St. John ..... Division Administrator,
U. S. Department of Transportation,
Federal Highway Administration

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING

Patrick Marchese ..... Commissioner, Southeastern Wisconsin
Chairman Regional Planning Commission
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Edward A. Beimborn ..... Professor of Civil Engineering and Mechanics,
University of Wisconsin-Milwaukee
Peter W. Beitzel ..... Vice-President of International Trade,
Transportation, and Business Development,
Metropolitan Milwaukee Association of Commerce
John M. Bennett ..... City Engineer, City of Franklin
Richard A. Bolte ..... Director of Transportation, Waukesha County
Benjamin J. Coopman, Jr. ..... Highway Commissioner, Walworth County
Tyrone P. Dumas ..... Director of Public Works,
Milwaukee County
Joel P. Ettinger ..... Regional Administrator, Region V,
U. S. Department of Transportation,
Federal Transit Administration
Paul A. Feller ..... Director of Public Works, City of Waukesha
Raymond A. Forgianni, Jr. ..... Director, Department of City Development,
City of Kenosha
Michael J. Glasheen ..... Transit Planner, City of Racine
George E. Hall ..... Chief, Boundary Review Section, Bureau of
Intergovernmental Relations, Wisconsin
Department of Administration
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Stephen J. Hiniker ..... Environmental Policy Coordinator,
City of Milwaukee
Thomas A. Howells ..... President, Wisconsin Motor Carriers Association
Dennis M. Johnson ..... City Engineer, City of West Allis
Robert C. Johnson ..... Transit Coordinator, City of Waukesha
David A. Kuemmel ..... Associate Professor, Civil and Environmental
Engineering, Marquette University

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING (continued)

Thomas P. Kujawa ..... Managing Director, Milwaukee County Transit System
Glenn M. Lampark ..... Director of Public Works, Racine County
Joseph McCarthy ..... Director of Transportation, City of Kenosha
William A. Muth, Jr. ..... Director of Public Works, City of Brookfield
Robert R. Packee ..... District Director, Transportation District 2, Wisconsin Department of Transportation
Frederick J. Patrie ..... Director of Public Works, Kenosha County
James E. St. John ..... Division Administrator, U. S. Department of Transportation, Federal Highway Administration
William C. Schaefer ..... Transportation and Land Use Specialist, Citizens for a Better Environment
Franklin B. Scharrer ..... Highway Commissioner, Washington County
Philip J. Scherer ..... Executive Director, Transportation Development Association of Wisconsin
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Roger L. Schrantz ..... Administrator, Division of Planning and Budget, Wisconsin Department of Transportation
Donald F. Theiler ..... Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL BICYCLE AND PEDESTRIAN FACILITIES SYSTEM PLANNING

Thomas W. Meaux ..... Treasurer, Milwaukee County
Chairman
Terry L. Witkowski ..... Safety Director, City of Milwaukee
Vice-Chairman Police Department
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Francis H. Dobbs ..... Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
Paul A. Feller ..... Director of Public Works, City of Waukesha
Thomas J. Genske ..... Surveyor and Construction Superintendent, Ozaukee County
Steven S. Halmo ..... President, Bay View Bicycle Club
Thomas P. Huber ..... State Bicycle and Pedestrian Program Coordinator, Wisconsin Department of Transportation
Marlin P. Johnson ..... Member, Ice Age Trail Committee
James W. Kavemeier ..... Assistant Parks Director, Waukesha County Park and Planning Department
Vivian M. "Kit" Keller ..... Policy Analyst, Bicycle Federation of America and Pedestrian Federation of America
Mary J. Lange. ..... Engineer, City of Brookfield
Jaclyn D. Lawton ..... Environmental Coordinator, Federal Highway Administration
Randal LeClaire ..... Traffic Engineer, City of Kenosha
Douglas E. McIntosh ..... Traffic Engineer, City of Racine
Raymond G. Meyer ..... Public Member, Ozaukee County
Mary R. Monroe ..... Director of Public Relations, Trek Bicycle Company
Maureen A. Murphy ..... Special Projects Manager, Milwaukee County
Robert F. Pfeiffer ..... Chief Design Engineer, District 2, Wisconsin Department of Transportation
Mark A. Piotrowicz ..... Planner, City of West Bend
Jeffrey S. Polenske ..... Traffic Control Engineer, City of Milwaukee
Sara Rottunda ..... Member, Transportation Subcommittee, Governor's Advisory Bicycle Coordinating Council
Paul S. Sandgren ..... Superintendent, Lapham Peak State Forest, Wisconsin Department of Natural Resources
William C. Schaefer ..... Transportation and Land Use Specialist, Citizens for a Better Environment
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
William R. Waldron ..... Planning Analyst, Milwaukee County Department of Parks, Recreation and Culture
Gary R. Weiher ..... Director, Transit and Traffic Engineering Services, Milwaukee County

ROOT RIVER WATERSHED COMMITTEE

Susan L. Baldwin ..... Director of Parks, Recreation and
Chairman Culture, Milwaukee County
Thomas N. Wright ..... Director of Community
Vice-Chairman Development, City of Racine
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
John M. Bennett ..... City Engineer, City of Franklin
James J. Blazek ..... City Engineer, City of Racine

ROOT RIVER WATERSHED COMMITTEE (continued)

David L. De Angelis ..... Mayor, City of Muskego
Brian G. DuPont ..... City Engineer, City of Greenfield
Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
Ronald W. Kazmierczak ..... Assistant Director, Southeast District, Wisconsin Department of Natural Resources
Orville L. Kurth ..... District Conservationist, U. S. Soil Conservation Service, Milwaukee and Waukesha Counties
Glenn M. Lampark ..... Director of Public Works, Racine County
Nick T. Paulos ..... Village Engineer, Village of Greendale
Dale B. Richards ..... Mayor, City of Oak Creek
James R. Ryan ..... President, Village of Hales Corners
Charles L. Seeger ..... County Conservationist, Racine County
James M. Smith ..... Mayor, City of Racine

FOX RIVER WATERSHED COMMITTEE

William D. Rogan ..... Former Commissioner, Southeastern
Chairman Wisconsin Regional Planning Commission
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Grey Abendroth ..... Chairman, Western Racine County Sewerage District
Gary J. Beck ..... Chairman, Town of Rochester
Kathryn C. Bloomberg ..... Mayor, City of Brookfield
Arnold L. Clement ..... Planning and Development Director, Racine County
Lee Cunningham ..... Agricultural Agent, Walworth County
David L. De Angelis ..... Mayor, City of Muskego
Francis H. Dobbs ..... Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
Paul A. Feller ..... Director of Public Works, City of Waukesha
Robert E. Harvey ..... Citizen Member, Town of Vernon
Jeannie Hefty ..... Mayor, City of Burlington
Arthur W. Henning, Sr. ..... President, Village of Waterford
Lloyd Human ..... Chairman, Town of Norway
Ronald W. Kazmierczak ..... Assistant Director, Southeast District, Wisconsin Department of Natural Resources
Roger E. Kieffer ..... President, Village of Rochester
Orville L. Kurth ..... District Conservationist, U. S. Soil Conservation Service
Robert L. Langmesser ..... Chairman, Town of Waterford
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
John H. Mielke ..... Consulting Engineer, Ruekert & Mielke, Waukesha
Raymond J. Moyer, Jr. ..... Citizen Member, Town of Waterford
Cloyd A. Porter ..... Wisconsin State Representative
Phil H. Sander ..... Representative, Southeastern Wisconsin Sportsmen's Federation
Dr. Bruno E. Schiffleger ..... Citizen Member, City of Elkhorn
Karen L. Schuh ..... Chairman, Town of Vernon
Charles L. Seeger ..... County Conservationist, Racine County
Don Smitz ..... Chairman, Town of Wheatland
Walter J. Tarmann ..... Director, Waukesha County Park and Planning Commission
Alvin Wilks ..... Commissioner, Racine County Farm Drainage Board
Stan Wilson ..... Citizen Member, City of Burlington
John R. Zillmer ..... Secretary, Ice Age Park and Trail Foundation, Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler ..... Attorney, Milwaukee
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and Culture, Milwaukee County
Lawrence Brumm ..... President, Milwaukee River Restoration Council, Inc.
Delbert J. Cook ..... Chairman, Cedar Creek Restoration Council
James B. Esselman ..... Chairman, Town of Trenton
Lawrence W. Hillman ..... Commissioner, Southeastern Wisconsin Regional Planning Commission

MILWAUKEE RIVER WATERSHED COMMITTEE (continued)

Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
William T. Jens ..... County Board Chairman, Sheboygan County
John Justen ..... Citizen Member
James C. Kaminski ..... Commissioner of Public Works, City of Milwaukee
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Harry Kollman ..... Administrator, City of Mequon
Robert L. Konik ..... Planner, Fond du Lac County
Christopher B. Lear ..... Administrator-Clerk, Village of Saukville
Marilyn H. Merten ..... Clerk, Washington County
Paul E. Mueller ..... Land Use and Park Administrator, Washington County
Steven Narveson ..... Director, Ozaukee County Department of Environmental Health
Richard E. Zarling ..... Director of Elementary Education, Kewaskum Community Schools

MENOMONEE RIVER WATERSHED COMMITTEE

James C. Kaminski ..... Commissioner of Public Works, Chairman — City of Milwaukee
Gordon Rozmus ..... City Planner, City of Wauwatosa Vice-Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Secretary — Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and Culture, Milwaukee County
Randall Burr ..... Village of Elm Grove
Glenn H. Evans ..... Citizens for Menomonee River Restoration
Richard Farrenkopf ..... Manager, Village of Menomonee Falls
Frank S. Hartay ..... Director of Manufacturing, Falk Corporation, Milwaukee
Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
Ronald W. Kazmierczak ..... Assistant Director, Southeast District, Wisconsin Department of Natural Resources
George C. Keller ..... President, Wauwatosa State Bank
Raymond J. Kipp ..... Former Dean, College of Engineering, Marquette University
Harry Kollman ..... Administrator, City of Mequon
Walter J. Tarmann ..... Director, Waukesha County Park and Planning Commission
Lloyd L. Turner ..... Director of Public Works, Village of Germantown
Clark E. Wangerin ..... Special Projects Engineer, City of Brookfield

KINNICKINNIC RIVER WATERSHED COMMITTEE

Susan L. Baldwin ..... Director of Parks, Recreation and Culture, Milwaukee County — Chairman
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee — Vice-Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Secretary — Wisconsin Regional Planning Commission
Brian G. DuPont ..... City Engineer, City of Greenfield
E. Craig Faucett ..... Director of Engineering, City of Cudahy
Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
James C. Kaminski ..... Commissioner of Public Works, City of Milwaukee
Stanley Polewski ..... Proprietor, Polewski Pharmacy, Milwaukee
Rudolfo N. Salcedo ..... Environmental Scientist, Department of City Development, City of Milwaukee
Frank C. Schultz ..... Chief, Solid and Hazardous Waste Management, Southeast District, Wisconsin Department of Natural Resources
Frank J. Wabiszewski ..... Vice-President, Maynard Steel Casting Company, Milwaukee

PIKE RIVER WATERSHED COMMITTEE

George E. Melcher ..... Director of Planning and Development, Kenosha County — Chairman
Charles E. Creuziger ..... Chairman, Mt. Pleasant Stormwater Drainage District — Vice-Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Secretary — Wisconsin Regional Planning Commission

PIKE RIVER WATERSHED COMMITTEE (continued)

Arnold L. Clement ..... Planning and Development Director, Racine County
Patrick A. DeGrave ..... Administrator, Town of Mt. Pleasant
Raymond A. Forgianni, Jr. ..... Director of Development, City of Kenosha
Gerald L. Hebard ..... District Conservationist, U. S. Soil Conservation Service, Racine County
David D. Holtze ..... Chairman, Town of Somers
Ronald W. Kazmierczak ..... Assistant Director, Southeast District, Wisconsin Department of Natural Resources
Niels E. Ladine ..... Director, Parks Department, Kenosha County
Chelvadurai Manogaran ..... Associate Professor, Department of Geography, University of Wisconsin-Parkside
Thomas P. Melzer ..... Chairman, Town of Mt. Pleasant
Carolyn A. Milkie ..... President, Village of Sturtevant
O. Fred Nelson ..... Manager, Kenosha Water Utility
Charles A. Schweitzer ..... Representative, Racine Water and Wastewater Utility
Charles L. Seeger ..... County Conservationist, Racine County

OAK CREEK WATERSHED COMMITTEE

Thomas Reber ..... Administrator, City of South Milwaukee — Chairman
Paul E. Milewski ..... Director of Community Development, City of Oak Creek — Vice-Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Secretary — Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and Culture, Milwaukee County
John M. Bennett ..... City Engineer, City of Franklin
Thomas D. Borgwardt ..... Airport Engineer, Milwaukee County Department of Public Works
Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Richard A. Keyes ..... Environmental Engineer, Department of Public Works, Milwaukee County
Charles G. Lambert ..... Secretary, Milwaukee County Conservation Alliance
John D. St. John ..... Former Supervisor, Milwaukee County
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Douglas R. Sleight ..... Member, South Milwaukee Yacht Club

DES PLAINES RIVER WATERSHED COMMITTEE

George E. Melcher ..... Director, Office of Planning and Development, Kenosha County — Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Secretary — Wisconsin Regional Planning Commission
Nancy Braker ..... Director of Science and Stewardship, The Nature Conservancy
John F. Burke ..... Manager, Halter Wildlife Area
Arnold L. Clement ..... Director of Planning and Development, Racine County
Raymond A. Forgianni, Jr. ..... Director of Development, City of Kenosha
Marlene P. Goodson ..... President, Village of Paddock Lake
David D. Holtze ..... Chairman, Town of Somers
Leonard R. Johnson ..... Kenosha County Board Supervisor; Chairman, Kenosha County Land Conservation Committee
Wayne E. Koessl ..... Senior Local Relations Representative, WEPCo; Representative, WISPARK Corporation
Ward S. Miller ..... Executive Director, Lake County Stormwater Management Commission
O. Fred Nelson ..... Manager, City of Kenosha Water Utility
Douglas J. Noble ..... Kenosha County Board Supervisor
Phillip D. Peters ..... Executive Director, Northeastern Illinois Planning Commission
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie
Phil H. Sander ..... Member, Des Plaines Wetland Conservancy, Inc.
Mary Ellen Vollbrecht ..... Supervisor, Water Regulation and Zoning Program, Wisconsin Department of Natural Resources
Pamela A. Wallis ..... Kenosha County Conservationist
Donald M. Wienke ..... Chairman, Town of Bristol
August Zirbel, Jr. ..... Chairman, Town of Paris

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN

Dr. Norman P. Lasca Chairman	Professor, Department of Geological Sciences, University of Wisconsin-Milwaukee
Susan L. Baldwin Vice-Chairman	Director of Parks, Recreation and Culture, Milwaukee County
Donald M. Reed Secretary	Principal Biologist, Southeastern Wisconsin Regional Planning Commission
Hubert J. Albert	Port Washington Yacht Club
Joseph A. Dean	Mayor, City of Port Washington
E. Craig Faucett	Director of Engineering, City of Cudahy
Ralph E. Hollmon	Executive Director, Milwaukee Metropolitan Sewerage District
James C. Kaminski	Commissioner of Public Works, City of Milwaukee
Gloria L. McCutcheon	District Director, Southeast District, Wisconsin Department of Natural Resources
Allan Medoff	Manager, Village of Fox Point
Gary Mick	Director of Environmental Services, Milwaukee County
Dr. William G. Murphy	Former Professor, Soils Mechanics, College of Engineering, Marquette University; Engineers and Scientists of Milwaukee
C. William Nelson	Member, Great Lakes Sports Fisherman's Club
Mary C. Nelson	City of South Milwaukee Shoreline Property Owner
Dr. William T. Painter	President, Foundation Engineering, Inc., Milwaukee
James M. Phinney	Resident, Village of Fox Point
Thomas Reber	Administrator, City of South Milwaukee
Phil H. Sander	Representative, Southeastern Wisconsin Sportsmen's Federation
Charles L. Seeger	County Conservationist, Racine County
Kenneth J. Szallai	Port Director, Board of Harbor Commissioners, City of Milwaukee

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE FOR THE NORTHWESTERN WAUKESHA COUNTY SANITARY SEWERAGE SYSTEM PLAN

Kent D. Woods Chairman	Chairman, Town of Delafield
Charles E. Erickson Vice-Chairman	Administrator, Village of Hartland
Kurt W. Bauer Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Dale W. Arenz	Attorney, Ixonia Sanitary District No. 2
David L. Barquist	Chairman, Town of Summit
Theodore J. Bosch	Wastewater Section Supervisor, Wisconsin Department of Natural Resources
Jeffery A. Flaws	President, Village of Wales
Raymond O. Foster, Jr.	President, Village of Oconomowoc Lake
James W. Hansen	Utilities Superintendent, Village of Dousman
Robert W. Hyde	General Manager, Delafield-Hartland Water Pollution Control Commission
Vytautas P. Janusonis	Chairman, Town of Ottawa
Thomas E. Kraus	Chairman, Town of Merton
Sharon L. Leair	Chairman, Town of Genesee
Richard L. Mace	Assistant Director, Waukesha County Park and Planning Commission
Edmond McAleer	Mayor, City of Delafield
William J. Mielke	Consulting Engineer, City of Oconomowoc
Joseph St. Thomas	Chairman, Town of Oconomowoc
George Stumpf	President, Village of Lac La Belle
William Treuden	Trustee, Village of Nashotah
Robert W. Weber	President, Village of Merton
Gary L. Wieczorek	Administrator, Village of Chenequa

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING

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Harlan E. Clinkenbeard Vice-Chairman	Administrator-Planner, Town of Pewaukee
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Susan L. Baldwin	Director of Parks, Recreation and Culture, Milwaukee County
John B. Capelle	Director of Community Development, City of West Bend

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING (continued)

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Francis H. Dobbs	Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
Robert R. Dreblow	Director of Engineering and Public Works, City of Cedarburg
Daniel F. Ertl	Director of Planning and Zoning, City of Brookfield
Raymond A. Forgianni, Jr.	Director of City Development, City of Kenosha
George E. Hall	Chief, Boundary Review Section, Bureau of Intergovernmental Relations, Wisconsin Department of Administration
Frank M. Hedgcock	Director of Community Development, City of Waukesha
Gregory I. Igl	District Conservationist, U. S. Soil Conservation Service, Walworth County
J. David Jelinski	Director, Land and Water Resources Bureau, Wisconsin Department of Agriculture, Trade and Consumer Protection
Gordon M. Kacala	Executive Director, Racine County Economic Development Corporation
G. Andrew Larsen	Executive Director, Riveredge Nature Center
James J. Lynch	Director of Community Development, Village of Shorewood
Gloria L. McCutcheon	District Director, Southeast District, Wisconsin Department of Natural Resources
George E. Melcher	Director, Office of Planning and Development, Kenosha County
Paul E. Milewski	Director of Community Development, City of Oak Creek
Michael L. Morgan	Commissioner, Department of City Development, City of Milwaukee
Paul E. Mueller	Administrator, Washington County Land Use and Park Department
David L. Peterson	Attorney, Quarles & Brady
Gordon Rozmus	City Planner, City of Wauwatosa
Brad Lee G. Steinke	Director of Community Development, City of Mequon
Walter J. Tarmann	Director, Waukesha County Park and Planning Commission
Jean M. Werbie	Community Development Director, Village of Pleasant Prairie
Dan A. Wilson	Resource-Horticulture Agent, UWEX-Washington County
Lawrence P. Witzling	Associate Dean of Architecture and Urban Planning, University of Wisconsin-Milwaukee
Thomas N. Wright	Director of City Development, City of Racine

TECHNICAL ADVISORY COMMITTEE ON SOCIO-ECONOMIC STUDIES

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James K. Caldwell	President, First Citizens State Bank, Whitewater
Balkrishna D. Kale	Demographer, Demographic Services Center, Wisconsin Department of Administration
Thomas S. Kopitzke	Manager of Forecasting, Ameritech
Dale A. Landgren	Director of Business Planning, Wisconsin Electric Power Company
Patrick Linnane	Deputy Director, Milwaukee County Planning Council for Health and Human Services
Terry F. Ludeman	Chief, Local Workforce Planning Section, Bureau of Workforce Information, Wisconsin Department of Industry, Labor and Human Relations
Bret J. Mayborne	Economic Research Director, Metropolitan Milwaukee Association of Commerce
Timothy J. McElhatton	Senior Researcher, Public Policy Forum
George E. Melcher	Director, Kenosha County Office of Planning and Development
Paul E. Mueller	Administrator, Washington County Land Use and Park Department
Helen A. Ramon	Executive Director, Southeastern Wisconsin Area Agency on Aging
Eugene A. Schubert	Economist, Wisconsin Department of Revenue
Mary J. Stott	Senior Planner, Department of City Development, City of Milwaukee
Paul R. Voss	Chair, Department of Rural Sociology, University of Wisconsin-Madison

TECHNICAL ADVISORY COMMITTEE ON SOCIO-ECONOMIC STUDIES (continued)

Thomas Walker ..... Administrator, Division of Planning, Wisconsin Department of Transportation
Sandra M. Wysocki ..... Strategic Planning Manager, Milwaukee Journal Sentinel

INTERGOVERNMENTAL COORDINATING AND TECHNICAL ADVISORY COMMITTEE FOR THE IH 94 WEST FREEWAY CORRIDOR DEVELOPMENT PLAN

William D. Rogan ..... Former Commissioner, Southeastern Chairman Wisconsin Regional Planning Commission
Kurt W. Bauer ..... Executive Director, Southeastern Secretary Wisconsin Regional Planning Commission
Harlan E. Clinkenbeard ..... Administrator-Planner, Town of Pewaukee
Paul A. Feller ..... Director of Public Works, City of Waukesha
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Cheri A. Frederick ..... Chairman, Waukesha County Public Works Committee
Robert F. Hamilton ..... Supervisor, Waukesha County Board
Edmond McAleer ..... Mayor, City of Delafield
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Frank M. Paulus ..... Administrator, Village of Pewaukee
Edwin H. Rohloff ..... Former Chairman, Town of Summit
Marlene M. Schumacher ..... Mayor, City of Oconomowoc
Patric Spheeris ..... Village Representative, Village of Oconomowoc Lake
Kent D. Woods ..... Chairman, Town of Delafield

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN

Dr. Forest W. Stearns ..... Chairman, Wisconsin Scientific Areas Chairman Preservation Council; Professor Emeritus, Department of Biological Sciences, University of Wisconsin-Milwaukee
Donald M. Reed ..... Principal Biologist, Southeastern Secretary Wisconsin Regional Planning Commission
Dr. Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission
John E. Bielefeldt ..... Naturalist, Racine County Parks Department
Dr. Martyn J. Dibben ..... Curator of Botany, Milwaukee Public Museum
Wesley Eisenhauer ..... Former Director, Horticulture-Nature Division, Milwaukee County Department of Parks, Recreation and Culture
Andrew A. Holschbach ..... Land Conservation Director, Ozaukee County
Marlin P. Johnson ..... Associate Professor, Department of Biological Sciences, University of Wisconsin-Waukesha Center
G. Andrew Larsen ..... Executive Director, Riveredge Nature Center, Ozaukee County
Dr. Diane S. Lindsley ..... Horticulture Director, Milwaukee County Department of Parks, Recreation and Culture
Paul E. Matthiae ..... Chief, Natural Areas Section, Wisconsin Department of Natural Resources-Madison
Peter E. McKeever ..... State Director, The Nature Conservancy, Wisconsin Chapter
James P. Morrissey ..... Environmental Impact Coordinator, Wisconsin Department of Natural Resources-Southeast District
Robert M. Nichols ..... Director, Schlitz Audubon Center
Dr. David F. Overstreet ..... Principal Investigator, Great Lakes Archaeological Research Center
Jerry A. Schwarzmeier ..... Park Naturalist, Retzer Nature Center, Waukesha County

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN (continued)

Dr. S. Galen Smith ..... Professor Emeritus, Department of Biology, University of Wisconsin-Whitewater
David W. White ..... Director, YWCA River Bend Nature Center, Racine
Dan A. Wilson ..... Resources Agent, University of Wisconsin-Extension, Washington County

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE FOR THE KENOSHA URBAN PLANNING DISTRICT

Anthony F. Bisciglia ..... Superintendent, Kenosha Unified Chairman School District No. 1
Jean M. Werbie ..... Community Development Director, Vice-Chairman Village of Pleasant Prairie
Kurt W. Bauer ..... Executive Director, Southeastern Secretary Wisconsin Regional Planning Commission
Robert G. Anderson ..... Planning Analyst, Wisconsin Department of Transportation, District 2
Wanda Lynn Bellow ..... Alderman and Plan Commissioner, City of Kenosha
Ernest P. Celebre ..... Vice-Chairman, Town of Somers Plan Commission
Harvey D. Elmer ..... Director of Engineering Services, Kenosha Water Utility
Raymond A. Forgianni, Jr. ..... Director of City Development, City of Kenosha
Richard E. Hart ..... Supervisor, Kenosha County Board of Supervisors
David D. Holtze ..... Chairman, Town of Somers
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
William A. Morris ..... Public Works Coordinator, Town of Somers
O. Fred Nelson ..... General Manager, Kenosha Water Utility
Frederick J. Patrie ..... Director of Public Works, Kenosha County
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie
Phil H. Sander ..... Citizen Member, City of Kenosha
Michael J. Serpe ..... Trustee, Village of Pleasant Prairie
Geoffrey L. Wheeler ..... Board of Directors, Kenosha Area Development Corporation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON THE STUDY OF ENVIRONMENTALLY SENSITIVE LANDS IN THE TOWN OF NORWAY SANITARY DISTRICT NO. 1

Richard G. Rehberg ..... Vice-Chairman, Planning and Development Chairman Committee, Racine County
Kurt W. Bauer ..... Executive Director, Southeastern Secretary Wisconsin Regional Planning Commission
Kathy A. Aron ..... Chairperson, Wind Lake Management District
Arnold L. Clement ..... Director of Planning and Development, Racine County
Lloyd Human ..... Chairman, Town of Norway
Philip T. Jacobson ..... Member, Town of Norway Plan Commission
Roland Kieffer ..... Member, Town of Norway Plan Commission
Robert J. Malsack ..... Vice-President, Tri-Lakes Conservation, Inc.
Delores Otto ..... Supervisor, Town of Norway
Dale J. Pfeiffle ..... Environmental Protection Specialist, U. S. Army Corps of Engineers
Donald J. Quarford ..... District Manager, Town of Norway Sanitary District No. 1
Mary Ellen Vollbrecht ..... Water Regulation and Zoning Supervisor, Southeast District, Wisconsin Department of Natural Resources
Robert F. Welch ..... Citizen Member
Melvin Wendt ..... Citizen Member

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 1995

EXECUTIVE DIVISION

Kurt W. Bauer, PE, RLS, AICP
Executive Director

Philip C. Evenson, AICP
Assistant Director

Kenneth R. Yunker, PE
Assistant Director

Elaine I. Andersen
Executive Secretary

Ruth D. Jaeger
Executive Secretary

Nancee A. Nejedlo
Executive Secretary

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John G. McDougall
Assistant Geographic Information Systems Manager

Paul J. Clavette
John D. Harasha
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Don H. Homan, Jr.
Principal Specialist

John T. Washburn, RLS
Senior Specialist

Roy T. Grasse
Geographic Information Systems Supervisor

Karen J. Goralski
Senior Programmer/Analyst

James G. Landwehr
Specialist

Joyce A. Gramz
Donna M. Rantanen
Bradley T. Subotnik
Lead Digitizer Operators

Diane L. Curtiss
Gregory T. Fliss
Patrick W. Foy
Michael G. Gosetti
James W. Huff
Peter R. Miller, Jr.
Christopher Petersen
Todd R. Plahmer
Rosemary K. Wilcenski
Thomas L. Woodzick
Digitizer Operators

Patricia L. Bouchard
Darrell E. Deavers
Craig C. Kaliebe
Jean M. Roman
Craig R. Skala
Cadastral Map Draftsmen

ENVIRONMENTAL PLANNING DIVISION

Robert P. Biebel, PE
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Donald M. Reed
Chief Specialist

Michael G. Hahn, PE
Ronald J. Printz, PE
Principal Engineers

Jeffrey A. Thornton
Principal Planner

Rachel E. Lang
Lawrence A. Leitner
Senior Specialists

Najoua Ksontini
Engineer

Christine M. Hinz
Christopher J. Jors
Tiffany G. Lyden
Jennifer L. McCauley
Research Analysts

Irene A. Brown
Patricia M. Kokan
Secretaries

ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland
Chief Economic Development Planner

Philip L. Cosson
Kevin S. Hall
Principal Planners

Garry M. Werra
Planner

COMMUNITY ASSISTANCE PLANNING DIVISION

Roland O. Tonn, AICP
Chief Community Assistance Planner

Richard R. Kania, AICP, RLA
Principal Planner

Tami J. Dake
Jennifer J. Reek
Senior Planning Draftsmen

LAND USE PLANNING DIVISION

Bruce P. Rubin
Chief Land Use Planner

Nancy M. Anderson
William J. Stauber, AICP
Principal Planners

Timothy J. McCauley
Senior Planner

Joel E. Dietl
Douglas J. Koehler
Planners

David A. Schilling
Kathryn E. Sobottke
Senior Specialists

James P. Siegler
Research Analyst

Lisa L. Washicheck
Research Aide

Lorelei L. Kring
Secretary

TRANSPORTATION PLANNING DIVISION

Donald R. Martinson, PE
Chief Transportation Engineer

Robert E. Beglinger
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Albert A. Beck
Otto P. Dobnick
Christopher N. Jakubiak
Principal Planners

John L. Zastrow
Principal Specialist

John L. Forslund
Senior Planner

John M. Hagen
Brian P. Zobel
Engineers

Philip W. Johnson
Planner

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Administrative Officer

Luella M. Fredrickson
Marcia L. Hayd
Secretaries

Christine A. Patock
Bookkeeper

Sylvia Carlson
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Ronald H. Heinen
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Scott K. Enk
Senior Editor

Arno M. Klausmeier
Librarian/Editor

Dolores M. Knezinek
Graphic Arts Technician

Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-DECEMBER 1995

PROSPECTUSES

Regional Planning Program, April 1962*
Root River Watershed Planning Program, March 1963*
Fox River Watershed Planning Program, October 1964*
Continuing Land Use-Transportation Study, May 1965
Milwaukee River Watershed Planning Program, September 1966*
Comprehensive Library Planning Program, April 1968
Community Shelter Planning Program, August 1968
Racine Urban Planning District Comprehensive Planning Program, November 1968
Regional Sanitary Sewerage System Planning Program, December 1968
Menomonee River Watershed Planning Program, November 1969
Comprehensive Regional Airport Planning Program, December 1969*
Regional Housing Study, December 1969
Deep Sandstone Aquifer Simulation Modeling Program, October 1972
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee Metropolitan Area, July 1973*
Kinnickinnic River Watershed Planning Program Prospectus, November 1974*
Regional Air Quality Maintenance Planning Program Prospectus, November 1974
Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975
Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program Prospectus, September 1978*
Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978
Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus, November 1978
Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978
Pike River Watershed Planning Program Prospectus, April 1979
Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979
Oak Creek Watershed Planning Program Prospectus, December 1979
Prospectus for an Energy Emergency Contingency Plan for Southeastern Wisconsin, December 1983
Milwaukee River Priority Watersheds Program Prospectus, March 1985
Stormwater Drainage and Flood Control Planning Program Prospectus for the Milwaukee Metropolitan Sewerage District, March 1985
Infrastructure Study for the Southeastern Wisconsin Region, June 1986
Milwaukee High Lake Level Impact Study Prospectus, December 1987
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Kenosha Area, June 1988
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Racine Area, May 1989*
Natural Area Protection and Management Planning Program Prospectus, August 1989*
Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning District, December 1990
Des Plaines River Watershed Planning Program Prospectus, September 1991
Prospectus for a Study of Emergency Medical Services in Waukesha County, March 1992
Prospectus for the Preparation of a Sanitary Sewerage System Plan for the Northwestern Waukesha County Area, September 1993

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981, December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1978-1982, December 1977
Overall Work Program—1979 Southeastern Wisconsin Regional Planning Commission, October 1978
Overall Work Program—1980 Southeastern Wisconsin Regional Planning Commission, November 1979
Overall Work Program—1981 Southeastern Wisconsin Regional Planning Commission, November 1980
Overall Work Program—1982 Southeastern Wisconsin Regional Planning Commission, November 1981
Overall Work Program—1983 Southeastern Wisconsin Regional Planning Commission, October 1982
Overall Work Program—1984 Southeastern Wisconsin Regional Planning Commission, November 1983
Overall Work Program—1985 Southeastern Wisconsin Regional Planning Commission, October 1984
Overall Work Program—1986 Southeastern Wisconsin Regional Planning Commission, October 1985
Overall Work Program—1987 Southeastern Wisconsin Regional Planning Commission, September 1986
Overall Work Program—1988 Southeastern Wisconsin Regional Planning Commission, November 1987
Overall Work Program—1989 Southeastern Wisconsin Regional Planning Commission, November 1988
Overall Work Program—1990 Southeastern Wisconsin Regional Planning Commission, November 1989
Overall Work Program—1991 Southeastern Wisconsin Regional Planning Commission, November 1990
Overall Work Program—1992 Southeastern Wisconsin Regional Planning Commission, December 1991
Overall Work Program—1993 Southeastern Wisconsin Regional Planning Commission, December 1992
Overall Work Program—1994 Southeastern Wisconsin Regional Planning Commission, November 1993
Overall Work Program—1995 Southeastern Wisconsin Regional Planning Commission, November 1994
Overall Work Program—1996 Southeastern Wisconsin Regional Planning Commission, December 1995

STUDY DESIGNS

Study Design for the Continuing Regional Land Use-Transportation Study: 1970-1974*
Study Design for the Continuing Land Use-Transportation Study: 1972-1976*
Study Design for the Areawide Water Quality Planning and Management Program for Southeastern Wisconsin: 1975-1977*
Study Design for the Milwaukee Harbor Estuary Comprehensive Water Resources Planning Program, September 1981
Study Design for the Continuing Regional Land Use-Transportation Study: 1992-2000, February 1993
Waukesha County Development Plan Study Design, May 1993
Upland Environmental Corridor Protection Study Design, September 1995

PLANNING REPORTS

No. 1 - Regional Planning Systems Study, December 1962*
No. 2 - Regional Base Mapping Program, July 1963*
No. 3 - The Economy of Southeastern Wisconsin, June 1963*
No. 4 - The Population of Southeastern Wisconsin, June 1963*
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963*
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963*
No. 7 - The Regional Land Use-Transportation Study
Volume 1 - Inventory Findings: 1963, May 1965
Volume 2 - Forecasts and Alternative Plans: 1990, June 1966
Volume 3 - Recommended Regional Land Use and Transportation Plans: 1990, November 1966*
No. 8 - Soils of Southeastern Wisconsin, June 1966*
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966*

PLANNING REPORTS—continued

No. 10 - A Comprehensive Plan for the Kenosha Planning District
Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967*
Volume 2 - Implementation Devices, February 1967*
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969*
No. 12 - A Comprehensive Plan for the Fox River Watershed
Volume 1 - Inventory Findings and Forecasts, April 1969*
Volume 2 - Alternative Plans and Recommended Plan, February 1970
No. 13 - A Comprehensive Plan for the Milwaukee River Watershed
Volume 1 - Inventory Findings and Forecasts, December 1970*
Volume 2 - Alternative Plans and Recommended Plan, October 1971*
No. 14 - A Comprehensive Plan for the Racine Urban Planning District
Volume 1 - Inventory Findings and Forecasts, December 1970
Volume 2 - The Recommended Comprehensive Plan, October 1972
Volume 3 - Model Plan Implementation Ordinances, September 1972
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972
No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973
No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974
No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
No. 20 - A Regional Housing Plan for Southeastern Wisconsin, February 1975
No. 21 - A Regional Airport System Plan for Southeastern Wisconsin, December 1975
No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975
No. 23 - A Jurisdictional Highway System Plan for Washington County, October 1974*
No. 24 - A Jurisdictional Highway System Plan for Kenosha County, April 1975
No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, April 1975
Volume 2 - Alternative and Recommended Plans, May 1978
No. 26 - A Comprehensive Plan for the Menomonee River Watershed
Volume 1 - Inventory Findings and Forecasts, October 1976*
Volume 2 - Alternative Plans and Recommended Plan, October 1976*
No. 27 - A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, November 1977
No. 28 - A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000, June 1980
No. 29 - A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin, July 1978*
No. 30 - A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, September 1978*
Volume 2 - Alternative Plans, February 1979*
Volume 3 - Recommended Plan, June 1979*
No. 31 - A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978
No. 32 - A Comprehensive Plan for the Kinnickinnic River Watershed, December 1978*
No. 33 - A Primary Transit System Plan for the Milwaukee Area, June 1982
No. 34 - A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area, August 1983
No. 35 - A Comprehensive Plan for the Pike River Watershed, June 1983
No. 36 - A Comprehensive Plan for the Oak Creek Watershed, August 1986
No. 37 - A Water Resources Management Plan for the Milwaukee Harbor Estuary
Volume 1 - Inventory Findings, March 1987
Volume 2 - Alternative and Recommended Plans, December 1987
No. 38 - A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987
No. 39 - A Freeway Traffic Management System Plan for the Milwaukee Area, November 1988*

PLANNING REPORTS—continued

No. 40 - A Regional Land Use Plan for Southeastern Wisconsin—2010, January 1992
No. 41 - A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994
No. 43 - A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994

PLANNING GUIDES

No. 1 - Land Development, November 1963*
No. 2 - Official Mapping, February 1964
No. 3 - Zoning, April 1964*
No. 4 - Organization of Planning Agencies, June 1964*
No. 5 - Floodland and Shoreland Development, November 1968*
No. 6 - Soils Development, August 1969*

TECHNICAL REPORTS

No. 1 - Potential Parks and Related Open Spaces, September 1965*
No. 2 - Water Law in Southeastern Wisconsin, January 1966*
No. 2 - 2nd Edition, Water Law in Southeastern Wisconsin, December 1977
No. 3 - A Mathematical Approach to Urban Design, January 1966*
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966*
No. 5 - Regional Economic Simulation Model, October 1966*
No. 6 - Planning Law in Southeastern Wisconsin, October 1966*
No. 6 - 2nd Edition, Planning Law in Southeastern Wisconsin, April 1977
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968*
No. 7 - 2nd Edition, Horizontal and Vertical Survey Control in Southeastern Wisconsin, August 1990
No. 8 - A Land Use Design Model
Volume 1 - Model Development, January 1968
Volume 2 - Model Test, October 1969
Volume 3 - Final Report, April 1973
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971
No. 10 - The Economy of Southeastern Wisconsin, December 1972*
No. 10 - 2nd Edition, The Economy of Southeastern Wisconsin, May 1984
No. 10 - 3rd Edition, The Economy of Southeastern Wisconsin, October 1995
No. 11 - The Population of Southeastern Wisconsin, December 1972*
No. 11 - 2nd Edition, The Population of Southeastern Wisconsin, June 1984
No. 11 - 3rd Edition, The Population of Southeastern Wisconsin, October 1995
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin: 1972 and 1973, June 1972
No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974
No. 14 - An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin: 1975, June 1975
No. 15 - Household Response to Motor Fuel Shortages and Higher Prices in Southeastern Wisconsin, August 1976
No. 16 - Digital Computer Model of the Sandstone Aquifer in Southeastern Wisconsin: April 1976
No. 17 - Water Quality of Lakes and Streams in Southeastern Wisconsin: 1964-1975, June 1978
No. 18 - State of the Art of Water Pollution Control in Southeastern Wisconsin
Volume 1 - Point Sources, July 1977
Volume 2 - Sludge Management, August 1977
Volume 3 - Urban Storm Water Runoff, July 1977
Volume 4 - Rural Storm Water Runoff, December 1976
No. 19 - A Regional Population Projection Model, October 1980

TECHNICAL REPORTS—continued

No. 20 - Carpooling in the Metropolitan Milwaukee Area, March 1977
No. 21 - Sources of Water Pollution in Southeastern Wisconsin: 1975, September 1978*
No. 22 - Recent Population Growth and Change in Southeastern Wisconsin: 1970-1977, September 1979
No. 23 - Transit-Related Socioeconomic, Land Use, and Transportation Conditions and Trends in the Milwaukee Area, December 1980
No. 24 - State-of-the-Art of Primary Transit System Technology, February 1981
No. 25 - Alternative Futures for Southeastern Wisconsin, December 1980
No. 26 - Milwaukee Area Alternative Primary Transit System Plan Preparation, Test, and Evaluation, March 1982
No. 27 - Milwaukee Area Work Time Rescheduling Study, August 1981
No. 28 - Evaluation of the Milwaukee Area Rideshare Program: 1972-1982, May 1983
No. 29 - Industrial Land Use in Southeastern Wisconsin, November 1984*
No. 30 - The Development of an Automated Mapping and Land Information System: A Demonstration Project for the Town of Randall, Kenosha County, Wisconsin, December 1985
No. 31 - Costs of Urban Nonpoint Source Water Pollution Control Measures, June 1991
No. 32 - General Mitchell International Airport Enplaning Passenger Survey Findings: 1989, August 1990
No. 33 - Integration of the Computer-Assisted Management and Planning System with a Parcel-Based Land Information System: A Demonstration Project in Kenosha County, September 1992
No. 34 - A Mathematical Relationship between NAD27 and NAD83(91) State Plane Coordinates in Southeastern Wisconsin, December 1994
No. 35 - Vertical Datum Differences in Southeastern Wisconsin, December 1995

COMMUNITY ASSISTANCE PLANNING REPORTS

No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973
No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond: 1990, January 1974
No. 3 - Racine Area Transit Development Program: 1975-1979, June 1974
No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974
No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975
No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975*
No. 7 - Kenosha Area Transit Development Program: 1976-1980, March 1976
No. 8 - Analysis of the Deployment of Paramedic Emergency Medical Services in Milwaukee County, April 1976
No. 9 - Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, October 1976
No. 9 - 2nd Edition, Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, March 1985
No. 10 - Land Use and Arterial Street System Plans, Village of Jackson, Washington County, Wisconsin, December 1976
No. 11 - Floodland Information Report for Sussex Creek and Willow Springs Creek, March 1977
No. 12 - Waukesha Area Transit Development Program: 1977-1981, January 1977*
No. 13 - Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1977
No. 13 - 2nd Edition, Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1982
No. 14 - Floodland Management Plan for the Village of Pewaukee, February 1978

COMMUNITY ASSISTANCE PLANNING REPORTS—continued

No. 15 - Off-Airport Land Use Development Plan for General Mitchell Field and Environs: 1977, May 1977*
No. 16 - A Plan for the Whittier Neighborhood, City of Kenosha and Town of Pleasant Prairie, Kenosha County, Wisconsin, June 1977*
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No. 71 - A Specialized Transportation Service Plan for Elderly and Disabled Persons within Waukesha County, June 1992*
No. 72 - Analysis of Traffic Engineering Actions Proposed by City of Cedarburg Staff for S. Washington Avenue (STH 57/STH 143), Ozaukee County, Wisconsin, May 1995
No. 73 - A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System, January 1993*
No. 74 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System, January 1993*
No. 75 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System, January 1993*
No. 76 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility, January 1993*
No. 77 - A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System, January 1993*

MEMORANDUM REPORTS—continued

No. 78 - Traffic Study of STH 83 between the Illinois-Wisconsin State Line and STH 50 in Kenosha County, March 1993
No. 79 - An Agricultural Drainage and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1, Village of Waterford and Towns of Norway and Waterford, Racine County, Wisconsin, September 1993
No. 80 - A Development Plan for the Parkside East Neighborhood, Town of Somers, Kenosha County, Wisconsin, September 1993
No. 81 - Aquatic Plant Management Plan for Phantom Lakes, Waukesha County, Wisconsin, July 1993
No. 82 - A Lake Protection Plan for Silver Lake, Waukesha County, Wisconsin, July 1993
No. 83 - City of Cudahy Economic Development Fact Book, Milwaukee County, Wisconsin, August 1993
No. 84 - Transportation Impacts of W. Wisconsin Avenue Closure between N. 11th Street and N. 16th Street, City of Milwaukee, Milwaukee County, Wisconsin, August 1993
No. 85 - A Development Plan for the Endicott Neighborhood, City of Brookfield, Waukesha County, Wisconsin, September 1993
No. 86 - Traffic Engineering Study of Ann Rita Drive, Coventry Drive, and Macaulay Drive in the Canterbury Hill Subdivision, City of Brookfield, Waukesha County, Wisconsin, July 1993
No. 87 - Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994
No. 88 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System, January 1994*
No. 89 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System, January 1994*
No. 90 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System, January 1994*
No. 91 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility, January 1994*
No. 92 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System, January 1994*
No. 93 - A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995
No. 94 - A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994
No. 95 - Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994
No. 96 - A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System, January 1995
No. 97 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Kenosha Transit System, January 1995
No. 98 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Racine Transit System, January 1995
No. 99 - A Paratransit Service Plan for Disabled Persons: 1995 Update/City of Waukesha Transit System Utility, January 1995
No. 100 - A Paratransit Service Plan for Disabled Persons: 1995 Update/Waukesha County Transit System, January 1995
No. 101 - Upper Nemahbin Lake Watershed Inventory Findings, Waukesha County, Wisconsin, May 1995
No. 102 - Water Level Control Plan for the Waterford-Vernon Area of the Middle Fox River Watershed, Racine and Waukesha Counties, Wisconsin, March 1995

MEMORANDUM REPORTS—continued

No. 103 - Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994

No. 104 - Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994

No. 105 - Traffic Study of the Intersection of Barker Road (CTH Y) and Watertown Road, Town of Brookfield, Waukesha County, Wisconsin, March 1995

ECONOMIC DEVELOPMENT PROFILES

Economic Development Profiles have been prepared for the Southeastern Wisconsin Region, for each of the seven counties in the Region, for the Milwaukee Metropolitan Statistical Area, and for the following communities within each of the seven counties:

Kenosha County
- City of Kenosha
- Village of Pleasant Prairie
- Town of Bristol

Milwaukee County
- City of Cudahy
- City of Franklin
- City of Glendale
- City of Greenfield
- City of Milwaukee
- City of Oak Creek
- City of St. Francis
- City of South Milwaukee
- City of Wauwatosa
- City of West Allis
- Village of Brown Deer
- Village of West Milwaukee

Ozaukee County
- City of Cedarburg
- City of Mequon
- City of Port Washington
- Village of Belgium
- Village of Fredonia
- Village of Grafton
- Village of Saukville
- Village of Thiensville

Racine County
- City of Burlington
- City of Racine
- Village of Rochester
- Village of Sturtevant
- Village of Union Grove
- Village of Waterford
- Village of Caledonia
- Town of Mt. Pleasant

Walworth County
- City of Delavan
- City of Elkhorn
- City of Lake Geneva
- City of Whitewater
- Village of Darien
- Village of East Troy
- Village of Walworth

Washington County
- City of Hartford
- City of West Bend

Washington County (continued)
- Village of Germantown
- Village of Jackson
- Village of Kewaskum
- Village of Slinger

Waukesha County
- City of Brookfield
- City of Delafield
- City of Muskego
- City of New Berlin
- City of Oconomowoc
- City of Waukesha
- Village of Butler
- Village of Dousman
- Village of Eagle
- Village of Elm Grove
- Village of Hartland
- Village of Menomonee Falls
- Village of Mukwonago
- Village of Pewaukee
- Village of Sussex
- Town of Pewaukee

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County
- No. FX-40, Benedict Lake
- No. FX-12, Camp Lake
- No. FX-27, Center Lake
- No. FX-35, Cross Lake
- No. FX-45, Dyer Lake
- No. FX-7, Elizabeth Lake
- No. FX-34, Lilly Lake
- No. FX-17, Marie Lake
- No. FX-13, Powers Lake
- No. FX-11, Silver Lake
- No. FX-45, Voltz Lake

Racine County
- No. FX-25, Bohner Lake
- No. FX-15, Browns Lake
- No. FX-9, Eagle Lake
- No. FX-42, Echo Lake
- No. FX-32, Kee Nong Go-Mong Lake
- No. FX-29, Long Lake
- No. FX-6, Waterford-Tichigan Lakes
- No. FX-276, Waubeesee Lake
- No. FX-5, Wind Lake

Walworth County
- No. FX-41, Army Lake
- No. FX-40, Benedict Lake
- No. FX-7, Beulah Lake
- No. FX-31, Booth Lake
- No. FX-4, Como Lake
- No. FX-1 Lake Geneva
- No. FX-Lauderdale Lakes
  (17, Green Lake,
  20, Middle Lake,
  18, Mill Lake)
- No. FX-39, Lulu Lake
- No. FX-21, North Lake
- No. FX-37, Pell Lake
- No. FX-43, Peters Lake
- No. FX-25, Pleasant Lake
- No. FX-24, Potters Lake
- No. FX-38, Silver Lake
- No. FX-30, Wandawega Lake

Waukesha County
- No. FX-3, Big Muskego Lake
- No. FX-23, Denoon Lake
- No. FX-19, Eagle Spring Lake
- No. FX-10, Little Muskego Lake
- No. FX-14, Lower Phantom Lake
- No. FX-2, Pewaukee Lake
- No. FX-34, Spring Lake
- No. FX-33, Upper Phantom Lake

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County
- No. ML-2, Long Lake
- No. ML-9, Auburn Lake
- No. ML-21, Forest Lake
- No. ML-12, Mauthe Lake
- No. ML-18, Mud Lake
- No. ML-5, Kettle Moraine Lake

Ozaukee County
- No. ML-4, Mud Lake
- No. ML-17, Spring Lake

Sheboygan County
- No. ML-6, Random Lake*
- No. ML-10, Crooked Lake
- No. ML-7, Lake Ellen

Washington County
- No. ML-3, Little Cedar Lake
- No. ML-14, Green Lake
- No. ML-19, Lake Twelve
- No. ML-13, Lucas Lake
- No. ML-11, Smith Lake
- No. ML-20, Wallace Lake*
- No. ML-15, Barton Pond
- No. ML-1, Big Cedar Lake*
- No. ML-8, Silver Lake
- No. ML-16, West Bend Pond

TECHNICAL RECORDS

Volume 1-No. 1, October-November 1963*

Regional Planning in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director
The SEWRPC Land Use-Transportation Study
by J. Robert Doughty, Study Director
Home Interview Sample Selection - Part I
by Kenneth J. Schlager, Chief Systems Engineer
Truck and Taxi Sample Selection
by Thomas A. Winkel, Urban Planning Supervisor
A Backward Glance: Early Toll Roads in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 2, December 1963-January 1964

Arterial Network and Traffic Analysis Zones
by Richard B. Sheridan, Chief Transportation Planner
Conducting the Household Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the Home Interview Survey
by Sheldon W. Sullivan, Administrative Officer
Aerial Photographs and Their Use in the Land Use Inventory
by Harlan E. Clinkenbeard, Land Use Planning Chief
A Backward Glance: The U. S. Public Land Survey in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 3, February-March 1964

Conducting the Truck and Taxi Survey
by Sheldon W. Sullivan, Administrative Officer
Conducting the Truck and Taxi Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the External Survey
by William E. Creger, P.E., Traffic Operations Engineer
Rail and Transit Inventory and Design of the Transit Network
by David A. Kuemmel, P.E., Transportation Planning Engineer
A Backward Glance: The Man-Made Ice Age
by Richard E. Rehberg, Editor

Volume 1-No. 4, April-May 1964*

The Application of Soil Studies to Regional Planning
by Kurt W. Bauer, Executive Director
Coding
by Wade G. Fox, Cartography and Design Supervisor, and
Robert L. Fisher, Coding Supervisor
Inventory of Existing Outdoor Recreation Facilities
and Historic Sites in Southeastern Wisconsin
by Theodore F. Lauf, Research Analyst
Inventory of Potential Park and Related Open Space Sites
by Karl W. Holzwarth, Landscape Architect
A Backward Glance: The Electric Interurban Railway
by Richard E. Rehberg, Editor

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

Reconciliation of Sample Coverage in the Internal O & D Surveys
by Eugene G. Muhich, P.E., Transportation Planning Engineer
The Contingency Check Program
by Wade G. Fox, Cartography and Design Supervisor
Inventory of the Arterial Street Network
by William T. Wambach, Jr., P.E.
A Backward Glance: The Milwaukee and Rock River Canal
by James E. Seybold, Editor

Volume 1-No. 6, August-September 1964

Checking the Network Description for Arterial Highway and Transit Networks
by Richard B. Sheridan, Chief Transportation Planner
A Study of the Water Quality and Flow of Streams in Southeastern Wisconsin
by Roy W. Ryling, Hydrologist
Expanding the Origin-Destination Sample
by Richard B. Sheridan, Chief Transportation Planner, and
Wade G. Fox, Cartography and Design Supervisor
A Backward Glance: Greendale-Garden City in Wisconsin
by Kurt W. Bauer, Executive Director

Volume 2-No. 1, October-November 1964*

Simulation Models in Urban and Regional Planning
by Kenneth J. Schlager, Chief Systems Engineer

Volume 2-No. 2, December 1964-January 1965

Capacity of Arterial Network Links
by Richard B. Sheridan, Chief Transportation Planner
The ABC Method of Current Population Estimating
by Donald L. Gehrke, Economics and Population Analyst, and
Orlando E. Delogu, Financial Resources and Legal Analyst
O & D Surveys Accuracy Checks
by Eugene G. Muhich, P.E., Transportation Planning Engineer
A Backward Glance: Railroad Transportation in Southeastern Wisconsin
by Patricia J. Tegge, Editor

Volume 2-No. 3, February-March 1965

Determination of Historical Flood Frequency for the Root River of Wisconsin
by James C. Ringenoldus, P.E., Harza Engineering Company
The Regional Multiplier
by Kenneth J. Schlager, Chief Systems Engineer
A Backward Glance: The Street Railway in Milwaukee
by Henry M. Mayer, Administrative Assistant,
Milwaukee & Suburban Transport Corporation

TECHNICAL RECORDS—continued

Volume 2-No. 4, April-May 1965*

Determination of Runoff for Urban Storm Water Drainage System Design
by Kurt W. Bauer, Executive Director

Volume 2-No. 5, June-July 1965

Screen Line Adjustment of Trip Data
by Richard B. Sheridan, P.E., Chief Transportation Planner
Inventory of Land Development Regulations in Southeastern Wisconsin
by William J. Kockelman, Chief Community Assistance Planner
A Backward Glance: Highway Development in Southeastern Wisconsin-Part I
by Jean C. Meier, Librarian and Research Assistant

Volume 2-No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin
by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards
by Edward Weiner, Transportation Planning Engineer
Modified Rapid Transit Service in the Southeastern Wisconsin Region
by Sheldon W. Sullivan, Administrative Officer
A Backward Glance: Highway Development in Southeastern Wisconsin-Part II
by Jean C. Meier, Research Assistant, and
Sheldon W. Sullivan, Administrative Officer

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District
by Sheldon W. Sullivan, Administrative Officer
Computing the Center of Population and the Geographic Center
by Wayne H. Faust, Associate Planner
A Backward Glance: Downtown Yesterdays
by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

Hydrogeologic Considerations in Liquid Waste Disposal,
with a Case Study in Southeastern Wisconsin
by Martha J. Ketelle, Department of Geology and Geophysics,
University of Wisconsin-Madison

TECHNICAL RECORDS—continued

Volume 3-No. 4, September 1971

Characteristics of Air and Ground Travel Generated by
General Mitchell Field Airport Terminal: May 1968
by Sheldon W. Sullivan, Chief of Data Collection
Shifts in Centers of Population within the Region: 1960-1970
by Wayne H. Faust, Associate Planner
A Backward Glance: The Development of General Mitchell Field
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 5, March 1973*

Freeway Flyer Service in Southeastern Wisconsin-A Progress Report: 1964-1971
by Sheldon W. Sullivan, Chief of Data Collection
Development of Equations for Rainfall Intensity-Duration-Frequency Relationship
by Stuart G. Walesh, Water Resources Engineer
A Backward Glance: The American Automobile-A Brief History of the Development
of the American Automobile and the Growth of Automobile Registrations in the
United States, Wisconsin, and the Southeastern Wisconsin Region: 1896-1970
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 6, April 1976*

Floodland Management: The Environmental Corridor Concept
by Stuart G. Walesh, SEWRPC Water Resources Engineer
Characteristics of Travel in the Milwaukee Central Business District: 1963 and 1972
by Sheldon W. Sullivan, SEWRPC Chief of Data Collection, and
Jean Lusk, SEWRPC Research Analyst
The Changing Factorial Ecology of Milwaukee's Black Ghetto
by Harold McConnell, Richard A. Karsten, and Marilyn Ragusa
A Backward Glance: Environmental Corridors of Yesterday and Today
by Dr. Jeremy M. Katz, Research Psychologist, and Jeanne Sollen, Editor

Volume 4-No. 1, March 1978*

A Backward Glance: Milwaukee's Water Story
by Milwaukee Water Works
Is There a Groundwater Shortage in Southeastern Wisconsin?
by Douglas A. Cherkaver and Vinton W. Bacon,
University of Wisconsin-Milwaukee
An Overview of the Sources of Water Pollution in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director, SEWRPC
The Effect of Sample Rate on Socioeconomic and Travel Data
Obtained through Standard Home Interview
by Jean Lusk, SEWRPC Planner

TECHNICAL RECORDS—continued

Volume 4-No. 2, March 1981

Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin
by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and
Gerald H. Emmerich, Jr., Senior Planner, SEWRPC
Water Quality and Quantity Simulation Modeling for the Areawide
Water Quality Management Planning Program for Southeastern Wisconsin
by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC
Evaluation of a Water Quality Standard for Total Phosphorus in
Flowing Streams in Southeastern Wisconsin
by David B. Kendziorski, Senior Planner, SEWRPC
Bibliography of Lake Michigan Shore Erosion and Nearshore Process Studies
by Norman P. Lasca, Professor, Department of Geological Sciences and Center
for Great Lakes Studies, University of Wisconsin-Milwaukee, and
David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists,
Department of Geological Sciences and Center for Great Lakes Studies,
University of Wisconsin-Milwaukee
A Backward Glance: Historic Evolution of the Local Governmental
Structure in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 3, February 1982

Preservation of Scientifically and Historically Important Geologic Sites
in Milwaukee County, Wisconsin
by Donald G. Mikulic, Staff Geologist, Illinois State Geological Survey, and
Joanne Kluessendorf, Geologic Research Assistant, Illinois State Geological
Survey, Champaign, Illinois
Inventory of Solid Waste Management Facilities in Southeastern Wisconsin: 1980
by Robert P. Biebel, Principal Engineer, SEWRPC, and
Joseph E. Stuber, Senior Engineer, SEWRPC
Inventory Findings of Cannonball Passenger Surveys: 1980 and 1971
by Jean M. Lusk, SEWRPC Planner
A Backward Glance: Historic Evolution of the Local Governmental Structure
in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 4, February 1984

Characteristics of Travel in Six Major Attractors in the Southeastern Wisconsin Region
by Jean M. Lusk, SEWRPC Planner, and
John L. Zastrow, SEWRPC Senior Specialist
Shopping Centers: Characteristics of Travel-1963-1972
by Jean M. Lusk, SEWRPC Planner, and
John L. Zastrow, SEWRPC Senior Specialist
A Backward Glance: Historic Evolution of the Local Governmental Structure
in Southeastern Wisconsin
by Eileen Hammer

TECHNICAL RECORDS—continued

Volume 4-No. 5, December 1989

Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. Kendziorski, SEWRPC Principal Planner
Lake Levels and Datum Differences
by Kurt W. Bauer, SEWRPC Executive Director
A Backward Glance—A History of Storm Damage and Protective Measures in Milwaukee Harbor
by Bruce W. Jordan, M.A.

Volume 4-No. 6, December 1993

Interpreting Soils of Southeastern Wisconsin for Onsite Disposal of Household Sewage
by Marvin T. Beatty, Ph.D., Professor Emeritus of Soil Science, University of Wisconsin-Madison
Shifts in Centers of Population within the Region: 1963-1990
by Donald G. Dittmar, SEWRPC Senior Specialist
Methodology for Review of Challenges to Wetland Field Delineations Conducted
by the Southeastern Wisconsin Regional Planning Commission
by Donald M. Reed, SEWRPC Chief Biologist
A Backward Glance—Unincorporated Settlements in Southeastern Wisconsin
by Arno M. Klausmeier, SEWRPC Librarian, with Assistance from
Scott K. Enk, SEWRPC Senior Editor

ANNUAL REPORTS

1961,* 1962,* 1963, 1964, 1965, 1966, 1967, 1968, 1969,* 1970, 1971, 1972,* 1973, 1974, 1975, 1976, 1977, 1978,* 1979,* 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, and 1994

CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961*
2nd Regional Planning Conference, November 4, 1962*
3rd Regional Planning Conference, November 20, 1963*
4th Regional Planning Conference, May 12, 1965*
5th Regional Planning Conference, October 26, 1965*
6th Regional Planning Conference, May 6, 1969
7th Regional Planning Conference, January 19, 1972
8th Regional Planning Conference, October 16, 1974
Regional Conference on Sanitary Sewerage System User and
Industrial Waste Treatment Recovery Charges, July 18, 1974
9th Regional Planning Conference, April 14, 1976
10th Regional Planning Conference, March 15, 1978
11th Regional Planning Conference, April 19, 1979
12th Regional Planning Conference, January 31, 1980*
13th Regional Planning Conference, November 9, 1983
14th Regional Planning Conference, May 13, 1985
15th Regional Planning Conference, November 14, 1988
16th Regional Planning Conference, May 5, 1992
17th Regional Planning Conference, June 27, 1994

NEWSLETTERS

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TRANSPORTATION IMPROVEMENT PROGRAMS

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979-1983, December 1978*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980-1984, December 1979*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1983-1987, December 1982*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1984-1988, December 1983*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1985-1989, December 1984*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1986-1990, December 1985*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1988-1992, December 1987*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991
A Transportation Improvement Program for Southeastern Wisconsin: 1993-1998, December 1992
A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994

OTHER

Twenty-Five Years of Regional Planning, December 1985
Economic Development Planning Staff Memorandum No. 94-01, Southeastern Wisconsin Region Industrial/Business Park Directory: July 1994, August 1994

*Out of print.

Appendix E

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MEMBER
WISCONSIN INSTITUTE CPA'S
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS

INDEPENDENT AUDITOR'S REPORT

To the Commissioners of
Southeastern Wisconsin
Regional Planning Commission
Waukesha, Wisconsin

We have audited the accompanying general purpose financial statements of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1995, and for the year then ended. The information included in these statements are the responsibility of the Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that the audit be planned and performed to provide reasonable assurance that the general purpose financial statements are free of material misstatement. The audit included examining, on a test basis, evidence supporting the amounts and disclosures in the general purpose financial statements. The audit also included assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1995, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

Victor L. Young S.C.

VICTOR L. YOUNG, S.C.

Waukesha, Wisconsin
May 14, 1996

Southeastern Wisconsin Regional Planning Commission

Combined Balance Sheet - All Fund Types and Account Groups

December 31, 1995

	Governmental Fund Types		Account Groups	Total (Memorandum Only)	
Assets	General	Special Revenue	General Fixed Assets	1995	1994
Treasurer's cash	$ 874,606.75	$	$	$ 874,606.75	$ 913,994.07
Grants receivable		590,039.50		590,039.50	536,829.74
Contracts receivable	197,179.00	335,423.05		532,602.05	285,128.73
Service agreements receivable	232,535.36			232,535.36	192,848.57
Prepaid expense	33,621.19			33,621.19	35,514.06
Fixed assets			836,660.23	836,660.23	781,787.24
Due from other funds	653,906.83			653,906.83	578,676.18
Total Assets	$ 1,991,849.13	$ 925,462.55	$ 836,660.23	$ 3,753,971.91	$ 3,324,778.59
Liabilities					
State sales tax	$ 213.53	$	$	$ 213.53	$ 156.63
Accounts payable	189,967.63	271,555.72		461,523.35	307,663.05
Vacation accrual	157,491.80			157,491.80	152,500.36
Deferred revenue	14,269.00			14,269.00	31,500.00
Sick pay accrual	13,196.86			13,196.86	7,094.86
Due to other funds		653,906.83		653,906.83	578,676.18
Total Liabilities	375,138.82	925,462.55		1,300,601.37	1,077,591.08
Fund Equity					
Investments in fixed assets			836,660.23	836,660.23	781,787.24
Fund balances - designated	1,051,195.00			1,051,195.00	1,083,195.00
- undesignated	565,515.31			565,515.31	382,205.27
Total Fund Equity	1,616,710.31		836,660.23	2,453,370.54	2,247,187.51
Total Liabilities and Fund Equity	$ 1,991,849.13	$ 925,462.55	$ 836,660.23	$ 3,753,971.91	$ 3,324,778.59

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balance - All Governmental Fund Types

For the Year Ended December 31, 1995

	Governmental Fund Types		Total (Memorandum Only)	
Revenues	General	Special Revenue	1995	1994
Contributions from counties	$ 1,495,140.00	$	$ 1,495,140.00	$ 1,395,020.00
Grant revenues		2,419,155.54	2,419,155.54	2,029,790.91
Contract revenues	848,959.34	1,265,583.52	2,114,542.86	2,957,008.05
Service grants	609,331.66		609,331.66	668,495.87
Interest on invested funds	48,006.14		48,006.14	38,882.59
Other income	82,786.06		82,786.06	135,829.15
Total Revenues	3,084,223.20	3,684,739.06	6,768,962.26	7,225,026.57
Expenditures				
Salaries and fringe benefits	2,640,509.12	1,262,946.51	3,903,455.63	3,629,091.31
Office and other expenses				
Technical consultants	929,772.64	811,136.23	1,740,908.87	2,794,665.31
Office supplies	112,126.43	1,871.90	113,998.33	98,304.49
Insurance, audit, legal fees	44,132.72	1,425.00	45,557.72	43,393.56
Library acquisition and dues	29,689.32	4,197.35	33,886.67	28,284.90
Reprographics and publication	102,599.41	76,520.34	179,119.75	137,134.88
Newsletter	8,903.50		8,903.50	19,202.55
Postage expense	21,596.27	63.37	21,659.64	25,691.30
Travel expense	46,911.96	6,638.18	53,550.14	65,739.54
Telephone expense	27,624.63	22.86	27,647.49	32,434.33
Rent	171,513.84		171,513.84	159,592.78
Computer graphics hardware and maintenance	89,076.10		89,076.10	32,595.91
Annual report	8,872.30		8,872.30	17,538.20
Other operating expenses	10,403.30	2,123.75	12,527.05	17,419.34
Unemployment compensation expense	4,414.44		4,414.44	1,565.28
Auto/office equipment/maintenance	20,453.88	19,940.72	40,394.60	88,721.71
Capital outlay	162,166.15		162,166.15	36,462.31
Regional conference				7,478.70
Total Expenditures	4,430,766.01	2,186,886.21	6,617,652.22	7,235,316.40
Excess (Deficit) Revenues Over Expenditures	(1,346,542.81)	1,497,852.85	151,310.04	(10,289.83)
Operating Transfers in (out)	1,497,852.85	(1,497,852.85)		
Fund Balance - beginning of year	1,465,400.27	-	1,465,400.27	1,475,690.10
Fund Balance - end of year	$ 1,616,710.31	$ -	$ 1,616,710.31	$ 1,465,400.27

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual - All Government Fund Types

For the Year Ended December 31, 1995

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	$ 1,495,140.00	$ 1,495,140.00	$
Grant revenues	2,168,575.00	2,419,155.54	250,580.54
Contract revenues	5,000.00	2,114,542.86	2,109,542.86
Service grants	2,090,735.00	609,331.66	(1,481,403.34)
Interest on invested funds		48,006.14	48,006.14
Other income		82,786.06	82,786.06
Total Revenues	5,759,450.00	6,768,962.26	1,009,512.26
Expenditures			
Salaries and fringe benefits	4,375,505.00	3,903,455.63	472,049.37
Office and other expenses			
Technical consultants	541,345.00	1,740,908.87	(1,199,563.87)
Office supplies	109,000.00	113,998.33	(4,998.33)
Insurance, audit, legal fees	52,500.00	45,557.72	6,942.28
Library acquisition and dues	20,000.00	33,886.67	(13,886.67)
Reprographics and publication	100,000.00	179,119.75	(79,119.75)
Newsletter	6,500.00	8,903.50	(2,403.50)
Postage expense	20,000.00	21,659.64	(1,659.64)
Travel expense	60,000.00	53,550.14	6,449.86
Telephone expense	21,000.00	27,647.49	(6,647.49)
Rent	172,875.00	171,513.84	1,361.16
Computer graphic hardware and maintenance	90,000.00	89,076.10	923.90
Annual report	1,500.00	8,872.30	(7,372.30)
Other operating expenses	10,000.00	12,527.05	(2,527.05)
Unemployment compensation expense	4,505.00	4,414.44	90.56
Auto/office equipment/maintenance	39,720.00	40,394.60	(674.60)
Capital outlay	132,000.00	162,166.15	(30,166.15)
Regional conference	3,000.00		3,000.00
Total Expenditures	5,759,450.00	6,617,652.22	(858,202.22)
Excess Revenues Over Expenditures	-	151,310.04	151,310.04
Fund Balance - beginning of year	-	1,465,400.27	-
Fund Balance - end of year	$ -	$ 1,616,710.31	$ -

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1995

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of the Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds and account groups, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds and account groups are used by the Commission:

Governmental Funds

General Fund - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Fund - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1995

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Account Groups

General Fixed Asset Group - Used to account for fixed assets not accounted for in any other fund.

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type and account groups. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balances and account groups balancing accounts have not been eliminated.

Budget

The Commissions annual budget is prepared principally on the cash basis and represents departmental appropriations as authorized and any authorized revisions during the year to reflect changes in programs and activities. The budget cash basis differs from generally accepted accounting principles (GAAP). Actual amounts in the accompanying budgetary comparison statement are presented on the modified accrual basis.

Cash and Cash Equivalents

In addition to bank accounts and petty cash, this classification includes all short-term investments.

Basis of Accounting

The modified accrual basis of accounting is followed by the governmental funds. Under the modified accrual basis those items of revenue for which a valid receivable can be determined in advance of their due date should be recognized on the accrual basis. All other items are recognized on the cash basis because the time of collection generally coincides with the determination of the amount. Expenditures are recognized when a liability to be met from fund assets is incurred.

Fixed Assets

Governmental general fixed assets acquired during the year ended December 31, 1995 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost in the general fixed assets account group.

Accrued Sick Leave

The Commission accrues up to 120 days for sick leave when an employee retires. The employee may use these funds to purchase health insurance after they retire.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1995

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Accrued Vacation

The commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 25 days.

Fund Balances

The commission classifies its fund equity as follows:

Designated Fund Balances - indicates that portion of fund equity, which has been segregated for specific purposes.

Undesignated Fund Balances - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset Group

Fixed assets as of December 31 are as follows:

	1995	1994
Desks	$ 23,268.29	$ 25,121.43
Chairs	27,055.47	27,991.14
Calculators and adding machines	13,774.84	13,722.65
Filing cabinets	46,619.19	45,425.03
Typewriters	23,006.81	23,153.67
Book cases	26,454.64	26,882.60
Tables	33,921.96	35,900.97
Data processing equipment	282,842.23	244,119.60
Major equipment	186,623.82	169,374.17
Automobiles	117,583.00	114,725.50
Miscellaneous	55,509.98	55,370.48
	$ 836,660.23	$ 781,787.24

Note 3 - Employee Retirement Plan

The Commission is a participant in the State of Wisconsin Retirement System covering substantially all full-time employees on a non-contributory basis. The annual employer's contribution rate, which is actuarially determined by the State of Wisconsin, provides for funding of prior service costs. Information concerning the amount, if any, of the excess of the actuarially computed value of vested benefits over the total assets available in the pension fund is not maintained by individual participant units. Retirement plan expenses, which include amortization of prior service costs, for the year 1995 were $311,209.54.

All employees expected to work over 600 hours a year are eligible to participate in the Wisconsin Retirement System. Covered employees are required by statutes to contribute 6.2% of their salary to the plan. Employers may make these contributions to the plan on behalf of the employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. The total contributions for the year ending December 31, 1995 was $311,209.54. This amount was paid by Southeastern Wisconsin Regional Planning Commission.

Employees who retire at or after age 65, are entitled to receive an unreduced retirement benefit. The benefit is calculated as 1.6% of final average earnings for each year of creditable service. Final average earnings is the average of the employees three highest years' earnings. Employees may retire at age 55 and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefit. Benefits are fully vested upon entry into the Wisconsin Retirement System.

The Wisconsin Retirement System also provides death and disability benefits for employees. Eligibility for and the amount of all benefits is determined under Chapter 40 of the Wisconsin Statutes.

Wisconsin Act 13, Laws of 1989, effective May 16, 1989, made significant benefit changes in participant requirements, interest crediting, early retirement actuarial reduction, asset valuation, vesting requirements and actuarial assumptions. Some of these changes were not effective until 1990.

The System utilizes the "Entry Age Normal with Frozen Initial Liability" actuarial method in establishing employer contribution rates. Under this method the Unfunded Accrued Actuarial Liability is affected only by the monthly amortization payments, compound interest, the added liability created by new employer units, and any added liabilities caused by changes in benefit provisions.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1995

Note 3 - Employee Retirement Plan (Cont'd)

All actuarial gains or losses arising from the difference between actual and assumed experience are reflected in the determination of the normal costs. The unfunded accrued actuarial liability is being amortized over a 40-year period beginning January 1, 1990. The unfunded liability for Southeastern Wisconsin Regional Planning Commission as of December 31, 1994 was $607,344.22 or .030% of the total system's unfunded liability of $2.01 billion.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for the effects of projected salary increases, estimated to be payable in the future as a result of employee service to date and disregarding the Wisconsin Retirement System funding objective of maintaining stable contribution rates over the long-term future. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the Wisconsin Retirement System's funding status on a going concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and measurements of assets and pension benefit obligation of individual employers. The Wisconsin Retirement System does not make separate measurements of assets and pension benefit obligation for individual employers. The pension benefit obligations as of December 31, 1994 for the Wisconsin Retirement System as a whole, determined through an actuarial valuation performed as of that date, was $26,583.4 million. The Wisconsin Retirement System's net assets available for benefits on that date were $26,954.3 million, leaving assets in excess of pension benefit obligation of $370.9 million.

Ten year historical trend information showing the Wisconsin Retirement System's progress in accumulating sufficient assets to pay benefits when due is presented in the Wisconsin Retirement System's June 30, 1995 Comprehensive Annual Financial Report.

Figures for 1995 results are not available until July.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1995

Note 4 - Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit	$ 519.64
Temporary cash investments	874,087.11
Total	$ 874,606.75

Note 5 - Cognizant Agency

The cognizant agency for the Single Audit report is the Wisconsin Department of Transportation.

Note 6 - Commitments

Rent

The Commission leases space from Waukesha County under a lease agreement that runs through December 31, 1997. The Commission has the option of renewing the lease for two successive periods of three years each. The minimum lease payments are as follows: 1996 - $149,889.30 and 1997 - $149,889.30. The Commission leases space in a building at 905 N. East Avenue. The lease is $1,300.00 per month and expires on July 31, 1998. The minimum lease payments are as follows: 1996 - $15,600.00, 1997 - $15,600.00 and 1998 - $9,100.00.

Note 7 - Designated Funds

The Commission has designated the following funds for future purposes:

Surveying and mapping services trust	$ 118,000.00
Equipment replacement	50,000.00
Unemployment Compensation Trust	50,000.00
Errors and Omissions Insurance	150,000.00
Computer Graphics Reserve Account	350,000.00
Stream Gaging	13,195.00
Office Computer Reserve Account	320,000.00
	$ 1,051,195.00



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