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MINUTES OF INFORMATIONAL MEETINGS

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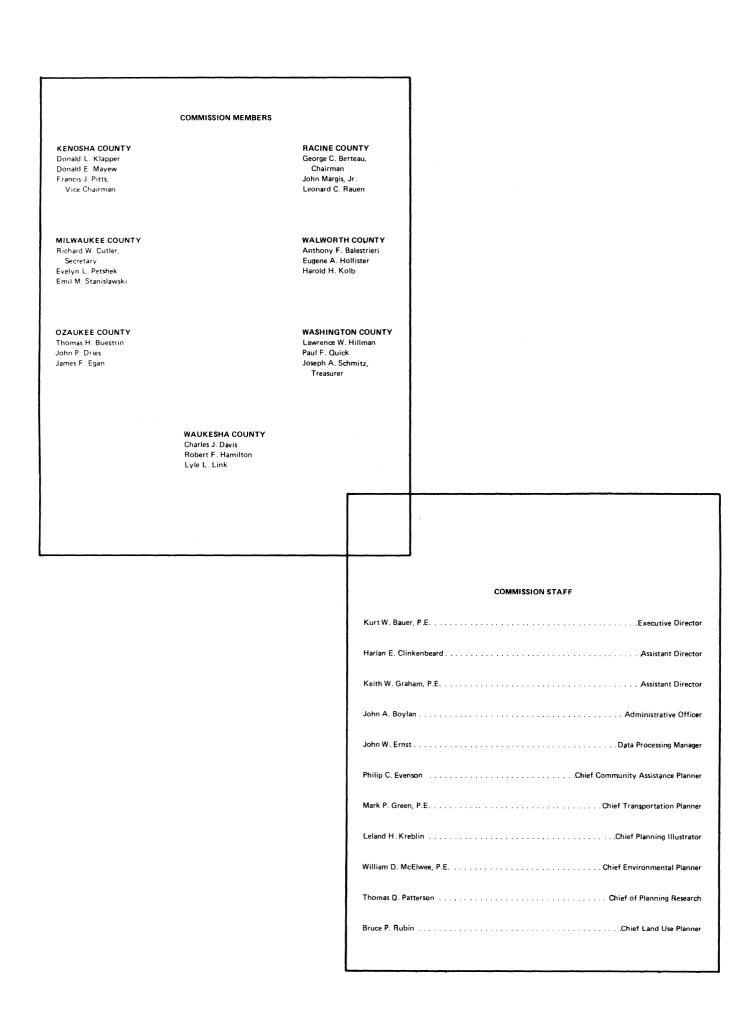
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ALTERNATIVE REGIONAL LAND USE -TRANSPORTATION PLANS FOR SOUTHEASTERN WISCONSIN - 2000

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



MINUTES OF INFORMATIONAL MEETINGS

ALTERNATIVE REGIONAL LAND USE-TRANSPORTATION PLANS FOR SOUTHEASTERN WISCONSIN--2000 1976.

June 8, 1976, to July 26, 1976

(WIS-Regenal-S.E)

Southeastern Wisconsin Regional Planning Commission ,

P. O. Box 769 Old Courthouse 916 N. East Avenue Waukesha, Wisconsin 53186

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MINUTES OF

INFORMATIONAL MEETING FOR PUBLIC OFFICIALS¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

AS THEY RELATE TO THE BELT FREEWAY

CITY HALL, FRANKLIN, WISCONSIN 2:00 P.M. TUESDAY, JUNE 8, 1976

Mr. George C. Berteau, Chairman, SEWRPC, opened the meeting at 2:05 p.m. CDST.

MR. GEORGE C. BERTEAU:

My name is George Berteau, and I am presently Chairman of the Southeastern Wisconsin Regional Planning Commission. On my left is Mr. (Kurt) Bauer, Executive Director of the Commission. On his left is Mr. (Mark) Green, Chief Transportation Planner; and on his left is Mrs. (Margaret) Shanley, Recording Secretary.

We sent a letter under date of May 26, 1976, to the following people inviting them to attend and participate in this meeting today: Theodore Fadrow, Mayor of Franklin; Donald W. Hermann, Mayor of Oak Creek; William F. O'Donnell, Milwaukee County Executive; H. B. Wildschut, Milwaukee County Highway Commissioner and Director of Public Works; F. Thomas Ament, Chairman, Milwaukee County Board of Supervisors; William Wetterau, President, Village of Germantown; Reuben J. Schmahl, Chairman, Washington County Board of Supervisors; Albert P. Rettler, Washington County Highway Commissioner; William A. Mitchell, Mayor of Brookfield; P. Harry Eberle, Mayor of New Berlin; Jerome J. Gottfried, Mayor of Muskego; Harry B. Titus, President, Village of Menomonee Falls; Nicholas D. Quartaro, President, Village of Lannon; Gerald Wray, Chairman, Town of Brookfield; Lloyd G. Owens, Chairman, Waukesha County Board of Supervisors; Walter J. Tarmann, Executive Director, Waukesha Park and Planning Commission; Vencil F. Demshar, Highway Commissioner, Waukesha County; Harvey Shebesta, District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation, Milwaukee; and Thomas Kinsey, District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation, Waukesha.

The primary purpose of this meeting of public officials called by the Regional Planning Commission is to provide you with information concerning first of all, the procedure which the Regional Planning Commission proposes to follow in preparing new land use and transportation plans for the seven-county Region, and to give you the benefit of information on the alternative plans being considered prior to the time that informational meetings are held with the citizenry of the seven constituent counties. We have scheduled five such informational meetings around the circuit to provide the citizenry with a chance to review the alternative

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¹See list of meeting attendees in Appendix A-1.

land use and transportation plans and to make any constructive criticisms that they may have as to those alternative land use and alternative transportation plans. We felt much as we did preliminary to holding public informational meetings on the Milwaukee River watershed plan, that it would be well to meet with the elected officials first and give you a first-hand chance to learn about and comment on the particular portions of the transportation plan or land use plan that you wish to comment on. Hopefully, prior to or at the conclusion of this meeting today, we can get some response from you even though that response may be: Well, we will think about it and let you know later on as to what our official position may be.

Today we are here primarily to talk about the so-called Belt Freeway and related to that, of course, the land use plans that you see on your left. The one on the far right is the so-called sprawl plan, and the other is the centralized plan. Mr. Bauer will be talking about these as we get into the meeting.

I would like to make a very brief statement about the Belt Freeway. The Commission was created in 1960; and at about that time Waukesha County Planner Bill Nelson had taken a map and had drawn a crescent highway on it around the Milwaukee area and, in early 1961, the Commission was told by the County and some local units of government to get the cement down; otherwise, several communities in Waukesha County would like to be relieved from having the Southeastern Wisconsin Regional Planning Commission around. At that time the Commission thought it was necessary to get the funding to do the studies necessary to determine the need for and best location of the proposed highway. As a result of that, the Commission undertook an extensive land use-transportation study, completed in December 1966 with the adoption of a regional land use and a regional transportation plan. That transportation plan, adopted by the Commission in 1966, did have and still does have the Belt Freeway on it. That transportation plan was adopted by each one of the seven county boards in the Region; and to my knowledge, that adoption is still in effect. It is also my information that the State Highway Commission did adopt and approve that transportation plan with the Belt Freeway on it, and that still remains as its official position.

The Commission has since 1966 maintained an extensive surveillance of regional development and is currently reevaluating the adopted transportation plan, along with the adopted land use plan and considering a new design year the year 2000. The Commission held a conference at the Red Carpet Inn on April 14 of this year, at which time the alternative new land use and transportation plans were presented to about 400 people. We said at that time that we would be holding informational meetings around the circuit; and as was referenced earlier, those are now scheduled and will be held.

The specifics as to the Belt Freeway--the corridor, the past progress toward implementation, the length of it, and other specifics including forecast traffic volumes will be covered this afternoon, and I have merely tried to provide some modest background as to where the matter currently stands. In conclusion, the Commission, after it receives the citizen input and after it receives the best advice it can get from its Technical and Citizens Advisory Committees will then have the responsibility of voting upon and determining a new regional transportation plan. I might add, in conclusion, that the jurisdictional highway plans for Waukesha County, for Milwaukee County, and for Washington County, all of which have been adopted by the Counties concerned and all of which have been approved by the State Highway Commission, do have in them the Belt Freeway.

With that, I would like to turn the meeting over to Mr. Bauer, who will provide some of the technical information as to the reason why we did in 1966 and still are talking about the need for the Belt Freeway.

MR. KURT W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. As Mr. Berteau indicated, the Regional Planning Commission in 1966 adopted a transportation plan that included a so-called Belt Freeway that was to run from the Lake Freeway in the City of Oak Creek westerly through the Cities of Oak Creek and Franklin and then northerly through the Cities of Muskego, New Berlin, Brookfield, and the Villages of Menomonee Falls and Germantown to USH 41. Under the 1966 plan, that freeway was to have been a six-lane facility from the Lake Freeway in Oak Creek to IH 94 West and under the old plan that segment was recommended to be open to traffic by 1980. The proposed freeway was then to have been a four-lane facility from IH 94 West to USH 41 in the Village of Germantown, and that segment was to have been open to traffic by 1990. The traffic volumes on the proposed Belt Freeway, derived from the adopted regional land use plan, were seen to range from about 27,000 vehicles per average weekday to about 67,000 vehicles per average weekday, with the heaviest use taking place in the vicinity of IH 94 West. The old land use and transportation plans were based on a set of interlocking forecasts. The old plans envisioned that the population of the Region would grow from about 1.7 million in 1960 to about 2.8 million in the year 1990, or by about 1 million people over a 30-year period. Tripmaking in the Region was foreseen as increasing from about 3.6 million trips per average weekday in 1963 to about 6 million person trips per average weekday in 1990. Vehicle miles of travel was foreseen as increasing from about 13 million vehicle miles of travel in 1963 to about 32 million in 1990. Automobiles available were foreseen as increasing from about 586,000 automobiles in 1963 to about 1 million automobiles in the year 1990.

Following the adoption and certification of the regional transportation plan by the Commission--which plan is advisory to the state, county and local units of government concerned--the plan was formally adopted by the State Highway Commission of Wisconsin, by all seven of the county boards within the Region, and by many of the local units of government--the cities, villages, and towns-within the Region.

Following plan adoption, the State Highway Commission did begin preliminary engineering studies to refine the corridor location for the freeway and to arrive at a preliminary centerline location. The State Highway Commission also directed the staff to begin purchase of right-of-way for the Belt Freeway on a hardship basis, and in Waukesha and Washington Counties about 8 percent of the total right-of-way has been purchased on a hardship basis, while in Milwaukee County about 13 percent of the total right-of-way for that facility has been purchased on a hardship basis. Then--and I do not remember the year--Governor Lucey appointed a special study commission, commonly called the "Currie Commission," which, among other things, investigated the State Highway Commission land acquisition policies and found that the State Highway Commission was apparently exceeding its authority in buying land in advance of need for this particular freeway, among other freeways and among other highways. As a result of that criticism, the State Highway Commission directed that no more lands be purchased for this particular facility and that brought any progress toward plan implementation to a halt. This has created, and we are very much aware of, some unrest and difficulty at the local level with the continued preservation of the right-of-way for this proposed facility.

The Commission at the time it adopted the original land use and transportation plans directed that those plans be reevaluated at 10-year intervals. Accordingly, the plan reevaluation process was begun in 1972 with extensive reinventories of travel habits and patterns; and is now in this year--10 years from the date of the original plan adoption--attempting to arrive at agreement on new land use and new transportation plans for the Region. This time around it is a lot harder than it was the first time around--for while the staff is more proficient at the technical work involved--public attitudes and opinions have changed. There has been a lot of dissension and disagreement on basic goals and objectives and a lot of uncertainty on such things as the continued availability and price of motor fuel and how many trips should be made by transit as opposed to highway. All of you are aware of the controversy concerning transportation system development in the Region which has occupied a lot of attention in the public press over the last five years or more.

Because the job is so complex and different, we very much need your help as county and local officials. The issues are not black and white, but are gray and difficult to resolve. We need your help and your goodwill. What we do will be very important to the development of the Region over the next decade at least because, if we remove some of these facilities from the plan, we have to understand they will never be built. On the other hand, if we leave them on the plan, they may or may not be built. The issues involved are very important.

In preparing for the plan reevaluation, the Commission prepared new population, employment, motor vehicle availability and travel forecasts to the year 2000. It was found that the population was growing at a substantially slower rate than originally forecast. The original population forecasts prepared in 1966 envisioned adding about 1 million people to the population of the Region by 1990. We now see adding only about 450,000 people to the population of the seven-county area by the year 2000 and then only if the Region can create about 275,000 new jobs. If we don't create those jobs, there will be no growth at all. Consequently, one of the major problems facing this Region in the near future, in my personal opinion, will be the issue of economic development. The Region is beginning to decline as a socioeconomic unit and will either have to face the problems that come with a dying economy or turn that situation around and create enough jobs to at least hold our young people here. And make no mistake about it, the environmental problems facing the Region are not going to get better under a no-growth situation. Without a vigorous economy we will not be able to afford to tackle those environmental problems.

In terms of person trips, there is not much difference between the new and the old forecasts. The old forecast indicated that we could expect about 6 million person trips per average weekday in the Region by 1990. The new forecasts foresee about 5.7 million. The new forecasts foresee fewer people in the Region but relatively more households, smaller households, and more wage earners per household, therefore more trips generated per household.

In terms of vehicle miles of travel, the old forecast indicated about 32 million vehicle miles per average weekday could be expected to be made within the Region in 1990, the new forecasts about 30 million. Finally, with respect to automobile availability, the old forecasts indicated about 1 million automobiles by 1990, the new forecasts, 955,000 by the year 2000.

Now, based on these new forecasts, the Commission has prepared two alternative land use plans. They are shown in graphic summary form on these two maps. The first is called a centralized land use plan. It is a refinement of the presently adopted land use plan, and it contains within it three very simple ideas. These three ideas are:

- 1. To encourage urban development to occur in those areas of the Region that are covered by soils that are suitable for urban development and that can be readily and economically served by sanitary sewer and water supply facilities, police and fire protection, mass transit, and other urban services. These are shown as the brown, orange, and yellow areas on the plan map.
- 2. To keep the primary environmental corridors that contain most of the remaining elements of the natural resource base in essentially natural open use. These corridors are shown in dark green on the plan map. They encompass about 17 percent of the total area of the Region but contain almost all of the best remaining elements of the natural resource base and special hazard areas such as floodlands.
- 3. To keep the prime agricultural lands in agricultural use--these are shown in light green on the plan map. The land use plan as shown would accommodate 450,000 new people in the region and 275,000 new jobs.

The alternative is a decentralized plan in which you would encourage urban development to occur not only in areas served by sanitary sewer and water supply facilities but also in outlying areas of the Region, shown in the mustard color, areas where soils are suitable for septic tanks and private wells and can be served by such. Under the first alternative--the centralized plan--the population of Milwaukee County would remain at its present level of about one million people. Under this alternative--the decentralized plan--Milwaukee County would lose 150,000 people over the next 20 to 30 years. Thus, while under the first plan 450,000

people would be added to the population of the outlying areas, under the second plan 600,000 people would be added to the population of the outlying areas. So the two land use plans are quite different, and hold differing important implications for many aspects of regional development.

Accompanying each of the two alternative land use plans are three alternative transportation plans--a no-build plan under which you would not invest any further capital in transportation improvement, either highways or transit, but attempt to carry the traffic on the present facilities; a transit intensive plan which would discourage further major investment in highway facilities within the Region and which would attempt to carry increases in travel demand primarily through investment in transit improvements; and then a so-called highway intensive plan, which would provide for further highway improvements, as well as transit improvements within the Region.

Today we are going to talk about two variations on the highway intensive plan. We are not going to talk about the transit intensive plan today, but alternatives to the Belt Freeway under the highway intensive plan. The corridor that we want to talk about today which would be served by the Belt Freeway consists essentially of the communities of Oak Creek, Franklin, Muskego, New Berlin, Brookfield, Menomonee Falls, and Germantown and is outlined in beige tape on the map before you here. In 1970 that corridor had a population of about 151,000 persons. Under the centralized land use plan that corridor would have a population of about 297,700. So we would expect the population of the corridor to approximately double over the next 25 to 30 years and, absorb a substantial proportion of the 450,000 new people envisioned in the Region as a whole. Of course, that increase in population would be accompanied by an increase in urban land use, by an increase in job locations, by an increase in commercial and industrial development, and by attendant increases in traffic demand.

We looked first at a do-nothing alternative, and that is shown on the map here. I know that is going to be hard for some of you to see, but the data is there for you to study after the meeting. We would be glad to stay after the meeting to discuss it with you, glad to come to your local plan commission or common council meetings, if you wish us to do so.

Under the do-nothing alternative, there would be no further major investment in highway improvements; and it appears to us at the staff level that that would be an untenable alternative. The red lines on the map indicate street and highway facilities that would be operating over their design capacity in the plan design year if we followed that alternative, and the blue facilities are those that would be operating at their design capacity. Those two categories together provide one measure of the degree traffic congestion that would exist in the corridor. If you look at that map, you will see significantly IH 94 through Oak Creek would be over its design capacity; the Airport Freeway from IH 94 to where it becomes the Zoo Freeway and the Zoo Freeway for its entire length would be at or over capacity. IH 94 west through eastern Waukesha County would be congested, and a number of surface arterials also -- STH 100, Drexel, Rawson, College, Sunnyslope, Lilly Road, Moorland, Pilgrim, Calhoun, Barker, CTH Y-Racine Avenue, CTH A around Waukesha, CTH F, and STH 164 are all facilities that we could expect to have traffic congestion with attendant problems of increased motor fuel consumption, increased air pollution, higher

accident rates, and higher costs attendant to the travel generated. It was thought by even those people on the Citizens Advisory Committee who are very much opposed to highway improvements that the do-nothing alternative is not a tenable one.

Another alternative would be to attempt to use improved surface arterials in this corridor to carry the increased travel demand, and on the second map on the board the facilities shown in blue are the ones that would require improvement for capacity purposes if we attempt to carry all of the forecast traffic on surface streets. These include STH 100, which would become a six-lane facility; Lilly Road, a four-lane facility; Moorland-Pilgrim Road, a six-lane facility; Racine Avenue, a four-lane facility; CTH F, a four lane facility; CTH A, a six-lane facility; and STH 164, a six-lane facility. Now, if those improvements were made, you would still be left with some residual congestion, not so much on the local arterials as on the regional freeway network. Under that alternative, the Airport Freeway and the Zoo Freeway would remain congested over almost their entire length as would IH 94. We find this to be one of the very difficult aspects of this problem. The Belt Freeway facility is a regional facility having regional importance. The facility does not help the individual communities per se a great deal with their traffic problems, but it does significantly improve the performance of the regional freeway system. Consequently it will probably be very difficult to generate any support for this freeway at the local level, and I don't think we will find any support anywhere else anymore. There was a time when we did, but that appears to be gone.

Another alternative is keeping the Belt Freeway in the corridor, and that alternative is shown on the next map here. The facility would be 34.5 miles in length. If you built that facility today, by our best count, there would be 92 dwelling units that would have to be displaced along the 34 miles of route and 15 other buildings. The facility would be a six-lane facility from the Lake Freeway in Oak Creek to IH 94 West and then would be a four-lane facility from IH 94 West to USH 41. It would cost about \$175 million to build at today's costs. The part of that total cost for right-of-way acquisition would be about \$16 million. Traffic volumes could be expected on that facility to range from 27,000 to 54,000 vehicles per average weekday with the heaviest loading occurring near IH 94 West. That is down somewhat from the old forecast, but not appreciably. The old forecast was 27,000 to 67,000, again with the heaviest loadings occurring south of IH 94 West. About 20,000 vehicles per average weekday of that total volume could be expected to be diverted from the Airport and Zoo Freeways, so somewhere between one-half to one-third of the traffic on the facility would be traffic relieving the Airport and the Zoo Freeways.

Yesterday, another meeting was held on this matter. A question was asked as to how much of the traffic on the facility could be expected to be "bypass" traffic; that is, traffic that has neither origin nor destination in the Milwaukee urbanized area. We did make a special traffic analysis last night and found that about 8 percent of the traffic on that facility could be expected to be "by pass" traffic; that is, traffic from outside the Milwaukee urbanized area. To give you a basis for comparison, about 14 percent of the traffic on IH 94

south in Racine and Kenosha Counties, where that Interstate is carrying a lot of heavy traffic is through--or "bypassable" traffic--having neither origin or destination in the Milwaukee urbanized area. While the facility is a regional facility in the sense that it serves the entire urbanized area, it is not a bypass in the sense that it will be carrying overwhelming volumes of, let's say, Chicago traffic that is bound for upstate destinations. That is true in the Region as a whole. Almost 96 percent of the daily travel in this Region is generated internally. I know this may be hard to believe for some because the traffic volumes look big at the state line; but, compared to the 4.5 million person trips generated within the Region on an average weekday, those external trips are a small proportion.

Even with the Belt Freeway in the plan, there would still have to be improvements made to certain surface arterials, and that complicates the decision because I believe that, if we could stand here and say that if we provide the freeway we would not have to make any surface street improvements, the issue would be more clear cut. But that is not true. Looking at the main arterials in the corridor, STH 100 would have to be improved from a two-lane to a fourlane facility. Lilly Road could stay a two-lane facility. Moorland-Pilgrim Road would have to be improved from a two-lane but not to a six-lane. Racine Avenue could remain a two-lane facility, as could CTH F. CTH A would be improved from a two-lane to a four-lane but not to six-lane, as would STH 164. There could be a reduction of about 88 lane miles of surface arterial improvements by providing the freeway in the corridor; and, in addition, the congestion on about 48 miles of existing freeway would be relieved.

The question was asked yesterday by Bill Muth: "How do the volumes differ if the decentralized plan comes about?" We looked that up since we have made traffic assignments from both land use plans. The volumes on the freeway could be expected to drop somewhat. Under this centralized plan, the volumes would range from 28,000 to 54,000. Under the decentralized plan, the volumes would range from 24,000 to 47,000. Volumes on the surface streets would not change appreciably, plus or minus 10 percent on all major arterials; and that is because, even under the decentralized plan, substantial growth could be expected to occur in the areas that can be sewered in eastern Waukesha County. With the freeway there would be a significant reduction in areawide traffic congestion to the point that you could say the introduction of the freeway would bring all the facilities down to, at, or under design capacity.

In conclusion, then, as I said earlier, our studies indicate that this particular facility is an example of a truly regional facility. Its primary purpose would be to ensure the efficient movement of traffic on the existing regional freeway system. I have to say that. It would be easier to face the Mayor of Brookfield and tell him the freeway will significantly relieve his surface arterials, but that is not the case, either in southern Milwaukee County or in eastern Waukesha County.

I think, Mr. Berteau, that is longer than I wanted to talk and longer than you wanted to hear me talk, but it does present the alternatives.

MR. BERTEAU:

While you gentlemen are thinking of some questions, I had one that I neglected to raise this morning. I think it was referenced at yesterday's Brookfield meeting, but I am not sure. I think it might be worthwhile if we had a handle on it. What would the approximate cost be for the required surface streets that you referenced in the event that the Belt Freeway from the Lake Freeway to I-94 West and to Germantown is not provided?

A. MR. BAUER:

We don't have those costs broken out for the corridor. We have them for the Region as a whole. If somebody wants those figures for the corridor, we would have to pull them out of the file. We can do that. The analysis and presentation at the regional conference was for the Region as a whole. There we did compare the cost of surface transportation facilities versus the freeways.

Q. MR. BERTEAU:

What would the source of the funds be to effect the improvements that you listed rather carefully? What would the source of those funds be? All county funds? Part state? Part federal as we stand today?

A. MR. BAUER:

If you retain the freeway in the plan, the recommendations in the adopted jurisdictional highway system plans provide that all freeway facilities be built with--all non-interstate highway freeway facilities--be built with 70 percent federal funding and 30 percent state funding. Local improvements could be built with a combination of federal and local funding. In every case it could be 70 percent federal funding. If a facility were then a local trunk highway, the 30 percent matching money would have to come from local units of government. If it were a county trunk highway--under the jurisdictional highway system plan recommendations--with an urban cross section, you would have 15 percent county funding and 15 percent local funding. If it were a rural cross section, it would be 30 percent county funding.

Q. MR. BERTEAU:

I am just a little obtuse on the federal share. Are you saying as far as improvements on Calhoun and CTH A and CTH Y that these could come from federal funds?

A. MR. BAUER:

Yes. Such arterial facilities are eligible for federal funding from the federal aid urban system. There is, of course, always a question of availability. In terms of eligibility, there is a federal aid urban system today, as well as federal aid primary, federal aid secondary system and federal aid interstate systems.

MR. BERTEAU:

I didn't mean to take your time. If anybody would like to be heard, just tell us who you are for the record. If you want to raise a question, please do so.

Q. MR. WILLIAM A. MUTH, DIRECTOR OF PUBLIC WORKS, CITY OF BROOKFIELD:

You talked about a doubling of the corridor population by the year 2000 under the centralized plan. How would that change under the decentralized plan?

A. MR. BAUER:

It would be lower. I meant to bring those figures. We have those, obviously. They would be lower because--you can almost see it visually on the plan map. Here, you will notice that substantial areas of Oak Creek and Franklin and of this eastern tier of communities in Waukesha County are developed for urban use. Under this alternative, you can see how much some of this growth would be cut back if Milwaukee County continues to lose population. There is less development here, and a lot of those 150,000 people are coming out of here, and these densities would be dropped drastically, and that is a problem of a different kind. That has all kinds of important implications. This has been the prime transit service in the Region, and as those densities drop transit use will decline. There are other implications. We can get those figures for you. I am sorry I don't have them, for I thought you were going to ask the question.

Q. MR. BERTEAU:

Excuse me, Mayor Eberle. I don't know whether the District Engineers Shebesta or Kinsey would like to make any comment or not. I should have asked earlier.

A. MR. THOMAS A. KINSEY, DISTRICT ENGINEER, DISTRICT 2, DIVISION OF HIGHWAYS, WISCONSIN DEPARTMENT OF TRANSPORTATION, WAUKESHA:

I think I would rather wait and try to respond to questions.

A. MR. HARVEY SHEBESTA, DISTRICT ENGINEER, DISTRICT 9, DIVISION OF HIGHWAYS, WISCONSIN DEPARTMENT OF TRANSPORTATION, MILWAUKEE:

I think I would like to make a few points that might add to the proper consideration of this matter. First of all, I appreciate the invitation to be here because the Highway Commission has always held and recognized that the regional land use and transportation plans have been based on sound investigations. One of the things lacking in the presentation Kurt made is the point that when we made the original regional transportation plan, the freeway system identified at that time was a bare bones freeway system. It was the minimum possible freeway system that would support the projected land use development in the Region and support the development of jobs in the Region and sustain its economic viability. I can appreciate the feelings of the communities that are here today that we have been sitting around on the Belt Freeway long enough and ought to do something with it. I am continuously reminded that the Milwaukee County Board 50 years ago this year zoned the major streets in Milwaukee County for widths ranging from 90 to 160 feet, only zoned them, but zoned them well beyond the 49.5 and 66 feet rights-of-way that the public owned at that time. The owners of the properties affected could not build buildings on the property within the setback lines. If they did, they wouldn't be compensated for a future taking. So by and large they didn't do that. But to this day, we are buying property in those zoned widths along those streets for the purpose of building high quality arterials in Milwaukee County. We are not finished buying that right-of-way. There are many, many acres of right-of-way yet to be acquired; but because of the far-reaching viewpoint of the Milwaukee County Board in 1926--and I don't believe they realized that they were planning for 50 years in the future and they may even have planned at that time for 80 to 100 years in the future. I think their action at that time is even more courageous than the action required from officials here today, and that is to reserve the Belt Freeway corridor for transportation use.

I think there are a few other points that could be brought up. That is that in all of its planning, the Regional Planning Commission has emphasized the need for preserving and strengthening mass transit in the Region, and all of the facilities that have been proposed recognized the need for the support of mass transit because, if we don't have facilities on which the mass transit can travel efficiently and provide rapid service between points of origin and destination for the potential riders, there just isn't going to be any support for mass transit; and you are going to have to subsidize more and more of that mass transit to preserve it for only that small segment of the population that can neither afford an automobile or because of age or infirmities cannot drive an automobile. I think it is important that, yes, while we can use mass transit to provide movement of people, as I recall only about 4 percent of the person trips are made by mass transit. Even if you double or triple or quadruple that use, you are only talking about a very small portion of person trips made within the Region.

I want to emphasize also that the goods and services that support commerce and industry in this Region do not move on mass transit. They are moved in trucks and other private vehicles. So if you are really looking, if the administrators in government are looking for growth, economic growth, to support municipal taxes and to retain people in the area who can pay those taxes, then a viable transportation system is needed; and the Belt Freeway is a part of such a system.

It is very significant that you pointed out the Belt is a regional facility; and while it may not provide a great service to any one individual community, I think it is time to recognize that the Milwaukee area has grown into a vast urban complex in which individual communities cannot exist by themselves. The transportation problems, education problems, tax problems, water pollution problems, sewerage problems and so forth of the area transcend municipal boundaries; and none of the municipalities can support themselves or exist by themselves. They are a part of a larger urban community; and whether they like it or not, they are members of that community and cannot abdicate from that community.

Q. MR. HARRY P. EBERLE, MAYOR OF NEW BERLIN:

I just want to make a few comments. Number one, it is extremely important that we plan for the future. In 1961 we started with this beltline. In 1966 it was theoretically all lined up and ready to go. Ten years later in 1976, we said, "Well, we have made more studies, and it is ready to go." Now we are talking about 24 years from now. In my experience, I can't get any guarantees out of anyone about what is going to happen next year. If somebody tells me this is going to happen between 20 to 30 years from now, I don't feel I have any guarantees that it is going to happen. Plans are wonderful, but something--I would like to see something backing up those plans. I am not picking on you people from the Department of Transportation. The Governor is moving from one position to another. What perturbs me and my own community is the fact that we can be reserving this land and nothing is going to happen. It isn't fair to people who own the land. Our City Attorney says that it isn't fair; and if someone presses charges we will lose. To freeze something like that for an extended period with frankly no guarantees but a hope that maybe something is going to happen is wrong. I think we all have to know that nothing has taken place since we had that little problem of buying the land without somebody's permission, and I think everybody dropped it like a red herring. I am afraid the same thing is going to take place. I think our community is 55-45 against it but closely divided.

A. MR. KINSEY:

I have to agree with Mayor Eberle that, if included in the planning effort, I don't know if it is going to occur; but without a planning effort, it won't occur. What will occur is helter-skelter individual this and that. As I think Harvey pointed out, made a good point, that this is a metropolitan area, not the City of Milwaukee, not the City of New Berlin. This is a total area. We feed upon each other. I further have to agree that there ought to be a way to respond to the individual property concerns. Unfortunately, I don't have the total answer to that; but the Department of Transportation, both Districts, will work with any property owner to reduce that cloud, to keep the disturbed area to a minimum, and to try and preserve a corridor. I am sure you are aware in your community and all of the communities that we do have a present detailed plan as to what the transportation facility ought to look like, and we will put the personnel on it to resolve to the minimum what the impact will be on each and every parcel.

Q. MR. BERTEAU:

Anybody else have a question?

Q. MR. V. F. DEMSHAR, WAUKESHA COUNTY HIGHWAY COMMISSIONER:

If there is any one point to take home from this meeting, it is that we are not individual communities. I think it is the biggest thing we have to consider on a county level or regional level. Let's take that one point away.

Q. MR. WILLIAM A. MITCHELL, JR., MAYOR OF BROOKFIELD:

We came to listen and to list our objections also. We delivered a letter to you, which I gave to Kurt before the meeting, so we would be on record as opposed to the location of the Beltline as shown through the City of Brookfield. (Copy of letter attached at end of minutes).

The City of Brookfield has objected for many, many years to that particular location through Brookfield. We have quite voluminous files in the City of Brookfield documenting petitions by the property owners in the area. We have a number of resolutions passed by our Common Council, all indicating opposition to this location. We would like to second what our neighbor and good friend, Harry Eberle, has to say. We feel that is a very important concern for the Beltline wherever it would be. In addition to that, we want it to be known that we don't feel the location, as shown on the maps, through the city is advantageous to our community. We can talk about being brothers in arms, but we have to look to the impact on our community; that is, the city. We think there are more disadvantages to its location than advantages offered to us. For this reason, we want to be recorded as being in total opposition to that particular location. We want at the same time to compliment the staff for your courtesy and for your availability and your interest in answering our questions. In think you guys do one heck of a fine job. Bill, do you have anything to add?

A. MR. WILLIAM MUTH:

No.

A. MR. BAUER:

Your Honor, there will be a transcript of this meeting, and your letter will be recorded and brought to the attention of the Commission as a part of the record.

Q. MR. BERTEAU:

Any other questions or comments? Mr. Vogt, any comments?

A. MR. MAX A. VOGT, VILLAGE ENGINEER, VILLAGE OF MENOMONEE FALLS:

No.

Q. MR. JOHN M. BENNETT, CITY ENGINEER, CITY OF FRANKLIN:

Our Plan Commission has--and we are one of the very few communities that have done this--planned for the location of the Beltline freeway in all

our neighborhood plans, and we are a little concerned and up in the air, along with our sister community, Oak Creek, with the proposed changes in the regional plan. The decentralization plan, of course, is really going to disturb some of the facilities we have put in. They will not be used. We have spent millions of dollars in facilities based on the 1966 plan; and, of course, if that plan is completely changed, we are going to have sewers in the ground that will never reach capacity. This is one of the areas that our Plan Commission is extremely concerned with; of course, we are basing our planning on these facilities and if these plans don't develop, neighborhoods will have to be changed considerably. We are concerned about the elimination of the advanced acquisition, that we are providing sewers to some of these areas, heavy special assessments being levied on vacant properties; and if these properties have to be held by individual property owners for some length of time, it would be a hardship financially. We haven't really reviewed it again and don't have all the information from the new transportation plan. To make a statement for or against, I am not prepared at this time. Again, we are running into problems in trying to plan for facilities with a question mark whether they are going to be built. How do we do our local planning here in Franklin without knowing what is going to happen? Since 1970 surely all the information that we have tried to receive from the District staff is just a shrug of the shoulders, don't know what is going to happen. We have held the corridor open. Some of the sewer extensions haven't occurred, but this is going to happen shortly. If some method cannot be devised for advance acquisition of the freeway corridor, then our individual property owners are going to suffer; and we are going to suffer with it if we have to start putting in facilities through these corridors and assess against lands that are lost. Imagine going to public hearings, assess a piece of land they are not going to be able to use for the next 15 to 20 years. We are looking for a firm answer on this and trying to solve some local problems the Beltline Freeway has caused us. To date, we have not had one structure built within the corridor. We are probably fortunate in that one area did get purchased in Franklin that we can sewer. As we extend water and sewer facilities, it is going to present even more of a problem. Again, unless something is resolved, it is going to present even more of a problem.

A. MR. BERTEAU:

We appreciate those comments; and, as one Commissioner of 21 members, let me just comment on your remarks. Certainly, I would strive to get the Commission to have all of the citizen committees, all of the citizen input, all of the technical advisory committee input available for evaluation by early fall; and hopefully by no later than January of 1977, the Regional Planning Commission should be in a position to consider a land use and a transportation plan. Whether that transportation plan at that time will or will not have the Belt Freeway on it, we will have to wait and see. If I were to say to you here, it will have it on it, you would say, "Why have the meeting?" This all has to be weighed. Look for that degree of alacrity and that target date. The other point you raised with reference to the planning that Franklin has done, which has been based upon the adopted land use plan of 1966, which was a so-called controlled sprawl type of plan, again, as just one Commissioner, let me say that there is no intention, as one person, to exacerbate the evils of urban sprawl. That is one way of saying that we can't stand that sort of thing economically, socially, or any other way.

Lastly, your concern, as well as Mayor Eberle's, about toe dancing around the maypole, I think hopefully the Counties of Waukesha, Milwaukee, and Washington, after we have concluded formal action on plan adoption, if it included the Belt Freeway, that they will coalesce their efforts and see if they can't shake down the fruit from the Lucey tree and try to get something on the Belt one way or the other. To continue to vacillate over the years, even 1976, certainly is long enough and far enough. Some of those comments I had to make as one Commissioner rather than as the Chairman. Any other questions or comments?

Q. MR. LINN M. SWENSON, SUPERVISOR, TOWN OF BROOKFIELD:

You said something about meetings.

A. MR. BERTEAU:

We have scheduled five informational meetings around the circuit for the purpose of having the citizenry come and give us constructive comments about the land use plans.

Q. MR. SWENSON:

When would these meetings be, when scheduled?

A. MR. BAUER:

There are five scheduled, all in the evening. They are scheduled from Monday, the 21st of June through Friday, the 25th of June. The one for Waukesha County will be held at 7:30 p.m. on Friday, June 25, at the Waukesha County Office Building, in the Brookfield Room.

Q. MR. LLOYD G. OWENS:

That's in the east end of building, lower level.

A. MR. BAUER:

For those of you from Franklin and Oak Creek, the Milwaukee County hearing is on Monday, June 21, in the State Office Building in downtown Milwaukee. I don't know if I should say this or not. I don't feel you should feel constrained to have to repeat your comments over and over. If you make them once, they will be in the record. The Commission has been very responsive to local officials. Their comments will be certainly considered very carefully. We would very much like to have you attend the hearings, but you don't have to feel constrained to come to all of them. Q. MAYOR MITCHELL:

I appreciate that comment.

MR. BERTEAU:

If there are no more questions, thank you very, very much for coming, gentlemen. I declare the meeting adjourned.

The meeting adjourned at 3:20 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

CITY OF BROOKFIELD

Brookfield, Wisconsin Waukesha County

WILLIAM A. MITCHELL Jr. Mayor June 8, 1976

Southeastern Regional Planning Commission Waukesha, Wisconsin 53186

> Re: Land Use & Transportation Plan for the Year 2000 as it Relates to the Belt Freeway & Pilgrim Rd.

Gentlemen:

We appreciate your dedication and the great amount of study that has gone into the proposed regional land use and transportation plan for the year 2000. We also appreciate your availability and your cooperation in discussing these plans with us and in answering our many questions.

We have, on many occasions, expressed our opposition to the proposed Belt Freeway through the City of Brookfield as shown on this plan. As stated previously, the people in this area are unanimously opposed to the Belt Line; our Common Council of 14 Aldermen are unanimously opposed to the Belt Line; and we would like to make it perfectly clear that the City of Brookfield opposes the Belt Line **g**or the Belt Freeway as shown and located on the Regional Land Use and Transportation Plan.

Attached, for your convenience, is a copy of comments on the proposed Land Use and Transportation Plan, indicating the City of Brookfield's position. We are also including Resolutions #762 and #2336, both indicating the City's objection to the proposed Belt Freeway location.

We would like to make it perfectly clear that the City of Brookfield feels that the advantages to the location of the Belt Freeway, as shown, are greatly outweighed from our standpoint by the many disadvantages.

Sincerely. Willie a. Mitchel William A. Mitchell, Jr.

PMERIC4

MAYOR City of Brookfield

Enclosures

CITY OF BROOKFIELD

COMMENTS ON THE PROPOSED SEWRPC REGIONAL LAND USE AND TRANSPORTATION PLAN FOR THE YEAR 2000 AS IT RELATES TO:

THE BELT FREEWAY PILGRIM ROAD

At their meeting on April 7, 1976, the Brookfield Common Council verbally reiterated their long-standing, well-documented objections to the above-referenced transportation facilities and formally request that neither of them be included in the Proposed Year 2000 Plan.

a) Common Council Resolution No. 762, dated September 2, 1969, and Resolution No. 2336, dated March 16, 1976, were both adopted unanimously and both oppose location of the Belt Freeway within the City of Brookfield for a number of reasons including:

- Severe damage to the Upper Fox River Environmental Corridor and Floodlands
- A continuing westward movement of the population centroid, thus placing the present proposed location of the "Chicago By-Pass" right in the middle of an urbanized area.
- 3. In that the State is presently powerless to purchase hardship parcels, a number of landowners appear to be in status of "land confiscation without reparation".

b) The City has thus far refused to adopt the "Jurisdictional Highway System Plan for Waukesha County", SEWRPC Planning Report No. 18, because this plan recommends both the Belt and improvement of Pilgrim Road to Type II arterial status. ______c) Pilgrim Road, between North Avenue and Lisbon Road (3 miles), is zoned and developed almost entirely as a high-value residential street. Improvement to arterial status would cause serious and extremely costly disruption along the entire length.

d) The County Jurisdictional Plan has recommended the upgrading of Barker Road to arterial status because of its significant north-south continuity. The City supports the Barker Road proposal as an intelligent substitute to Pilgrim Road widening.

e) Neither the Belt nor the arterialization of Pilgrim Road appear on our Master Map or in our long-range plans.

RESOLUTION NO. 752

20

PY: The Common Council of the City of Brookfield

WHEREAS, a committee of concerned Brookfield residents has shown that the projected route of the Beltline Freeway would result in irreparable harm to valuable residential subdivisions, the Elmbrook Memorial Hospital, and to the City of Brookfield, and

WHEREAS, the inherent purpose of such a freeway is to carry traffic around highly developed areas and to avoid a harmful impact on these who in good faith located homes and institutions in accordance with official zoning and development plans, and

WHEREAS, the City of Brockfield has an obligation to contest the projected route with all available resources;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Brookfield as follows:

- (1) That it condemns as totally unsuitable the projected routes of the Beltline Freeway.
- (2) That it recommends that the said Beltline Freeway be located West of Waukesha.
- (3) That the City Attorney is directed to research and report on action available to the City in the event the projected route is not abandoned.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the State Highway Commission.

ADOPTED _	September 2 , 1969
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Glenn R.	Ferry, City Clerk
APPROVED	September 2 , 1969
Jan	here wirth
Franklin	Wirth, Mayor

RESOLUTION NO. 2336 by Alderman Balthazor

WHEREAS, the Common Council has approved a preliminary plat for a single family residential development of the surplus lands of the Elmbrook Memorial Hospital, and

WHEREAS, the Waukesha County Park and Planning Commission has filed an objection to the said plat on the basis that it includes lands within the corridor of the proposed Belt Freeway, and

WHEREAS, the Common Council, on September 2, 1969, adopted Resolution No. 762, opposing the Belt Freeway, because of its harmful impact on citizens in Brookfield who in good faith had located homes and institutions in accordance with the City's official zoning and development plans, the said proposed freeway being in conflict with the said plans of the City; further, the Council recommended the Belt Freeway be located west of Waukesha, and

WHEREAS, it is in the City's interests that the plat of the surplus hospital lands be developed in the manner approved by the City, unimpeded by a proposed Belt Freeway,

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Brookfield as follows:

- That it reaffirms its opposition to the present Belt Freeway corridor, and requests that it be relocated elsewhere.
- (2) That it hereby requests the State Highway Commission and Waukesha Park and Planning Commission to take

Resolution No. 2336

appropriate action to permit the approval of the plat above described.

APPROVED

ADOPTED	March 16th	,	1976
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- Alery	erry, City Clerk		
Glenn R. F	erry, City Clerk		22
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March 16th

, 1976

Franklin Wirth, Mayor

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

INFORMATIONAL MEETING FOR PUBLIC OFFICIALS¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

AS THEY RELATE TO THE STADIUM FREEWAY NORTH

CITY HALL, MEQUON, WISCONSIN 2:00 P.M. WEDNESDAY, JUNE 9, 1976

Mr. George C. Berteau, Chairman, SEWRPC, opened the meeting at 2:10 p.m., CDST.

MR. GEORGE C. BERTEAU:

Please come to order. We appreciate your coming. My name is George Berteau, and I am Chairman of the Southeastern Wisconsin Regional Planning Commission. I did send out the basic letter of invitation to the political structure that we thought would have interest in today's meeting. The letter of invitation went to the following people: Thomas P. Leisle, Mayor of Mequon; Ned A. Kellner, President, Village of Thiensville; E. Stephan Fischer, Mayor of Cedarburg; Howard Nieman, Chairman, Town of Cedarburg; Fred Kaul, Chairman, Town of Grafton; Ralph E. Laubenstein, President, Village of Grafton; Reginald Cottrell, President, Village of Saukville; Henry W. Maier, Mayor of Milwaukee; Herbert A. Goetsch, Commissioner of Public Works, City of Milwaukee; William Ryan Drew, Commissioner, Department of City Development, City of Milwaukee; Earl W. McGovern, President, Village of Brown Deer; William F. O'Donnell, Milwaukee County Executive; H. B. Wildschut, Milwaukee County Highway Commissioner and Director of Public Works; F. Thomas Ament, Chairman, Milwaukee County Board of Supervisors; William A. Schroeder, Chairman, Ozaukee County Board of Supervisors; Ray H. Schwengel, Chairman, Town of Saukville; Sylvester N. Weyker, Ozaukee County Highway Commissioner; Harvey Shebesta, District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation, Milwaukee; and Thomas Kinsey, District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation, Waukesha.

I need to say at the outset that we had some conflict as far as meeting dates were concerned. Several Milwaukee County and Ozaukee County officials won't be here because they were committed to be at a highway meeting at Janesville.

Over and beyond that beginning, on my left and your right is Mr. Kurt Bauer, Executive Director of the Commission. On his left is Mrs. Margaret Shanley, who will be taking a record of today's meeting; and Mr. Mark Green, Chief Transportation Planner.

¹For list of attendees, see Appendix A-2.

I think perhaps in the light of such a high quality, although somewhat low quantity audience, maybe it might be worthwhile if we would take just a minute's time and go around the table and introduce ourselves. Then I have a few preliminary remarks to make and then after that Mr. Bauer will provide the technical presentation, after which we are ready for your input. (Recorder's Note: The attendees then introduced themselves, as requested.)

MR. BERTEAU:

The Regional Planning Commission in 1960 developed some basic planning data. Then about 1963, it being charged by State Statute with the development of an advisory plan for the orderly development of the Region, which is the sevencounty Region, the Commission did start work on a land use plan and a transportation plan. We probably today will be talking more about transportation than land use. On December 1, 1966, the Regional Planning Commission did adopt a transportation plan; and if you look over on your right on the north wall, you will see the transportation plan over on the left hand side. You will notice that it has the Stadium Freeway North on it. That plan was adopted by the It was subsequently adopted by the seven constituent county boards, Commission. including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha County Boards. The plan also was adopted and endorsed by the State Highway Commission of Wisconsin. It has not been changed or altered as far as our discussions here today are concerned. The Stadium Freeway North similarly appears on the jurisdictional highway system plans adopted by Ozaukee and Milwaukee Counties.

The Commission is currently in the process of reevaluating the transportation plan and the land use plan of December 1, 1966. The Commission has constantly monitored progress or, as some more jaded people would say, lack of progress in implementation of the 1966 plan and is currently developing six alternative transportation plans and two alternative land use plans. Mr. Bauer will be talking about those as we go along in the technical presentation. Since the Commission adopted the 1966 transportation plan with the Stadium Freeway North on it, some intervening items have occurred that have significant bearing upon the Stadium Freeway North; and maybe it would be well to remind ourselves before we get into the technical presentation of those items. One thing that occurred, we believed so firmly in the Stadium Freeway North that we got into kind of a chewing match with some of our Washington Representatives. We also asked for and did get a delay in the designation of a specific route for eligibility for interstate funds, and that time has now expired. Ancillary to that, the State Highway Commission has definitely determined officially that former STH 141 from Milwaukee County Courthouse up to Saukville Interchange will be the route that will be eligible for I 43 federal funding. Mr. Shebesta may want to comment on that later.

Over and beyond that, 76th Street has been improved to six lanes approximately from W. Center Street to the Northridge Lakes area, and that has also had some impact on the city. I want to hasten to say, however, as far as we are concerned, the Stadium Freeway North is still on the official plan, still a part of the transportation plan of the Commission, and still is reflected in both the Ozaukee and Milwaukee County jurisdictional highway system plans, which have been adopted and approved by the State Highway Commission. The Commission held a conference at the Red Carpet Inn on April 14 of this year at which time it provided to those who could come a rather full presentation of the alternative land use plans and the transportation plans and said that we were primarily holding that conference to present the information and that thereafter we would hold informational meetings on the land use and transportation plan alternatives around the circuit and would provide citizens an opportunity to comment constructively on either the land use or transportation plan alternatives. Over and beyond that, we felt that prior to the conduct of those meetings, it would be proper and right to certainly give opportunity for the elected officials to meet and to provide their input and comment on at least three of the major segments of the proposed transportation plan--the Belt Freeway from Oak Creek to Germantown; the Lake Freeway, which meeting will be held on June 15; and the Stadium Freeway North, which is the one we are concerned with here today.

I think that Mr. Bauer should now provide 15 or 20 minutes of technical data concerning the Stadium Freeway North and where we are at the moment. After that there will be opportunity for some comments from you people here. Mr. Bauer.

MR. K. W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. As Mr. Berteau mentioned, the Regional Planning Commission in December of 1966 adopted a regional land use plan and a regional transportation That plan contained in it the Stadium Freeway North from the present plan. terminus of the Stadium Freeway North at about 47th and North Avenue, north to a junction with the existing Fond du Lac Freeway, thence continuing north through the City of Milwaukee, the Village of Brown Deer, the City of Mequon, and the Towns of Cedarburg and Saukville to a junction with the North-South Freeway, now IH 43, just northeast of Saukville. The freeway under the original plan was recommended to be an eight-lane facility from 47th and North to its junction with the Fond du Lac Freeway and that section--the so-called Gap Closure--was recommended to be open to traffic by 1970. The plan further recommended that the proposed freeway from the Fond du Lac Freeway to Mequon Road in Ozaukee County be a six-lane facility. That segment was to be open to traffic also by 1980. The link of the proposed freeway from Mequon Road north to Saukville was recommended to be a four-lane facility, and that segment was to have been open to traffic by 1990. The analyses that went into the preparation of the original plan indicated that, if the freeway were constructed, it could be expected to carry traffic volumes that would range from 65,000 vehicles per average weekday at its southern end to about 12,000 vehicles per average weekday at its northern end near Saukville. The original plan was based on a set of extensive inventories, including travel inventories that were made back in 1963, and upon certain forecasts that were also made in 1963 by the Commission. Those forecasts envisioned that the population of the seven-county Region could be expected to increase from about 1.7 million in 1960 to about 2.8 million in 1990, an increase of about one million people over a 30-year period; that person trips generated within the Region could be expected to increase from about 3.6 million person trips per average weekday in 1963 to 6 million person trips per average weekday in 1990; that vehicle miles of travel could be expected to increase from about 13 million vehicle miles per average weekday in 1963 to about 32 million vehicle miles per average weekday in 1990; and that automobile availability could be expected to increase from about 586,000 automobiles and trucks on the streets and highways of the Region in 1963 to about one million in 1990.

The plan was adopted by the Commission, as I said, in December of 1966. It was then certified as an advisory plan to the federal and state agencies and to the counties and local units of government. The State Highway Commission of Wisconsin acted to adopt the plan as did all seven of the county boards in the Region and many local units of government. Following that plan adoption, the State Highway Commission did direct its staff to proceed with preliminary engineering studies leading to corridor refinement and centerline location. The only other significant implementation action that occurred that I am aware of was that the agencies concerned were able to get the Kohl's people to temporarily hold open a corridor for the freeway along the east side of the Northridge Lakes development. How much longer, if at all, that corridor can be held open is very questionable now because apparently the Kohl's people want to proceed with the development of the tract that the freeway would cross in Northridge Lakes. Those of you who read the Sunday paper may recall that it carried an announcement that the development would consist of single-family homes instead of apartment and condominium development as was the case there before.

The Commission, when it adopted the plans back in 1966, realized that times and conditions would change and that things would occur that would cause changes in some of the basic assumptions underlying the plan and, therefore, the Commission indicated that the adopted plans should be reevaluated and, as necessary, revised at about 10-year intervals. The Commission, therefore, in 1972 undertook extensive new inventories of land use, population, economic activity, public financial resources, automobile availability, and, importantly, new inventories of travel habits and patterns in the Region to help it assess changes that might have occurred over the decade from 1966 to the date for plan reevaluation--1976. The Commission then directed the staff to proceed with a plan reevaluation that would hopefully lead to the adoption of a new land use and a new transportation plan for the Region in 1976, 10 years from the date of the original plan adoption. That work has now reached the stage where new forecasts have been prepared and new alternative land use and transportation system plans have been prepared. We are here to discuss those with you today.

With respect to the new forecasts, the Commission studies showed that the population growth in the Region has been occurring at a substantially slower rate than originally forecast--about half as fast as originally forecast. Indeed, it is my personal opinion that this aspect of what is happening, and its relationship to the economic development, should be one of the most important concerns of local officials and private citizen leaders in the Region. This Region is now the slowest growing region in the State of Wisconsin, even slower than the Duluth-Superior area. We are not creating jobs at the rate that was originally foreseen. If this situation continues, even the revised forecasts, which I am going to talk about, will not come about.

Based on the new economic studies and new demographic studies, the Commission revised downward sharply the population forecast for the Region. Originally one million people were envisioned as being added by the year 1990. We now envision about 450,000 people will be added to the population of the Region by the year 2000. For even that growth to occur, we will have to halt the net out-migration which is presently occurring in the Region. We will have to do this by creating about 275,000 new jobs in the Region between now and the year 2000. If we do not create those jobs, then the forecast population will not come about.

Interestingly enough, despite a sharply scaled back population forecast, the Commission found that increases in tripmaking could be expected to occur about as originally forecast. While a smaller resident population could be expected in the design year, there were more households and more people holding jobs in each household, so that the new forecasts indicate that person trip generation could be expected to increase from 4.5 million trips per day to about 5.7 million such trips in the year 2000, not much different from the 6 million trips that the original plan was designed for. Similarly, vehicle miles of travel were seen as increasing from 20 million in 1972 to about 30 million vehicle miles per average weekday in the year 2000, not different from the old forecast of 32 million. Automobile registration was seen as increasing from 705,000 in 1972 to about 955,000 by the year 2000, not much different than the approximately one million originally forecast. Incidentally, with the exception of population, where the Commission's old forecasts were off about 6 percent in 1972, after about 10 years of experience, the other forecasts that the Commission made were almost right on-automobile availability, traffic volumes on the street system--very, very close to being within a few percent of the forecast figures over a decade. In Milwaukee County the City of Milwaukee has begun to lose population substantially, something that was not foreseen 15 years ago.

Now the Commission has prepared two alternative land use plans to the year 2000. These are shown in graphic summary form on these two maps. The first alternative, the controlled centralization plan, is a refinement and detailing of the original adopted land use plan, and contains within it three very simple ideas. It is not a complicated plan nor hard to understand. The three ideas contained in the plan are:

- 1. To encourage urban development to occur in those areas of the Region that are covered by soils that are well suited for urban development and that can be readily and economically served by sanitary sewer and water supply facilities, police and fire protection, mass transit, and other urban services. These are shown as the brown, orange, and yellow areas on the plan map.
- 2. To keep the primary environmental corridors that contain most of the remaining elements of the natural resource base in essentially natural open use. These corridors are shown in dark green on the plan map. They encompass about 17 percent of the total area of the Region but contain almost all of the best remaining elements of the natural resource base and special hazard areas, such as floodlands. If we keep those in essentially natural open use we will have done a great deal to avoid creating environmental and developmental problems within the Region.
- 3. To keep the prime agricultural lands in agricultural use. These are shown in light green on the plan map.

Under this plan, the population of the central county, Milwaukee County, can be expected to remain at about its present level of about one million people.

The alternative plan is a decentralization plan. Under this alternative the population of Milwaukee County would decrease by 150,000 over the next 20 to 30 years, and that exodus would be accommodated in widespread urban development

served by septic tanks primarily out in the Kettle Moraine country to the west and north of Milwaukee County where the soils are suited to the use of such systems. Under this particular plan, 450,000 new people in the Region would be accommodated largely in the brown, yellow, and orange areas adjacent and contiguous to Milwaukee County.

Those are the two land use plans being considered, and they have important implications for transportation. For each of those two plans, three transportation system plans have been prepared--a no-build plan, under which you would not invest any further capital in transportation improvements either highways or transit, but attempt to carry the traffic on the present facilities; a transit intensive plan, which would discourage further major investment in highway facilities within the Region and which would attempt to carry increases in travel demand primarily through investment in transit improvements; and a so-called highway intensive plan, which would provide for further highway improvements, as well as transit improvements within the Region.

Today we are going to talk about some variations on the highway intensive plan. We are not going to talk very much about the transit intensive plan. We are going to do that because it appeared to the Commission that there were at least three major freeway links that were contained in the presently adopted regional plan that had become highly controversial and required very careful and special consideration in the plan reevaluation. The problem is a difficult and complex one, and we certainly need both your goodwill, as local officials, and your help in trying to arrive at a new plan that we can all live with for another 10 years at least.

One of those controversial freeway links is the Stadium Freeway North. The highway intensive plan includes the so-called Gap Closure -- the section from 47th and North to Fond du Lac Freeway. The transit intensive plan does not include that Gap Closure. The highway intensive plan, as it presently stands, does not include the Stadium Freeway from the Fond du Lac Freeway to Saukville. In other words, if the highway intensive alternative were to be adopted in its present form, that freeway would no longer be included in the regional plan. If the freeway is included on the plan, it doesn't follow it will be built. A lot of grassroot support will be needed. If, however, the freeway is not included on the plan it probably will never be built.

We looked then at a corridor, if you will, that would be affected by the Stadium Freeway North, what was or what was not done in that corridor. That corridor is outlined in the beige tape on the map before you here and extends from about Capitol Drive on the south to just north of Saukville on the north, from the Lake Michigan shoreline to about the western boundaries of Ozaukee and Milwaukee Counties. That is the corridor that we are talking about. In that corridor, the present resident population is about 278,000 people in round numbers. Under the new population forecasts and under the controlled centralization plan, the population of that corridor would be expected to increase to about 370,000 people. So you are talking about adding roughly 100,000 more people in the corridor, an increase of about 32 percent over the next 30 years.

One of the transportation alternatives we looked at was to do nothing. This map illustrates what we would expect the surface transportation system to look like

under the no-build alternative, an alternative under which no substantial new investments would be made in either highway or transit facilities. Under that plan, all those arterial facilities colored in red could be expected to operate over their design capacity, and all those in blue could be expected to operate right at design capacity. If you put the two together, you have some conception of the widespread traffic congestion which could be expected to exist in the area under the do-nothing alternative. There would be many facilities at or over design capacity. For example, IH 43 from downtown Milwaukee to Grafton could be expected to be operating at or over design capacity even with the addition of two lanes to this facility, which is presently being proposed by the State Highway Commission. STH 57 through much of Milwaukee and Ozaukee Counties could be expected to be severely congested -- and represents one of the very difficult problems to handle in the Cedarburg-Grafton area, as that area continues to grow. If you improve that highway on its existing location, you will have to tear down some very attractive old development in the area. STH 181, CTH N--Wauwatosa Road--the extension of 76th Street, N. 91st Street, N. 60th Street, and N. 107th Street are all major facilities that could be expected to experience difficult operating conditions. When that occurs, you have increased fuel consumption, increased pollutant emissions, higher accident rates, longer travel times, and generally higher costs. So the Commission staff at this stage believes the no-build alternative is not tenable, and we believe that even the Citizens Advisory Committee, which is helping the Commission with its work, will come to that same conclusion even though a third of that Committee is comprised of people very much opposed to further highway improvements -- and even they, we believe, agree that we cannot "do nothing."

A second alternative examined was to attempt to carry existing and forecast travel demand entirely on the surface street system in the corridor. Under that alternative, the Stadium Freeway North would not be provided north of the Fond du Lac Freeway. The blue coded and red coded facilities on this map would require reconstruction for added capacity under that alternative. Examples of surface streets requiring reconstruction are N. 60th Street, which would have to go from a two-lane to a sixlane facility; N. 76th Street, which would have to go from a two-lane to a sixlane facility; N. 91st Street, which would have to go from a two-lane to a fourlane facility; N. 107th Street, which would have to go from a two-lane to a fourlane facility; N. 107th Street, which would have to go from a two-lane to a fourlane facility, as would STH 57, including the Cedarburg area. Most of the traffic congestion that would exist under the no-build would be relieved under this alternative except for a two-mile stretch of IH 43, the stretch from Capitol Drive to Silver Spring. That reach would remain heavily congested.

A third alternative would be to provide the Stadium Freeway in the north of the Fond du Lac Freeway corridor, as shown by the yellow line here on this map. The proposed facility would be 23 miles in length. It would cost an estimated \$98 million to construct, of which \$26 million would be required for right-of-way acquisition. Construction of that facility would displace about 340 dwelling units and about 20 other structures. The facility could be expected to carry from a low of 8,000 vehicles per average weekday at Saukville, to a high of about 56,000 vehicles per average weekday at the junction with the Fond du Lac Freeway, volumes not appreciably different from those forecast for that facility back when the original plan was made in 1963. The old forecasts ranged from 12,000 to 65,000. The new volumes are down slightly; but they do meet freeway warrants. About 15,000 vehicles per average weekday of that total traffic volume represent traffic that could be diverted from the North-South Freeway, IH 43, to the Stadium Freeway. Traffic volumes on IH 43 could be expected to drop from a high of about 76,000 vehicles per average weekday to about 61,000 vehicles per average weekday. This would mean you would not have to add the two lanes to IH 43 from Good Hope Road to Mequon Road.

Arterial improvements that would be required include the following: N. 60th Street could be constructed as a four-lane facility instead of a six-lane facility; N. 76th Street could be developed as a two-lane instead of a six-lane facility; and N. 91st Street, N. 107th Street, and STH 57 could remain two-lane facilities instead of being improved to four-lane facilities. Thirty lane miles of surface street improvements could be dropped if the freeway were provided, and the resulting system would have very little residual congestion.

In conclusion, the staff at this stage is of the opinion that the primary purpose of adding the Stadium Freeway to the plan--I would again note, that it is not now included in even the highway intensive alternative--would be to reduce overloadings on IH 43 and reduce the need for additional lanes to that facility in the future, either two lanes in the very near future and additional lanes at some more distant future time when the congestion on that facility may become intolerable to the public. It would, in addition, help to modestly reduce the need for arterial street improvements, particularly on N. 76th Street and, importantly, on STH 57 in the Cedarburg area. Finally, although we haven't talked about the transit aspect, providing the freeway would provide a high-speed transit link from Northridge Lakes and from the new Milwaukee Technical College just north of Thiensville to downtown Milwaukee without the need to provide a separate transitway, either railway or busway, in that corridor. That is as far as the work has gone. I will now turn the meeting back to Mr. Berteau.

MR. BERTEAU:

Thank you, Kurt. Perhaps while you are developing some of your questions and comments, it might have value to provide a very modest amount of additional background information. You may recall that in about 1971 Mayor Maier and John Doyne joined with Governor Lucey to put a moratorium on all freeway development on the grounds that so many homes already had been taken off the City of Milwaukee tax rolls. You may recall that along about in the latter part of 1973 or early in 1974, there were requests and strong representations made that that moratorium cease and that freeway development be reinstituted. One other item of information, on November 28, 1973, we appeared before the Zoning Committee of the City of Milwaukee in opposition to the Stage 4 North Lakes development on the grounds that, if that development were permitted to proceed, it would do serious damage to any possibility of eventually constructing the Stadium Freeway North. Subsequent to that, the Transportation Committee of the Milwaukee County Board approved a resolution, the sense of which was to vitiate the moratorium, to reinstate freeway development, and to ask the City of Milwaukee to oppose the Stage 4 development of North Lakes on the grounds it would be detrimental to the eventual construction of the Stadium Freeway North. That resolution went further and directed the Director of Public Works to take a look at the approximately six acres involved and give consideration to purchase of the land by the County if necessary. I think that is added information that you might want to have. The Ozaukee County Board adopted a resolution, the sense of which was to recommend to the Milwaukee County Board that its resolution File No. 973 be adopted.

Over and beyond that information, you may recall there were a number of different alternatives as to alignment considered, alignments that Congressman Reuss suggested. Earlier we commented in the introductory remarks about the funding and the fact that, since we adopted the regional transportation plan in 1966, the State Highway Commission has taken action to provide that any interstate funding would be used on STH 141. Mr. Bauer in his presentation alluded to one other item that you probably should bear in mind: that is, if the Stadium Freeway North is not on the plan, it probably never will be built. Conversely, if it is on the plan, it doesn't necessarily mean it will be built. Lastly, from the Commission standpoint, since we are in this northern area of Milwaukee County and southeastern area of Ozaukee County, perhaps there are really four links of concern rather than just the three. For a very viable transportation system plan to be in effect, there ought to really be some east-west route over and above STH 190, Capitol Drive. Originally we had conceived such a facility to be in the Hampton Avenue corridor. The last bit of information: John Doyne, when he was still County Executive, did modify his position about the Gap Closure and indicated that he would not be opposed to the Gap Closure prior to leaving office. This has significance as far as the total system is concerned. I have tried to provide you with some additional information. Now, are there any comments?

Q. MR. THOMAS P. LEISLE, MAYOR OF MEQUON:

The City of Mequon has been in favor of the Stadium Freeway North for many years. The County Board took a position in favor of it. I don't remember how many resolutions have been passed. In Mequon I think four or five, and I think the County Board has passed two in favor. At no time since I have been on the County Board has the Board taken a position in opposition to this freeway. If you look at the hand-out-you will see that the ultimate population predicted there for Ozaukee County goes from 61,400--the number that I received from the County when I called was, as of October 1975, approximately 65,000 people in Ozaukee County--with the controlled centralization plan to 114,000 anticipated; and if you notice, there would be roughly 55,000 or 56,000 vehicles for 114,000 persons. If you have the decentralization plan, the population for the County would increase to 149,000, with approximately 75,000 to 76,000 vehicles. So with the controlled centralization plan, it would just about double the number of cars; and with the controlled decentralization plan, you just about triple the number of cars. The southern end of Ozaukee County has been pretty much Milwaukee oriented. Mequon and Thiensville certainly have been; although to some extent, this diminishes as you go north. I have always felt that for the good of Milwaukee and for the good of the State, a healthy Milwaukee and a healthy downtown Milwaukee is important. I feel, too, that, if you don't have a healthy downtown Milwaukee, we and the rest of the State will help to pay for it in the long run one way or another.

No matter how I look at it, I have always felt the health of downtown Milwaukee is important to the State and to us indirectly. Consequently, in order to keep downtown Milwaukee healthy, it is imperative they have a good road system to bring people in and get people out. We know that you can't go forever with I 43 no matter how you figure it. That will mean, unless the Stadium Freeway North is built in order to take pressure off

I 43 in the future, there will be fewer people in our County proportionally that will be Milwaukee oriented. And if that be the case and we do not get the Stadium Freeway North, then I think it is time for Ozaukee County to think of Ozaukee County and for Ozaukee County to make sure that we develop a sufficient road pattern to handle the growth that we will have in population, which will have to be accompanied by more industry, more business, more shopping, etc. If it is going to be unhandy to get to Milwaukee, people will have to shop somewhere, have to work somewhere; and more businesses and industries will come out here. Every time I go to Milwaukee and talk about the Stadium Freeway North, I get shot down pretty good. I am a little bit tired of it; and at this point, unless there is some encouragement from the south end, I am almost beginning to think we should swing around and start thinking of Ozaukee County and have it over with because Milwaukee certainly has done nothing but throw roadblocks in this direction. We can't keep on saying let's hold open a corridor up here as long as they are doing nothing to hold it open south of us. Those are my comments.

A. MR. BERTEAU:

Tom, thank you for your comments. In fairness to the Milwaukee County Board, which is not represented here today, it might be judicious to put in the record the fact that the Milwaukee County Board did adopt their Resolution File No. 73-975 that I referenced earlier; and without reading all the whereases, which by the way are very important -- I will later on if any one wants me to--I will read the resolve: "Be it resolved, that the State Department of Transportation promptly reinitiate the suspended planning for the freeway." The only amendment, Ernie Vogel tells me, that that resolution, Milwaukee County Board Resolution File No. 73-975, suffered was to add to it language to the effect that the Reuss proposal could be considered as one of the possible alternatives. So that, if that resolution means what I read and if it hasn't been rescinded and if it was passed, as I have indicated, pursuant to their consideration, deliberation and pursuant to Ozaukee County Board's suggestion that they do adopt it, I think at the moment at least the Milwaukee County Board appears to be on record in favor of the Stadium Freeway North. Whether their subsequent actions are going to be commensurate with that resolution, I can't say. I asked Harvey if he wanted to at chis pcint comment on remarks made about funding or whether you would want to wait on that until later?

A. MR. HARVEY SHEBESTA, DISTRICT ENGINEER, DISTRICT 2, DIVISION OF HIGHWAYS, WISCONSIN DEPARTMENT OF TRANSPORTATION:

I don't particularly want to comment on funding.

Q. MR. PATRICK H. McLAUGHLIN, DEVELOPMENT COORDINATOR, MAYOR'S OFFICE, CITY OF MILWAUKEE:

While it is true the County passed the resolution, they haven't done anything to implement it. There are no impediments in the way to Northridge and the single-family housing. It is one thing to pass a resolution, and another

thing to put up the money to acquire the land. At the moment, single-family dwelling is proceeding at Northridge.

A. MR. BERTEAU:

I think unless the County Board does something--

Q. MR. EDWIN J. LASZEWSKI, CITY ENGINEER, CITY OF MILWAUKEE:

When was the resolution adopted?

A. MR. BERTEAU:

January 1974.

Q. MR. J. N. DAHLHOUSEN, CITY PLANNER, CITY OF MEQUON:

I have a few comments in support of Mayor Leisle's comments. There have been two exclusions here in the centralized plan and decentralized land use plans pertinent to the need for the Stadium Freeway North. There are areas presently zoned for industrial development in the southwestern corner of the City of Mequon, approximately 1,360 acres zoned for industrial development; and on both of these plans these areas are designated as either medium density residential or prime agricultural lands. The areas are located--744 acres in here and 617 acres in here--with the Stadium Freeway proposed right in between the two. With the Stadium Freeway if these areas are developed--and Mr. Bauer has already pointed out the need for approximately 275,000 jobs--Mequon has already reserved an area for industrial development needed to support those jobs. Without the Stadium Freeway, I really don't feel this or this could develop to its through capacity; and if it did, we would have an overwhelming amount of traffic on Mequon Road with most of these people commuting to and from--plus motor carrier traffic--to the interchange with 141, causing traffic congestion all along Mequon Road. There would be a significant impact on the quality of the environment in Mequon due to traffic congestion, pollution, also traffic flow and economic development of Mequon and Ozaukee County.

I have two other questions pertaining to the plans. Kurt mentioned in the presentation that the Stadium Freeway would cost approximately \$98 million to construct. He also mentioned in lieu of the Stadium Freeway we would have to upgrade certain arterials. Have you actually calculated the cost of the improvements in lieu of the Stadium Freeway?

A. MR. BAUER:

We have computed those costs for the Region as a whole but not for this particular corridor. We have been asked to do that in connection with one of the other freeway corridors on which we had a meeting yesterday. That can be done.

Q. MR. DAHLHOUSEN:

I think it would be very beneficial by way of economic comparison. Also, I was wondering if you had actually calculated the area of land that would be occupied by the Stadium Freeway and the area that would be occupied by improvements in lieu of the Stadium Freeway?

A. MR. BAUER:

Yes. For the Region as a whole, that has been done. It would have to be set out specifically for that corridor, and that can be done.

Q. MR. GERALD J. RICHTER, PLAN COMMISSION, CITY OF MEQUON:

There are 340 residents in the right-of-way of the 23-mile Stadium Freeway, and there are 20 other types of structures?

A. MR. BAUER:

There are 343 dwelling units that would have to be displaced. There would, of course, be more people than that because, as you know, the average household size is probably somewhat below three.

Q. MR. RICHTER:

My question is, if you went to the alternative, how many residents would have to be removed for the widening of surface streets involved?

A. MR. BAUER:

We have those figures for the Region as a whole. We will have to break them out for this corridor. It can be done if it is asked and is being asked for here.

Q. MR. RICHTER:

As I understand some of the reasoning--and you fellows can get us feedback-with respect to the opposition by the City of Milwaukee--but not the County-has been the displacement and relocation of dwelling units involved.

A. MR. BAUER:

That is true.

Q. MR. LASZEWSKI:

By way of adding, you indicated 340 dwelling units north of Capitol Drive; but you didn't mention dwelling units south of Capitol Drive, the high density, built up areas. The 1971 reports indicated there were in excess of 1,000 dwelling units for the Stadium Freeway North and an additional 230 commercial units that would have to be taken. That is a big concern on our

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part, that kind of housing and tax base that would be lost. In addition, the situation now with subdivisions having problems with respect to sanitary sewer service limits the ability to replace housing within the area served by the Metropolitan Sewerage District.

A. MR. BAUER:

Remember, Ed, one of the things I said at the beginning, under the highway intensive plan, was that the Gap Closure was assumed, to be closed under all of the alternatives being discussed today. Under the Transit Intensive plan, it would not.

A. MR. BERTEAU:

I have a couple of comments on housing. That resolution that was referenced earlier where we did not read the whereases: There are three significant paragraphs concerning the housing situation. Since the housing situation is now on the table, it is worthwhile to read these.

"WHEREAS, more than 6,000 units of new housing have been constructed in the north and northwest portions of the City of Milwaukee since the three executives' meeting; and

"WHEREAS, more than 10,000 more units on the Northwest side of Milwaukee have been approved for construction by the City Plan Commission; and

"WHEREAS, far in excess of 2,000 of these units are in fact low income housing with purchase price in the \$25,000 range, far exceeding the stipulation of the three executives. . . ."

So that on the housing matter, not on dislocation, but on the rebuilding of housing, apparently much of that has taken place.

Q. MR. McLAUGHLIN:

You don't build houses by resolution.

A. MR. BERTEAU:

This resolution purports to state facts.

Q. MR. McLAUGHLIN:

I would like to see substantiation for those figures. Anyone can throw figures into a resolution.

Q. MR. LEISLE:

I remember that resolution. As far as the comments are concerned, when it comes to losing housing, I can appreciate that that becomes a political issue. However, as far as dollars and cents are concerned, I certainly

find it very difficult to buy the premise that you lose out in taxes when you lose houses. As far as I am concerned, there is nothing I would rather be than the Mayor of a community of two houses and all the rest business and manufacturing. All we are talking about is getting people in Milwaukee in order to help operate businesses and industries and have their offices and do their shopping. That is the money maker. We are primarily a bedroom community. We realize that 70 to 75 percent of our real estate taxes go for education. This is our load. We have a much larger number of students per capita than Milwaukee where you have an older population. But we have a large number of students per capita. We wind up as the bedroom community doing the education, and you wind up in Milwaukee as the community with the business. And I am begging to have a road go down there.

Q. MR. McLAUGHLIN:

Two houses would be fine if you didn't have 2,000 people wanting the two houses.

Q. MR. PETER J. PETERS, CITY ENGINEER, CITY OF GLENDALE:

I would like to ask Mr. McLaughlin or Mr. Laszewski about the entire Milwaukee attitude with regard to these plans. We apparently know they are opposed to the Stadium Freeway. Are you for anything?

A. MR. LASZEWSKI:

At 2 o'clock I should have been at the hearing on Locust Street--we are for that improvement. What is the practicality of being able to get a freeway through a particular area and having to displace--even without the Gap Closure--over 600 dwelling and other units? I can recall the public hearing that was held at the high school, the amount of opposition that was generated. People didn't want to be removed or relocated from their homes. We have a Locust Street Project. My recommendation is to approve it, the widening of Locust. I got a beautiful letter from Mr. Bauer completely supporting the project, indicating we are following the Southeastern Wisconsin Regional Planning Commission guidelines. I am not willing to bet on the outcome of that particular project again because of housing displacement.

Q. MR. RICHTER:

Aren't those the same people, same constituency who are now opposed to widening of surface streets? Aren't they the same who opposed the Stadium Freeway at the outset?

A. MR. LASZEWSKI:

No. That is east of the Milwaukee River.

Q. MR. RICHTER:

What constructive alternative is there?

A. MR. LASZEWSKI:

The people opposing west are not in the area of Locust Street. That is on the east side of Milwaukee.

Q. MR. RICHTER:

There are other projects proposed for widening of streets that are also being objected to. Is that not true? If I may go a little further, it seems to me that, if the City of Milwaukee is going to enhance its development and its growth residentially and business and manufacturing-wise toward an area known as Granville, they have an obligation to provide an adequate traffic artery to accommodate not only the residential development--the people who will be living there and the jobs in the central city, but they must provide for commerce, industry, as well as business; and for that reason it would seem logical that the City of Milwaukee, in its own self-interest, would want a time, saving freeway to accommodate its own constituency.

A. MR. McLAUGHLIN:

The City of Milwaukee, like everybody else, looks at its own self-interest. We are never sure that what other people tell us is in our self-interest really is in our self-interest. We have hired our own people to tell us that. They have figured the negative economic impact of this freeway as \$24 million. These are our experts we brought in to look at it from our standpoint. Regardless of what you think our economic interest is, this is what we think our economic interest is. We are now considering the highway intensive alternative. I don't think we are in favor of doing anything about the Stadium Freeway North until we see what the transit alternative is. If that is preferable, that is what we will buy. Looking from a cost-benefit standpoint, it looks like we are bearing the cost; and you are getting the benefits.

Q. MR. E. STEPHAN FISCHER, MAYOR OF CEDARBURG:

I would like to make a casual observation. I have been in Europe several times to observe housing development. We have done nothing compared to Belgrade. It is unbelievable with such a short time, they can do all these things over there and we can't.

A. MR. McLAUGHLIN:

The federal government is doing it there.

Q. MR. FISCHER:

If they can do it, we can do it. Since our last census in 1970, we have grown 5,000. We are up to 10,000 according to latest State figures. I

know Grafton has the same problem. Something is wrong with these statistics. I don't think there is a lot left in Cedarburg that you can buy--we have issued the last permit.

A. MR. BERTEAU:

Mr. Peters raised a very legitimate question when he asked what the attitude of the City of Milwaukee was as of now concerning the Stadium Freeway North, and I suspect that no representatives from the City of Milwaukee are in a position to provide an official position.

A. MR. McLAUGHLIN:

We are against it.

Q. MR. BERTEAU:

You are officially reporting against it?

A. MR. McLAUGHLIN:

For the Mayor, yes.

Q. MR. FISCHER:

I wrote a letter to the Governor indicating that we have a Milwaukee Road that runs parallel to the electric interurban line up to Thiensville. It would be quite feasible to have interurban service up to Saukville, run parallel to interurban line. You could have interurban service, mass transportation. I agree the tracks are in terrible condition; but to upgrade the roadbed, that would be a feasible thing. They talk about mass transit, but they don't do anything. The Governor didn't even answer this letter.

Q. MR. RICHTER:

This question relates to both the highway intensive and the transit intensive program. I would like to establish from Mr. Bauer how long it took from design to implementation and completion of the freeway network that Milwaukee now has; and if there is a possibility, what is the time frame for the implementation of the transit intensive program? How quickly will it be available to accommodate the people in this area who have to be served. To what extent mere opposition to a proposal by the City of Milwaukee, which lacks a constructive alternative on their part--and if the transit intensive program is their constructive program--I wonder if it will be available in sufficient time to accommodate the population anticipated?

A. MR. BAUER:

Well, both alternative plans have a target year of 2000. We are talking about 25 years, assuming that it would be completely implemented over that time. That, in the real life world rarely happens. The present Milwaukee freeway system--that program began as a City of Milwaukee program, and the origin and destination studies for it were made while World War II was

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still on--took from 1945 to about 1967, or whenever the last link was opened to traffic to be developed. It has taken all of 30 years to develop what you have on the ground now in the community.

Q. MAYOR LEISLE:

I have a question. I have a problem trying to analyze a figure that you threw out before. You said Milwaukee anticipated losing \$24 million by losing 1,000 houses.

A. MR. McLAUGHLIN:

Not by losing houses. That is the economic impact on us. That figure does not relate to displacement of housing.

Q. MR. RUDOLPH MIKULICH, CITY ADMINISTRATOR, CITY OF GLENDALE:

First of all, I would like to place the City of Glendale in favor of the Stadium Freeway. We took this position quite some time ago. I think we passed a resolution in November of 1974 in favor of the Stadium Freeway. The reason the City of Glendale took this position was that we are well aware of the fact that traffic on 141 continues to increase daily. We are aware of that fact because we are aware of the fact that the Village of Cedarburg, City of Mequon, City of Port Washington areas are always gaining in population. We are aware of the fact that that population and a great share of that population is employed in the City of Milwaukee. Presently we are aware of the fact that the State Highway Commission is considering widening 141 or Interstate 43 in the City of Glendale from a two-lane to a three-lane, six-lane highway. We are also aware of our problems east and west in Glendale, increased traffic on Silver Spring and Good Hope Roads especially by reason of people living in the City of Milwaukee in the area of N. 76th Street having to select a long route to get downtown, by reason of the people in the Northridge area, where the City of Milwaukee has decided it should go with more single-family dwellings, finding it more convenient to go eastward to 141 than going through the City of Glendale, not only with their automobiles but also with their sewage, which they find is the convenient and expedient route at this time.

We in the City of Glendale are concerned about two factors: 1) What do you do in the interest of safety, which relates to human life, and 2) What do you do relative to the economic impact? The City of Milwaukee apparently has measured their economic loss at \$24 million. I don't think that the City of Milwaukee has taken into consideration the other aspect of it--safety-what this will cause in future lives, injury, and human suffering. Just yesterday I heard another long speech about paramedics, and a new thing has entered as to why we need it in the North Shore. The 141 is so heavily crowded we should have paramedic units immediately available in the Glendale area to handle personal injuries and provide intensive care as fast as possible. We have to weigh economic impact against human suffering. And having been

a public official in three states and having been in three states that had expressways, I find it takes political courage and guts to get roadways through. Mr. Peters and I suffered quite extensively when we realized that we had to do something with the Port Washington Road. We had businessmen that referred to us in very unfair terms, but it took administrative and political courage to see this project through. And for every project that I have seen go through as a public official, when the project is completed, the ribbon cutting ceremony done, everything is replete, with many people stating that this is wonderful, including those who condemned the project. I realize that I 57 is not a very palatable project for the City of Milwaukee. People have to be relocated, been doing that for many years, relocating on I 43 north of here. People are getting in front of the bulldozers to stop the project. The easy route is to stop everything and hope for zero growth, but every statistic here proves that we are not looking at zero growth. We are looking at increased traffic, increased population, and looking for economic growth. You can't have economic growth without better transportation.

There is one other factor that hasn't been considered, and that is the environmental situation, the number of gallons of gas consumed today in Milwaukee County by reason of people having to take different routes every day, by reason of congestion on expressways, by reason of streets that don't go through. If those dollars were added up, I am sure \$24 million financial impact in the City of Milwaukee would be a pittance against that amount. Glendale wants I 57 and wants it badly. They don't want to see an eight-lane highway in 1985, and that is going to happen unless something happens here today.

Q. MR. G. RUSSELL VAN BRUNT, PRESIDENT, VILLAGE OF RIVER HILLS:

I would just like to have the record show that the Village of River Hills feels the same way Mr. Mikulich has so ably expressed.

A. MR. BERTEAU:

Thank you. Anybody else?

MR. SHEBESTA:

Again, I would like to compliment the Regional Planning Commission on holding these meetings. Today's was a lot more interesting and animated than yesterday's. There are some points that came up that I thought rather interesting and deserve some comment.

Mayor Leisle has been supporting the Stadium Freeway, whatever its name, for many, many years; and apparently the indication is that there are other people who have and admittedly there are those opposed. When you decry the fact that you can not get any support for I 43 from the political arena--and we have named Mayor Maier; John Doyne, who changed his position; and Governor Lucey here today--did any of you write Governor Lucey and thank him and congratulate him on the action he took on I 43 in Manitowoc County? I dare say no one in this room did. Another question was raised about how long it took for us to get to where we are in Milwaukee County. The planning began in 1946; the first hearings were held in 1955; and the first segment of the East-West Freeway was open to traffic in 1962. By 1968 something like about 65 miles of freeway had been opened up in Milwaukee County. That is a pretty good record. What planning had gone on, how long it takes to plan something which is on this map over here? Back in 1926, 50 years ago, the Milwaukee County Board took action and zoned all of the major highways in Milwaukee County outside the municipal limits to widths ranging from 90 feet to 160 feet. I bet there were people at that time who thought those people were out of this world. Could you support rights-of-way up to 160 feet wide? That sounds pretty courageous to me. I think that County Board continuously requires a vote of thanks. What did they do? They preserved the rights-of-way along the major public streets so that when the City of Milwaukee or the State Highway Commission or any municipality along these streets buys rights-of-way, they buy undeveloped land without having to displace people; and we haven't really bought all of that right-of-way. So long-range planning can have tremendous impact on development of an area. I am not sure--maybe they planned for 75 or 100 years, and they didn't know it. At least on these kinds of plans, you have some sort of target date.

Mr. Bauer said that if the Stadium Freeway is on the map, there is no guarantee it will be built; but I will guarantee, if it isn't on there, it ain't going to be built. When we come to ask for federal aid, we have to say, "Kurt, will you review this for eligibility?" If we would ever in our wildest dreams come to him with a proposed project that isn't on the transportation plan, he would very easily and quickly reply that it doesn't meet the A-95 review process and would be rejected for federal aid. If you don't want the Stadium Freeway, just take it off the plan. But then you must recognize that without the Stadium Freeway, there will be substantial local streets that will have to be developed over and above what they may have to be developed with the Stadium Freeway in. While the current financial arrangement on the Stadium Freeway would be State and federal aid, the financing on local streets would involve local financing, and sometimes the locals have to provide all of the matching money because the routes are not eligible. Pay attention to that on any of these plans, be it the transit intensive or highway intensive alternative; and that is a misnomer because because your original transportation plan was identified as a bare bones transportation plan; and even when you pick off some of the things on the plan now, there is even less meat to hang on. The subsidy for mass transit in the Region is going to range, depending on what combination of plans you pick out of this group that Kurt presented, the estimated annual subsidy is going to range from \$4 million to \$51 million, and the subsidy doesn't do one damn thing to provide you with something to ride on or to deliver goods and services or paramedics. You don't drive the paramedic to the patient or patients to the hospital on a bus. If you are going to have a balanced transportation system, if I am not mistaken, Kurt, I think your transit service, under what you refer to as highway transit supported, is an improvement. You mention the traffic volumes on freeways, that your projections out of this review are down out of the initial review; and yes, traffic volumes on a freeway are one of the reasons for building freeways. Another reason is that

they can be made far safer than any other type of highway. I can look at the Milwaukee County freeway system with the designs we now have, we are talking about fatality rates of less then one per 100 million vehicle miles of travel. As I mentioned before, you don't move goods and services on buses. If you are going to go back and reject the Stadium Freeway and others, you are going to get back to congestion, a condition in response to which the -- freeway was proposed in the first place, and you are really going to be dammed--I will be, too--for coming back and knocking people out of the area which could be preserved now. I will agree with Mr. McLaughlin's statement that a plan should be backed up with dollars to do something; but there aren't going to be any dollars unless there is some concerted public support from people like yourselves, to the Highway Commission, the Governor, to your Legislators who are charged with raising the money to finance all of this stuff. Kurt, you mentioned \$98 million to build the Stadium Freeway. When I look at one of the choices of the plans, it includes \$51 million annually for mass transit. That is a staggering figure. For twice that amount, I can serve far more people far better. The best intensive transit service, only 12 percent of the person trips in the Region, would be made by mass transit, and no goods and services are moved by mass transit. I guess the choice is up to this group. I am personally appalled by the fact that the Stadium Freeway North, the Gap Closure has been taken off. On the other hand, if that is a consensus of the community--whether we build a freeway or other streets--we will be in the transportation business for a long time.

A. MR. BERTEAU:

It is still on because we haven't adopted another plan yet.

Q. MR. PETERS:

What is the procedure to adopt a plan?

A. MR. BERTEAU:

We have scheduled five informational meetings and one more meeting on a freeway segment. When the Citizens Advisory Committee in Milwaukee gets through with its recommendation and when we have completed the hearings and the Technical Advisory Committee completes its recommendation, then, I guess, the Regional Planning Commission will have before it the various choices with all of the data elicited at the various informational meetings, as well as the Committees I referenced, then I presume it is up to the Regional Planning Commission to vote on one land use plan and one transportation plan. I said yesterday that it looks like that will be probably January, maybe December; but I think it will be January 1977.

Q. MR. ROBERT A. FECHTER, SUPERVISOR, TOWN OF SAUKVILLE:

We are opposed to the Stadium Freeway. I don't know how many concrete ribbons you are going to put through and still leave us stay in farming. This last one took almost 500 acres out. If you go from the lake four miles west, you have four concrete ribbons already. This would be the fifth. We are going the wrong way. Put these people in something else rather than cars. We are going the wrong way building more freeways and more pollution, plus what you are doing to our land, carving up farms that can never be used for production again.

Q. MR. LASZEWSKI:

Kurt, what is the position or has the Citizens Advisory Committee taken a position yet?

A. MR. BAUER:

No.

Q. MR. LASZEWSKI:

Will they be meeting?

A. MR. BAUER:

Their next meeting is June 23. Whether that Committee will be ready to vote on the alternatives at that time, I can't tell you.

A. MR. BERTEAU:

That is one of the Committees that the Chair referenced in response to Mr. Peters' question.

Q. MR. LASZEWSKI:

In answer to the statement--you know the only power an individual has is what the people give you. If the people don't want a particular facility, be it a freeway, be it a brand new building, be it something you, as an administrator, are going to build or plan for them, if they don't want it, you are not going to do it.

Q. MR. PETERS:

Ed Laszewski and I are friends. This is probably the first time we had disagreed yet. Ed, who do you represent? We had an awful hassle over the Port Road project and basically six people were against it.

A. MR. LASZEWSKI:

All your political management had to do was say you aren't going to build it, and you aren't going to build it, and you won't build it. The action program requires that certain things take place.

A. MR. BAUER:

Including these meetings.

Q. MR. PETERS:

Then you build the Stadium Freeway in the wrong place.

Q. MR. RICHTER:

You said it was the individual that provides the impetus to bring this about. If my memory serves me correctly, a referendum was held about a year ago in which the majority of the population voted affirmatively for the completion of the freeway system.

A. MR. LASZEWSKI:

I recall what happened in the early '50's with respect to disruption. You couldn't build them freeways fast enough. I can recall the cartoons showing bridges being built in the City of Milwaukee and ladders going up to the bridges. One of the radio stations had a contest. What should we use the bridges for. People were 100 percent behind freeway building at that time. That has changed.

Q. MR. RICHTER:

It seems to me that some people are trying to guide the direction of that trend. The public is still not sold on what the current trend should be, and there seems to be a feeling among elements that we should have a mass transit system. When the freeways came in, everybody was saying forget the railroads, we don't need them. Industry is not interested in building on railroads today. Industry has always followed improved transportation--you have to have a good transportation system to provide economic growth. Now the metropolitan area of Milwaukee benefits from economic growth as does the country. Consequently, the need for a balanced system, as stated by our State Highway Engineer, a balanced system is what we need. We need this freeway system. We need the railroad system and mass transit; but at this juncture, when the planning has gone into the freeway system is not time to procrastinate; the mass transit should come in as well.

Q. MR. LASZEWSKI:

Providing necessary rail mass transit or freeways?

Q. MR. RICHTER:

If you are opposed to it, I would like a constructive alternative. If there is a \$24 million cost to this, I think the Commission should have the benefit of that study because an environmental impact statement has to be made to either approve or delay this, and the benefit of that study is as much an input to this open forum as the comment of a \$24 million cost because it has to be backed up with facts.

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Q. MR. FECHTER:

These red carpets coming out of the cities--we wouldn't have the people here if you didn't build them. You put in more, and you are increasing pressure on us--we have a moratorium on subdivisions--putting more roads in doesn't help us one bit. If you want to keep your people in the south end, the more you build your freeways, the more people are going to travel. If it takes an hour to get to work, they will only move farther out.

Q. MR. McLAUGHLIN:

I know transit is going to satisfy only 12 percent of the population, roughly. What we are interested in is just who that 12 percent are. They are people who don't have a highway alternative, don't have automobiles, can't drive automobiles. Twelve percent is a very big problem to the City of Milwaukee.

Q. MR. BERTEAU:

Any other questions or comments?

A. MR. SHEBESTA:

I recognize that. I didn't mean to infer that we didn't recognize that. A lot of people on the buses can't afford a car.

A. MR. McLAUGHLIN:

I am not criticizing. That 12 percent represents a lot of people who don't have automobiles.

A. MR. BERTEAU:

Any other comments or questions? I appreciate your coming. Thank you very, very much.

Q. MAYOR FISCHER:

Do you want to know where we stand?

A. MR. BERTEAU:

Anybody who has not stated an official position, yes.

A. MAYOR FISCHER:

We passed a resolution favoring the Stadium Freeway.

A. MR. RALPH E. LAUBENSTEIN, PRESIDENT, VILLAGE OF GRAFTON: Grafton is also in favor.

A. QUINTEN W. LAABS, ADMINISTRATOR, VILLAGE OF THIENSVILLE:

Thiensville is also in favor.

MR. BERTEAU:

Again, thank you very much for coming. meeting adjourned at 4:00 p.m. CDST.

The hearing is closed. The

Respectfully submitted,

Margaret M. Shanley Recorder

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

INFORMATIONAL MEETING FOR PUBLIC OFFICIALS¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

AS THEY RELATE TO THE LAKE FREEWAY

CITY HALL, OAK CREEK, WISCONSIN 2:00 P.M. TUESDAY, JUNE 15, 1976

Mr. George C. Berteau, Chairman, SEWRPC, opened the meeting at 2:05 p.m. CDST.

MR. GEORGE C. BERTEAU:

First of all, my name is George Berteau, and I am Chairman of the Southeastern Wisconsin Regional Planning Commission. Up here with me is our Secretary and Recorder, Margaret Shanley; Mark Green, head of our Transportation Division; and Mr. (Kurt) Bauer, Executive Director of the Commission. Mr. (James F.) Egan is on our Commission; John Margis, Racine County Board Chairman, is on our Commission; and Francis Pitts, Kenosha County Board Chairman, is on our Commission. We have a sheet going around which we would like you to sign in order to get an attendance record.

The meeting this afternoon was suggested by the Regional Planning Commission in a communication that went to the heads of the units of government that are involved with the proposed Lake Freeway. Letters were sent to the following: in Milwaukee County, Henry W. Maier, Mayor of Milwaukee; Herbert A. Goetsch, Commissioner of Public Works, City of Milwaukee; William Ryan Drew, Commissioner, Department of City Development, City of Milwaukee; Theodore Fadrow, Mayor of Franklin; Donald W. Herman, Mayor of Oak Creek; Lawrence P. Kelly, Mayor of Cudahy; Chester Grobschmidt, Mayor of South Milwaukee; William F. O'Donnell, Milwaukee County Executive; H. B. Wildschut, Milwaukee County Highway and Director of Public Works; F. Thomas Ament, Chairman, Milwaukee County Board of Supervisors.

In Racine County, John Margis, Jr., Chairman, Racine County Board of Supervisors; Gilbert Berthelsen, Racine County Executive; Earl G. Skagen, Racine County Highway Commissioner; Stephen F. Olsen, Mayor of Racine; Stephen R. Horvath, Jr., Chairman, Town of Caledonia; George A. Vanhaverbeke, Chairman, Town of Mt. Pleasant; and Edward J. Mickelson, Jr., President, Village of Sturtevant.

¹See list of attendees in Appendix A-3.

In Kenosha County, Francis J. Pitts, Chairman, Kenosha County Board of Supervisors; Leo Wagner, Kenosha County Highway Commissioner; Paul W. Saftig, Mayor of Kenosha; Howard Blackmon, Chairman, Town of Somers; Charles W. Haubrich, Chairman, Town of Pleasant Prairie.

And from the State: Mr. Harvey Shebesta, District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation, Milwaukee, and Mr. Thomas Kinsey, District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation, Waukesha.

The purpose of the meeting is to afford an opportunity for the elected officials, prior to the conduct of the public informational meetings for the citizenry at large, to be apprised of at least three of the major freeway issues that are expected to be highly controversial in the plan reevaluation. We have had a meeting on the Belt Freeway over in Franklin, which took place four or five days ago. We have had a meeting on the Stadium Freeway North, and that meeting was held last Wednesday. And today we are meeting on the Lake Freeway from Carferry Drive south to the Illinois-Wisconsin State line.

We did in 1966 develop a land use plan and a transportation plan. The transportation plan that was designed to accommodate the so-called controlled existing trend land use plan was this transportation plan. You will today be primarily interested in the projected Lake Freeway. The Commission did on December 1, 1966, adopt a transportation plan as you see it depicted on that map. Subsequent thereto, the Milwaukee County Board, the Racine County Board, and the Kenosha County Board did adopt the transportation plan all with the Lake Freeway on it, as did the State Highway Commission of Wisconsin. Since 1966 we have been looking at development within the Region, looking at population projections, looking at automobile usage, truck usage, vehicle trips and land use development. We have prepared various transportation plans which were presented at the Red Carpet Inn on April 14, 1976, including what is referred to as the no-build alternative, the highway intensive alternative, and the transit intensive alternative. On the highway intensive plan, the Lake Freeway is still a part of that plan. We. the Commission, hope to get input today, as well as citizen input that will come at the various five meetings that will be held as follows: for Milwaukee County, Monday, June 21, 1976, in the Wisconsin State Office Building, Milwaukee; for Walworth County, Tuesday, June 22, 1976, in the Walworth County Courthouse, Elkhorn; for Washington and Ozaukee Counties, Wednesday, June 23, 1976, in the Washington County Courthouse Auditorium, West Bend; for Racine and Kenosha Counties, Thursday, June 24, 1976, in the Mt. Pleasant Town Hall Auditorium, and for Waukesha County, Friday, June 25, 1976, in the Waukesha County Office Building, Waukesha. All of the information meetings are scheduled for 7:30 p.m.

After today's meeting and after the five meetings just referenced, after the Citizens Advisory Committee on the Freeway-Transit Element of the Regional Land Use-Transportation Plan Reevaluation makes its recommendations, and after the Technical and Advisory Committee on Regional Land Use-Transportation Planning makes its recommendations, then it is going to be the responsibility of the Commission to carefully study all the data and recommendations and all of the input; and sometime--we don't know precisely when, but I would guess sometime after the first of this coming year--the Commission will have to adopt one of the two land use plans and one of the six projected transportation plans--or combinations thereof. This would be probably sometime after the first of the year. I might also indicate that the jurisdictional highway system plans for Racine, Kenosha, and Milwaukee Counties, which converted that functional plan to jurisdictional highway system plans, do include the Lake Freeway as we see it on the map over there.

I believe that Mr. Bauer will have maybe a 15 or 20 minute presentation, and after that we will open the meeting to any comments or questions that you may have. We only ask that you identify yourself when you ask for the floor and when you raise your questions so that we can have it as a matter of record. I have tried to cover the housekeeping items. I will now ask Mr. Bauer to make his presentation.

MR. K. W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. Ladies and gentlemen, as Mr. Berteau indicated the Commission did in December 1966 adopt a regional land use and a regional transportation plan. The adopted regional transportation plan which is presently in effect did include the Lake Freeway from IH 94 in downtown Milwaukee south to the Wisconsin-Illinois State line. That freeway was included from the high level Harbor Bridge to Layton Avenue as a six-lane facility in the regional plan; and at the time that the regional plan was adopted, it was envisioned that that facility would be open to traffic by 1970. We are now six years past that date; and, as you know, the facility is not open to traffic. From Layton Avenue to STH 11 in Racine County, the Lake Freeway was envisioned to be a six-lane facility open to traffic by 1980; and from STH 11 to the State Line, it was envisioned also as a sixlane facility open to traffic by 1990. The traffic analyses on which the adopted plan was based envisioned that that facility would carry from 24,000 vehicles per average weekday at the State Line to 82,000 vehicles per average weekday across the high level bridge.

The presently adopted land use and transportation plans were based on certain basic forecasts. Those forecasts envisioned that the population of the Region would increase from about 1.7 million people, which was the population 10 years ago when the adopted plan was being made, to 2.8 million persons in 1990, an increase of about one million people over the then 20- to 25-year planning period. The forecasts envisioned that tripmaking within the Region, in terms of person trips, would increase from 3.6 million such trips in 1963 to about 6 million trips in the year 1990; that vehicle miles of travel on the arterial street and highway system would increase from about 13 million vehicle miles of travel to about 32 million miles per average weekday; and that automobile registrations would increase from about 586,000 to about one million.

The plan was adopted by the Commission in December of 1966. It was certified as an advisory plan to the various constituent local, county, state, and federal agencies of government. The plan was also then formally adopted by the State Highway Commission of Wisconsin, by all seven of the county boards in the Region, and by many of the local units of government within the Region. Following that formal plan adoption, the State Highway Commission of Wisconsin did begin the preliminary engineering studies which would be required to carry out what

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is called a corridor refinement study and centerline location for the proposed facility. That work was completed by the State Highway Commission, and there were public hearings held at the time of the corridor refinement work. The State Highway Commission also began to acquire some of the right-of-way for the facility on a special hardship basis, and about 9 percent of the parcels that were required for the right-of-way in Milwaukee County have been acquired. To the best of my knowledge at this time, there has been no right-of-way acquired in Racine or Kenosha Counties for the facility. The environmental impact statements for the proposed facility that are required by the federal regulations today are under preparation by the State; and, again, public hearings have been held in connection with those environmental impact statements, although they have not as yet been approved by the federal government.

While this plan implementation process was going on, the Governor appointed a special commission, called the "Currie Commission," that, among other things, examined the right-of-way acquisition policies and practices of the State Highway Commission and indicated that the State Highway Commission should not acquire any right-of-way in advance of need until the environmental impact statements have been completed and approved. So a number of years ago, in effect, all right-of-way acquisition for the proposed freeways on the adopted regional plan came to a halt, and the whole plan implementation process stopped.

One final fact to mention with respect to plan implementation: the Commission has been receiving a mixed reaction from the local units of government concerning support for this particular freeway facility. The Commission receives indications that there is strong support for the construction of the facility at the southern end, particularly through Racine and Kenosha Counties, and that there is, on the other hand, strong opposition to the facility at the northern end, particularly in the Bay View and St. Francis areas. The Commission--I believe--is not quite sure how Oak Creek and South Milwaukee feel at this point.

The Commission, at the time it adopted this plan in 1966, realized that the plan was not a static thing that you could adopt at one time and leave forever unchanged. The Commission at that time agreed that the plan would be reconsidered at about 10-year intervals. So now in 1976--10 years from 1966--the Commission is reevaluating the adopted plan and considering the making of changes in it as intervening events may dictate. The plan reevaluation job is a very difficult and very complex one, and one that the Commission will need all the help and all the goodwill it can get, as we do want to arrive at a new plan that the overwhelming majority of the governmental agencies can agree to so that the area can move ahead in terms of making development decisions on a sound basis.

In preparing for the plan reevaluation, the Commission prepared new forecasts. The new population forecasts indicate that we can expect growth to occur at a much slower rate within the Region than was the case when the original forecasts were made almost 15 years ago. The new forecasts envision that we can expect the population to increase from about 1.8 million at the present time to about 2.2 million, an increase of about 450,000 people instead of a million people over the plan implementation period. We now see economic development as one of the very basic problems of this Region; and even that increase of 450,000 people will not come about unless we create in this Region about 275,000 new jobs over the next 20 to 25 years. At the present time, the Region is actually experiencing a net out-migration of people; and if we want to provide our young people with an opportunity to stay and work in this area, we are going to have to find a way to create the jobs to sustain even the very modest population upon which the new plans are based.

With respect to tripmaking, we foresee a somewhat different picture. While population is growing slower than originally foreseen, tripmaking has grown about as originally forecast. So that under the new forecasts, we foresee travel within the Region increasing from about 4.5 million person trips per average weekday at the present time to 5.7 million such trips in the year 2000, about the same as the old forecast of 6 million such trips per average weekday. With respect to vehicle miles of travel, we foresee that increasing from its present level of about 20 million to about 30 million, again about the same as the old forecast. With respect to automobile registration, we foresee that increasing from about 705,000 to about 955,000, again about the same as the old forecast. The number of households has increased faster than the population. We can expect a greater proportion of the population to be in the work force and more women working so that automobile registrations and tripmaking have increased faster than population.

Based upon those new forecasts, the Commission has prepared two alternative land use plans. One of those you see here in graphic form is called the controlled centralization land use plan. Incorporated in this plan are three very simple basic ideas. The three ideas contained in the plan are:

- 1. To encourage urban development to occur in those areas of the Region that are covered by soils that are well suited for urban development and that can be readily and economically served by sanitary sewer and water supply facilities, police and fire protection, mass transit, and other urban services. These are shown as the brown, orange, and yellow areas on the plan map.
- 2. To keep the primary environmental corridors that contain most of the remaining elements of the natural resource base in essentially natural open use. These corridors are shown in dark green on the plan map. They encompass about 17 percent of the total area of the Region but contain almost all of the best remaining elements of the natural resource base and special hazard areas, such as floodlands. If we keep these corridors in essentially natural open use, we will have done a great deal to avoid creating environmental and developmental problems within the Region.
- 3. To keep the prime agricultural lands in agricultural use. These are shown in light green on the plan map.

Under this particular alternative plan, the population of Milwaukee County would remain at about its present level of one million people, and there would be about 450,000 people added to the population of the other six counties of the Region.

The second alternative, called the controlled decentralization plan, grew out of requests made to the Commission by legislators, county board officials, and people on the Technical and Citizens Advisory Committees. It differs from this plan with respect to the degree of decentralization of population within the Region. Under this plan urban development would be encouraged to occur not only in areas that can be served by sewer, water, mass transit, and other urban services, but also in areas of the Region that are covered by soils that are suitable to the use of septic tank systems and private wells. These light yellow areas that primarily lie in the western and northern Kettle Moraine area of the Region, would under this plan be developed for urban use at relatively low densities. Lot sizes would be in the order of two to two and one-half acres per dwelling unit. This plan would still attempt to preserve the environmental corridors and, to the extent possible, would still seek to maintain the prime agricultural lands in agricultural use. Under this plan, the population of Milwaukee County would decline by about 150,000 persons over the next 20 to 25 years, following existing trends. That is what is happening. The City of Milwaukee has probably lost 40,000 people in the last five years. Milwaukee County is beginning to lose population. Under this plan the population of the outlying counties would increase by about 600,000 people instead of by 450,000.

Those are the two alternative land use plans that are being presented at public informational meetings for reaction.

For each of the two land use plans, the Commission has prepared three alternative transportation plans: a do-nothing or no-build plan which would, as the name implies, result in no further major capital investments in new transportation facilities, either highways or transit; a so-called transit intensive plan, which would attempt to meet the foreseen increases in travel demand by seeking to alleviate existing transportation deficiencies primarily through investment in transit improvements; and a so-called highway intensive plan, which would seek to meet the increases in travel demand through major capital investment in both highway and transit facilities.

Today we are going to be talking really only about the highway intensive plan and more specifically about two variations on that highway intensive plan as it relates to the proposed Lake Freeway. I do want to make it clear, however, that under the transit intensive alternative plan the Lake Freeway would not be included as a part of the regional transportation system plan, neither from the south end of the Harbor Bridge where that bridge would touch down at Carferry Drive to Layton Avenue nor from Layton Avenue to the State Line, nor would the downtown Loop Freeway Closure be included along the lakefront. These are going to be very important decisions; and if those facilities are removed from the regional plan, they probably will never be constructed.

With respect to the highway intensive plan then, we want to talk about the three variations. The area that we particularly want to talk about is a corridor that we have defined as outlined in yellow tape on this particular map. The corridor extends from the Wisconsin-Illinois State Line to downtown Milwaukee and from the Lake Michigan shoreline to IH 94 and S. 27th Street. This is the so-called Lake Freeway corridor; and the proposed Lake Freeway would run about through the middle of that corridor in a north-south direction. At the present time,

there are about 480,000 people living in that corridor; and under the controlled centralization land use plan--that is the one I will be talking about this afternoon--the population of that corridor could be expected to increase to about 550,000, an increase of about 73,000 people, or about 15 percent over the planning period, a relatively modest increase in population.

The do-nothing alternative is summarized on this particular map. The Commission staff believes that that is not a realistic alternative for many reasons, but one of the important reasons is that under that alternative traffic congestion would be severe and widespread, with attendant severe problems of air pollution, excessive fuel consumption, accidents, and excessive travel time. All of the arterial facilities that are shown in blue and red on this map could be expected to be operating at or over their design capacity in the design year of the plan if we followed the do-nothing approach. With respect to some of the specific facilities that would be operating at or over design capacity, these would include, for example: IH 94 from downtown Milwaukee which could be expected to be severely overloaded all the way to the State Line, with volumes on that facility ranging from 140,000 vehicles per average weekday to 99,000 on a facility that has a design capacity that ranges from 105,000 to 85,000 in the urban areas. In the rural areas that facility has a design capacity of only 65,000 vehicles per average weekday. Other major arterials in this corridor which would be congested include the north-south arterials STH 31, STH 32, CTH T, STH 38, CTH H and 22nd Avenue in Racine and Kenosha Counties, and in Milwaukee County, Kinnickinnic Avenue, Lake Drive, Clement Avenue, and Pennsylvania Avenue. Under this alternative, volumes on the high level Bridge--because that Bridge would have no really good arterial connections--would be about 20,000 vehicles per day so that the Bridge would be operating well under its design capacity.

A second alternative being explored in the corridor is to try to handle any increases in travel demand entirely by improvements of the surface arterials. On this particular map, the facilities that are colored in blue are those that would receive some kind of improvement for capacity purposes. STH 32 under this particular plan would have to be improved from a present in some places two lanes and in places four lanes to a six-lane facility; 22nd Avenue in Kenosha County would have to be improved from a two-lane to a six-lane facility; STH 31 would have to be improved from a two-lane to a four-lane and six-lane facility; STH 38 would have to be improved from a two-lane to a four-lane facility; 27th Street would have to be improved from a four-lane to a six-lane facility; Kinnickinnic Avenue would have to be improved from a two-lane facility to a four-lane facility; STH 20 would have to be improved from a two-lane to a six-lane facility; STH 158 would have to be improved from a two-lane to a four-lane facility; and CTH K in Kenosha County would have to be improved from a two-lane to a six-lane facility. Even after those improvements were made, everybody should understand that there would still be residual congestion on IH 94. IH 94 would continue to have to operate with volumes that would exceed its design capacity substantially.

The third alternative being looked at there is to retain the Lake Freeway in the new regional plan. The Freeway would have a length of about 34 miles from the Illinois-Wisconsin State Line to the south end of the Harbor Bridge. It would cost an estimated \$237 million to construct, of which about \$30 million would be required for right-of-way acquisition. The facility would have to be a six-lane facility from the south end of the Harbor Bridge to STH 11 in Racine County and a four-lane facility from STH 11 to the State Line. That is different than proposed in the presently adopted plan, in that two lanes all dropped off the facility from STH 11 south. The facility could be expected to carry from 18,000 vehicles per average weekday in the vicinity of the State Line to about 70,000 vehicles per average weekday at the south end of the Harbor Bridge. Those forecasts are not substantially different from the old forecasts on which the original plan was based, although somewhat lower. You will notice a substantial increase in traffic volumes over the high level Bridge with the Freeway in the plan, as you might expect.

The construction of the Freeway would require the displacement of an estimated 641 dwelling units and 27 other buildings over the 34 route miles of facility. About 535 of the displaced dwelling units would be located in Milwaukee County and unfortunately in an area of Milwaukee County where you have older but very nice and very stable neighborhoods. The provision of the facility could be expected to divert from 4,000 to 37,000 vehicles per average weekday from IH 94 to the Lake Freeway, relieving the congestion on IH 94. In addition, the provision of the facility would reduce the need for improvement of surface arterials. The differences in required surface arterial improvements are shown by the red segments on this third map. STH 32, presently a two- and four-lane facility, could be improved to a four-lane facility, not a six-lane facility; 22nd Avenue, presently a twolane facility, could be improved to a four-lane facility, not a six-lane facility; STH 31, presently a two-lane facility, could be improved to a two- and four-lane facility, not a six-lane facility; STH 38, presently a two-lane facility, would remain a two-lane facility and not be improved to a four-lane facility; 27th Street would remain a four-lane facility and not be improved to a six-lane facility; Kinnickinnic Avenue would remain a two-lane facility and not be improved to a four-lane facility; STH 20 would remain a two-lane facility and not be improved to a six-lane facility; STH 138 would remain a two-lane facility and not be improved to a four-lane facility; and CTH K, presently a two-lane facility, would be improved to a two- and four-lane facility, not a six-lane facility. The inclusion of the Lake Freeway would reduce the number of lane miles of surface improvements required by 153 lane miles, and there would be no residual congestion. The factors that are being traded off here are, on the one hand, a relatively congestionfree transportation system with reduced improvement of surface arterials and, on the other hand, extensive disruption of existing neighborhoods in the Milwaukee area.

In conclusion, it appears from the studies to date that in Racine and Kenosha Counties the Lake Freeway would not only serve to provide substantial relief to IH 94 but would significantly reduce the congestion on surface arterials and the need for improvements on those surface arterials. The inclusion of the facility in the plan would also include a link for the provision of high-speed transit service from the Oak Creek, South Milwaukee, Cudahy, and St. Francis areas into downtown Milwaukee by permitting motor coaches to operate on the Freeway facility over the Bridge into downtown Milwaukee. If that Freeway is not provided, then consideration will have to be given--if we want a high level of transit service-to providing some kind of busway or railway in that south shore corridor. The facility would, however, be highly disruptive to existing neighborhoods in the area from the end of the high level Bridge to Layton Avenue, particularly in the Bay View and St. Francis areas of Milwaukee County. That completes my presentation. Thank you for your attention. I will now turn the meeting back to Mr. Berteau.

MR. BERTEAU:

At this point we would like to solicit your comments.

Q. MR. ROBERT W. BRANNAN, TRANSPORTATION DIRECTOR, MILWAUKEE COUNTY:

I would like to comment on Mr. Bauer's statement where he indicated, as I recall, strong support in Racine and Kenosha Counties for the Lake Freeway. I believe he said there was strong opposition on the northern end. The participants should be aware that the Milwaukee County Board has adopted this plan and made a commitment to the federal government to construct the freeway to Layton Avenue. There was also a referendum in 1974 in which the majority of the citizens voting at that election supported this facility.

A. MR. BERTEAU:

Thank you, Robert, for that information.

Q. MR. FRANCIS J. PITTS, CHAIRMAN, KENOSHA COUNTY BOARD, AND SEWRPC COMMISSIONER:

I am Chairman of the Kenosha County Board of Supervisors. I rise at this time to speak on behalf of Kenosha County for the Lake Freeway. We feel it is a definite asset to Kenosha County and the public. IH 94 is an overloaded facility at the present time. The Marriott Corporation has constructed a large new amusement enterprise just below the State Line of Wisconsin, which we feel will generate additional traffic which will use IH 94 to the extent that we don't feel it can serve acceptably to the year 1990 at the rate it is going to be loaded up. We would hope that the Lake Freeway would be brought into being and relieve this congested condition. We have been in the past meeting with people of Illinois and Lake County, and keeping in touch with them. They are also of the opinion we need another road to relieve IH 94. I hope these remarks will be recorded and considered to the extent that this will become a reality.

A. MR. BERTEAU:

I think that comment about being in touch with officials of Illinois and Illinois State Highway Commission is germane because one or two people prior to the meeting raised the question with me as to whether Illinois is going to do anything about this. I think it is desirable at this time to point out that that is not an accurate statement, that the Lake Freeway at the State of Illinois line would tie in with US 41; and for those of you who have driven that in the last several years, that is being improved. His reference that we ought not to wait until 1990 has reference to staging of STH 11 to the State Line in 1990. His comment was to the effect he wished it to be built prior to that time.

Q. MR. MILTON VRETENAR, MAYOR OF ST. FRANCIS:

Our community is still the same, opposing the Freeway at the present time. I just wonder whether it does any good to come to these meetings. The gentleman just stated that everything is cut and dried. We are opposed to the air pollution, the amount of homes taken out of St. Francis, and little consideration given to the community as far as giving us passage or access roads for our community and our people. You are going to cut us right in half. It just disturbs me. It is already cut and dried. We go to hearings and let it be known we are opposed, but nothing comes to us except it is happening.

A. MR. BERTEAU:

We have your comments that you are opposed. This is what we came here for, to receive comments and questions. We will certainly carefully review and consider your comments. I, for one, am certainly aware of the conditions in your community, having walked and ridden through the area you are talking about. I would only say that we will do the very best to accommodate all interests. It is a very difficult thing to do. The facility, as you listened, really and truly has extended significance all the way from the Harbor Bridge to the State Line, and that makes it more difficult to evaluate.

Q. MAYOR VRETENAR:

We never did oppose the Freeway since 1965. We only took that position this year. We have messed around with it; more or less every year it comes up. It stirs up the whole community. People are knocking on our doors. What is happening? People are not fixing their homes because the Freeway is coming. The place looks like shambles. Right now we are opposing and telling people to fix their homes. There is no money anyway. Is that right?

A. MR. BERTEAU:

That is one of the problems all right. You were there at the airport hearings, people all up in arms. Some places they just disregarded the suggested plan and went ahead and built. That is what is happening.

Q. MR. EDWIN J. LASZEWSKI, JR., CITY ENGINEER, CITY OF MILWAUKEE:

Mr. Berteau, I have a question and then a comment. My first question, Kurt alluded to the transit intensive plan. Should that be the case, there will be no Loop Closure?

A. MR. BAUER:

The way the transit intensive alternative now stands, there would be no downtown Loop Closure.

Q. MR. LASZEWSKI:

No need for it?

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A. MR. BAUER:

It is not a matter of need. It is a matter of the Citizens Advisory Committee, that was heavily involved in shaping that plan, wanting to absolutely minimize any highway improvements and wanting to present for public review and reaction, in effect, two quite different and competing plans. I think we should say this in fairness to everybody here. At some point in the process--and I don't know just when it will occur--the Commission is going to have to direct its staff and say, "We want you to detail one of the two land use plans; we want you to detail one of the three transportation plans that goes with that land use plan." And when we do that, it will be possible to review the question if you adopted the transit intensive alternative, whether the downtown Loop Closure would be included.

Q. MR. LASZEWSKI:

In my comments to you, George, I said it is a very difficult thing. You are talking about the entire problem of freeways. When you look at 440 to 535 dwellings, from Russell all the way to Layton, can we frankly get concurrence on the part of the community at large that that amount should be removed without having any type of replacement housing? We have approximately 1,200 dwelling units on the Stadium Freeway North. We just can't keep doing that.

A. MR. BERTEAU:

Your comment is noted in the record. I am the eternal optimist. I am always hoping something will come of these meetings and maybe some solution to that problem will surface. I can't really say more than that. I would hope that we can some way, somehow approach that problem and find a solution to it. On the comment about the land use plan, the two you see, the so-called "mustard colored" plan on the right, and the controlled plan which is an extension of the 1966 plan, hopefully after the meetings that we have had with the units of government, such as here today, and after the five informational meetings that the Chair referenced earlier at the beginning of the meeting, and after the Citizens Advisory Committee--six anti-freeway, six neutrals, and six pro-freeway--gets through with their work, and after the Technical Advisory Committee gets through with theirs, hopefully we can give the staff some direction to zero in on one plan or the other. I should hope in another month we should be in a position to do that. I am not so sure we can do the same thing with the transportation element, but we have to get there with the land use very quickly if the planning work is to move ahead.

Q. MR. CHESTER GROBSCHMIDT, MAYOR OF SOUTH MILWAUKEE:

Is there a point where you would be crossing the Oak Creek channel? Would there be some environmental effects on the watercourse and on our community?

A. MR. BAUER:

I would have to defer with respect to that question, your Honor, to Harvey Shebesta.

A. MR. HARVEY SHEBESTA, DISTRICT ENGINEER, DISTRICT 9, DIVISION OF HIGHWAYS, WISCONSIN DEPARTMENT OF TRANSPORTATION, MILWAUKEE:

The final environmental impact statement has been filed for Layton Avenue and presumably opportunities provided to comment on them, and those comments may have been made so long ago that you may have forgotten about them.

Q. MAYOR GROBSCHMIDT:

Is there a statement some place? Somebody from South Milwaukee was at the meeting, and probably made reference because if would have an impact on the community. Were those statements forwarded to heads of government?

A. MR. BAUER:

We have a copy of the statement in draft form filed with the Regional Planning Commission. We could very easily give a copy to Norb Theine. We could send it to him or he could come up and look at it.

Q. MAYOR GROBSCHMIDT:

Why don't you dig out what is pertinent to my question and forward to my office?

A. MR. SHEBESTA:

While it has been sent to the federal government, it has not been approved for distribution by the Federal Highway Administration. But I am sure we can answer your question as to the impact on the City of Oak Creek.

A. MR. BAUER:

You want to see the discussion in the environmental impact statement as that discussion relates to Oak Creek. It should be noted that you are talking about the Oak Creek channel, the waterway. We can find that and send a copy to you.

Q. MR. PATRICK H. McLAUGHLIN, DEVELOPMENT COORDINATOR, MAYOR'S OFFICE, CITY OF MILWAUKEE:

I might enlarge a little on Milwaukee's position. One, of course, is the housing displacement. The top priority of our Administration for this year is preserving of good neighborhoods. In fact, the Mayor has declared a Neighborhood Preservation Year. This is a good neighborhood, and we don't want to see it destroyed; but more than that, looking at the commercial impact, the City of Milwaukee--studies by both the City and the Downtown

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Retail group have shown that the Loop Closure would create an additional \$3,700,000 yearly retail impact plus; but the section from Lincoln to Layton would have a minus retail impact of \$572,000 primarily because of loss of retail on Kinnickinnic. Our position there is that we favor the Loop Closure, and we oppose the extension from Lincoln to Layton, and also that we do not think that the transit intensive plan should preclude the Loop Closure as far as the Administration is concerned.

A. MR. BERTEAU:

Your last comment will be carefully noted. Glad to have it a matter of record. You indicate a net gain of about \$3.2 million. The housing matter was noted earlier, and will be given consideration.

Q. MR. DONALD W. HERMANN, MAYOR OF OAK CREEK:

Reference has been made to the number of homes that would be removed if the Freeway were constructed. You have also referred to widening of certain surface streets. Kinnickinnic, for example, was one of those cited--you went from two-lane to four-lane. I wonder is there some impact on housing from widening of surface streets? Kinnickinnic is kind of narrow. It might do quite a bit of damage to communities affected by that.

A. MR. BAUER:

Yes--and the decisions that have to be made are local ones. You could provide four moving lanes during the peak traffic periods on a 48-foot undivided pavement if you can handle the intersection volumes. Probably you could get that kind of a section on Kinnickinnic.

Q. MS. HELEN NEWMAN, REPRESENTING MR. DANIEL CUPERTINO, JR., MILWAUKEE COUNTY BOARD SUPERVISOR:

I am one of the many, many people in the area that oppose the Freeway south to Layton Avenue and to the Illinois State Line. I oppose it primarily because of the closeness to the lake and closeness to the other freeway. I am active in the Coalition for Clean Air in Milwaukee, and this is one of our concerns and--you have heard from us before because of the situation with the air down near the lakefront. No one ever mentions the air inversions. The bad air just doesn't go out over the lake. It comes back. Unfortunately, if this Freeway would be built, I am living in the narrow part between the lake and the road itself; and obviously, we would be bogged down. I know I am wandering off the subject, but I thought I would say it anyhow because I happened to see this Sentinel cartoon this morning where there is a little picture with the caption "If we listen to the warnings of every environmentalist dingbat, we would never get anything done." I guess I am a dingbat. I am still harping on air. We are just not doing what we should do for the future generation. We are talking only about figures for cars, not talking about the health of the population. I think it is very important. I am a little upset today because I have youngsters we have raised. I have had 10; and they are boxers, wrestlers, musicians. This is the point I would like to make at this time. Every weekend they make trips; they compete. The group competed this weekend. They went down

in Illinois, right off the highway, and they had a show. Two of our members are still in that city, in the hospital because their lungs collapsed. You don't read about this in the paper. Their lungs didn't collapse because they were in poor shape. It was the air. This is what I would like to have you think about as far as the closeness of that freeway to the lake, and the fact that it would take from Bay View alone 400 and some homes. The way things are right now, if you want a home in Bay View and you watch when they carry out a body, you might get one. Other than that, you cannot find a home to purchase in Bay View.

A. MR. BERTEAU:

I would hasten to say you are not a dingbat. That is a term assigned to someone with no meaningful identification. You are identified as a mother, a concerned citizen, concerned with clean air, concerned with disruption of our society by taking away homes. I want to thank you for your comments.

Q. MR. LESTER HOGANSON, CITY ENGINEER, CITY OF RACINE:

This morning Mayor Olsen asked that I come here today. He intended to be here but was unable to make it because of a problem with the police and firemen working without a contract. He represents about 20 percent of the people living in this area. In Racine we feel very strongly that we need the Lake Freeway. We have the questionable distinction of being located farther away from the I system than any decent size city in the State of Wisconsin. All we have now is 1925 model highways from the I system to the city. We feel we need the Lake Freeway in order to make Racine a good viable city to live in. The Mayor would hope that something could be done so it could be built reasonably soon.

A. MR. BERTEAU:

Thank you for your comments on behalf of the City of Racine.

Q. MR. JOHN MARGIS, JR., CHAIRMAN, RACINE COUNTY BOARD OF SUPERVISORS, AND SEWRPC COMMISSIONER:

It seems we are constantly contradicting ourselves. We come up with a land use plan that would save the land, and then we say we should move the road further out. What is the good of moving the road further out west if there are no people to be served there? Are we going to build east and west roads? We don't want urban sprawl because of utility costs. It seems we are constantly contradicting ourselves. There has been a lot of work, lot of studies to use to the maximum what you have right there today. The people are there. You are not going to move them out. We have the problem in Racine that people want to build on that land that is being talked about for setting aside for that kind of a freeway. If we don't stop them, we are going to have to take a lot more homes in the future and do it at higher costs. I know going through the city like that is disruptive--but I remember when Milwaukee County fought tooth and nail to make sure the first freeway went downtown. Now they don't want it downtown. I don't think anybody would want to go back and say that freeway wasn't a good deal. We certainly can't say 894 isn't a good deal.

I would hate to go back to what we had--it's easy to say let's live the old fashion way, horse and buggy. You better build some roads because you are not going to get jobs without it. In West Bend, Kurt, you brought out that southeastern Wisconsin is now the slowest growing area in the State. You better put that in your pipe and smoke it. We want business and industry to grow here. We have the Case Company; and all they talk about is they want to be along STH 11 so we can get to IH 94. They have been interested in that area, built in that area, and those people want it. We have got to have it.

Q. MR. LEO WAGNER, KENOSHA COUNTY HIGHWAY COMMISSIONER:

I have worked on these roads all year round for 40 years, and I am sure the way the traffic is growing, we need another highway. We are going to have to do something or start upgrading other roads, but we might as well have it on the expressway.

Q. MR. EARL HOLLISTER, KENOSHA COUNTY BOARD SUPERVISOR:

I would say we have supported the Lake Freeway over the years, almost 10 years. We have even included it in the jurisdictional highway system plan. I feel that John is right. I think we are too far down the road to back up. Sure we are going to have displacements, but it will be less costly, with less disturbance; and if we are going to start over on this thing, we are going to disrupt another area more and we are not going to have the highways we need. I urge something be done.

Q. MR. ROGER PRANGE, TOWN CLERK, TOWN OF PLEASANT PRAIRIE:

We are on the southern end of the Freeway. We are most fortunate to have little displacement. But the longer you leave it go, the more displacement you are going to have. I am sorry for those who have that problem, but I don't know right now how it can be eliminated. We continue to favor the Lake Freeway.

Q. MR. GEORGE A. VANHAVERBEKE, CHAIRMAN, TOWN OF MT. PLEASANT:

Mt. Pleasant would be bisected by the Freeway. It would run right through about the center of this unit of government. Actually we have a great deal of industrial development going on within our community; and, of course, the Freeway is an essential part of industrial development and community development. I think actually Mr. Margis, our County Board Chairman, hit upon a good point; that is, we have to take some action. For us to really plan and do our proper zoning and to reserve these lands--we are constantly being asked to rezone and set up lands for some development, and yet we keep in mind there is supposed to be a Lake Freeway going through It puts us betwixt and between. There aren't funds to protect there. that land for freeway development. Yet the landowners are putting on a tremendous amount of pressure, saying, "Look, if they are going to build the Freeway, let them buy the land, and let's go to work; if not, I want to sell my land and develop it." It is in the interest of the whole area that we settle down on a proposal and really make a sincere effort to go after it. The Town of Mt. Pleasant is sincerely interested in seeing that Freeway go through.

A. MR. BERTEAU:

If the Regional Planning Commission does eventually agree upon a plan and if the Lake Freeway facility is on that plan, it should be noted that we are only an advisory body, so that is no guarantee that the plan will be built. On the other side of that coin, if a transportation plan is adopted by the Commission and the Lake Freeway is not on that plan, the chances are that it will not be built because of funding.

Q. MR. RONALD J. RUTKOWSKI, DIRECTOR OF PUBLIC WORKS, CITY OF CUDAHY:

The City of Cudahy maintains its opposition to the Lake Freeway because of loss of industrial land and tax base. As of August 1975, the Plan Commission in reviewing the matter indicated that if the Freeway is to be built, certain requirements should be imposed upon it so the impact on the industrial land base would be minimized.

A. MR. BERTEAU:

Certain items--I presume that equates with taking a look at the alternatives to minimize industrial loss.

Q. MR. HOWARD BLACKMON, CHAIRMAN, TOWN OF SOMERS:

I would argue with Mr. Prange that we would probably be the least affected. I believe many property owners would be involved in our particular area, and it is basically a rural area adjacent to railroads. The main concern we would have is that you would cut some farms in two; and if there are sufficient service roads to enable the people to get back and forth across the Freeway, I don't see any real opposition.

A. MR. BERTEAU:

Anyone else want to comment?

MR. SHEBESTA:

I would like to compliment the Planning Commission for holding this series of hearings regarding the various segments of freeway that are so vital to southeastern Wisconsin. The planning process--the advanced planning process to try to shape an area of the size and character of southeastern Wisconsin--is a very difficult task; and anybody who pursues it diligently must have courage from the planners' and politicians' standpoint. I am always reminded when we think about advanced planning going on now, that in 1926 the Milwaukee County Board took action and zoned the major roads in Milwaukee County with widths ranging 90 to 160 feet, only zoned them, but zoned them well beyond the 49.5 and 66 foot rightsof-way that the public owned at that time. The owners of the properties affected could not build buildings on the property within the setback lines. If they did, they wouldn't be compensated for a future taking. So by and large they didn't do that. But to this day, we are buying undeveloped lands along those streets because of that farsighted action taken in 1926 by the

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Milwaukee County Board. When we look at the problems today the action taken was very farsighted and courageous. Probably that Board didn't realize that they were planning for a period of more than 50 years. Thev may have planned for 100 years in the future without even knowing it. Ι know on your land use plan and transportation plan you identify the year 2000 because that is as far as you can project population forecasts and so forth. Yet the actions that come out of that plan are really shaping the Region for far in excess of the year 2000. Yes, Mr. Berteau, if the Lake Freeway is not on the plan, then we can guarantee that it will not be built. There is no guarantee it will be built if it is included in That all depends on the political attitudes. Recently we had the plan. a public hearing on the draft environmental impact statement for the Lake Freeway from Layton to the Milwaukee Central Business District, and many valid and significant comments were made with respect to the facility, including those referencing the loss of tax base, air quality, and the ability to move people and goods. The staffs of Milwaukee County and the State Highway Department are looking at those comments and diligently seeking solutions to the problems identified. I am confident that there is substantial potential for the ultimate solution to practically every significant comment made with respect to the plan which was proposed and presented at the last hearing. I would urge the Commission to keep the Lake Freeway on its updated plan for the Region for the year 2000 and that the communities through which it is passing, where the location has been identified with substantial accuracy, zone those areas for transportation purposes.

Q. MR. CECIL MEHRING, RACINE COUNTY HIGHWAY ENGINEER:

In preparing for this meeting, being relatively new to the planning process, I went back through our files to see what has been done in Racine County. We have just completed our jurisdictional study. From talking to Mr. Skagen, it was a fight for nine years to get where we are now. In looking back farther, we have no less than 10 reports dealing with this particular route. The earliest of these dates back to 1960. At that time they said we needed this facility, a second major north-south facility paralleling I 94. If they recognized this need in 1960, it should have been built already. It has been alluded by various representatives from Racine County that we have the problems of trying to protect this area for future development. I think now is the time not to step backwards but to protect this area for future development. I think now is the time to protect these areas so that, we do need this facility, and all past reports so indicate, we have the right-of-way to build it.

Q. MR. FRANK A. WELLSTEIN, CITY ENGINEER, CITY OF OAK CREEK:

I have a few comments. First of all, air pollution. Any of you people happen to drive down S. Howell Avenue? A. C. Spark Plug is trying to do something about air pollution problem. The arguments I hear about air pollution along the Freeway corridor, are often raised--I think--without the understanding that if we don't have the Freeway--on which vehicles can operate at best efficiency, around 40 to 50 miles per hour--we will have a lot more pollution with vehicles operating on local arterial streets, stopping and starting, where they operate less efficiently. You are still going to have the people all still going to have the traffic. I think the net gain in efficiency and movement, saving of time, gas, and energy far outweighs the loss that we would have by not doing anything and having a lot worse air pollution, traffic conjestion, accidents, wasted fuel, and so forth.

Our Common Council has not, as far as I have been able to determine, gone on record regarding the Lake Freeway. However, they have indicated to the Engineering Department and local Planning Department staffs that we should cooperate and coordinate with the efforts of the State and county in the processing of preliminary location and environmental impact statement work on the Freeway. We have been doing that, and that does say something about the Council's attitude to some degree. We do have a problem. I think most communities have this same problem, and that is the great time lapse, the problem of trying to preserve corridors, the problem that there is no means or do not seem to be any viable means whereby the problem of the property owner in the path of the proposed Freeway can be resolved. The State doesn't have money or is not allowed to acquire rights-of-way, and it seems local communities are asked to zone people out of use of their land to preserve the corridor to the benefit not only of the local community but of the whole metropolitan community and the state. It is a very difficult problem-the Commission's problem--but it is a problem that should be considered by the Commission when you try to elicit the cooperation of the various communities in adopting these very, very long-range plans and yet being in a position where you have to turn around to local residents and local property owners and explain your position.

A. MR. BERTEAU:

Thank you. Anybody else have a question or comment? If not, I would like to thank each and every single one of you for coming down and showing interest and making your contribution for the record. I would like to know could we meet for about five minutes with Messrs. Blackmon, Hansche, Nickelson, Hoganson, and Margis on a sewer problem in the Town of Mt. Pleasant. Other than that, the meeting is adjourned. Thank you very much.

Mr. Berteau adjourned the meeting at 3:30 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

PUBLIC INFORMATION MEETING¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

MILWAUKEE COUNTY

WISCONSIN STATE OFFICE BUILDING

MILWAUKEE, WISCONSIN 7:30 P.M. MONDAY, JUNE 21, 1976

Mr. George C. Berteau, Chairman, SEWRPC, opened the meeting at 7:30 p.m., CDST.

MR. GEORGE C. BERTEAU:

Good evening, ladies and gentlemen. We like to start on time and stop on time. My name is George Berteau, and I am Chairman of the Southeastern Wisconsin Regional Planning Commission. At the table here on your right and my left is Mr. Harlan E. Clinkenbeard, who is responsible for our land use planning; Mr. Keith W. Graham, who is responsible for our transportation planning; Mr. Kurt W. Bauer, our Executive Director, and Margaret Shanley, our Executive Secretary, who will transcribe the proceedings of the meeting tonight.

The purpose of the meeting is to elicit comment--hopefully constructive comment-from you people concerning the proposed new land use and transportation plans that the Commission hopefully will adopt the first part of next year. Perhaps to afford you some background against which either to make constructive comments or perhaps raise questions, let me just give you a few brief preliminary remarks concerning the Regional Planning Commission and what we are here for tonight.

The Commission was created in 1960 to serve the seven southeastern Wisconsin counties, which comprise some 2,689 square miles and 1.8 million people. The Commission is charged by State Statute with developing a plan for the orderly physical development of the Region, and the Commission did in 1966--more precisely on December 1, 1966--adopt a regional land use plan and a regional transportation plan for the design year 1990. That land use plan that the Commission adopted was designed and conceived to try to contain urban sprawl, to preserve the prime agricultural land as much as possible, and to preserve the environmental corridors and to do as little damage to the natural resource base as possible. The transportation plan that was adopted, as far as this particular hearing is concerned, did include on it the Lake Freeway, the Stadium Freeway North, the Stadium Freeway South, the Bay Freeway, the Gap Closure between the Stadium Freeway North and the Fond du Lac Freeway, and the Belt Freeway, as well as a separate right-of-way for transit utilization, which would have been located just

¹See list of meeting attendees in Appendix A-4.

south of the East-West Freeway. The transportation plan was designed as a total system plan to operate as a total transportation network.

Since that time, namely, December 1, 1966, the Commission has maintained a constant surveillance of what is happening in the Region and is now in the process of updating the land use and transportation plans previously referenced to the design year 2000 based upon reduced population estimates and somewhat modified car and truck estimates to the design year. The land use plans that you will be hearing about very shortly are two in number, one being the controlled centralization land use plan and the other being the controlled decentralization plan. The transportation plans that you will also be hearing about are a so-called no-build plan, a transit intensive plan, and a highway intensive plan. All of these plans, the two land use plans and the three alternative transportation plans, were discussed at considerable length and presented, if you will, on an informational basis at the Red Carpet Inn on April 14, 1976. At that time we said to the some 450 people present that we would hold hearings, such as this hearing tonight, throughout the Region and would at that time afford the citizenry and any other political leaders an opportunity to raise any question or to provide some constructive comment concerning either of the two land use plans or the three transportation plans. You should have received a handout sheet, a pamphlet--that looks like so--when you came in. This handout has much data concerning the land use and transportation plans that I just walked through. It is intended to serve as kind of a source paper for you so that in listening to the presentations you may be better able to follow those rather brief presentations.

At the conclusion of the presentations--which will not be too long--we would ask that, if you either have a question or you desire to have a comment entered in the record, you first of all indicate who you are and then give us your comment or questions so we can have it in the record. We also ask that you limit your questions or comment to the presentations because, if we start discussing the Reagan-Ford campaign, it would hardly be relevant to the proceeding here tonight. We ask that you keep within the framework of the presentations.

I assume that everybody has signed the attendance roster. If not, please sign it before you leave. Unless there is some question from the audience concerning the format for the meeting, I think then we will start; and I will ask Mr. Clinkenbeard to give you a brief resume of the land use plan. It will be brief because I assume you have read about it in the papers, and you all have a chance to take a look at the handout. To give you a brief resume of the proposed land use plans which the Commission will have to give consideration to after all of the hearings have been held, I will now ask Mr. Clinkenbeard to make that presentation.

MR. HARLAN E. CLINKENBEARD, ASSISTANT DIRECTOR, SEWRPC:

If I may, I will stand over here a little bit so I can refer to the maps that are hanging to your right on the wall. I will also be referring to, and ask you to follow along, with Map 1 and Map 2 in the handout which you have in front of you and also Tables 1 and 2.

As Mr. Berteau said, my presentation tonight is going to be brief. I am going to start by giving you some information on the forecasts. Obviously, to prepare

land use and transportation plans for the Region or for that matter a county or local community, you must first prepare forecasts related to those elements of the plan that have to do with growth. In this case, the Commission has prepared forecasts of population, employment, which we have on Table 1. I will supplement that with some other forecast information that was not placed on the table. First of all, using Table 1, you will see there is a regional forecast population increment of 463,000 people. There is the existing 1970 population of 1,756,100. Add those together, you get a forecast population by the year 2000 of 2,219,300 people. In addition, we have employment forecasts for the Region. Going across on the regional total, under employment you will see in this case in 1972 we had a regional employment of 748,800. We are forecasting an increase of 267,200, for a total of 1,016,060 jobs in the Region by the year 2000. All of our forecasts were made to the year 2000. In addition to that, you might be interested in some--very quickly-other forecasts that were made as a part of this planning program. For example, we have forecast that there will be a need for an increase in urban land in the Region of 319 square miles by the year 2000 to accommodate the additional 463,000 In addition, it is forecast that a decline in the ratio of persons per people. auto from 2.2 at the present time to 1.9 by the year 2000. You won't find that in your handout. It is forecast that the Region total automobile availability in the year 2000 will be 1.2 million. That is an increase of about 57 percent over the present level, or an increase of about 420,000 automobiles in the Region. It is those forecasts that we will be talking about as they relate to growth and development of land use, first, and then Mr. Graham will be talking to you about transportation.

Let us switch over very quickly then to the land use plans. Again, on Table 1 you will see, and on the maps on the wall and also if you want to look at the maps you have in the packet of information, you will see that the Commission, as Mr. The Berteau has said, has prepared two alternative land use plans for the Region. first plan I will be talking about is on Map 1. It is also shown on the wall. It is the so-called controlled centralization plan for the year 2000. We expect that under this plan--I should say the assumptions underlying this plan--include the fact that all new urban development by the year 2000 would be served by centralized public utilities, basically sanitary sewerage facilities and water supply facilities. Another underlying assumption of the plan is that under it not only would the Region forecast of 463,000 additional people be met but also we would adhere to the county population forecasts. You can see there, for example, if you are interested in Milwaukee County, on Table 3 we are forecasting under the controlled centralization plan a decline of about 4,700 people over the 1970 population of 1,054,300. That is on Table 3. If you glance at Table 1, you will see, for example, under the controlled centralization plan, to accommodate the 463,000 new people in the Region, we would actually have to convert about 100 square miles of land to urban development. That is much less than the forecast number under the controlled decentralization plan and certainly less than the current trend of development, and this would certainly be a centralization trend. I might point out to you in the period 1970 to 1975, Milwaukee County declined in population by about 42,000 people, so we are talking about that decline stopping and moving back up and coming back by the year 2000. Moving down on Table 1, you will see

that the population density declined from the existing 4,400 in the Region to 3,200 in the Region; and in Milwaukee County on Table 3, the decline is shown from about 6,000 persons per square mile to about 4,900 persons per square mile. So the urban areas would be getting less dense as time goes on under this plan. One of the underlying assumptions of the plan is that all new urban development would be served by public sanitary sewer and water supply facilities, as shown on this second map, which you don't have in your packet, but which was published in the Milwaukee Journal. It shows the areas that would be served by the year 2000 by public sanitary sewer and water supply facilities, and in red it shows those areas that would remain unserved or would actually be served by septic tanks within the Region. The plan really establishes a recentralization of urban growth within the Region, accommodated by public utilities. There would be in Milwaukee County one new regional shopping center proposed, that being in the Oak Creek area in this location, and one regional industrial center, that being in the Granville area. The City of Milwaukee has a land bank in that area that has land set aside for the development of that regional center.

Moving onto the controlled decentralization plan, this is quite a different altermative. You can see it there in your packet; and if you look at both Table 1 and Table 3, I think you will see some fairly startling differences. First of all, the underlying assumptions are different. We are not trying to accommodate the county population forecasts in this plan, merly the regional forecast. As a matter of fact, in this particular plan, we made a projection of current trends from 1970 to 1975; and if you project that out to the year 2000, you can see on Table 3 Milwaukee population would be expected to decline by about 156,000 people from 1970 to 2000, a continuing decentralization of particularly the central city area and Milwaukee County as a whole. That is quite a startling change from what has happened during the 1950's and early 1960's. Another underlying assumption is that only about 50 percent of the new additional population would be served by public sanitary sewer and water supply facilities, the other half of the new population being located in the Region on soils that could accommodate septic tanks. This is quite a departure for the Regional Planning Commission. Those of you who have followed the plans and the planning that went on back in the 1960's know that we have gone on record very strongly against the development of urban uses on septic tanks. However, this alternative would propose such development. Again, you can see there on Table 1 that under this plan about 235 square miles of land would have to be converted to accommodate the population. That is nearly 2.5 times the amount required under the controlled centralization plan. Also because of the decentralization that is taking place, there would be large areas that would not be served by public utilities, shown on this map in red. You can see the contrast between the two plans. Also because of the decentralization of Milwaukee County in particular, it is expected that the regional shopping center would not be located in the Oak Creek area. In fact, it would probably be located in Ozaukee County because, under this plan, it would be expected there would be 156,000 decrease in population that would be accommodated by the other six counties in the Region; but the bulk of it would go into the three adjacent counties on the west and north--Waukesha, Washington, and Ozaukee Counties. Also the industrial park that was proposed would not be accommodated under this plan, and it too would probably be located in Ozaukee County. Again, what we are talking about is a decentralization of development in the Region, and when that takes place in terms

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of population, we also would expect a following decentralization of commerce and industry.

I am going to stop there because I have already taken more time than I wanted to and give Mr. Graham a chance to talk about transportation.

MR. KEITH W. GRAHAM, ASSISTANT DIRECTOR, SEWRPC:

As Mr. Berteau mentioned, three transportation plans were developed for each of these two alternative land use plans. We have called them the no-build plan, a highway supported transit system plan, and a transit supported highway system plan. Each transportation plan is comprised of two elements--transit facilities and services and streets and highways. These elements are shown on the maps in the handout. We have placed here on the wall the street and highway and transit system maps that relate to the centralization land use plan. If you will turn to Map 3 in your handout, it shows the freeway systems proposed within the Region for the no-build alternative plan. You can see that within Milwaukee County the only freeway proposal considered is that related to connecting the Harbor Bridge to the arterial street and highway system at Carferry Drive. In addition to this connection, there would be some standard arterial improvements. Included in the no-build plan are those that have been constructed since 1972 and are in place today. Therefore, you can see that the street and highway facilities under the no-build plan are those that are either in place or are so far committed they will be in place in the near future. Map 8 shows the primary and secondary levels of transit service postulated under this no-build alternative. The primary service is the freeway flyers operating on the freeways from existing or proposed park and ride lots currently under construction. We have postulated that the level of transit service that we would consider would approximate that which existed in 1972 in terms of area served, route miles of travel, and headways. In addition, the fare was stabilized at 50 cents per ride in accordance with current County Board practice.

For the second alternative, the highway supported transit system plan, we show on Map 4 the freeway facilities under this transit intensive alternative. You will note that in Milwaukee County there are no additional freeways other than those identified in the no-build or, in effect, committed to date; namely, connecting the Harbor Bridge to arterial facilities on the south and the freeway system on the north. Elsewhere within the Region under this particular alternative, beyond the transit service areas, freeway construction is proposed pretty much as the completion of committed freeway facilities. The standard arterial system within Milwaukee County under this alternative is deliberately limited to those facilities that will not require significant dislocation of either residences or other buildings. In other words, this plan does not require any substantial residential dislocation for either freeways or standard arterial facilities. Map 9 shows the primary and secondary transit facilities proposed for the centralization land use plan, and Map 11 shows the similar primary and secondary facilities for the decentralization plan.

Most of my comments will be directed toward the centralization plan primarily to limit the length of my talk, but the information in the booklet shows similar information for the decentralization plan. While we haven't hung large maps, we do have them available for the decentralization plan.

Under the transit services in this transit intensive plan, we have proposed 37 miles of exclusive transit service, which includes the east-west transitway in the adopted plan and the Milwaukee area transit plan, the Chicago and North Western Railway right-of-way, which is partially owned by the County and partially abandoned by the railway, and an extension of transitway service to the Village of Brown Deer. In addition, there are exclusive transitways paralleling the Zoo Freeway south of the east-west transitway and service along the Chicago and North Western right-of-way through the Cities of St. Francis, Cudahy, and South Milwaukee. An exclusive transitway on the maps is shown by the solid red lines; the shared right-of-way or Freeway Flyer type of facility--that is, buses on existing freeways--are the dashed red lines on this particular graphic. There is extensive secondary service proposed, provided by buses running in mixed traffic on surface arterial facilities, and on exclusive bus lanes which would be available to bus traffic only. Automobiles and other mixed traffic would be excluded from those lanes. If you compare this map with the one showing the no-build alternative, you will see the transit service area is extended, indicating an increased local transit service under this alternative. Route miles of service would be expanded and the headways--the time between buses--would be decreased. Under this alternative a 25 cent fare is proposed, one-half of the fare existing or considered in the preparation of the no-build alternative. In addition, it was also presumed that the all day parking in the Central Business District (CBD) of Milwaukee would cost a minimum of 50 cents. This is equal to the round trip transit fare under this alternative.

The third alternative that was considered, the transit supported highway system plan, or highway intensive plan, is shown on Map 5 insofar as proposed freeway facilities are considered. Freeways proposed under this alternative would include those 17 miles that were approved by the Milwaukee County electorate in November 1974 and, in addition, the Gap Closure between the Stadium Freeway North between 60th and Burleigh to the present terminus of the Fond du Lac Freeway; the extension of the Lake Freeway from south of Layton to the Illinois State line; the extension of the Bay Freeway west of the Fond du Lac Freeway to join up to proposed freeway facilities in Waukesha County; and the metropolitan Belt Freeway through southern Milwaukee County and eastern Waukesha County to join the Fond du Lac Freeway in southern Washington County. This particular alternative does not include the Stadium Freeway North from the Fond du Lac Freeway to IH 43 north of Saukville nor does it include the Bay Freeway east of the Fond du Lac Freeway. The improvements to the standard arterials within Milwaukee County, as elsewhere within the Region, were designed based upon test and evaluation of the no-build alternative and used the adopted jurisdictional highway system plans as a guide to identify the location of needed standard arterial improvements. The transit facilities and services proposed under this alternative are identified in Map 10 for the centralized land use plan and in Map 12 for the decentralized plan. They include the provision of 14 miles of exclusive transitway, the west-west transitway and the East Side transitway up the Chicago and North Western Railroad right-of-way on the East Side of the City of Milwaukee, plus Freeway Flyer type service operating on existing and expanded freeway system proposed under this alternative. In addition, there would be a very similar level of transit service to that identified under the transit intensive alternative. The service areas proposed are similar to that under the transit intensive alternative. The miles of route provided are also very similar; but, because of a lesser demand, there would be a lesser number of buses. Therefore, the headways would be longer and, in that sense, a lesser level of

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transit service. A 50 cent fare would be proposed under this alternative, and no change in the cost of central business district parking was considered.

These alternatives were tested and compared against the set of development objectives and standards prepared by the Commission to guide the development of alternative transportation system plans. This is a rather complex and comprehensive analysis, and I am only going to touch upon some of the highlights.

One of the first analyses undertaken was the determination of the automobiles that would be available to the residents of Milwaukee County, as well as the Region. Because of the level of transit service, the number of automobiles existing in 1972 was 387,000 and was expected to increase to about 393,000 under the transit intensive alternative and to 397,000 under the highway intensive alternative--both system plans having an improved level of transit service--as compared to 470,000 under the no-build alternative. The total number of person trips is expected to increase to about 3.9 million per day under the no-build plan and about 3.8 million under the transit intensive and highway intensive alternatives. The mode of travel used to satisfy these approximately 3.9 million trips under the no-build plan would be primarily the auto. Transit is expected to only serve a little over 4 percent of the trips.

Under the transit intensive alternative with the lower fare and improved services, transit may be expected to serve about 17 percent of the total travel, whereas under the highway intensive alternative, transit is expected to serve about 8 percent of the total travel. Of the total trips to the Milwaukee CBD under the transit intensive alternative, transit service will accommodate nearly half--43 percent--to the CBD. Under the highway intensive alternative, transit will serve about onefourth--27 percent--to the CBD; and under the no-build alternative, about 23 percent. Under the no-build plan, about 43 percent of that travel will be on the freeway system; under the transit intensive alternative, about 45 percent; and under the highway intensive alternative, about 54 percent of the travel within Milwaukee County will occur on the freeway system. This street and highway travel, if no other improvements are made as under the no-build plan, will congest about 35 percent of the streets. We are defining congestion by facilities at or over capacity in the plan design year. About 275 miles of the 790 mile system will be at or over capacity under the no-build plan. Under the transit intensive plan, which has minimal standard arterial facilities, no freeway improvements, and extensive transit improvements, about 19 percent of the street and highway system is expected to be at or over capacity, 157 miles of the total system mileage of about 912 miles. Under the highway intensive plan, which has the additional freeways as well as improvements to the standard arterials and an improved level of transit service, less than 100 miles of the 875 mile street and highway system are expected to be at or over capacity. Another very important factor is the impact of these plans upon residential dislocation. As you might expect, there would be none under the no-build plan. Under the transit intensive plan, there has been an estimate of 80 residential units that will be dislocated by the freeway, street and highway, and transit improvements. Under the highway intensive plan, there will be 2,300 residential units displaced by the freeways, the street and highway, and the transit improvements, most of the displacement coming about through construction of the freeways proposed under that alternative. Estimates for motor fuel consumption in the year 2000 are given for the Region as a whole. Under the no-build alternative, we have estimated that 970 million gallons will be consumed

annually. Under the transit intensive alternative, there is a reduction to 880 million gallons. Under the highway intensive alternative, it is estimated that 930 million gallons will be consumed annually.

We have prepared cost estimates for constructing, for maintaining, for operating, and for using these alternative transportation systems. Looking just at a comparison between the transit intensive alternative and the highway intensive alternative, we have estimated that the cost to build the street and highways within Milwaukee County will approximate \$514 million under the transit intensive alternative and nearly double that -- \$1.1 billion -- under the highway intensive alternative. To build the transit systems and provide the capital investment in buses and related equipment under the transit intensive alternative will cost about \$450 million and under the highway intensive alternative about \$350 million. The street and highway operating and maintenance for Milwaukee County over the 25-year period, range for the transit intensive alternative from \$675 million to \$692 million for the highway intensive alternative. The cost to operate and maintain the transit systems under the transit intensive alternative is estimated at \$1.3 million and for the highway intensive alternative at \$1.1 million. These costs generally reflect the cost of operating a bus fleet under those two alternatives. Using this information for the costs--the operating, maintenance, and capital costs and user cost information, including the out-of-pocket costs for owning and operating a vehicle, the cost value of time, and cost of travel accidents--we have conducted a benefit-cost analysis, comparing each of the alternatives to the no-build alternative and for the Region have determined that a cost-benefit analysis of 0.84 would exist for the transit intensive alternative and a cost ratio of 0.99 for the highway intensive alternative.

We have just hit the high spots of the data available. By way of summary we have tried to describe the three system plans that have been prepared for each alternative and as more particularly how they affect Milwaukee County. Under the transit intensive alternative, we have indicated that this plan is the one that has a maximum transit facilities and service impact. It has no freeway construction within Milwaukee County and limited standard arterial facilities. This particular plan was able to achieve the attraction of nearly 17 percent of the County travel to transit and 45 percent of that travel to the available freeway system. It left about 160 miles of the arterial street system at or over capacity, and it was estimated to cost about \$3 billion to build and operate over the plan period. The highway intensive plan, which had a similar transit service in terms of areas served and routes, also included more freeways and standard arterials and achieved about 8 percent of the total travel on transit and included 54 percent of the vehicle miles of travel on freeways. It left less than 100 miles of the street and highway system at or over capacity, and it was estimated to cost \$3.3 billion to build and operate over the 25-year planning period. It also required the dislocation of about 2,500 more residential units in Milwaukee County than the transit intensive plan. These are the summary of the information that we tried to provide in the handout as related to Milwaukee County.

MR. BERTEAU:

I would like to note that Commissioner Evelyn Petshek is with us. She came in from New York to be with us tonight. I want to thank Clink and Keith for doing a very difficult job in going through all of the alternatives that were considered and all of the data put together. At this point then, if you have questions or comments, I would ask that you identify yourself and stand and give us your questions and comments, maybe loud and clear so we can hear you.

Q. MRS. GEORGE HENIKA, FRANKLIN:

As a serious student of environmental problems, I am wondering why Milwaukee is going to this heavy pavement with concrete. For the past seven or eight summers, I have been attending institutes and workshops, taking courses; and it seems to me that the basic needs of man are air, water, food, and shelter. It looks to me like all of these highways and freeways and what have you are cutting down on the basic needs of man. It takes green grass, green trees, green leaves to purify air pollutants. It takes open land to collect water and save it. It takes open land to grow food; and, of course, those 2,500 homes that are destroyed--that answers the shelter problem. Why are these freeways all concentrated in Milwaukee County? Why aren't they spread out more so there is more of the air renewing plant life and more water retention areas?

A. MR. BERTEAU:

I would like on the part of the Commission to say to you that as far back as 1961--long before you started your seven or eight years of courses--we were very concerned about the land, the water, the air, and the natural amenities; and we tried in our original efforts to develop a plan for the utilization of land and for transportation that would minimize any destruction or adverse effect on the resource base. Unless and until someone comes up with a different way of moving people and goods we, as a responsible public agency, have to develop some type of system for moving those people and goods. In our judgment, we have tried to come up with alternative land use and transportation plans that are going to minimize the adverse effect as far as the land is concerned and minimize to the greatest extent possible the dislocation you talk about. Maybe Mr. Bauer would like to add to that.

A. MR. BAUER:

Perhaps we didn't say enough about some of the basic concepts incorporated in the centralized land use plan. There are really three basic concepts underlying or embodied in the proposed centralized land use plan. Mr. Clinkenbeard mentioned one; namely, that urban development be encouraged to occur in those areas of the Region that are covered by soils suitable for urban use which are not located in special hazard areas, such as areas subject to flooding and which can be readily served by public sanitary sewer, water supply, mass transit, and other essential urban services. Those areas are indicated by the orange, brown, and yellow colored areas on that plan map. Secondly, the land use plan proposes to maintain all of the remaining primary environmental corridors in natural open use. This speaks directly to your question. Those are the dark green areas on the plan map. Those areas encompass about 17 percent of the total area of the Region, but they contain within them almost all of the best remaining elements of the natural resource base--the best remaining woodlands, wetlands, wildlife habitat areas, the undeveloped shorelands and floodlands, ground water recharge areas, and the best remaining potential park sites and the remaining sites having scientific and cultural value. So if we can keep those environmental corridors in natural open use, we will have done a great deal to preserve the overall quality of the environment within the Region. Finally, the plan recommends maintaining in agricultural use the prime agricultural lands of the Region, which are the light green areas on the map.

Now, under the second land use plan that is being considered, you have an attempt to meet those same underlying objectives, but you don't do it as well because of the decentralized land use development. Particularly agricultural lands would be lost under this particular alternative plan. So the concerns you expressed are real ones, ones that we are trying to deal with in the planning process, and I think the issues you raise are important ones.

Q. MRS. HENIKA:

One short question. Seventeen percent of what?

A. MR. BAUER:

Of the total area of the Region.

Q. MRS. HENIKA:

Not Milwaukee County. I am talking about Milwaukee County.

A. MR. BAUER:

There are some primary environmental corridors in some areas of the County where development hasn't proceeded, as, for example, along the Root River and we would attempt to save those corridors.

Q. MR. JOHN O. NORQUIST, STATE REPRESENTATIVE, EIGHTH DISTRICT, MILWAUKEE:

I have a question for Mr. Graham. Why, when you originally decided which three plans you were going to check out through the computers, did you have a no-build plan which has no transit improvements, which would naturally come out unfavorable. I don't think anybody would seriously consider that alternative. You have the transit intensive plan with some arterial improvements, and then you have the highway intensive plan with transit improvements. What would happen if you had a highway intensive plan and no transit improvements, which would be something that would concern people, there being a clientele for the transit system. If you went with what I would consider, the decentralization plan, the worse of all worlds, I doubt seriously if there would be much of a market for the Milwaukee County bus system. Did you consider running out computer checks on a highway intensive plan with no transit improvements?

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A. MR. GRAHAM:

Yes. The possibility of looking at that extreme highway case was talked about in the committees, but we didn't feel it was necessary to look at it. There would be some street and highway improvements under a transit plan, as well as some transit improvements under a highway plan, so we attempted----

Q. STATE REPRESENTATIVE NORQUIST:

I would be concerned--and I know the Commissioners and staff wouldn't do it on purpose--I would be concerned that the impression should not be given to the public that there is a question of the no-build plan as if that is a serious alternative because everything checks out fairly bad. The costs are bad and ridership is bad and bad for the economy. I think it would be good for the Commissioners, the staff, and the people interested in regional planning and interested in the development of the area not to get in the way of comparing the highway intensive or transit intensive alternatives with the no-build and use that as a basis as to where we have to go and ignore the middle. The no-build plan should have no serious status at all in making a comparison. The comparison should be between the highway and transit intensive alternatives, and both plans should involve some amount of economic development, and serious people that are serious about building up the way of life in the area would look at those two plans. One more question.

A. MR. BERTEAU:

Let me respond to your first comment. You were a little critical about our including a no-build alternative and indicated that we wouldn't use it as a straw man. There was never any intent to use it as a straw man. But I can assure you after 16 years of dealing with the public and with public officials that had we not developed a no-build alternative we would have also been severly criticized. In answer to your question, it was not set up as a straw man; and we felt we had to take a look at that alternative.

Q. STATE REPRESENTATIVE NORQUIST:

I agree with you on that.

A. MR. BAUER:

There is another reason that we had to consider a no-build alternative--and I very much agree with you that the serious consideration should be given to the transit and the highway plans--but today federal regulations require that, for the purposes of environmental assessments and environmental impact statements, a no-build situation always be postulated. So in addition to the reasons Mr. Berteau gave, we have in the final report set forth that alternative to meet federal edict.

Q. STATE REPRESENTATIVE NORQUIST:

The other question or comment I have is not directly related to the transportation plan, but to the decentralization and controlled centralization land use plans. I think if the Commission, which is made up with equal membership from each county, when you go to other places throughout this week, you will receive pressure from rural developers and rural officials that want to build up their own areas, you will get pressure to go with the decentralization plan. If you want a blueprint for segregation of the metropolitan area, the city predominantly black with almost total white suburbs extending into a four- or five-county area, you would go with the decentralization plan. I don't think that is a serious consideration because there are a number of things that will probably happen over the next 25 years to work against that. For one thing the state, I think, will continue its commitment through things like shared tax formulas, things like the transportation formula, the highway and transit aids program to encourage dense communities, such as Milwaukee, to stay alive and discourage urban sprawl. That sort of thing will happen. Also I think eventually we will get to the point where the courts will look beyond the city boundaries when they are trying to solve the problems of equal education; and I would think the local officials and people who live in Walworth and Ozaukee Counties should be made aware of the consequences of going to that decentralization plan. It is my understanding that the staff is in favor of the controlled centralization, and I certainly applaud anyone on the staff or Commission that feels that way. I think the entire community, the entire Southeastern Wisconsin Regional Planning Commission area, should be made aware of the consequences of, in effect, writing off the City of Milwaukee as a community; and that is what the decentralization plan would be a blueprint to do.

A. MR. BERTEAU:

We appreciate that very much for the record. Over and beyond the social ills that you talked about, I am sure the other 20 Commissioners are aware of the adverse economic impact, as well as the costs incidental to imposition of a decontrolled plan on the natural resource base. I am hopeful the other 20 Commissioners will heed your remarks, and they are in the record.

Q. MR. HERBERT STOREY, MILWAUKEE:

I am hearing a lot of talk on centralization and decentralization and the city going to the dogs. My feeling has been too much is going out of the city and no one in the suburban area or the metropolitan area has considered what to do to help the city if they want to go along with this type of plan. We are losing many people in the city to these areas, people who would prefer to stay where transit is close. There is no compensation to the city for this movement of people out. I thought of something. I think maybe some thought should be given to freeways maybe causing a possible social decentralization and possible racism. A couple of weeks ago we heard about Chicago, riding the freeways, and some social build up was developing in people in this one area of the city, mostly younger people, had a chance to expend their feelings on these people. I sometimes wonder if this has been looked into in full consideration especially since we have seen something happen that could develop elsewhere. Keep the city in mind, and the suburbs should work with the city if they want more city cooperation because it is the people of the city being removed in all these concepts.

A. MR. BERTEAU:

I think it is a major problem, too much going out of the city and not too many people in the suburbs taking care of the city.

Q. MR. TIMOTHY TERRILL, GENERAL MANAGER, WISCONSIN MOTOR CARRIERS ASSOCIATION:

I think we are all in agreement with State Representative Norquist that we are talking about two transportation plans and can disregard the third. My question will compare the two of them. From the information presented tonight, and from the information presented at the Red Carpet Inn, comparing the highway intensive plan versus the transit intensive plan I come up with the conclusion that the highway intensive plan is superior. The accessibility-either under the centralized or decentralized plan--to the land is better under the highway intensive. Under the noise pollution, the highway intensive plan seems far superior. Air quality, as I remember at the Red Carpet Inn, it was discussed that neither of the two transportation plans had any measurable significant effect on air quality. Was I wrong on any of those?

A. MR. GRAHAM:

No.

Q. MR. TERRILL:

That was my question. My comment is that I was happy to see for once that the trucking industry was not listed as a casual factor in any of this stuff. I think the figure was 20 percent of the volume in Milwaukee County--was truck traffic, and that did not increase since the Southeastern Wisconsin Regional Planning Commission began their measurements. If the traffic congestion problems exist for the cars, they also exist for trucks, and we are sitting there just as long tied up. In private vehicles it is only time; but in our industry, it is time and money. When you talk about transportation, keep transportation of goods in mind. Whatever it is, just so it works.

Q. MS. LINDA DUCZMAN, MILWAUKEE:

I am in accord with him. I was listening to the different plans. I rely on buses to get me where I want to go. When you look at the two plans--the highway and transit intensive alternatives--if you are given the alternative of leaving when you want, taking as many belongings as you want, you are going to take your car. If you are going to build a plan that relies on highways, they are going to opt to take their vehicles. I was just wondering how you intend to build a lot of highways and a lot of transit in coordination and get people to use the transit if it is the convenience of option of using cars built into that system. How are you going to get the fare down to 25 cents?

A. MR. BERTEAU:

That is a serious problem for Milwaukee County. Whether they are going to be able to sustain that level of subsidy over time is certainly questionable. We had to use a figure, and we used that one on the recommendation of the Citizens Advisory Committee. On your other comments about making automobiles so readily usable and available, I think, if you heard Mr. Graham's presentation, he talked about parking and parking costs. Certainly there was consideration given to trying to at least abate the easy use of cars. I think maybe, Keith, you ought to talk a little more about that aspect of it.

A. MR. GRAHAM:

I think what we are trying to propose is a series of transit incentives and auto disincentives. One is a reduced transit fare. That is perhaps the most sensitive element. The cost of driving an automobile compared to making a transit trip is also a factor in some people's minds. We have indicated a possibility of provision of increased parking charge to discourage automobile use to that area of the Milwaukee urbanized area--the Central Business District of Milwaukee--concentration of trip ends can be served by transit. Whether or not you are going to get increased transit use to a significant level by not putting in street and highway improvements is problematical. In the testing we have done, we have postulated in the Milwaukee area a pretty high level of transit service, with no additional street and highway improvements, but were only able to get 17 percent of the total trips onto transit. That is a dramatic increase from 4 percent existing now, but still it is only 17 percent.

Q. MS. DUCZMAN:

How many trips can you practically assume people will take by bus? If you are shopping for a family of 10, it is difficult by bus. I remember taking the bus from 32nd and Wisconsin up to the College on Silver Spring and Santa Monica. I had to walk a long way from the bus. I am just wondering if the figures are being fairly compared. How many bus rides can practically replace car rides?

A. MR. BAUER:

It varies. The modal decision is made differently for the different trip purposes. You can expect a greater diversion of work related trips to transit if you either effect transit improvements or create some kinds of auto disincentives than you can the shopping trips you mentioned. That is considered in the modeling. Your point is a good one. The other thing I thought of as you were raising some of the points was that the Regional Planning Commission has since 1966 recommended that the supply of parking

in the Central Business District of Milwaukee not be increased in order to discourage the use of the automobile and encourage the use of transit for the making of the work trips to downtown Milwaukee. The Commission made that recommendation long before it was popular to talk about encouraging transit use. Yet that recommendation of the Commission has been totally ignored by the City of Milwaukee. You have had intensive pressure on the part of the downtown merchants and employers to increase the supply of parking facilities, which works contrary to the objective of getting particularly work trips back on the transit system. It is a very difficult situation because the automobile is a very difficult mode of transportation to compete with. It is very convenient. You go door to door, set your own schedules, leaving when you want to leave, arriving when you want to arrive, and controlling your environment and company. It is very difficult to compete with. The problem is compounded by the fact that in our society if we enforce some kind of auto disincentives, the choice of the people is not just to leave their auto, but their choice is also to decentralize land use. It is, therefore, a very difficult problem that we are wrestling with.

A. MR. BERTEAU:

Let me say the Commission is wholly advisory and any plans we finally do adopt are wholly advisory plans.

Q. MR. TED SEAVER, METROPOLITAN HOUSING CENTER:

I was going to note a couple of things. The Southeastern Wisconsin Regional Planning Commission tables are sometimes a little difficult to read, and those of us who are paranoid sometimes think they are--put together to make the highway plan look best.

A. MR. BAUER:

Oh, come on Ted.

Q. MR. SEAVER:

There are advantages to transit. One is there is considerably less dislocation of families. The costs are much lower, and I think that answers the young lady that asked how are you going to pay for the 25 cent bus fare. On Table 10--before you get to ridiculous user cost business--you have the cost of the two systems. On Table 10 the capital cost of the transit is \$1.4 billion and the highway is \$1.8 billion. A lot of those costs are duplicated. Essentially your highway intensive plan is going to cost \$400 million more, and for your operation and maintenance costs, which is the figure below, the transit is a little higher than the highway intensive. That is with the 25 cent fare in and paid for. If you add those figures together, you will find the transit intensive with 25 cent fare paid for for the next 25 years will cost only \$2.9 billion instead of \$3.2 billion. The answer was not quite clear. It is in there already. Also a couple of other things not in the tables--although we were assured they will be in the final tables. Transit takes out no park land compared to quite a bit in the highway intensive alternative. Transit destroys less property tax base, a figure you can find indirectly by looking at the acquisition costs for houses under the highway intensive, over \$100 million. In the highway plan those houses will be gone forever. Less fuel is used in transit, which is going to become critical, we are getting in an energy crisis. Then there is less disruption of neighborhoods like Bay View and less aesthetic damage. Also transit gives much better service to people in the inner city. If I am wrong, correct me.

A. MR. BERTEAU:

Yes, but I have to water you down by a 25 to 1 ratio. The annual cost is \$1.3 against \$1.7. The total cost is \$1.376 as against \$1.775.

Q. MR. SEAVER:

I said over 25 years.

A. MR. BERTEAU:

I thought you said annually.

A. MR. BAUER:

Ted, you have to admit we made a pretty good transit plan.

Q. MR. SEAVER:

Outstanding.

Q. MR. RALPH A. NEWMAN, BAY VIEW:

I would like to rephrase what this young lady, Miss Duczman, said and in my peculiar way I would like to express it thusly: I feel strongly that the citizens of Milwaukee with this transit plan, taking it over, have been handed something that is something of a monstrosity. You weren't trying to do the best you can with it. We try to do the best we can, but it is a very unsatisfactory situation. I am talking about the fact that I have a large family, all have cars, not because of so much money but can't get where they want to go when they want to go at a reasonable saving of time. Specifically, what I am saying, I have looked at the transit maps in here and on the wall; and I agree with Miss Duczman. No way, no how do the transportation lines get us where we want to go when we want to get there with any degree of convenience. So what I am saying, I am glad I don't have to work trying to solve the problem, but I really think we have a very serious problem here, and how it is going to be solved is going to take a lot of burning of midnight oil. I am saying to you, I think, as I said, you are doing the best you can; but it certainly doesn't solve the needs of the communities.

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A. MR. BERTEAU:

I am glad we don't own the monstrosity. As to the degree of convenience, I gues you are about the same vintage I am. You will recall when we had a different population and living patterns, it was rather easy to service that type of population density. But everybody going every which way, it is difficult to conceive and develop a plan to take care of the things you were talking about.

Q. MS. JO ANN NEWMAN, BAY VIEW:

One of the things that man just spoke about, I was wondering what happened to the things like the interurban line. That got people where they wanted to go at a cheap and reasonable cost, and anybody could find out--I would think it would make people stop and pause. What happened to the lines? Where have they gone? I think it is a basic question. It is not philosophical but very practical. I know the Southeastern Wisconsin Regional Planning Commission is concerned with the overall picture, but I am thinking particularly of expressways and bringing down the Harbor Bridge. I keep thinking of what this is for. Are expressways for people? Or people for expressways? Who comes first in this? I have lived in Bay View all my life. I plan on coming back when my husband is a doctor and living there. If the bridge and expressway come through, we won't want to live there, and nobody else will either. The air inversions that are going to happen--that has been scientifically proved in the environmental impact statements -- nobody is going to be able to live there. This is just one of many issues. I want people to start thinking about each individual, not talk about wanting to get places. How about saving some people?

A. MR. BERTEAU:

We appreciate your comments, and they will be put in the record. We do have a continuing study as far as air pollution is concerned and the effect of highways. We are aware of inversion. We are doing the best we can through the air pollution study.

Q. MS. NEWMAN:

They turned off the monitoring system in Jones Island. I have two brothersin-law in Chicago. When we are complaining about the traffic jams in Milwaukee, they say, "You think this is a traffic jam?" Expressways aren't going to solve it.

A. MR. BERTEAU:

Nobody uses the surface streets but all jam on expressways.

Q. MR. BRIAN O'CONNELL, MILWAUKEE:

Clarify one thing about the 25 cent fare, also the 50 cent subsidy in the highway intensive plan. Even though that has a 50 cent fare, it is actually

\$1 a ride, the county picking up half. Comparing the costs of these two systems, pretty much the same, which means the transit carries twice as many people at half the fare--the subsidy for the county is about the same. Mr. Graham disagrees.

A. MR. GRAHAM:

I think we have to clarify that. While the costs are the same--roughly the same--the revenues coming in on transit at 25 cents is higher from more rides-the system does not produce the same revenue that the 50 cent fare does for a lesser number of rides. So there will be an increased subsidy requirement with the 25 cent fare. I don't want to make a big thing out of this though because it isn't big in dollars. Your comment about the subsidy required for the 50 cent fare--it isn't a 50 cent subsidy per ride.

Q. MR. SHERWOOD WEINSTEIN, COMMITTEE AGAINST STADIUM SOUTH, MILWAUKEE:

I have heard a lot of figures thrown around and a lot about land use. I would like to submit a question to the floor and to you people on the Board. Remember our city back in the 50's. Was our city more beautiful than it is today? And certainly the answer should be yes. People are for the freeways and against. In the next 25 years if we proceed with Plan No. 3, our cities and our seven counties around this area will be horrible for many reasons, not only because of freeways but because of social impacts, the pollution, and the disruption of the neighborhoods. And I am sure the members of the Board are really taking that into consideration. That I think is a very, very important factor because we used to have a very beautiful city with a park right in the center of the city. All of this is destroyed. It is pathetic. I know that all the citizens will have to have an input before anything is done. I even think a no-build plan would be better than the Plan 3. Thank you.

A. MR. BERTEAU:

I would like to give everybody a chance that hasn't spoken yet.

Q. MR. JOHN TURCK, ALDERMAN, CITY OF WEST ALLIS:

I am an Alderman in the City of West Allis, but I am not representing the Common Council with any directive. I am a little bit disturbed by all of these plans in that I do represent the constituency on the east end of town, and I am now particularly concerned about going through West Allis. That seems to be evidenced by the fact of the transit we have right now. We have 10 bus lines going through West Allis and people from my end of town, with about 24-minute headway, it would take them about one and one-half hours to get across town. Mr. Graham, I don't think you have taken us into consideration in West Allis as far as everybody going somewhere. We are talking about \$3 billion. Wouldn't it be the Commission's duty to help the people visualize how that \$3 billion is going to add to the Region's gross product, sales and expenses; and wouldn't it be worth the money to promote a change in where people live? I can't see any reason why somebody in West Allis goes to Menomonee Falls to pound a typewriter, and somebody in

Menomonee Falls comes to West Allis to pound a typewriter. We have freedom and whatever, but certainly you are helping, promoting all of this movement around the city and around the county and Region. Some people are talking about energy conservation with one side, and here we go spending money, a great amount, to move people around. In my own feeling, I feel there should be another plan that would show industry and show the people very individually what this would all cost and even take that money and provide an incentive to build a new-city--something they have in England. It would be a promotion to keep people in one area. I can't see us flying all over the Region. It doesn't make sense economically and socially.

A. MR. BERTEAU:

Thank you for your comments. I guess there is only one thing I would say from having seen what has happened in the last 26 years. We live in a rather free society. People have a right to move pretty much where they want. What has happened, people have moved. There has been a terrific dispersion of people. After that comes the clamor. "Hey, how about transportation?" We come on the scene after they have moved and after they find need for transportation. I know one Mayor of a major city who works 16 miles away. If we wouldn't have provided the type of facilities, he would be unhappy. Anybody else?

Q. ALDERMAN TURCK:

I think I missed making my point. Maybe there has been so much said that--to make sense--is maybe more my problem than yours. I am saying it is your job to promote this to not happen.

A. MR. BERTEAU:

It is pretty difficult for an advisory commission to promote social changes.

A. MR. CLINKENBEARD:

One of the plans--the plan on the far left map--depicts centralized development. The fact of the matter is what is actually happening is shown on the other plan. In fact, it is happening even worse. That plan is a slowdown. What we are proposing is an alternative in the centralization plan. We are not talking about everybody living in a high rise. That plan could be accommodated by everybody living in a single-family home if they could afford it. That is quite different from what is actually happening today. That is one of the things we would hope everybody would understand.

A. MR. BAUER:

The other aspect is that once decentralization of residences begins to take place, as it has, you also get a decentralization of industry. That compounds the problem. In the urban area the population densities have dropped in this Region from 8,500 persons per square mile in 1950 to 4,807 persons per square mile in 1963, to 4,355 persons per square mile in 1970. I can't think of another phenomenon in the metropolitan area that has changed so drastically and this has compounded the problem you are talking about.

Q. ALDERMAN TURCK:

That is a good example of exactly what I am saying. G.E. went because of a reason of taxes. If somebody said, "Hey, wait a minute, we are going to add something for transportation--"

A. MR. BERTEAU:

That is Brother Norquist's job.

Q. MR. CLYDE WARNER, MILWAUKEE:

No one ever talks about priorities. I haven't heard it mentioned, and I have attended many meetings. In order to justify the freeways, everything has to be included. I think there should be priorities considered here. We are being sued for polluting Lake Michigan at the present time. It is going to cost millions of dollars to come up with a system that will process all of the sewage. Another one is the fact that we are over taxed. All agree we are over taxed in the City of Milwaukee. But the thing is this, why do we have to have the freeways? Why can't we have other things that deserve a priority over the freeways, such as mass transportation? I am sure most everybody agrees we should have mass transportation. I would like to have to spend on all these projects that have to be done? Additional freeways do not have to be completed, but these other projects do have to be completed. I would like to have an answer.

A. MR. BERTEAU:

Thank you for your comments on priorities. I suspect since we are only an advisory agency, you have representatives from Milwaukee County and the State Legislature, they will determine the priorities. As far as money, I am just as concerned as you are.

Q. MR. DAVID HOWE, MILWAUKEE:

I have a question concerning the proposed Lake Freeway that will extend down by the Lake. A freeway should serve the people; and as the population has gone west, as your statistics over the last five years will show, the largest increase has been west. A freeway would be to serve people, and you would want as many people to use the freeway as possible. You can't build further east than the Lake. Why plan for another freeway east when the population is moving westward into your decentralized plan right now? How would the communities take care of this?

A. MR. BAUER:

I think the Lake Freeway poses us with some difficult questions. I think your questions are thoughtful and deserve a good answer. I don't want to get up here to argue for or against the freeway. I want to answer your question as to why apparently there is a need for a freeway in that corridor. IH 94, which is located here, is one of the most heavily traveled sections of interstate highways in the United States in terms of traffic volumes, and it is already operating over its design capacity; and we foresee those traffic volumes increasing over the next 20 years. There is therefore concern over what should be done to handle that situation. In addition, there is expected to be population growth in Kenosha and Racine, modest but growth. And we would hope that that growth would be encouraged to occur in that area of Racine and Kenosha Counties that lies east of the interstate. There happens to be a ridge line located roughly along where the interstate is located, and you can't develop the area west of the ridge for urban use because you cannot readily extend utilities across the ridge. Secondly, this area of Racine and Kenosha Counties is one of the very rich productive prime agricultural areas left in the Region. It is an area which historically was a marsh. It is an area where a great deal of capital has been invested in agricultural drainage improvements, where the land should be kept in agricultural use. One of the proposals advanced a number of years ago was to provide a relief facility for the interstate in the location of Highway 45, which would be through here. We feel that that would be a mistake because it would encourage urban development in that agricultural area. Finally, for many years there has been a strong feeling in Racine and Kenosha Counties that an improved transportation connection was required to the Port of Milwaukee. Manufacturing and industrial concerns in these two areas have been for over 20 years concerned with a better highway connection to the Port of Milwaukee. So those are some of the reasons why an improved highway facility is being considered to the east of the present interstate. This presents us with a very difficult task. We are very much aware that in Milwaukee that particular freeway would traverse some of the nicest older stable communities in Bay View and St. Francis. It is a very difficult problem.

Q. MR. SEAVER:

Was there somebody up there when Kurt explains why he wants to build the highway intensive to give the argument for the other side? People ought to give both sides.

Q. MR. GUSTAV HIRSCH, MILWAUKEE AREA TECHNICAL COLLEGE:

I have a question about 83. Are you going to develop 83 in the freeway system?

A. MR. BAUER:

No.

Q. MR. HIRSCH:

I have been hearing that.

A. MR. CLINKENBEARD:

It never was proposed as a freeway.

Q. MR. HIRSCH:

Is it going to be improved?

A. MR. CLINKENBEARD:

In certain sections. Just those sections around communities--Mukwonago, for example, Hartland, and around Beaver Lake.

Q. MR. HIRSCH:

Just in sections? Not an entire plan all the way from Mukwonago up to 41?

A. MR. CLINKENBEARD:

Not on new alignment.

A. MR. BAUER:

And not as a freeway. It is proposed to remain as a standard surface arterial.

Q. MR. GEORGE HENIKA, MILWAUKEE:

I drive Highway 100 all the time. Sometimes on my way back from the airport at night I have counted two cars on that highway. Now you are talking about building more freeways almost parallel to that rather than building another new road.

A. MR. BERTEAU:

Thank you for your comments.

Q. MR. THOMAS M. SPELLMAN, WEST SIDE CITIZENS COALITION: MEMBER, CITIZENS ADVISORY COMMITTEE ON THE FREEWAY-TRANSIT ELEMENT OF THE REGIONAL LAND USE-TRANSPORTATION PLAN REEVALUATION:

My first comments have to deal with Mr. Berteau's comments that the Southeastern Wisconsin Regional Planning Commission is advisory by State Statutes. It has a very tremendous federal power in that it cannot make anything happen but it can surely stop, if not all, part of any plan. So to say, it seems to me, you can say, "Yes, it is advisory; we can't deem something to happen, but we do have the power to stop something that was not part of the plan. And it just won't go any place because, if Milwaukee County put it forward, the

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feds would say it is not part of the plan, and you would have to go through a change."

The other aspect of the situation is the whole question of fuel. And Mr. Berteau's comments: that in some way the Southeastern Wisconsin Regional Planning Commission can't control where the highways go, the people move out, and now we want highways, we moved out there, we want to be adequately served by highways. I guess my question is the fuel situation. After the election gasoline prices are going to go up. That is not including an embargo, how are they going to allocate gas? I live in the city. I own a small car--will I get less gas than somebody who has decided for their private reasons to have a big car and live out in the country--but since transportation does have to get everybody to where they want to go--and that person has chosen to live 30 miles out in the boony. How does that person get to work unless he gets a larger share than what it takes me? In fact, in terms of fuel allocation, for some reason in the allocation of highways, the question of ethical consideration doesn't come in. Equity is what we are dealing with in our society today. The Southeastern Wisconsin Regional Planning Commission has to deal with it whether you want to deal with it or not. That is the way the decisions are going to be made. The City of Milwaukee is going to be making an equity decision in terms of the transportation system they choose or don't choose.

A. MR. BERTEAU:

On your critique of my comments on the Commission as advisory, the federal government can or cannot follow recommendations so that when I said that we were advisory, I think we are. They may choose to ignore any recommendations we might give them. I guess over and beyond the statutory definition, I guess we still are advisory. In fairness to your comments, we made the statement before and will make it again that if a facility is not on an adopted plan, there is a good chance it will not be built.

Q. MR. WILLIAM BRUGGER, UNIVERSITY OF WISCONSIN-MILWAUKEE:

With regard to residential concerns and controlling urban sprawl, I was wondering what incentives were built into the plan for the controlled centralization to prevent urban sprawl or to attract people to central area as opposed to moving out into other areas.

A. MR. BAUER:

The plan at this stage does not explicitly include any incentives unless you want to regard--as I believe you should--the fact that urban development under this plan can take place in areas served by sanitary sewer, public water supply, mass transit, police and fire protection and at essentially medium densities. It would be located in neighborhood units, which could be relatively self-contained. Also, under this plan you would have adequate employment and shopping opportunities available, be closer to certain cultural and educational opportunities than you would under the other plan. If this plan is adopted you would try, in effect, to discourage development in outlying areas of the Region by, for example, incorporating soil restrictions in the county zoning ordinances and subdivision control ordinances; by adopting exclusive agricultural zoning districts that would, in effect, encourage the maintenance of land in agricultural use and discourage its conversion to urban uses. So bringing this (controlled centralization) plan about would be more difficult than this (controlled decentralization) plan; but my personal opinion is that if the Region does select this plan, there are enough implementation devices available that the local units of government acting cooperatively could do a pretty good job of bringing it about.

Q. MR. DON HAACK, CONSTRUCTION ENGINEER, DIVISION OF HIGHWAYS, DISTRICT 9, WISCONSIN DEPARTMENT OF TRANSPORTATION:

I have a couple of short questions. The original plan that you had, would you refer to that as a controlled decentralization plan?

A. MR. BERTEAU:

Controlled sprawl. We tried to limit the amount of sprawl.

Q. MR. HAACK:

The original one.

A. MR. BAUER:

This land use plan is very much like the original plan. This plan represents a refinement and detailing of the presently adopted regional land use plan.

Q. MR. HAACK:

How successful have you been in getting the various counties, including Milwaukee County, to go along with that?

A. MR. BERTEAU:

The Commission, contrary to Mr. Spellman's idea, is strictly advisory and our advice and concern back on December 1, 1966, was we ought to do what we can to arrest sprawl and arrest the social and economic costs attendant to sprawl; and, therefore, the Commission did adopt a so-called controlled sprawl plan. And six of the seven county boards adopted that land use plan. One county, Ozaukee, did not adopt that plan. Adoption of a plan does not necessarily bring about compliance because in Waukesha County--I don't want to pick on Waukesha particularly--I think there were something like 33 out of 37 subdivisions that were not in compliance with the recommended plan, so that the best the Commission can do is try to develop a plan designed to meet certain objectives that are pretty well set forth. Then hopefully through persuasion and through citizen groups we can bring about an implementation of that plan.

A. MR. BAUER:

I would like to say that implementation of the regional land use plan to date has probably been better than implementation of any local land use plan that I am aware of. For example, the old regional land use plan recommended that there be 12 new regional parks acquired and developed within the Region. These are marked on the map by the green triangles. All but two of those 12 have been acquired and are open to public use today, 10 years after the plan was prepared, including the very best regional park site which was left in the Region in 1963--the Quarry Lake Park site, which is now Harrington Beach State Park--a square mile of beautiful park area, a mile of beautiful beach. Every one of the major activity centers as far as industrial development is in some stage of development. With respect to major shopping centers, every regional center except Southridge is located in the location recommended on the land use plan. On the environmental corridors, substantial headway has been made toward their preservation. The one area where the plan has perhaps not done as well as we would like to have seen is in the preservation of agricultural land and in the control of urban sprawl; but even there, Walworth County, for example, has recently adopted a new zoning ordinance based on the regional plan. As of now, 14 of the 16 townships in Walworth County have adopted that zoning ordinance; and it carries out the old land use plan. There is headway being made although not as fast as some people would like to see.

Q. MR. HAACK:

The point I am making, as a Milwaukee County resident, even though we can all sit here and agree we want to remain centralized, if we don't get six counties going along with us, we can have the greatest number and it still won't even hit maybe three plans down this way yet. I would like to throw in one other comment as a consumer, since nobody has spoken from that point of view. According to the Milwaukee Journal and other business and food distribution publications that I have been reading, Milwaukee is going almost to the bottom as far as a regional warehouse center. Almost everything in food and consumer goods is coming out of the Chicago area. The more often that this congestion occurs, trucks are sitting on the road in congestion, the higher my prices are going to be and everybody else's. I hope you consider that aspect.

A. MR. BERTEAU:

Thank you very much.

Q. MRS. HELEN C. NEWMAN, SOUTHEASTERN WISCONSIN COALITION FOR CLEAN AIR:

I live in Bay View. I have trouble with Maps 9 and 10. I realize these maps are drawn up, I believe, with a computer where they don't have any city streets to set me straight. On Map 9 where you have--see Highway 94, expressway, to the south of that is what I understand to be an exclusive right-of-way, and there is a transit station on the east and on the west of that. Is that a separate--is there something there or something that is going to be built?

A. MR. BAUER:

That is a proposal in this plan to develop what would be, if it were for buses, two exclusive lanes for bus rapid transit; if it were a railway, a two track railway, with an approximate location on the Chicago, Milwaukee, St. Paul, and Pacific right-of-way in that area now.

Q. MRS. NEWMAN:

In other words, also along the east coming out of, I believe, what would be the Harbor Bridge, there is a shared right-of-way and exclusive right-ofway. Is this something that would be built or is this the freeway you are talking about?

A. MR. BAUER:

The shared right-of-way would involve running the motor coaches over the bridge and then where you have the solid red line there would be a busway--if we assume buses will be used as the vehicle type--provided along the Chicago and North Western Railroad old passenger line.

Q. MRS. NEWMAN:

That would be a separate road and have to be built?

A. MR. BAUER:

No--not a freeway, but a separate busway on its own right-of-way.

Q. MRS. NEWMAN:

Thank you. That answers my question.

Q. MR. HAACK:

The one before -- on Map 9, nothing new would be built?

A. MR. BAUER:

That is right.

Q. STATE REPRESENTATIVE NORQUIST:

First of all, as far as the problem of truck congestion, I think that should be addressed. It is not just this Commission but highway departments all over the country have tended only to look at roads when they are looking at transportation. Only recently government has begun to look at rail transportation. When you talk about building another freeway to Chicago, it must have an impact on the railroads. I envision the time very soon when the Legislature may include some sort of language for you to include that in your

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studies. If you want an example, the Falk Corporation 20 years ago shipped 70 percent by rail; now it is about 10 percent by rail. The reasons for that is that the trucks are so much quicker. Owens Glass Company in Streeter shipped sand for glass by rail and almost none now, and this happened after completion of I 94. It does have an impact. The Commission would probably enjoy looking at rail when that mandate comes.

The first crucial question you have to ask is how you will implement the plans. It is my impression, gentlemen, that the transit intensive plan is more likely to result in the successful completion of the centralization plan than the highway intensive plan. Your problem is selling it. You have the six counties, but don't just look at the six-county problem because you also have a Legislature elected by popular vote. To that extent, Milwaukee County is more represented. And you also have a Governor who opposes urban sprawl. There will be policies out of the State and I envision out of the federal government starting January 20 next year which will begin to encourage curbing urban sprawl. You are not just dealing with seven counties but with popularly elected government.

A. MR. BERTEAU:

Even before the mandate, we already served on the State Advisory All-Mode Transportation Plan so that we are well indoctrinated. Anybody else have comment before we close?

Q. MR. HERBERT STOREY:

In our discussions a lady earlier brought up the fact that people are becoming secondary. You are pointing out on the maps, you are putting land priority over people. To preserve an agricultural area out of Racine and Kenosha Counties, you are willing to satisfy the movement of large numbers of people in Milwaukee, St. Francis. I realize there is good agricultural land down there. However, if a priority has to take place, I think it should be given to people. You also mentioned if they were to put an expressway on 45 that there would be housing development occurring around it, also destroying agricultural land. Why not use land restrictions to discourage this type of action? You also mentioned like Racine and Kenosha by using a freeway east of I 94 for access to Milwaukee's lakefront facilities. What is wrong with Racine and Kenosha building their own? I would like to say I favor a no-build with a transit intensive built around our present system.

MR. BERTEAU:

I think the meeting has been very helpful, very constructive. I am extremely pleased with the courtesy and attention given to the Commission's work tonight. Thank you very much for coming. If you have any further questions, come up and we can discuss them.

Mr. Berteau adjourned the meeting at 9:40 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

PUBLIC INFORMATIONAL MEETING1

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

WALWORTH COUNTY

WALWORTH COUNTY COURTHOUSE

ELKHORN, WISCONSIN 7:30 P.M. TUESDAY, JUNE 22, 1976

Mr. George C. Berteau, Chairman, SEWRPC, opened the meeting at 7:35 p.m. CDST.

MR. GEORGE C. BERTEAU:

It is a little after 7:30 p.m. Let's get started. I would like, first of all, to introduce the people up here in case you don't know all of them. Mr. Harold H. Kolb, who is on the Commission, and Mr. Anthony F. Balestrieri, who is also on the Commission; Margaret Shanley, our Recording Secretary, and Mr. Kurt Bauer, our Executive Director. I am George Berteau, the Chairman of the Commission.

First of all, does everybody have one of these informational handouts? We will be talking off those. There are important maps and tables in there. Just walk up and get one if you don't already have one.

The Regional Planning Commission did in 1966 adopt a land use plan and a transportation plan for the seven-county Region. Walworth County was the first county to adopt the land use and transportation plans. Over the years Walworth County, in contrast to the other six, has been in the forefront of everything that has been good that has taken place to carry out the plan. I come here with a great deal of pride when I talk about Walworth County. After we adopted the land use and transportation plans in 1966, we maintained a very close watch over what was happening in the Region--population, automobiles, trucks, subdivision development, industrial centers, shopping centers, parks, and so forth. And we believed that, good practice dictated that we update the 1966 plan in 1976; and so that here, 10 years since then--1976--we have developed alternative land use plans, two of which you will find in the handout and which we will be talking about in a few minutes. And we did develop three alternative transportation plans for each of the alternative land use plans. We will also be talking about them, and they are graphically portrayed in the handout. In April of this year, we had an all day meeting at the Red Carpet Inn in Milwaukee with some 450 people in attendance, at which we reviewed the land use alternatives and the transportation plans as they

¹See list of meeting attendees in Appendix A-5.

affected the entire Region. It was more or less an informational presentation, and some of you were there when we broke up into workshops and went into the individual counties. At that time we said that prior to the time that the Commission would adopt any land use plan or transportation plans it would conduct a series of informational meetings for the citizenry who were interested and who cared to come. This is one of those meetings.

We will not present to you a great deal of detail on two counts. One is that it is in the brochure you have, and the second is that it was pretty well covered in the Milwaukee Journal, as well as at the Red Carpet Inn. Primarily tonight's session is designed to afford you an opportunity to ask any questions pertaining to the subject at hand--I can't talk about the Reagan-Ford campaign--and also to provide any constructive comments or suggestions that you may care to make.

Have we started a roster around? I wish each person here would sign the attendance roster so that we know who is here; and also at the conclusion of some 12 to 15 minute presentation, if you have questions or comments, I would ask that you ask for the floor and stand and give us your name because we are making a record of the proceedings here so we can down the road have the benefit of your judgment and the comments. It will be the responsibility of the Commissioners like Mr. Kolb and Mr. Balestrieri and the rest to sift through all of the advisory committee information and all of the citizen input that we hope to elicit from the citizenry in the seven counties. We had one meeting at Milwaukee last night. We have one here tonight. Tomorrow we have a joint one for Ozaukee County and Washington County at West Bend. Thursday there is a joint one for Racine and Kenosha Counties at Mt. Pleasant Town Hall, and Friday there is one for Waukesha County in the City of Waukesha. Hopefully we can get some suggestions and some constructive comments, and I would only ask that you try to let us hear your name and that we try to stay with the subject we are talking about here tonight.

With that, I would like now to introduce Mr. Bauer, who will give you a brief presentation following pretty much the handout and the maps placed around the walls.

MR. KURT W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. Ladies and gentlemen: Mr. Berteau mentioned that the Regional Planning Commission did in 1966 adopt a regional land use and a regional transportation plan. Those plans were certified to the seven county boards, including the Walworth County Board, and those plans were formally adopted by the county boards, including the Walworth County Board. Mr. Berteau also mentioned there has been a very extensive implementation of those adopted plans in Walworth County. Walworth County has done more than any other county in the Region with respect to attempting to use the information that the Regional Planning Commission has made available to its constituent county boards. The following are some examples of implementation actions in Walworth County following land use and transportation plan adoption in 1967. The County adopted a sanitary code incorporating the detailed soils data that the Commission had furnished. In 1971 the County adopted a subdivision control ordinance that also incorporated detailed soils data. In 1974 the County adopted, after long and careful study, a new County zoning ordinance, which is very much in harmony with the adopted regional land use plan, and, to date I believe, 14 of the 16 towns in Walworth County have now acted to adopt that new zoning ordinance, which is a remarkable record. Finally in 1973 the County Board adopted a jurisdictional highway system plan for Walworth County which refined and detailed the adopted regional highway plan.

Now the adopted regional land use and transportation plans were based upon certain forecasts that were made back in the very early 1960's. Those early forecasts envisioned that the population of the Region would grow by about one million persons over a 20- to 25-year period, from the then level of about 1.7 million people to about 2.8 million people; that there would be about 350,000 new jobs created within the Region over that time; that automobile registrations would increase by about 477,000, that there would have to be about 462 square miles of land converted from rural to urban use within the seven-county area over the former design period; and that there would be substantial increases in travel demand measured in terms of person trips and vehicle miles of travel. The Commission, when it adopted the original plans 10 years ago, determined that the plans should be reevaluated after a 10-year period and, as necessary, revised.

In preparation for that plan reevaluation in 1976, the Commission prepared new forecasts of the kinds of plan input data that I have mentioned for the old plans. The new Commission studies indicate that the population of the Region can be expected to grow at a significantly slower rate than had originally been forecast 10 years ago. So that while under the old plans we envisioned the population of the Region reaching about 2.8 million people by 1990, under the new plans it is envisioned that that population will reach about 2.2 million people by the year 2000. So instead of providing for a growth of one million new residents, we feel we will have to provide for about half of that growth, or about 463,000 new residents. Now in spite of the somewhat slower rate of population growth that has taken place in the Region, employment, automobile availability, the conversion of land from rural to urban use, person trip generation, and vehicle miles of travel have all increased as fast or faster than originally forecast. Therefore, the new plans envision about the same number of additional jobs being created in the Region, about the same number of additional automobiles being driven on the streets and highways in the Region, the same number of additional person trips being generated, and the same number of additional vehicle miles of travel. This is due, in part, to decreasing household size, with more people in each household holding jobs; higher automobile ownership rates, and higher rates of travel on a per household basis than originally foreseen.

With respect to Walworth County, the new forecasts on which the revised plans are based are all somewhat higher than the old forecasts. What this means is that the old forecasts are coming about in the outlying areas of the Region but not in Milwaukee County. Milwaukee County is beginning to actually lose population, while the outlying counties of the Region are continuing to grow. So with respect to population, when we made the old regional plan, we thought that Walworth County would increase in population by about 31,000 persons over the design period of the plan. We feel now that the new plan will have to accommodate about 36,000 new people. In terms of jobs, the old plan was designed to accommodate an increase of about 9,400 jobs. The new plan envisions about 13,300 new jobs. With respect to automobile availability, the old plan was designed to accommodate an increase of about 14,500 autos. The new plan envisions an increase of about 18,300 new autos. Thus with respect to Walworth County, while the Region as a whole has grown somewhat slower than originally thought, Walworth County has actually grown faster than originally thought, although very close to our original forecasts.

Based upon these new forecasts, the Commission has prepared for presentation to the elected officials and to the public two alternative land use plans; and those are shown in your handout package in summary form on Map 1 and Map 2. This map here is the very same map as Map 1 in your handout. It is a graphic summary of the first alternative new land use plan that the Commission is presenting for public evaluation. It has one very important underlying assumption that I want to point out; namely, that each of the seven counties in the Region will develop in accordance with the revised forecast population levels, so that the plan doesn't seek to change in any significant way the operation, if you will, of the urban land market and of growth in the Region. The plan has within it three very simple ideas that are not at all complicated, but are very important to point out.

The plan, first of all, would seek to encourage urban development to occur in those areas of the Region that are covered by soils that are well suited for urban development and that can be readily and economically served by sanitary sewer and water supply facilities, police and fire protection, mass transit, and other essential urban services. These are shown as the brown, orange, and yellow areas on the plan map. In Walworth County under this plan new urban development would be encouraged to occur in and around the established urban centers, such as East Troy, Delavan, Elkhorn, and Lake Geneva.

The second basic idea underlying the plan is to maintain the primary environmental corridors that encompass almost all of the best remaining elements of the natural resource base in essentially natural open use. These corridors are shown in dark green on the plan map. They encompass about 17 percent of the total area of the Region but contain almost all of the best remaining elements of the natural resource base and special hazard areas, such as floodlands. If we keep these corridors in essentially natural open use, we will have done a great deal to protect the natural heritage of the Region.

The third basic concept underlying the plan is to keep the prime agricultural lands in agricultural use. These are shown in light green on the plan map.

The second alternative land use plan that is being presented for review is quite different from the first. It is different, first of all, with respect to the basic assumption with regard to county population growth. Under the first alternative regional land use plan, Milwaukee County would essentially remain at its present population level over the next 20 to 25 years, about 1 million people; and the entire forecast population increase for the Region--the 463,000 new people--would be added to the outlying counties of the Region. Under the second plan Milwaukee County would lose 150,000 people over the next 20 to 25 years, and there would be then not 463,000 but almost 600,000 people added to the population of the outlying areas of the Region. That is a major and important difference between this alternative and this alternative. A second major difference is that, while the first alternative would envision almost all of the new urban development occurring in areas that could be served by public sanitary sewer and water supply facilities, under the second alternative a large proportion of the new growth would be located in areas that could not be served by sanitary sewerage facilities but would require the use of septic tanks and private wells. Those are the light yellow areas on the map. In Walworth County this would primarily affect the northeastern corner of the County. Another way of looking at that aspect are the two maps on the far wall. On the right hand map, the greenish-yellow colored areas are areas that would be served by sanitary sewer and water supply under the first alternative land use plan, and the red areas would be unserved. Under the second alternative, you can see a drastic change in terms of the means for disposing of sanitary waste and of obtaining potable water. The second area would represent septic tank system residential development.

With respect to the other basic ideas, the second plan is the same as the first. We are still trying to preserve and protect the environmental corridors; and to the extent possible, we are still trying to save the good agricultural lands under this particular plan. This plan, as you will see if you look at some of the tables, however, does not do as good a job especially in terms of agricultural land preservation.

Table 6 in the handout summarizes for you the major differences in the two plans as those plans would affect Walworth County. You will notice there the present population of the County is about 63,500 persons. Under the centralized plan, you would add about 36,000 persons to the population of Walworth County over the next 20 to 25 years. Under the decentralized plan, you would add about 43,000 people to the population of the County. In terms of employment, under the centralized plan you would add about 13,300 new jobs. Under the decentralized plan, you would add about 22,600 new jobs. There is about 50.5 square miles of land devoted to urban use in Walworth County at the present time. Under the centralized plan, you would convert about 7.6 square miles of land from rural to urban use; and under the decentralized plan, you would convert about 18.9 square miles of land from rural to urban use. Finally, if you look under the last entry in that table, you will see that you now have about 28,000 persons living in Walworth County that are not served by public sanitary sewer facilities and that are living on septic tank type areas. You will notice that under the centralized plan that figure would decrease by about 5,500 persons, so there would be about 23,000 people not served by public sanitary sewer service; however, under the decentralized plan, that figure would increase by about 3,400 persons, to a total of about 31,900.

The Commission has prepared three transportation plan alternatives for each of the two land use plan alternatives. Thus, a total of six transportation plan alternatives have been prepared and evaluated for presentation to the public. There is, for each of the land use plans, a no-build transportation plan. This is a plan in which you would not build any more highway or transit facilities in the Region and attempt to handle any increases in travel demand on the existing systems. A transit intensive plan, which was prepared at the specific insistence of Milwaukee County, would--for each land use plan--attempt to handle the foreseen increases in travel demand primarily through investment in public transit facilities as opposed to highway facilities. Finally, a highway intensive plan was prepared in which you would attempt to handle the increases in travel demand through the development of both highway and transit facilities.

With respect to Walworth County, the transit intensive and the highway intensive plans are virtually the same. Therefore, I am going to talk just about the highway intensive plan and the no-build plan. Map 3 in your handout material shows the so-called no-build plan for the Region. The only new facilities that would be built under that no-build plan would be the red facilities, and they are really facilities that are already under construction. In Walworth County, you will see that the only new facility would be the completion of STH 15, the Rock Freeway, across the County. That would be the only addition to the system. You will note that USH 12 Freeway would terminate at Elkhorn and would not be completed to Whitewater as was provided in the presently adopted regional transportation plan. Thus, under the no-build alternative you have a major deletion from the existing plan in the elimination of USH 12 Freeway from Elkhorn to Whitewater.

Now, look at Map 5, which is the highway intensive plan. I should point out that because this map is small and because of the attendant scale limitations, we can only show the freeways on the map. The map does not look any different than Map 3 because, again, the only new facility included is the completion of the STH 15 Freeway. Again, please note that even under the highway intensive plan, the completion of 12 is not proposed. I think that is one of the issues you will want to talk about and react to.

In addition to the completion of 15, the highway intensive plan provides for the construction of certain major surface arterials and those are shown in red on this particular map. After the meeting you may want to come up and look at this map closer. Included on the improved surface arterial system under this plan are the completion of STH 50 from Kenosha to Lake Geneva as a four-lane divided arterial--not as a freeway but as a standard surface arterial. Included in the plan is the STH 120 bypass of Lake Geneva around the east of Lake Geneva. Included in the plan is a bypass for STH 12 around the south and west side of the City of Whitewater. Both of those facilities would be two-lane standard surface arterials on essentially new locations. Also included would be the improvement of USH 14 from STH 15 to the State Line.

Again, if you look at Table 15 in the handout, you will see more specific information about the alternative transportation plans for Walworth County. For example, with respect to freeway facilities, there were in the base year 22 miles of freeway open to traffic in Walworth County. Under both the no-build and the highway intensive plans, that would be increased by about eight miles, to a total of 30 miles, representing the completion of the STH 15 Freeway. Standard surface arterials would be increased from a total of 389 miles of two- and four-lane standard arterials to a total of 410 miles, so that the total arterial mileage would increase by about 21 miles.

With respect to vehicle miles of travel, you can see that we expect that to about double under either of the two plans. There are about 870,000 miles of vehicle travel being carried on the streets and highways of Walworth County on an average weekday at the present time. We would expect that to about double over the period of time. You will notice with the completion of 15 we would expect the percent of that total travel that is made on freeway facilities to increase from about 6 percent to about 26 to 28 percent. You will notice that we also expect traffic congestion to increase somewhat within Walworth County even with the recommended highway improvements. If you add up the percentage of the total system that is now at or over capacity, it is about 2 percent. We expect that to rise to about 7 percent even with the added investment in the highway facilities that I have described.

That, I think, is a little bit longer than I had wanted to talk. I will now turn the meeting back to you, Mr. Berteau.

MR. BERTEAU:

Mr. Bauer pointed out rather carefully on the way through that the transportation plan that has been talked about here under the various alternatives differs from the existing adopted regional transportation plan in that the adopted regional transportation plan has Highway 12 on it as a freeway from Elkhorn to Whitewater, and the proposed transportation plan does not. You may want to give some thought to that or ask why. You may not. I must thought I would give you a chance to think of any questions you want to raise or comments you want to make.

Q. MR. STUART RICH, PROFESSOR OF ECONOMICS, UNIVERSITY OF WISCONSIN-WHITEWATER:

Naturally I am interested in the reason why the completion of the Highway 12 Freeway--which has now been completed to Elkhorn as a four-lane center divided expressway--is not proposed to Whitewater? What is the reason?

A. MR. BAUER:

Professor, there are really two basic reasons. The first--and from the standpoint of the regional planning effort this is probably the most important reason--is that whereas the traffic forecasts made 10 years ago for that facility ranged from 15,000 to 19,000 vehicles per average weekday, the new forecasts are considerably lower, ranging from 5,000 to 8,000 vehicles per average weekday. There has been an apparent major shift in interregional travel patterns. More of that, traffic is now using IH 90 than was originally foreseen. So the new volumes on 12 between Elkhorn and Whitewater do not meet the established freeway warrants which call for a minimum of 15,000 vehicles per average weekday on a rural facility before considering conversion of the facility to a freeway. There is a second issue, but that is one that we can't address at the regional planning level. That is the matter of statewide system continuity. The State Highway Commission is going to have to address that issue. They have had some rather serious problems trying to get improvements on 12 in Dane County and have dropped the idea at least at the present time of attempting to complete the conversion of 12 to a freeway in the Madison area. These factors have had a bearing on the staff's position at this point of not including 12 as a freeway.

Q. PROFESSOR RICH:

Does the State Highway Commission work pretty closely with the Southeastern Wisconsin Regional Planning Commission in these highway buildings in this seven-county Region?

A. MR. BERTEAU:

We have a representative of the State Highway Commission here, and I am sure that he would be pleased to comment. Our experience over the last 10 to 15 years has been very good. The relationship between the two Commissions' work--our planning and their construction--has been excellent. There is one exception that kind of stares us in the face in Milwaukee County; but that is not here. What about the warrants for an expressway rather than a freeway? Were you going to ask that question?

A. MR. BAUER:

The staff does not have any such warrants, because we do not recommend the construction of new expressways.

A. MR. THOMAS R. KINSEY, DISTRICT ENGINEER, DISTRICT 2, DIVISION OF HIGHWAYS, WISCONSIN DEPARTMENT OF TRANSPORTATION, WAUKESHA:

I would have to echo what Kurt has said about why 12 has been dropped out as a freeway. Basically it didn't meet the criteria. I have some trouble accepting the volumes that have been projected, and our office is looking at them. One of the things Kurt didn't mention is, of course, that much of the trip generation comes from the south; and Illinois is having a great deal of problem completing sections of 12. We have an isolated piece, so to speak, here, so that a lot of traffic is being diverted. It is my understanding that Illinois is now a little more on the track on 12. We are in very close contact with them. We have about a mile section to complete when they are open to the State Line. In think we want to review this traffic situation and give the Southeastern Wisconsin Regional Planning Commission perhaps some alternative projections in that area. I would also like to comment, Kurt, I don't think you mentioned that Highway 11 as a freeway has been dropped from the updated plan.

A. MR. BAUER:

I am sorry. I should have--that's certainly important.

A. MR. KINSEY:

The wishbone piece from Darien westerly also is no longer on the Southeastern plan.

Q. MR. RUSSELL E. HOFFMAN, CHAIRMAN, TOWN OF LaGRANGE:

I would like to make a comment on why 12 isn't used. If you come up the freeway, there are places that you can hardly stay in your car. I drive a truck. When you go through Whitewater on 12, you have to shift down to at least second gear to stay in the truck. I don't know why they don't fix the road they have instead of letting it deteriorate.

A. MR. KINSEY:

It is under reconstruction right now.

Q. MR. HOFFMAN:

Whitewater to Elkhorn isn't.

A. MR. KINSEY:

Whitewater to Elkhorn is being resurfaced now and is a very high grade resurfacing job because we do feel that it may be quite a few years before any more can be done.

Q. MR. HOFFMAN:

Why can't the City of Whitewater get money to resurface their part?

A. MR. KINSEY:

You will have to talk to Whitewater. The City and State are in communication. It would be a joint project, and I don't see any State money on the horizon. We are looking at a bypass as shown on one of the regional plans.

A. MR. BAUER:

As I said, one of the recommendations included in the plan would be a bypass for 12 around Whitewater to the south and west.

A. MR. BERTEAU:

Anybody else have any question or comments that they would like to make? This isn't quite as stormy as the airport hearing.

Q. MR. JOSEPH S. CANNESTRA, ELKHORN:

I would like to pass on a few comments. One, I am for the endorsement of doing something with Highway 50 from Kenosha to Lake Geneva. I feel that is one of our weakest links as far as travel from east to west. I am not necessarily an advocate of new right-of-way across new farm lands. I feel that possibly it could be expanded and enlarged upon on the present right-of-way with increased purchase along the existing right-of-way. There are problems in Paddock Lake

and central areas, but it is a definite link that should be made. It is very essential to our area for safe travel. I would somewhat have to agree with Mr. Kinsey on 12. I think it is a little too early to cast aside the extension of 12 to Whitewater. I don't necessarily say that we do need a freeway to Whitewater, but I do say you need an improvement beyond what is being done right now. It is helping no doubt, but it definitely has many existing accident prone type curves and hills and the like. Some of the vertical curves, even though they were intended to be improved, do not have the intended increased horizontal vision. I would say that, if you intend to keep the existing 12 as the root, that 15 years down the line you are going to have to go for either expanded right-of-way and cut and fill operations all the way to Whitewater to make it a whole lot safer. Again, I agree with Mr. Kinsey. I am aware--I guess it is predicted by 1978 that the State of Illinois will be completed to Genoa City, and I think at that time a review should be made again.

Now as to the controlled centralization plan and the controlled decentralization plan, I would like to make one comment. Generally, the intended plan of Walworth County is to, I would say, go for controlled centralization whereby those communities with sewer systems would be able to expand and the population would come around there where you could have pollution control and abatement. However, I find a lack of communication, as far as I am concerned, between the Southeastern Wisconsin Regional Planning Commission and the Wisconsin Department of Natural Resource in working hand-in-hand to get for the cities that are supposed to take this controlled centralization their monies--work toward their goal of getting their wastewater treatment facilities constructed. Unless there is a combined effort by these two bodies to provide funds to municipalities within the County of Walworth, to improve their treatment facilities, you may as well forget it and go to the decentralization as far as I am concerned. I think personally that I would like to see more development around the existing cities. I am not against controlled development in rural areas on lands suitable for it. I maintain that we have to have our farmland, but there are marginal areas that could have rural type housing development. Again, I guess there are a few of you who know that I am somewhat associated with the construction industry--I won't say how or why--but we have to get together or we are going to lose the ecology. I just see a bunch of administrative costs and no results on the lower end where ecology is supposed to be treated or saved.

Another concern of mine is really not presented on any of these blueprints or maps, and that is one of natural aggregates. I am associated with the construction trade. I feel there should be more emphasis on preserving aggregate resources within most townships on a controlled basis. I am totally for this because I want to see restoration and the like to occur in all mining operations. I don't want to see the hassle that people have to go through to maintain a site for natural aggregates which benefits the county as a whole. It is getting too hard to get good aggregate and the only result will be inflated cost when 15 years down the line we are going to be held to one pit or two pits within the county. It is approaching that faster than we think. So I would think when you are talking about preservation of floodlands and lowlands and so forth there ought to be preservation of natural aggregate areas where contractors in the field of mining operations can go to. I don't say specifically for one or two or three companies, but somewhere they can go to without being harrassed. That is all I have to say.

A. MR. BERTEAU:

Mr. Cannestra, you have said a great deal and most of it very constructive. I would like to go back through some of your comments. Maybe some of our Commissioners or staff would like to comment as well. I will take them in reverse order because they are fresher in my mind. On the matter of aggregates and trying to develop a plan for the preservation of minerals, this is something that the Commission has wanted to do for, I would say, since 1970. Your question immediately then is, "Why don't you do it?" The answer is that we have so many demands made on us from the State and federal levels for work that we must do, such as the 208, clean air, ongoing highway program, just to name three; and if we are going to maintain eligibility for federal funding rather than have it all go to Alabama, we have to address ourselves to these types of programs. If we can ever get to this thing you are talking about, I for one would second the motion very fast because, in my own personal experience, I just got through paying \$13 a yard for three-quarter inch gravel. The reason is a lot of pits are closed, and you are having to haul about 23 miles, and there has been no study in the area I am talking about or any information to preserve the aggregates. It will escalate prices, and somehow I hope we will be able to get to that problem soon.

As far as the relationship between DNR and the Regional Planning Commission and implementation of the regional sanitary sewer system plan is concerned, I guess no one is more keenly aware of that than the four people who are sitting up here. We have done everything we can to impress DNR to change priorities to implement the sewer plan. We are concerned presently. They are tinkering around with the rules to where you are going to force people to jump out on septic tanks instead of adding gallonage onto the treatment plants. I nearly went to LaCrosse on June 16 to talk to the DNR Board about it.

As far as the centralized plan is concerned, I am glad you favor that idea. It is, in my opinion, far the better way to go.

As far as upgrading 12, we could propose and expressway; and I am sure we are going to be looking into that. With regard to 50, we had some discussion today on the current status of 50. You mentioned something about staying on present right-of-way to Paddock Lake, then swinging north across the Fox River on about the alignment of K, which is the extension of 60th Street. I think that is about where that sits. I don't know, Kurt, do you want to comment?

A. MR. BAUER:

The comments are well taken, especially the need for a mineral conservation plan. There is no question that is becoming a very serious problem.

A. MR. BERTEAU:

Mr. Balestrieri suggests that you people need not be bashful. Give us some feel on the mustard colored plan versus the other plan. If you are in

agreement that we should not have that type of sprawl, we would like to hear from you. Please, speak up.

A. MR. ANTHONY F. BALESTRIERI, SEWRPC COMMISSIONER:

We are looking for your input in regard basically to these two land use plans here. I think the point that Joe made that, if you can't get sewers extended or new sewer facilities built, then the decentralized plan is inevitable.

Q. MRS. MARY ELLEN WAITE, LYONS TOWNSHIP:

I have a couple of questions, and I would like to retain the floor while you answer. First of all, on these maps--what is your procedure? Are you either going to adopt one or the other or none? Or are you going to amend these or what? What is the procedure?

A. MR. BERTEAU:

I tried to cover that in my opening remarks. Our procedure is to solicit as much elected official input, citizen input and technical input as possible. Then the Commission having the benefit of all the input will have to determine which--can't have both--of the two land use plans they will adopt. The Commission, hopefully early next year, maybe January or February, will vote to adopt one plan or the other and then certify them to the counties and local units of government for action.

Q. MRS. WAITE:

Either one or the other? There would not be corrections or modifications made?

A. MR. BERTEAU:

Depending on the input. If there is some substantial reason, yes.

Q. MRS. WAITE:

I am here tonight to ask some questions that I regret that I did not ask when you met here some months ago across the hall on your presentation of the metro sewer system. I remained silent during that evening during the course of the presentations. You had at that time outlined sewage treatment plants that were proposed throughout the entire area, and it was quite complete. However, I am from Country Estates. I am one of the owners of Country Estates. Our sewage treatment plant, which has been in existence since 1972 and was approved by the DNR at that time, is not on that map. I sat there that evening and remained silent thinking that it was a mistake, they forgot that, some clerk didn't draw it in, or whatever. I remained silent; and after the meeting I approached you gentlemen and asked you how come the Country Estates sewage treatment plant is not shown in Section 7 and 8 of Lyons Township. I was told at that time by you gentlemen that we

did not exist. I assured you that we did exist, and I gave you the gallonage per day. This evening you do not have it on the plan--you have the entire thing in the white area. Country Estates is a mobile home park in Lyons Township, Section 7 and 8. We have at this time 304 acres in this development. There is apparently no question about that. This has been passed over the objection of the Southeastern Wisconsin Regional Planning Commission, but we are there. There are well over 300 people there at this time. I am objecting to both of your maps on a personal basis. I object to the fact that you continue to ignore us. Gentlemen, I don't mean this personally; but I am very critical of this. We are going to have a lot of people out there, I guess, whether it is on either of your maps or not. I object to being omitted. This area is going to grow. It has passed. It is there. We have a high capacity well. This is another example of something DNR knows about. We have just completed a \$52,000 well. We are there, and I would like you to realize it, and I am asking you what procedure would be necessary for us to request a correction or amendment to that map.

A. MR. BAUER:

Well, we do show an area in the Town of Lyons in Section 7 and 8 which is recommended for medium density urban development served by sanitary sewer facilities, so we haven't overlooked you this time around.

Q. MRS. WAITE:

Yes, you have, sir. That is the platted area only of Springfield. We own 50 lots in the area which you have platted, the lots only; and it is off the old plat from the year one, whenever; that was off the old plat books. And you do not have one acre of Country Estates in there.

A. MR. BAUER:

Well, what you have to do to get an amendment considered is just what you have done. Your comments will be in the record. I can assure you we will look very carefully at that record at the staff level and see whether we have incorporated and provided enough area there or not,

Q. MRS. WAITE:

The DNR knows about it, approved it; and county zoning approved. But I am sorry to say the Southeastern Wisconsin Regional Planning Commission has objected to every zoning presentation that has passed.

A. MR. BAUER:

Your comments will be in the record, and we will carefully consider them.

Q. MRS. WAITE:

It is not necessary to submit a formal recommendation?

A. MR. BAUER:

What you are doing here does exactly that.

Q. MR. CANNESTRA:

I said, I am for more expansion around our cities, although I would like to make one further comment. It is apparent that our lake areas--Whitewater, the Lauderdale Chain, Potters Lake--they have growth coming. The statement I am about to make, I don't want it interpreted wrong. I think development around these areas under good control may not be the worst thing that could occur from the standpoint that, if there is expansion in an orderly manner around our lakes, it in essence puts development in a controlled area where in 10 or 15 years down the line the inevitable will happen--the provision of a sewer system--and where we have these mass populations I am not saying they are not going to pollute the lakes, of course; but this growth is coming there. I don't necessarily say we should shut them off because we are going to have rural growth; and as long as rural growth is adjacent to mass populations now, I don't say we should totally shut it off because engineering-wise it will be easier to serve those areas in the future rather than if they are scattered through every town. If it continues along this pattern, we will be better able to serve these in the future. It's these backroads areas that should be preserved.

A. MR. BERTEAU:

Thank you very much. We have seen that in Waukesha and Washington Counties, not quite so bad in Walworth County. Are there any other comments?

Q. MR. ROBERT A. BURMEISTER, TOWN OF EAST TROY PLAN COMMISSION:

I am with the Planning Commission of the Town of East Troy. I should also mention I am a retired civil engineer, retired about five years ago. Since attending various planning commission meetings, such as these, and talking to Mr. Kolb and to Mr. Bauer, there always seems to be an underlying theme that growth--population, employment, land use, and housing--is inevitable, that such growth is desirable, that such growth is acceptable. I do not accept these hypotheses. This is quite a radical statement to make and I agree that it is going to get some hackles up.

I would like to cite for you two instances. About a year ago, I was in California. I mentioned to some of my conferees that I was on a local plan commission. They asked, "Did you happen to hear the talk of Governor McCall of Oregon?" They were all agog. Governor McCall in a major speech had invited people to come to the Golden West, come and enjoy the beauties of California, Washington, Idaho, Montana, but not Oregon. I also understood that there are towns and cities in Oregon which severely restrict growth. They have said, "This is where we live; this is how we live; we want to keep it this way." The second example, somewhat parallel to that, I was in Switzerland in a little town called Cean. I was amazed to find the streets and houses were over 1,000 years old; and if you have a big bundle of money, like a million dollars, and you want to buy a house, you couldn't do it.

My moral is this. I do not accept this ideal of inevitable growth in a given area. I am hardly for Mr. Bauer when he is saying the growth is inevitable, let's control it. I am saying control it more.

A. MR. BERTEAU:

You will be heartened to know that the U. S. Supreme Court on the Petaluma decision said that local units of government, like the City of Elkhorn, have a right through their aldermanic process to adopt growth restrictive regulations. So if they want only 10 building permits a year, the people from San Francisco can get lost. The U. S. Supreme Court just affirmed that. It may be helpful for those of your persuasion who feel that growth is not all that great. I am really pleased to hear you say this because hopefully there will be an awareness of not only the cost as far as the resource base is concerned but also the social costs that are incidental to unplanned type of growth. We appreciate your comments.

Q. MR. BRAD VOGEL, ADMINISTRATIVE ASSISTANT, CITY OF ELKHORN:

In regard to your last statement on the Petaluma decision, I was wondering with respect to the airport located south of the City, the City has extraterritorial zoning rights over that--I was wondering where you plan to put that airport in your future plans? At Gruenwald?

A. MR. BERTEAU:

We can talk about that.

A. MR. BAUER:

The Regional Planning Commission just adopted, as many of you in the room here tonight know, a regional airport system plan. That airport system plan provides for two public airports within Walworth County, one in East Troy and one at Elkhorn. It also provides for one at Burlington in Racine County which would serve parts of Walworth County. In addition, the plan provides for the maintenance of two private recreationally oriented airports in Walworth County, one at Lake Lawn and one at Playboy. As a result of the public hearing held on the plan here in this room, there were substantial changes made in the plan as proposed by the Commission staff and consultant and the recommendations particularly for the Burlington Airport were scaled back substantially. Subsequent to the adoption of the regional airport system plan, the Commission did get a letter from Mayor Immega of Elkhorn asking that the Commission consider further changes in that plan, changes that would, in effect, move the general utility airport from where it now is at Elkhorn here to the private airport at Lake Lawn near Delavan. That letter was taken to the Regional Planning Commission at their meeting in June. The Commission

directed the staff to study that matter, and it will be studied. We wrote back to the Mayor indicating that the study would take us, however, probably four to six months to complete. There is just so much we can do at any one time. We will have to explore very carefully what the airport development potential is at Lake Lawn, what kind of airport it could be expanded to, and what would happen to shifts in aircraft operations if the plan were changed; and then there would have to be another public hearing on the matter, probably here.

Q. MR. VOGEL:

In regard to that aspect, neither one of those maps are correct on that topic.

A. MR. BAUER:

This plan map at the present time reflects the adopted regional airport plan the way it is right now. That is why Elkhorn is shown as a public airport. That is the way the airport plan stands right now. To change it now will take some careful study and at least another public hearing to present whatever changes might be recommended.

Q. MR. RAYMOND FISH, TOWN OF GENEVA:

This airport at Delavan, you've got a subdivision there now. I don't think you would want to put a major airport there now with that just across from the airport. Years ago, that's when it should have been done. I don't think we should be putting any airport there now.

A. MR. BAUER:

That is why it is going to take some study to look at the suggestions that have been made.

Q. MR. FISH:

You have that 15 highway cutting right across there too. That would stymie that airport too. You wouldn't have room for expansion. I think that is out of the question. Fifteen or 20 years ago I was wanting to promote that thing. I was Chairman then, but somebody got to throwing a monkey wrench. Now it is too late.

A. MR. BERTEAU:

Right.

Q. MR. TIM CULLEN, STATE SENATOR, 15th DISTRICT:

I got here late and you may have discussed the topics I want to raise. I am interested to know if you have any planning going on now that would

consider any future rerouting of three highways. I am particularly interested in is there any provision being made for the relocation of Highway 120 which runs through Big Foot Beach? Secondly, is there provision being made for the rerouting of Highway 50 so that it will not run through downtown Lake Geneva? Third, is there provision being made for the relocation of Highway 67 as it goes through the City of Elkhorn? I have another question on a different topic. Maybe you would want to respond to those three first.

A. MR. BAUER:

The so-called highway intensive alternative does contain and recommend the relocation of STH 120 around the south and east side of the City of Lake Geneva and out of Big Foot Beach State Park.

Q. SENATOR CULLEN:

What plan is that?

A. MR. BAUER:

We call it the highway intensive plan. That is consistent with the presently adopted regional transportation plan. This plan also provides for the reconstruction of STH 50 from Kenosha to Lake Geneva as a four-lane divided highway--although not as a freeway--but surface arterial. However, the way the plan stands right now--the way it is being presented here tonight--that improvement would stop, in effect, at STH 12, the existing 12 Freeway. There are no changes in STH 50 recommended west of there. That is something that we could examine and look at with the City and with the State because there might be some potential for bypassing the City in its entirety. As the plan stands right now, there is no consideration given to a rerouting of STH 67 through Elkhorn. That is another suggestion we would have to look at. The other bypass contained in the plan is for STH 12 around the south and west side of Whitewater.

Q. SENATOR CULLEN:

My other question is related to agricultural land preservation. The people in Wisconsin in 1973 passed a referendum allowing preferential tax treatment of agricultural land, and no legislation has yet been passed to do that. There was a bill introduced in the last session. To what extent, if any, is the Southeastern Wisconsin Regional Planning Commission in their planning considering that possiblity that there may be some preferential treatment of agricultural land which may affect urban sprawl, may affect a lot of the planning for the future?

A. MR. BERTEAU:

Let me say that that was in our minds as far back as 1964. We came down kind of hard and recommended it very firmly and strongly in 1970. We documented what value we thought it would have to curb urban sprawl and protect agricultural land, and we sent that recommendation to the Wisconsin Department of Local Affairs and Development, and it died there for several years. We are most pleased that it is now being resurrected one way or another. We saw it several years ago as an effective way to try to protect agricultural lands.

A. MR. BAUER:

As Mr. Berteau has said, there are specific recommendations contained in the presently adopted regional land use plan--the one that is presently being revised--for the provision of some kind of tax relief for land that is recommended in the plan to be held in permanent agricultural use. If this plan is again readopted, the staff will probably again recommend that such tax relief be provided as sound public policy--policy to keep these light green areas, which have been identified as prime agricultural areas in Walworth County and in the Region in long-term agricultural use. So in addition to the use of exclusive agricultural zoning districts, at least the Commission staff believes that that kind of a recommendation would be sound and in the public interest. I know there was a lot of study being given to it in the Legislature, but I am not aware of precisely where the measure stands now.

Q. MR. DERALD WEST, WALWORTH COUNTY PARK AND PLANNING COMMISSION:

I am concerned about the comments on Highway 50 development. We are a great County here. My personal feeling is that we can ally ourselves to the controlled centralization plan. I think, if you drive through our County, our rural area is terrific. I don't quite see hit or miss developments occur. Bringing the Highway 50 into the City of Lake Geneva and stopping at Highway 12 is not exactly a good idea. Look at traffic on a Sunday. If you are going to do that, it would seem to me it is incumbent on your planning to go around that City. That is the focal point. We choke up that City unbelievably on weekends. It is a problem in the County and the City. Any planning must include that kind of study and implementation. As far as centralization, there is nothing you can say against that thing. You will have some of the other; and in the sense it is controlled, because it is done through a hearing, your neighbors are obliged to speak against it if they wish. And that is all taken down and considered. I personally feel if you are looking for recommendations, I am in favor of that proposal; but the transportation process should reflect that kind of concern. Don't dump traffic in these cities, and say that is the city's problem.

A. MR. BERTEAU:

We have recorded your comments about Highway 50. I have been in Lake Geneva often, and as far back as '26, there was always congestion.

A. MR. KINSEY:

I think everybody should recognize that the transportation plan is a conceptual plan. It does not replace any hearing requirement for any specific route relocation. The Transportation Department is going to have to respond to State and federal requirements and--environmental concerns.

We are going to have to go through what you have here. A no-build plan is one of the alternatives; a relocation, a magnified or lesser situation, another. As I think Mr. Berteau will agree, this plan will not be cast in concrete for any particular segment of that transportation plan. If I could amplify the comments that Senator Cullen asked for on 120: for example, the State has been working over the last few years with DNR on such a relocation of that road around Big Foot Beach. It has not been implemented because there is a lot of local concern about the fact there would still be a local road, which is contrary with what DNR is interested in. As far as 50 is concerned, 50 is legally not on the route it's on now. Some five or six years ago, a state trunk highway change was made, and existing 50 is merely a marked detour. But under the rules of today's ball game, you start all over. To change something, to improve existing Highway 50 is about a five-year-down-the-road program if it were started right now just to meet the legislative requirements of today's ball game. With respect to 67 through Elkhorn that you mentioned, I think the Walworth County jurisdictional highway system plan indicates that within the City that should be located on Lincoln.

Q. PROFESSOR RICH:

With respect to Highway 12 again, the comment was made earlier this evening by one of you gentlemen in front that one of the reasons why the traffic on Highway 12, that is, the projections for Elkhorn to Whitewater segment, did not equal the minimum of 15,000 cars per average weekday; and that it is way below that, somewhere around 7,000 or 8,000, is that a lot of people drive on IH 90. This is certainly true. I guess a number of people from Whitewater, and this applies to me and my family, go somewhat out of our way, close to Janesville, in order to hit the interstate to go to Chicago. I am wondering, if Highway 12 had been completed to Whitewater or even all the way, which was contemplated years ago as a four-lane center divided road, undoubtedly a lot of traffic that goes on IH 90 now would be taking 12. I wanted to make that point and also to ask a question, whether to your knowledge there has been a traffic survey in fairly recent years of traffic on IH 90? I realize a lot of that is out of your jurisdiction; but perhaps the Highway Commission representative could answer, are you aware of any survey that has been made of how much of that traffic taking I 90 would take an improved Route 12 down there this way?

A. MR. BAUER:

I am not aware of any recent surveys outside of the Region. The Commission, of course, conducted complete origin-destination surveys in 1963 and again in 1972 to determine--really to get a complete picture--of all of the travel habits and patterns within and through the Region; but we did not survey on IH 90.

A. MR. KINSEY:

As far as what is diverted, I think more work needs to be done; but the State is satisfied that IH 90 is nearing capacity and talking about a third lane at this point in time.

A. MR. BAUER:

And that will be one of the tradeoffs, if you will, that will have to be considered on a statewide basis--whether it would be better to add 1 those additional lanes to IH 90 or to complete 12. That is why, when we discussed that earlier, I said there were statewide implications involved with 12 and the problem in Dane County. This is clearly one of the issues coming out of this meeting tonight that we will have to look at very carefully. It is interesting just to note that historically, many years ago, 12 was to have been the location for IH 90 until the Chicago area connected its toll roads up to where they thought they should enter Wisconsin.

Q. DR. BRUNO SCHIFFLEGER, ELKHORN:

I would like to state that I am in favor of the controlled centralization land use plan, and also I would be very much opposed to the highway intensive alternative transportation plan, not so much, as you indicated, because of the effects on Walworth County but the effects on Racine, Kenosha, and Milwaukee Counties where there is another route proposed paralleling 94. I am wondering how you are going to encourage mass transportation if you continue to build these highways. I would think part of a needed stimulus to mass transportation is getting people frustrated by the highways becoming congested. In a number of areas they have tried to develop mass transportation, and while people seem to talk about it there are problems with getting people to utilize it properly. I think if we reach a point where we are going to stop building highways, I think it is going to help bring about mass transportation.

A. MR. BERTEAU:

On that Lake Freeway that you talked about, on that Lake Freeway, I am a layman talking. I work on this Commission. That was contemplated a long time ago. IH 94, which is parallel to the Lake Freeway, is at and beyond design capacity. One other thing we need to talk about. You need to move goods as well as people, and that facility is needed for movement of goods as well as people. People in Kenosha and Racine particularly have envisaged--Racine is about 10 miles from the interstate--using that Lake Freeway to move goods to the Milwaukee Harbor and into industrial Milwaukee. One cannot look at it just from people standpoint but must also consider the movement of goods.

Q. MR. JACK MADDEN, ELKHORN:

I see your legend in the Sugar Creek Valley--a major public recreation center is listed. What is your plan for that?

A. MR. BAUER:

The original regional land use plan and later the comprehensive plan for the Fox River watershed both identified a very good potential park site on Sugar Creek right about where the new 15 Freeway crosses the Sugar Creek Valley. That site was one of 12 new regional park sites that were recommended to be acquired and developed within the Region back in 1966. Ten of those

12 regional park sites proposed have now been acquired, developed and are open for public use, including such important parks as Harrington Beach That was one of the recommendations. Other sites acquired State Park. include Monches, Pike Lake, and Cliffside. So the Sugar Creek and the Paradise Valley are the only two remaining recommended regional park sites that have not been acquired for public use, and they are the only two new park sites contained in the proposed revised plan. There are no other regional park sites proposed to be added. There has been no action with respect to the acquisition of that Sugar Creek site since the old plan was adopted except that the Commission was successful in getting the State Highway Commission to relocate 15 when they built it around the proposed park site. The original location for the 15 Freeway ran diagonally across that park site from one corner to another. I don't know how many years ago it was, but we called a meeting with the DNR people and State Highway Commission and pointed out that they would be, in effect, destroying one of the very nicest remaining park sites in the whole Region. At that time, the State Highway Commission said that, if DNR would agree with the need for, and the location of, that park, they would accommodate the preservation of the park site by relocating the highway. That has been done. The new location skirts that park site. But there has been no action taken at either the county or State level to acquire and develop that park. As far as the Commission is concerned, it could be either a county or State facility. I think, as far as the State is concerned, they would be very reluctant to act unless there was some request from the County Board to do something about Whether it will be lost or not will remain to be seen. it.

Q. MR. MADDEN:

You had a goal of 12, and 10 have been acquired. Would you say you are going ahead and try to get the other two so you will be batting 500?

A. MR. BERTEAU:

We are 90 percent.

Q. MR. MADDEN:

You are going for 100 percent?

A. MR. BAUER:

We are going to try. We do think both sites are not only warranted in terms of park acreage requirements within this Region--we do have here in this Region over 40 percent of the State's population on 5 percent of its area--but we think it makes sense to provide some of these good outdoor recreational opportunities closer to where people live.

Q. MR. MADDEN:

That is also listed as a primary environmental corridor.

A. MR. BAUER:

Yes.

Q. MR. MADDEN:

How do you accommodate the two, an environmental corridor and a public use area?

A. MR. BAUER:

The environmental corridors, as we said, contain most of the best remaining elements of the natural resource base. One way of keeping those corridors in a natural open state would be through acquisition as a park. We are not envisioning these regional park sites being used for intensive recreational activities such as you might find in a neighborhood or community type park. There are also other ways of preserving these corridors. We are not recommending--I want to make that clear--that these corridors all be placed in public use. Very large lot, very low residential density would be compatible with corridor preservation. Certain kinds of conservancy zoning would also protect both upland and wetland areas. Certain kinds of private recreational development would be compatible with protecting those corridors. So we are not recommending acquisition except in the case, as I say, of the two major park sites left. You will notice this one up here, and this one down here, and if you studied the 12 park sites, you would find they were all located in environmental corridors; and they will serve to help protect those corridors.

A. MR. BERTEAU:

Anybody else? Before we close, while you are thinking if you have one last question, I would like to extend the Regional Planning Commission's gratitude to Mr. Raymond Fish. He was one of the early County Board Chairmen supporters of areawide planning. He has over the years been very, very helpful and very understanding of what we have been trying to do. I think Walworth County can be very proud of its position and of leaders like Mr. Fish. If possible, I would like to talk to Senator Cullen about the sewer problem that Mr. Cannestra brought up after the meeting.

If no one else has a question or comment, I think the meeting can be adjourned. Thank you, all of you, for coming and for what was a very constructive and helpful meeting.

Mr. Berteau adjourned the meeting at 9:30 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

PUBLIC INFORMATIONAL MEETING¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

OZAUKEE AND WASHINGTON COUNTIES

WASHINGTON COUNTY COURTHOUSE

WEST BEND, WISCONSIN 7:30 P.M. WEDNESDAY, JUNE 23, 1976

Mr. Joseph A. Schmitz, Washington County Board Supervisor and SEWRPC Commissioner, opened the meeting at 7:30 p.m. CDST.

MR. JOSEPH A. SCHMITZ:

Good evening all. I am very happy to welcome all of you, and it is really encouraging to see that we have a really full house tonight. I am sure you are all going to be interested in the plans to be presented here tonight and we will be interested in your input to the alternative plans for southeastern Wisconsin for the year 2000. We want to explore the plans with you in detail--we hope with all of you--with special emphasis on their impact on Ozaukee and Washington Counties. We hope that all of you will lend your aid with comments and questions which can be considered by the Commission.

I am Joe Schmitz. I am the Washington County Board-designated representative on the Commission. I will now turn the meeting over to Mr. Berteau, the Chairman of the Commission.

MR. GEORGE C. BERTEAU, CHAIRMAN, SEWRPC:

Thank you, Joe. Ladies and gentlemen, I would like initially to introduce the people here at the front table. Many of you know them. On my right Mr. John P. Dries, Commissioner from Ozaukee County; and on your right and my left next to Joe Schmitz, is Keith W. Graham, in charge of transportation planning; Mr. Kurt W. Bauer, our Executive Director; and on my far right and your left, Mr. Harlan E. Clinkenbeard, in charge of land use planning.

See list of meeting attendees in Appendix A-6.

Our purpose is to elicit constructive suggestions and comments from this group here tonight. By way of providing some modest background information I will make a few comments against which you can better listen to what will be said, and what will be said will be only about 25 to 30 minutes long and we will then give opportunity to raise any comments or questions you may like.

The Regional Planning Commission, which serves the seven southeastern Wisconsin counties, did develop a land use plan and a transportation plan back in 1966. The Commission adopted that plan on December 1, 1966, as did the constituent county boards. Those plans still are the official plan in and for Washington County and in and for Ozaukee County, excepting that the land use plan was not adopted by Ozaukee County. The Commission has from time to time updated those plans and has carried on a continuing surveillance of what has transpired in the seven-county Region over the period of 10 years, and we are now at the point where we are trying to crystallize a new land use and transportation plan from among various alternatives, which you will hear spoken of tonight, for the design year 2000. The previous plan was for 1990.

We would like to follow this type of format. We would like to have a brief presentation of the two land use plans that are currently, you might say, on the table. We did provide a very extensive review of these plans at the Red Carpet Inn on April 14. We would like tonight to zero in on the two land use plans primarily as they affect your County, Washington County, and as they affect your County, Ozaukee County. After you have had a chance to listen briefly to the two alternative land use plans, then Mr. Graham will discuss the three transportation plans. One is a no-build plan and we really had to prepare that plan in order to comply with federal regulations, and the other two are a transit oriented and a highway oriented plan. They are really not totally incompatible--the latter two are not. We would be most pleased to listen to your comments concerning them during the later portion of the meeting. I would ask only that you stand and ask for the floor, that you give us your name, and also if you have a question to put it as succinctly as you can. If you have a comment, we would like that too.

This is the third in a series of five public informational meetings. Monday night the meeting was held in Milwaukee County; last night in Walworth County. Tomorrow night we will be meeting with citizens from Racine and Kenosha Counties, and Friday night will be the last citizen meeting in Waukesha County. I don't know how you people feel about it, but I like to know what comes next. After the five meetings and after the Citizens Advisory Committee--which we refer to as the Citizen Advisory Committee on the Freeway-Transit Element -- completes their deliberations, and after the Technical Advisory Committee completes theirs, the Commission itself will need to pull together all of the criticism, the constructive comments, and the suggestions that can be derived from all of the sources I have just mentioned and then we will need to direct the staff to move as to the refinement of one or another of the various plans or a synthesis of the two. Thereafter the Commission will be called upon to adopt the plans and certify them to the various counties and hope they will adopt them too. We hope the State Highway Commission too, as they did back in 1967 and 1968, would adopt the new transportation plan and would through the splendid cooperation of the district offices carry out and bring that plan to fruition. I think that is important to note that the Commission plans are advisory and it is up to people like Fred Chlupp and Tom Hart at Madison and Mr. Kinsey and Mr. Clark to carry those plans out.

I might ask if everybody here has one of these white handbooks. Fred, would you monitor the desk in case anyone needs one of these? Thank you. There are some important figures and maps in the handout and the presentations will be a lot more meaningful to you if you can follow in the handout. I would like now to get into the land use end and ask Mr. Clinkenbeard to provide us with that land use presentation.

MR. CLINKENBEARD, ASSISTANT DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. I am going to try to be brief tonight because the idea is to get your feedback and your comments on what is being proposed as alternative plans. I would like to give you some figures. You may want to look at your handout.

Tables 1 and 4 and 7 are the tables that I will be talking about as we go along here. I would like to give you some regional forecast numbers first. Prior to the preparation of any kind of long-range plans, you must first make some forecasts dealing with growth and development. There are four regional numbers I would like to give you. In 1970 the regional population was 1,756,100; and in our old plan that was prepared--the one that has been adopted for the year 1990 and under which we operate at the present time--we had forecast a population by the year 1990 of 2.7 million people, or just a little under an additional million people by the year 1990. As many of you know, that population growth for the Region as a whole is not coming about. One of the main reasons is that Milwaukee County is not growing as most demographers had expected. So our new forecast for the year is now 2,219,300. That is the figure you have on Table 1 if you add the existing population to the plan increment. You can see that is a significant change in the regional population forecast from 2.7 million to 2.2 million. You will see in a little while that, while that is the case at the regional level, that is not the case in the two Counties we are talking about tonight. Moving on to another regional number, I would like to give you a forecast concerning employment. Employment in the Region in 1972 was 748,800 and in the old 1990 plan regional employment forecast was just under a million, 984,000. That was an increase of about 235,000 in the Region. Our new forecast for employment in the Region is 1,016,000, or an increase of about 267,200. Again, in this case, while the population is still going down, it is expected that employment will go up because of changes in the number of people in the labor market. It is expected there will be more women, for example, in the labor market. A third regional forecast number that is important to growth and development is that of land use. In 1970 there were about 512 square miles of urban land in the Region. In our old plan for 1990, we had forecast an urban land total of about 805 square miles. Under the new plan we have forecast an urban land total of about 831 square miles for the Region, a little more in terms of urban land conversion. I have another forecast number to give you. In 1972 we had about 780,000 automobiles available in the Region, and we are forecasting by the year 2000 that that will increase to 1,200,000, or

something over nearly half a million. So those are some significant forecasts that I think you should be aware of as we discuss the alternative plans tonight.

I would like to first talk about the concepts that underlie what we call the controlled centralization plan, and those of you from Ozaukee and Washington Counties, you might want to follow along on either Table 1 or 4 or 7, depending on what you want to do. You will see two columns to the right of the existing column. The first is what we call the controlled centralization plan alternative. This plan alternative--so you orient yourself, this is Washington County and this is Ozaukee County. This is the City of West Bend. The concepts underlying this particular plan follow very much the old 1990 land use plan, basically the same concepts. We have assumed that the population for the Region, of course, would be met in this plan. We also have assumed that the population forecast for the Counties that are involved will be met. For example, the population forecast for Ozaukee County for the year 2000 is 114,000 people. That is 59,500 more than you have in Ozaukee County now. In Washington County the forecast population is 144,000, or 79,200 more people than you have now. Significant changes are expected in these two counties.

The other factors and major elements of the planning are that we assumed under that plan that all new development would be placed in those areas of the two Counties or in the Region as a whole where public sanitary sewerage facilities and public water supply facilities could be readily provided. As also assumed, all of the so-called primary environmental corridors -- those areas of the Region that contain the most significant recreation related, highest value elements of our natural resource base--would be preserved. These are the dark green areas on the map. They include the lake areas, the river areas, the wildlife areas, the Kettle Moraine here in western Washington County, Jackson Marsh and Cedarburg Bog, to give you examples that are included. We assumed the preservation of those areas. We also assumed the preservation of prime agricultural areas to the greatest extent possible. Those are the light green areas that are shown on the map. If you follow down, for example, on Table 4 you can see that under this particular plan we envision the increase of an addition of about 11.3 square miles of urban land to accommodate the population forecast for Ozaukee County; and, for example, in the case of Washington County, we are expecting an increase of 14.2 square miles of urban land to accommodate the population in this County. Following on down on the two tables, you will see the urban population density in both of the Counties is expected to drop. In other words, the density is expected to get lower. In Ozaukee County you have about 2,600 persons per square mile at the present time and in Washington County about 3,500 persons per square mile, and that is expected to drop to about 2,100 persons per square mile and 2,600 persons per square mile, respectively. Also following on down, you will see that basically because of the assumption of placing all new urban development on public sanitary sewer facilities, you will see at the bottom of the two tables that the percent of total urban land on public sanitary sewer service is expected to increase under this plan, in Ozaukee County about 91 versus 87 percent and in Washington County 79 versus 58 percent at the present time. The second map, by the way, merely shows the areas in the Region and in particular Ozaukee and Washington Counties that would be expected to be served by public sanitary sewer

and water supply facilities in the year 2000 in yellow and the areas that would continue to be served by private waste disposal systems and private wells. Those are the areas that are shown in red on this map, Richfield area and in the Town of Cedarburg and some in Mequon and some up in Farmington and Fredonia in particular.

Moving to the second alternative land use plan, which we call the controlled decentralization plan, the concepts are somewhat the same. For example, we have assumed here that the environmental corridors would be preserved, such as we have on the other plan. We have assumed that the prime agricultural lands would be preserved to the greatest extent possible, as we have on the other plan. However, there are two basic changes. We have assumed that the population forecast for the Region would be met under this plan. We have varied within each of the counties. The reason that we have varied is that we have made a projection out to the year 2000 that Milwaukee County, if they continue current trends--what has happened from 1970 through 1975--they have lost something over 42,000 in the last five years; if that continues by the year 2000, they will have lost something in the neighborhood of 156,000 people from the County. The population will have declined. It is expected that the other six counties in the Region will have absorbed that decline in Milwaukee County. Consequently, as you can see on Tables 4 and 7, the population is quite different in both Ozaukee and Washington Counties. You will see, if you add those numbers up, that in the year 2000 we are expecting Ozaukee County to have a population of about 149,000 which is 94,500 more than in 1970 and in Washington County under this plan to have a population of about 174,500 people, or about 110,700 people more than you had in 1970, indicating substantial growth in both of these Counties. The other element of the concepts that we have varied over that plan is that we have assumed that a certain amount of population in each of the counties in the Region outside Milwaukee County would be served with on-site private waste disposal systems and private wells. Those are basically the areas shown in light yellow on that map. You can see a great deal of the population can be expected to reside in areas served by septic tanks, in effect, and private well facilities. You can look at the bottom of your page, you will see that in the case of Ozaukee County only 48 percent of the population would be expected to be on public sanitary sewer service, and that is a decrease in terms of percentage over what is there now. There is about 87 percent now. Most of the growth in Ozaukee County would occur on septic tanks on this plan. On Table 7 you will see the same kind of thing happening. About 58 percent of the people are now served by public sanitary sewerage facilities. Under this plan, that would drop to about 25 percent of the population served by centralized sanitary sewerage facilities. That is the difference between the plans. That is basically a centralized plan providing public utilities to accommodate the new population. This plan is the decentralized To a great extent, as that residential land decentralizes, you also will plan. have decentralization of other kinds of land uses. For example, we would expect Milwaukee County under this plan would not receive some of the commercial and industrial growth that it might normally be expected to achieve, and much of that increment of growth that Milwaukee normally would get would go into Washington and Ozaukee Counties. For example, under this plan, there would be a need for a regional shopping center and a regional industrial area up in the Cedarburg-Grafton

area--much different than the centralized plan. That shift for the most part is a shift of employment. The last map shows the areas in red that would not be served by public sanitary and water supply facilities but would be served by septic tanks and private wells. You can see the contrast between the two alternatives that are being proposed here tonight.

Mr. Graham will now talk about the transportation alternatives.

MR. GRAHAM, ASSISTANT DIRECTOR, SEWRPC:

Three alternative transportation plans were prepared for the Region for each of these two alternative land use plans. We call them, as Mr. Berteau pointed out, a no-build plan, a highway supported transit system plan, and a transit supported highway system plan. Each of these transportation plans contained elements of transit service and facilities improvements and street and highway improvements. These elements are shown in the handout. Portions of these elements are considered to be developed within both Ozaukee and Washington Counties.

Looking first at the no-build alternative, the street and highway system improvements, primarily the freeway elements, are shown on Map 3. The no-build alternative was by definition to include only those facilities that existed within the Region on the ground open for traffic in 1972 plus those increments that would be under construction and open in 1975 and, in some instances, particularly in the case of Milwaukee County, the tying in of the Harbor Bridge into the street system immediately to the south. In Washington County you can see the Richfield Interchange area, and in Ozaukee County the completion and extension of I 43 north of Saukville and around Port Washington. The transit element for the no-build alternative is shown on Map 8, which shows the transit service area that pretty much exists today. You will note there are no proposed freeways coming north out of the Milwaukee area into Ozaukee County. Service is proposed to be provided to people living in this area moving into Milwaukee through the Freeway Flyer facilities along Brown Deer Road.

The highway supported transit plan was a plan developed primarily to encourage transit use in the heavily urbanized portions of the Region, particularly the Milwaukee urbanized area, a part of which extends into southern Ozaukee and Washington Counties. The highway system in these two Counties is very similar under both of the improvement plans. More particularly the proposed freeway system is shown on Map 4 for the transit intensive plan. In Ozaukee County it doesn't include anything in addition to what is already there and identified under the no-build plan. Within Milwaukee County there was no Stadium Freeway North considered in the transit intensive plan; therefore, there would be no Stadium Freeway in Ozaukee County. In Washington County we have included under this transit intensive alternative the West Bend Freeway--USH 45--and completion of the conversion of 41 to freeway standards. Both of these facilities are beyond the area that could be adequately served by transit. There would be some standard street and highway improvements postulated under these alternatives. The jurisdictional highway system plans which were prepared and adopted in both these Counties were used as a guide to prepare the arterial improvement recommendations. Improvements

may be expected under this alternative to STH 60 through both Counties, STH 167 through both Counties, STH 181 and CTH N, N.76th Street in Ozaukee County, STH 57, and STH 33 in the West Bend area. These are improvements that would be necessary to accommodate the forecast demand under these land use plans and the transit intensive alternative. The transit services postulated under this particular alternative are shown on Map 9. As you can see, the service area of the Milwaukee transit system would be extended north and northwest of Milwaukee County into portions of both Ozaukee and Washington Counties. There are elements of primary service, Freeway Flyer type service, and intensive improvements of local service in these two Counties.

The third alternative, the so-called highway intensive alternative is shown on Map 5. Again, with respect to freeways in these two Counties there are very limited changes proposed and only the addition of a portion of the Belt Freeway as it connects into 141 and 45 in Germantown just north of the Waukesha County Line. The Stadium Freeway was not included in this alternative coming north out of Milwaukee County, north of the intersection of the Stadium and Fond du Lac Freeways. A separate analysis has been conducted of an alternative that would include the Freeway. There was a briefing held this month for elected officials in the areas served by the proposed Stadium Freeway North at which this analysis was discussed. Other than these changes mentioned -- the Belt Freeway in Washington County -- the freeway systems look alike in both these areas. Again, the standard arterials would be very similar in these two Counties. The transit service under this alternative would be similar to that proposed under the transit alternative in these two Counties. As I have indicated, the transportation services to these two Counties either under the transit alternative or the highway alternative are similar. The networks are the same. The jurisdictional system plans, which have been adopted by both Counties, have been used as a guide.

MR. BERTEAU:

While you are collecting your thoughts to make a comment or develop questions, it would be our hope before the meeting concludes that we could get some modest consensus certainly as far as the land use plans are concerned, either the controlled centralized plan or the controlled decentralization plan. I might add that in the two hearings we have had so far we have had almost unanimity from the citizens participating as to what their choice was. I will refrain from telling you what that choice was because I want a free choice from you. If anybody has a question or comment, please stand and ask for the floor and give us your name.

Q. MS. CARMEN OLSEN, WEST BEND:

I would like to ask Mr. Graham a question. Are the highways designed to accommodate existing people or are they perchance to reroute and relocate people? Is there a master plan on how you are transporting and moving people around from crowded areas into more suburban areas?

A. MR. GRAHAM:

Are you asking does the transportation system lead to dispersal?

Q. MS. OLSEN:

I am talking about land use. Does transportation take precedence over land use?

A. MR. GRAHAM:

The first thing that is developed are the alternative land use plans and then the transportation systems are designed to accommodate the land use plans. Thus we design the transportation systems to accommodate the travel demand generated by the land use pattern.

Q. MS. OLSEN:

So transportation meets man's needs.

A. MR. GRAHAM:

That is correct.

Q. MS. OLSEN:

Thank you.

Q. MR. ARTHUR LONERGAN, WEST BEND:

I would like to ask Mr. Clinkenbeard a question. You mentioned two alternatives without saying much to indicate which is good and which is bad, but generally I think we could conclude from the comments that a sewerage system is better than septic tank systems. I can agree with it. I think you should consider--maybe you do--but maybe you could explain to us some of the alternatives for private waste disposal other than a septic tank where you put something in the ground and don't see it and ignore it until you smell it. The stuff has to go some place. Somehow it is pollution, I think. But could you explain to us some of the problems with the sewage, some of the problems we aren't able to solve, say, in the Milwaukee area.

A. MR. BERTEAU:

If I hear what you are saying, you are saying we ought to be concerned about the permanent utilization of septic tank systems. Of course, the Commission and staff were concerned with that way back in 1963 and 1966.

Q. MR. LONERGAN:

Are you aware of one of the major problems in the City of Milwaukee which was challenged two years ago in court? The court agreed that the permits that had been issued to the City of Milwaukee allowing them to dump raw sewage into Lake Michigan at 295 separate locations were illegal. Are you able to tell us about the impact of that? Are we going to meet with the same problems, where we see large areas of Milwaukee incapable of meeting the cost of treating their sewage?

A. MR. CLINKENBEARD:

The Commission has made a sanitary sewerage system plan for the Region and has recommended in that plan the types of facilities required to accommodate the forecast population for the Region. That sanitary sewerage system plan was prepared a number of years ago, and the Commission now because of the new population forecast, because of new EPA guidelines, and so on is in the process of updating that plan at the present time. We are familiar with the kinds of instances that are occurring throughout the Region. Your basic question goes to the use of private waste disposal systems; and, of course, the most prevalent current system is what is called a conventional septic tank system. And a number of people in this room know that many of those systems don't work. If your own doesn't work, you probably know half a dozen people that have systems that don't work. There are problems with the conventional system. One of the reasons is the soils that we have. If you drew a line down the middle of this Region, east of the line the soils generally are not suited for septic tank development of any kind. There are some alternative systems that have been proposed. Obviously, one that is being used is the holding tank. Those of you involved in that know that is a fairly expensive system. There are also problems with the holding tank, which are basically institutional. Who monitors them; who makes sure they are being pumped out properly. We have communities, one in Washington County that already is scratching their head because they have some problems. People got holding tanks and aren't pumping them out. The raw sewage is going out into the backyard into a drainage ditch and into the nearest river. That is one alternative system, expensive, and one that the community or somebody has to continually monitor. Another alternative system that has come to the forefront, has been proposed, and is being used on a two-year temporary basis in the State of Wisconsin is the mounding system. The mounding system is basically taking a septic tank, putting a pump on the tank in order to allow the lifting of the sewage, if you will, from the residence into a mound that is built on top of the ground. So in, say, heavy clay soil areas, you would build a mound out of suitable soil and put your seepage bed in that mound above ground and pump your effluent into the mound. This is a system that is proposed and is being used at the state level. There are a lot of questions still about the system. The mounding system and similar systems are really experimental at this point and, in some cases, a remedy to an existing situation that can't be handled any other way. There is some concern on the part of a lot of people that the mounding system, if used on a large scale, might have some institutional problems. In other words, who is going to monitor these systems to make sure they work because it is a mechanical --.

Q. MR. LONERGAN:

Tell us about the ones that do work.

A. MR. CLINKENBEARD:

I would say for the most part that those people involved in new waste disposal systems would say that they are really all experimental at this time. There are a number of things unknown about what happens to waste in any kind of a septic tank system. In terms of groundwater supply, the very well that you get your water out of may be contaminated. In these cases, there are unknown factors in what we planners would regard as a temporary measure. Any time you have a private well or particularly private disposal system that you depend on, that should really be considered as a temporary measure unless you have a large enough piece of land where you can actually build another system when the system that you have fails or begins to fail and you can't do anything about it. This is one of the reasons the Commission has since the adoption of the original land use plan in 1966 recommended that all urban development should be served by sewer--we have said the cutoff between urban and rural residential is five acres--one of the reasons for that cutoff is this disposal system problem. That would give enough land to build a second system as the facility might fail. The same thing is true of a mounding system. There is some concern about how long the --

Q. MR. LONERGAN:

You keep going around about systems that we know don't work. Trying to put nutrients some place where there is no place to go. In well drained soils, they do soak in and go into our ground water. There are systems that will separate the nutrients from the water -- they have worked; they have been proven. They give off clean water and a concentrated waste. All of the nutrients can be recycled on the farmland comparable to milorganite. Why aren't you telling the public about them? Do you want to shove down a sewage disposal system comparable to the way you tried to shove down a reservoir four or five years ago where you never told the people the facts. One fact never was told was what will it do to the underground water supplies. That was never presented. I think you are doing the same thing here. Some of the logical information you should be giving to us you are not going to. You have wasted 10 minutes. I won't waste any more.

A. MR. BERTEAU:

I would like to respond. The Commission did explore any number of alternatives-we drew upon the best engineering and best brains in the entire southeastern area when we prepared the sewer plan. There was a careful study and exposition on the state-of-the-art, and I don't want you to leave under the wrong impression. We did explore and document alternatives in the sanitary sewer plan. You also referenced some 295 improper relief valves in and around Milwaukee County. We covered that in both the Milwaukee River watershed plan and in the sanitary sewer system plan. We are advisory. We are not trying to cover up one thing. I think we have brought them to light. We are trying to. I really don't believe your comment is fair, and I would like to talk to you after the meeting.

Q. MR. LONERGAN:

Did you tell the public then?

A. MR. BERTEAU:

We will talk about it at the end of the meeting.

Q. MR. GEOFFREY G. MACLAY, BIG CEDAR LAKE:

You indicate there is a break-even point of five acres that you are talking about as to where a septic tank would function properly. One of the things that confuses me about Washington County is that Washington County has no provision for five-acre zoning, no provision with the exception, I believe, of one or two townships for five-acre zoning. What kind of recommendation-and I realize that you gentlemen are an advisory group--what can be done to take Washington County, as an example, out of the current policy? I think one of the policies that we talk about, Washington County would like to see every other 80 acres subdivided. I would love to see 5 or 10 acre zoning. What can you gentlemen do to recommend this to the powers that be?

A. MR. CLINKENBEARD:

The recommendations have been made in the initial plan and in some areas of the Region have been carried out. For example, in Walworth County they have extensively adopted exclusive agricultural zoning where we are talking about 20- or 30-acre minimum lot sizes. In Washington County we have made that recommendation. There are a number of communities that have adopted that fiveacre lot size situation. We use five acres because we say it is the difference between rural and urban and won't require public services. If you are smaller than that, you are going probably to begin to get urban services being demanded.

A. MR. BERTEAU:

I think in Walworth County 15 of the--

A. MR. BAUER:

Fourteen of the 16 towns in Walworth County have now adopted a new County zoning ordinance that incorporates almost precisely the Commission recommendations with respect to country estate residential district and exclusive agricultural district zoning. In Wisconsin the county boards and the town boards jointly share local zoning authority, and it is a matter of the citizens of the towns and of the county making their wishes known to their elected officials. The tools are there. The Commission has recommended this for over 10 years. There is no reason--given grassroots support--why those things could not be done.

Q. MS. SHIRLEY BECKER, JACKSON:

It is true that five acres are used if an individual wants to buy land; but if a subdivider wants to, he can have it on an acre or half-acre.

A. MR. BAUER:

Perhaps we should clarify what the alternative plans recommend because the two alternative plans are quite different in that respect. If you adopted and follow this particular land use plan, subdivision development would be encouraged to occur only in those areas that are colored in brown, orange,

or yellow. So if a subdivider wanted to develop a typical small lot residential subdivision under this plan, it would be local regulation located in the brown, orange, or yellow colored areas in and around the established urban communities. In the light green areas on the map, which are the prime agricultural areas, you would encourage only agricultural use. In the white areas--which are the general rural use areas--you would encourage both agricultural and country estate residential development, the latter on five-acre or larger lots. In Walworth County what is being done is applying exclusive agricultural zoning districts to the green areas with a minimum lot size of 37 acres and permitting only agricultural operations. In the white areas on this map, you could permit residential development on large lots. The Commission advises that those lot sizes should be five acres or larger for a number of reasons. I don't agree with Mr. Lonergan. There are no on-site waste disposal systems today that are generally accepted by the sanitary engineering profession as proven for widespread application -- systems that are workable and reliable and have been proven over time. There are experimental systems that people are working with. These all have serious problems. The State is reluctant to accept them because of those problems. Also, most sanitary engineers would be very uncomfortable about the use of septic tank systems where you have relatively high densities because of the many unknowns about what happens to the waste from even a working system.

Q. MR. LONERGAN:

Would it be fair to agree with me on that one?

A. MR. BAUER:

Absolutely. The permanent use of septic tanks--especially where the densities are high--should cause concern. If you adopt and follow this plan, you have quite a different situation because, if you carried out this particular plan, you would permit subdivision type development--the kind you are talking about-on relatively small lots, not only in areas in and around the established urban communities where they can be served by sanitary sewer and water supply but also in these pale yellow areas. In these pale yellow areas, such development would have to be served by septic tank systems. So the two plans are quite different with respect to the specific question you were asking.

I wasn't going to say anything more, but I think Mr. Lonergan deserves a fuller answer to the issue he raised about the municipal sewer problems being faced in the Milwaukee area, where raw sewage is discharged from numerous overflow devices to surface watercourses. We would hope those mistakes would not be repeated. They are, in part, the result of a lack of a land use plan on which to base sewer system development and, in part, of permitting foundation drains and downspouts to be connected to the sanitary sewer systems, creating a tremendous clear-water inflow problem that has to be solved today.

Q. MRS. RUTH COOK, OZAUKEE COUNTY LEAGUE OF WOMEN VOTERS:

What is the status of five-acre zoning or minimal zoning in Ozaukee County within the townships? Do you know offhand?

A. MR. JOHN P. DRIES, OZAUKEE COUNTY BOARD SUPERVISOR, AND SEWRPC COMMISSIONER:

There are a number of townships that have such zoning--Belgium has and the Town of Saukville.

A. MR. CLINKENBEARD:

There are two or three towns in Ozaukee County that do. Ozaukee County doesn't have a County zoning ordinance like in Washington County. Each individual town has its own ordinance. One of the towns that initially adopted the exclusive agricultural zoning, for example, in the Region was the Town of Belgium. They adopted initially the lot size of 40 acres. I don't know what they have done to that recently, but they only allow agricultural development in that particular zone. There is some of that being done in Ozaukee County but not within the whole County.

Q. MR. EUGENE R. GERBITZ, TOWN OF TRENTON PLAN COMMISSION:

I have a question regarding zoning. A great deal of the prime agricultural land in this particular area is an obvious place to put houses. Those of us who serve on planning commissions sit down and have to face developers with no means of stopping them building there if they meet all requirements. In looking at these maps, how are we going to get development in accordance with the maps--are we going to have to zone agricultural?

A. MR. BERTEAU:

Through county zoning.

A. MR. BAUER:

The only answer that I have for you is yes. In our Region, zoning in the unincorporated areas--except in Ozaukee County--is a joint county-town function. If the county and the towns take the regional plan seriously-as we hope that they will--then the light green areas on whichever land use plan is finally adopted and recommended would be zoned for exclusive agricultural The white areas would be zoned for country estate residential development, use. as well as general agricultural use; and the orange, yellow, and brown areas would be zoned for urban residential use and other urban uses. The dark green areas would be zoned for some kind of conservancy uses. If you don't do that-and that is the situation in some of our counties where--perhaps the best example to point to is Waukesha County where literally all of the unincorporated areas of the County are zoned so as to permit residential development at fairly high densities; that is, three-acre and smaller lot sizes. That means, if a subdivider wants to get a plat approved, unless the County can show some reason, such as flood hazard, you really have to approve that plat; and the local unit of government loses control of its own development. So we have for 15 years urged that the local towns establish local plan commissions, that those plan commissions prepare and adopt a local land use plan, giving, we hope, due consideration to the regional plan. That doesn't mean you have

to follow it down to the last detail, but we hope you would consider it and that you would then change your zoning ordinances to carry out your own local land use plan. That is really what it takes, and the State Legislature has given the counties and the towns and the cities and the villages, in my opinion, all of the tools that they need to plan for their own orderly development. It is just a matter of having the political will to use those tools. That is what's missing.

A. MR. BERTEAU:

Very good comment. I might say, as a lawyer, I like particularly what Mr. Bauer said about the towns ought to develop their own land use plan very accurately with maps, because the courts say you can't do it arbitrarily, and you need to have pretty well identified studies and maps so you can be free from the accusation of being arbitrary.

Q. MR. JAMEY PRESLEY:

I just wonder what this proposed influx of people from Milwaukee County--if we move into Ozaukee and Washington Counties on 5 or 10 acre lots, there won't be enough farmland to grow a garden on. How do you plan to keep the farmland?

A. MR. BAUER:

You have two alternatives shown. Don't choose the mustard colored plan if you are concerned--and I think everybody ought to be--about the preservation of not only the prime agricultural lands but also the natural heritage of this Region, which is a beautiful Region. There are townships, like Erin in Washington County, that have some of the most beautiful landscapes in the whole world. This is something that I think the citizens of the Region ought to be very concerned about.

Q. MR. PRESLEY:

Then isn't it almost necessary that the City of West Bend expand their facilities to serve the increase? Otherwise they are going to move on prime farmland. You wish to avoid urban sprawl.

A. MR. BAUER:

Under this particular plan, you could absorb 460,000 people in these outlying counties without losing very much prime agricultural land. Growth would occur contiguous to, and outward from, established municipalities. Under this plan you are absorbing more people out here. This plan envisions another 150,000 people moving out of Milwaukee County, and you would be absorbing those not just around your established communities but also out in the rural areas.

Q. MR. CARL NICKEL, TRUSTEE, VILLAGE OF GERMANTOWN:

Under the decentralization plan, this pale green you mentioned, was it going to have somewhat fewer acres per lot? What do you recommend?

A. MR. CLINKENBEARD:

What we have used for the planning purposes, we have used an average size of two acres so that is a small lot size. Much of the zoning, existing zoning in the counties and communities, range in those areas one, two, or three acre lots. We would expect that, if this would occur, that would be the size, and this would be about the coverage. Very frankly, this is what has been happening in the last 15 to 20 years, this kind of development. The average septic tank lot, for example, in Waukesha County is three-fourths of an acre, and many of those septic tanks don't work. Back in the late 1950's the City of Brookfield was basically closed down by the State Department of Health. It had such bad problems that they were forced to put in public sanitary sewerage at quite heavy expense to the individual. It cost some people \$5,000 or \$6,000 to hook on to a sewer they thought they wouldn't have to have.

Q. MS. CARMEN OLSEN, WEST BEND:

I want to tell you that I have served and studied the land use program with the League of Women Voters. I have attended many Southeastern Wisconsin Regional Planning Commission meetings, and I greatly respect your expertise. I am concerned on Map 2, entitled Controlled Decentralization Land Use Plan for the Region, when you compare it to Map 1. I have been told that the Milwaukee River watershed is very vital not only to the West Bend area but to people to the south and east because what we do here affects them. Yet it looks as though you have a lot of suburban residential dwellings proposed for that Milwaukee River watershed. Why are you picking on the Milwaukee when we have been told it's so important.

A. MR. BERTEAU:

I don't have the Milwaukee River watershed plan here with me.

A. MR. CLINKENBEARD:

One of the comments that should be made here is that, again, we are talking about alternatives. We haven't picked a plan yet. These are all alternatives that are being suggested. What we have done in developing these, we have taken the population growth trends in each of the counties into consideration, and we have developed those areas of the counties where the soils will accept septic tank systems. Wherever those soils are, consequently, they have fallen into these areas that the gentleman indicated are mustard colored. We are not specifically trying to place them in or outside--

Q. MS. OLSEN:

It is not a plan; it is a projected possibility?

A. MR. CLINKENBEARD:

It is a planned allocation.

A. MR. BAUER:

Let me expand on that answer. The presently adopted regional land use plan is very similar to the plan that you see on the extreme left--that is on Map 1. Under that plan you don't see that urban development that you are talking about in the Milwaukee River watershed. It is not there. In the 10 years that have transpired since the present land use plan was adopted, the Commission has received requests from elected officials, state legislators, and county board supervisors who have said to the Commission, "Look, fellows, your staff is biased against suburban development. We think you ought to make an alternative plan which would accommodate septic tank development." We are accordingly presenting two plans, only one of which will be adopted. One is a refinement and detailing of the adopted land use plan. The other is quite different. One of the issues which should concern us all is what happens to our water resources when we permit urban sprawl to occur throughout the area. We know, for example--from engineering studies--that the flood flows of some of our streams will be increased sixfold if we urbanize their watersheds; and we will have to build expensive flood control works then. We have nevertheless developed as an alternative here a plan that would accommodate suburban development on septic tanks, and one of the reasons for public hearings is to get the reaction of the people to those alternatives and have them tell us which one they think is better.

Q. MS. OLSEN:

I think I reacted. Do you want a recommendation now?

Q. MS. ALICE G. ALTEMEIER, LEAGUE OF WOMEN VOTERS, OZAUKEE COUNTY:

Is this the only public meeting or will there be more before you decide and then the officials get their chance?

A. MR. BERTEAU:

We have had one public meeting at the Red Carpet Inn on April 14 with about 450 people present. It is very probable that the Commission will hold one public informational meeting when, as, and if it can get enough citizen input and finalize within the Commission the land use and transportation plan that we hopefully will adopt. Sometimes it is better to hold those prior to, and sometimes we have held them after. In this case, because of the tremendous interest that has been generated, we probably will hold one public informational meeting before.

Q. MS. ALTEMEIER:

Then does it go to the counties?

A. MR. BERTEAU:

After we hold one informational meeting for the seven-county Region, then the Commission hopefully will adopt a transportation plan and a land use plan. Then after it adopts these plans, it will certify those plans to the seven county boards; the federal government, including such agencies as the U. S. Environmental Protection Agency, the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations; and the Wisconsin Department of Transportation and other interested State and federal agencies. Again, hopefully the county boards, as they did in 1966, would move to adopt the transportation plan and land use plan that the Commission adopted.

Q. MR. DELBERT COOK, CHAIRMAN, CEDAR CREEK RESTORATION COUNCIL:

I came in a little late so I might offer apologies if my comment is out of order. Did you mention that the State is now involved in an extensive transportation study plan?

A. MR. BERTEAU:

No, we did not mention that. I think you serve on that Council, as well as myself. They are interested in developing an all-mode transportation plan for the State. That is correct. It is my understanding that the transportation plan that we are trying to evolve over time will be a part of that State transportation plan.

Q. MR. COOK:

We have only had a couple of meetings at the State level. We are barely in motion on it. I have a feeling that some substantial value is going to accrue from these intensive studies which I am sure will have some relationship to the plan developed within the Region. As I remember you asked that question yourself as to how these two would relate, and I am hoping that the speed at which the regional plan is developed and jelled and presented and finally adopted will leave room for infusion of any proposals that are developed at the State level which I am sure will have some bearing on what happens in the Southeastern Wisconsin Region.

The next note is that I am glad to see that in your proposals tonight you are omitting the Stadium Freeway North. But I still feel, from the work I have done previously, that there should be some provision for an east-west completion of the Outer Belt Highway system which would link I 43 into the beltline around Milwaukee. Look at all the maps and it is like a clock. It only runs until about 10 o'clock. It ought to go full cycle until midnight. There is a lot of east-west travel demand.

A. MR. BAUER:

Del, this has got to be the first time in 10 years that you have supported a highway improvement.

Q. MR. COOK:

All along, Kurt, it has been within the book.

A. MR. BERTEAU:

The current plan has a facility on it like that.

A. MR. BAUER:

No--Mr. Cook wants it to go all the way to I 43.

Q. MR. COOK:

That only goes as far as Wauwatosa Road.

A. MR. BAUER:

What Mr. Cook is talking about is the completion of this freeway across here. This is the Metropolitan Belt Freeway that Mr. Cook has reference to. It runs from the Lake Freeway west through southern Milwaukee County and north through eastern Waukesha County to USH 41. Mr. Cook is saying that consideration should be given to extending that facility over through here to the North-South freeway.

Q. MR. COOK:

My remarks wouldn't be complete unless I mentioned that. My next point is on land use. As far as I know, there is no way that any land use plan can be legalized at any governmental level except in an advisory capacity. I think that it would be well if everybody in these seven counties would understand that, if they have complaints about the use of their land, they should go not only to the Southeastern Wisconsin Regional Planning Commission but to the town hall and demand--you know--a legitimate land use plan that will help to preserve a way of life to which they have come when they moved to Ozaukee County, for example. I don't think our County Board has any kind of committee that deals with this specific subject. The County Board has to meet as a committee of the whole to deal with the question of land use.

A. MR. DRIES:

Our County never adopted the land use plan.

Q. MR. COOK:

I know that. But I don't know why. I think we should have; and I am talking to you, Jack, as one of our Supervisors. We should have a committee developed, designed, and instructed to keep abreast of the land use plan so that the people in Ozaukee County can be informed and take this thing to the proper level for action. We are sadly without it. I know why, and you know why.

Another comment. I had a notion on assumptions. You made some assumptions as you went from map to map. I think one assumption that should be asserted is that you should assume that all those good plans and all this good work will be accepted with welcome arms by local town officials; and it is not. We can't assume that. We are fooling ourselves if we assume that this is going to be taken to heart properly. I think we have a job to do in that arena. I am not a farmer. I live among farmers. I have a lot of friends who are farmers, but the small farmer who tries to work 60 to 80 acres can't do it any more. He can't buy the tractor, can't milk his cows; and that small farm is prey for development. That is good land. It is in small pieces, and a farmer is tired. He is old, and he can't work any more. I don't know of anything that is being done to preserve that 80 acres, and you can multiply that by hundreds as either prime farmland or environmental corridor--going into subdivisions. Another thing is that, if we adopt this plan which calls for urbanization with sewer service, and we are talking about two- or fiveacre lots, the cost of providing the sewers is going to be impossibly high. We have land open for subdivision now that would like to have sewers but can't connect anywhere. No federal money. I don't think there is going to be any in 20 years. Milwaukee County is a very good example; it can't cope with the financial burden of providing sewer systems. I would think on another page of the book there should be presented not only the positive plans but the big negatives that stand in the way of an orderly development of our seven counties. Big, with a hard underline, you can't do this because.... It is the only way the people can translate the good things from the bad so we can come out with a real good answer. I think that is about all I have to say.

A. MR. BERTEAU:

With respect to your last suggestion--we try to provide within each of our plans a so-called implementation chapter, and that chapter spells out specifically who has to do what in order to get things done. Maybe we could expand that to highlight some of the problems you referenced. As far as the small farmer is concerned, this Commission in 1966 did recommend better treatment as far as taxes were concerned for agricultural land. That recommendation, which was well documented laid on somebody's desk for 10 years. I guess the Legislature is now in the process of trying to get through a change in the tax structure as far as farmland is concerned. Many of the other things that you said deserve thoughtful consideration, and I am sure we have them in the record. We may also have a chance to talk after the meeting is over.

Q. MR. GERBITZ:

This is regarding the sewage plant in West Bend. I am not directly connected with it--I realize there are problems--and it will be a long time before they come out of this. Hopefully they will get the federal funds. It is my understanding, according to the newspapers, it is supposed to be an areawide plant. Can you explain what is meant by an areawide plant? Who could join and under what circumstances?

A. MR. BERTEAU:

I am not privy to the newspaper article you read. The subject you raised, and someone earlier raised the same question, when is West Bend going to be able to mount enough fiscal capacity to provide sewers and treatment facilities for the area that can grow around West Bend. I can tell you this, that is probably one of the most disconcerting things going on in our State and in the southeastern Region today. It has been really more uppermost in my mind than highways and freeways. I would hope that we could continue our efforts to try to impress upon DNR the value in providing additional points in the priority system for areawide planning and for development of treatment facilities which will increase the quality of water and which will serve to permit the abandonment of the treatment plants that are not really putting out an effluent that meets State standards. There is a major problem in connection with monies. The present DNR Board really is going down the wrong road. Without getting into an extended technical discussion on that, in laymen's language, they are really saying: If you got a sewer system, a plant, interceptors that are taking on added gallonage to service new growth they are going to revoke the permit. If you do that, people are going farther out. I pledged last night to Senator Cullen that I was going to meet with Secretary Earl to see if that can't get turned around. Does that come near what you are talking about?

Q. MR. GERBITZ:

What I had in mind--we know the status of the whole system today. We realize the plant is overloaded. All the plants are nowadays. It turns out that we can see why they won't extend into other areas. I am thinking with regard to Wallace Lake, we need sewer; but it is an awful costly situation. How could they receive sewer if the areawide plant is built? How does this come about? Do they have to be annexed?

A. MR. BAUER:

Not necessarily. We said earlier this evening that the Commission has prepared and adopted a regional sanitary sewer system plan. That plan identified logical sewer service areas throughout the Region. In the case of West Bend, that plan identified the City of West Bend, the areas immediately around the City of West Bend that were logical locations for new urban development--together with what has been called the Tri-Lakes Area--the existing development around Big Cedar Lake, Little Cedar Lake, and Silver Lake--as the rational sewer service Mayor Schoenhaar is here and may want to comment, but it is my underarea. standing that the Common Council of the City and the Mayor have agreed that their sewage treatment plant--any expansion to it--would be designed to provide the treatment capacity to serve that areawide service area. There are a number of ways in which that service could be provided. The areas that are immediately adjacent and contiguous to the city may be annexed. Other areas could be served by contract just as the Milwaukee Metropolitan Sewerage Commission serves communities in Ozaukee and Washington and Waukesha Counties with sewage treatment. By way of a more specific example, the Commission has also recommended the construction of an areawide plant at Brookfield. That plant has been built

and the communities concerned have already developed contracts for service to the Village of Pewaukee, the Pewaukee Lake Sanitary Districts, and the City of New Berlin. There are a number of ways that this can be effected. If it is done through cooperative contracts, then the communities have to work out the terms of the contracts in a bargaining session--just as two individuals would have come to an agreement--what the per gallon costs should be, how the trunk sewer costs are to be shared, and so on. It can and is being done, but it is not an easy job.

Q. MR. CARL VOGT, CLERK, TOWN OF ADDISION:

Can we assume, if Map 2 is approved, that would include five-acre lots in agricultural zones?

A. MR. BERTEAU:

No, you can't assume that.

Q. MR. VOGT:

Where would they come in?

A. MR. BAUER:

First of all, Mr. Cook said it well; and I will say it again because it is very important. The adoption of a plan, whether that plan is adopted at the regional or local level, does not place any legal constraints on what people can do with the land. The plan is only advisory; and whether it is a plan that a village plan commission and village board prepared, or that a city plan commission and common council prepared, or the town plan commission prepared, or a county plan commission and county board prepared-or a plan that the Regional Planning Commission prepared--these plans are all advisory. Adopting a land use plan doesn't change any legally binding public land use controls. If the Commission adopts this plan and certifies it--for example-to the Washington County Board, and the Washington County Board adopts as they did last time, then that County Board would have to direct their Park and Planning Commission to make the necessary changes in the County zoning ordinance and district maps to bring this plan about. Those changes would have to be ratified by the Town Boards. Under this plan, the white areas-if developed at all for residential use--should be developed for five-acre country estate lots; and the County and Town zoning would have to be changed to provide for a five-acre country estate zoning district. The yellow and orange areas could be developed for small-lot urban subdivisions and appropriate zoning districts would have to be applied accordingly.

Q. MR. VOGT:

Still up to the Town Board?

A. MR. BAUER:

In the last analysis, the legal control of land use rests with the County Board and Town Board acting together. These plans can only be advisory to those elected bodies. Mr. Cook made that very clear in his statement when he said that it is important for the citizen body of the county and towns to make their wishes known in this respect to their elected officials. All we can do is to perform a kind of an educational and informational service. We don't have any powers to make things happen.

A. MR. BERTEAU:

Before we take any more questions, since we have lost perhaps seven people, and someone about 25 minutes ago asked whether we could have a show of hands--I am not intending to shut the discussion off--I wonder if it would be your wish if you could give us an indication at this time or whether you would want to talk longer about your desires between the two plans--the controlled centralization plan or the controlled decentralization plan. Would it be appropriate to ask you people to raise your hands, those of you in favor of Map 1? Anybody for the decentralized plan? The first plan is apparently favored by a large majority.

Q. MS. MARY A. JAROCH, MEQUON:

How about neither of the above? We are running out of money.

A. MR. BERTEAU:

Yes--those for neither? Three indicated voting for neither of the plans.

Q. MS. JAROCH

My question is addressed to Mr. Graham. In his presentation I did not catch any concern or present plans to do something about the suffocation of the small townships and communities that lie in the path of this onrush. We are being choked to death by traffic. I am sure you all realize that as a fact of life. But I heard nothing about improving the quality of our life while we sit there by the road watching hundreds of thousands of people rush from one end of the map to the other twice a day. What is going to be done to take this suffocating yet rising traffic off our roads. State Trunk Highway 57, and STH 167-Mequon Road-are death traps. What is going to be done to upgrade?

A. MR. BERTEAU:

The--

Q. MS. JAROCH:

I want the specifics from the engineer. I don't listen to lawyers after last year.

A. MR. BERTEAU:

I am sorry. Go ahead, Mr. Graham.

A. MR. GRAHAM:

The best answer in our opinion is the Stadium Freeway. That would provide a facility that can handle large volumes of traffic fast and safely, removing them from surface streets and eliminating the need to upgrade those streets or tolerate traffic congestion.

Q. MS. JAROCH:

How about blocking some of the less efficient and most problem off-ramps on 141 until the conditions force people to go to the west side of -- to the Beltline from the factories or offices. State Trunk Highway 167 is a death trap traveling at the posted speed of 40 miles per hour.

A. MR. BAUER:

The problem with closing freeway ramps is that you force the trips onto surface arterials where in terms of congestion, air pollution, noise, accidents, travel time costs, you greatly compound the problem.

Q. MS. JAROCH:

That is what we have. We have surface roads being used as arterials, two narrow lanes and no shoulders.

A. MR. BAUER:

And the Regional Planning Commission 10 years ago adopted a transportation plan that included two major recommendations for improving the transportation system of the Region and that not only would have done the job--but until the construction of those needed facilities was brought to a halt--was doing the job of removing the heavy volumes of fast through traffic from the surface arterials and placing them on facilities that could carry that traffic safely and efficiently. The construction of almost every one of the proposed freeway facilities have been brought to a halt with but one major exception, the West Bend Freeway--a freeway clearly needed to replace one of the worst sections of state trunk highway in the State. Also recommended was the development of an areawide transit system under which motor coaches operating in mixed traffic on freeways and over exclusive busways would provide an alternative to the use of the auto. The development of an important feature of that system was also blocked so that now the Commission has been asked to reevaluate the old plan. Our studies clearly indicate that -- solely from a transportation standpoint--the old plan is the best plan for the Region. It would do the job. And, there was a period of about six or seven years during which freeway segments were being completed in accordance with that plan and when the congestion on

surface arterials dropped markedly. Indeed, in Milwaukee County the freeway system that was completed not only absorbed all the growth in travel demand in that County over the last 10 years but served in addition to actually remove additional traffic from the surface arterials. However, there doesn't appear to be any grassroots support any more for the carrying out of the old plans. As a planning agency, we are now forced to take seriously people who have said, "What is wrong with congestion?" So the surface arterials are again becoming choked.

Q. MS. JAROCH:

I am not content with a very old weary argument that we have to have a six-lane concrete runway or a pothole two-lane, no shoulder, unsynchronized traffic. There are other alternatives.

A. MR. BERTEAU:

Do you have one?

Q. MS. JAROCH:

I would like to say we have never to reproach ourselves as far as supporting mass transit. In point of fact, what is causing the congestion are the ping pong ball people who live one place and work another or who come through as tourists, and these people would not be served by a bus. They would take their campers and cars and jam our towns and ruin them. Are you telling me the guy who runs the concrete truck by my house has no alternative--if the Southeastern Wisconsin Regional Planning Commission can't take into account this lowering of the quality of our everyday life in terms of safety, pollution, noise, I really don't see what the Planning Commission does.

A. MR. BAUER:

Have you looked at the tables? There are estimates there of what the noise--

Q. MS. JAROCH:

I don't need to look at tables. I wake up to it every morning.

A. MR. GRAHAM:

We are considering alternatives--a transit intensive plan which doesn't do much for the provision of added street and highway capacity in the urbanized areas and a highway plan which adds improvements in terms of freeways and in terms of surface arterials. It is not an extreme either/or, but an improvement of what we have matched to increased population and their choice of where they live and work and shop. A. MR. CLINKENBEARD:

There are, even though they are not shown on the map, proposed improvements to the arterial system.

Q. MS. JAROCH:

That is what I wanted to know.

A. MR. CLINKENBEARD:

Improvements are proposed to the arterial system on both the so-called transit intensive alternative and the highway intensive plan. For example, Mequon Road--Highway 167--is proposed to be upgraded as all other similar, important facilities in Ozaukee County. There are proposals to upgrade surface arterials to provide a higher standard of local arterial service.

Q. MS. JAROCH:

What is going to happen to 181? They acquired the land north and now we have Northridge.

A. MR. THOMAS R. CLARK, DISTRICT CHIEF PLAN ENGINEER, DIVISION OF HIGHWAYS, DISTRICT 2, WISCONSIN DEPARTMENT OF TRANSPORTATION, WAUKESHA:

As far as the State is concerned, we have right-of-way from the county line to Mequon Road.

A. MR. BAUER:

What should be done to STH 181--Wauwatosa Road--and STH 167--Mequon Road-depends very much upon whether or not the Stadium Freeway North is included in any system plan or not. The way the traffic will be distributed on these and other standard arterials depends on what you do with the freeway. If the freeway is removed from the plan as presently proposed, there would have to be major improvements to those surface arterials some being converted to fourand six-lane divided facilities to carry the traffic volumes. That would be difficult in Ozaukee County with the forecast growth in terms of people and jobs and automobiles and no good way to handle the resulting traffic. Some of the facilities, like STH 57, are just going to be very difficult to improve unless you want to literally destroy a community, like Cedarburg.

Q. MR. LONERGAN:

Are you doing any integrated planning with others, like the Milwaukee School Board? I substitute teach -- one of the kids was pushing the guy next to him. Trying to figure out why, I asked, "How long have you been in West Bend and your dad working in Milwaukee? How come you didn't move to Milwaukee?" He said that it was too far to drive from Adell to Milwaukee every day. He said that his ma isn't going to have us going to school with them black ones down there. A lot of problems would be solved if we could get a dozen black families to move into West Bend.

Q. MR. RALPH SCHOENHAAR, MAYOR OF WEST BEND:

Our plans for sewage treatment are being drawn up and should be done by the end of the year and gotten out by January. Construction should be through in 1978. But, getting back to sewer, who is going to pay for sewers to come to our plant? They want to come in --

A. MR. BERTEAU:

Same problem in Kenosha and southern Racine County.

Q. MRS. COOK:

I would like to comment and say that I would like to leave it up to your own judgment as to whether or not you want to hold another hearing. I find it difficult to comprehend and study all the facts and issues that are presented here this evening in just a few short hours. One of the things, as I listen and try to digest your plans, is that we are dealing with a variable that I don't know how we can really deal with, that is, the attitude of the American people toward life--still they want to lead--

Q. MR. PAUL E. MILLER, TRUSTEE, VILLAGE OF SAUKVILLE:

Exactly--you're taking away my freedom.

Q. MAYOR LEISLE:

Since 1957 I would like to state the City of Mequon on seven occasions passed resolutions in favor of I 57. The Ozaukee County Board also. The only alternative is to widen the existing highway and wipe half the businesses in Cedarburg, Grafton out. If you get the people to agree to--if you look at the presentations as far as the number of cars, we are going to have double the number of cars by the year 2000. And as for the idea of an expressway east and west through Mequon, you put it through your town. We don't want it. We will take the expressway going north and south and be glad because it is going to help alleviate the problems all over. But the other way, you are still going to have it coming through Thiensville, Grafton, and Cedarburg.

Q. MR. COOK:

That is the first time I heard you say that in public.

Q. MAYOR LEISLE:

I am talking about I 57. No question about it. And we have been on record from the very outset. As far as this thing across Mequon in order to go another six miles east in order to go south to come back west--what the hell.

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Q. MR. COOK:

I would like to answer one comment on congestion on 57, and on congested conditions in Thiensville, Mequon, Cedarburg, and Grafton -- the businesses and the Chambers of Commerce like it by the way. If you studied the projected traffic figures on 57 after I 57 would have been built, the congestion would have been worse.

Q. MAYOR LEISLE:

You mean going up and down twice.

Q. MR. WILLIAM M. HAYES, WAUWATOSA:

I live near a busy freeway in Wauwatosa. Are you going to take a vote on these highway plans? You took a vote on these land use plans.

A. MR. BERTEAU:

I wouldn't have any objection. If the people here would like to show whether they are in favor of the highway intensive alternative or the transit intensive alternative, there is nothing wrong with that. Mrs. Cook indicated a little bit ago that she didn't really know quite enough about it; but if the people here feel they are sufficiently aware of the difference between the two transportation plans, I am sure there is nothing wrong with that. I might just real quickly point out to you that, if you should support the transit intensive alternative, there would be no Lake Freeway, no Airport Spur in Milwaukee, no Stadium Freeway North, no Stadium Freeway South, no Gap Closure, no Park Freeway West, and no Belt Freeway. None of these facilities would be on the transit intensive plan. The other plan-the highway intensive plan--you have in your handout. If you would like to have a show of hands, we would be glad to see those who favor the highway intensive and those who favor the transit intensive and those who have no choice whatsoever. The highway intensive, about four; the transit intensive with no freeway facilities, one; abstaining, about 12. We really only have about 10 percent of the number of people here voting.

Q. MR. MILLER:

I have to agree with Mr. Cook. You have a large area not to be served by USH 45 or I 43, a large area up the center that is going to be county roads and city roads. I agree the loop should be continued.

A. MR. BERTEAU:

You want the Stadium Freeway North?

Q. MR. MILLER:

Absolutely.

A. MR. BERTEAU:

How many people support the Stadium Freeway North? About 14.

Q. UNKNOWN QUESTIONER:

What is the Stadium Freeway North?

A. MR. BAUER:

The Stadium Freeway North in Milwaukee is open to traffic from the East-West Freeway to 47th and North. The plans, as they stand now, would propose to extend that freeway to connect with the Fond du Lac Freeway at about N. 68th and Hampton. The old regional transportation plan, the one now in effect, would then further extend that freeway north into the vicinity of 68th Street through Ozaukee County west of Thiensville, Grafton, and Cedarburg, connecting to the North-South Freeway-I 43--north of Saukville. That facility was on the old transportation plan. It is not being proposed on either of the two new plans.

Q. MR. HOWARD NEUBAUER, OZAUKEE COUNTY BOARD SUPERVISOR:

I sit in and listen, and you continually talk about preserving farmland and communities. How can you justify running highways and taking farmland by eminent domain for a road?

A. MR. BERTEAU:

It isn't just because we want to see a road built. Our statutory charge is to try to provide a plan for the orderly development of the Region. Unless and until the American people get off the automobile to go places, we have got a 4 percent transit use--they want to live where they want to live, and they want somebody to provide some transportation system so they can get there. Given those three things, and given that dilemma--

Q. MS. MARLYS RYAN, KEWASKUM:

I would like you to comment on the probable effect of proposed legislation in land use planning. Would this not give you a little bit more muscle?

A. MR. BERTEAU:

First of all, such legislation is conjectural. You don't know what they are going to do. Second of all, the State has had the Wahner land use bill, which fell on its face. We get accused of being dictatorial. We are only advisory. For me to make comments about federal legislation might be misconstrued. I think the people here tonight have been given by Messrs. Cook and Bauer an excellent discussion on land use controls and how you can effect land use controls at the local level. It would be my hope that we would continue to try to develop a consciousness through the local level. Let the local level determine the type of land use.

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Q. MS. RYAN:

Do you feel it has been effective?

A. MR. BAUER:

I would like to say something on this subject. I don't think looking to the federal government to enact some kind of mandatory land use controls is necessarily the answer to our land use problems. I don't think it is going to work well. I think that in our country you can only do those things that you really have grassroots support to do. Mr. Cook said it just right when he said, "Look, we, the people, all of us, have a job to do here in this area." Your elected officials are only going to support and do those things they perceive there is fairly widespread support for. I think it is much sounder to develop that support from the bottom up than it is from the top down. I think that, if there is any strength in advisory regional planning, it is in the fact that that is what regional planning attempts to do. We think it is working. The best example is Walworth County, it's almost a model. Sure, it is not working as well in other places. We like to point less to Waukesha County, but, look, 15 years ago when we held a meeting like this and even talked about exclusive agricultural zoning, we were almost tarred and feathered and taken out to the County limits by the local constable and told don't come back. In 15 years there has been a real change, I think, in the attitude of the people. I think, also, as younger people come out of the schools and get themselves elected to the county boards and State Legislatures and village boards and common councils, these concerns will be reflected in public actions. I think it is far better to do that through grassroots than trying to impose it.

Q. MS. RYAN:

Not State level either?

A. MR. BAUER:

Do it from the local level up.

A. MR. BERTEAU:

Are there any other comments?

Q. MR. COOK:

If anything, I would like to see a program of highway development move along rather conservatively rather than too fast because there are going to be a lot of things happening. Second, I would like to see the Southeastern Wisconsin Regional Planning Commission continue just as you are.

A. MR. BERTEAU:

I want to thank everyone of you for coming and participating. It has been a very good meeting. I can tell you that the other two meetings--at Elkhorn and Milwaukee--voted almost unanimously in favor of the controlled centralization plan, as you see it on Map 1. I didn't want to say that ahead of time because I didn't want to present difficulties. Many, many thanks for coming. The meeting is adjourned.

Mr. Berteau adjourned the meeting at 9:45 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MINUTES OF

PUBLIC INFORMATIONAL MEETING¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

RACINE AND KENOSHA COUNTIES

MT. PLEASANT TOWN HALL

RACINE, WISCONSIN 7:30 P.M. THURSDAY, JUNE 24, 1976

Mr. George C. Berteau, Chairman, Southeastern Wisconsin Regional Planning Commission, opened the meeting at 7:40 p.m. CDST.

MR. GEORGE C. BERTEAU:

Ladies and gentlemen, let's get started. It is just a little after 7:30 p.m. I will serve as Chairman of tonight's meeting. My name is George Berteau, and I am Chairman of the Southeastern Wisconsin Regional Planning Commission. On your right and my left is John Margis, one of our Commissioners and currently the County Board Chairman of Racine County. On your left and my right is Mr. Kurt Bauer, our Executive Director, and Mrs. Shanley, Secretary, who will be taking minutes of tonight's proceedings.

So that we can have some meaningful input from the citizenry present here tonightand that primarily is the purpose of the meeting--it probably would be well to just take a few minutes to give you some background so as to place you in a better position to listen and critique the presentations that will be fairly brief. The Regional Planning Commission, pursuant to the action of the electorate, speaking through the county boards, was created back in 1960. At no time did the Commission ask to be created or to come into existence. In 1966 the Commission did adopt a land use plan and a transportation system plan for the seven-county Region, which is some 2,700 square miles and includes the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Since that time the Commission has rather carefully monitored what has happened within the Region and what has happened county by county and has now undertaken the task of developing alternative land use-transportation plans; and hopefully when we conclude all of the Citizen Advisory Committee deliberations, as well as when we hear from our Technical Advisory Committee and have all of the input that we can get from the electorate,

¹See list of meeting attendees in Appendix A-7.

the Commission, we hope, will adopt a new land use plan and a new transportation plan, which when adopted will be strictly advisory--no teeth in it whatsoever as far as any mandate to any town, village, city, county, or State unit or agency of government. It is strictly a matter of trying to put together the judgments of the people within the seven-county Region as to what they, the people, feel their Region should look like as far as land use and as far as highway and transit development are concerned.

We have had three hearings so far, the first in Milwaukee, the second in Elkhorn for Walworth County, and the third last night with over 100 people up at West Bend for Ozaukee and Washington Counties. Tonight we will be zeroing in, as your pamphlet will show, on Kenosha and on Racine Counties. We will need to adhere to some very modest ground rules. After the brief presentations on the alternative land use plans and on the alternative transportation system plans, then you will have an opportunity to either provide some constructive comment or raise some questions or ask some specific question conerning either the land use plans that we are talking about or concerning the transportation plans. The purpose of the meeting, again, is to try to elicit comments on the alternative land use and transportation plans so that whatever action the Commission eventually takes can have the benefit of what citizen input may be provided.

With that, I believe we are ready to provide the presentation. The presentation on the land use and transportation plans will carry through rather continuously. I would ask you to have your pamphlet handy; and if you need glasses, to have them handy. Reference during the course of the presentation will be made to the various maps by numbers. It is much easier to follow this if you have this document to follow. Perhaps at the end or near the conclusion of the meeting, depending upon your desires in that respect, we would appreciate some indication from you, preferably by show of hands, as to which of the two land use plans that will be presented to you and that are graphically depicted on your right-hand side and which of the transportation plans, which are on the north wall, you would favor. Again, this is brought to your attention so that, during the course of the rather brief presentation, you can be perhaps making up your mind based upon data and statements made as to which of the land use plans and which of the transportation plans you would favor. With that I will now ask Mr. Bauer to make that presentation to you.

MR. KURT W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. As Mr. Berteau indicated, the Regional Planning Commission did in 1966 adopt a regional land use plan and a regional transportation plan for the seven-county area. Those plans were certified to, and subsequently adopted by the Racine and Kenosha County Boards; the Common Council of the City of Kenosha; and various other cities, villages, and towns, including the City of Burlington. Since the plan adoption 10 years ago, a number of important implementation actions have taken place, including the enactment of a new county zoning ordinance in Racine County that is compatible with the regional land use plan; a new county zoning ordinance in Kenosha County that is not yet in effect but which will when in effect also serve to carry out the presently adopted regional land use plan; county subdivision control ordinances in both Counties; sound floodland zoning

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at the county and local levels within the two Counties concerned, including in the Villages of Rochester and Waterford, the City of Burlington, the Village of Silver Lake, and the City of Racine. Jurisdictional highway system plans have been prepared for both Counties that seek to carry out the presently adopted regional transportation plan, and there has been significant construction that serves to implement some of the recommendations contained in the presently adopted regional transportation plan; for example, the construction of STH 36 from Wind Lake to Burlington, the extension of CTH E in Kenosha County from CTH G to STH 32, the reconstruction of Spring Street in Racine, the realignment of CTH K in Racine, and improvements to STH 11 and to STH 31. All of these have been projects that were envisioned in the transportation plan adopted 10 years ago. In addition, the State Highway Commission has completed preliminary engineering studies for the Lake and Loop Freeways that were included on the presently adopted regional transportation plan. Finally, we would point out that the City of Racine and the City of Kenosha have adopted transit development programs that have provided for the development of new transit systems in those two urban areas. Those actions, too, were in accord with the originally adopted regional transportation plan. So the present plans, we think, have served the Region well for a period of about 10 years.

When the Commission adopted the plans that are presently in effect, they indicated that if those plans were to remain workable and practical guides to the making of development decisions, they should be reevaluated at about 10 year intervals. So here we are in 1976 engaged in a reevaluation or revision of the presently adopted regional land use-transportation plans. In order to carry out this reevaluation, and as a part of it, the Commission prepared new forecasts of growth within the Region. The presently adopted land use and transportation plans were designed to serve a regional population of about 2.7 million people. The new plans will be designed to serve a regional population of 2.2 million people, substantially less than the old population level but still an increase of about 463,000 people over the present population level. The other principal forecasts have not changed drastically between the new and the old plans. Employment, for example, was originally forecast for the old plans to be at the level of about one million jobs within the Region. The new plan will be designed for about that same level, or for an increase of about 267,000 jobs within the Region. Automobile availability was originally forecast for the old plan at about one million automobiles and trucks. The new plans will actually provide for somewhat more, about 1.2 million, an increase of about 420,000 over the present level. With respect to travel demand, the old plan was designed for six million person trips per average week. The new forecast of 5.7 million is slightly lower. With respect to vehicle miles of travel, the old plan was based on a forecast of 32 million vehicle miles of travel per average weekday. The new plan will be designed for 30 million vehicle miles of travel, slightly lower.

The same sort of trend in the forecasts holds for Racine and Kenosha Counties. The population forecasts have been scaled back somewhat, but the employment, automobile availability, and travel demand forecasts have not been scaled back as much. For example, the old plans that are in effect now for Racine County envisioned a design population level of 283,000. The new plan will be designed for 218,000 people. In Kenosha County the old plan envisioned a design population of 202,000 people. The new plans envision 175,000 people.

Using the new forecasts, the Commission prepared two alternative land use plans, which are being presented here tonight for public review and hopefully constructive criticism. The first alternative plan is shown on Map 1 in your package of materials that was handed out. This plan represents a refinement and detailing of the presently adopted land use plan. There is a very basic assumption underlying this plan, and that is that the county level, as well as the regional level of population, employment, and automobile availability forecasts will be met and will be met within the various counties as well as within the Region as a whole. In addition to that basic assumption, there are three very simple but very important ideas built into this plan. They are kind of the heart of the plan. Those ideas are very easy to grasp.

The first idea is that we should encourage urban development to occur in those areas of the Region that are covered by soils that are well suited for urban development and that can be readily and economically served by sanitary sewer and water supply facilities, police and fire protection, mass transit, and other essential urban services. Those are the brown, yellow, and orange areas on Map 1. In Racine and Kenosha Counties--to orient you, that is the lower right hand corner of the map--urban development would be encouraged to occur around and outward from the established urban centers like Racine and Kenosha, Burlington, Waterford, and Rochester--the established communities.

The second idea, which is a very, very important one, is that we should maintain the primary environmental corridors of the Region, which contain most of the remaining elements of the natural resource base in essentially natural open use. Those corridors are the dark green linear areas on that map. Those corridors encompass about 17 percent of the total area of the Region but contain almost all of the best remaining elements of the natural resource base and special hazard areas, such as floodlands. If you adopted this plan and carried it out, you would try to keep those areas in open natural uses.

The third idea is to keep the prime agricultural lands in agricultural use. These are shown in light green on the plan map. Those are the three basic ideas in this plan.

Now, the Commission has prepared a second plan, an alternative to the first one, and has done so because it was in the past asked particularly by elected officials, state legislators, and county board people to explore as an alternative to the presently adopted plan this so-called decentralization plan, shown on Map 2. The plan is quite different from the one presented on Map 1. First of all, while the population forecasts would be met for the Region as a whole, they would be quite different with respect to the seven counties. Under this plan Milwaukee County would lose over 150,000 people over the next 20 to 25 years, and those people would be relocated in outlying areas of the Region; so that, while Milwaukee County would decrease in population, the other six counties in the Region would increase by about 650,000 people. And that is what has been happening, ladies

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and gentlemen--what is depicted on this particular alternative. The City of Milwaukee has lost 42,000 people in the last five years, and that rate of loss is accelerating. With respect to the basic ideas that are built into this particular plan, the plan would still try to preserve the environmental corridors. The plan would still try to preserve the prime agricultural lands; but as you can see in some of the tables, this plan can't do as good a job in that respect. Regarding service to the urban development in terms of particularly sanitary sewer service, the plan is quite different from the first plan in that large areas, the light yellow areas primarily in the west parts of the Region, would be developed for urban use utilizing septic tank systems and private wells rather than sanitary sewerage facilities.

Those are the two land use plans that are being developed. If you look at Table 2 in your handout, you will see some figures that quantify those two plans for Kenosha County. If you look there, you will see under the first alternative, the County would increase in population by about 57,000 persons. Under the second alternative--the decentralized alternative--the County would increase in population by about 85,000 persons. Similarly, employment under the one plan would be about 24,000 new jobs in Kenosha County and under the other about 36,000 new jobs. Urban land under the centralized plan would require about nine square miles of land to be converted from rural to urban use to accommodate the increase of 57,000 persons. The other plan would require almost 19 square miles of land to be converted to accommodate the 85,000 increase in population.

If you look on Table 5, you will see the same sort of figures for Racine County. Under the centralized plan, the population of the County would increase by about 47,000 persons, while under the decentralized plan, the population would increase by about 54,000 persons. About 25,500 new jobs would be created under the centralized plan, while about 31,000 would be required under the decentralized plan. If you look at urban land, you will see that under the centralized plan, about eight square miles would be required to be converted from rural to urban, while under the decentralized plan about 20 square miles would be required to be converted, with most of that conversion occurring in the western parts of the County. If you look at the maps, you could see, with respect to Racine and Kenosha County, much of the low density, septic tank type development would occur in the Fox River Valley in the Waterford, Rochester, Silver Lake areas.

For each of these two land use plans, the Commission has prepared three alternative transportation plans, again, for public presentation, review, and hopefully constructive criticism. One of these plans is called a no-build plan. It is a plan in which no further major capital investments would be made in either highway or transit facilities within the Region. The second plan is a transit intensive plan, and the third plan is a highway intensive plan, in which you would emphasize capital investment in both highway and transit improvements, but shading somewhat toward the highway side.

If you look at Map 3 in your package, you will see a graphic summary of the nobuild plan as it relates to freeways. We can't show you at this scale all of the arterial improvements; but you can look after the meeting at this larger map, which shows the entire existing arterial street and highway arterial system and indicates the very few improvements which would be made to the system under the no-build plan. No major highway improvements are located in Racine or Kenosha Counties nor would there be any major improvements in transit facilities within Racine and Kenosha Counties. On Map 6, you will see the no-build transit system in the Racine and Kenosha areas. They represent essentially the systems that are there now. There would be no major changes in those.

Under the second alternative transportation plan, no major improvements would be made in highway facilities within Racine and Kenosha Counties, although there would be some improvement of surface arterials; but the transit systems would be expanded to serve new development and the level of service would be improved by doing such things as decreasing headways and operating more buses on the systems. That transit system is shown on Map 7.

The third alternative considered is shown on Map 5. It is the highway intensive plan. If you look at that plan, you will see in Racine and Kenosha Counties that it includes the development of the Lake Freeway from downtown Milwaukee over and across the high level bridge across the harbor entrance to the State Line, connecting to a freeway in Illinois that would be developed by the Illinois Department of Transportation. On Table 11 you will see some of the salient figures relating to those plans in Kenosha County. The first line in that table is in error and must be corrected. There are presently 12 miles of freeway open to traffic in Kenosha County. Under the no-build alternative, there would be no further freeway construction in these two Counties and, indeed, none in the Region. If you studied some of the earlier maps, you would see the system in Milwaukee County would not be completed. Under the highway intensive plan, there would be 12 miles of freeway added, representing the Lake Freeway. You will see the tabulations there with respect to two-, four-, and six-lane surface arterials and the total. If you look briefly at the total, there are 283 miles of arterial streets and highways open to traffic in Kenosha County. Under the no-build plan, there would be 43 miles added; but none of those would represent new facilities. They would represent existing non-arterial streets that would be converted to arterial streets to help carry the traffic load. Under the transit intensive plan, there would be about 59 miles of new arterials added, which include among others such facilities as STH 50 from Kenosha to Lake Geneva and CTH Q. Under the highway intensive plan, there are 80 miles of added arterials.

If you look at the transit systems, you will see similar data concerning the number of round trip route miles and the number of buses required to operate the system and the fare. You will also see the figures on vehicle miles of travel and the percentage that would occur on freeways. Under one plan about one-third would be carried on freeway facilities, under the other about one-fifth. You will see figures concerning the level of congestion within the Region; and at the present time, if you add up the percent over capacity and at capacity, you would see that about 13 percent of the arterial street and highway system in Kenosha County is presently congested. Under the no-build plan, that would increase to about 37 percent; under the transit intensive plan, that could be expected to increase to about 30 percent; and under the highway intensive plan, that could be expected to increase to about 20 percent of the total system. You will also see figures there on residential dislocation that would be incurred in the plans.

Similarly, there are figures provided concerning the situation in Racine County. You will notice the proposed increase in freeways under the highway intensive plan, as opposed to the transit and do-nothing plan, and the net increase in arterial mileage and changes in the transit system. Again, in Racine County at the present time about 11 percent of the total system is congested. Under the do-nothing plan, that could be expected to increase to about 27 percent; under the transit intensive plan, to about 21 percent; and under the highway intensive, it could be expected to 8 percent. Also, there are figures on displacement.

Because Racine and Kenosha Counties have only recently completed and adopted jurisdictional highway system plans, I think it is important to point out the differences that exist between the highway intensive alternative transportation plan as it is being presented tonight--not necessarily in the form that it may be adopted after the Commission studies whatever testimony is given at the various hearings--but to compare the changes between the adopted jurisdictional plans for Racine County and Kenosha County and the new transportation plans as they now stand.

In Racine County you would have the greater differences between the adopted jurisdictional plan and the proposed highway intensive transportation plan. The presently adopted regional transportation plan and the adopted jurisdictional highway system plan for Racine County both include as an integral part the provision of a Loop Freeway or Loop major arterial. The original plan proposed this facility as a freeway while the jurisdictional plan as it was adopted and refined proposed the facility as a major surface arterial. The original plan proposed this facility from IH 94 at the north end of the County eastward to the abandoned Chicago North Shore Railroad right-of-way, then along that right-of-way to CTH "KR", then back to the Lake Freeway which is proposed to be located along the Chicago and North Western Railroad freight line. During the jurisdictional planning program and the Racine District Planning program, suggestions were made that the facility be moved farther east, perhaps as far east as the old Chicago and North Western Railroad passenger line and then south on that alignment to about CTH "KR" and then returning to IH 94. That LOOP facility is not included in the plans as they are being presented tonight.

The original plan also called for the reconstruction of STH 11 from Racine west to Burlington entirely on new location south of, and parallel to, present STH 11. As the plan is being presented tonight, it would remain on the existing location as a standard two-lane highway. The adopted jurisdictional plan provided for a county line road from IH 94 to STH 32 in the Town of Caledonia in the northern end of the County. That County facility is not included in the plans that are being presented tonight. There was a problem of coordination between Racine County and Kenosha County. The presently adopted plans included a short connection of CTH U between 20 and CTH A and the short connection between CTH A and STH 20 and would move STH 20 from its present location here to a new location here. The plans as they are being presented tonight leave both of those existing facilities as they are on the ground. Finally, the plans as they exist now include an outer bypass around the City of Burlington, which would begin on new STH 36 here south of Rochester, run around the east end of Brown's Lake and the south end of Burlington, connecting back into STH 36 at about the Walworth County line. That is the so-called outer bypass around the City of Burlington. The plans tonight do not include that outer bypass. Finally, the original plans included the extension of State Street over the Fox River in the City of Burlington. A very important piece of land for that facility the City disposed of to Murphy Feeds and blocked the extension of that Street across the Fox River, so it was not included.

With respect to Kenosha County, there are only three modest changes between the original plan and the proposed plan. The existing plans would have extended 30th Avenue along the abandoned Chicago, North Shore Railroad right-of-way to the State Line. The new plans would propose not to develop that facility in the southern two miles through the design year simply because the urban growth has been cut back somewhat under the new plan. Similarly, the existing plans proposed a connection between CTH T and CTH HH here. This has been left off the new plans because of the development concerning the Pleasant Prairie power generation site and changes expected in urban development. Finally, the plans would add a piece of CTH F from Silver Lake east to Paddock Lake because of a major park development proposed and taking place on the northeast side of Silver Lake that should be served by a county trunk highway.

That is, I know, a long presentation. I apologize. I will now turn the meeting back to Mr. Berteau.

MR. BERTEAU:

As I indicated at the beginning of the meeting, it is at this point that we would like you, if you have a question or comment, to stand and give us your name for the record and then state your comment or raise your questions; and we will handle them depending upon the nature of the inquiry.

Q. MR. DANIEL G. NOONAN, RACINE COUNTY BOARD SUPERVISOR, BURLINGTON:

Did I understand him to say the City Fathers in Burlington had decided not to build that bypass around the side of the town?

A. MR. BERTEAU:

He said the City Fathers had sold off property so that State Street could not be extended across the River. As far as the Burlington Bypass, it was intended to be built in the original plan.

Q. MR. NOONAN:

I have been on the County Board for five years, and this is one item that people in the City of Burlington are vitally interested in. I would like to speak in opposition to this plan and in favor of the 1966 plan. A. MR. BERTEAU:

Can I state for the record that Mr. Noonan, representing the people in Burlington, favors the bypass?

Q. MR. NOONAN:

That is correct.

A. MR. BERTEAU:

Any other comments?

Q. MR. GEORGE KOPECKY, TOWN OF CALEDONIA PLANNING COMMISSION:

Do I understand that the arterial type highway along the county line along Eight Mile Road has been eliminated?

A. MR. BAUER:

Yes. The existing adopted jurisdictional highway system plan includes development of an arterial on the county line between STH 32 and IH 94. This stretch through here. The new plan, the way it is being presented here tonight, does not include that arterial.

Q. MR. KOPECKY:

I would like to give this input. We, from Caledonia, favor an arterial to follow along the Six Mile Road and possible use the Four Mile Road to feed into the existing ramps on the I system. This would give us a straight east to west route through Caledonia to the lake and also I understand Main Street is supposed to be extended north to meet the Six Mile Road. This seems to be more feasible to design this type of arterial than the one on the county line. Thank you.

A. MR. BERTEAU:

Thank you, Mr. Kopecky. Any other question or comment from anybody?

O. MS. WYNN GERHARDT, CENTER FOR PUBLIC REPRESENTATION, MADISON:

I have a statement from the Center for Public Representation that I would like to read:

The Center for Public Representation is a public interest law firm in Madison, Wisconsin, set up to advocate for the rights of citizens in their dealings with state and local agencies. The Center is here today to object to the lack of meaningful citizen participation in both this week's public informational meetings, and in SEWRPC's entire planning process, which began in October 1974. If SEWRPC continues to block meaningful citizen participation, the Commission will be in violation of several statutes which govern the the planning process.

Specifically, SEWRPC is violating the section of the federal statutes (Title 40, S461) which applies to the agency because it receives federal funds. This section calls for provisions for citizen participation in the comprehensive planning process. Not once in the past two years has SEWRPC held a full fledged public hearing with the required advance notice and access to plans to be presented. The Regional Planning Commission has held two "conferences" in Milwaukee in October 1974 and April 1976. This week, the Commission is holding what it calls "public informational meetings" in five areas of the Region. At no time has there been prior circulation of the various plans to be discussed at these meetings to allow the interested public to prepare meaningful comments. Instead, SEWRPC chose to devote most of these meetings to presentation of rather complex plans, with some time at the end for ad hoc comments from the public. Clearly, this process denies significant citizen participation.

SEWRPC has set up a Citizens Advisory Committee to comment on the various alternative plans, but this committee is a small group of citizens selected by the Commission itself. It does not provide a chance for large-scale participation.

The Center also believes that SEWRPC should follow the model for extensive citizen participation required by the Wisconsin Environmental Policy Act (WEPA)--to be followed whenever a State agency proposes "major action significantly affecting the quality of the human environment." Long-range land use and transportation plans do constitute major actions. For example, after discussions with the Center, the State Department of Transportation agreed to do an Environmental Impact Statement on its long-range all-mode transportation plan. SEWRPC's long-range land use and transportation plans are comparable in scope and consequence to DOT's plan, and hence should be subject to the same WEPA planning and participation requirements.

Under WEPA, SEWRPC must generate a detailed environmental report including alternatives to this proposed plan, unavoidable negative effects and commitments of resources involved in its proposals. This information would have to be extensively circulated for 20 to 90 days to other agencies and to the public for comments, which would then be incorporated into a full Environmental Impact Statement. The Environmental Impact Statement must then be circulated again and a full public hearing is held with 15 days, advance notice to allow interested citizens to prepare their comments.

In comparison to the WEPA process, SEWRPC's series of conferences and public informational meetings is clearly inadequate to achieve meaningful citizen participation. The Center for Public Representation feels that SEWRPC's land use plans constitute a major action significantly affecting the human environment, and thus, SEWRPC should follow the public access model provided by WEPA.

Q. MRS. ALEX VERIKAS:

I would like to say I am not that much interested in the impact on the environment. I am much more interested in the constitutional procedures of regional planning, which aren't there. Regional planning is not provided for in the Constitution. As you know, the seven counties belong to Illinois since Mr. Nixon has divided America up in 10 regions. According to the Constitution, Article IV, Section 3, which says that new States may be admitted by the Congress into this Union; but no new State shall be formed or erected within the jurisdiction of any other State; nor any State be formed by the junction of two or more States, without the consent of the legislatures of the States concerned. You probably know that section. Consequently, the whole procedure in what we are participating is really unconstitutional. Moreover, the next section supposedly guarantees the republican form of government. This is elected representatives. I think I was going to ask if all this Regional Planning Commission are really appointed or hired by Governor Lucey. I wonder if they swear the oath of allegiance to uphold the Constitution of the United States. Speaking of citizen input, that is only a form. Everything is already planned, cut, and dried; and it comes down from world planning, which this is just a part in order to rule. Mr. Nixon said that we are going to have a new America, which meant interdependence of the whole world. That is where land use and transportation is coming in. I wondered how metro laws can be constitutional when they are written on campuses, Madison campus by professors that never had even had any farming experience, so they write land use laws, or have anything to do with transportation. It is supposed to be we, the people, by the people, for the people. For instance, I 43, the people don't want it; and they want to protect the environment and keep land for farming. But they arrested women like in police states. The laws are not supposed to come from law written by unelected people, but people are supposed to ask for them if they want them because the government is supposed to serve the people and not the other way around. Then you will find that the Governors Conference is part of your end charter provided under the charter. Governor Lucey and all the other Governors were in a foreign land to get instruction to bring these ideas down through the planners. That is unconstitutional as well. For instance, supervisors, they go to Hawaii. What can they tell us here? Local government is wiped out by regional overall planning. I object to that because it is a threat to our local government and freedom. We cannot choose where to live. For instance, Watertown, people want to build single homes, but the government has acquired so much land and tied it up, they can't even buy private property to build on. Government is not supposed to take over and acquire all public lands because then you aren't free. You can't conduct free enterprise business. People can't interact and buy and sell because it is tied up by government. I think you know that the regional planning is a part of merging with the world. I just wish that these people in power or planners would tell the people more about it. As these people said, there isn't enough information. The people would really not choose to be just a little territory of the whole world. They would rather choose to be free and independent and sovereign in their State because the Constitution provides for sovereign States where they

can make their own decisions. Another part of land use, my daughter was in the second grade. They bring books home that indoctrinate children. Farmers do not know what to plant unless the government tells them. This amounts to dictatorship. In Nazi Germany, they would count their chickens, so many eggs. It is almost like that here. My husband is working five months just for taxes and planning that we haven't asked for. He has the habit of buying older houses and fixes them up. I say that he has done better by this time in 20 years fixing seven houses, but you should see urban renewal or the Northside Development or other development areas where all this tax money is spent and the area is still blighted. I think people do better even under stress and saving better on their own property than planning from the top. In fact, land use planners--two or three years ago they said rights to property have to go under planning because that wouldn't go into planning from the top. People wouldn't have to have so many rights any more. I wonder if you remember Mr. Ferris. Out in Wisconsin under the DNR--he was improving his piece of lake that he owns the land so that his kids would come out with clean feet, and it would be nice and neat and very nice recreational area. And he was arrested for doing that. This DNR is a part, an arm, of the U.N. for world resources and ecological goals. I wonder if you couldn't think these things over and give the people more information on the background of all this planning and not make them think it is just a little -- in these seven counties and is really worldwide; and we are really adjusting from everything from the top and even foreign countries. Thank you.

A. MR. BERTEAU:

Anybody else want to provide a statement?

Q. MR. GENE MALONE, KENOSHA:

I guess I have some comments. I think when you have a planning document which is to be taken seriously, I think there must be some follow-up plan like enforcement. I would gather just under common sense that enforcement would be in the form of law or regulation of some kind, which becomes government. A plan document would be put in force by enforcement of government or law, and you have a new unit of government established, which could conceivably be called regional government. I live in Region V. My capital is Chicago. I get the brochure from Region V in Chicago. I am on their mailing list. It says the people that are on the committee--appointed, appointed, appointed. I never elected nor seen or heard nor can contact anyone in regional government. If any here has ever elected a regional officer, this would be a phenomena. But this is the -- we still live in a republic, and we have a Constitution which does not allow government, decision-making bodies, made up of people who have no input through voting. The criteria for input is not necessarily sitting here and discussing things which may or may not ever happen or appear nor may ever be recorded. Input in a republic is through vote. I have some questions on this informational planning alternative. If there is a change that comes about, and I heard about changes this and

changes that, some are not in here. Some are coming. Some are going. When would the people have a part in knowing about these changes or negating these changes? I would think another important point is the conflict between private enterprise and government ownership. When you talk about politics, you also have to talk about economics. I could not foresee--like having a sheet like this, colored diagrams that people are supposed--elected officials are supposed to be cognizant and enforce. I would think private enterprise would have to give way on a great amount of this material. I realize there are movements around these days, things called economic democracy, redistribution of wealth. If people are interested, they should say so. But if there are people interested in private enterprise, they should say so. This is the year of the republic, and I would like to say so. Really I think this would be nice to have on my desk and say, "Thanks a lot, folks, for all your work; we will consider it, but we have the sovereignty in the County of Kenosha. We have the sovereignty in the County of Racine. I think we make our own regional planning by consultation, through our own meetings." We should say to this-"Thank you very much; this is very interesting." But there is a Mayor in, I think, Delavan or Delafield. There was a story in the Milwaukee Journal a day or so ago where she was elected on the basis that she had her own land use plan for that little town, a woman Mayor. She said, "You elected me; I will take care of it, and we will work it out and develop the plans for that little town." I don't think that is provincial. Τ think there is a great tendency these days to return from the distant unpointed kind of mickey mouse decisions, and let the people once again vote. That is what we call input in a republic, is voting. I think the Mayor of Delavan or Delafield has the right idea. Thank you.

A. MR. BERTEAU:

Anybody else?

Q. MR. BERNARD MILLER, MEMBER, MT. PLEASANT LEGISLATIVE COMMITTEE:

I was just wondering if any mention has been made on any of the reports about the cost of this stuff. What, for instance, is your budget this year? Do you have that available right now?

A. MR. BERTEAU:

The budget for this year--I think the budget for calendar year 1975 was something like \$463,000. That was the tax levy in the seven counties.

Q. MR. MILLER:

With our problems. We have the neighbor Caledonia which seems to be in bad straits if you read the papers. If you fellows are going to keep on planning and spending more money in your advisory capacity, where do you think this money is going to come from? You say it is passed to the county boards as advisory.

A. MR. BERTEAU:

Right.

Q. MR. MILLER:

How come Emperor Lucey overrode those other people and took their farmland? That was not advisory. I have personally advised our township and hope to get the Supervisors to get out of the Southeastern Wisconsin Regional Planning Commission because we at the grassroots have the total say on what is going on in our areas; and we thank you, as Mr. Malone said, for the advice; but I think it is up to us to vote the money, to -- and the final planning here.

A. MR. BERTEAU:

Anybody else?

Q. MRS. MARY ELA, TOWN OF ROCHESTER:

I would like to say that it has been my understanding that it was our county boards that initiated the relationship and that hired you, and I would like to say that I have gone to a great many of these meetings, and I have learned a tremendous amount, and much of it wouldn't have occurred to me for I did not see my part of this area in relation to other parts. I think that we are talking about, almost blaming you for your vision and planning, that we should remember that it is something that our county boards decided to do. They have passed a jurisdictional highway plan, with which I am not in agreement. I am bewildered by one aspect of it. I am told that I don't need to worry about that plan because probably it wouldn't materialize until 1999. I am also told at one of the meetings by one of our local highway commissioners, whom I greatly respect, I hear him telling you that you can't go changing these highway plans because it takes so long to put them in effect that you can't say, "Now, I am going to; now I won't." I have a third factor that confuses me. There were about 250 people who came together in the Rochester area protesting the plan for STH 83, which was taking over in land and which we think is wrong. We still think it is wrong, and we regret that that aspect of the change is still --. I am defending, I am extremely grateful to the local Highway Commission at the same time these puzzles that I hope to work out in relation to my neighbors whether they be Kenosha County or Milwaukee County. I suppose I am saying three things. Thank you for the guidance and for the spread of our own awareness of what planning could do. I question the County Board's acceptance of the jurisdictional plan. I eagerly and earnestly hope that we will be able to change it as it stands into something that doesn't put three major highways through one little town-village complex that is named Rochester. I have confused three issues, but they are actually very clear issues and extremely important I would like to hear from other people what they think about it. to me.

A. MR. BERTEAU:

Thank you, Mrs. Ela.

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Q. MR. CLETUS W. ROANHOUSE, RACINE COUNTY BOARD SUPERVISOR:

The one thing I think is bad--and part of it relates to Mrs. Ela: you come along with this 1990 plan, then you want to change it. When we were discussing this, at that time nearly everyone said they were 10 years behind schedule. Now a good share is disregarded. Some people don't like the changes; and the part I don't like relates to the City of Racine, which we have met with several times. They need a route to move traffic. I see on here the Lake Freeway is omitted. Why I do not know, but that is one of the problems. A lot of cities are dying. Milwaukee could be dead if they did not have the freeway system. To me, I would think it should not have been omitted on here if the City of Racine is going to be alive. If there is any way you can do business without getting downtown--I would question why some of the important things are omitted in this year 2000 plan. Why wouldn't this plan be projected farther than 2000? Just call it a mess because you are projecting another plan that is pretty much different with a lot left out or omitted. Why have two projections for the same year?

A. MR. BERTEAU:

I really don't quite follow your comment that we have two plans for the year 1990. I follow very carefully your comments about the Lake Freeway. I would like to talk about it. That is about as constructive an item as we can talk about tonight. You will notice there are three alternative transportation plans: the no-build; then the transit intensive plan, which, as Mr. Bauer pointed out, does not include either the Loop or a Lake facility. But if you look at the highway intensive plan on Map 5, you will see the Lake Freeway is there; and the purpose of meetings, such as this, is to elicit comment, as the Chair said at the outset of the meeting, concerning the various plans; and certainly the Regional Planning Commission will not adopt any transportation plan until it has had all of the input it can possibly receive and until after it has held a public hearing. I might respond to the lady from Madison by saying no plan element that the Regional Planning Commission-long before Title 40 came into effect-has ever adopted was adopted by the Commission without a public hearing. We don't need anybody from the University after the fact to tell us we ought to be holding public hearings. We hold public hearings, and we did it before you people went to school. I don't know specifically what the Commission is going to do about the Lake Freeway. If we knew why, would we be asking for public input? I do know that the highway intensive plan and the transit intensive plan will be gone over very, very carefully and thoroughly, listening to citizen input and the Technical and Citizen Advisory Committees. Only after the most thorough review and after public hearing will the Commission adopt a new transportation plan.

Q. MR. ROANHOUSE:

Map 5 shows the freeway running from Milwaukee past Racine and Kenosha. That I would think is only moving traffic from one city to another. You should

also have some major thoroughfares that get to the western end of any one of these counties because we are all on the lake. Two roads parallel if the need is there. But it looks like waste--not branching out reaching the people.

A. MR. BERTEAU:

You have confused me with north and south and east and west. The Commission through its staff doesn't operate totally in a vacuum. The information that it has acquired, the traffic counts substantiate and warrant the need for the Lake Freeway shown in red. IH 94 is now over design capacity at many hours of the day and week. That is the rationale behind the Lake Freeway. Over and beyond the additional point that both Racine and Kenosha had always hoped to have a major freeway to move people and primarily goods from the Racine and Kenosha areas to the Milwaukee Harbor. Really that is one of the reasons for that. I have heard Mr. Bauer say that it might have been even wiser rather than putting added lanes on IH 94 some six years ago, to have then and there built the Lake Freeway and used it to take up that added capacity and fulfill the very thing that Kenosha and Racine have wanted for 25 years; and when you have need for further capacity then add laning on IH 94.

Q. MR. EARL G. SKAGEN, RACINE COUNTY HIGHWAY COMMISSIONER:

I wasn't going to say anything, but I am as confused as Mary Ela. I concur with her in a lot of her thinking. Our original jurisdictional plan was developed with the assistance and guidance of the Southeastern Wisconsin Regional Planning Commission. We relied on your computers, warrants, and formulas; and we sold the plan, which was adopted by Racine County. Now we are told you are using different criteria and different warrants. Is this a game? Another question. The elimination of the Loop facility in the City of Racine. What other provisions are made for the traffic that this would have taken care of? The elimination of the bypass around the City of Burlington. What other provisions are made to take care of that traffic? Is the level of service lowered? The criteria must have been changed to come up with a plan like this 10 years further away than the former plan. I wonder if people realize, with the elimination of this, neighborhood streets are going to become arterials. There will be more and more traffic jams in the cities and villages because traffic is going to have to pour out in there with no facilities to bypass or to go through it. I think in a presentation like this, a lot of things must be considered and all the alternatives should be presented. What will take the place of what you are eliminating? What are the alternatives? What is the social cost and the neighborhood cost and how is it going to affect schools and playgrounds that all this traffic is going to have to run by, and the homes?

A. MR. BERTEAU:

The transportation plan, as it currently exists, does have the Loop facility in it into Racine, which was part two of what you raised. Also Mr. Bauer did discuss the type of facility that is still envisaged for the relief of the Racine area that you talked about. On the Burlington Bypass, that grew out of your jurisdictional highway plan and was not on the 1966 plan. Let me just conclude my comment by saying that no transportation plan has been adopted by the Commission yet. Nobody should jump to conclusion. We will have to select either the no-build, the transit intensive plan, or the highway intensive plan and then work to refine it. Be a little patient with us on that.

A. MR. BAUER:

I think, Earl, you know that the alternatives in Racine were rather fully documented in great detail when we made the Racine District Plan. I don't think anything has really changed there since then. The traffic volumes are a little bit lower on the Loop. Still, if you don't provide the Loop, you will have to provide 30 lane miles of arterials to replace the Loop. There is a documented report that sets forth the costs to the area, to the local units of government concerned of those alternatives. The only thing that seems to have changed to us are the public attitudes toward the provision of some of those kinds of still-needed facilities. We do estimate that building the Loop Freeway would incur a significant displacement of housing units, we have to weigh the costs of that displacement against the benefits of a greatly improved transportation system. The balancing is a matter of public record. It is there in published form for any thoughtful person to examine. And more units of government than the City and County of Racine are concerned. That is why we have to have regional planning. I don't agree with the gentlemen who said every unit should plan by itself. We have to plan cooperatively. The Lake Freeway is an example. That facility directly affects three counties and a great number of cities, villages, and towns as well as the two states and the federal government. We have a problem between the counties that will have to be resolved. The Milwaukee County Board is taking a rather strong position against the completion of the Lake Freeway, again because of displacement of about 450 houses from the south end of the Harbor Bridge, through Bay View, St. Francis, and Cudahy. Of course, I think Racine and Kenosha have clearly favored that facility for many, many years and for good reasons. Our analyses indicate it will provide relief not only for IH 94, but for many of the north-south facilities in those parts of Racine and Kenosha Counties that lie east of the Interstate. It is a very complex problem.

One other point. Mr. Roanhouse, remember that there are improved east-west facilities provided in the plans. They are not freeways, but they are standard surface arterials, STH 50 in Kenosha and STH 11 and STH 20 among others in Racine County as well as several county trunks. But the problem that we are trying to grapple with here is a difficult and complex one and one which in some cases as here presents some pretty tough tradeoffs and conflicts between housing displacement and improved transportation service. The transportation system--I think anybody who studies Map 5 can understand that transportation facilities have to be thought of as systems from strictly an engineering standpoint. You can raise all the arguments you want against areawide planning philosophically, but highway facilities must function as a single system over this Region and must be designed to serve the travel demands developed without regard to corporate limits. We have to plan highway facilities--transit facilities--airports--as systems, and that requires the cooperative efforts of all of these counties. It would do little good to build the Lake Freeway in Racine and Kenosha Counties and not build it in Milwaukee County because the primary purpose of that facility is to effect an interchange of travel between those areas. That is why we are having the public hearings.

Q. MR. SKAGEN:

While there are tradeoffs and points against the freeway, there are also points against disrupting every neighborhood or every other neighborhood with upgrading arterials with a lot of heavy trucks stopping at every stop and go light, and pollution and burning up more fuel by doing the same. Is the whole story being told to the people? There are going to be homes that have to be taken even on arterials to make some of these adequate to serve, business disruptions probably more so than by putting in the freeway. Your studies show that. Your costs are going to be excessive. But we don't tell the whole story. We talk about conserving land--but in fact you won't.

A. MR. BAUER:

You will get no argument from me there. Tell it to the audience for I agree.

Q. MR. SKAGEN:

You should tell the audience this so people get the full picture now and not later.

Q. MR. RUSSELL O. SASS, RACINE:

I would like to ask this board a question. You have submitted some documents here on regional planning, tables, and also maps. You also asked opinions and comments from the audience. The question to the board is have you got everything programmed or will you consider the audience or do you have everything picked out and it is going to be the way it is already planned?

A. MR. BERTEAU:

I think I have already answered that.

Q. MR. SASS:

You answered parts of it before. That is the way this whole program is run. We come up and give our opinions. We protest against the system you are going to force us to live under, but you have it all programmed out yourselves. What you want to do is ram it down our throats and give us no input in the form of a referendum.

Q. MR. MELVIN HANSCHE, SUPERVISOR, TOWN OF MT. PLEASANT:

You and I have attended meetings for quite some time. When I have been wrong, you have proven it so by logic. You quoted vehicle traffic needs time and time again. Why have you not directly related the plans to the vehicle traffic between Kenosha, Racine, and Milwaukee along the lakeshore? To me, this is a weakness in your presentation. Your land use has changed slightly, not enough bother to be of concern to the Plan Commission. I do feel that the lakeshore throughway, if it is necessary, your vehicle counts and traffic studies will prove this. At a previous meeting, Mr. Bauer mentioned that the increase in short trips was surprising, something that was not anticipated in the study you formerly made. Is this an indication of 20 or 25 miles short trips? Of highways going to supermarkets? Or an indication that through freight is now coming into these areas? I think you will end up with some indication of the true value or need of the lakeshore freeway.

A. MR. BERTEAU:

We have all those figures. I am sure you can get a response right now.

A. MR. BAUER:

Yes, the forecast traffic volumes on the Lake Freeway are indeed considerably in excess of the warrants that are required for a freeway; namely, 15,000 vehicles per average weekday. As far as the proportion of through traffic, at the present time IH 94 has probably got the highest volume of through traffic on it of any facility in our Region. It is about roughly 20 percent of the total volume. We estimate that on the Lake Freeway the through traffic would probably account for 14 percent of the total volume on that facility. One of the things we tend to forget is that most of the traffic, over 90 percent of all of the traffic using the arterial streets and highways of this Region, is internally generated traffic; that is, traffic with an origin and destination in this Region, to and from work.

Q. MR. HANSCHE:

Say that again.

A. MR. BAUER:

Of all of the traffic within the Region, including on IH 94, about 80 percent is internal; and on the Lake Freeway, it would be in the neighborhood of about 86 percent of the local.

Q. MR. ROBERT KOLSTAD, CITY PLANNER, CITY OF KENOSHA:

I am here representing the City of Kenosha. I am the Director of Community Development for the City. I would like to make a few comments with regard

to the alternative plans. Regardless of which alternative plan is selected, it is quite apparent we are going to have a very significant increase in population. The charts also indicate that there will be a proportionate increase in employment. One question. Apparently these various plans have taken into consideration the location of where the new industries are going to be located. I believe for Kenosha County, with the advent of the new Wisconsin Electric Power Plant, which is programmed to go in by 1980, that this will be a tremendous boon of development of industry around that plant. It would appear that the Lake Freeway would be most essential to accommodate the increased traffic flow that would be generated by the activities and things that will develop generated by the power plant. I was a member of the Kenosha County Jurisdictional Committee; and since this is perhaps the most recent of all such plans, I think the input factors considered in developing them are perhaps more up to date than some of the older ones. I feel quite strongly that the road system in the transportation alignment that was included in that plan is very essential for the projected development of Kenosha County and particularly the area that is more heavily urbanized. This is a matter that we discussed recently with City staff people and the Mayor. I would like to have it go on record that the City of Kenosha is in favor of the Lake Freeway in order to support the planned development envisioned for our community and the Kenosha County area.

Q. MR. LEO WAGNER, KENOSHA COUNTY HIGHWAY COMMISSIONER:

I think he said he was -- he is on the jurisdictional committee.

Q. MS. ELEANOR VOLZ:

Some of your plans sound pretty good, but we have had economy and gas consumption crammed down our throats. What is the point of building a freeway system if we haven't got cars and gas to run on the things? It is stupid. If we can't get ecology back in it, it's no good. All of you people come here. He says he is from the City and is for this thing. I live in the City of Racine and nobody is for it. I am getting sick and tired of having politicians tell me what my opinion is.

Q. MR. PAUL GUINTHER:

I would like to go on record in favor of no more freeways nor more what you call progress. I get around with the present system, and I don't want you screwing up the countryside any more than you have.

Q. MR. ERIC L. HUBBARD, ROCHESTER:

I don't envy your position. I too feel that we do need planning on a very large scale, largest scale possible. Although with respect to the individual--I may throw a few bouquets, I also take--. May I ask him why he is doing that? (Secretary's note: reference to individual holding tape recorder toward Mr. Hubbard.)

A. MR. WALTER STORM, MILWAUKEE COUNTY NEWS:

I am with the Milwaukee County News. I am a reporter.

Q. MR. HUBBARD:

I would take a bit of offense at your comments toward the University community. I applaud the efforts on behalf of uninformed citizens. I am disappointed to learn of these meetings on the afternoon of the meetings.

Q. UNIDENTIFIED:

In a democracy the people get the kind of government they deserve.

Q. MR. HUBBARD:

I go back to my statement regarding the need for planning. I get the feeling had the planning been more farsighted in the 1950's, we wouldn't have the problems we have today. The land which may have been needed for transportation would have been available, and we wouldn't have the number of individuals possessing property that is about to be confiscated. I would hope that the planning that is done in the future would look beyond the immediate needs for automobile, trucks and be more farsighted in the forms of transportation individually and collectively. I continue to hear statistics that relate to cars and individuals in those vehicles as opposed to other more perhaps exotic forms of transportation we might dream of today. As late as the late '50's, no one here thought seriously that a man would be on the moon. I have a specific question regarding your plan. I don't understand the exact relationship between the plan already adopted and the proposed plans here this evening. I would like to know what the immediate future here is for the adopted jurisdictional plan and what effect these plans would be on that plan. Then I have two or three other specific questions.

A. MR. BERTEAU:

Both the Kenosha and Racine County jurisdictional plans certainly will be reviewed and weighed very carefully within the Commission prior to adoption of any new transportation plan.

Q. MR. HUBBARD:

How about the construction? I assume the counties are under the impression it is desirable and approved, in fact encouraged by the Commission. Any by Mr. Skagen's remarks I assume this is the first time he has been exposed to this information.

A. MR. BERTEAU:

The new plans were presented to the public on April 14. There were 450 people at the Red Carpet Inn interested in the presentation of the plans there. He expressed--mildly for him--concern about our not having some of the segments in the jurisdictional highway system plan on one of the transportation alternative plans. He has gone on record at the conference and on record tonight.

Q. MR. HUBBARD:

Also I note a number of your tables, particularly 1, 2, and 3. As a result of these plans, the primary environmental corridors and amount of acreage would remain the same. However, under the jurisdictional highway plan adopted these statistics could not be correct because you have highways going through environmental corridors. Is that an inconsistency or oversight?

A. MR. BAUER:

An inconsistency perhaps. Wherever you have two linear systems in the same area, they are going to cross. There are places where highway facilities do cross environmental corridors now. Right now I can think of one important proposed new surface arterial on the highway intensive plan that would indeed cross an environmental corridor. There are freeways proposed that would cross the corridors. Your point is a good one. Yes, highway development would have to cross those corridors and would take some of that land.

Q. MR. HUBBARD:

What percentage or otherwise is displayed in the tables?

A. MR. BAUER:

We could get those figures very readily, but I don't have them here tonight.

Q. MR. HUBBARD:

One other specific. You mentioned in your presentation the aspect regarding STH 20 and CTH A in Racine County. I didn't catch exactly what you said would transpire with those facilities.

A. MR. BAUER:

If you looked at the adopted jurisdictional highway plan for Racine Countythis is the plan presently in effect--you would see that STH 20 is presently located up here. Under the present plan it would no longer function in the future as an arterial highway but would be replaced by a paralleling county trunk, which is indicated by this blue line. That is the present plan, the way it exists.

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A. MR. SKAGEN:

Highway 20 was designed to be routed over CTH K.

A. MR. BAUER:

Yes. This is the red line. I am talking about old 20 now, under the highway intensive plan, the way it was presented tonight, unless it is changed, both old STH 20 and CTH A would remain on the arterial system. That would be different from the present plan. What you would do, you would eliminate the need to construct two short pieces of new highway here and here.

Q. MR. HUBBARD:

It would remain as is then?

A. MR. BAUER:

Yes.

Q. MR. HUBBARD:

The bypass around Burlington and the possible effect on that of not being able to complete that State Street extension, also the importance of that State Street extension, because I feel what may occur is that a number of rural people will have to provide for transportation of other members of the community that have perhaps made it impossible to suffer a little pain in order to alleviate some of their own problems. You gave me that impression by your comments. I wondered if you might elaborate slightly on what exactly transpired.

A. MR. BAUER:

I didn't mean to imply that the elimination of the State Street extension would affect the outer bypass. Maybe after the meeting you can look at the maps. State Street is a very short piece of arterial in here that would provide another river-crossing which would be useful for better traffic circulation within Burlington and particularly with respect to the downtown area of Burlington. There are really two "bypasses"--which is a very loose and poor name for such highway facilities, but a popular one---proposed in Burlington. One is a so-called inner bypass that is proposed in here, within the present developed areas of Burlington, and it is one in which the community has taken action to preserve. They have retained--Earl Skagen is on the local Plan Commission and can expand on this--a consulting engineer and he has examined and made a recommendation for the routing of this inner bypass. A. MR. SKAGEN:

It hasn't been finalized, but sections are being built now.

A. MR. BAUER:

The second bypass would be this outer bypass, which would be designed to intercept radial routes coming into Burlington and carry a portion of that radial traffic around the community. Therefore, there are presently two bypasses proposed. On the highway intensive plan, the way it was presented tonight, this outer bypass is not included; the inner bypass is.

Q. MR. HUBBARD:

The outer bypass is not.

A. MR. BAUER:

That is correct and represents a change from the jurisdictional plan.

Q. MR. HUBBARD:

I would like to go on record: I would urge the Commission to strongly encourage on the part of all the county in the area to recommend a minimum amount of further construction until planning can be accomplished on a more coordinated scale with more agreement and well beyond the year 2000. Thank you very much.

Q. MS. MARY M. CARRINGTON, SUPERVISOR, TOWN OF MT. PLEASANT:

First of all, the Town Board has not taken a position for or against any of these plans. I am speaking as an individual, but I am a member of the Town Board. In comparing the highways on Maps 5 and 3, I notice that there is still in the existing plan a great deal of improvement proposed in Walworth County and some in the north part of Ozaukee County. In Plan 5 it seems as if most of the improvement will be funneling traffic into the Milwaukee County area. I guess my first question is, if Milwaukee County is strongly opposed to this kind of highway development, what chance is there for the outlying areas, which doubtlessly will be funneling some of that traffic into a system they oppose? Have the plans been developed without Milwaukee County participation?

A. MR. BAUER:

As I said earlier, these facilities must comprise a system, and if we don't have agreement on the basic elements of the system, the system won't work properly. This plan reevaluation effort is an attempt to get a new consensus among the county boards. They are the key units of government with respect to highway system development in Wisconsin, and it is going to be very important to have agreement between those boards. I have no better answer to your question other than to say that, if the development of the necessary transportation routes in Milwaukee County continues to be blocked, then I for one, see a further decentralization of land use development; and you are much more apt to get the kind of land use pattern that is on Map 2 than you are the land use pattern on Map 1.

Q. MS. CARRINGTON:

If Milwaukee County goes that route, that would lead one to believe that they really by voting against the transportation system would be decentralizing their community. Do they understand that?

A. MR. BERTEAU:

We hope they understand that.

Q. MS. CARRINGTON:

Whenever a freeway corridor is established and adopted and is going to be built, I would urge all of the bodies that be that can buy land to work very quickly to refine the corridor to the point where land planning can go on within the municipality. In this instance, the Town of Mt. Pleasant needs knowledge of where that refined corridor is going to be so that when we go to zone something we know whether it is in the corridor or not; and when somebody goes to purchase land, you are not purchasing developed parcels but undeveloped land.

A. MR. BERTEAU:

You have put your finger on a key point of long-range planning.

A. MR. BAUER:

This is an interesting point that also relates to what Mr. Hubbard raised. It again speaks to the need for areawide planning that some people here don't like. If you look at Map 5, it is interesting to note that, if you preserve the land for the Metropolitan Belt Freeway now--and that Freeway has a length of 34 miles--in that entire length, there would be only 92 dwelling units affected if the right-of-way were purchased now. To close that little gap in Milwaukee County to connect the north end of the Stadium Freeway at 46th and North to the Fond du Lac Freeway will require taking 1,200 housing units. If we did some long-range planning, we wouldn't be incurring those horrible costs and also the social disruption and the heartaches that go with taking housing units in that magnitude. Fortunately, the right-of-way for the Lake Freeway is open up to and through Cudahy. Consider how many miles of that facility you can still keep the right-of-way open for, and notice that the short length through St. Francis and Bay View required the taking of 535 dwelling units.

Q. MS. CARRINGTON:

Caution. We cannot deny a man the right to build on his property unless somebody buys it. So we both have problems.

A. MR. BAUER:

State law provides for that. The State Highway Commission has official map powers. If they officially map the bed of a proposed freeway, if anybody wants to erect a building in that bed, they must serve the State Highway Commission with notice and that Commission has 60 days to buy the parcel. It is a very fair law but not being used.

Q. MR. EARL W. HOLLISTER, KENOSHA COUNTY BOARD SUPERVISOR:

I would like to go on record for retaining the Lake Freeway in this plan. The need was shown some 10 to 15 years ago, and the need is more than justified today. I think we have to have these plans set forth so we can plan around them. I remember when I sat on the County Zoning Committee how important it was to be able to resolve these issues ahead of time. Further, I want to make sure you keep Highway 50 in there. Some 15 years ago that facility was proposed and the need was shown for a two-lane highway going out from Kenosha. That got waylaid--changed into a freeway, and now we have the problem of going to go back to the people and get it approved again. The traffic is more now than it was 10 years ago. It is getting impossible to travel on it.

Q. MR. BOB WILLARD, TOWN OF ROCHESTER:

I respect the need for overall planning; but I think also, as the person from Madison said, without real citizen awareness and involvement, that overall planning is not good. But I believe it is necessary. My question is can the overall planning work start from the desires and concerns of a local citizenry? I am specifically talking about the situation in the Town of Rochester and Highway 83 where there were several meetings concerning involvement in the jurisdictional plan. At the meeting in Rochester in September, 250 people strongly were in opposition to the building of that road but also had a desire to alternative for the need for that road. I am looking for some way in a community who sees -- I realize the situation-that planning is necessary, to make planning work -- people are thinking on a larger scale.

A. MR. BAUER:

I did not point out, and I should have, that, while the alignment shown on these system plans are general, the alignment for the so-called 83 bypass of Waterford and Rochester on the west, as shown on the adopted jurisdictional plan, was originally proposed to be located a considerable distance west of Waterford and Rochester. Under the proposed new plan, while that bypass of Waterford and Rochester is retained, it is proposed it would be located right along the western edge of Waterford and Rochester at about Buena Park Road extended to the south. There has been an attempt made by the staff to be responsive to the people's expressions at the Rochester meeting. We very carefully looked at the feasibility of continuing to carry the forecast traffic through Waterford, and it seems a difficult thing to impose on that Village.

Q. MR. WILLARD:

I am aware of that change. My feeling was at that meeting, so many people were in opposition to the development of the road and hoping to find some alternative plan to make those forecasts not become a reality. That change was made in the jurisdictional plan, and the first we heard about it was in the newspapers. I think there is concern in our area for being involved in the process if we can be and we want to be. In that case, we spoke at least at one meeting and found a change had been made, a change really representative of the feelings that were expressed at the public meeting. I am looking for some way that planning in a local area where there is a desire and concern could work its way into larger planning too.

Q. MRS. VERIKAS:

Do you know specifically what is going to be the input on those new roads? What do you expect? What do you see increasing--more trucks, more school buses, or what? Also, did you come across the book by McMurrin that says the children should be in the schools all week long and brought home on weekends? A bill was passed in Madison that took away boundaries between school districts.

A. MR. BAUER:

In answer to part of your question: the traffic forecasts are developed from forecasts of population and employment growth, forecasts of increases or decreases in school enrollment, forecasts of land use development. So traffic volume forecasts are built from the ground up; and the traffic volumes-derived by computer simulation--include truck traffic, school bus traffic, as well as automobile traffic. Yes, the forecasts do consider those things. I am not going to have my kids go to school for a whole week and stay there.

Q. MS. VERIKAS:

You have your special master in Milwaukee that is going to implement it.

Q. MS. TERRY NEILL, KENOSHA:

I would like to ask about the Lake Freeway in Kenosha County--I see it runs along 31--would 31 be eliminated? Would the Lake Freeway take its place?

A. MR. BAUER:

The Lake Freeway through Racine County is proposed to run along the Chicago and North Western freight line. State Trunk Highway 31 would remain as a local arterial.

Q. MR. TOM PETERSON:

I would like to ask about STH 31 in Racine.

A. MR. BAUER:

State Trunk Highway 31 would be retained as an arterial. Under the do-nothing plan, STH 31 would be one of the surface arterials that could be expected to be heavily congested. Under the transit intensive alternative, STH 31 through that area would have to be upgraded from a two-lane to a four-lane arterial if you do not provide the Loop Freeway or Loop Arterial. If you provide the Loop Freeway or Arterial, then 31 could remain as a two-lane arterial. That is one of the differences Mr. Skagen talked about in terms of surface arterial development. Whether or not widening for capacity purposes was required would depend on whether or not a Loop Freeway or Loop Arterial was provided. I think the local communities and the neighborhoods have also come to the conclusion that you need another river-crossing in a north-south direction to improve traffic conditions in Racine. There has been a lot of discussion as to the best place to put that arterial and whether or not it should be a one-way pair, but all that again relates to whether or not you provide this Loop Arterial. This is an area where we need input from the city and from the neighborhood groups so that we can reflect that in the new plan. Clearly, from an areawide standpoint you have to weigh the Loop facility against housing displacement, which is what makes that such a difficult problem.

Q. MR. JOHN MARGIS, JR., CHAIRMAN, RACINE COUNTY BOARD OF SUPERVISORS, AND SEWRPC COMMISSIONER:

I have listened to everything here tonight. It looks like I am one of the bad guys that sits on the Southeastern Wisconsin Regional Planning Commission. I don't think I am any different than any of you people out in the audience. I live in the Town of Caledonia. I am a dairy farmer. I have been in politics 21 years. I wanted to get in and see action. I have seen a lot. I was Chairman of the Town of Caledonia for 12 years, and at that time not one single township had zoning except Norway, and it was you people who demanded zoning and you demanded redistricting because you didn't want to move to the country and somebody have someone build a tar plant next to you. You asked for zoning. We gave you zoning. We have needed the lakeshore freeway for many years. There was a meeting at J. I. Case High School with the State Highway Commission on it and many people made their input. Right now we have people saying why don't we protect that corridor? We have other areas, like Milwaukee County, saying we don't need it. I remember 20 years ago Milwaukee County was doing everything under the sun to have IH 94 go straight down to the loop in Milwaukee; saying Milwaukee would die if they didn't get it. And I have heard State Highway officials say, "We built that new zoo for Milwaukee." There has been a lot of input.

I sit on this Commission and we go through lists of citizens to pick to serve on advisory committees for citizen input. We tell them to give us their

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names, and we will put them on the list. With respect to the lakeshore freeway, at the meeting at Case High School, people said, "We need a lakeshore freeway but move it to Rochester." Mrs. Ela doesn't want it in Rochester. How many roads would you need to get to the lakeshore freeway? Some say, "We don't want people to come in and move around." Rochester is a beautiful township, the ground is gravel, percolation is good, and nobody is going to stop people coming out and buying pieces of land. Would you want us to say to people that you can't go out there and live? Then you would say that we were dictators. We are trying to make you live with a set of rules so you don't contaminate the water and air and create the least amount of problems.

It was on the Root River Watershed Committee, a study demanded by Racine and Milwaukee, for two years. We had citizens that sat on that Committee to study it and to keep people out of the floodplain because we had sharpshooting realtors who sold lots to the city people who didn't know what was going on. When the basements flooded in the fall, they said, "Why don't the governmental units do something about it?" We zoned. The farmers were smart. None built in the floodplain. They left that for the cows to graze on.

Not too long ago, we had the Fox River, having problems with people. Tichigan Lake wanted high water; farmers wanted low water in order to raise crops. Nobody had ability to do something about it. Who did they go to? The Commission. We were the only ones that had the technical ability to work out a plan. We had a lot of hearings, a lot of input from citizens on what to do about it. In fact, the plan was so good it was quickly adopted by Waukesha and Racine County. Racine County put up \$50,000 and Waukesha County the same to do work in Racine County. That is the faith they had in what we did.

You talk about citizen input. In the airport planning program, we had a real hot meeting. The Burlington people didn't want the airport expanded or upgraded. We listened and cut it back. We gave them exactly what they wanted. But we can't do that if we don't have some type of planning agency-- and we have to go across county lines--you can't stop people.

I know what it is to take land. I have bought over 600 parcels of land. I know the damage farmers have, being a farmer myself. But would you want to give up I 94? I remember traveling to Minnesota in twelve and one-half hours. We do it now in five and one-half hours. There was a car on the road for 12 and one-half hours using more gas, creating more pollution than during five and one-half hours. We keep contradicting each other. Do it, but do it over there. I want 25 in front of my place but 50 over there. We have the problem: people are here. You don't get rid of them. This lakeshore freeway, the Loop Freeway we wanted. I remember at City Hall when the people said, "We don't want cars going there, but we want snowmobiles and motor bikes." The **cars** were making too much noise, but the snowmobiles weren't. I would have liked to have seen that thing go to a referendum-because those that are close and affected were the most vocal. But when

we have to plan as a county for all of the people in the county, we have a common problem. It is altogether a different ball game. You can say, "We don't need regional planning." I was put on there by our County Board to watch them. You don't think I don't give Mr. Bauer plenty of headaches. I am probably the most vocal. I feel a lot of people want a little acre of land in the country. Probably it is a nice thing, but we have to know where we are going to put it because, if they are going to cause a problem in pollution, pretty soon people will be saying that you have to have a sanitary system, which we can't afford. Many things are happening right now. We have beautiful plans laid out for sanitation but they depend too much on the federal government to do it. Many of these things we can't afford. It is coming to the time we are going to have to take a little less and live with a few things. The jurisdictional highway plan planned the ultimate by 1990. Some of the traffic trends have changed. I still think myself it is the better plan than we have today. I have told Kurt, "You are not going to sell me on the one for 2000 because I can see that the old plan is the ultimate, and some day that will be the best one." But the general public will say, "We will taper back." And the Southeastern Wisconsin Regional Planning Commission reacted, and we are tapering back, but we also are possibly making a mistake. You can criticize. We are tough. I have been in politics 21 years, but we are trying to do the best for you people, for all of you so we don't have disease, pollution. Nobody can tell me how to measure the environment. What is the cost in dollars and cents. It is well for people to say, "We don't need planning. We don't have input," but in all the years nobody has come to me and said as a group--"I have a different and better plan." You, from the University, you can tear our plan apart. We are used to that, but show us what you got to offer. Maybe we will buy it.

Q. MR. HUBBARD:

In your comments I noticed one thing very vividly, the phrase "Where we could put those people on an acre of land." Perhaps I shouldn't pull that one phrase out of context. It bothers me to sense that governmental reaction to putting people rather than letting people live where they want to. One other aspect being many of us are saying and have said before at other hearings was that the feeling of the many of us would have is that the cities could be changed to make them much more desirable places to live. An acre of land is wanted because cities have not been a desirable place to live. We would rather see funds that are distributed for highway construction and other activities rechanneled back into the cities to, in fact, make the quality of life more desirable for people already there and those who might want to return to their homeland.

One other comment in regard to the input that we have. I, myself, would be willing to serve on any committee or other function that I might. As it is, we don't have a budget of over \$400,000, and there is very little we can do. We depend upon what you produce. We ask for that other alternative that I don't see. That is, go back into the cities and try to improve the quality there.

A. MR. MARGIS:

Cities have their own homerule, and we can't touch cities. This is one of the biggest gripes I have. We can plan a floodplain, show a good example in Rochester, in the townships, and say protect this much land because they are going to get flooded out. But in the Village of Rochester with Village Board powers, they can go in and fill that floodplain and choke it up and don't have to adhere to anything we say even on the county level, and even the State hasn't been able because they have homerule. People who have governed themselves with homerule have made a mess of the cities. Maybe they should not have had homerule. I put people on an acre of land. I am going from a survey of over 400,000 people that was made and asked of people, "Which way would you want to live if you had a way to live?" Ninety percent of the people said, "I would like to live in the country on one acre of land." That is the phrase I am using.

Q. MR. EDWIN ELA, TOWN OF ROCHESTER:

I think I agree with Mr. Bauer that, unfortunately, Map 2 looks as though it is going to be the future. I would like to speak in favor of Map 1 if it can be done without being a dictator. These are my reasons. First of all, in the city we have the possibility of providing services at the least cost. This decentralization sprawl throughout the whole Region is going to become a big fossil of a dinosaur if the energy upon which it depends becomes scarce. Due to the irreversibility of the process, we should try to limit development to around urban areas, preserve agricultural land. Open space is becoming more of a dollars and cents asset for cities. If it can be done, I would just like to favor your original plan.

A. MR. BERTEAU:

Thank you very much.

Q. MR. FRANK J. BACUN, WATERFORD:

I don't know if I would be out of order or not, but I would like to talk about Waukesha County and Racine County, that \$50,000 apiece. That was not brought about because of what farmers wanted down by the river. That was a soil bank loss. What kind of planning is there for the two dams in Waterford? We have residential property. At present I can't float a boat. Knocking out one foot of the east end and now with \$100,000 they are going to ruin the good dam and put the locks in there and not put anything in the other dam.

A. MR. MARGIS:

First of all, the Village owned the dam; and they knocked it off.

A. MR. BAUER:

The foot that had to be taken off the dam. The Village was ordered to do that by the Wisconsin Department of Natural Resources over the Village's objections and without any study. On the basis of one hearing, DNR issued an order to the Village to cut the foot out of the dam. Had we had the flood control study completed, that could have been avoided for no sooner had they cut notch, they had to lay sandbags in the notch to bring the water level back up. The people concerned finally got together on an areawide basis--that is why you have the Regional Planning Commission. There is no alternative from an engineering standpoint, and we involved the people in that problem, and now you have a plan for the action you need. The engineering study you are talking about is supposed to find the best and cheapest way to install the gates needed together with the automatic water level control devices that will operate those gates quickly enough so we can keep a compromise in the water levels between people interested in recreation and farmers interested in agricultural use. We interviewed literally hundreds of property owners to get their opinions as to where that water level should be to determine a range of about half-foot to one foot that will make people happy or unhappy with the water levels.

Q. MR. BACUN:

I agree with your aim, but that isn't what is happening. You realize that, first, they took one foot of 30 feet, then another foot when the water was low. Now they chopped that dam up. The contractor says it is in such bad shape, it might go out. Why now are they going to install the locks in the good dam? We are going to control the water in Tichigan Lake with sandbags. Sand is there for some senior citizens. The locks are only there to let the water out. The water is too low now. Why?

A. MR. BAUER:

That specific question --

Q. MR. BACUN:

The intent of the locks was that water would go out underneath instead of over the top. Water is going over the lowest dam. The locks will be closed only when the center in Big Bend tells it to open up. We had a three-inch rainfall, and I can't tie my boat up alongside the pier.

A. MR. BAUER:

The only answer I can give you right now is the County has retained a consulting engineer to design the gates.

Q. MR. BACUN:

We want the water in the lake.

A. MR. BAUER:

When you close the gates --

Q. MR. BACUN:

Not if you don't raise the other dam.

A. MR. BAUER:

At some point when that consulting engineer has finished preliminary drawings, I would hope they would come to the Fox River Watershed Committee to examine them.

Q. MR. BACUN:

Why would not the locks be put in the east dam? That would take care of the whole thing. Why would we spend money on the west dam and sandbag to control the water level? Sounds like poor planning to me. They say possibly next year they will cap this dam but not all the way up.

A. MR. BAUER:

The plan that was prepared by the Commission recommends raising the crest of the dam, and that has to be done and should be done at the same time.

Q. MR. BACUN:

I was at the meeting when this whole thing was started. We got a friend in DNR. We got to get a foot knocked off. They went to conservation meeting and a week later--

A. MR. BERTEAU:

Who is they?

Q. MR. BACUN:

John Craig chaired the meeting.

A. MR. BERTEAU:

We weren't involved.

Q. MR. BACUN:

For us in Tichigan Lake, and we recommend almost the whole of --

Q. MR. MARGIS:

We had hearings. Did you bring this up? You had your citizen input.

A. MR. BACUN:

We had lots of it. We had to end up with a big petition to get DNR to approve sandbagging.

A. MR. BAUER:

Let's see what happens when the consulting engineer --

[•] Q. MR. BACUN:

We have a parade going up July 4, wheels on boats to go up river.

Q. MR. MIKE PRITCHARD:

We are not part of the University. We are a private organization.

Q. MRS. VERIKAS:

I would have liked to mention to you that I am for local constitutional government and also at the local level. But I was emphasizing this that I am against falling in line with the whole world planning, which is taking place. That is a difference. You have to plan on the local level by the people, but you don't fall in line with the whole world, but it is taking place. I know that.

A. MR. BERTEAU:

Unless there is something else to come before this meeting, otherwise, thank you very much for coming. The meeting is now closed.

Mr. Berteau adjourned the meeting at 10:00 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

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MINUTES OF

PUBLIC INFORMATIONAL MEETING¹

ON THE FINDINGS AND RECOMMENDATIONS OF THE ALTERNATIVE

REGIONAL LAND USE-TRANSPORTATION PLANS

WAUKESHA COUNTY

WAUKESHA COUNTY OFFICE BUILDING

WAUKESHA, WISCONSIN 7:30 P.M. FRIDAY, JUNE 25, 1976

Mr. George C. Berteau, Chairman, Southeastern Wisconsin Regional Planning Commission, opened the meeting at 7:35 p.m. CDST.

MR. GEORGE C. BERTEAU:

My name is George Berteau, and I will serve as Chairman of tonight's meeting and will provide some very modest opening remarks so that you might be in a little better position to listen to the presentation and, perhaps more importantly, to raise any questions or any comments that are germane to the land use and transportation plans that we are going to be talking about. Before I do that, I would like to go around the table to introduce the people here because we don't intend to break from one presentation to the other, and that will help to move the discussion along. I would like to apologize to you people for having a meeting on Friday night, but it was necessary. This is the fifth of five nights in a row. We have been around the horn; and since Waukesha is the hub, this is where our office is, and we thought that we would come back here on the last night. Mr. Clinkenbeard will talk about the two alternative land use plans. Mr. Graham, next to him, will talk about the three alternative transportation plans. Charlie Davis has been on our Commission low these many years and is a very active Commissioner. We are very pleased that he could come out tonight. Mr. Hamilton is one of our new Commissioners but is very familiar with the work of the Commission. I would like to recognize also a recent Commissioner, Ted Matt, from the Town of Oconomowoc. On my left and your right is Mr. Bauer, our Executive Director, and Mrs. Shanley, our Deputy Secretary, who will make a record of the proceedings tonight.

Before I forget, at the conclusion of some 25 minutes of presentation, maybe 30 minutes at the most, you will have opportunity to raise any questions that are germane and to maybe make any comments for or against that you may have. We want it in the record. This is the reason for having this type of citizen meeting. Each of you should have one of these handouts that you found at the door on the

way in. If you don't have one, you ought to because there are maps in there and there are some tables in there with figures that will be referenced. Without that, it may be very difficult to follow the presentation.

Just to bring you up to date as to what this is about, in 1960 the Commission was created in the Waukesha County Courthouse. We are housed in the Old Courthouse Building now. The Commission was created because the seven counties had asked the Governor to create the Commission. In 1966 the Commission completed the first land use and transportation study and certified a set of land use and transportation plans to the seven constituent counties, the State Highway Commission, and many other State and federal agencies. The seven county boards adopted the transportation plan, which is still our official plan; and six of the county boards adopted the land use plan. Ten years have now passed since we developed the land use plan and the transportation plan, and the Commission has over the 10 years monitored what has happened during that time and now believes that it would be judicious to develop new land use and transportation plans and bring them up to date, which is what we have done except we have advanced the target year from 1990 to 2000.

One other bit of information that you perhaps ought to have and that is that after the Technical Advisory Committee finishes its work--the Commission has always used technical advisory committees to aid and assist it -- and after the Citizens Advisory Committee has finished its work and after we have completed all of the citizen meetings--and this is the last for the seven counties--then it will be the responsibility of the Commission to bring all that data together and to give directions to the staff as to the refinements that the Commission may see fit to accomplish. After that, when the Commission is pretty well decided what they want to do, we will have another public hearing; and that will be in a centrally located place and ample notice will be given. That will be six to eight months down the road so all citizenry can be aware of what is transpiring. After that, hopefully, the Commission can reach a decision and then go through the plan adoption and certification process again just as we did back in December of 1966. One closing comment and that is that our plans, even as certified to the constituent units of government and the counties, are advisory and have always been advisory. The Commission does not seek powers over and beyond that. We will say that many agencies at the local level, State and county level have been very, very helpful in working with the counties and working with ourselves in bringing about implementation of much of the work that has happened so far. The other night when we were talking about that, I think 10 out of the 12 major potential park sites are going parks, which is a pretty good track record.

Without further background, I would like to ask for the presentation on the land use plans; and after Mr. Clinkenbeard has finished, Mr. Graham will talk about the transportation alternatives.

MR. HARLAN E. CLINKENBEARD, ASSISTANT DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. Before I actually begin talking about the land use plans which you have if you have one of the little handouts, I would like to provide you with some regional forecast figures. One of the major elements of any planning

program is the forecasting of some of the significant elements of growth and development in a particular jurisdiction--in this case, the seven-county Region. The forecasts that I would like to give you are those that relate to the plan that was adopted, as Mr. Berteau mentioned, in 1966--the one that we are now working under--and the new forecasts that have been developed for the year 2000.

Back in early 1960's, the Commission made a population forecast of the Region for 1990 of 2.7 million people. That is, we were expecting an increase of about one million people. The new forecasts to the year 2000 are cut back considerably from the old forecast. We are now forecasting for the Region a population of 2.2 million, or an increase of about only 463,000 people. In terms of employment, the old forecast was about 984,000, and in the new forecast to the year 2000 we expect about a million employees in the Region by the year 2000. That would be an increase of over 267,000 over the present number of employees. I think those latter two numbers are on Table 1 in your little handout.

I am going to depart a little bit from the handout and provide you with some other forecast information. Automobile availability: for the old plan we were forecasting there would be one million automobiles available in the Region, or an increase of about 477,000 over the beginning year of 1963. The new forecasts for the year 2000 are that there would be 1.2 million automobiles available, or about 420,000 more than we have now in the Region. Land Use: for the old plan we were forecasting by 1990 that we would require about 802 square miles for urban land uses in the Region. The new forecast of land use for the year 2000 is 813 square miles, or about 319 square miles more than we have today. Travel demand in the Region was forecast in the old plan to reach six million by the year 1990. In our new forecast made for the year 2000 we expect travel demand--person trips-to reach 5.7 million. That is an increase of 1.2 million over the present demand. Vehicle miles of travel, which is an important part of the travel demand and automobile availability for making the transportation plan, the old forecast for 1990 was 32 million miles of travel per average weekday in the Region. The new forecast for the year 2000: we would expect about 30 million miles of travel per average weekday, or an increase of about 10 million over the present situation.

Waukesha County--to bring it down and focus in on the County: in the population forecast, as you can see on Table 8, the 1970 population was 231,300; and if you look at the second column, you will see an increment for the controlled centralization plan of 189,300 for the year 2000. If you add that to the 1970 population, you will get a population in the year 2000 of 420,600 people. Moving to the next column, employment in the County in 1970 was 71,500 approximately. Under the forecast we are expecting by the year 2000 about 138,000 employees in Waukesha County. That gives you several forecasts that are pertinent to the preparation of the plans and might be helpful to you as you look at these plans.

We are going to talk first about the controlled centralization plan. This particular plan makes some basic assumptions, and there are basic concepts related to this particular plan. Those of you who are familiar with the old land use plan--the 1990 land use plan that was adopted in 1966--will look at this map and basically see the same plan. There is very little change between this alternative

and the plan we are operating under now. The basic assumptions underlying this plan are that the population forecast for the Region--2.2 million--and the population for each county will be adhered to in the plan and in the case of the centralized plan all new urban development between now and the year 2000 would be placed in those areas where it could be served by public sanitary sewerage and water supply facilities. Consequently, the term centralization; and we are talking about a concentration of new urban development in those areas where it can be properly served with utilities. The other major elements of the plan, the dark green areas on the map show the primary environmental corridors; and we are proposing that all of the primary corridors be preserved by the year 2000. The corridors encompass those areas of the Region that have the highest quality natural resources in terms of woodlands, wetlands, surface waters, wildlife habitat, significant topography, and so on. In addition, the light green areas on the map depict the prime agricultural areas, which we are also proposing to preserve to the greatest extent possible in this particular plan. The white areas on the map represent general agricultural areas. As you can see, if you look at Table 8, you might want to just go down through Table 8. About half way down, the urban land subtotal in Waukesha in 1970 was a total of 120 square miles. Under the controlled centralization alternative, we are proposing to convert another 29 square miles by the year 2000, or approximately one square mile a year. Further on down in those first two columns, you will see at the bottom of the page the urban population densities. The present density is 2,900 persons per square mile. It is expected to further decline by the year 2000 under this plan to 2,300 persons per square mile. At present only 40 percent of the total urban land is served by public sanitary sewerage facilities, and under this plan by the year 2000 about 90 percent of the urban land would be served. Going on further, you can read for yourself the population that would be served under this particular plan. There are some major changes in the case of Waukesha County over the old plan. It has been determined that, because of some decline in population in the Region, there will no longer be a need for a regional shopping center in the Menomonee Falls area and in the New Berlin area as is presently on the 1990 plan. Nor would the City of Oconomowoc commercial area represent a regional shopping center by the year 2000, which is also the case on the 1990 adopted plan. Those are significant changes in commercial use in this County. The second map, and the map that you don't have in your document there but it was published in the newspaper a few weeks ago, is a map that merely depicts the areas that would be served by public sanitary sewerage facilities by the year 2000 under this first plan. Those areas shown in mustard color are areas that would still be served by septic tanks or some other private disposal system, shown in red. This is Waukesha County. As you can see, there would still be some areas of the County that public utilities could not be provided to by 2000 or maybe ever.

I would like to move quickly to the second alternative, and this is one of the reasons we are here, to look at the alternative plans. The Commission wants your reaction to the kind of development that you want to see occur within your particular County. We have called the second plan a controlled decentralization land use plan, and it is shown on Map 2 in your handout. Here in the case of the primary environmental corridors, we followed the same concept of recommending the preservation of those corridors to the year 2000. We have also recommended the

preservation of the prime agricultural land to the greatest extent possible by the year 2000. However, we have departed from the other concepts underlying the centralized plan somewhat. For example, in this plan we have not adhered to the population forecast at the County level, only at the regional level. The reason we have done that is we wanted to make this plan basically a current trend plan to depict what is happening and continuing to happen in terms of development in the Region. Between 1970 and 1975, for example, the County of Milwaukee lost 42,000 people. The population declined 42,000 people in the first five years of this decade. We have made a projection of that decline out to the year 2000, and we determined that by the year 2000, based on these current trends, Milwaukee County would lose about 155,000 people over their present population, and those people, we are assuming, would be placed somewhere in the other six counties in the Region. Many of them, we feel, will find their way to Waukesha County. Consequently, you will see there on Table 8 a sizable difference in the population of Waukesha County between the centralized plan and the decentralized plan. We are talking about a doubling of the population in Waukesha County under this decentralization plan by the year 2000, for a total of 463,200 people by that year. Employment we expect to also increase to about 162,400 employees by that year.

The other underlying concept that is different from the centralized alternative is that in this plan we have made provision for urban development on septic tanks. In this case we have used an average lot size of about 1.5 acres, and those are shown in the mustard color on this particular map. You can see those areas on Map 2 in your handout. The difference is quite striking. You will see that under this plan we would need to convert about 62 square miles of rural land to urban land by the year 2000, or about 2.5 square miles a year. That is quite a substantial amount of land. If you follow down in that last column, you will see under the decentralized plan that only 62 percent of the land would be served by public sanitary sewerage facilities. Just above that, you would see the urban population density would drop even further to about only 1,800 persons per square mile, relatively low for urban development. Obviously, as the central city in Milwaukee and other communities in Milwaukee County decentralize, it is expected that employment opportunities will be decentralized along with it. There would be increases in manufacturing use and commercial use that would follow the residential development that would be expected under this alternative.

I am going to quit there. Those are the alternative land use plans. Mr. Graham will now discuss the alternative transportation plans.

MR. KEITH W. GRAHAM, ASSISTANT DIRECTOR, SEWRPC:

Three alternative transportation plans have been prepared for each of these two alternative land use plans. There are two elements in each of the transportation plans--transit facilities and services and streets and highways. Within Waukesha County there have been improvements postulated in each of the elements under each alternative. We have forecast travel demand to increase from 3.6 million person trips per average weekday, as found in 1963, to 4.5 million person trips per average weekday in 1972, increasing in the year 2000 to 5.7 million such trips.

The first alternative that we looked at was termed a no-build alternative. This is pretty much as you might expect. It doesn't include any major improvements to the street and highway system or basically to the transit services over what you find out there today. The freeway facilities are shown on Map 3 in your handout. You will note that they show improvements to STH 15, which is already in place, and improvements to STH 16, which is under construction at this time. In addition to these freeway improvements, there would be some improvements to what we term the standard arterials, the surface streets, and highways that you travel in addition to the freeways. Examples of the improvements included in the nc-build alternative are CTH T in Waukesha from Northview to IH 94, the access road to the Waukesha County Technical Institute, improvements to STH 67 which are under construction in the Oconomowoc area right now, and improvements to CTH KK in the Village of Butler. The transit services postulated are shown on Map 8 in your handout. They are also shown in this larger graphic, and pretty much represent what exists in Milwaukee County and the extension of commuter type services here in Waukesha. Also shown are the transit services that existed in Waukesha up to June 1 of this year.

In attempting to serve the forecast demand and in response to the analysis of the loading of these no-build systems and noting the deficiencies, we developed a highway supported transit plan. The concept underlying this particular alternative was to provide improved transit services rather than additional street and highway facilities, if possible, particularly within the urbanized areas. You will note on Map 9 the freeway system postulated under this particular transit intensive alternative. You should be able to see quickly that there has been no change to the freeway facilities over the no-build in Milwaukee County and in Waukesha County except for the completion of STH 16 to and around Oconomowoc to Jefferson County. This particular alternative does not include the Belt Freeway around the metropolitan Milwaukee area, nor does it include the Bay Freeway that has been on the adopted plan. The transit improvements postulated under this alternative are shown on Map 9 and in the larger graphic here. You can see within Waukesha County that Freeway Flyer service is extended into Menomonee Falls, as well as continued here to Goerke's Corners. The service area of the transit system has been expanded west of the Milwaukee County line over from what it is today. The Waukesha service area has been extended, and it is felt that demand responsive service could be provided in the lower density areas in eastern Waukesha County. This particular transit service would be provided at a basic fare of 25 cents, which is one-half that provided in Milwaukee at the present time. This plan does include additional improvements to the surface arterial facilities to meet the forecast needs. Within the transit service areas, but more particularly within the more rural parts of Waukesha County, improvements would be made to STH 83, the relocation around Hartland and bypassing of Mukwonago; it would include completion of the Waukesha Bypass, CTH A; it would include the widening and improvement of Moorland-Pilgrim Road through Menomonee Falls and Brookfield; it would include widening of East Avenue and the extension of East Avenue across the Fox River to the pair of one-way streets; it would include improvements to STH 164 north out of Waukesha to I 94; and it would include widening of Capitol Drive west from Milwaukee County to about Pewaukee.

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The third alternative that was looked at was called a transit supported highway plan. The freeway system under this alternative is shown on Map 5. You can see that there are additional freeways to be constructed within Milwaukee County, completing some uncompleted segments of that system. The Belt Freeway is added to the freeway system under this alternative through eastern Waukesha County, and you can see the addition of the Bay Freeway from STH 16 in Pewaukee east to connect with the Fond du Lac Freeway in Milwaukee County. In addition to those improvements, we would have under this alternative improvements to the surface arterials, the same ones we would include under the transit plan. However, there may be a change in the proposed cross sections because of the Belt and Bay Freeways. It wouldn't be necessary, for example, to widen STH 164 to six lanes; it would be necessary to have four lanes only. Capitol Drive would not be widened to six lanes if the Bay Freeway were included. Moorland Road through the City of New Berlin would be constructed to four lanes instead of six lanes with the development of a Belt Freeway. Also because of the construction of the freeways, there would have to be other improvements to National Avenue and CTH Q to provide access to interchanges serving the Belt and Bay Freeways. In addition, there would be other improvements, including CTH F between Capitol Drive and I 94. The transit services and facilities considered under this particular highway intensive plan are shown on Map 10. The area served by transit is very similar to that displayed on the wall described for the transit intensive alternative. Fewer buses are provided so the time between the buses--the headway--would be longer, a little less service but certainly a vastly improved service to what exists today in eastern Waukesha County. Under the controlled decentralized land use plan, as Mr. Clinkenbeard indicated, that plan required much more extensive development of land and attracts people and jobs. There are changes required in the transit services and facilities and the highway system plan. Under the no-build plan, by definition there would be no changes. Under the transit plan, you would have the same basic transit service area and route structure, but you would be serving less riders and have less buses and lesser service. The same street and highway system would be required under the transit intensive plan under this land use plan but would require additional improvements--CTH P in Oconomowoc, CTH F south from Waukesha toward Big Bend, and extension of the six-lane facility on STH 164 from CTH K to STH 74 in the Village of Sussex. Under the highway intensive plan to serve the decentralization land use plan, you would have much of the same added facilities that I just listed for the transit intensive plan, but you would add and make some adjustments because of the presence of the Bay and Belt Freeways.

The last page in your handout is a summary of the information I provided regarding street and highway and transit facilities and services for Waukesha County. You can see, for example, that much of the street and highway system networks already exist, and the increment of added facilities is as shown there, roughly 10 percent of the additional mileage. You can see on the mass transit system a summary for the entire Milwaukee urbanized area, almost a doubling of buses over what is providing service now. There is an attempt under both of these plans to provide improved transit service. Under these plans, another interesting figure, I believe, is the number of automobiles available. Under the controlled centralization plan, you would add about 90,000 automobiles to the existing base year supply of 110,000, whereas, under the controlled decentralization plan, with more people and, in effect, less transit service, there would be an increase in automobiles available to the residents of Waukesha County of 114,000. The performance

of the street and highway system can be noted by looking at the table on arterial street and highway congestion. For example, by summing the percentage, you will note in 1972, 11 percent of the street and highway system operated either at or over capacity. If no improvements are made over the next 25 years, you can expect one-third of the street and highway system to operate at or over capacity. Under the transit intensive plan, with improvements to transit service as well as highway improvements, only 13 percent under the centralized plan would be operating at or over capacity; but 22 percent under the decentralized plan may be expected to operate at or over congested levels. The highway intensive plan, which adds more highway improvements, results in only 10 percent of the system being at or over capacity under the centralized land use plan and 15 percent under the decentralized plan. This is information that has been developed for a series of alternatives. Following response from groups like you and help from communities, there will be refinements made to these plans to address some of the deficiencies that exist.

MR. BERTEAU:

Thank you, Keith and Clink. We ask again that anyone who has a question or comment, ask for the floor, rise, and give your name so we can hear and state your critique or questions. Having been through five of these now, please don't feel backward about any type of question you want to ask. There is so much data and figures; I realize how difficult it is to follow everything. Please don't feel that any question you are asking may be out of line.

Q. REV. EDWARD C. WICKLEIN, WAUKESHA:

Before making any comments, I missed something Keith said in one of these plans about the future for Q and National Avenue.

A. MR. GRAHAM:

These would require improvements for access to interchanges on the Bay and Belt Freeways under the highway intensive plan.

Q. REV. WICKLEIN:

First of all, since a friend of mine in Milwaukee County at that hearing spoke against the controlled decentralization plan, I want to put a plug in for the other plan. I think it reflects the desire of the people in terms of the kinds of choices they have been making and will make in the future. Ι served as Chairman of the projected land use in the Mukwonago School District, which probably was the best and most precise study of future land use in the Region and reflects that kind of direction. It takes into account the kind of technology with which we live. Though there has been criticism of the effect on the central city, the technology existing before had effect on the rural areas. This is a shift with which we can live. It takes into account the fact that we are more affluent today while we once were extremely poor. The biologists that deal with the science of animals and space, which includes humans, and which study ecology and physiology have

shown that crowding is bad--this was illustrated in many medieval cities-crowding too many people in too little space is bad. I think the controlled decentralized plan is a real advantage. There is a reason why. Over the country in the metropolitan areas, people commute up to 50 miles. People do not want to live in their original homes--for the fifth generation--Cornish in the Town of Yorkville and Scotch in Lisbon. I think that with the controlled centralization plan--you would still have intensive commuting from places such as Jefferson, which is outside the Southeastern Wisconsin Regional Planning Commission, into the City of Milwaukee. I think it would discriminate against the middle class. The wealthy could still purchase very large tracts of land.

In particular, I would like to note one of the problems that I think in the metropolitan area, as far as transportation is concerned, has been the demise of mass transit. Five years ago you could secure public transportation from East Troy into Milwaukee. That has now disappeared at the very time it could operate more efficiently over Highway 15 especially with the Statedeveloped parking lots. There needs to be transit going to Burlington, Watertown, East Troy, Port Washington, or wherever. Perhaps we ought to consider going back to utilizing the old interurban right-of-ways, which are still partly intact. Back in 1910 we had a transit system more efficient than today with the students in Big Bend going into East Troy or West Allis to high school. The transit system serving Waukesha County itself should permit Big Bend or Sussex to reach into the County seat for jobs and public services. The greatest mistake in transit was the establishment of a countywide public system in Milwaukee County using monies supplied by the federal government from all the counties. We need an areawide transit authority publicly owned by the Region, such as the Southeast Transit Authority, such as the -- State Development Transit Authority in metropolitan St. Louis covering both Illinois and Missouri. I think such a system ought to include the Wisconsin Bus, the Milwaukee County system or whatever system covers this area and merge into one large regional system. I am not sure this is the responsibility of the municipalities or County, or one that the Region can do together. The State ought to be encouraged to build park and ride lots for carpooling and parking for those persons at every interchange in the County. I would encourage some development of the Belt Freeway through eastern Waukesha County unless there is some alternate system. Decades ago there was planning for a north-south roadway, and now there is no single route from Highway 24 into Menomonee Falls. There is a problem getting from north to south through the City of Waukesha. Also consider criticism of a decentralized system for persons of more limited income. There needs to be a review in terms of zoning with regard to sizes of houses. There is a requirement in the Town of Mukwonago to have a garage, which is really not an economic necessity but a tax requirement.

A. MR. BERTEAU:

Thank you very much for some very constructive comments.

Q. MR. ERNEST KRETSCHMANN, BROOKFIELD:

I have some rebuttal to a portion of that speech although there was way too much criticism to absorb without access to some notes. He mentioned the interurban rights-of-way. I happen to work for the Wisconsin Electric Power Company, and most of the rights-of-way are intact until you get to the Greater Milwaukee Area, and then they are absorbed into the freeway system, making them absolutely useless. But my primary comment is on the continuation of the trend from the City of Milwaukee to, in this case, Waukesha County--the population shift from Milwaukee to Waukesha. It seems that there is a projection for a significant amount of employment to shift along with the population shift from Milwaukee to Waukesha, but I would like to know what would happen with the people who have to continue to commute to Milwaukee. We can upgrade streets and highways and expressways until we turn blue in Waukesha County, but that still doesn't alleviate the traffic into Milwaukee without a system planning on an areawide basis. Makes no sense whatsoever. Even though Milwaukee County doesn't like it, they are the ones that are going to be responsible for holding up, be it the highway intensive plan or a less intensive plan in terms of highway construction. We have to plan together. It doesn't make any sense to build freeways without having continued freeway construction in Milwaukee County.

A. MR. BAUER:

That is going to be one of the very difficult issues facing the Commission this time around on the plans because you have serious resistance to the freeway development in Milwaukee County because of the housing displacement involved. It is a real problem.

A. MR. BERTEAU:

I think we could add to that that the Regional Planning Commission currently has in its 1966 plan a separate right-of-way over which mass transit was to operate from Milwaukee to Waukesha County, which the Milwaukee County Board has not proceeded with.

Q. MR. MICHAEL THALLER, CARROLL COLLEGE, WAUKESHA:

I teach regional planning. I have several comments. First of all, I would like to support the controlled decentralization plan. I have studied satellite cities and studied transit. I think planners must be responsive to the market demand of the public, must be sensitive to what is already coming on. I think the decentralized plan must be accompanied by a freeway intensive type of plan, such as on Map 5. When I look at Map 5, I do have two comments to make. Map 5, to me, it seems that this trend to freeway intensive plan is an excellent plan of loops and radials, together with a basic grid and very good from the standpoint of the Region. It has two serious faults. I do support a Belt Freeway, but I wonder why the Belt Freeway doesn't go all the way around the metropolitan area. The second fault relates to elimination of a freeway. One thing especially in planning for railroad abandonments is redundancy or duplication. It seems to me

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that the Lake Freeway south of Oak Creek is a redundant facility although 94 has a very high projected load. Some widening might be able to take care of that, and the loop into Racine and Kenosha--why that missing link on the outer Belt and why the redundancy on the Lake?

A. MR. BAUER:

We explored the need for closing that Belt Freeway Loop to the east on the north side of the metropolitan area by extending a freeway through Germantown and the Mequon-Thiensville area. The traffic simulation model studies indicated that, if you provided such a freeway, the traffic on it would not come up to freeway warrants, which in an urban area would be 30,000 vehicles per average weekday. The loop in a way would be closed. If you look at Map 5, STH 167, which is the Mequon Road, is proposed to be connected into the north end of the Belt Freeway where the Belt Freeway would interchange with USH 41, and STH 167 be developed as a major six-lane divided arterial through Mequon.

Secondly, concerning the Lake Freeway--a question was asked about the relation to the Interstate--IH 94 is one of the most heavily traveled reaches of interstate highway in the United States. It is already over capacity in places; and, of course, if we look at the forecast travel demand, it will be badly overloaded by the design year of the plan. Some relief is needed. Two lanes were added to the facility a few years ago, and it is now operating as a six-lane freeway, which is very unusual in a rual area. It is felt that eight-lane rural freeways just are not viable facilities. Also, the traffic simulation model studies indicated a great deal of congestion in the Racine and Kenosha areas on the north-south surface arterials, and the provision of the Lake Freeway would not only relieve IH 94 but would do a great deal to relieve STH 31, STH 38, and STH 32 that are otherwise very congested and would require major improvements. Finally, the industrial and business communities in Racine and Kenosha have for many years desired a good highway for goods movement into the Port of Milwaukee, and that has been a longstanding objective of those communities for about 20 years now. Much of the new industrial development in Racine and Kenosha is locating along the proposed route of that facility. Again, we are going to have a real problem because, while right-of-way for the Lake Freeway is open from Cudahy south to the State Line, in the St. Francis and Bay View areas of Milwaukee County, there would be about 535 housing units that would have to be displaced to connect that Freeway to the south end of the bridge that presently goes to nowhere. Finally, you said why no loop in Racine. The presently adopted regional transportation plan does include a Loop Freeway to connect really the central business district of Racine, which is on the lakefront, to the Interstate system. However, again the construction of that Loop facility entails major housing displacement; and since there has been a lot of resistance to that in the City, the plans are being presented for public review without the Loop this time around.

A. MR. BERTEAU:

Anybody else?

Q. MR. HARRY HUMPHRIES, ALDERMAN, CITY OF BROOKFIELD:

I represent some 34,000 people here tonight. I was sent by the Mayor to represent the City. We have protested the Beltline for some time. We feel that it would divide our City right in half. We go on record opposing.

We would also like to know what the position of these groups are. You have these hearings. What is the next step?

A. MR. BERTEAU:

That was covered in the opening remarks of the Chair. What we plan to do is, after we have had all of the advisory committee input that we can get from the Citizens Advisory Committee and the Technical Advisory Committee and from citizen participation, such as this tonight, the Commission probably will direct the staff to refine one of the land use plans and one of the transportation plans or combine them and then hold another public hearing, and finally sometime, perhaps the early part of next year, adopt a land use plan and a transportation plan. I can't tell you now whether it is going to have the Loop on it in Racine, whether it is going to have the Stadium Freeway North or South, or the Belt Freeway, or the Lake Freeway at this time. That is really what we are in the process of determining.

Q. ALDERMAN HUMPHRIES:

We are trying to determine how effective these public hearings are on a Friday night. We want to know if we are an effective group against the Beltline.

A. MR. BERTEAU:

Very effective. Mayor Mitchell has recorded now four times the opposition of the City of Brookfield to the Belt. Clearly, that is a part of the total record that the Commission is going to have to review. Please don't concern yourself that the Commission will crawl off in some dark chamber to decide. We have never operated that way. I would like to take one second. We appreciated the comments from the two gentlemen here. You might want to think before you leave this evening's meeting of the tremendous costs, even though they may be market oriented, of this so-called sprawl, tremendous costs incidental to sprawl.

Q. MRS. GERALDINE WUERSLIN, ALDERMAN, CITY OF WAUKESHA:

I would join in what this gentleman has said. Waukesha has persistently criticized the widening of East Avenue. The Mayor and the Common Coucil directed a letter to the County indicating they want it deleted from the map.

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A. MR. BAUER:

We are still waiting for the City's alternatives there because it will be important now to receive those and to consider making adjustments. This is the time to do it.

Q. MR. BORIS L. MATTHEWS, Ph.D., MENOMONEE FALLS:

Looking at Map 5, also published in the Sunday paper, the northwest part of the loop would go just about through my house. I have a personal interest. You may have clarified it earlier. I beg your pardon for having arrived late. However, I am rather familiar with Lisbon Road to the west and also with Capitol Drive all the way, STH 190 where it joins USH 16 out to the lake. For my information, I am wondering, since STH 190 is being expanded into a divided highway east of Milwaukee County and since, in my observation but not in any specific count, there appears to be fewer residences along Capitol, already some limited access along STH 190, what is the rationale for cutting through the area along Lisbon Road, which would displace more people than making a freeway loop along Capitol where there is frontage with businesses which could conceivably be set back from the road?

A. MR. BERTEAU:

Thank you, Mr. Matthews, for your comment. That is something we will have to take a look at.

Q. MRS. INA MARIA LUBITZ, TOWN OF SUMMIT:

I am trying to make clear in my own mind the difference between the controlled centralization plan and the controlled decentralization plan. One difference is that counties other than Milwaukee would absorb under the decentralization plan some 150,000 more in population. Is this correct?

A. MR. BAUER:

Correct.

Q. MRS. LUBITZ:

And that would be accomplished by land use provision in these other counties to absorb that population?

A. MR. BAUER:

Correct.

Q. MR. THEODORE F. MATT, TOWN OF OCONOMOWOC:

I am kind of overwhelmed by Table 1, which talks about removing 35 square miles of prime agricultural land under the controlled decentralization land use plan. I think, if we look at the existing 633 square miles, we are coming up to a figure of about one-twentieth of our prime agricultural land being removed from the Region in a short span of 24 years with the year 2000 now the goal. That is a rapid removal of prime agricultural land. I wonder if--while I can see the happiness of the people who would favor the decentralization plan, provided they can feed themselves--but I wonder how they can feed themselves over the next 75 years. Are we looking at our own personal problems -- Beltline going through the backyard--individual problems, or are we going to look at our Region for the year 2000 and possible 3000 hopefully? Are we going to have an overview or are we coming to night meetings to harp about our own ox being gored? I am deeply concerned about our being able to feed ourselves by any plan except the centralization plan.

A. MR. BAUER:

Not only that, Mr. Matt, but Table 1 greatly understates the potential loss of agricultural land. The County Agricultural Agents who serve on the Advisory Committees have pointed out that, while Table 1 only shows or tabulates the actual conversion of prime agricultural land from rural to urban use, they question whether in areas like northwestern Waukesha County any of the remaining prime agricultural land could actually be held in agricultural use. The table really understates the problem which is a very serious one.

Q. MR. RALPH SCHMIDT, TOWN OF BROOKFIELD:

Looking at the map, the way I look at it, we are talking tonight about a large concentration of population moving into the Waukesha County area. I surmise that this information was gathered because of the proposed Beltline, because of the proposed expressways; and there has been a strong opposition to these expressways, as well as to others. I am wondering, first of all, if this Beltline, which New Berlin, Muskego, and Brookfield have all said they did not want, if this thing is not wanted--now I am saying this Beltline has received a lot of opposition in these areas. Today it looks like the chances for them to go into effect--that expressway ever to be built--is very negligible. So now looking at the north end of Ozaukee County, Milwaukee line, if an expressway approximately along STH 167 went from the lake to USH 41, I think this would greatly increase the possibility of some of this population you are talking about going west, going north if they had the access of this expressway. I am trying to say this whole thing, as far as population spreading west, north, or south depends on where the expressways go. Considering the total picture, we have to remember what the people want in these areas. If one area--I am definitely against the Belt Freeway for my area, but these people don't want it so we now have to consider what is the next alternative. If the Belt does not go into existence, this would decrease the population going west to some extent. If it doesn't go west, it has to go some place, probably north. I just like to throw that in.

A. MR. BERTEAU:

Let me recap. The gentleman is opposed to the Belt Freeway. He was concerned that the population figures may have been developed on the thesis that the

Belt was going to be there. Let me say that the population forecasts were not developed on that basis. He did say he was concerned maybe the population would go where the freeways were going or where the Belt would go.

A. MR. CLINKENBEARD:

One other comment. We don't have a Belt Freeway now, and this is what is happening, only it is happening faster than this. I did not talk about this map--the red areas on this map under the decentralization plan would be on septic tanks, could not be served by public sanitary sewer facilities. This is what is happening, only it is actually happening right now at a faster rate.

Q. MR. SCHMIDT:

Going west, doesn't this complicate the sewage problem for these communities? If the community was closer to the lake, isn't the lake water used? Is it going to be more expensive going farther from the lake?

A. MR. BERTEAU:

We have a regional plan. We believe the plan can accommodate the problems you referenced. Your last comment is not necessarily so because all of the effluent doesn't necessarily have to go into Lake Michigan.

A. MR. BAUER:

We should say that the areas that are shown in brown, orange, and yellow on the centralized plan map are areas that can be served by gravity drainage sanitary sewer service. That was one of the important reasons for placing development where we did. This area--Mequon, Germantown, and the eastern tier of communities in Waukesha County--can all and would all be served by the Milwaukee Metropolitan Sewer System up to the subcontinental divide. This plan does recognize the gravity drainage sewer areas.

Q. MR. ROGER HEATHCOTE, OCONOMOWOC:

I guess this is kind of my initiation to this plan you have. I guess I would like to find out, to get from you tonight or perhaps have sent to me later on some kind of a philosophical rationale between the controlled centralization plan and the controlled decentralization plan. As I look at Map 1 and 2 and look at the yellow top area in Map 1 and I look at it in Map 2, I guess this is a little redundant as to what Mr. Matt said. I can't conceive proposing suburban residential from five-acre lots to half-acre lots, all that area being proposed for that kind of development. You read about urban sprawl, and this promotes it. It bothers me. I would like to get a little rationale. I don't know whether this is out of place, but could I have it in some sort of literature if possible?

A. MR. BAUER:

I don't know if this will answer your question, but the centralized plan, which is shown on Map 1, is a refinement of the presently adopted regional land use plan; and it has three very simple, but very important, ideas being built into it, namely: first, urban development should be encouraged in only those areas that can be served by gravity drainage sanitary sewer service, mass transit service, and other urban services and on areas covered by soils suitable for urban use; second, that the environmental corridors be preserved in natural open use because they contain all of the best remaining elements of the natural resource base; third, that the prime agricultural areas be kept in agricultural use. That is simply a refinement and detailing of the present plan. For 10 years the Commission has been criticized by some State Legislators, by some county board elected officials, and by some citizens for not presenting a planned sprawl plan that would be in more accord with the expressed desires of people to live in a truly suburban atmosphere or environment. So when the Commission began its plan reevaluation, this second alternative plan was prepared; and in concept it is quite different from the first because it would encourage sprawl development in the yellow areas. The low density areas have been carefully selected on the basis of the suitability of the soils to permit the use of septic tanks and private wells. Now I don't know what I can say with respect to philosophy. This plan was prepared in response to requests that the Commission do this and present these competing plans for public evaluation.

In thinking about these plans, we should not forget some of the uncertainties facing the United States today. The growing importance of agriculture in the world, and the fact that agriculture is one of the real strengths that the United States has in the world economy. We are becoming almost an importer of everything except agricultural products. Secondly, the uncertainty with respect to the price and availability of motor fuel--that should be a real concern. If we talk about this kind of a land use pattern, we have to talk and think about the potential impacts of that availability. Thirdly, the problem of whether or not we can expect as a nation to continue to be as rich as we have been in the past and can afford some of these things. These are all intangible and difficult to evaluate and involve judgment, but they are nevertheless important considerations when we think about which of these two land use plans should be adopted. Really, that is the most important decision as far as I am concerned that the Commission will make because that, in turn, will greatly influence the kind of transportation system we can have. It really doesn't make much sense to adopt a decentralization plan and talk about developing transit because in the primary transit service area the population will drop so low--taking 150,000 out of Milwaukee--the population density will be down so low that to sustain any kind of transit service will require even greater subsidy than envisioned in here, and in here these are already very nigh. We are talking about a \$36 to \$52 million a year subsidy for transit.

Q. MS. OLGA MIMIER, MUSKEGO LIBRARY AND SCHOOL BOARD, MUSKEGO:

I have a small opinion to offer, mine, my family's, and neighbors. It just horrifies me to recommend to public officials that you come up with a builtin inconsistency, to call it a plan, to take what has happened haphazardly and project to the future. There is no survival for human beings under that condition. I can't grasp all of the complexities of the highway and transit plans, but I see that red shows the kinds of areas that have to be served by septic tanks. I live in Muskego in the clay area. I know the realities. You people definitely must not come up with the decentralized plan.

Q. MR. CURT RICHARDS, WAUWATOSA:

I am interested in favoring the centralization plan. The question I would have is, if that plan is adopted, do you envision having enough controls via whatever means locally within the Region to enforce and to carry out such a plan, or does that plan become a dream because the people will continue to move and continue to sprawl through the surrounding area? I can be for a plan, but can it be realistically, in part, carried out? That is the question I would raise as to what possible controls or what you see happening if a controlled centralization plan is adopted.

A. MR. BERTEAU:

We are the eternal optimist up here. Given enough time, the light will be seen. Our plans have built into them an implementation structure. We try to indicate what needs to be done to implement the plans. Hopefully the local people, if that plan is adopted and if the implementation chapters shows the way, hopefully, they will pass the necessary ordinances, zoning regulations, to bring about fruition of that type of plan.

Q. MRS. VERA STROUD, NEW BERLIN:

In all the discussion about public transportation, I hear buses. I don't hear trains, monorails, or propelled by electricity. It must have come up in your discussions.

A. MR. BAUER:

Yes, it has. If you look at Map 9, for example, that is the transit intensive system under the centralized plan, you would see there that it would be proposed to provide a number of exclusive rights-of-way for the operation of the transit vehicles. There would be one such right-of-way coming out of downtown Milwaukee along the abandoned Chicago North Western right-of-way to Whitefish Bay and along the old interurban line through Brown Deer. There would be one in the South Shore corridor, one in the east-west corridor, one in the Zoo Freeway corridor south of the East-West Freeway again along the old interurban right-of-way. If this particular alternative plan is picked by the Commission for refinement after these hearings, the Citizens

Advisory Committee has asked us to explore the possibility of using light rail vehicles in those corridors instead of buses. If this alternative is picked, we, as a staff, would have to cost that out. When we made the presently adopted regional transportation plan 10 years ago, we very carefully explored the advantages and disadvantages of various vehicle types-motor coaches, rail rapid transit vehicles, some of the more exotic forms of transportation, including monorails; and those analyses indicated that the motor coach was really the best form of mass transit vehicle available to this Region for a number of reasons. First, motor coaches in our Region can provide more than adequate capacity in any travel corridor. We don't have situations like New York City--and New York City probably isn't going to have those situations very long itself--where they can sustain enough passenger demand to warrant the operation of multiple unit trains. Secondly, the motor coach is the only vehicle that is a dual mode vehicle. It can operate in its own collection and distribution service on ordinary surface streets. It can operate in modified rapid transit service on either reserved lanes on surface streets or on freeways where the freeways are freely flowing, and in true rapid transit service on its own grade-separated busways. In terms of energy efficiency, the diesel motor bus is at practical load factors the most energy efficient vehicle available. A lot of the misinformation that is put out in the popular press about that is unfortunate because, for example, a commuter railway passenger train is much less energy efficient than a diesel bus, and even a fixed rail rapid transit facility does not become competitive with the bus in that respect until it has very high load factors on the system. Now, the only vehicle system we did not explore 10 years ago was the light rail system, and that is another name for the streetcar. The streetcar is enjoying a kind of renewed popularity in some areas of the country, and it has some advantages that the heavy fixed rail rapid transit vehicles do not have; namely, it can operate in mixed traffic if necessary. As I say, if the system on Map 9 is selected, we will have to and will cost out light railways in those solid red corridors. If, however, the system on Map 10 is picked, then we would not do that; but we would continue to recommend the use of the motor coach. You will notice under that plan there would be only two exclusive fully grade-separated rapid transit lines in the Region, one along the East-West Freeway and one along the Chicago North Western right-of-way out of Milwaukee.

A. MR. BERTEAU:

Would you mind before you leave--we have lost a few people already--I would like to be able to have a show of hands as to those in favor of the controlled centralization plan and those in favor of the controlled decentralization plan. I would be pleased if you would do that for us. I refer to the decentralized as the mustard and the controlled centralized one over here. I would like to ask for a show of hands how many favor the controlled centralized. Almost 95 percent. I assume the rest of you--who would like to show for the mustard--five.

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A. MR. CLINKENBEARD:

There is a sheet being circulated for you to sign in. Those of you who haven't signed, would you please do so before you leave.

A. MR. BERTEAU:

One last straw vote. I know you probably haven't had quite the opportunity you have had on the land use to talk about the highway or transit plans. If you feel you could give us some indication, I would like to get a show of hands as to those who favor the highway intensive plan, which I think you will find on your map on page 5, and those who favor the transit intensive plan on Map 4. The highway intensive show hands of about four. Those in favor of the transit intensive plan almost 80 percent. Would it be fair to say most of those people voting for the transit intensive and against Map 5 do so because they don't like the Belt? Would that be a fair statement?

Q. UNIDENTIFIED:

Not entirely.

Q. UNIDENTIFIED:

I would vote for a combination of two.

Q. MR. JOHN D. STEINBACH, WAUKESHA COUNTY BOARD SUPERVISOR:

I represent the 15th Supervisor District, which is totally opposed to the Beltline. I think if they saw the colors on the map they would be opposed to the colors too.

Q. ALDERMAN HUMPHRIES:

Would you tell us how these votes went in the other counties?

A. MR. BERTEAU:

Milwaukee, Monday night, went for the controlled centralized plan, just like you did. The transit intensive, I believe, was their favorite. Up at Walworth County, they also favored the controlled centralization plan. I believe there the vote was about 50/50 on the highway intensive as against the transit intensive. Up at Ozaukee-Washington Counties, likewise, the same vote on land use that you showed. We got almost a split on the highway intensive versus the transit. I think the highway intensive plan was somewhat a favorite. Last night with Kenosha and Racine Counties, we had about two caravans that were rather disruptive and we never got a chance to take a vote.

Q. REV. WICKLEIN:

Talk to Mr. Matt. One of the significant reasons for change of farmland into subdivisions is beyond our control. People die, and the State and federal government take it for taxes. Many tracts of land go because of raxes. When they inherit a piece of land, the land or estate must be liquidated in order to pay off two, three, or four people who are receiving that as an inheritance. A lot of farmers in the Region, in Waukesha County, lose their land because that land has to be divided between themselves and brothers and sisters, sold to a developer because some other farmer cannot buy it. Some farmers go out of farming completely because of land costs. their ability to purchase, because they are competing with physicians, attorneys, and dentists for land. The other factor in any kind of land use -- you cannot go to a farmer in the City of Franklin or wherever and say you are next, you are close to the city; therefore, we are going to turn your land into a subdivision. Young farmers who want to hang on, even if subdivision is next door, you have to hop skotch or drive him off. When sewers were put into the City of Muskego, Mr. Schaeffer received a tax bill for \$64,000 because they sewered along his farm and didn't allow him to develop it. Today that same sewerage costs about \$100,000. That is a real problem to have to deal with. Many of these things are beyond our control, and we are going to have to see some land changes. People come out here, some of them for less than six months, and say, "Gentlemen, isn't it terrible all these people are moving out here?" My answer was "Who let you move out here?"

A. MR. BERTEAU:

Thank you for those comments. I believe some things have already happened in that area. The State of Wisconsin just recently modified the amount of inheritance that a person can have without paying taxes. Secondly, the Regional Planning Commission 10 years ago recommended to the Legislature that they begin to enact legislation to give agricultural land a tax break. Indeed, that is currently in the hopper; and maybe that will be helpful, and certainly we need to have more legislation in that direction.

Q. MR. H. COPELAND GREENE, OCONOMOWOC:

I have lived in this County most of my life. One thing bothers me about this planning. Under the present tendency, 150,000 people are going to leave Milwaukee County. If I were in Milwaukee County on the County Board, I would be sick because of what you have built up in there. But somewhere this planning is breaking down if 155,000 are going to leave that County. In other words, there must be some choice of a way of life. It disturbs me very, very much when I see these figures. Milwaukee County on a voluntary basis will show a net loss of people. It disturbs me if we have to say to people you have to stay in that County whether you like it or not. I might suggest to the Southeastern Wisconsin Regional Planning Commission that some time and effort should be spent in finding out why people are leaving Milwaukee County and what can be done to reverse that trend where people want to live in these places. The other thing that I would like to say is I think that we better do an awful lot about sewers before we centralize many more people. DNR has just clobbered Milwaukee for polluting the lake partially due to the suit in the City of Chicago. This is a problem because our sewage plants even on primary and secondary are not going to meet that Clean Water Act, and we went into this in the Fox River Watershed Committee where we better realize that we are going to put in some very extensive funds in final treatment in the next 20 years.

A. MR. BERTEAU:

I couldn't agree with you any more. Excellent statement. Under the controlled plan, I guess that 155,000 would drop to something like 4,500. Your comment about taking a look/see what is wrong and why people are chewing up land and moving out would be an excellent thing. It should be looked at maybe at the State level.

Q. MR. WILLIAM E. KUEHT, TOWN OF SUMMIT:

Is the State or anyone else planning--Everybody is talking about moving outis there anything really being done to help the areas that are now open land, well say, in the Milwaukee County area, in the southern end, where we see vast areas of empty land, and nobody is helping that. In other words, we are worrying about how we are going to move them out. We already have problems. How are we going to move them back? Is that part of the plan?

A. MR. BAUER:

An old saying was how are you going to keep them down on the farm after they have seen Paree? Now it's how are you going to keep them in the city after they have seen the farm? The urban depopulation is occurring in the older central areas of Milwaukee. Other areas of Milwaukee County are still growing, particularly Oak Creek and Franklin which are essentially 36-squaremile incorporated townships, very much like the eastern tier of incorporated townships in Waukesha County. The City of Milwaukee does have almost all of the old Town of Granville still in open land which can be developed. Under this plan, indeed, the Granville and the Oak Creek and Franklin areas would receive substantial growth. Under that plan, they would receive less. You can see the cutback in the Granville and Oak Creek and Franklin areas.

Q. MRS. SOPHIE SCHAARSCHMIDT:

I can't let this evening go by. I was assured in other previous meetings that they wanted all existing airports to still stay in business. As I look at Map 5 again, -- I am posed with that same problem, we will be knocked out of business, which is right along Silver Spring about the Beltline. The north-south line would knock us out of business as of this map. You are aware of this, Mr. Bauer. I have always and still am trying to press the question, why isn't this Beltline going to J? That is a natural north-south and quarter-mile of 41 to the north at the north line of J, a beautiful road. You already have right-of-way, very wide right-of-way on J; and I am sure that should be considered before they go through all the existing farmlands.

A. MR. BERTEAU:

Thank you very much. Anybody else?

Q. MR. THALLER:

As a supporter of rail passenger service in the area, I think AMTRAK is going to be around to the year 2000. Milwaukee will be connected and probably more frequent service--satellite stations at Sturtevant serving Racine and downtown Milwaukee. I wonder whether anything might be done about a satellite service for the Milwaukee urbanized area on the west side, specifically reopening railroad passenger service stops at Oconomowoc. I think the restoration of railroad service, at least one a day at Oconomowoc, would service this area well.

A. MR. BERTEAU:

The State is in the process of developing an all-mode transportation plan which should consider that. Anybody else want to comment? I want to say that after last night's unfortunate experience, this has been probably the one thing that keeps a person going--it has been an excellent meeting, especially on a Friday night. With that, I would like to close the meeting. Thank you very much for coming.

Mr. Berteau adjourned the meeting at 9:25 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

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MINUTES OF

INFORMATIONAL MEETING FOR

ELECTED REPRESENTATIVES AND REPRESENTATIVES¹ FROM

AGENCIES SERVING THE NON-WHITE POPULATION IN SOUTHEASTERN WISCONSIN

ON THE FINDINGS AND RECOMMENDATIONS OF

THE REGIONAL LAND USE-TRANSPORTATION PLAN REEVALUATION

MARTIN LUTHER KING COMMUNITY CENTER

MILWAUKEE, WISCONSIN 3:30 P.M. JULY 26, 1976

Mr. George C. Berteau, SEWRPC, Chairman, opened the meeting at 3:35 p.m. CDST.

MR. GEORGE C. BERTEAU:

I guess we ought to get started. My name is George Berteau, and I am Chairman of the Southeastern Wisconsin Regional Planning Commission. On your left and my right is Mr. Emile Jarreau, a member of our staff. On your right and my left is Mr. Kurt Bauer, our Executive Director, and Mrs. Margaret Shanley, who will take notes of the meeting. You heard Mr. Jarreau indicate where the facilities were and that there is coffee available.

I would like initially to thank all of you for coming. The value of the session will be determined, I think, by how much input we can receive from the various persons and agencies represented here today. Essentially, the purpose of the meeting is to elicit from you, after a modest presentation of the new alternative regional land use and transportation plans--as representatives of the black and other minority communities, what your reactions are, what constructive comments you may have pertaining to the alternative land use plans, of which there are only two, and to the transportation plans that are three in number. There is the no-build alternative and the others are a highway intensive alternative and a transit intensive alternative. We would like to take about 20 minutes to go through the presentation of the alternative land use and transportation plans, with the benefit of the maps that you can see. At the conclusion of the presentation, if you would be so kind as to raise questions or provide us with specific comments, we would like that. We would only ask that you give us your name and any agency or affiliation so we can have it for the record. We have conducted some five of these meetings so far around the Region but felt that we ought to try to get as much comment from this community as possible. That is

¹See list of meeting attendees in Appendix A-9.

why we provided this special meeting for that purpose. Just one modest bit of background further so you can listen better and comment at the end.

The Regional Planning Commission did develop in 1966 a land use plan and a transportation plan; and since that time, it has pretty much monitored what has developed with respect to those plans and now is in the process of updating the original plans. All of the Commission's effort so far--as far as this end of the business, the listening end of it--is centered around trying to elicit comment from the constituency within the seven counties. I might say that only after we have all of the comments and data available will we try to provide some direction to the staff which way to go to complete one of the alternatives, whether it be a land use plan or a transportation plan. This I hope we will be in a position to do this coming Wednesday. The full Commission will meet then and will have the benefit of the Citizens Advisory Committee meetings and recommendations, the benefit of the Citizens Advisory Committee and their deliberations, as well as the benefit we hope to elicit from this group today and the input we received from the five other informational meetings around the circuit, meaning the seven counties.

With that background--and again we appreciate your taking the time to come--I would like to ask Mr. Bauer, our Executive Director, to give you a rather brief presentation on the two land use plans and on the three alternative transportation plans.

MR. KURT W. BAUER, EXECUTIVE DIRECTOR, SEWRPC:

Thank you, Mr. Berteau. Ladies and gentlemen. As Mr. Berteau indicated, the Regional Planning Commission did in 1966 adopt a regional land use plan and a regional transportation plan. Those two plans were subsequently certified to, and adopted by, the major planning implementation agencies in the Region, including the seven county boards. Those original land use and transportation plans have, we believe, served the Region rather well over the last 10 years and have been implemented to a remarkable degree even though the plans themselves are entirely advisory to the local and state and federal governments.

For example, with respect to the adopted land use plan, 10 of the 12 proposed regional park sites that were identified on that plan have actually been acquired and are open to use today, including what 10 years ago was the best remaining potential park site in the Region. It was then called the Quarry Lake Site by the Commission and has now become Harrington Beach State Park. Three of 10 proposed major retail centers have been developed as recommended in the original land use plan. An additional one has been developed, as recommended in the original plan, but displaced about three miles from its recommended location. All six of the six proposed industrial centers have been developed. Thirty-eight percent of about 550 miles of environmental corridor has been permanently preserved through either acquisition of joint state-local zoning. About 50 percent of the prime agricultural lands within the Region that were recommended for preservation on that original plan have been preserved through zoning. In the transportation area, there have been about 63 miles of a total of 279 miles of proposed freeway actually constructed and open to traffic. There have been about 35 miles of

197 miles of proposed new surface arterials open to traffic. There have been entirely new transit systems created in Kenosha, Racine, and Milwaukee in accordance with that original 10-year-old transportation plan. We do think that the regional planning work has been effective and therefore warrants your participation in the reevaluation and perhaps revision of those adopted land use and transportation plans--participation which we very much want.

Now, in order to prepare the new regional land use and transportation plans, the Regional Planning Commission had to prepare new forecasts of population, employment, automobile availability, land use demand, and travel demand. We might mention some of these new forecasts and how they differ from the old. The old regional land use and transportation plans were designed for a resident population level of 2.7 million people in the year 1990. The Commission has scaled back its population forecasts rather sharply. The new plans are to be designed for a resident population level of 2.2 million people in the year 2000. Thus we see a substantial slowing of the rate of population growth as opposed to what we saw 10 years ago. Even though the population forecasts have been scaled back, the other forecasts-of employment, automobile availability, land use demand, and travel demand--have not been changed drastically. This indicates that there have been some basic changes in the relationship between the resident population rate; that is, in the proportion of the total population employed.

The Commission, using the new forecasts, has prepared two alternative land use plans and then, for each of those two land use plans, has prepared three alternative transportation system plans for presentation to the public. The land use plans are shown in summary form on these two maps. The first alternative is called the controlled centralization plan. It is very much like the presently adopted regional land use plan. Under this plan the population, the employment, and the automobile availability in each of the seven counties that comprise the Region would approximate the Commission's new forecast levels. In other words, the plans are designed for a regional population of 2.2 million people--an increase of about 463,000 people over the 25-year plan design period--and these people would be distributed within the seven counties in accordance with county forecast levels. The plan incorporates three very simple ideas--simple but important. The first basic idea in the plan is that we should encourage urban development to occur only in those areas of the Region that are covered by soils that are suitable for urban development and that can be readily served by sanitary sewer, water supply, mass transit, and other essential urban services. Those areas are shown in the brown, orange, and yellow colors on the map. The second basic idea in the plan is that we should seek to preserve in essentially natural open use all of the environmental corridors in the Region. Those are the dark green areas on the map. Those are the areas of the Region that contain the best remaining elements of the natural resource base--the best remaining woodlands, wetlands, undeveloped floodlands and shorelands, groundwater recharge areas, and surface waters. The third and final basic idea in the plan is that we should keep the prime agricultural lands, the light green areas on the map, in agricultural use.

The second alternative plan that has been prepared is quite different from the first in that, first of all, whereas under the first plan, Milwaukee County's

population would stabilize at about 1 million persons, under the second plan Milwaukee County would lose about 155,000 persons over the next 25 years; thus, under this plan, the incremental population growth of about 463,000 persons would be distributed in these six counties, while under this plan you would have not only the incremental population growth but another 155,000 people, or about 620,000 people located in the outlying six counties. In order to accommodate that dispersal of urban development, much of the new urban development in this plan would be served by septic tanks and private wells, as opposed to public sewer and water supply. The light yellow areas on this map indicate urban development that would occur on septic tanks and private wells, as opposed to on central sanitary sewer and water supply. This plan would still seek to preserve the environmental corridors and, to the extent possible, preserve the prime agricultural lands.

Now, if you look at your handout materials, you will see the two maps that I have talked about. Map 1 is the controlled centralization plan, and Map 2 is the controlled decentralization plan. You can take those along home to study.

If you look at Table 1, you will see a comparison of the two alternative land use plans reduced to certain numeric measures. I would point out, for example, the figures relating to population. You see there that there is a total of about 1.8 million people living in the Region now. Under either of the two land use plans, the incremental growth would be 463,200 persons. But notice what happens to Milwaukee County. Under the first plan, the controlled centralization plan, Milwaukee County's population would stay about at its present level, increasing slightly. Under the sprawl plan, Milwaukee County would lose almost 155,000 people. The two plans are quite different with respect to the impact on Milwaukee County.

Under employment, you will notice again that at the present time in the Region as a whole there are about 749,000 jobs. To accommodate the increase of 463,000 people, we have to create about 267,000 new jobs in the Region. You will notice again both of the plans provide for that increment. But, again, look at Milwaukee County. Under the centralized plan, there would be about 90,000 of the jobs created in Milwaukee County; whereas under the decentralized plan, only about 15,000 of those jobs would be located in Milwaukee County. Again, there is quite a different effect on Milwaukee County. There are other pieces of information listed there that will be of interest to ycu, but I will not specifically point them out.

In terms of the so-called major regional centers, those are indicated by the symbols on the map. The red circles are regional shopping centers; the black squares are regional industrial centers; and the green triangles are major regional parks. The only difference between these two plans is that under the centralized plan, Milwaukee County, which now has seven major regional shopping centers, would receive two additional shopping centers; and under the decentralized plan, it would receive one. Under the controlled centralization plan, the County would receive a new major regional shopping center in the Oak Creek area. Under the decentralized plan, Milwaukee County would not receive that shopping center. Instead, there would be a new center located in the Cedarburg-Grafton area, and the central business districts of the Cities of Burlington and Oconomowoc would be upgraded to regional shopping centers.

As I indicated, the Commission has prepared three alternative transportation plans to support each of the two land use plans; six, in effect, alternative transportation plans. The first one under each plan is a so-called no-build alternative. If you look on Map 3 in your handout, you will see the freeway system of the Region as it would look under the no-build alternative for the centralized land use plan. The black facilities indicate the existing freeways. The red facilities indicate those freeways that would be constructed under the no-build alternative. All of those red facilities shown on the map are really under some stage of construction right now, and under this alternative there would be no additional freeway construction in the Region.

If you turn to Map 4, you will see the freeway system as it would look under what has been termed a transit intensive alternative. Under that particular alternative transportation plan, there would really be no additional freeway constructions in the central portions of the Region--in Milwaukee County. You would instead develop a transit system providing a very high level of transit service to meet the growing transportation needs of the Region. You can see there if you look at Map 4, that all of the new facilities in terms of freeways, which are the red lines on the map, would be really located in outlying areas of the Region.

If you turn to Map 5, you will see the freeway system as it would look under the so-called highway intensive alternative, the third alternative transportation plan examined. You can see by the red lines there would be substantial freeway construction in the Milwaukee area because under this particular alternative all 17 miles of freeways that went to the referendum in November 1974 would be completed as would certain other facilities, such as the Metropolitan Belt Freeway.

If you turn to Map 8 in your package, you will see the no-build plan. With respect to transit, there would be no further improvements made in transit. The gray areas on the map indicate the transit service area. The dotted red lines indicated Freeway Flyer lines operating primarily on freeways. The red triangles and circles indicate transit stations and park and ride lots, all in existence.

If you turn to Map 9, you will see the transit system as it would look under the transit intensive plan. You will see the service area has been expanded, that there would be a number of exclusive right-of-way rapid transit facilities provided. Those are the solid red lines--one from the downtown area in Milwaukee north along the abandoned Chicago and North Western Railroad right-of-way to the vicinity of Hampton Avenue, then along the abandoned electric interurban right-of-way to Brown Deer; one south through Cudahy and South Milwaukee along the Chicago and North Western Railway right-of-way; one west in the East-West Freeway corridor; and one to the southwest along the Zoo Freeway but on the old electric interurban railway right-of-way. In addition, there would be a network of so-called surface flyer lines--express bus service--provided either in mixed traffic, as shown by the dotted blue lines, or over exclusive lanes that would be set aside on surface streets for operation of express buses as shown by the solid blue lines and then there would be a greatly expanded local bus service.

If you turn to Map 10, you will see the transit system that accompanies the so-called highway intensive transportation system. You will see there is still a network of rapid transit lines, but most would operate over completed freeway facilities. You will also see there would be a network of surface flyer lines, both in terms of express buses operating in mixed traffic and express buses operating on reserved lanes on surface streets. Three would also be an expanded local bus service.

If you turn to Table 9 in your package, you will see again some comparisons between the alternative transportation plans in numeric terms. With respect to freeways at the present time we have about 224 miles of freeway open to traffic in the Region. Under the no-build alternative there would be 78 additional miles open to traffic, but those miles are all really under construction right now. Under the transit intensive plan, you would add 124 miles of additional freeways, all in outlying areas of the Region, none in Milwaukee County. Under the highway intensive plan, you would add 255 miles of new freeways, some of it in Milwaukee County. If you look at the total round-trip route miles of transit service provided--which is one measure of the level of transit service provided--there are at the present time about 1,061 route miles operating in the Region. Under the transit intensive plan, over 2,000 route miles would be operating and under the highway intensive plan almost the same amount, about 2,000. Thus the so-called highway intensive plan does contain a relatively good transit component. If you look at the exclusive transitways, there are none provided under the no-build alternative; under the transit intensive alternative, 37 miles; and under the highway intensive alternative, only 14 miles. If you look under the exclusive lanes set aside--reserved--for the exclusive operation of motor buses on surface streets, under both the transit and highway intensive plans, there are 39 miles. If you looked at transit stations, you would see 42 and 41 under the two plans. In terms of number of buses, you will see, whereas there are about 442 buses operating in the Region now, under the transit intensive plan that would be expanded by over 1,000 buses; whereas, under the highway intensive plan, you would expand by over 700 buses. In terms of fare--and that is important--under the transit intensive plan, the fare would be reduced to a basic flat fare of 25 cents per ride as opposed to the present fare of 40 cents in the base year of the inventories. Under the highway intensive plan, the fare would be 50 cents a ride. Under the transit intensive plan there would be an effort to increase the cost of parking in the central business district to equal the round-trip transit fare.

MR. EMILE A. JARREAU, JR., SENIOR PLANNER, SEWRPC:

Having been part of the social service community myself, you may be finding that some of this information that is being shared with you must be interpolated as to the things you are concerned about--that is, related to your service population. As you listen to these figures and data, think in terms of what it is going to do with your service population, what it means to wherever they live, what it means to jobs that are being developed, and what it means to get to hospital services. In those maps, the decentralized as opposed to the centralized plans, these services are going to be harder to get to when you are limited to using public transportation. Some of these services are naturally much more available to those people having cars. In your service population, many families don't have those kinds of amenities at their disposal. Think in terms of the service population you are working to help.

MR. BAUER:

Thanks, Emile. Again in Table 9, there are two other figures I would call to your attention. One is the proportion of trips made by transit. At the present time,

about 4 percent of the total number of person trips that are generated in this Region on an average weekday are made by transit. You have to keep that in mind. No matter what you do to transit use--double, triple, or quadruple it--transit is still going to comprise a very small proportion of the total travel within the Region; you will notice under the no-build alternative, 3.7 percent. Under the transit intensive plan, where we provide the best transit service that we know how to provide, you could expect transit use to increase to about 12 percent or about triple the present level. Under the highway intensive plan, you could expect it to increase to about 7 percent. Finally, on the bottom of Table 9, to give you a little feel for the level of transit service provided under the no-build plan, you would provide transit service at about the 1970 level. Under the transit intensive plan, you would restore transit service to the level provided in 1952. I don't know how many of you remember that -- I do--for I grew up in this area of Milwaukee. In 1952 we had a very highly developed street railway and motor bus system providing very fine, close headway service. The transit intensive plan would restore service to about that level. The highway intensive plan would restore service to about what it was in 1960.

If you turn over to the second part of Table 9, the only figure that I would point out is listed under street and highway congestion. You will see there two percentage figures tabulated, the percent of system over capacity and the percent at capacity. If you add them up, it will give you a measure of the degree of traffic congestion expected under the different plans. At the present time, we have about 10 percent of our total arterial street and highway system operating under congested conditions. Under the no-build plan, it would be about 25 percent of the system. The highest proportion in recent times within the Region was about 17 percent back in 1962 or 1963. Under the transit intensive plan, the proportion of the system that would be congested would be about 15 percent, and under the highway intensive plan about 10 percent. You will also see there information on motor fuel consumption which will give you some idea of energy efficiency of the plans; on the proportion of the area impacted by noise; and you will see some very important figures there on the dislocation of residential and non-residential units. As you might expect, the highway intensive plan would entail the largest dislocation of dwelling units and businesses. Table 10 gives you some information on the costs of the alternative plans. I would particularly point out to you that under the no-build plan Milwaukee County and Racine and Kenosha together would have to provide a transit operating subsidy of about \$4.8 million per year. Under the transit intensive plan, an operating subsidy of \$52 million would be required. Under the highway intensive plan, the operating subsidy would be about \$36 million. The capital cost requirements are also given in the table for the various plans.

I talked longer than I had intended. I certainly want to thank you for your attention.

MR. BERTEAU:

If you have a comment or question to raise, just give us your name and identify any organization you may be representing. We would like to have you do that. Please don't have any concern about any question that you may want to raise regardless of how basic you may think it may seem. We want to try to find out what your reaction is to the various transportation and land use plans.

Q. MR. KURT FANSTILL, INDIAN URBAN AFFAIRS COUNCIL:

The decentralization plan will create a doughnut effect where you will have an increasingly non-white Milwaukee County and the other six counties fairly lily white. More important, that doughnut effect will reenforce the economic disparity which exists. My agency would strongly recommend the adoption of the centralized land use plan with the transit intensive plan.

A. MR. BERTEAU:

Thank you very much.

Q. MR. GEOFFRY HURTADO, NORTHSIDE COMMUNITY DESIGN CENTER:

You spoke of 11.5 percent transit trips under the transit intensive plan and 6.6 percent under the highway intensive plan. These figures are for the Region as a whole and based on automobile availability and other things. Have you done anything for the central city? Obviously, the economic characteristics would be different for residents of the central city, just to name one factor. I assume that quite a few other things will be different. That should have some bearing on the percentage of transit ridership. There are more captive riders in the central city. Also, you have better coverage by the transit system, more lines, stops closer together, the headways are less, whatever. Have you got any figures or feel for what the ridership is like in the central city?

A. MR. BAUER:

The package of materials that should have been sent to everyone to whom an invitation to this meeting was extended included tables that not only summarized the plans for the Region as a whole but also provided information on the plans for each of the seven counties within the Region. If you look at Table 12, which is Milwaukee County--I am sorry--I see that the percent transit use isn't given; but we do have that figure available. I am surprised it was left off that particular table. As I remember, the figure in Milwaukee County under the transit intensive plan is higher than the regional average--I think about 17 percent. However, it is also somewhat higher than the regional average under the highway intensive plan, and that figure is about 8 percent. You are right, transit use would be higher in Milwaukee County, in the central city and to the central business district.

Q. MR. HURTADO:

The information you were talking about is in the original package?

A. MR. BAUER:

The material that was handed out does contain the county tables. If you have it there, information for all of the individual counties is listed.

Q. MR. JAMES J. EAGAN, EAST SIDE HOUSING ACTION COMMUNITY SERVICE:

What would be the impact of the two plans on income distribution and racial distribution in Milwaukee County?

A. MR. BAUER:

We have made no attempt to determine what the effect might be on racial composition. We don't know how we could do that with any reliability. The comment was made that under this plan, where you would lose 150,000 people out of Milwaukee County over 25 years, that you could expect that many of those people who would be leaving the County would be the more affluent white middle class, upper middle class, and that they would be locating in the outlying counties. While we haven't quantified either the changes you could expect in racial composition or in per capita income, you could expect that the two plans would be quite different. It has already been mentioned that under this one you could expect to have much more segregated population.

Q. MR. EAGAN:

Are you saying you can't get a handle on the total changes in population--you can't get a break on them?

A. MR. BAUER:

Mr. Wesley Scott sits on the Citizens Advisory Committee to the Commission. When that Committee was reviewing the plans, Mr. Scott specifically asked that we provide a forecast, if you will, of both the racial composition and the per household or per capita income levels under these two plans. The people on our staff did prepare such an estimate but indicated that professionally they would not stand behind it because they felt there were too many assumptions that had to be made with respect to who would migrate to let them publish those figures and stand behind them as professionals. On that basis, we have not provided such figures because the demographers and economists are concerned about being able to provide reliable data of this kind. In the extreme, you could assume that the migration would be in the same proportion as the proportion which the various racial groups now comprise of the population of Milwaukee County. Under such an assumption you will get one distribution. Under another extreme, you could assume that none of the migrants would be black. That, too, is an extreme assumption. Remember, too, that we are talking about a plan that covers a 25-year period and are talking about a plan that has in it, as a separate part of the Commission's work, a housing element with a fair share distribution formula for low-income housing. The demographers and economists were very reluctant to make the kind of forecasts you are asking about. They said flat out, "We will give you numbers and you can put them in a table, but we won't stand behind them and say that they are reliable." You can, however, reasonably assume that under this plan you would have a great deal more segregation by race and income level than under this plan.

Q. MR. AL FLOWERS, NORTHSIDE COMMUNITY DESIGN CENTER:

It appears to me, purely from having some knowledge of planning, in terms of resources--human resources--as well as other types of physical resources as when you talk about agriculture, land, the natural environment--that you should really be concerned about the human resources. I support the centralized plan because I do feel that with the decentralization plan it would be a tremendous waste of human resources--resources that have already been wasted. Poor people and especially other ethnic groups--Latinos and Indians, in particular, are being wasted. In looking at the plan, in looking at all those counties, I think you should take into consideration one of the greatest resources -- and consider what would take place in such services as hospitals. Where people must come in from outlying areas this kind of investment would warrant more centralization of the human resource element. I would have to really give more thought to the transportation plans, but I certainly would be against any more highway intensive development. Transit, I would like to study more. In all honesty, if you create an environment for people to move out--if they move out, jobs will follow them because they have better skills, technology; and that will force more pressures for highway development for affluent people. I would hope the Commission will recommend the controlled centralization plan because of the fact with the decentralization plan I see the City of Milwaukee and County per se going into bankruptcy. I think that is what is taking place all over the country.

Q. MR. VINCENT KNOX, UNITED BLACK COMMUNITY COUNCIL:

I have a few criticisms on both plans, on the whole thing basically. In regard to Map 5, the proposed regional freeway system highway intensive alternative transportation plan--2000, in view of the proposed freeways by the year 2000, freeway construction involves housing displacement; and what I want to know is what do you propose to do about those citizens who are low income and minority--racial minority--people about getting other housing? Second of all, I in looking at both plans--and from what you said before about the affluent living around the suburbs and lower income living within the central core-would that explain on both plans the proposed development of major retail centers located outside the core area and into the suburbs? Have you formulated any plans to develop major retail centers within the central core area?

A. MR. BAUER:

As far as the housing displacement goes, the total numbers are given in the table. We also have, of course, listings by specific facility. There will have to be recommendations made as to what would be done to rehouse any people to be displaced. What you are doing is trading off, in effect, a higher level of transportation service for housing displacement. There are two freeway facilities that would incur a particularly heavy displacement. The first is the Stadium Freeway North from the Park Freeway to STH 145. That shows, I believe, best on this particular map. The Stadium Freeway North now ends at 47th and North; and it is this piece of freeway we are talking about there

that would require the displacement of about 1,000 housing units. I am not so sure that we could classify the households involved as being either largely poor or largely black. I think the black community has already borne the major impact of freeway development when the North-South Freeway was built within the Region. The second facility is the Lake Freeway South. The Harbor Bridge is committed to be built down to what is called Car Ferry Drive at the south end of Jones Island. To extend that freeway from there actually all the way down to the State Line would entail the displacement of about 600 housing units. Those are the two freeways that would have the biggest impact on housing development. Interestingly enough, to show you the contrast, this so-called Belt Freeway on the highway intensive plan that runs from the Lake Freeway in Oak Creek all the way around the metropolitan area, about 34 miles in length, would only require the displacement of about 57 units because the land is all open at the present time.

Q. MR. FLOWERS:

How about the farmland controversy?

A. MR. BAUER:

This particular facility would not affect much good farmland, Mr. Flowers, because, if you look at either one of these two land use plans, this facility would run through an area that would be committed or is committed to urban use. The recent controversy on taking farmland has not been in our Region-but up in Manitowoc County.

A. MR. BERTEAU:

I would add to the first question--what about housing displacement because of the construction of proposed freeways? Mr. Bauer has given you the main freeways that cause the dislocation. I think I can say categorically there would be no construction of any freeway facilities in the absence of housing replacement. I think that has been made abundantly clear. Everybody should understand that. Nobody is going to wholesale uproot people without replacement. Now, location of retail centers in core area.

A. MR. BAUER:

There are major retail centers that would remain in the central portion of Milwaukee under both plans; for example, the central business district of Milwaukee itself here--and this is Mitchell Street; this is Capitol Court; this is Bay Shore; this is Mayfair; this is Southgate; this is Southridge; and this is Northridge. Those are all there. The presently adopted land use plan also includes a major retail center in the vicinity of 21st and North. Under both of those alternatives, that is removed; and this would be a change from the existing plan. You talked about some of the reasons. First of all, the population of Milwaukee County, even under this plan, is not growing as fast-or really at all--as compared to what was envisioned under the adopted land use plan. Also to be considered is the purchasing power of the resident population. The reason, at least as the plans stand now, for the elimination of the 21st Street and North Avenue center were those changes. I don't know what else to say about that. We have a standard that says every residential area in the Region should be able to reach at least three regional shopping centers within a 30-minute travel time. The plan does do that.

I am going to digress a little bit because I didn't talk about the three maps on the side wall, but they illustrate again some of the problems we have been talking about here. The Commission also has a standard that says ideally no matter where you live, you should be able to reach 40 percent of all of the employment opportunities in the Region within a half-hour travel time. That is an objective. It is interesting to note the difference between both the land use plans and the transportation plans with respect to that standard. If you look at this particular map, this shows the areas that could reach--the blue areas are areas--that could reach 40 percent of the job opportunities in a half-hour by transit under the centralized land use plan. This shows the areas that could be reached under the decentralized plan. You see the effects of land use. This is a very striking map.

This map shows what areas are within a half-hour travel time of 40 percent of the jobs by automobile under any of the plans. It just shows the extreme importance in the kind of society we have built of having an automobile available. That is why the car has been so terribly popular among Americans and why almost everybody wants to own a car. It is very difficult--and we have tried--but it is very difficult to make any transit system truly competitive with the automobile in terms of accessibility. The automobile is just too good a form of transportation.

Q. MR. RAY A. ALEXANDER, AFRO URBAN INSTITUTE:

We are in favor of the centralized plan with transit intensive. One thing I would be interested in. Has there been any study or projection of the type of industry that would and will have been relocated to outlying areas?

A. MR. BERTEAU:

Let me paraphrase for the record. Mr. Alexander is in favor of the centralized plan and the transit intensive plan. He asked the question whether the Commission has conducted any study to determine the type of industry that has gone to the outlying areas.

Q. MR. ALEXANDER:

That is correct.

A. MR. BAUER:

We have not made a forecast of the kinds of industry that would be decentralized under this plan. We have made employment forecasts by industry group, and one of the things that concerns us is that the manufacturing industries, which pay the highest wages, are not growing in proportion to the service industries. But as far as being able to say how many of what kinds of jobs have decentralized and may be expected to decentralize: no specific study

has been made of that. My personal impression is that both manufacturing and service type jobs are decentralizing. An example is the new G.E. X-ray plant location in Waukesha County at CTH T and IH 94. You know the problems better than I with respect to decentralization of hospitals--as for example Elmbrook--to areas not served by any kind of transit facilities. And even in the outlying areas, the manufacturing plants--such as Waukesha Motors, which is located in the City of Waukesha and can be readily reached by transit and walk-in--when they were looking for a new location, bought a site way out in the Town of Summit on the freeway system. A stainless steel foundry is now locating in the Town of Merton.

Q. MR. JAY GILMER, MILWAUKEE:

I have a statement that I would like to make.

I am speaking here today as a citizen of Milwaukee who is concerned about the direction of the development of the Milwaukee metropolitan area. I am also speaking as a black citizen; but that perspective only reinforces the views I have, which all of us should have, as citizens. I am speaking essentially in favor of results like those that would be achieved by carrying out the centralized plan. However, my initial comments are not on the plan per se but on implications in a hearing where the decentralized plan is considered an option.

I maintain that there is no rational basis for believing that the collage that represents the results of decentralized planning is in the best interest of the seven-county Region. The fact that these results are a real possibility is a reflection on the narrow, provincial thinking of local decision-makers for whom "long-range planning" means anything that happens after the next election.

This occurs for two reasons. The first is the inability to bring about jurisdictional changes to meet the challenges of urbanization, environmental deterioration, energy depletion, and technology. If one looks at a map showing only population distribution and density and was asked to design a series of local governments to adequately service the area, its boundaries would have to look totally unlike the present situation. Our inability to bring about governmental reorganization and reform is the first element which leads to the **possibility of results like those in decentralization**.

Secondly, we have a diminished interest in the public or common good in favor of the individual vested interest. This tends to be defended on the basis of "local control" and "individual rights" since these are socially accepted phrases which can be used to cover up both selfish and racist motivations. Unfortunately, urbanization has created a situation where our definitions of these terms need to be reconsidered. We don't have a frontier where each man is a law unto himself, where physical survival is the number one priority, and the exercising of one's rights can be irrespective of the rights of all others. At some point, local control and individual rights have to be viewed in the context of the rights of all of the people who are affected by the actions of a single or small group of persons.

One of the reasons for this conflict in rights is a view of the "good life" that is inconsistent with the realities of urbanization. Local governments tend to feel that growth is inherently good and that bigger is better. The epitomy of "good" in many communities is all large lots, dense trees, water frontage, a young homogeneous population, a large nearby utility, and the home office for a major industry. This view is reflected in the projected increase in two-acre lots from 23 square miles to 135 square miles in the decentralized plan. This is absolutely unconscionable in a metropolitan area. The possible loss of 155,000 people from Milwaukee County during a period of substantial population growth is a further reflection of the narrowness of local or individual thinking.

Specific actions which reflect the preoccupation with growth and the narrowness of local thinking is the recent willingness of certain local officials to sign statements that they will provide sewers to all new developments by 1982 with or without federal funds when they know this is impossible. Officials often give lip service to "voluntary" school desegregation but resist zoning changes which might change housing patterns. Two-acre lots in Ozaukee and Waukesha Counties certainly will not. Resistance to dispersed low-income housing, as reflected in the SEWRPC Housing Plan, is a further reflection on the selfishness of individuals and governments.

It is inconceivable that the best interests of the southeastern area of Wisconsin can lie in a regional development plan patterned after a donut. Milwaukee County cannot become the void in the area. If this were to happen, if the 90,000+ jobs that the centralized plan projects do not become available in Milwaukee County, the City will deteriorate at an accelerating rate; the low income and minority citizens will become concentrated in an area where there are no jobs; and the cycle of poverty, helplessness, and despair will continue. The focus of our developmental efforts on Milwaukee County will not, cannot "hurt" the other counties. They will continue to develop and grow. But concentrating on the central City and County will permit Milwaukee to continue to offer not only the major ingredients for the "good life" but the numerous minor advantages to the whole area of a central business district, cultural opportunities, specialty shops, etc. And minorities, who are also citizens, will profit as will all citizens.

My other comment is not written down. It does not deal with transportation. As an individual, I favor the transit intensive alternative; however, the issue is quite complicated. When you look at the capital investment, the implications are not quite as clear cut as in land use. Generally speaking, I support the transit intensive plan; but the details are much more complicated and take a great deal more analysis.

A. MR. BERTEAU:

Thank you very, very much for your extremely well thought out and very excellent remarks. I would like to comment further, but I am going to refrain from that. They are outstanding.

Q. MS. PEG KENDERGAN, SHALOM HIGH SCHOOL, MILWAUKEE:

First of all, I would like to agree with all the remarks made in favor of the centralized plan. I think it is obvious to everybody that the greater the sprawl, the less likely the City of Milwaukee is going to be able to survive over the next 30 to 40 years. One of my big concerns is transportation. Under both plans there is going to be industrial growth outside the City and outside of the County. My experience during the three years that I was working at the State Employment Service was that most of the companies that were moving out were manufacturing corporations and were the companies that were paying decent wages. Part of my frustrations in terms of being able to find jobs for people was the dislocation of manufacturing interests. In relationship to that, I would like to speak in favor of the transit intensive plan because it seems to me that presents a possibility of people from the City being able to get to outlying areas. It also presents the best possibility as far as low cost transportation. I have one question that I want to ask and that was in regards to industrial use contemplated for the County of Milwaukee. Do you foresee further industrial development within the County, or are we talking about all development taking place in the future being outside of the County?

A. MR. BAUER:

Under the centralized land use plan, the major industrial concentrations--and they have been defined as those areas which encompass at least one square mile of industrial land and provide at least 5,000 jobs--are indicated by these black squares. All of these are substantially in existence except two. One is--the City of Milwaukee's proposed major industrial development in the old Town of Granville in northwestern Milwaukee County--and the other here--the City of Milwaukee's proposed redevelopment of the Menomonee River Valley-which is very centrally located. Under this centralized plan, you would have two areas of substantial new growth in industrial development, the Granville and Menomonee Valley areas. However, there would be additional growth envisioned in the other existing major industrial concentrations and community industrial centers. Under the decentralized land use plan, this major industrial concentration would not occur in Granville but would be located in the Cedarburg-Grafton area. The Menomonee River Valley site is still shown on this plan, and the Commission would, in any case, encourage that as a sound attempt to try to reuse and redevelop that area as a job-providing land use.

Q. MR. PEDRO RODRIGUEZ, LA CASA DE ESPERANZA, INC., WAUKESHA:

According to your plan on Table 1 and under your controlled centralization plan, you are going to take 42,000 people out of Waukesha County. Under the decentralized plan, you are going to be adding 500 people. When I look at employment, you are going to be cutting back 5,000 jobs under the centralized plan; and under the decentralized plan, you would be adding 17,400 jobs. Am I to assume you are going to be encouraging people to come from the City of Milwaukee to Waukesha to work? Right now the Spanish people population in Waukesha compose about 4,000 people, of which we have 24 percent of the males unemployed. The people who are coming to Waukesha now to work are predominantly blacks and do not live predominantly in Waukesha. What is the Southeastern Wisconsin Regional Planning Commission going to do to encourage the minorities that are working in Waukesha to live in Waukesha and get the executives to live in Milwaukee where they belong?

A. MR. BAUER:

I am not so sure I understand your comments with respect to population growth. For Waukesha County under the controlled centralization land use plan, the incremental growth, the added population, would be 189,000 people. Under the decentralized land use plan, it would be 232,000 people. With respect to jobs, under the centralized plan there would be about 66,000 additional jobs created in Waukesha County. Under the decentralized land use plan, about 91,000 jobs would be created. I think your observation though is in essence a valid one that, if this plan comes about, you probably will have a great deal of reverse commuting in which people that are residing in this area will have to find ways to commute out to outlying job opportunities. How you change that is a question I just don't know the answer to because in our society we place a great deal of importance and value on people being able to choose where they want to live and a great deal of emphasis on the urban land market on shaping urban development patterns. While it would certainly make more sense in a lot of ways to have people relocate with respect to job locations, all of the evidence that we have accumulated over some 15 years of study is that job location is not the determining factor in residential location.

Q. MR. RODRIGUEZ:

I disagree with that when it comes to low income.

Q. MR. GILMER:

What happened is that you misread the data and did so because the figures are so similar. You are reading the projections for the controlled plan as showing a decline in population. That is not what it says.

O MR. RODIGUEZ:

I understand, but it still works out basically the same way.

Q. MR. GILMER:

No, no. They are saying the population is going to grow from 232,000 to approximately 400,000 in 20 years under the controlled plan and go to 464,000

under the decentralized land use plan. The number of jobs increases proportionately. Your comments are based on the presumption that something different than that has happened. I may have wasted time if that is not what you meant. But you say we lose 50,000 people under the centralized plan.

Q. MR. RODRIGUEZ:

Under the centralized plan, we are not going to grow as rapidly.

Q. MR. GILMER:

Doubling in size is rapid growth.

Q. MR. RODRIGUEZ:

My concern is with the nature of the growth. We are talking primarily about the upper class coming out there, which is making it rough for us brown people who live there now. We are going to come to Milwaukee and live here because it is a lot cheaper to live here as I see it.

A. MR. BERTEAU:

I don't want to put words in your mouth, but I would assume from your comments that you would favor the centralized land use plan because under the decontrolled plan you are going to have less proportionately employed people. You would have 142,000 people disparity under the decentralized plan and only 133,000 under the controlled plan. I assume you are in favor of the controlled plan.

Q. MR. RODRIGUEZ:

I am looking at it from the perspective that you are encouraging people from Milwaukee to work in Waukesha. You are encouraging that because you are not coming out proportionately as far as jobs are concerned. For the minority--Chicanos and Puerto Ricans in Waukesha--it is not good because we have 24 percent of people unemployed right now.

O. MR. DAN THOMPSON, HARAMBEE DEVELOPMENT CORPORATION:

I would like to know what signs of impact of what our comments are today, how will this be reflected in any changes or anything that you come out with regarding these plans?

A. MR. BERTEAU:

You came in late. I provided that answer in the opening remarks.

Q. MR. THOMPSON:

I would also like to know what is a cutoff date as far as turning in further comment. I am afraid the things I have to talk about are far too long to hash off here.

A. MR. BERTEAU:

If you would like 30 days to develop remarks, please do so and send them to us. The address is 916 N. East Avenue, Waukesha. We would be glad to get them.

A. MR. BAUER:

In any case, whatever the Commission directs the staff to do with respect to refining or detailing any one of these plans or combinations of plans, there will have to be another series of public meetings on what will then be the recommended plan. We may very well be back here about six months from now, and at that point you will be able to see what the results of your comments are.

Q. MR. THOMPSON:

Would it be of any value to having smaller groups come out and talk to you?

A. MR. BERTEAU:

Fine.

A. MR. BAUER:

Absolutely. We would be very much pleased to sit down with you. Most people don't want to talk to planners, so we are delighted when somebody takes the planning work seriously. We would be pleased to have our land use planner and transportation planner and myself sit down with you. That would be helpful to us. I suggest you arrange such a meeting by telphone.

Q. MR. GEORGE SANDERS, WISCONSIN DEPARTMENT OF LOCAL AFFAIRS AND DEVELOPMENT:

I am here as a citizen on record as supporting the centralization plan. As a citizen and as a black man, I have seen a lot of plans and projections made over the years that really discourage black people to the point many agencies find themselves at a loss about planning because of the plan. One of the questions, which you might see as facetious and you might not be able to answer, is that if the controlled centralization plan would have been adopted and practiced as the old plan 10 or 15 years ago, could we assume that areas such as that now known at 21st and North would not be under the tragic kind of degradation as 3rd and North, which is gone? Could those areas have possibility of life? I guess the other question is -- was partially answered by Mr. Bauer-would the centralized plan actually have an effect of preserving neighborhoods in the central part of the city, which, I think, all of us agree hasn't actually happened, and has been neglected? Would that plan have an impact on preservation of those neighborhoods that would prevent the escalation of white flight and fleeing by residents that can afford it; and the third part of the question--how would inner city residents, both black and white, be sure the present policy of neighborhood neglect would not continue?

A. MR. BAUER:

I think we should answer those questions in reverse order. The presently adopted regional land use plan contains within it specific documented recommendations that say, "Look, an urban area like southeastern Wisconsin ought to consist of a series of neighborhoods; and those neighborhoods ought to be grouped into communities, and those communities should form the Region." So for almost 15 years the Commission has been preaching the idea that we ought to identify neighborhoods in the older areas, as well as in the new areas, and that the local communities should be taking steps to make those neighborhoods stable, attractive, viable places for people to live. Unfortunately, the Commission, which has a community assistance planning service, has been asked to provide neighborhood plans only to developing areas--Germantown, Franklin, West Bend, Cedarburg, and Delavan have all asked the Commission to delineate neighborhood boundaries and to prepare plans for the development of those neighborhoods. One of the few older communities that, in my personal opinion, has done an outstanding job in trying to preserve an existing neighborhood has been the City of Racine. Johnson Wax put up money and hired a consultant and made plans there to that end. I hope that will change because I think the neighborhood concept is an extremely important one in urban planning. All we can do is make recommendations. It is much tougher to plan neighborhoods in existing areas than in new areas.

With respect to the question, would we have had the situation that we have had at Third and North and that is probably going to happen at 21st Street and North had the centralized plan been implemented a decade ago? I don't know. One of the things that has changed over the last decade or so is there seems to have been a disenchantment with the idea of urban renewal as it was once known. Our old plan had envisioned substantial federal support and state support for renewal activities. I think you have seen some of the results of such renewal very close by to where we are right now. I don't know how you people feel about this. I happen to be favorably impressed.

Q. UNIDENTIFIED:

Also 250 vacant lots due to urban renewal.

A. MR. BAUER:

I don't know how much criticism can be validly directed at the concept and how much at not having carried the concept out properly. I think we are going to have to come back to some kind of renewal, maybe in a different form. But the fact is you have large areas where the housing stock is 80, 90, or 100 years old, obsolescent where life styles have changed, where school facilities have become worn out and poorly located, where parks are inadequate, where arterial streets aren't able to handle the traffic. It seems to me that that is going to be one of the very difficult problems that we are going to have to address as a nation. Some form of urban renewal is needed.

A. MR. JARREAU:

It is important to take this into consideration. If you remember in the 60's there was leadership that was concerned with those areas within the cities that we here collectively are concerned with. Hopefully, there seems to be knowledge and positive things on paper that will come out in plans and implementation that will readdress itself to the central cities. We learned-because you raised a question that was kind of important -- we learned that governmental action could no longer totally displace people without making an effort toward the replacement factor. That is now law. Options are available to those persons that are displaced by government action. It was strongly adhered to, and we have a person here who has responsibility within her operation to see that when the North Division School was to be expanded and several houses were taken down that those persons affected by that displacement did get a good break. No longer will people just be moved and pushed aside for the greater good. These are important things that are now part of law. We learned during the 60's. Those persons in the future are going to be protected by that kind of action.

Q. MR. REUBEN HARPOLE, UNIVERSITY OF WISCONSIN-EXTENSION:

I have maybe four questions. What is the underlying reason for either plan that you have? And related to that, what is the economic impact? And also whether or not you are working with large industries in determining the various plans?

A. MR. BAUER:

The Commission exists pursuant to a provision of the State Statutes which provides for the conduct of areawide planning on an advisory basis in the large urban centers of Wisconsin. The legislation under which the Commission operates really developed out of the Milwaukee area at the close of World War II when certain people in the community saw that there were some massive changes coming about in our life styles and in our society in general and that, if we were going to cope with some of the results of those changes in a more rational way, we would have to have some way of planning for an area larger than a city and larger than a county, because, in truth, the true physical city is the urbanized area which transends both the city and the county. In Milwaukee the urbanized area goes as far west as Waukesha, as far north as Cedarburg and Grafton because that is the real socioeconomic unit. Problems of traffic movement, flooding, water pollution, air pollution, park and open space reservation, just to name a few, have to be addressed by looking at that area as a unit. I believe the underlying reason for making these areawide--aside from the technical need--is that the State Legislature provided a mandate. They said, "You shall make and adopt an advisory plan for the development of the Region." But beyond that, I firmly believe that some kinds of problems -although not all problems -- transcend the physical and fiscal capabilities of local units of government, and the only way we are going to tackle those is to tackle them together on a voluntary, cooperative effort. A good example is the highway system. We have 154 units of government in this Region that

are responsible for the design, construction, and maintenance of highways. Yet, you have to have a single highway system to serve the travel demands over the entire Region. It has to function as a single system. So you have to have a plan to coordinate the development of that system. It doesn't do any good for Kenosha and Racine to build the Lake Freeway if it isn't built in Milwaukee County. I think just good common sense dictates today that we have to look at this thing that is the true city today in order to intelligently guide its development.

Q. MR. HARPOLE:

What I was referring to was the economic impact based on the way in which the transportation system is designed to get at the creation of jobs, a crucial problem, particularly to the poor. My next question, to get back, is did you analyze what in terms of growth activity is taking place this side of the border, the Illinois-Wisconsin line, and its relationship to the number of people unemployed in a given community? What are the negotiable aspects of the plan if we are going to suffer, the poor in the central city, in terms of where they can receive benefits, recycling some of the dollars generated as a result? How can those be funneled back so some sort of benefit can accrue?

A. MR. BAUER:

There are probably two questions there. The second one I can't answer. With respect to economic development, I, again speaking personally not for the Commission, feel that the creation of jobs is really the singularly most important problem facing this area in the near future. We do not seem to be able to compete for the location of particularly the manufacturing type of jobs that pay well. We are not getting our fair share of those in either this Region as a part of Wisconsin or Wisconsin as a part of the United States. Ι think many of you may have read some of the popularized, if you will, articles that talked about the flow of jobs to the South. We are in danger of being put in the position that New England was in when the textile industry left that area for the South. I think that this area--the Region--has got to concern itself with and ought to be mounting some kind of intelligent effective economic development program. There are some basic forces that determine the direction of economic growth in the United States, forces that we can't deal with as a Regional Planning Commission or as a county or a city. But there are some things you can do that help influence job location, decisions both positively and negatively. I do know providing a good transportation system is basic to engendering economic development. We get in our offices industrial location teams that are looking for sites; and after they have made the basic decision of whether they are going to locate in this Region, one of the things they want to know is where are the freeway interchanges because they want to be located on the freeway system. That is not a very good answer to your question, but it is the best I can give right here.

Q. MR. HARPOLE:

In either of the two plans is there a mechanism for getting people who may not have cars to where those jobs are in the suburban area?

A. MR. BAUER:

There is a mechanism, but not as effective as the car. If you look at the proposed transit systems, either one of the transit plans, as on Map 9, you would see that, if both the surface flyer facilities--that is the blue lines-and the rapid transit facilities--the red lines--are developed, you would have a means for people to move from residential areas to job opportunities in both directions. But the service by transit would not be as good as by auto. That is something we can't do very much about because we don't know how to design a better transit system than the one proposed under the transit intensive plan, not just by the staff but by the Advisory Committees. The automobile is a very hard transportation mode to beat. That is why everybody wants a car that is physically able to drive one and can afford one.

Q. MR. FLOWERS:

Jay has gone. I wanted to thank him for the presentation. I have something that I want to voice my opinion toward. First of all, I want to ask a question. How much influence, if any, would the real power structure have, the people who really influence decisions within the city, county, and state? The reason for that is--an analogy--it is the same people that primarily were responsible for the development of regional shopping centers outside of central cities or outside of the controlled centralization areas that now realize that those decisions, which they began to influence in the late 50's, have ultimately worked to their disadvantage and they got away with it very effectively. People have raised questions about 21st and North and 3rd and North. I can't help but believe it was deliberate to kill off those business districts. We got the blame for it, the riots. That is a lie. It was a result of regional shopping areas. Those areas were the weakest link in the business chain. Downtown is suffering the same fate. Same stores, same service you get downtown, you also get in the regional areas. If that be the case and greatest amount of investment is downtown, I am wondering again if we poor people that inherit the central city because of economic conditions will be misused again. What I am getting at -- I am in the planning business -is there a real concerted effort by those same people to rethink the value of the central city, which nobody seemed to want? I am just wondering what influence do these people have. Would that influence have more impact on what we are saying today because they have money, lobbyists to make things happen? What protection do we have? What influence in regional planning? How strongly would you all support some of our recommendation?

A. MR. BAUER:

Mr. Berteau may want to speak about this. I can only say that the comments that you have made here today will be carefully considered and will be given

the same consideration as comments from the business and industrial community. Incidentally, Mr. Gilmer's statement was one of the most thoughtful we have received. We have had seven public hearings around the Region, and he was the first person to submit a written statement on the alternatives. Please be assured that your comments here will be carefully considered by the Regional Planning Commission itself and given absolutely the same weight as any of the other comments that have been made. Certainly what we have heard here, with respect to the land use plans, reenforces the staff opinion. I can't speak for the Commission. Beyond that though, I don't think we can make any promises. We are advisory. The real decisions, once a plan is adopted, to implement or not to implement parts of it, will be made by the elected officials at the various levels of government.

Q. MR. FLOWERS:

One last question. Whose brainchild was this to look at that alternate plan? If the staff feels the controlled centralization plan is the best plan, taking into consideration the greatest wasted resource in this country, the human resource, and then to look at something like the decentralization plan is almost frightening. It is frightening.

A. MR. BERTEAU:

I think I can answer that. We have 2,700 square miles that we must by statute plan for. We do have some outlying areas that really came down kind of hard on us and said, in effect, "Look this has been a way of life irrespective of who or what caused it--residential development in Walworth County, Waukesha County, Pewaukee, Thiensville. We want some alternative plan developed that will show us what it would look like if we had this kind of development continue." Maybe it is a blessing in disguise because it has so dramatically shown in graphic form what would happen to the physical Region, what would happen to the amount of land consumed, the tremendous cost that would be involved, the social costs you have spoken of, the other costs for services required. So it may be a blessing in disguise that it was prepared because, as you probably know, the State Chief Executive, Governor Lucey, rather clearly indicated that he would martial resources at the State level to see to it that there was no continued decimation of the central City of Milwaukee. You have that going for you. Also, the tremendous cost that I referenced incidental to that plan. I am only one Commissioner, so I can't say at this point which plan is going to be adopted and developed. I can say, because it is behind us, we have had seven hearings; and there doesn't seem to be great support for the decentralized plan.

A. MR. BAUER:

Mr. Flowers, the staff did not want to make a decentralized plan. We had requests from State Legislators, County Board Supervisors, even some technicians who said, "What is wrong with sprawl? That is good; look at the quality of life that gives you." I think I have been pleasantly surprised by the fact that at the hearings the people generally have gotten up and supported the centralization plan. I did not expect that. 224

Q. MR. KNOX:

Were local officials in the black community invited to this meeting?

A. MR. BAUER:

Yes, invited to a meeting at 1:30 p.m.

Q. MR. KNOX:

Did they attend?

A. MR. JARREAU:

Yes, there was representation.

Q. MR. KNOX:

How many?

A. MR. JARREAU:

Not as many as we would have liked. They were given an opportunity; they were invited.

Q. MR. J. JONES-ROBINSON, ASSOCIATE DIRECTOR FOR ADMINISTRATION AND MANAGEMENT, COMMUNITY RELATIONS-SOCIAL DEVELOPMENT COMMISSION OF MILWAUKEE COUNTY:

We have a prepared statement. I am not sure you want me to read it. Essentially, I am prepared to submit it to you for your record (see Appendix D-5). Essentially, the statement is in support of the controlled centralization plan. We also have comments with respect to the transportation plans as well. Without reading all of this, I would like to read perhaps the conclusion that we have addressed ourselves to here.

CONCLUSION

CR-SDC has been asked to comment upon and make recommendations regarding the land use and transportation plans presented here today as they impact upon minority and low-income residents of Milwaukee County. The previous remarks, for the most part, have been comments. The major recommendation will be short and general -- simply, that SEWRPC, when considering its plans for the year 2000, be continually aware of those minorities within the general population that are too often by-passed or ignored when long-range economic and development plans are adopted. We would also like to offer our assistance to you in any way we can in the development.

A. MR. BERTEAU:

Thank you very much.

Q. MR. MICHEAL McGEE, UNITED BLACK COMMUNITY COUNCIL:

Going back to--if there is really any type of plan before that one--I would like to have more information about the plan that was developed before we had to get the alternative. If that plan was more--seemed like it was more--for the community and for urban renewal.

A. MR. BAUER:

That was a 1990 plan, and it was made and adopted in 1966 and has been in effect for about 10 years.

Q. MR. McGEE:

What was the reason for change?

A. MR. BAUER:

This particular alternative is really the existing plan updated and set ahead to the year 2000. The main reason for the change--any change--is the smaller population growth we are forecasting. The old plan was designed for about 2.7 million people; this one for about 2.2 million people. This plan is very much like the old one except it is designed for a somewhat lower population level and a new target year. This one, of course, was made as an alternative to this one.

Q. MR. McGEE:

Particularly talking about 21st Street and North Avenue area, where you said there was going to be a shopping center under the old plan but changed it under the new plan.

A. MR. BAUER:

The reason--what has been done is to eliminate the area as a regional shopping center. The reason basically is the lower total population foreseen, and so you can support fewer shopping centers within the Region.

Q. MR. McGEE:

In the year 2000 there will be an increase in the black population in Milwaukee County. You have a growing black population. How does this plan deal with houses around the 21st Street and North Avenue area. They are decaying almost as rapidly as around 3rd Street and North. How do you deal with that--how do you stop decay?

A. MR. JARREAU:

I don't understand that question you are raising. We have to take into consideration what is practiced in the marketplace--the decisions of the investors. During the '60's we had additional dollars coming into the central cities, being funneled in by the federal government through one kind of program or another. I was personally involved in some of the operations and I know that those people had plans to enlarge and modernize that store. They did not because of property being destroyed and razed for the Park Freeway and because of the low economic purchasing power of the people who live in the immediate area. In fact, the black population in the central city is not growing very much. The black population in 1970 in Milwaukee County was 106,000. It is still about 106,000.

Q. MR. McGEE:

I don't believe that. There are more blacks than that.

A. MR. BAUER:

We do have some problems in that respect. The Bureau of the Census acknowledges that they do consistently undercount the black population. How much, we can't be sure. On the other hand, Emile is right when he says that we are not experiencing as rapid a growth in either the black or white population as we did a decade ago.

Q. MR. SANDERS:

Having a plan doesn't necessarily mean that it will be implemented. Model Cities was not part of that previous planning. Model Cities contributed to the 21st and North situation. I can say that as a citizen, and I know it to be true. The plan possibly--nobody knows--but if the municipalities or local governments would have followed the plan to some degree, we might not have had the situation at 21st and North although there are a lot of other factors: to have the Sears people become more encouraged about reinvesting. Having a plan doesn't necessarily mean it has been implemented.

Q. MR. McGEE:

The main thing, my concern, even though the dollar has disappeared, the people are still there. There is not as much purchasing power as in 1960, but the same population density exists in that area. Have they taken into account the housing that exists there; and if these plans are implemented, how would they afford to pay, the people who are stuck around that area? Even though Sears would close tomorrow, they would still be here.

A. MR. BAUER:

Those people are considered as far as housing and transportation are concerned. You are probably right in saying they are not adequately considered in terms of shopping facilities because of the lack of purchasing power. You have to be realistic to some extent in making these plans and recognize that private developers and investors, when they make their market studies, not only consider the number of persons who reside within a given service area, but they also consider the total purchasing power in that area. It is the population times the purchasing power that they look at. Q. MR. McGEE:

I would like to recommend in either one of these plans that there be at least some type of preservation of the areas that exist. Save the houses that are there, instead of tearing them down, remodel them to meet some code.

A. MR. JARREAU:

That is in our housing plan.

Q. MR. McGEE:

I haven't seen the housing plan.

A. MR. BAUER:

Here is a summary. You might want to look that over. When you get through with it if you want the whole report, ask Mr. Jarreau for it.

A. MR. JARREAU:

The plan addresses the housing need and the need to get a socioeconomic mix in a fair share system, for want of another description.

Q. MRS. MILDRED HARPOLE, U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, MILWAUKEE OFFICE:

Speaking as a private citizen, when I came in a gentleman was making a comment that I, as a private citizen, would like to see some consideration given to by the planners. That comment dealt with Commissioner Wesley Scott's request that you study and dovetail incomes of minority and low income persons that live in Milwaukee and its impact on the transportatation study. I think, in my opinion, one of the big problems with the transportation projection was that it was done in a vacuum and didn't take into consideration all of the social concerns which will have an impact on that, and by that I meant the people displacement and all the other environmental kinds of things that cost in the end. We would be remiss if this program was not dovetailed with housing, with the dispersal of low income housing units; you have to dovetail that with transportation. You are not going to have low income housing out in an area that doesn't have service to get to regional shopping centers and get to jobs. Important that you use the figures available from the Polk data. Also contact HUD regarding figures gotten by polling industries and businesses in outlying areas. All of our communities must include in their Housing Assistance Programs expected-to-reside figures, and data on head of household, low-income people, and minorities. It is also important that you look at industrial projection figures because technology--cybernation, you know--indicates that vast numbers of jobs will not be existing in the year 2000. Transportation at 50 cents or 25 cents, this may not be realistic. There are vast numbers of people whose job life is going to be changed in the year 2000. Working three days a week probably will be emphasized and more time will go to recreation and

entertainment--all kinds of variables involved. Talking about retraining: how can people get to MATC in Mequon and in Oak Creek? Whole different ball game in the year 2000. I don't think transportation can be done in a vacuum.

Q. MR. DICK OLDENBURG, COMMUNITY RELATIONS-SOCIAL DEVELOPMENT COMMISSION IN MILWAUKEE COUNTY:

You mentioned the decentralized plan was developed in response to pressure from the outlying areas, and some of the same people who brought the original pressure saw the folly of their decision to promote something. Have they followed through on their objections, and do they realize the cost of sprawl to them in those areas? Do they bring up some of the things people talked about here today?

A. MR. BAUER:

With respect to the specific individuals who requested the alternative plan-we probably won't get their reaction until the Commission selects one of the plans. I think a lot of citizens that came to hearings do understand the issues and have made it clear that they favor the controlled centralization plan--although perhaps for quite different reasons than the people expressed here today--as, for example, to preserve agricultural land. It is a different reason, but sound.

Q. MR. OLDENBURG:

I figured those sort of people were not concerned about the City of Milwaukee.

A. MR. BAUER:

Some of the people are. We have had comments to that effect and questions raised as to: How can you walk away from the tremendous physical plant--the sewage treatment plants, the trunk sewers, the water treatment plants, the water mains, the streets and highways--the whole physical plant and rebuild it out in the outlying areas? What sense does that make? Some people have asked that question. One person said that he thought there would be a movement back to the City, that the idea of Milwaukee County continuing to lose people was wrong because, if indeed energy was to become more costly, people would begin to rethink living out in outlying areas, and they would begin to want to move back into the central city. With respect to the people who requested that plan, however, we really won't know until the Commission makes a decision as to what their reaction is going to be.

A. MR. BERTEAU:

Unless there are other questions--let me say the meeting has been very productive. We certainly appreciate all the comments you have made, and I would like to adjourn the meeting. Thank you for coming and participating.

Mr. Berteau adjourned the meeting at 6:15 p.m. CDST.

Respectfully submitted,

Margaret M. Shanley Recorder

APPENDICES

Appendix A ATTENDANCE RECORDS AT PUBLIC INFORMATIONAL MEETINGS

Appendix A-1 INFORMATIONAL MEETING ON BELT FREEWAY FRANKLIN CITY HALL JUNE 8, 1976

SEWRPC Commissioner

George C. Berteau

Racine County

Technical Coordinating and Advisory Committee Members

Thomas R. Clark

Vencil F. Demshar Thomas R. Kinsey

William A. Muth

Melvin J. Noth

Harvey Shebesta

SEWRPC Staff

Kurt W. Bauer Mark P. Green Margaret M. Shanley

Press

Richard Gasperic Dennis A. Shook Jerry Wilkerson

Attendees

Bartelt, Reuben H.

Bennett, John M. Boyce, Garrett Eberle, P. Harry Fadrow, Theodore J. Wisconsin Department of Transportation, Division of Highways, District No. 2 Highway Commissioner, Waukesha County District Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 2 Director of Public Works, City of Brookfield Director of Public Works, Village of Menomonee Falls District Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 9

Executive Director Chief Transportation Planner Executive Secretary

West Allis Post Post Newspapers Milwaukee Journal

Waukesha County Supervisor, District No. 7
City Engineer, City of Franklin
Waukesha County Supervisor, District 17
Mayor, City of New Berlin
Mayor, City of Franklin Gardetto, Roy

Harley, Clayton

Heimlich, William

Hintz, Norman Martin, Noel C.

McGarvie, Norman

Mitchell, Jr., William A. Milewski, Paul Muth, Thomas J. Owens, Lloyd G.

Piette, Greg

Swenson, Linn M. Vogt, Max A.

Winkel, Thomas A.

Department of Public Works, Milwaukee County Wisconsin Department of Transportation, Division of Highways, District No. 9 Wisconsin Department of Transportation, Division of Highways, District No. 2 City of Franklin Supervisor, Waukesha County Highway Commission Assistant City Engineer, City of

Franklin Mayor, City of Brookfield Planning Department, City of Oak Creek Village Engineer, Village of Germantown Chairman, Waukesha County Board of Supervisors

Wisconsin Department of Transportation, Division of Highways, District No. 9 Supervisor, Town of Brookfield Village Engineer, Village of Menomonee Falls

Wisconsin Department of Transportation, Division of Highways, District No. 9 Appendix A-2 INFORMATIONAL MEETING ON STADIUM FREEWAY NORTH MEQUON CITY HALL JUNE 9, 1976

SEWRPC Commissioners

George C. Berteau James F. Egan

Racine County Ozaukee County

Technical Coordinating and Advisory Committee Members

Thomas R. Clark

Russell A. Dimick John M. Fredrickson Thomas R. Kinsey

Edwin J. Laszewski, Jr. Harvey Shebesta

Ernest Vogel

Wisconsin Department of Transportation, Division of Highways, District No. 2 City Engineer, City of Cedarburg Village Manager, Village of River Hills District Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 2 City Engineer, City of Milwaukee Wisconsin Department of Transportation, Division of Highways, District No. 9 Traffic Engineer, Milwaukee County

<u>Citizens' Advisory Committee on the Freeway-Transit Element of the Regional Land</u> <u>Use-Transportation Plan Reevaluation</u>

Leisle, Thomas P.

SEWRPC Staff

Kurt W. Bauer Mark P. Green Margaret M. Shanley

Press

Pat Raab Jerry Wilkerson

Attendees

Cottrell, Reginald Dollhausen, James N. Fischer, E. Stephan Fechter, Robert A. Huiras, James Mayor, City of Mequon

Executive Director Chief Transportation Planner Executive Secretary

Cedarburg News Graphic Milwaukee Journal

Village President, Village of Saukville City Planner, City of Mequon Mayor, City of Cedarburg Supervisor, Town of Saukville Assistant City Engineer, City of Mequon Laabs, Quinten

Laubenstein, Ralph McLaughlin, Patrick H.

Mikulich, Rudolph Nieman, Howard R.

O'Connell, Brian

Peters, P. J. Piette, Greg

Quade, W. H. Richter, Gerald J.

Sacho, Emory R. Schroeder, William A.

Tanski, Joseph A. Van Brunt, G. R. Winkel, Thomas A. Village Administrator, Village of Thiensville Trustee, Village of Grafton Development Coordinator, Mayor's Office, City of Milwaukee City Administrator, City of Glendale Chairman, Town of Cedarburg

Representing Milwaukee Alderman Cynthia Kukor City Engineer, City of Glendale Wisconsin Department of Transportation, Division of Highways, District No. 9 Village of Saukville Mequon

Administrator, Village of Grafton Chairman, Ozaukee County Board of Supervisors Village Manager, Village of Bayside President, Village of River Hills Wisconsin Department of Transportation, Division of Highways, District No. 9 Appendix A-3 INFORMATIONAL MEETING ON LAKE FREEWAY OAK CREEK CITY HALL TUESDAY, JUNE 15, 1976

SEWRPC Commissioners

George C. Berteau James F. Egan John Margis, Jr. Francis J. Pitts Racine County Ozaukee County Racine County Kenosha County

Technical Coordinating and Advisory Committee Members

Robert W. Brannan

Lester O. Hoganson Thomas R. Kinsey

Edwin J. Laszewski, Jr. Harvey Shebesta

Leo J. Wagner Frank A. Wellstein Deputy Director, Milwaukee County, Department of Public Works
City Engineer, City of Racine
District Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 2
City Engineer, City of Milwaukee
District Engineer, Department of Transportation, Division of Highways, District No. 9
Kenosha County Highway Commissioner
City Engineer, City of Oak Creek

Citizens' Advisory Committee on the Freeway-Transit Element of the Regional Land Use-Transportation Plan Reevaluation

Leisle, Thomas P.

SEWRPC Staff

Kurt W. Bauer Mark P. Green Margaret M. Shanley

Press

Anthony P. Carideo John Fauber

Attendees

Blackmon, Howard E. Gardetto, Roy

Grobschmidt, Chester W. Grochowski, Cordelia Hansche, Wesley Mayor, City of Mequon

Executive Director Chief Transportation Planner Executive Secretary

Milwaukee Journal Milwaukee Sentinel

Chairman, Town of Somers Department of Public Works, Milwaukee County Mayor, City of South Milwaukee Estate of Harry Tylicki Mt. Pleasant Plan Commission Harrison, Chester Hermann, Donald W. Hollister, Earl W. Kulinski, J. Henry McLaughlin, Patrick H.

Mehring, Cecil F.

Mickelson, Jr., Edward Newman, Helen

Piette, Greg

Pilgreen, B. C.

Prange, Roger E. Rutkowski, Ronald J.

Shymkowski, Audrey Vretenar, Milton Vanhaverbeke, George A. Winkel, Thomas A. Engineer, Town of Caledonia Mayor, City of Oak Creek Kenosha County Supervisor Engineer, City of St. Francis Development Coordinator, Mayor's Office, City of Milwaukee

Highway Engineer, Racine County Highway Department President, Village of Sturtevant Representing Supervisor D. Cupertino, Milwaukee Wisconsin Department of Transportation, Division of Highways, District No. 9 533 N. 72nd Street, Wauwatosa Town Clerk, Town of Pleasant Prairie Director of Public Works, City of Cudahy City of St. Francis Mayor, City of St. Francis Chairman, Town of Mt. Pleasant Wisconsin Department of Transportation, Division of Highways,

District No. 9

Appendix A-4 INFORMATIONAL MEETING WISCONSIN STATE OFFICE BUILDING MONDAY, JUNE 21, 1976

SEWRPC Commissioners

George C. Berteau Evelyn L. Petshek

Racine County Milwaukee County

Technical Coordinating and Advisory Committee Member

Arne L. Gausmann

Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation

Citizens' Advisory Committee on the Freeway-Transit Element of the Regional Land Use-Transportation Plan Reevaluation

Thomas Spellman

Westside Citizens Coalition

SEWRPC Staff

Kurt W. Bauer	Executive Dir
Harlan E. Clinkenbeard	Assistant Dir
Keith W. Graham	Assistant Dir
Margaret M. Shanley	Executive Sec

Press

Dean Jensen

Attendees

Beaman, Colleen

Benwitz, Marjorie Benwitz, Peter L.

Boucher, Jo

Bowman, William H.

Brugger, Kathy Brugger, William Brunga, Victor Dawson, Christopher A. Dawson, Michal Ann

rector rector rector cretary

Milwaukee Sentinel

8952 W. Waterford Square S., Greenfield

Wauwatosa Assistant Village Engineer, Village of Greendale Environmental Quality Land Use Committee, North Shore League of Women Voters Milwaukee

Milwaukee Milwaukee Milwaukee School Board 3031 N. Farwell Avenue, Milwaukee 3031 N. Farwell Avenue, Milwaukee

Dixon, Lewis R. Duczman, Linda Fiss, Melvin T. Fried, Paul Haack, Don Hart, Thomas J. Henika, George J. Henika, Pauline Hirsch, Gustav Howe, David Johnson, Robert C. Krueger, Steven McCarthy, Kevin McMickin, James Mecherly, Wyn Moss, Dave Newman, Helen E. Newman, JoAnn Newman, Ralph A. Norquist, John O. O'Connell, Brian Oldenburg, Dick Pagel, Eunice Palay, Miriam G. Palay, Sidney Redovich, Dennis Rehm, Fred R. Russler, Daniel C. Schifalacqua, M. Schmitz, Fred

Senior Land Use Planner, Wisconsin Electric Power Company, Milwaukee 3205 W. Wisconsin Avenue, Milwaukee 6020 S. Barland Avenue, Cudahy Transportation/Coordinator Planner, Community Relations Social Development Commission Construction Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 9 Administrator, Division of Planning, Wisconsin Department of Transportation, Madison 9114 W. Puetz Road, Franklin 9114 W. Puetz Road, Franklin Milwaukee Area Technical College Milwaukee Planner, Milwaukee Transport Services. Inc. Milwaukee Metropolitan Milwaukee Association of Commerce Jim McMicken Realtor, 7044 W. Greenfield Ave., Greenfield Land Use Chairman, League of Women Voters 6570 W. Braeburn, River Hills Southeast Freeway, Milwaukee Alliance of Concerned Citizens 2619 S. Wentworth Avenue, Bay View Southeast Churches United State Representative, 8th Assembly District 3205 W. Wisconsin Avenue, Milwaukee Milwaukee Milwaukee Program Director, Milwaukee Urban Observatory Riverside High School Milwaukee Area Technical Institute Director, Environmental Services, Milwaukee County 4759 N. Larkin Street, Whitefish Bay Representing City Engineer Edwin J. Laszewski, City of Milwaukee Milwaukee Alliance of Concerned Citizens

Schulz, Dave Schulz, Pobert

Seaver, Ted Sinclair, Richard C.

Skrentny, Ervin J.

Smyth, Rita Sollen, Jeanne Storey, Hubert Steele, William J., Jr. Striegl, Albert R.

Tennessen, Robert Terrill, Timothy

Turck, John Vander Heyden, A. P. Vierra, Dennis

Vogel, Ernest Warner, Clyde Wasson, L. C. Weinstein, Sherwood Wetzel, John

Wise, A. Charles Winkel, Thomas A. Transportation Planner, Milwaukee County Supervisor, Milwaukee City Treasurer's Office Metropolitan Housing Center Planner, Howard, Needles, Tammen, and Bergendoff, Milwaukee Milwaukee

2121 E. Capitol Drive, Milwaukee Waukesha Milwaukee Alliance of Concerned Citizens 7210 W. Burleigh Street, Milwaukee Civil Engineer, 108 W. Wells Street, Milwaukee

Milwaukee General Manager, Wisconsin Motor Carriers Association Alderman, 1st District, West Allis Milwaukee Transportation Planner, Wisconsin Department of Transportation

Transportation Planner, Milwaukee County 2745 S. Fulton, Milwaukee 8322 Avon Court, Wauwatosa Milwaukee Wildlife Manager, Department of Natural Resources

UW Extension-Elkhorn Planning Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 9

Appendix A-5 INFORMATIONAL MEETING WALWORTH COUNTY COURTHOUSE TUESDAY, JUNE 22, 1976

SEWRPC Commissioners

Anthony F. Balestrieri George C. Berteau Harold H. Kolb

Walworth County Racine County Walworth County

Technical Coordinating and Advisory Committee Member

Thomas R. Kinsey

SEWRPC Staff

District Engineer, Wisconsin Department of Transportation, Division of Highways, District No. 2

Kurt W. Bauer Margaret M. Shanley

Press

Loren H. Osman

Attendees

Burmeister, Robert A. Cannestra, Joseph S. Counihan, Gerald L. Cullen, Tim

Deignan, Joe

Dozler, Norbert Evers, Emily R. Evers, William J. Featherstone, Bruce Fish, Raymond

Fogel, P. Fred Grottke, Erwin Hoffman, Russel E. Ihlenfeld, Mr. & Mrs. E. F. Kammes, Peter L.

Lauderdale, George

Lightfield, Roy Madden, Jack Nashold, Gene Osborn, Sandra Executive Director Executive Secretary

Milwaukee Journal

Town of East Troy Elkhorn Lake Geneva State Representative, 15th District, State Senate Chairman, Town of Geneva

East Troy Elkhorn Manager, L C L Transit Company, Elkhorn Darien

Darien Township, Delavan Elkhorn Chairman, Town of La Grange Spring Prairie Elkhorn

Walworth County Park and Planning Commission, Elkhorn Chairman, Town of Spring Prairie Elkhorn Walworth Research Assistant, Walworth County Planning, Elkhorn Rich, Stuart Rohda, Ray

Sandin, Lawrence

Schiffleger, B. Smage, Jay

Staniulis, Andrew Staniulis, Helen Stopple, Fred J. Vogel, Brad Waite, Mary Ellen

Waite Richard Wantschik, Emmerich West, Derald

Yares, H. B.

Whitewater Walworth County Park and Planning Commission, East Troy Secretary, Loves Park, Illinois Planning Commission, Former Rock Valley Metro Council Member Elkhorn County Board Supervisor, Elkhorn

Elkhorn Elkhorn Administrative Assistant, Elkhorn Burlington

Burlington

Assistant Planner, Walworth County, Elkhorn Secretary, Walworth County Park and Planning Commission, Lake Geneva Elkhorn

Appendix A-6 INFORMATIONAL MEETING WASHINGTON AND OZAUKEE COUNTIES WEDNESDAY, JUNE 23, 1976

SEWRPC Commissioners

George C. Berteau John P. Dries Joseph A. Schmitz Racine County Ozaukee County Washington County

No. 2

District Engineer, Wisconsin Department of Transportation, Division of Highways, District

Washington County Land Use and

Washington County Highway Commissioner

Technical Coordinating and Advisory Committee Members

Thomas R. Clark

Frederick H. Chlupp

Albert P. Rettler

Citizens' Advisory Committee on the Freeway-Transit Element of the Regional Land Use-Transportation Plan Reevaluation

Leisle, Thomas P.

SEWRPC Staff

Kurt W. Bauer Harland E. Clinkenbeard Keith W. Graham Margaret M. Shanley

Press

Mike Farley Joan Grosz Helen Pauly Anne M. Ruzicka John Sandri Donald Walker

Attendees

Altemeier, Alice G.

Baumgartner, Oliver Becker, Shirley Blank, John G. Brown, Vaughn H. Mayor, City of Mequon

Park Administrator

Executive Director Assistant Director Assistant Director Executive Secretary

The Germantown Press West Bend News Ozaukee Press, Port Washington The Milwaukee Journal WBKV Radio, West Bend Port Washington Pilot

League of Women Voters, Ozaukee County Town of Trenton Planning Commission 2779 Cedar Creek Road, Jackson Ozaukee County Supervisor Chairman, Town of Farmington Buth, Howard Cook, Del

Cook, Ruth

Cottrell, Reginald Degnitz, Arthur G.

Fairbrother, Ronald F. Fellenz, Lawrence Frederickson, David

Gantz, Mary Sue Gauckler, Alma

Gerbitz, Eugene R. Hauch, Carl Hayes, William M. Indermuehle, Earl Indermuehle, Patricia

Jaroch, Mary A. Johansen, Myron Koch, Reuben W. Lange, John G. Lewis, Margaret

Lonergan, Arthur Maclay, Geoffrey G. Marchek, Ann L. Marchek, Marty

Martin, Rose

Miller, Paul E. Mueller, Melvin M. Murphy, M. D., James A. Muth, Marie Neu, Kenneth

Neubauer, Howard Nickel, Carl I. Oelhafen, Therese Okruhlica, Alois Olsen, Carmen Hartford, Wisconsin Chairman, Cedar Creek Restoration Council Ozaukee County League of Women Voters President, Village of Saukville Washington County Supervisor School Board Member, Germantown West Bend Project Assistant, University of Wisconsin-Madison Racine County Thiensville Town of Trenton Plan Commission Supervisor

Supervisor, Town of Farmington Wauwatosa Hartford Hartford

Mequon Town of Fredonia Supervisor, Town of West Bend Route 1, West Bend 11704 N. Pinehurst, Mequon

West Bend 5437 Oak Lodge Road, West Bend Sheboygan Donohue and Associates Inc., Sheboygan President, League of Women Voters, Washington County

Trustee, Village of Saukville Germantown 6826 Eastwood, West Bend 5657 Hwy. G, West Bend Former Ozaukee County Director of Environmental Health

Supervisor, Ozaukee County Trustee, Village of Germantown 5918 Butternut, Route 2, Kewaskum Supervisor, Town of Jackson 141 N. 10th, West Bend

O'Meara, Stephen Pape, Bernadyne Peters, Orrin J. Plaum, Elmer Pouros, James G. Rathbun, Gary S. Ramthun, Louise Reinhardt, Marilyn Roell, Kenneth A. Rosenthal, Robert Rudolph, Patricia R. Ryan, Marlys Schaeve, Carol M. Scherer, Leroy H. Schmahl, Reuben J. Schoenhaar, Ralph Schwengel, Raymond Sheski, Harry P. Staral, Anton P. Vacheron, Dorothy Vogt, Carl Westby, Dale L. Werner, Ted Whelan, J. J. Wilson, Dan

Zoerb, David F.

Attorney, West Bend Supervisor, Ozaukee County Clerk, Town of West Bend Clerk, Town of Farmington Town of West Bend

Researcher, University of Wisconsin-Madison Route 2, Kewaskum Route 2, Kewaskum Administrator and Engineer, Town of Cedarburg Supervisor, Washington County

2120 Highland Road, Jackson Kewaskum 1857 N. 85th Street, Wauwatosa Supervisor, Town of Saukville Chairman, Washington County Board

Mayor, West Bend Chairman, Town of Saukville West Bend Washington County Park Commission Mequon

Clerk, Town of Addison School Administrator, West Bend Slinger Park and Planning Commission West Bend Research Agent, University of Wisconsin Extension, Washington County Washington County Park and Planning Commission Appendix A-7¹ INFORMATIONAL MEETING MT. PLEASANT TOWN HALL THURSDAY, JUNE 24, 1976

SEWRPC Commissioners

George C. Berteau John Margis, Jr. Racine County Racine County

Technical Coordinating and Advisory Committee Members

Thomas Clark

Chester J. Harrison, Jr. Elwin G. Leet Earl G. Skagen Leo J. Wagner

SEWRPC Staff

K. W. Bauer Margaret M. Shanley

Press

Bob Herman Walter Storm

Attendees

Bacun, Frank J. Bacun, Dorothy Ballweg, David Ballweg, Rosie Carrington, Mary M.

Dreger, Leon T. Ela, Edwin Ela, Mary Elverman, Bernadette Fitchett, George R.

Geary, Jeanette Gerhardt, Wynn Guinther, Paul Hansche, Melvin Hansche, Wesley E.

Haubrich, Charles W. Hollister, Earl W. Hubbard, Bonita B. Hubbard, Eric L. Koessl, Wayne E. District Chief Planning Engineer, Wisconsin Department of Transportation, District 2 Engineer, Town of Caledonia Racine County Agent, Route 1, Union Grove Racine County Highway Commissioner Kenosha County Highway Commissioner

Executive Director Executive Secretary

Racine Journal Times Milwaukee County News

RFD 1, Waterford RFD 1, Waterford Union Grove Union Grove Supervisor, Town of Mt. Pleasant

9407 38th Street, Kenosha Rochester Route 5, Box 375, Burlington Kenosha City Plan Commission

1255 N. 22nd Street, Milwaukee Center for Public Representation, Madison

Supervisor, Town of Mt. Pleasant Town of Mt. Pleasant Plan Commission

Town Chairman, Town of Pleasant Prairie Kenosha County Board Supervisor Box 37, Rochester Box 37, Rochester Supervisor, Town of Pleasant Prairie

Kopecky, George Koser, Erv & Theresa Malone, Gene McGauran, Joseph Miller, Bernard Miller, Robert N. Motley, Patrick F. Neill, Terry Nelson, Alvin P. Noonan, Daniel G. Peterson, Donna L. Peterson, Tom Pritchard, Mike Roanhouse, Cletus W. Runyheimer, Rufus E. Runyheimer, Rhoda O. Sanders, George Sass, Russell O. Schmalfeldt, Fred C. Underwood, Helen

Verikas, Alex Volz, Eleanor Wilder, Mark A. Willard, Bob Wruck, Donald H. Town of Caledonia Planning Commission Oakdale Estates, Sturtevant Kenosha Racine County Planning and Zoning Member, Mt. Pleasant Legislative Committee

7309 Durand Avenue, Sturtevant Supervisor, Town of Caledonia 111 86th Place, Kenosha Supervisor, Town of Yorkville Racine County Board Supervisor, Burlington

Route 1, Box 649, Burlington

Racine County Board Supervisor Box 202, Rochester

Box 202, Rochester Field Consultant, Department of Local Affairs and Development 1117 1/2 Milwaukee Avenue, Racine Kenosha County Board Supervisor 737 Lathrop Avenue, Racine

Oak Creek Town of Rochester Supervisor, Town of Pleasant Prairie

¹More than one-half of the persons attending this meeting did not sign the roster.

Appendix A-81 INFORMATIONAL MEETING WAUKESHA COUNTY OFFICE BUILDING FRIDAY, JUNE 25, 1976

SEWRPC Commissioners

George C. Berteau Charles J. Davis Robert F. Hamilton

Racine County Waukesha County Waukesha County

Technical Coordinating and Advisory Committee Members

Thomas R. Clark

Joyce G. Poulsen

Wisconsin Department of Transportation, Division of Highways, District No. 2 Executive Director, Southeastern Wisconsin Area Agency on Aging, Inc., District 2B

Press

Ned Day Sandy Duerr

SEWRPC Staff

Kurt W. Bauer Harlan E. Clinkenbeard Keith W. Graham Margaret M. Shanley

Attendees

Alexander, Frieda Alexander, Lee Backhaus, Helen Beck, Lester C.

Boeck, O. H.

Brazelton, Frank Chapman, Russell L. Cooper, Betty J. Crasly, Bruce DeFrench, George

DeFrench, Joyce Dingledine, H. Glen Dittl, Alfred J. Dittrich, Burt G. Post Newspapers, Waukesha Waukesha Freeman

Executive Director Assistant Director Assistant Director Executive Secretary

1250 S. Davidson Road, Brookfield
1250 S. Davidson Road, Brookfield
81 N. Greenfield Avenue, Waukesha
Waukesha County Park and Planning Commission
34834 Breezeland Drive, Oconomowoc

1901 Sawyer Road, Oconomowoc Eagle Village Waukesha County Supervisor 2636 N. 3rd Street, Milwaukee City Administrator, Oconomowoc

Oconomowoc Supervisor, Town of Waukesha N51 W14258 Ridgeway Lane, Menomonee Falls Oconomowoc Chamber of Commerce

Eastman, Lawrence Erdman, Alvin Frank, Fred Frank, Marie Frederick, Cheri Greene, H. Copeland Hahn, Jeannette M. Harland, Charlotte Harland, W. A. Hasselkus, Robert F. Heathcote, Roger Heimlich, William Humphries, Harry J. Jeske, Margaret Jeske, Otto Johnson, Jay Johnson, Robert C. Kawatski, Lois Kinkel, Irma K. Koeppen, C. Koeppen, Marian Kretschmann, Ernest Krestan, Milton J. Kueht, William E. Kuckkahn, Rick Lacourciere, Barbara Lacourciere, Paul B. Lubitz, Joseph M. Lubitz, Maria Lupone, Eustachico McGee, Michael Matthews, B. L., PhD. Melody, Randall C. Mimier, Olga Peters, Evelyn Peters, Gordon E. Richards, Curtis Schaarschmidt, Sophie Schneider, Ronald Smith, William Spencer, Milton L.

Wisconsin Natural Gas Company, Waukesha 417 E. Wabash Avenue, Waukesha 1200 Davidson Road, Brookfield 1200 Davidson Road, Brookfield 1900 Westmoor Terrace, Elm Grove 34927 W. Fairview, Oconomowoc

17020 Patricia Lane, Brookfield W226 N4493 Duplainville Road, Pewaukee W226 N4493 Duplainville Road, Pewaukee 3156 Interlaken Road, Oconomowoc Oconomowoc

Wisconsin Department of Transportation Division of Highways, District No. 2 Alderman, City of Brookfield 1080 Davidson Road, Brookfield 1080 Davidson Road, Brookfield Handicabs of Milwaukee

Milwaukee Transport Services, Inc. 306 N. East Avenue, Waukesha Oconomowoc New Berlin New Berlin

Brookfield Eagle Village Town of Summit Planning Commission Planner, City Planning, Waukesha S73 W14573 Woods Road Drive, Muskego

S73 W14573 Woods Road Drive, Muskego 2828 Interlaken Drive, Summit 2828 Interlaken Drive, Summit Eagle Village 2837 N. 19th Street, Milwaukee

N51 W16107 Fair Oak Parkway, Menomonee Falls

Muskego Library and School Boards Brookfield Brookfield

W. 7902 Stickney Avenue, Wauwatosa Aero Park Airport, W204 N5022 Lannon Road, Menomonee Falls Oconomowoc Planning Commission 3352 Interlaken Drive, Oconomowoc Route 2, Mukwonago Steinbach, John D. Stroud, Vera Swenson, Linn M. Warner, Terry M. Whalen, Dick

Whalen, Florence Wicklein, Edward C. Rev. Wuerslin, Geraldine Young, Ruth M. Supervisor, Waukesha County 16940 W. Shadow Drive, New Berlin Supervisor, Town of Brookfield Oconomowoc Oconomowoc

Mayor, City of Oconomowoc Waukesha Alderman, City of Waukesha Delafield

1 Approximately 25 people who attended this meeting did not sign the attendance roster. Appendix A-9 INFORMATIONAL MEETING MARTIN LUTHER KING COMMUNITY CENTER JULY 26, 1976

SEWRPC Commissioner

George C. Berteau

Racine County

SEWRPC Staff

Kurt W. Bauer Emile A. Jarreau, Jr. Margaret M. Shanley

Attendees

Alexander, Ray A. Copeland, Jim R.

Eagan, James J. Fayne, Karen Flowers, Al

Fanstill, Kurt

Harpole, Mildred

Harpole, Reuben V. Hurtado, Geoffrey Jefferson, Ralph A.

Johnson, Jim

Kendergan, Peg Knox, Vincent

Lawson, Jerome Matthews, James

McGee, Micheal

Oldenburg, Dick

Ramlow, Ron Rodriguez, Pedro Sanders, George Senior Planner Executive Secretary

Executive Director

Afro Urban Institute Milwaukee Commission on Community Relations Eastside Housing Action Community Milwaukee Urban League Northside Community Design Center

Indian Urban Affairs Council, 1410 N. 27th Street, Milwaukee U. S. Department of Housing and Urban Development University of Wisconsin-Extension Northside Community Design Center Department of Health and Social Services

Area Equal Employment Opportunity, Wisconsin State Job Service Sholem High School, Milwaukee United Black Community Council, 2636 N. 3rd Street, Milwaukee Northside Community Design Center Division of Family Services

United Black Community Council, 2636 N. 3rd Street, Milwaukee Community Relations-Social Development Commission in Milwaukee Wisconsin Job Service La Casa de Esperanza, Inc., Waukesha Department of Local Affairs and Development

3

Snowden, Ruby

Thomas, Ted

Thompson, Dan

Thuot, Gene

Department of Health and Social Services Milwaukee Building Inspection Department Haramber Development Corporation, 929 N. 6th Street, Milwaukee University of Wisconsin-Extension 929 N. 6th Street, Milwaukee

Appendix B

RECORD OF NOTIFICATION OF PUBLIC INFORMATIONAL MEETINGS FOR THE REGIONAL LAND USE AND REGIONAL TRANSPORTATION PLANS FOR THE YEAR 2000

Appendix B-1

Formal Letter of Notification to Local and State Public Officials on Intergovernmental Meeting Concerning the Inclusion of Metropolitan Belt Freeway in the Regional Transportation Plan.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING

COMMISSION

916 NO EAST AVENUE

P O BOX 769

WAUKESHA, WISCONSIN 53186

TELEPHONE (414) 547-6721

Serving the Counties of: KENOSHA

MILWAUKEE	
OZAUKEE	
RACINE	
WALWORTH	
WASHINGTON -	•
WAUKESHA	l

May 26, 1976

The Southeastern Wisconsin Regional Planning Commission is entering the final stages in the preparation of a new set of regional land use and regional transportation plans for the year 2000. As you probably know, a series of alternative land use and transportation plans were presented to the general public at a regional planning conference held on April 14, 1976. The results of that conference indicated a need to hold a follow-up special meeting of affected communities pertaining specifically to the issue of whether or not the metropolitan Belt Freeway should remain in the adopted regional transportation plan. The record of the conference includes both support for and opposition to the Belt Freeway.

Accordingly, the Commission has scheduled an intergovernmental meeting at 2:00 p.m. on June 8, 1976, to discuss this matter. The meeting will be held in the Council Chambers in the Franklin City Hall located at 9229 W. Loomis Road, Franklin, Wisconsin. You and other officials and staff members of your unit of government are hereby invited to attend and participate in this important meeting.

We look forward to meeting with you on June 8. Should you have any questions concerning this matter, please do not hesitate to call.

Suonge dorteau

George C. Berteau Chairman

GCB/dn Enclosure The foregoing letter informing local and State public officials of an intergovernmental meeting on the Belt Freeway in relation to the preparation of a new set of regional land use and regional transportation plans was sent to the following:

Milwaukee County:

The Honorable Theodore Fadrow Mayor of the City of Franklin

The Honorable Donald W. Hermann Mayor of the City of Oak Creek

Mr. William F. O'Donnell Milwaukee County Executive

Mr. H. B. Wildschut Milwaukee County Highway Commissioner and Director of Public Works

Mr. F. Thomas Ament Chairman, Milwaukee County Board of Supervisors

Washington County:

Mr. William Wetterau President, Village of Germantown

Mr. Reuben J. Schmahl Chairman, Washington County Board of Supervisors

Mr. Albert P. Rettler Washington County Highway Commissioner

State:

Mr. Harvey Shebesta District Engineer, WIS DOT--Milwaukee

Mr. Thomas Kinsey District Engineer, WIS DOT--Waukesha

Waukesha County:

The Honorable William A. Mitchell Mayor of the City of Brookfield

The Honorable P. Harry Eberle Mayor of the City of New Berlin

The Honorable Jerome J. Gottfried Mayor of the City of Muskego

Mr. Harry B. Titus President, Village of Menomonee Falls

Mr. Nicholas D. Quartaro, President, Village of Lannon

Mr. Gerald Wray Chairman, Town of Brookfield

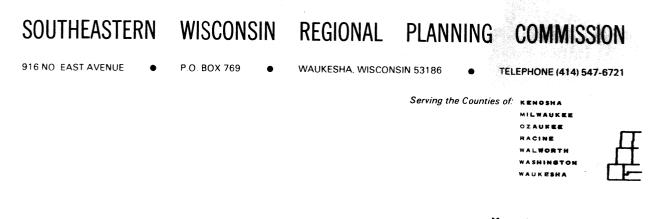
Mr. Lloyd G. Owens Chairman, Waukesha County Board of Supervisors

Mr. Walter J. Tarmann Executive Director, Waukesha Park and Planning Commission

Mr. Vencil F. Demshar Highway Commissioner, Waukesha County

Appendix B-2

Formal Letter of Notification to Local and State Public Officials on Intergovernmental Meeting Concerning the Inclusion of Stadium Freeway North Extension in the Regional Transportation Plan.



May 26, 1976

The Southeastern Wisconsin Regional Planning Commission is entering the final stages in the preparation of a new set of regional land use and regional transportation plans for the year 2000. As you probably know, a series of alternative land use and transportation plans were presented to the general public at a regional planning conference held on April 14, 1976. The results of that conference indicated a need to hold a follow-up special meeting of affected communities pertaining specifically to the issue of whether or not the Stadium Freeway north extension should remain in the adopted regional transportation plan. The record of the conference includes both support for and opposition to the Stadium Freeway north extension.

Accordingly, the Commission has scheduled an intergovernmental meeting at 2:00 p.m. on June 9, 1976, to discuss this matter. The meeting will be held in the Council Chambers in the Mequon City Hall located at 11333 N. Cedarburg Road, Mequon, Wisconsin. You and other officials and staff members of your unit of government are hereby invited to attend and participate in this important meeting.

We look forward to meeting with you on June 9. Should you have any questions concerning this matter, please do not hesitate to call.

Very truly yours,

George C. Berteau Chairman

GCB/dn Enclosure The foregoing letter informing local and State public officials of an intergovernmental meeting on the Stadium Freeway north extension in relation to the preparation of a new set of regional land use and regional transportation plans was sent to the following:

Milwaukee County:

The Honorable Henry W. Maier Mayor of the City of Milwaukee

Mr. Herbert A. Goetsch Commissioner of Public Works City of Milwaukee

Mr. William Ryan Drew Commissioner, Department of City Development

Mr. Earl W. McGovern President, Village of Brown Deer

Mr. William F. O'Donnell Milwaukee County Executive

Mr. H. B. Wildschut Milwaukee County Highway Commissioner and Director of Public Works

Mr. F. Thomas Ament Chairman, Milwaukee County Board of Supervisors

Mr. John Fredrickson Manager, Village of River Hills

Mr. W. J. Blong Manager, Village of Fox Point

Mr. John H. Katzban Village Manager and Engineer Village of Whitefish Bay

Mr. Shirl C. Abbey Manager, Village of Shorewood

Mr. Rudolph Mikulich City Administrator, City of Glendale

Mr. Joseph A. Tanski Manager, Village of Bayside

Ozaukee County:

The Honorable Thomas P. Leisle Mayor of the City of Mequon

Mr. Ned A. Kellner President, Village of Thiensville

The Honorable E. Stephan Fischer Mayor of the City of Cedarburg

Mr. Howard Nieman Chairman, Town of Cedarburg

Mr. Fred Kaul Chairman, Town of Grafton

Mr. Ralph E. Laubenstein President, Village of Grafton

Mr. Reginald Cottrell President, Village of Saukville

Mr. Ray H. Schwengel Chairman, Town of Saukville

Mr. William A. Schroeder Chairman, Ozaukee County Board of Supervisors

State:

Mr. Harvey Shebesta District Engineer, WIS DOT--Milwaukee

Mr. Thomas Kinsey District Engineer, WIS DOT--Waukesha

Mr. Sylvester N. Weyker Highway Commissioner, Ozaukee County Formal Letter of Notification to Local and State Public Officials on Intergovernmental Meeting Concerning the Inclusion of Lake Freeway in the Regional Transportation Plan.

SOUTHEASTERN WISCONSIN

916 NO EAST AVENUE

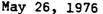
WISCONSIN REGIONAL PLANNING COMMISSION

P.O. BOX 769

WAUKESHA, WISCONSIN 53186

TELEPHONE (414) 547-6721

Serving the Counties of: KENOSHA MILWAUKEE OZAUKEE RACINE WALWORTH WASHINGTON WAUKESHA



The Southeastern Wisconsin Regional Planning Commission is entering the final stages in the preparation of a new set of regional land use and regional transportation plans for the year 2000. As you probably know, a series of alternative land use and transportation plans were presented to the general public at a regional planning conference held on April 14, 1976. The results of that conference indicated a need to hold a follow-up special meeting of affected communities pertaining specifically to the issue of whether or not the Lake Freeway should remain in the adopted regional transportation plan. The record of the conference includes both support for and opposition to the Lake Freeway.

Accordingly, the Commission has scheduled an intergovernmental meeting at 2:00 p.m. on June 15, 1976, to discuss this matter. The meeting will be held in the Council Chambers in the Oak Creek City Hall located at 8640 S. Howell Avenue, Oak Creek, Wisconsin. You and other officials and staff members of your unit of government are hereby invited to attend and participate in this important meeting.

We look forward to meeting with you on June 15. Should you have any questions concerning this matter, please do not hesitate to call.

Very tody yours, Duon z diz/zau

George C. Berteau Chairman

GCB/dn Enclosure The foregoing letter informing local and State public officials of an intergovernmental meeting on the Lake Freeway in relation to the preparation of a new set of regional land use and regional transportion plans was sent to the following:

LAKE FREEWAY

Milwaukee County:

The Honorable Henry W. Maier Mayor of the City of Milwaukee

Mr. Herbert A. Goetsch Commissioner of Public Works City of Milwaukee

Mr. William Ryan Drew Commissioner, Dept. of City Development

The Honorable Theodore Fadrow Mayor of the City of Franklin

The Honorable Donald W. Herman Mayor of the City of Oak Creek

The Honorable Lawrence P. Kelly Mayor of the City of Cudahy

The Honorable Chester Grobschmidt Mayor of the City of South Milwaukee

Mr. William F. O'Donnell Milwaukee County Executive

Mr. H. B. Wildschut Milwaukee County Highway Commissioner and Director of Public Works

Mr. F. Thomas Ament Chairman, Milwaukee County Board of Supervisors

State:

Mr. Harvey Shebesta District Engineer, WIS DOT--Milwaukee

Mr. Thomas Kinsey District Engineer, WIS DOT--Waukesha

Racine County:

Mr. John Margis, Jr. Chairman, Racine County Board of Supervisors

Mr. Gilbert Berthelsen Racine County Executive

Mr. Earl G. Skagen Highway Commissioner, Racine County

The Honorable Stephen F. Olsen Mayor of the City of Racine

Mr. Stephen R. Horvath, Jr. Chairman, Town of Coledonia

Mr. George A. Vanhaverbeke Chairman, Town of Mt. Pleasant

Mr. Edward J. Mickelson, Jr. President, Village of Sturtevant

Kenosha County:

Mr. Eric H. Olson Chairman, Kenosha County Board of Supervisors

Mr. Leo Wagner Highway Commissioner, Kenosha County

The Honorable Paul W. Saftig Mayor of the City of Kenosha

Mr. Howard Blackmon Chairman, Town of Somers

Mr. Charles W. Haubrich Chairman, Town of Pleasant Prairie

Appendix B-4

SEWRPC Announcement of Informational Meetings on Alternative Regional Land Use and Transportation Plans

The announcement set forth below was sent to the Commission newsletter mailing list consisting of 2,085 elected or appointed public officials, technicians, interested citizens, and educators.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

916 NO. EAST AVENUE WAUKESHA, WISCONSIN 53186



SEWRPC ANNOUNCEMENT

Informational Meeting Schedule Alternative Regional Land Use and Transportation Plans for Southeastern Wisconsin -- 2000 SEWRPC News Release Announcing Public Informational Meetings

SOUTHEASTERN	WISCONSIN	REGIONAL	PLANNING COMMISSION
916 NO. EAST AVENUE	• WAUKESH	A, WISCONSIN 53186	• TELEPHONE (414) 547-6721
News F	Releas	Serving the Counties of: KENOSHA MILWAUKEE OZAUKEE RACINE	
FOR IMMEDIATE	RELEASE	WALWORTH WASHINGTON WAUKESHA	

SEWRPC SCHEDULES PUBLIC MEETINGS ON NEW ALTERNATIVE PLANS

June 1, 1976 Release No. 76-2

Five public informational meetings on new regional land use and transportation plan alternatives for southeastern Wisconsin will be conducted June 21-25 in five areas of the Region by the Southeastern Wisconsin Regional Planning Commission.

The meetings are intended to explain community implications of the plans and to get public response to guide the Commission in its selection of an updated land use and transportation plan geared to the year 2000. The Region covered by the plan consists of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties.

SEWRPC formally adopted an advisory 1990 regional land use and transportation plan for the seven-county Region in 1966. At that time SEWRPC determined that the plans should be reevaluated and revised at approximately 10 year intervals.

Two regional conferences in 1974 and 1976 began the process of explaining and receiving input on elements of alternative new plans. The most recent regional conference on April 14 in Milwaukee examined two alternative land use plans and six alternative transportation plans before a regional audience of add one/conference

about 450 persons. The five public meetings will continue the review on a county basis in an effort to concentrate more fully on community issues, to get wider exposure to the new plans, and to obtain broader public reaction to the plans.

The schedule of meetings, all beginning at 7:30 p.m., is as follows:

Milwaukee County: Monday, June 21, in Rooms 40 and 45, Wisconsin

State Office Building, 819 N. 6th Street, Milwaukee;

- Walworth County: Tuesday, June 22, in Room 112, Walworth County Courthouse, Elkhorn;
- <u>Washington-Ozaukee Counties</u>: Wednesday, June 23, in the Washington County Courthouse Auditorium, West Bend;

Racine-Kenosha Counties: Thursday, June 24, in Mt. Pleasant Town Hall

Auditorium, 6126 Durand Avenue, at intersection of STH 31 and STH 11; Waukesha County: Friday, June 25, in Brookfield Room, Waukesha County

Office Building, 500 Riverview Avenue, Waukesha.

Questions concerning the regional plan alternatives and the public meetings can be addressed to the Commission offices, 916 N. East Avenue, Waukesha 53186, Telephone (414) 547-6721.

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The foregoing news release was sent to 89 media outlets.

Appendix B-6

Letter Confirming Arrangements for Meeting with Representatives of Minority Constituents in the Milwaukee Metropolitan Area on the Long-Range Land Use and Transportation Plans.

SOUTHEASTERN	WISCONSIN	REGIONAL	PLANNING	COMMISSION
916 NO EAST AVENUE	PO BOX 769 •	WAUKESHA, WISCON	SIN 53186 •	TELEPHONE (414) 547-6721
Mr. Clifford Pitts Martin Luther King			Serving the Counties	OF: RENOSHA MILWAUKEE OZAUKEE RACINE WALWORTH WASHINGTON WAUKESHA
Center 1531 W. Vliet Stre	eet			July 9, 1976
Milwaukee, Wiscons Dear Mr. Pitts:	sin 53205			

This letter is to confirm arrangements made with you by Mr. Emile A. Jarreau, Jr., of the Commission staff regarding the use of a meeting room in the Martin Luther King Community Center for a meeting scheduled to be held on July 26, 1976, with representatives of minority constituents within the Milwaukee metropolitan area regarding the long-range land use and transportation plans for the sevencounty Southeastern Wisconsin Region. As indicated to you by Mr. Jarreau, we will require a room that is fairly accessible to the main entrance and which will accommodate up to 75 people. The time of the meeting will be from 1:00 p.m. to about 5:30 p.m. with a break at about 3:00 p.m. The Commission staff will have display materials that can either be hung on the wall or display racks, depending on what is available in your facilities.

We understand that there is a \$10 security deposit for use of the facility, and a check in that amount is enclosed herewith for that purpose. We would appreciate your written confirmation of these arrangements. Thank you for your consideration in this matter.

Sincerely,

Kurt W. Bauer Executive Director

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KWB/ls

Enclosure

Appendix C

NEWSPAPER ARTICLES PERTAINING TO PUBLIC INFORMATIONAL MEETINGS

Belt Freeway Study Almost Complete

By Jerry Wilkerson of The Journal Staff

Preliminary plans for the Belt Freeway across southern Milwaukee County are nearing completion.

But engineers say they have no idea when, if ever, the \$260,000 worth of work in two volumes done by Consoer, Townsend and Associates Consulting Engineers of Chicago, can be put to use.

The plans probably will be placed on the shelf with a number of other stymied freeway programs in the county, they said Wednesday.

The Belt Freeway, part of the proposed regional freeway system developed by the Southeastern Wisconsin Regional Planning Commission, would ring Milwaukee on the south and west. It would link the proposed Lake Freeway (at a point between Rawson Ave. and Puetz Rd.) and the Fond du Lac Freeway in Washington County.

The consultant who prepared the preliminary plans, including a favored location through Franklin and Oak Creek, urged that land for it be acquired immediately.

Under a long standing rule of the State Highway Com-Turn to Freeway, page 11, col. 1

Freeway Belt X-Way Study Nearing Completion

From Page 1

mission, however, no land may be bought for any free-(way project until an environmental impact statement on the project has been approved.

The commission has declined to authorize an environmental study for the Belt.

The Consoer-Townsend study puts the cost of the 8.1 miles of the freeway in Milwaukee County at \$45 million. It would require about 700 acres of land and displace 47 dwelling units and seven businesses.

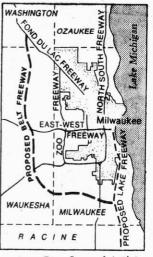
The study says the land \$347,000, and the other at can be bought now with the Howell Ave., at about least harmful effects on the \$524,000.

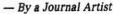
community and at the best possible price.

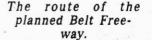
The study does not cover portions of the freeway that would be in Waukesha and Washington Counties.

Seven major interchanges have been proposed: at W. Forest Home, State Highway 100 and Loomis Rd., 76th St., 51st St., 27th St., the North-South Freeway and Howell Ave.

The study also locates two major commuter-parking lots to be used in conjunction with Freeway Flyers. One would be near Loomis Rd., at an estimated cost of \$347,000, and the other at Howell Âve., at about \$524,000







Milwankee Vournal May 29, 1976

City Mulling Land Purchase For the Loop

Waukesha's downtown traffic loop dead?

Tunnie Stilwell of 3065 S. Racine Ave. doesn't think so.

Stilwell has property at 328 W. St. Paul Ave., in the path of the proposed North Street-Wisconsin Avenue relocation for the west end of the loop.

It is for sale, and the common council Wednesday night was given first crack at buying it. The council referred the offer to the board of public works and buildingsgrounds committee.

The latest council development on the loop is that Mayor Vrakas vetoed a council move to delete the proposed new East Avenue bridge from the official city map.

After that, not enough aldermen voted to override the veto, so it stands and the bridge is on the map. That means the council has the right to acquire property for right of way for the loop.

WAUKESHA FREEMAN MAY 20, 1976

Land Use Hearings Scheduled

The dates for five public hearings on new land use and transportation plans for the seven Southeastern Wisconsin counties were announced Wednesday by the Southeastern Wisconsin Regional Planning Commission.

Citizens of the region are invited to testify or comment on two proposed land use plans and three transportation plans that SEWRPC has prepared to guide regional development through the year 2000.

The new plans are intended to bring up to date plans first approved 10 years ago.

All of the hearings will begin at 7:30 p.m. at the following locations:

Milwaukee County hearing, Rooms 40-45, Wisconsin State Office Building, 819 N. 6th St., Monday, June 21.

Walworth County hearing, Room 112, Walworth County Courthouse, Elkhorn, Tuesday, June 22.

Washington and Ozaukee County combined hearing, Washington County Courthouse Auditorium, West Bend, Wednesday, June 23.

Racine and Kenosha County combined hearing, Mount Pleasant Town Hall, 6126 Durand Ave., Racine County, Thursday, June 24.

Waukesha County hearing, the Brookfield Room, Waukesha County Office Building, 500 Riverview Ave., Waukesha.

MILWAUKEE JOURNAL JUNE 3, 1976

SEWRPC sets meetings on land, transportation plans

Five public informational meetings on new regional land use and transportation plan alternatives for southeastern Wisconsin will be conducted June 21-25 in five locations by the Southeastern Wisconsin Regional Planning Commission.

The Waukesha County meeting will be held Friday, June 25 in the Brookfield Room of the Waukesha County office building, 500 Riverview Ave.

The meetings are intended to explain community implications of the plans and to get public response to guide the Commission in its selection of an updated land use and transportation plan geared to the year 2000. The Region covered by the plan consists of Kenosha, Milwaukee, Ozaukee, Racine, Walworth,

JUNE 3 1976

Washington, and Waukesha Counties.

SEWRPC formally adopted an advisory 1990 regional land use and transportation plan for the seven-county Region in 1966. At that time SEWRPC determined that the plans should be reevaluated and revised at approximately 10 year intervals.

Two regional conferences in 1974 and 1976 began the process of explaining and receiving input on elements of alternative new plans. The most recent regional conference on April 14 in Milwaukee examined two alternative land use plans and six alternative transportation plans before a regional audience of about 450 persons. The five public meetings will continue the review on a county basis in an effort to concentrate more fully on community issues, to get wider exposure to the new plans, and to obtain broader public reaction to the plans.

The other meetings, all beginning at 7:30 p.m., will be held as follows:

Milwaukee County: Monday, June 21, in Rooms 40 and 45, Wisconsin State Office Building, 819 N. 6th Street, Milwaukee;

Walworth County: Tuesday, June 22, in Room 112, Walworth County Courthouse, Elkhorn;

Washington-Ozaukee Counties: Wednesday, June 23, in the Washington County Courthouse Auditorium, West Bend;

Racine-Kenosha Counties: Thursday, June 24, in Mt. Pleasant Town Hall Auditorium, 6126 Durand Avenue, at intersection of STH 31 and STH 11.

Questions concerning the regional plan alternatives and the public meetings can be addressed to the Commission offices, 916 N. East Avenue, Waukesha 53186, Telephone (414) 547-6721.

Public Meeting On Regional Plan Scheduled

OCONOMOWOR ENTERPRISE

A public informational meeting on the regional plan for the year 2000 will be held this month.

On June 25 at 7:30 p.m., there will be a meeting on the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) regional land use and transportation plan.

The plan is an update of the 1990 plan, necessitated by the growth of the sevencounty region in a way not entirely predicted by SEWRPC. The meeting will be in the Brookfield Room of the County Office Building 500 Riverview Ave.

A regional conference on the plan was held in April. That was for representatives of all seven counties in the region.

The local meeting there will be others in other counties — gives county residents a chance to hear about the plan as it relates to individual communities.

WAUKESHA FREEMAN JUNE 3, 1976

Land Use Hearings Scheduled

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Racine and Kenosha County combined hearing, Mount Pleasant Town Hall, 6126 Durand Ave., Racine County, Thursday, June 24.

Waukesha County hearing. the Brookfield Room, Waukesha County Office Building, 500 Riverview Ave., Waukesha.

MILWAUKEE JOURNAL

JUNE 3, 1976

Land use in 2000 to be aired

Regional Planning Commission will hold a public infor- and transportation plans for mational meeting June 24 at southeastern Wisconsin.

The Southeastern Wisconsin Mount Pleasant Town Hall to discuss alternative land use

The meeting will be held in the Town Hall auditorium, starting at 7:30 p.m.

The Regional Planning Commission, with the assistance of advisory committees, has prepared two alternative land use plans and six alternative transportation plans for the seven-county region for the year 2000.

Similar informational meetings are scheduled for the Wisconsin State Office Building in Milwaukee on June 21; Walworth County Courthouse in Elkhorn on June 22: the Washington County Courthouse in West Bend on June 23 and the Waukesha County Courthouse in Waukesha on June 25.

JOURNAL TIMES JUNE 8, 1976

Meeting set on alternative SEWRPC plans

OZAUKEE COUNTY

Two alternative land use plans and six alternative transportation plans for the seven county Southeastern Wisconsin Region for the year 2000 have been prepared by the Southeastern Wisconsin Regional Planning Commission with the assistance of several advisory committees.

Prior to the preparation of a new set of recommended plans, the Commission will hold public information meetings to present the plan alternatives, answer questions and receive public comments.

On Wednesday, June 23 at 7:30 p.m. at the Washington County Courthouse Auditorium, one of the informational meetings will be held for Ozaukee and Washington County residents.

BRT PILOT JUNE 9, 1976

Planning the Future

Who knows what the seven southeastern counties of Wisconsin will look like at the turn of the century? The Southeastern Wisconsin Regional Planning Commission has a pretty good idea.

SEWRPC has come up with some alternative land use and transportation plans, and ultimately will officially adopt one of them. That could have great influence on what actually happens in the region in the next two decades, for such plans are somewhat self-fulfilling.

The public can still have influence on the plans. But first

MILWAUKEE JOURNAL

JUNE 10, 1976

people need to know more about the alternatives under consideration. So, SEWRPC plans to explain them at 7:30 p.m. on June 21 in the State Office Building in Milwaukee; June 22, Walworth County Courthouse, Elkhorn; June 23, Washington County Courthouse, West Bend; June 24, Mount Pleasant Town Hall, Racine County, and June 25, Waukesha County Office Building, Waukesha. An official public hearing will be scheduled later.

The time to get started learning about the plans is at the informational meetings this month.

Neighborhood plans 'on track'

By JOAN GROSZ News Staff Writer

Long-stymied work on neighborhood plans, the building blocks to guide the orderly growth of the City of West Bend, seemed to "get back on the track" last night.

Those were the words used by Harlan Clinkenbeard, Southeastern Wisconsin Regional Planning Commission (SEWRPC) assistant director, to tell citizens and representatives from the city, county and schools about commission-city progress on three such plans: Decorah Hills, Paradise Valley, and Wingate.

"We're looking at a great deal of growth," he said noting immediate pressures in all 15 pro-

posed areas as well as forecasts that predict the city population will double to around 40,000 by the year 2000.

"And the city has determined it's important to preplan some of the areas of the city and immediately adjacent, to insure development in some planned way as far as facilities and urban services are concerned," he said. Those include schools, streets, parks, sewer and water, as well as the kind of land use to be encouraged such as residential, commercial, industrial or open space.

That "pressure" is the result of many factors, he and others pointed out, which include the relatively cheap cost of land and housing compared

to the metro areas; a recent school desegregation order in Milwaukee; the natural and social amenities of this area; and the fact that persons are fleeing the more crowded urban areas seeking a large country lot with a singlefamily home.

But without neighborhood plans to "establish a direction of growth." County Park and Planning Commission chairman Ted Werner warned, "development will go all the way around, all depending on where developers go."

County Land Use and Park Administrator Fred Chlupp added that such plans would show the county, schools, developers, land owners and others "where they can expect the city to logically grow within that time frame" and be able to accommodate the expected population boom.

Clinkenbeard reiterated that such plans are only "road maps" to guide growth and that they can be flexible enough to accommodate developers desires over time.

"But wherever that growth comes, it would have a plan to fit into" as well as provide information to those such as the schools about the expected numbers of children they'll have to plan for, he said.

Werner added that the county would welcome plans and would work with the city.

"The county and townships will zone in accordance with the municipality's desire for the highest use of the land," he said.

Such cooperation and coordination is a vital part of this effort, Clinkenbeard said, noting the "skepticism" all sectors have about "planning." And it must definitely include public input as well, he said.

Some of that input came out last night during discussion of the three plans, which also brought out some long-standing controversies.

DECORAH HILLS, on the southwest corner of the intersection of Decorah and Main, "is the first priority" and will be the first to have a public informational hearing, Clinkenbeard said.

It's already had one such meeting, when various desires came out, but since that time the school district has been donated a large portion of land in the area.

Len Roecker, 1316 Timberline Drive, challenged the location of Vine Street extended on an area layout, saying it would be better to go straight through a depressed area than go around and T-intersect with another street.

It was explained that it was impractical concerning sewer gravity flow to put it straight through. Moreover the idea was not to create a heavy-traffic, shortcut through residential neighborhoods, Clinkenbeard said. But Roecker was told his suggestions could be considered through alternative layouts.

CONTINUED NEXT PAGE

Neighborhood plans

CONTINUED

The possible school location seemed to be a more difficult problem. The district recently set up a long-range planning panel, which is considering such problems within the overall idea of where the district is going.

A member of that committee, Dale Westby, Fair Park principal, who pointed out he was not speaking for the district, had a number of questions about the plans and their implications.

And he was asked several times what the district plans were and repeated his comment that he was "not prepared to answer that regarding the schools plans.

"I'm interested in information I could get here tonight to feed into that," he said. And Clinkenbeard said that was what the commission and city wanted.

"We want the schools to review and comment on these plans, saying 'yes' or 'no' or that they don't want a school anywhere in the area," Clinkenbeard continued.

"Moreover, we need critically from school people, which has not been clear to us, the kind of a school system you want," he added,

The PARADISE VALLEY area, on the southeast corner of Main and Decorah, is the second plan on the list.

A concern with proposed industrial land was voiced here by one property owner, who noted with the high schools in the northeast corner, residential use nearby would seem more appropriate.

Again, the possibility of alternate overlays was brought up, but it was explained also that the industrial use along the railroad tracks was already there and it made sense to extend it.

THE WEST BEND NEWS JUNE 10, 1976 WINGATE, which lies north of State 33 East, will be the third plan and is not as far along as the others.

Here, discussion focused on sewer service for the area and for the unannexed Wallace Lake area.

Town of Trenton chairman Roland Senner asked how the Wallace Lake area could get service. He learned they could build a hook-up, but that they either would have to get together to petition for annexation or might have a chance if a metropolitan sanitary sewer district were set up.

Discussion of the two plans on the eastern side of the city also brought out another long-standing topic of debate, the extension and proposed bridge for County G, as well as the issue of an eastern by-pass around the city.

"The road is in the approved jurisdictional highway plan as a county trunk," Clinkenbeard said.

But that means cooperation and money, it was pointed out, with Chlupp saying that before this time, to do the bridge would have meant "absolutely no work done for three or four years on the rest of the county system."

Now, however, the jurisdictional plan could qualify them for other funds.

"I'm sure," Clinkenbeard added, "that just talking about it won't get it done."

Things seem to be moving beyond talk, however, for a meeting on G was proposed that would include all interested parties particularly the County Highway Committee.

And the same could be said for the plans, for steps were recommended to continue cooperative progress "to get them started down the road, now that they're on the track again."

A four lane Hwy. 57?

MEQUON

A four lane Hwy. 57 running through the heart of Thiensville, Cedarburg, Grafton? A six lane 76th St. (Wauwatosa Rd.) north from the Milwaukee - Ozaukee County line?

These are two of the alternatives if I-57 (the Stadium Freeway) is not built. Kurt Bauer of Southeastern Wisconsin Regional Planning Commission told a group of municipal officials meeting in Mequon's City Hall last Wednesday. If there is no grass roots support for I-57, he said, it would not be included on SEWRPC's updated plan. Bauer assured his audience if the proposed freeway was not on the maps it would never be built because it would never get Federal funding. However, just because it is on the maps is no guarantee it will be built, he added.

Bauer sketched a future to the year 2000 which had about half the population initially projected for the SEWRPC area, but with just as many transportation needs as originally calculated for the larger population. If I-57 isn't built the present Hwy. 141 would have to add two more lanes from Good Hope Rd. north to Mequon; surface streets would have to be improved to handle increased traffic, and the Hwy. 57 corridor would be widened to four lanes and 76th St. probably widened to 6 lanes. Also suggested as alternatives were widening 91st St. and 107th St. to four lanes.

Improvement of so-called surface streets would be paid for by local taxpayers since these roads are not eligible for Federal funding. What the actual cost comparison would be between surface street improvement and I-57 construction Bauer said would have to check. SEWRPC has those figures, he said, but they were for the w..ole region and not now broken down for the I-57 corridor.

SEWRPC is revised its population estimates sharply downward, Bauer reported. Instead of 1 million additional people in this region they anticipate only another 450,000. These 450,000 will need 275,000 jobs.

Mequon's Planner James Dollhausen asked how the region could furnish the jobs if Mequon's industrial area of 1,360 acres was cut off from a freeway access. The city has two sections, one of 744 acres, the other 617 acres which would straddle the proposed freeway.

Dollhausen predicted 'overwhelming congestion" on all of Mequon's surface streets, but particularly Mequon Rd. as industrial related traffic moved to and from Hwy. 141.

Mequon, Thiensville, Cedarburg and Grafton stood up and were counted as being in favor of I-57. They were joined by Milwaukee County neighbors from Glendale and River Hills.

As expected, however, a spokesman from Mayor Henry Maier's office said Milwaukee was flat-out opposed to the Stadium Freeway completion. Pat McGlocklin said Milwaukee didn't oppose widening Hwy. 141. Northridge Lakes development is in the path of the proposed freeway corridor and initially SEWRPC officials said the single family phase was the last line of defense to keep that corridor open. Mayor Maier's spokesman reported that that defense had crumbled and single family homes were now being built.

Mequon Mayor Thomas Leisle, who has long been a moving force to get I-57 built, said if the Stadium Freeway wasn't built, Ozaukee County would have no choice but to develop its own industry and commercial centers and turn away from Milwaukee, rather than toward it. "Unless there's some encouragement from the south we'll have to swing around and think of Ozaukee County," Leisle said.

Milwaukee County had previously gone on record in favor of the Stadium Freeway and asked the City of Milwaukee to halt expansion of Northridge Lakes which cuts off the freeway route. That resolution passed in January, 1974. It had no effect.

SEWRPC in 1973 also went on record in opposition to the Northridge Lakes expansion because it would seriously damage any possibility of the Stadium Freeway being built.

Leisle said the health of downtown Milwaukee was dependent upon traffic coming in from outlying areas to work and shop there. "If you don't have a healthy downtown Milwaukee we in the rest of the state will help pay, one way or another, Leisle charged. He said it was imperative to Milwaukee that they had a good road system to bring people in and get people out.

If the Stadium Freeway could be built it would be 23 miles in length, and cost \$98 million in 1976 dollars to build. It would require \$26 million for right-of-way acquisition. It would displace 343 dwellings and 20 other buildings. It would carry 8,000 cars per day on the Saukville end and about 56,000 cars per day in the vicinity of its junction with Fond du Lac. The traffic volume is roughly the same as originally forecast in 1961. Bauer said. About 15,000 cars would use the Stadium Freeway instead of the North South Freeway.

The third alternative transportation plan, Bauer said, was to do nothing. This was not possible, however. "We can't do nothing; we have to do something," to handle the needs of the projected population.

Bauer also talked a little about the land use development of the corridor under consideration; which is bounded by Capitol Dr., Milwaukee, north to Saukville, and from Lake Michigan west to the Ozaukee County boundary. The present population within that corridor is 280,000, Bauer said. By the year 2000 that should be increased about 100,000, to 370,000.

CONTINUED ON NEXT PAGE

HWY. 57 ?

CONTINUED

In the entire seven county SEWRPC area there are two options for growth, either a controlled centralized land use, or decentralized. The centralized calls for encouraging urban development only in those areas which can be served by gravity flow sewer systems, and central water supplies with green environmental corridors of about 17 percent of the total land area; and primary agriculture land left in agriculture. These areas are detailed on SEWRPC maps.

The decentralized plan would have Milwaukee County decreasing in population by 650,000 with the exodus spreading out toward the Kettle Moraine with much of the development being on septic tank systems. This would be in addition to the 450,000 population increase.

SEWRPC has also developed a mass transit alternative, but that was not discussed Wednesday. Mequon Plan Commission member Gerald Richter called for a possible happy mix of the two -- the highway and transit plans. He also asked Milwaukee to come up with a workable alternative if they opposed I-57.

Milwaukee spokesmen said the city would lose \$24 million if the Stadium Freeway were completed, including the missing link downtown. They did not elaborate. A Glendale official predicted if the actual dollars in lost energy could be calculated on cars using alternate city street routes instead of freeways, it would make the \$24 million look like peanuts. No one estimated what the energy costs would be to build the highway.

Milwaukee said it would lose 1,000 dwellings and 200 to 300 commercial buildings south of Capitol Dr. if the missing leg of the freeway were completed.

NEWS GRAPHIC

JUNE 14, 1976

Although the mass transit alternative was not discussed McGlocklin said, "that's probably what we'll buy." Asked what the official stand of Milwaukee was on the Stadium Freeway McGlocklin said simply, "We're against it."

A spokesman for Glendale said his city was taking the brunt of Milwaukee traffic with not only the automobiles, but the sewage as well. What about the safety on surface streets? What about the economic impact? Freeways are safer for traveling, he said. Rudolph Mikulich said the easy route is to stop everything and hope for zero growth.

Mikulich was opposed to only a transit plan. You don't put a paramedic on a train to go to an emegency, then load up the patient and ride the train to a hospital, he said. Hwy. 141 was overcrowded and the pressure, is on to get paramedics because of it, he said. "I don't want to see an 8 lane highway (141). As for I-57, we want it and want it badly."

You don't move goods and services on buses. The expected subsidy to keep a mass transit system operational is estimated from \$4 million to \$5 million annually. Only 12 percent of the trips would be on a mass transit system it was estimated.

A Town of Saukville spokesman said he opposed carving up any more farmland for highways.

Chairman George Berteau said SEWRPC would hold a series of meetings in the 7 county region and after assimilating the grass roots sentiments, would have its updated plan ready early in 1977. That plan, like the one drafted ten years ago, is only advisory.

Transportation

SEWRPC meets with communities to consider beltline fate

By Dennis A. Shook Of the Post Staff

Major road improvements will be required in seven suburban communities if the proposed beltline expressway system is not constructed, according to information related at the last meeting of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), held at Franklin City Hall on June 8.

To consider the future of the expressway system, SEWRPC has initiated a series of five sessions, "in order to provide the communities with information, prior to the commission meetings (for citizen input), and to give' each representative "a chance to comment on alternatives and offer constructive criticisms", according to SEWRPC chairman George C. Bertau.

In an effort to explain what the system would entail, Kurt Bauer (director of the commission's staff) stated that "SEWRPC adopted the transportation plan in 1966, which included the beltline that would run: from the Lake freeway, west through Oak Creek and Franklin, then north through New Berlin and Muskego, and from the Interstate 94 west exchange, through Highway 41 in Germantown".

Bauer added that the commission had estimated that the portion of the beltline, from the Lake freeway to I-94, would be a six-lane system (to open by 1980), while the northern section would employ four lanes (to be open by 1990).

In order to insure construction, the individual municipalities (Germantown, Menomonee Falls, Brookfield, New Berlin, Franklin, Muskego, and Oak Cree in reserve k) heldthe lands desIgnated to be within the proposed expressway corridor . Moreover,"the state highway commission began to purchase the needed right-of ways, on a hardship basis", Bauer related.

Eight per cent of these lands, in Waukesha county, and thirteen per cent, in Milwaukee county, had been purchased.

"Then, Governor Lucey appointed the Currie commission to investigate the state highway commission's land acquisition policies, as they apparently were exceeding, their authority", Bauer explained' The Currie commission then recommended that no other lands be purchased. Therefore, the progress of the program entered a phase of bureaucratic doldrums, "and there was unrest, on the local level, for continuing to preserve the beltline"

In an effort to resuscitate the beltline, the commission has prepared new formulations, ten years after the system's original inception, in an attempt to demonstrate a continuing need for the freeway. Those formulations, forecasting until the year 2,000, estimate that while population growth in the suburban area will probably be less than 'originally anticipated, the estimates on ''person trips'' (the number of persons who make trips), vehicle miles traveled, and possible automobiles on the roads will remain at about the original projection.

The commission offered an analysis of the options that they feel are available, in planning for the above considerations. The two alternative land use plans that were offered were a decentralized and a centralized plan.

The centralized plan, "a refinement of the present land use plan", would "encourage urban development" calling for suburban development only where appropriate soils and sewer and water services are available, where ehvironmental corridors can be kept open, and where "prime agricultural lands can be kept in agricultural use.

The second, decentralized system, would: "enconrage urban development

in outlying areas" and would envision "a loss of 150,000 people in Hilwaukee county, with 600,000 being added to the outlying areas".

In light of the land use considerations, SEWRPC has considered three options: 1. a "no bill", or no change plan; 2. a transit intensive plan; and 3. both transit and highway investment plans. commission considers the first alternative as "untenable", duThto operations "above the designed capacities" of the local road ways. Interstate 94, through Oak

CONTINUED ON NEXT PAGE

SEWRPC meets with communities to decide beltline fate CONTINUED

Creek, "would be over capacity, as would the airport and zoo freeways ", Bauer said. "Highway 100, Ryan Road, Sunnyslope Road, Moorland Boulevard, county trunk "Y", Racine Avenue, county trunk "A", Lily and Pilgrim Roads, and Barker Road would all have congested conditions."

The second alternative would use the above "surface arterials" to cope with the projected increases in traffic. Under such a plan, several roads would have to be widened, including: High-

way 100 (increase to a six-lane highway); Lily Road (to four lanes); Moorland Boulevard and Pilgrim Road (to six); Racine Avenue (to four); county trunk "F" (to four); county trunk "A" (to six); and Highway 164 (to six lanes). The commission staff contends that, even with such improvements, "there would still be some residual congestion on the regional freeway network".

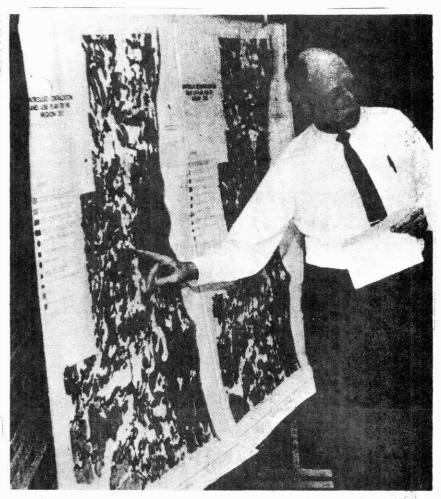
The last alternative would be to retain the beltline facility (34.15 miles in length). With the freeway, the SEWRPC staff members claim that improvements to surface arterials would be limited to Highway 100 (four lanes), Moorland Boulevard (four lanes), Pilgrim Road (four lanes), and four lanes for county trunk "A" and Highway 164.

"That would amount to a reduction of 88 lane miles of improvement", Bauer remarked. "The congestion on 48 miles of existing freeway would also be relieved."

However, if the plan were accepted, "there would still be substantial growth "inthe suburban area. The commission staff indicated that they would recommend the beltline, under the auspices of the centralized land use proposal.

Harvey Shebesta, district engineer for the state department of transportation, commented that "in all planning, the commission has emphasized the need to preserve mass transit in the system". He indicated that without acceptance of the commission's proposal, the communities "will have to subsidize (such a transit system) for a small amount of the population. Only 4 per cent of the person trips are made on mass transit."

Shebesta added that "goods and ser-



Alternatives

Kurt Bauer, director of the SEWRPC commission staff, points out the alternatives to the present beltline system, for community leaders. (Post photo by Richard Gasperic)'

CONTINUED ON NEXT PAGE

BELTLINE FATE

CONTINUED

vices are moved by trucks and private vehicles. If you're looking for growth, a viable transportation system is needed." He added that "those prob-lems transcend individual boundaries"

While New Berlin Mayor P. Harry Eberle admitted that "the plans are wonderful", he also stated that he would "like to see something behind them. Nothing might happen, and that's not fair to the people who own the land, to freeze this."

Brookfield Mayor Willianm Mitchell also went on record as being against the belt"line as shown. We have objel/ ed to that particular location, and feel that it is not advantageous to the communities. We may all be brothers-inarms, but we are in total opposition to the plan". Mitchell also submitted aletter, formalizing the city's stance.

Although Bauer admitted that "we

always hope s that we can get a conensus", said he that "the county does have the authority to maintain this corridor, if it remains in the final (com-prehensive) plan". Brookfield, New Berlin, and Muskego have moved to delete the corridor from their individual comprehensive maps.

Answering as to whether the cities could present the commission with a fait accompli, by allowing extensive development within the corridor, Bauer commented that "there must be a land subdivision plat filed, for any major devdelopment, with the county". The counties involved retain the corridor designation.

Further information sessions on the matter are scheduled for the week of June 21-25. The next session is scheduled for June 21, at 7:30 p.m., in the staff office building in Milwaukee.



dwell on the information that was presented at the last SEWRPC meeting, held June 8 at Franklin City Hall' Both mayors have moved to delete the beltline corridor from their comprehensive plans

BROCKFIELD NEWS JUNE 16, 1976

Meetings Slated on Land Use

The Southeastern Wisconsin Regional Planning Commission will conduct five public information meetings Monday through Friday on new regional land use and transportation plans.

The meetings are scheduled for 7:30 p.m. at the following locations: Milwaukee County — Monday, State Office Building, 819 N. 6th St.; Walworth County — Tuesday, Walworth County Courthouse, Elkhorn; Washington and Ozaukee Counties — Wednesday, Washington County Courthouse Auditorium, West Bend.

Racine and Kenosha Counties — Thursday, Mt. Pleasant Town Hall Auditorium, Mt. Pleasant; Waukesha County — Friday, Brookfield Room, Waukesha County Office Building.

MILWAUKEE SENTINAL JUNE 19, 1976

Story Focuses on Area Plans

Alternative development plans that will affect how southeastern Wisconsin will look in the future are discussed in a story and illustrated in maps in today's Accent section. A schedule of the public hearings to be conducted on the plans by the Southeastern Wisconsin Regional Planning Commission is also included.

MILWACKEE JOURNAL JUNE 20, 1976

Residents Get a Voice on Future of Region

By Paul G. Hayes of The Journal Staff

What should the southeastern Wisconsin of the future look like?

Should its cities be maintained in the traditional way, with strong central business districts, heavy industrial zones and well defined neighborhoods, each with its own schools, shopping centers, parks and the like?

Or should the present trends be continued, whereby many of the people who now live in such cities continue to drift beyond the city limits to rural areas, building their homes on land now farmed or lying idle, to live what some call "the American dream?"

In either case, how should the people of southeastern Wisconsin move from place to place?

More Freeways?

Should they build no more freeways than they now have, put up with an increasing amount of traffic congestion and risk, but avoid the hardships and expense of freeway construction? Should they add greatly to the number of miles of freeways that now exist, keeping congestion and risk of accidents lower but at the cost of disruption that freeway construction always causes?

Or should they decide on a third course — to emphasize mass transit, building enough new freeways to make a fast bus transit system possible and contributing a yearly subsidy to keep transit fares low and use as high as possible?

These questions are not new, of course. They have been before the seven counties of southeastern Wisconsin for years, sometimes bitterly dividing the region between city, suburb and farm, and between pro-freeway and anti-freeway constituents.

This year, however, people of the region have a new opportunity to express themselves plainly on the question of the region's future, how it should develop, what it should look like and how some of the issues should be resolved. For several years, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been working to bring up to date its official land use and transportation plans that serve as guides for regional development for the next quarter century.

The plans were far enough along to be presented publicly last April at a conference that attracted hundreds of community leaders. This summer, hearings will be held throughout the region to test public reaction. A hearing schedule accompanies this story.

Later, the 21 member planning commission will adopt a final land use and transportation plan as the region's official guide for development through the year 2000. The commission will attempt to persuade the seven county boards, all regional municipal governments and state and federal agencies to adopt them, too.

Slower Growth

All the new plans reflect dramatic changes in community growth trends and values since the first regional plans were adopted 10 years 275

ago. Of these, the most notable is the slowdown in population and economic growth.

In the 1960s, when the original plans were made, southeastern Wisconsin was one of the nation's fastest growing metropolitan areas. Even when a declining birthrate was accounted for, the planners forecast that the region's population, then 1.7 million persons, would add another million by 1990.

That was immense growth. It would require the construction of a city equivalent to Milwaukee in just 25 years. The big questions then were whether such growth could be accommodated without drastic air and water pollution problems and without threatening prime farmlands and such environmental assets as the Kettle Moraine, lakes, streams, woods and wetlands.

Urban Sprawl

At the time, urban sprawl was out of control. People could, and did, build almost anywhere they liked, sinking septic tanks into soils where they were sure to pollute water supplies, carving up the best farms into inefficient small tracts and locating houses on floodplains.

Furthermore, those were the years before air pollution control devices and energy shortages. The automobile was the choice for all transportation. Passenger trains and city bus systems had begun their precipitous decline.

The planners took as their first priority the need to get sprawl under control. They identified the best environmental features of the area, the best farmlands and the soils that couldn't accommodate septic tanks, and they said these should be pre-

served. They also laid out an extensive freeway system that they said would be needed for future transportation.

In short, there was an urgency about the first plans that has waned greatly since then. Not many years after they were published, it became clear that population growth in southeastern Wisconsin and throughout the United States had slowed immensely.

The main reason was that children who themselves were members of the post-World-War-II "baby boom" did not want large families. They married later in life, demanded and used a widening variety of effective birth control methods and limited their families. Furthermore, Milwaukee's economy settled down, as did the economies of most cities of the industrial Northeast and Midwest. Industry began to favor the Sunbelt states for expansion. People followed industry for jobs.

The new plans reflect the new conditions. People moving into our region are sufficient to cancel out the numbers moving out. The only increase in population here occurs because more people are born than die each year.

Tied to Economy

This is the main new condition. In planning for the year 2000, the staff now forecasts that the regional population of 1,756,100 will grow by 463,200. That depends solely on whether the economy expands fast enough to add 267,200 new jobs to a 1970 base of 748,800 jobs.

Sprawl continues, but not in the earlier unrestrained way Floodplains now are protected by state law. Local communities are getting tougher about protecting

farmlands, soils and environmental assets.

So the planners have drawn up two land use plans as possibilities to guide regional development for the rest of the century:

A "controlled centralization" plan that is a refinement of the original plan. Like the original, it would guide new development into areas adjacent to established cities where it could be served easily with sewer, water and other urban services.

A "controlled decentralization" plan that, in fact, is a truce in the planners' war against urban sprawl. In it, the planners concede that sprawl need not be destructive, that it can be made environmentally acceptable.

So it designates areas that can be served successfully with septic tanks and wells. At the same time, it retains recommendations to preserve the prime agricultural lands, the best environmental features and the floodplains.

This was a major concession, said Kurt W Bauer, SEWRPC executive director. Left to its own preferences, the commission staff would have preared only the first land use plan, he said.

But the desire on the part of thousands of people to live in the country while they work in the city is so strong

that a technical advisory committee of local officials insisted that the other plan be prepared as an alternative. New Idea

"We created a new category of development called 'suburban' development," Bauer said. "That is suburban in the true meaning of the word, not the Fox Point or Whitefish Bay kind of suburb, which are really city areas.

"This development is not urban, in that it has no urban services such as public water or sewer or neighborhoods centered on schools and shopping centers. And it isn't rural in that it isn't farming."

The big differences between the plans are that the decentralized plan would locate all of the additional population of southeastern Wisconsin — plus 155,700 persons now living in Milwaukee County — in the other six counties.

While Milwaukee County continued to lose population at a heavy rate, population in some counties, such as Ozaukee, would almost triple in size and population in all the others would grow rapidly.

This feature is sure to emerge as one of the controversial issues. Milwaukee County and possibly Racine and Kenosha are sure to hotly debate a proposal that accommodates a further loss of

population in established cities.

Under the centralized plan, some 100 square miles of formerly rural lands would be converted to urban or suburban uses. Under the decentralized plan, some 235 square miles would be so converted.

Early indications are that the costs of providing services — schools, fire and police protection, garbage disposal and so on — to both kinds of development are not far different.

Hard to Assess

But that does not include a cost almost impossible to calculate, Bauer said. That is the cost to established communities, such as Milwaukee, of underused facilities, such as empty schoolrooms, if the decentralized plan is adopted.

The three transportation plans proposed by the staff reflect the continued debate in the region about freeways, the continued reliance on automobiles and the continued decline of mass transit. The staff prepared three cut in freeways formerly transportation plans: recommended by SEWRPC

A "no build" plan in which no new freeways are added to the system now in use or under construction. The number of miles of freeway and arterial highways deemed.to be congested would jump from 10% of the region's total in 1972 to-25% under the centralized plan and 29% under the decentralized plan.

The "no build" transportation plan also would bring about a continued decline in the use of mass transit, mainly because the fare in Milwaukee would remain at 50 cents, and, without new freeways, an expanded fast bus service wouldn't be possible.

A "transit intensive" plan, in which bus fares would be cut to 25 cents, Downtown parking fees increased to equal a round trip transit fare and freeways added so buses could operate over exclusive lanes in some corridors.

This plan would bring about an increase in transit use of from 4.1% of all regional trips in 1972 to 11.5% of all trips by 2000. But the subsidy required to maintain a high level of bus service would come to \$52 million a year.

A "highway intensive" plan in which 177 miles of new freeways would be added to the present system of 302 miles. In this plan, traffic congestion would be kept at about the same level as it was in 1970, but some 2,800 residences would have to be razed.

Although all three transportation plans represent a

cut in freeways formerly recommended by SEWRPC — the Stadium Freeway north and a loop serving Racine are missing, for example — individual freeways are sure to remain controversial.

For example, the "highway intensive" plan proposes to build the Park Freeway west, the Lake Freeway from the south end of the harbor bridge to Illinois (a freeway wanted by Racine County but opposed in Milwaukee), and the Belt Freeway in southern Milwaukee and eastern Waukesha counties.

Under this plan, transit use would stop declining and even undergo slight increases despite higher fares because freeways would be available for an expanded fast bus system.

New Uncertainties

Ten years ago, the big uncertainty in planning was the unforeseen decline in population growth. What are the uncertainties in the present plans? The biggest one Bauer sees is whether growth in the numbers of jobs will occur to bring about the population contemplated in the plans. At present, the plans assume that anyone born in the region can live and work here.

Another big question has to do with the availability and cost of energy. The re-

gion's automobile-based transportation system seems to have thrived as much on 50 cent gasoline as it did on 30 cent gasoline.

But what happens if gas prices hit a dollar, or two dollars? That, by itself, could stop the trend to move far from one's job and to own two cars. And that says nothing about the ability of industry to move here.

Those questions, however, may be reserved for the next round of planning; that is, when the plans being discussed now are brought up to date 10 years from now to reflect new conditions.

Hearings on Planning

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Public hearings on the new plans proposed by the Southeastern Wisconsin Regional Planning Commission will start at 7:30 p.m. as follows:

Monday — Milwaukee County hearing, Rooms 40-45. State Office Building, 819 N. 6th St.

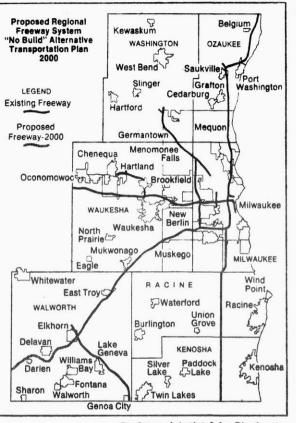
Tuesday — Walworth County hearing, Room 112, Walworth County Courthouse, Elkhorn.

Wednesday — Washington and Ozaukee County combined hearing, Washington County Courthouse Auditorium, West Bend.

Thursday — Racine and Kenosha County combined hearing, Mount Pleasant Town Hall, 6126 Durand Ave., Mount Pleasant.

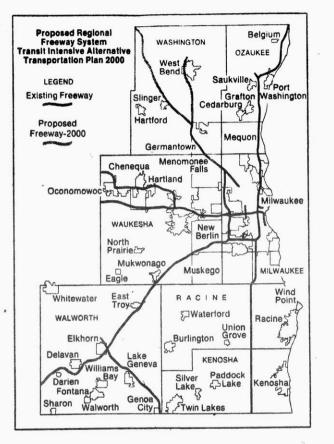
Friday — Waukesha County hearing, the Brookfield Room, Waukesha County Office Building, 500, Riverview Ave., Waukesha.



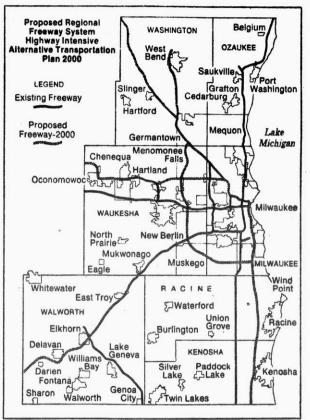


—By Journal Artist John Pinchard

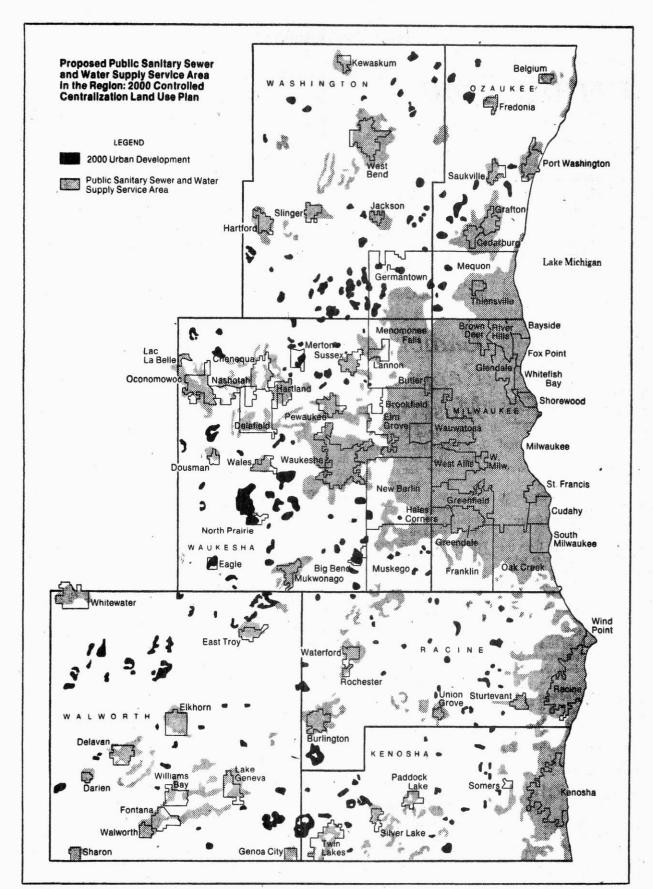
These three maps show the new freeways that would be built under each of three transportation systems proposed for the region. This one is called a "no build" plan, in which no new freeways are added to the system that now exists or is under construction. Planners predict that as much as 30% of the major highways in the region would become congested under this plan.



A second transportation proposal would stress mass transit development. Under this plan transit usage would more than double under a policy to set all one way bus trip fares at 25 cents, increase downtown parking fees and subsidize the service by \$52 million a year. Some new freeways would be added.

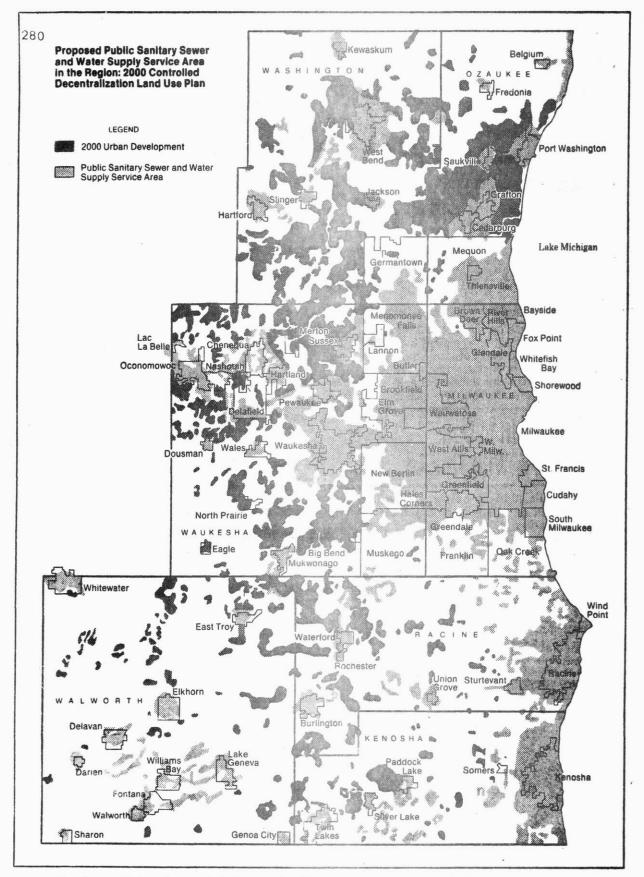


Under this plan, some 177 miles of new freeways would be added to the present system of 302 miles. But the construction would require razing some 2,800 residences. Although the planners have cut back on the number of freeways they once proposed, individual freeways shown here, such as the Lake, Belt and Park Freeway West, are sure to remain controversial. June 20, 1976



These generalized drawings show how new development in southeastern Wisconsin expected through the year 2000 would differ under alternative plans prepared by the Southeastern Wisconsin Regional Planning Commission. In this plan, called a "controlled centralization" plan, most new development would be encouraged to occur in areas adjacent to water and sewer service.

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In this plan, called a "controlled decentralized" plan, the desire of thousands to live in the country and work in the city would be accommodated. Here virtually all development would occur in open areas scattered throughout the region. It would rely on septic tanks and wells. But farmlands and environmental assets would be protected.

Hearing will deal with By JOAN GROSZ News Staff Writer Urban sprawl is rapidly overtaking Once-rural Washington and Ozaukee Coun-

Urban sprawl is rapidly overtaking once-rural Washington and Ozaukee Counties, and Wednesday night people from both will have a chance to say what they think about it and hear options to deal with it.

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has developed alternative land use and transportation plans for the region for the year 2000 to update the 1990 regional plans adopted in the late 1960s.

These options are being presented to the seven counties in the region in hearings this week, with Washington and Ozaukee's to be held Wednesday at 7:30 p.m. in the Washington County Courthouse Auditorium.

Any number of reasons have been given for the sprawl occurring as former city residents move from crowded cities to single-family homes on large country lots served by wells and septic tanks.

Land and building costs are relatively cheaper out here, for instance, and interest rates have loosened recently.

Also noted is the "American Dream" of that home in the country.

And "white flight" because of a recent federal court order desegregating Milwaukee schools has also been cited, with one major mortgage lender here predicting that could mean 4,000-5,000 new people in Washington County alone in the next 18 months.

West Bend Savings & Loan Association President Richard Larson said he bases that on the greater-than-average movement from Milwaukee and also on the fact people are coming not just from changing neighborhoods and too-small homes, but also from the affluent suburbs.

. He added in a recent interview that they say they're coming not because of integration, but because "they're completely dissatisfied with the inconvenience that busing would be to them."

But while SEWRPC admits urban sprawl is real, it also points out the costs. They include the community costs of providing such services as schools and protection, in addition to those to the environment as agricultural and natural areas are chewed up by the sprawl.

Additionally, says SEWRPC, people are leaving behind a variety of urban services already developed, leaving a tremendous capital investment and declining tax base to a population, which is least equipped to deal with central city problems.

Accordingly, two basic choices are being offered.

One is dubbed "controlled sprawl," and it acknowledges the reality, attempting to control the septic-and-well development in the best interests of land and people. The other is called "controlled centralization."

While it would accomodate a lot of the expected migration, it encourages the extension of existing urban sewer and water services through development next to settled areas.

That would be more efficient, using up less of the agricultural and natural area,

and preserving more of the existing centralized and settled areas.

Transportation plans are geared to the land options with three choices for each.

The first is a "no build" plan. Under it, there would be no new freeways, except those already under construction. And SEWRPC predicts that would mean as much as 30% of the major routes in the region would become congested.

The second stresses the development of **mass transit**, and for Washington County would mean the continuation of US 41 northwesterly across the county and the extension of US 45 to and around West Bend.

The third would concentrate on highway development. It presents the same picture as the second for the county, but would expand the connecting routes into and through metropolitan Milwaukee.

That would be done by building or extending specific freeway segments in Milwaukee County, such as the Stadium and Lake Freeways. Proposals for such routes have been around there for quite a while, raising a lot of objections from

neighborhood and environmental groups.

SEWRPC has been trying to get a handle on the costly sprawl in the development of options.

As Commission chairman George Berteau points out, "The cost of urban sprawl is really excessive and we ought to close ranks to perhaps reduce the adverse effects"

At a commission meeting in the county in early June, Berteau noted he was "heartsick" at the change he saw here since his last visit.

"It has a bad effect on the total environment and the resource base," he said, noting "Washington County is perhaps the prettiest in the state," but is unlikely to stay that way if the sprawl he saw continues unabated or uncontrolled.

But despite the bent Berteau and SEWRPC planners show toward the centrallized plan, the choice is really up to the people, they say, emphasizing the importance of public input.

After the county meetings this week, work will start on a final plan, which also will go to public hearings. West Bend News

June 22,1976

Centralized growth favored for area

By JOAN GROSZ News Staff Writer

People from Washington and Ozaukee Counties gave a somewhat weak nod last night to centralized growth for southeastern Wisconsin, favoring it over controlled urban sprawl by about twoto-one.

More than 75 people came to the Washington County Courthouse auditorium for the third and best attended yet of five county-level meetings being held this week by the Southeastern Wisconsin Regional Planning Commission (SEW-RPC on alternative land use and transportation plans for the region for the year 2000.

Of those between 15 and 20 raised hands for "controlled centralization," the plan which would have the expected new growth in the region take place adjacent to already developed areas that would provide urban services such as sewer and water.

Around nine opted for "controlled sprawl," which would see much of that growth served by private septic systems and wells, using up much more of the prime agricultural land in the region.

And three others voted for "neither."

Two previous meetings this week in Walworth and Milwaukee Counties resulted in almost unanimous support of centralized growth, commission chairman George Berteau told those at the hearing — after they had voted.

But while fl at choice was echoed weakly last night, one idea emphasized strongly was that the power to control development rests at the local municipality and county level.

The different assumptions underlying each plan had been outlined by SEWRPC Chief Land Use Planner and Asst. Director Harlan Clinkenbeard. The "significant" contrasts he pointed out concerned population and residential land use and services

Under the centralized option. Washington County would be guided toward a population of 143,000 by 2000, compared to 174,500 under controlled sprawl. In 1970, it had around 64,000.

As to land use, he said about 14.2 square miles of additional urban land use would result in the centralized plan, while the sprawl plan would mean an increase of 55.9 square miles.

Further, he said, 79 per cent of the people would be served by public sewer and water under centralization, while only 25 per cent would under sprawl. The present number is 58 per cent for the county.

But Delbert Cook, Cedarburg, took exception to the assumption "that all this will be accepted with welcome arms by local town officials, and it is not.

"We can't assume that," he said, adding "we're fooling ourselves if we assume they're gonna be taken to heart serious!y. We have a job to do," getting them implemented.

SEWRPC Executive Director Kurt W. Bauer and others seconded that, pointing out the "advisory" nature of plans, such as the Commission's first one adopted in the late 1960s for the year 1990, which is now being updated.

The Commission obviously favors controlled centralization, which follows more clearly both the first regional plan and better planning guidelines.

They'd come to SEWRPC saying "look fellas, your staff is biased against suburban development ... and we think you should make alternatives to accommodate suburban (homes) on septic system,"

he said.

He agreed with Carmen Olson, West Bend, however, that would place those septic-served homes in the Milwaukee River Watershed, and "the sprawl effect on our water resources is an important issue" to consider.

"The adoption of a plan at the local or regional or county level does not place any legal constraints on what people can do with town land," Bauer said.

"It's advisory, and doesn't change anything legally" if the commission adopts and certifies the plan and counties accept it, he said.

For implementation "it would have to be adopted by town boards" and others that then would have to change zoning and maps accordingly to make it legally binding.

"It's just a matter of having the political will to use (the local tools they have) that's missing in some cases," he said, adding "It's important for citizens to let elected officials know how they feel."

When asked if proposed federal or state land use legislation might be an answer, Bauer reiterated the importance of local, "grass roots" work, input and controls.

"In our country, we can only do those things that really have grass roots support to do them," he replied, saying "elected (officials) only do what they perceive would have wide spread support. It's much sounder to develop from the

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ground-up."

The dilemma seen at that local level was characterized by Mrs. Ruth Cook, Cedarburg.

"You're dealing with variables," she said, adding there is one "I don't know how we can deal with: the attitudes of the American people as to the type of lifestyles they want to lead."

Bauer responded to that and similar questions about the difficulty of getting local land use controls, with the kind of optimism seen at SEWRPC.

"I feel (regional planning) is working," he said, pointing out that Walworth County has adopted many of their suggestions including exclusive agricultural zoning that protects such valuable land.

Fifteen years ago, we were a l m o s t t a r r e d a n d feathered" for suggesting it, he said, but they've seen "a real change in attitudes of people" and expect it to continue as "younger people come out of schools and get elected" to local offices.

Other questions were raised at the session, some of them from people who seemed ready to heat the tar and gather the feathers last night.

Art Lonergan, West Bend naturalist and teacher, criticized the lack of alternatives presented for private sewage disposal, saying there are some and asking "Why aren't you telling the public" about them?

He learned that they were

explored, which is "all documented" in a regional sanitary sewage system plan, according to Berteau.

"We're not trying to cover up one damn thing," Berteau retorted, then ruled Lonergan out of order.

Mary Jaroch, Ozaukee County, was interested in transportation alternatives. They include "no build," a transit intensive system that would see the continuation of US 41 and 45 through Washington County, but not change Ozaukee; and a highway intensive plan. The last would include a Milwaukee outer beltway stretching into Germantown in southern Washington, but would not continue on into Ozaukee.

"I caught no concern (for) the suffocation of small townships and communities that lie in the path ... of the hundreds of thousands" commuting to jobs or vacations, Jaroch said.

"I heard nothing about (doing anything to improve our) quality of life," she said, but learned that there would be surface street improvements along with the highway development.

Not included, however, was the extension of the Stadium Freeway north out of Milwaukee, which had been in the earlier plan as extending around the west of Ozaukee communities before joining I-43 north of Saukville.

A straw vote was taken on the three transportation options, which would not vary much under the centralized or sprawl plans.

Five favored highway intensive, one chose transit and 12 raised hands on "no choice." And when Bauer asked how many would favor the extension of the Stadium Freeway north, 14 said they did.

It so happened that a special advisory committee appointed to decide major highway and mass transit elements for the regional plan met elsewhere yesterday afternoon, deadlocking between the two.

That could portend action on the land use plan before resolution of transportation aspects, as county-level hearings are concluded and SEWRPC staff uses that input to prepare a final plan to be presented later.

west Bend News

June 24, 1976

Highway proposals protested at hearing

By Robert J. Herman Journal Times Staff

New regional planning highway proposals won't meet the Racine area's future needs, Racine County highway officials protested Thursday.

Changes in proposed updates of the 1966 regional plan include:

• Eliminating a loop arterial or freeway into Racine off I-94;

• Continuing Highway 11 as a two-lane highway on its present route, instead of reconstruction on a new route to the south;

• Eliminating a proposed new arterial between I-94 and Highway 32 at the county line in Caledonia.

Also not included is an outer bypass around the south edge of Burlington. The bypass is part of the countywide jursidictional plan adopted a year ago and based on the earlier regional plan.

Kurt Bauer, the regional planning commission's executive director, told an informational hearing at the Mount Pleasant Town Hall Thursday that population estimates have dropped in new forecasts.

The old plan was based on a projected 280,-000 people in Rcine County; the new anticipates 218,000 by the year 2000.

And for Kenosha County, the population forecast dropped from 200,000 to 175,000.

The loop into Racine proposed in earlier plans would have carried a major part of the local traffic within Racine. General proposals had called for the major arterial or freeway to come off I-94 north of the 4 Mile Road in Caledonia, swing south through the city between the North Shore and North Western railroad rights-of-way, then join up near the Kenosha County Line with the proposed Lake Freeway west of Highway 31.

Cletus Roanhouse, chairman of the Racine County Board's Highway Committee, said the City of Racine needs a major route to move traffic.

He noted there are problems as well as benefits to new highways but "you've got to have a lot of things whether you like them or not."

County Highway Commissioner Earl Skagen said the alterative to a loop arterial is that "neighborhood streets are going to become arterials too" as increasing traffic is diverted to local streets.

Planning should avoid "disrupting every neighborhood with truck and other traffic." Improving the local street network, Skagen said, would be costly for neighborhoods, would require demolition of homes and businesses, and provide an inadequate traffic system with high fuel consumption and pollution costs.

Regional forecasts anticipate the number of vehicles in Racine County to increase by more than 40 per cent between 1972, when the total was 71,000, and the year 2000.

A 1969 regional study estimated that with a loop arterial, the City of Racine would require about 13 miles of additional local arterials to meet traffic needs.

Without the loop, 27 miles would be needed and the extra cost to the city, in 1969 dollars, would be at 44% million, according to the study.

Some at Thursday's meeting urged planning which would reduce the need for new highways.

"We would like to see much of the money for highways be rechanneled into cities to make them more desirable," said Eric Hubbard of Rochester.

The current county and regional plans would have a widened Highway 36 running along the east side of Rochester and a relocated Highway 83 along the west side, with other highways in the area also proposed for improvement.

Robert Willard of Rochester noted that at one of several meetings on the Highway 83 proposal, 200 to 250 persons expressed strong objections to the plan.

The community would like to see local desires worked into the larger plan, he said, and hopes for alternatives that would keep the forecasts from becoming reality.

John Margis, Racine County Board chairman, said the Rochester area has beautiful land and meets septic tank requirements. Only a dictatorship, he said, could stop people from moving out there.

The Racine City Council, Margis said, responded to "the pressure of a few" in affected neighborhoods when it backed off plans for a loop freeway down the former North Shore right-of-way.

But the will of the people might well have been for a major new highway, he said, "and I would like to have seen that go to a referendum."

George Berteau of Racine, chairman of the seven-county regional planning commission, said after hearings are completed, the regional staff will look at the alternative land use and highway plans which have been prepared "and perhaps take the best of each."

The regional commission is likely to make its recommendations to county boards and local governments early next year, he said. While the regional recommendations are advisory, the plans eventually accepted are likely to have a bearing on federal approval of funds for highway and other projects.

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VERTISE Times - cune 25, 1470

Planner says Lake Freeway a 'must'

BY TOM LUECK Staff Writer

Construction of the Lake Freeway, a multi-lane highway planned for immediately west of existing state Hy. 31 between the Illinois line and Milwaukee, was endorsed by Kenosha's chief planner Thursday night before the Southeast Wisconsin Regional Planning Commission (SEWRPC).

Robert Kolstadt, director of community development, told SEWRPC representatives that because of projected population growth and new industry expected to emerge around the planned Pleasant Prairie power plant, the proposed freeway is "essential to Kenosha County."

Kolstadt's remarks came at a public meeting at Mount Pleasant (Racine

County) town hall regarding SEWRPC's transportation and land use plans for the Kenosha and Racine areas.

The regional planning commission is currently considering revisions in a long range regional plan, looking forward to the year 2000, which was adopted in 1966.

Similiar public sessions, soliciting public input into the proposed plans, have already been held in Milwaukee, West Bend, and Elkhorn. A final meeting is planned tonight in Waukesha before SEWRPC staff members finalize their recommendations for a revised plan. George Berteau, Racine, chairman of the regional commission, said final plan revisions expected to be submitted to county boards

in the seven county region, the state highway commission, and other state bodies by January, 1977.

MAJOR revisions to both the land use and transportion elements of the regional plan are being considered. SEWRPC said three separate transportation plans, and two land use plans are under consideration.

Three options are being considered in transportation planning, SEWRPC executive director Kurt Bauer said.

A "no build alternative" would provide for virtually no major highway construction, and 43 miles of new arterials in Kenosha County by the year 2000.

A "transit intensive alternative," he said, would deemphasize highway construction, and emphasize plans for public transit. It would provide for 59 miles of new highways and arterials in Kenosha County, but would not include plans for the Lake Freeway.

A "highway intensive alternative," the only alternative plan presented by SEWRPC which includes construction of the Lake Freeway, would provide for a total of 80 miles in new highways and arterials in Kenosha County. **PLANS FOR the Lake** Freeway were included in the original regional transportation plan, adopted in 1966. Berteau said the freeway has been endorsed by city and county officials in both Racine and Kenosha, but has been opposed by officials in Milwaukee.

• Bauer said he "cannot predict" whether the proposed freeway will be included in the revised transportation plan, but said the final plan "may integrate elements of the second two alternatives."

Two dramatically different land use plans are being considered.

A "controlled centralization" alternative — essentially the same land use plan adopted in 1966 would encourage residential development around the ex-

isting metropolitan areas in the region. Medium density residential development is planned stretching to the north, south, and west of Milwaukee, Racine, and Kenosha up to the year 2000.

Bauer said SEWRPC was asked to explore the second option, a "controlled decentralization" plan, by county officials in the region. He said it "reflects current trends."

THEPLAN envisions major suburban development west of a line intersecting Silver Lake in Kenosha County, and running north through an area just east of Waukesha and West Bend.

Kenosha News June 25, 1976 Continued on nextpage The decentralization alternative would provide for a population decrease in metropolitan Milwaukee, and population increases in Kenosha and Racine would be less than under the current land use plan.

Berteau said those present at the three public meetings prior to the Mount Pleasant meeting indicated "they favored the first alternative (controlled centralization) 100 to one."

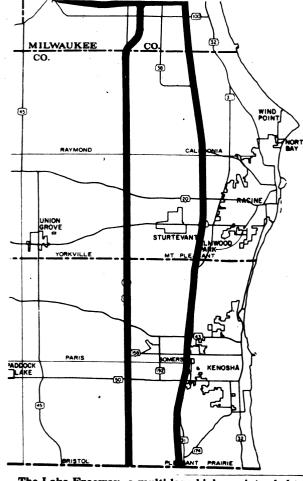
Little comment was offered by those in the audience at Mount Pleasant regarding specific proposals in the two plan elements. Instead, citizens objected to the planning pro-

ceedure and and the way SEWRPC has conducted public input sessions.

Wynn Gerhard, a Madison attorney representing the Center for Public Representation which she described as a "public interest law firm" objected to "the lack of meaningful citizen participation in SEWRPC's entire planning process."

She charged that the regional commission may be violating federal statutes because it "has not had a full fledged public hearing with advanced public notice."

Following the meeting, Bauer said SEWRPC is "not required" to hold public hearings on the current regional plan revision, and has done "all it can" to solicit citizen input.



The Lake Freeway, a multi-lane highway intended to relieve congestion on I-94 between the Illinois line and downtown Milwaukee, is currently being considered for inclusion in the regional transportation plan of the Southeast Wisconsin Regional Planning Commission. It is seen on this map running east of I-94, almost parallel to the existing state Hy. 31.

Many Attend, A Few Speak At Plan Meet

Most of the nearly 90 people just listened to what planners had to say about Waukesha County's growth over the next quarter century.

But few, like Olga Mimier of Muskego, had their say.

"It just horrifies me to think" that "haphazard growth," would continue in the county, she said. "There would be no survival for human beings left" if that were to occur, she said.

A man from the town of Ocorbmowoc said he was "deeply concerned about our ability to feed ourselves" in future years if all the county's agricultural land were cezoned residential and business.

A few others, including Brookfield Ald. Harry Humphries, spoke against the proposed belt freeway which would cut through Brookfield and other cities. As proposed, the freeway would begin at I-94 in central Oak Creek, run through Franklin, Muskego, New Berlin, Brookfield, Menomonee Falls and Lannon until intersecting with Highway 145 in Germantown. It is on one of the planners' proposed transportation plans.

The people were attending a public informational meeting which the Southeastern Wisconsin Regional Plan Commission held Friday night. The purpose was to discuss two alternative land use and transportation regional plans for the year 2,000 which SEWRPC had presented publicly in April.

One of the plans is called "controlled centralization," the other "controlled decentralization."

The first would restrict residential, commercial and industrial development near existing developments where municipal services are provided.

The decentralization plan weild allow scattered growth to continue away from these municipal services. But the plan would allow such growth only where the soils would permit septic systems and where good water would be available.

SEWRPC Chairman George Burteau said that SEWRPC probably would adopt some kind of a regional land use and transportation plan either one of those already presented or a combination of them sometime this fall. Then a public hearing on that plan would be held — and a plan might be adopted by the beginning of next year.

NoukeshaFreeman Vune 26, 1976

News briefs

Hy. 12 freeway plans out

ELKHORN - Completion of the Highway 12 freeway between Elkhorn and Whitewater has been deleted from any future transportation plans of the southeastern Wisconsin Regional Planning Commission.

Some 50 persons attending a public hearing at the Walworth County Court House this week were told Highway 12 was removed from future development plans because traffic does not merit completion of the freeway.

George Berteau, Chairman of SEWRPC, said traffic forecasts made ten years ago were much higher than they are now since there has been a major shift in inter-regional traffic patterns.

He said when Illinois completes it Highway 12 freeway to the state line, the need for the freeway from Elkhorn northward would be re-evaluated.

Transit Plans Seen As Key to Funding

mass transit funds will be ized land use plan and a highgiven to communities that way intensive, decentalized adopt regional land use plans closely linked to transit development, the administrator of the federal Urban Mass Transportation Administration said in Milwaukee Monday.

Robert E. Patricelli told a workshop at the US Conference of Mayors meeting in the Convention Hall that cities should fight to gain a stronger role in metropolitan planning organizations, such as the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

A SEWRPC committee reviewing the transportation portion of a new regional plan recently deadlocked for low priority interstate over whether to emphasize and other highway segments mass transit or highways.

The alternatives being each other in a fight between tems that succeed."

Top preference for federal a transit intensive, centraldevelopment plan.

> Patricelli warned that the planning agencies would be greatly increasing their power over allocation of federal transportation funds and that mass transit could suffer along with metropolitan areas if advocates of urban sprawl dominated the planning process.

"Suburbanization and urban sprawl have cut the pins out from under our mass transit systems and our central cities," he said.

He urged the nation's mayors to push for conversion of highway funds earmarked to mass transit projects.

"This society will not developed for the new plan maintain its greatness unless threaten to pit Milwaukee we preserve and restore our County and the six other cities," he said. "Cities that counties in the region against succeed will have transit sysJournal Times Lune 27, 1976

Milwankee

June 29, 1976

Sentinel

Editorials He has half the deed done, who haf made the beginning.

Horace

Transit Aid Threat to Austerity

PRIOR TO THE June special session of hasn't diminished but may, in fact, be the Legislature and again at its close, Gov. Lucey said he needed help to "policy of maintain Wisconsin's austerity." One way to do this, he said, was to sustain his vetoes which saved more than \$3.3 million in this biennium. The Legislature did just that by sustaining 40 of the Governor's vetoes and rejected only eight, none of which involved any appreciable sums of money.

Looking forward to the next two years, Lucey said he had every intention of continuing his policy of fiscal austerity in the next budget period, beginning July 1, 1977. But at the same time he is insisting that during the regular session of the Legislature next January he intends to reintroduce his costly mass transit program.

The original proposal outlined in April, 1975, provided for an increase in vehicle registration fees, additional funds for state highway construction and increase transportation aid payments to local units of government to subsidize bus transportation systems. most of which show heavy operating loses. The revenue portion of the program was estimated to raise about \$71 million for the first year and \$66 million thereafter for a two-year total of \$137 million.

growing. It is difficult, under the circumstances, to view austerity and a multi-million mass transit program as consistent.

Mass transit systems, even in the largest urban centers, are losing money and must constantly be subsidized to keep them functioning. The huge **Regional Transportation Authority** serving Chicago and the six-county RTA area is being submerged in red ink. The RTA faces a projected deficit of \$37.5 million in the 1977 fiscal year.

There has been so much public protest of the way the RTA is losing money that a 5 cent fare increase is being asked even though ridership would further decline by raising rates. One "simple" solution is proposed in the form of a 5 per cent gasoline tax on all users of private vehicles to help pay the RTA's mounting bills. But preventing that are expected protests from those who resent being taxed more than they are already to support a public transit system that is showing a steady decline in riders and higher costs.

This is similar to protests raised to Gov. Lucey's costly transportation program that depended on higher vehicle and gasoline taxes. There is little reason to believe the same objections won't be raised when and if the mass

Since then the need for such revenue transit proposal is again introduced.

Waukesha Freeman June 29, 1976

How Do You Save Farms? A Farmer Has His Own Ideas

By Laurel Walker Freeman Staff

A ride through the countryside isn't as it used to be.

Sure, there are barns, cattle grazing, farmers spreading manure.

But there are also streets and modern homes clustered together where once there were cornfields and pastures.

It's called many things. Rural living. Urban sprawl. Encroachment.

And it's pointed to as one of the most pressing problems in the area by the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

SEWRPC's statistics in its updated land use plan illustrate the "sprawl."

Between 1950 and 1970, the urban population of southeastern Wisconsin increased 47 per cent. But the land committed to urban use increased 188 per cent, four times greater than the urban population growth.

Nowhere is this trend more evident in Wisconsinthan in Waukesha County.

This sort of low-density residential development is bad all the way around, SEWRPC says. It "can only contribute to increasing consumption of natural resources and increasing destruction of the natural resource base," SEWRPC's study says.

* Preserving the remaining prime agricultural land in the region is a major goal of SEWRPC's plan. But it may not be an easy goal to reach. The reason?

Farmers like Bill Bishop of Mukwonago Town, who can sell his land piecemeal for about \$1,000 to \$2,000 per acre to subdividers, hesays. If he sold his land as a farm, Bishop says he could get \$300 to \$400 an acre.

And if he continues to farm it, he says he may get about \$200 an acre if it produces 100 bushels of corn per acre. And that doesn't account for the expenses — about \$155 to \$175, he says — of putting the corn in the ground and getting it to grow.

Bishop, who is also Mukwonago town chairman, and his three sons farm about 1,200 acres in the towns of Mukwonago, Genesee and Waukesha and in the village of North Prairie. He also milks 100 holsteins and this year is fattening 175 beef cattle.

He's also sold 210 acres, to subdividers, and he says he'd consider selling more.

When he sold the land, the area was almost entirely rural. Today, the area, located about four miles northwest of Mukwonago, is dotted with subdivisions.

Bishop's sale helped build his home — it hardly looks like a farmhouse on Highway X just west of Highway 83. A swimming pool gleams along the side of the home. In front and on the other side stand two tractors — one worth \$22,000, and the other \$40,000. A new combine worth \$53,000 also sits in the yard, idle for the time being. He says he's got a quarter of a million dollars in machinery alone.

Although Bishop says he'd consider selling more land to subdividers, he has no intention of selling out his farm. He loves it too much.

He says he has to, or he wouldn't have stuck through 40 years of it.

His father went bankrupt on a farm the year Bishop was born, and his first 13 years he lived a_ city-way of life.

His father began again in 1936, and Bishop took over and expanded the farm after his father's death in 1956.

Bishop nearly lost it all in 1963. "We were burned out," he said. Normally he sells the corn, but heat and lack of moisture ruined the crop. He had to turn it into sileage; none could be sold.

And then the last straw — \$190,000 invested in feeder cattle was lost the same year, not to mention

the cost of feed it took to double their weight. He said he bought the 2,000 cattle at 28-cents a pound. But the market dropped, and sold them at 18-cents a pound after they had been fattened.

"Use to be, you get one good year, you can survive two bad ones. But not today," he said.

Vankesha Freman June 29, 1926 (Continued On Next Page) A farmer's living is not an easy one, Bishop says. It's a big gamble. "Better than a poker game."

"No matter how well he farms, the farmer's answer to being successful is Mother Nature," Bishop said, respect in his voice.

And the profit, when there is a profit, goes right back into the farm. Or to the creditors, Bishop said.

"We live as economically as possible," he said.

Bishop, 53, who has incorporated his operation, hopes to keep his farm. And he says it disturbs him that so much rural land is growing houses rather than corn.

In that réspect, he agrees with SEWRPC's aim to preserve farm land.

"If there's a good farm aside a growing city, it'll get annexed," he said. Nothing you can do about it. That's growth, he says. And if a farmer wants to sell land to subdividers, then there's nothing you should do about it, he says.

That's a man's right.

But frequently, people drive the farmers off, Bishop says. Rural living and farming don't mix.

He says subdivision dwellers don't like the dust stirred by a tractor's disc or plow, don't like the smell of fresh manure thrown over ground, don't like the sound of tractors trudging through the fields late at night.

And then there's the older generation of farmers — the ones whose children won't put up the same struggle with nature that their parents did. Those who can't afford to purchase the new machinery that improves efficiency. Those that can't pay the taxes that keep climbing as the likelihood for development increases.

Liaukesha Freeman

The older farmers that's where most of the subdivisions are coming from, Bishop says. And he thinks that's unfortunate.

But still he objects to SEWRPC's approach to maintaining agricultural land as just that. By trying to pass laws — such as exclusive zoning laws (agricultural only) — Bishop says, "They're governing

the price of land, they're not preserving it."

And they're taking away a man's rights, Bishop says. The right to sell a few acres, build a new home, maybe a swimming pool. Or move off the farm altogether.

some farm land will be preserved. Perhaps by the increased political power that may accompany a smaller, more cohesive, group of farmers.

Perhaps by farms becoming more specialized. Perhaps by increasing the incentives for farmers such as tax breaks and a larger share of the food dollar, which Bishop says is disproportionately going to retailers. "Perhaps" is no guarantee, but in Bishop's mind, it's a lot better than SEWRPC's attempt to preserve farmland by forbidding its use for anything else.

Instead, Bishop strongly supports ordinances which control the type and quality of subdivisions constructed in a town. Mukwonage town has one.

"Too bad there were no restrictions on subdivisions long ago," he said. "New Berlin would still be a farm."

And he said that a law which provides tax breaks to farmers who guarantee to farm for, say 10 years, "would warrant some looking into."

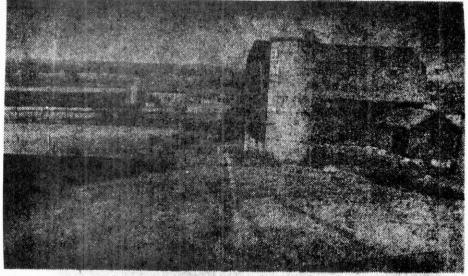
So there it is.

Some farms are doomed to development, in Bishop's view. Farms close to large cities. Farms whose owners are perhaps too old to carry on, or who have no offspring to do it for them.

And farms whose owners, somewhat like Bishop, simply want to earn a better income off their land, or at least a portion of it.

But Bishop is equally convinced that somehow

June 29, 1976



Man, highways encroaching on farm land

(Freeman Steff Phote)

Summit Town Experiment

By John Schroeder Freeman Staff

The concept (of fural zoning) clearly had great merit, as does the yet untested concept of TDR."

"Development rights transfer could well be an idea whose time has come."

The quotes are from two professors writing about land use and a new concept to develop land — the transfer of development rights, or TDRs — an idea Summit Town is studying.

Simply put, the transfer of development rights concept goes like this:

Open land would be assigned a certain number of development rights.

A person who did not want to develop his land, or who could not because of the zoning, could still make money by selling his develop rights to another person who owned land he wanted to and could develop.

The most immediate benefit of such a program would be to preserve the open areas and confine the development to an area best suited for it.

But if the time for TDRs has come, as John Costonis, professor of law at the University of Illinois suggested above in an article in "Urban Life," it has not yet come to Waukesha County.

In fact, 'a couple of professional planners, Harlan Clinkenbeard of the Southeastern Wisconsin Regional Planning Commission (SEWRPC), and Richard Mace. of the County Park and Planning Department, acknowledged they simply do not know enough about the concept to make detailed comments.

Both referred to articles, written by men who are studying the concept.

Waukesha County is not out of the TDR picture entirely though. Summit's planner, William Nelson, is trying to incorporate the concept into a revised master development plan for the town.

As Nelson told the County Park and Planning Commission in April, zoning to restrict development and to retain the rural character of the town

is not working.

Another article in "Urban Life," by Phillips Foster, Frank Schnidman and Mark Baily, seems to agree with Nelson's opinion. They say zoning is negative.

The first zoning was in New York in 1916. It was designed to prevent the garment district from "spilling over into the fashionable Fifth Avenue shopping area," according to the article.

Ever since, "we have been using zoning primarily with the intent of preventing 'incompatible uses' from occurring within the same areas," according to the three authors.

Nelson planned to submit a preliminary plan and recommendations to the Summit planning commission earlier this month. The commission will let him know if he should write the final plan.

The final plan will then be aired at a public hearing.

A citizens group in Summit, the Summit Township Residents and Property Owners Association (STRAPOA), has already gone on record favoring much more discussion about Nelson's plan, especially the part about TDRs, before any decision is made.

The policy of TDRs is designed to overcome the "windfall-wipeout dilemma and preserve economic incentives created by traditional zoning," according to an article by Richard Barrows and Bruce Prenguber of the University of Wisconsin Department of Agricultural Economics

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Zoning to Protect Farms?

That is, a person whose Continued and was zoned to preserve

it could still be compensated by selling his development rights. His "wipeout'' has been eliminated.

At the same time another person, whose land is zoned to allow development, has not been allowed an automatic "windfall" from zoning because he will have to buy additional development rights to develop land to the density allowed by the zoning.

But the concept raises questions that even the scholarly planning articles don't answer.

How should development rights be assigned? Should they be based on the amount of land a person owns or on the value of that land?

Barrows and Prenguber think a "highly sophisticated planning agency" would be needed to produce a land use plan incorporating TDRs and to forecast the demand for development.

The problem of demand or marketability of land would naturally affect the TDR plan. A man stuck with land he can't develop can make money on it only by selling his development

isn't there, he's stuck, **Barrows and Prenguber** noted.

There is also the possibility of the development rights being assigned to areas already zoned for development. If there is already more land zoned for development than will be built on, again the person with development rights as his only course is stuck.

commission he was not sure if land now considered undevelopable would be assigned development rights. If not, that presents another problem for a person owning that kind of land if he could never be compensated for it.

Another problem is determining how many development rights should be (which exists in Waukesha required for apartments, County) would reveal other than single family serious program defects. homes.

planners admit.

Costonis wrote that the ficulties."

rights. But if the market root of the country's land use dilemma is "the American property system's failure to recognize that ... the development potential, and hence market value, of 'private' property is a public asset that ought to be allocated in the" public interest."

Costonis looks on TDBs as an "extraordinarily, flexible tool'' for protecting low-density areas Nelson mentioned to the from a market that presses for higher densities.

> If planners fear something new, Barrows and Prenguber caution against outright rejection of the TDR concept.

"... A detailed examination of any existing land use control program such. as shore land zoning or restaurants, or things many problems and TDR should not be aban-Problems aside, some- doned simply because thing has to be done, there happen to be theorete ical and practical dif-

Waukesha Freeman June 29, 1976

Road Planners Reacting to Traffic, Not Making It

By John Schroeder Freeman Staff

"We don't have funds for projects that are unpopular."

That, believe it or not, came from a man whose job it is to build highways: Thomas Kinsey, district engineer at the Waukesha office of the State Division of Highways.

Kinsey feels there has

been a change in the phi-looked at alternatives losophy of road-builders during the last few years. It used to be the highway engineers would go into an area, tell the people what the problem was and what to do about it.

Now they go in, identify the problem and offer solutions.

Kinsey says the highway department has always when considering a project. Lately, though, they may be looking more closely at whether a new road can be build on the old alignment, he said.

But that is not always possible, Kinsey said. It may be rights-of-way are not wide enough to rebuild a road to the extent the engineers feel is necessary.



Hartland is cordoned off by highway construction on two sides this summer - the widening of Highway 16 and the rerouting of Highway 83. This aerial photo was taken

looking west. The wide strip running from top to bottom will be the new eastbound lanes of Highway 16. The overpass is for the new stretch of Highway 83.

Waukesha Fret 11 une 29, 1976 Continued On Next Page



Stay on the paved path. Road arrows point out the way south out of Oconomowoc where Highway 67.

Sharp curves may require a plan which takes a new road off the present alignment to straighten those curves, as is the plan for Highway 59 from North Prairie to Eagle.

People usually want to keep the new road on the path of the old one. Don't many think highway engineers are building roads just to create traffic to justify the road, to carry the traffic and so on?

"Do highway agencies react to traffic or create traffic?" Kinsey asked himself.

"I think we're reacting to traffic," he answered.

But still "we don't design for today's traffic," Kinsey said. Meaning the future has to be planned for.

haukesha Freeman Kinsey thinks if the highway department had not anticipated problems and built highways, those problems would have occurred and needed a reaction, which would then have been too late.

Kinsey realizes road building is unpopular. There was a plan to rebuild Highway 59 from Waukesha to Milwaukee some years ago. But the public and governmental response was so against the planned divided highway the plan has been suspended.

But why would the project be needed? Aren't there enough east-west highways in the county, both across it and for those who want to go to Milwaukee? There is I-94, the Rock Freeway, Bluemound Road, Capitol Drive, Highway 16. It is true many drivers would not have to go very far out of their way to get a divided east-west highway, Kinsey said.

But it is also true that the older roads, like Highway 59 (Greenfield Avenue), are being used, Kinsey said. People are not going out of their way to get to the new, divided highways.

Nevertheless, Waukesha County gets its "fair share" of highways, Kinsey thinks. The county is one of rapid growth and growth areas are areas of highway need, Kinsey said.

Some of the fair share the county is getting can be seen in projects underway this summer.

Continued On Next Page

Highway 67 from Delafield Road north to Oconomowoc is being made a divided highway to handle the rapid traffic growth. The bridge over I-94 was closed for a month.

The parking lot at Highway 67 and Delafield Road will be paved and a shelter and lighting provided. About 50 cars will be able to park there.

A four-lane Highway 16 is scheduled to go to Highway 83 where a new interchange is being built.

The continuation of the project to and around Oconomowoc is planned and 99 per cent of the right-of-way acquired. The shovels are stilled, awaiting funding.

Another Highway 16 pro-

Do highways cause development? No, the houses are usually there first — regional planner

ject, this between I-94 and Capitol Drive, also awaits funds. Hearing requirements and environmental impact statements are finished and right-of-way acquistion is about to start.

Highway 18 from Waukesha to Highway 83 will be rebuilt and some curves straightened in 1977.

Another project awaiting money is making Highway SEWRPC assistant 164 a dual-lane highway director, does not think from RTE to and through that has been the case in the I-94 interchange.

In limbo on a larger scale is the infamous Belt Freeway which raised hackles on residents in Muskego, New Berlin and Brookfield in the path of the proposed road.

Any further work on the Belt, which was proposed about seven years ago, will hinge on the updated regional land use and transportation plan now being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

The commission staff is looking at the development of the seven county region, which includes Waukesha County, two ways: The way the region is growing and the way the planners would like to see it grow.

The highway plan, as well as the land use plan, will present alternatives which reflect this real and ideal growth.

In the same vein as wondering if highways cause traffic, do highways cause development?

Harland Clinkenbeard, Waukesha County.

Clinkenbeard does not think freeways in the county caused residential development in their paths. Rather the freeways made better an existing condition, Clinkenbeard said.

Developments along freeways, the Rock, I-94 and Highway 16 (not strictly a freeway) were there or would have occurred without the freeways, Clinkenbeard said.

The Rock Freeway may have caused some development in Walworth County from persons working in Milwaukee who wanted to live there, Clinkenbeard said.

But he thinks that development has occurred in municipalities rather than in leap-frogged subdivisions.

haukusha Freeman L'UNE 29, 1976

Hearing reveals County land use By Don Walker circa 2000

OZAUKEE COUNTY

In the year 2000, a family of four from Milwaukee County moves to Ozaukee County. Under a land use plan adopted in 1976, the family will probably live in an area near existing urban centers, like Cedarburg or Grafton. They will be served by a public sanitary system and will enjoy the benefits of urban living.

In the year 2000, another family of four from Milwaukee County moves to Ozaukee County. Under another land use plan adopted in 1976, they will probably live in an area that will be served by septic tanks and wells.

Ozaukee County will have these two distinct land use plans to consider along with two transportation plans in the near future.

How should the county look from now until the year 2000? Should it accompany its forecasted population jump with steady growth and let prime agricultural lands where they are? Or should it satisfy the demands of people from Milwaukee County or elsewhere who want to live in the country?

At a combined rule of thumb for counties Washington and Ozaukee public informational hearing last Wednesday in West Bend, over 80 people heard the alternatives which will inevitably affect this area through the next quarter century. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been holding the hearings at different region locations as a means of informing the public on alternatives for land and transportation development.

After getting a general consensus of public support for one of the land and transportation plans, the commission will adopt a final plan as the official land use and transportation guide through the year 2000. This would be for the seven county members of SEWRPC (Walworth, Waukesha, Kenosha, Racine, Milwaukee, Washington and Ozaukee Counties).

After approval, the seven county boards, regional municipal governments and federal and state agencies will be asked to adopt the plan. If adopted, the plan would likely be used as a

to follow through the year 2000.

An original land use plan developed by SEWRPC in the late 60's had been the official land use plan until now. However, changing attitudes and a change in population forecasts in the area spurred the planners to develop new alternatives.

The original land use plan incidentally was never adopted by the Ozaukee County Board, even though the county is represented on SEWRPC.

That original plan envisioned an immense population growth in Ozaukee County and adjoining areas. For example, planners said that the then 1.7 million people

News Graphic June 30, 1976

Continued On Next Page

in the seven county area would increase one million 1990. However, that bv growth never materialized, mainly because of lower birthrates and a relative slowdown in the economy.

New population figures forecast a smaller increase of a half a million in the seven county area. Planners say that 2,200,000 will live in the SEWRPC region by the year 2000.

As a result, planners have developed the two main land use plans:

One is known as "controlled centralization," which, according to Kurt Bauer, executive director of SEWRPC, is a refinement of the present plan in use. This plan seeks to accomodate new development in areas adjacent to existing centers like Mequon, Grafton, Cedarburg and Port Washington. The idea, say planners, is to locate new development near areas that already have sewer and water services.

Planners admit that some rural and open land would previously open or rural be lost in the county. However, if these lands have are county. may occur, SEWRPC to be developed, planners officials say they would say they would like to see foresee development on as say they would like to see little as 2 acres. This may

centralization plan also Thus, it would be up to local preserve the prime how open or rural lands County as well as wetlands hou id be developed for future recreations how naturally for future recreational use. naturally.

The second and more The decentralization plan controversial land use plan also takes into account the being offered by the loss of population planners is what is known as Milwaukee County is the ''controlled expected to suffer in the

in effect recognizes the dream families have to live out in the country where they want. Included in this plan is the planners desire to make new developments natural and environmentally acceptable, through the preservation of prime agricultural lands and wetlands.

Areas would be designated acceptable for development as long as they could be served successfully with septic tanks and wells. Unfortunately, as Harlan Clinkenbeard of SEWRPC explained, much of Ozaukee County does not have the type of soil that serves septic tanks well.

"If you draw a line through the center of the region (the seven county area), you would notice that lands east of the line are generally not suited for septic tanks systems," Clinkenbeard said.

In this plan, planners again admit the eventual loss of rural lands. And on those lands where development five or more acres per cause problems because of controlled fears of lands having a heavy

The decentralization plan decentralization" plan. This next quarter century. According to the planners,

Milwaukee County will lose 156,000 people by the year 2000. Thus, the other six counties in the region will have to absorb the loss, coupled with their own population growths.

Under decentralization. Milwaukee County might not receive the commercial and industrial growth it would expect to receive. The resultant growth would then be channeled in other areas. Planners envision that the Cedarburg - Grafton area in particular will have to have a regional industrial center nearby to meet the rise in employment. A regional shopping center would also be in the works (the new County Faire shopping center in Grafton presumably would suffice for the time being).

As for transportation, two main plans are being developed for the area. A third plan is a "no build" plan for the region. That plan was developed because of the absence of grass roots support for freeways, a distinct change from 10 years ago when motorists demanded freeways as a way of life.

The no build alternative means little or no improvements of transit elements north of the Milwaukee County line.

One main alternative plan is the "transit intensive plan" which would mean standard street and highway improvements in Ozaukee County. Foremost among arterial improvements are Hwys. 60, 167, 181 and 57.

Transit improvements would be delegated mostly to improving the present Wisconsin Coach Line service

News Graphic

Continued On Next Page

from Port Washington to Milwaukee or possibly Ozaukee County is now adding a dial - a - ride service. Freeway flyer service is another consideration particularly in the Mequon area where the new MATC Campus is ready for occupancy.

The other main transportation plan is the "highway intensive" plan which concentrates on the main arterial improvements previously mentioned.

Both plans foresee no new freeways being constructed in Ozaukee County.

Planners also point that the long controversial Stadium freeway north was not considered in either of the two main transportation plans. A separate analysis has been developed for that freeway. Preliminary plans for the Stadium freeway were to run it north from the existing Stadium freeway north into the Fond du Lac freeway and then north through the western edge of Ozaukee County. The freeway was then expected to link with I-43 north of Saukville.

(The Ozaukee County Board and the City of Mequon have gone on record endorsing the Stadium Freeway).

The transportation specialist for SEWRPC, Keith Graham, said that Ozaukee County actually faces the same amount of proposed improvements of transit service under the transit intensive or highway intensive plans. The primary difference will be the impact of the population under a controlled decentralization plan, Graham said. Under that plan, the population of Ozaukee County would be considerably higher and adjustments in traffic flow and transit service would have to be made.

The population of 64,932, according to the State Department of Administration. With a controlled centralization plan, that population would increase to 114,000 in the year 2000. Using the controlled decentralization plan, the population would skyrocket to 149,000 in the year 2000, thus necessitating road improvements.

Concurrently, employment would be expected to rise with population figures. For example, employment would have to add 16,200 and 34,000 respectively in the controlled centralization and decentralization plans.

The big 'if', of course, is a rise in employment.

Most people are in favor of trying to remain status quo, thus an endorsement of the controlled centralization plan. A show of hands at the public hearing in West Bend showed more support, for the controlled centralization plan. Transportation - wise, a show of hands was relatively insignificant in what people would like to see. (See accompanying story).

A key indication of the difference between the two land use plans is the amount of urban land that will be served by a public sanitary sewer in the years ahead. Presently (based on 1970 SEWRPC figures, higher now), 87% of the total urban land in the county is served

by public sanitary systems. With a controlled centralization plan, 91% will be served. But under the controlled decentralization plan which allows developments on septic tank lands, only 48% of the total urban land will be on public sanitary sewers.

Planners also say that the present urban population density (calculated as persons per square mile) is 2600 persons per square mile (again, 1970 figures, certainly higher now). Under the centralization plan, that would drop to 2100 persons per square mile and wouldbe even lower, 1300, under decentralization.

News Graphic June 30, 1976

Continued On Next Page

The table illustrates the amount of growth each plan is expected to portray in different types of land in the county. The numbers presented here are plan increments; the amount that would increase or decrease.

Under controlled decentralization, 12.5 square miles of prime agricultural land would be lost in the county. In fact, 43.2 square miles of rural lands would be lost with a controlled decentralization plan.

Planners have also taken into consideration the 34.8 square miles of environmental corridors in the county. Both counties would preserve those lands, though o b v i o u s l y under d e c e n t r a l i z a t i o n, developments would occur to lands that affect drainage into the corridors, notably the Milwaukee River areas.

SEWRPC officials emphasize that the alternatives are only advisory and have no legal binding on towns, villages and cities in the seven county southeastern region.

Land Use Plan Increment (Square Miles) Now Central-Decentralization ization **Urban-Residential** High Density (1/10 acre per dwelling unit) 0.1 - 0.1 - 0.1 Medium Density (1/3 acre per dwelling unit) 3.7 5.0 5.9 Low Density (1 acre per dwelling unit) 11.4 3.1 2.3 Suburban Density (2 acres per dwelling unit) 4.1 - 1.5 23.6 Residential subtotal 19.3 6.5 31.7 Urban Land subtotal (including industrial, governmental, transportation and recreational land) 37.1 11.3 43.2 **Rural (Square Miles) Residential (5 acres** per dwelling unit) 0.0 0.0 0.5 **Prime Agricultural** 58.0 0.0 -12.5 Other Agricultural 99.0 -10.1 -28.6 Other Open Lands 40.3 - 1.2 - 2.6 **Rural Land Totals** 197.3 -11.3 -43.2

News Graphic June 30, 1976

Local zoning can halt growth

OZAUKEE COUNTY

One key question that sprang up at last Wednesday's public informational meeting in West Bend is what can a county do to stop developers who want to develop on open or agricultural lands?

The answer, says Executive Director of SEWRPC Kurt Bauer, is local enforcement of zoning codes. Bauer said that despite Ozaukee County's lack of a county zoning ordinance, the burden of enforcement should fall on local governments.

Asked if the county needed a county zoning ordinance, Buaer said that Ozaukee County would probably be the last of the seven region counties that needs one. Bauer pointed out the relative success of Belgium which zones agricultural. In other areas, local town and village officials have taken care to avoid planning pitfalls, Bauer said.

Del Cook of Cedarburg, suggested at the public hearing that Ozaukee County establish a committee to "keep abreast of land use planning." Cook said that people in the county should know land use planning.

Cook made the suggestion to Ozaukee County's SEWRPC representative, John Dries.

Freeways in Ozaukee County also were the source of several comments from spectators.

Cook, who has been a foe

of the proposed Stadium freeway north, re - affirmed his objection to that freeway but suggested there was a need for a freeway link with US 41 in Washington County and US 141, I - 43. That would be achieved, he said, through an east - west freeway, presumably through Mequon.

Leisle objected, saying he preferred the Stadium Freeway.

"If you look at predictions, even with the massive building in Milwaukee, you will have double the number of cars here. We don't want it (an east - west link). We'll take it north and south," Leisle said.

Said Bauer: "If the Stadium freeway is removed, there will have to be improvements to arterial roads." "But, said Bauer, "with the amount of growth, they are difficult to improve without destroying a town like Cedarburg."

Mary Jaroch of Mequon said she didn't agree with the either/or proposals offered under the transportation plans. Jaroch stressed the need for local development of existing roads for local use saying "ping - pong transitors" were congesting traffic. "These people would not be served by a bus," she said. She also suggested the closing off of inefficient ramps on US 141.

Keith Graham, transportation specialist for SEWRPC, defended the plans, saying they were basic improvements over what existed now.

News Graphic Unne 30, 1976

Suburbanites endorse SEWRPC's 'centralized' plan

By Ned Day Of the Post staff

Suburban Milwaukee area residents overwhelmingly endorsed a centralized regional land use plan, designed to inhibit the growth of urban sprawl, at a public informational meeting held last Friday night by the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

Also, the 100 persons attending the meeting expressed preference for a regional transportation plan which would de-emphasize the construction of new expressways.

Many of those who had gathered in the Brookfield Room of the Waukesha County Office Building said that they favored the Transit Intensive transportation plan over the Highway Intensive plan because the latter would entail the construction of the Beltline Freeway, which they feared would cause housing displacement in Muskego, New Berlin and Brokfield.

Two regional land use plans were under consideration at the meeting.

The Controlled Centralized plan has been designed to encourage high-density land use in areas already equipped with sewers and other kinds of necessary urban services, while attempting to preserve environmental corridors and

prime agricultural land.

An alternative Controlled Decentralized plan was also discussed at the meeting. The second plan would allow for a greater population dispersement and would require the conversion of more rural land into urban uses.

SEWRPC officials indicated that they prefered the Controlled Centralized plan as the better alternative. One of the two plans will be adopted by SEWRPC as the official regional land use plan for the year 2000.

Although over 90 per cent of those attending the meeting favored the Controlled Centralized plan, several persons rose to speak against it.

One man said that the decentralized plan provides an alternative which takes into account and accommodates the kinds of housing choices that people have been making in recent years. "People want some open space," he said. "Many people

"People want some open space," he said. "Many people believe that a lot of our current social problems can be traced back to overcrowding."

Michael Fowler, a professor of planning at Carroll College, also spoke in favor of the decentralized plan stating that planners "must be responsive to the expressed market demands of the public."

He said that the decentralized plan is an "expression of attempts to meet this problem."

Speaking for the majority, however, Olga Mimier of Muskego said of the decentralized plan, "It horrifies me that anyone would want to plan in such a haphazard way. The people I'm here to represent oppose adoption of the decentralized plan."

Noting that the decentralized plan would result in the loss of more agricultural land, an Oconomowoc man said, "I can see why some people favor the decentralized plan. But if we allow this urban sprawl to continue, how are we going to feed ourselves?"

A Wauwatosa man, Kurt Richards, said that he favored the centralized plan, but asked:

"Can it realistically be carried out, or are you people just dreaming? What possible controls are there to insure compliance with the plan?"

SEWRPC Commissioner George Berteau replied, "We're eternal optimists up here. We hope that given the time, people will see the light. We hope that local governments in the region will adopt the appropriate ordinances."

Opposition to the Highway Intensive transportation plan came from persons who felt that the proposed Beltline Freeway would disrupt west-suburban lifestyles.

One Menomonee Falls man noted, "From what I can see, that thing is going to go right smack through my house."

A Brookfield alderman, Harry Humphries, said, "The Beltline divides our city right in half. And we want to go on record as opposing it."

Other persons speaking in favor of the Transit Intensive plan said that mass transportation should be encouraged, rather than automobile use. They said also that population increases would result from expressway proliferation because, as one person said, "People are going to live where they have easy access to an expressway."

Humphries asked the SEWRPC officials, "We want to know if our views are going to have any effect on what you decide to do."

Berteau replied with some emotion, "We are not going to crawl off into a dark chamber somewhere to make our decision. We have never operated that way."

He said that a final public hearing on SEWRPC's land use and transit plans for the region would be held before any final decisions are made.

June 30, 1976

Mequon Copes With Sewage

Mequon — Sewage disposal has become such a severe health problem here that neighbor is pitted against neighbor, dogs wear boots to protect infected paws and lawns are spongy with sewage, city officials say.

A tour last weekend of Mequon's defective septic systems revealed that residents, fearing they will be ordered to install holding tanks, not only refuse to report septic problems, but ostracize those who do.

Dr. R.J. O'Malley, the health officer, said one resident turned in a neighbor for dumping raw sewage into an open ditch. His reward for reporting the health hazard, O'Malley said, is that "no one will talk to the wife or play with the children; even the daughter has lost her babysitting job."

Officials are exploring several ways to alleviate the problem, caused because the clay based soil in portions of the city will not absorb effluent.

MilwaukeeJournal

July 1, 1976

Proposed Land Use Plans Given Citizen Input at Hearing

Two land use and transportation plans were offered for public comment by the Southeastern Wisconsin Regional Planning commission (SEWRPC) last week as they seek to update the guiding principles to growth in the seven county area.

SEWRPC will later adopt one of the two plans with probably some variations if citizens recommend such a course, and try to persuade county boards and municipal governments to adopt the plan. The updating of plans has become necessary because of a change in population patterns in the region. About 50 persons attended the Walworth county hearing in the courthouse.

SEWRPC's original plandealt with the need to control massive urban sprawl. That sprawl has been slowed somewhat because of a decreasing population growth. SEWRPC has thus modified that original plan but has also come up with a second plan reflecting the growth slowdown. The first plan calls for controlled decentralization, guiding new development to urban areas already served by sewer, water and other services.

The second plan calls for controlled decentralization. In the plan, SEWRPC planners assume

sprawl need not be destructive and can be made environmentally acceptable. The plan designates areas that can be successfully served by septic tanks and wells but retain recommendations to preserve prime agricultural lands.

This second plan is seen as a concession by planners to the lasting desire of many persons to live away from urban areas and commute to work.

But while SEWRPC officials hope public hearings on the plans will guide them as to public sentiment, those present at the hearing here dealt mainly with specifics rather than the plans as a whole. While those who did speak of the plans seemed to favor the first, calling for controlled centralization, no consensus could be seen at the meeting.

Many persons questioned plans for Highway 12.

Joseph Cannestra, an Elkhorn alderman, said more cooperation was needed between SEWRPC and the Wisconsin department of natural resources to help communities comply with pollution standards in establishing sewer systems.

"Unless there is cooperation, we might as well forget it and go to controlled, decentralization," Cannestra said. "I just see a bunch of administrative costs and no results where the ecology is supposed to be saved."

Also present at the meeting was State Sen. Tim Cullen.

Elkhorn Independent

Consultants Select Path for Freeway

Freeway Downtown combined with a six lane Lake Freeway south of the Harbor Bridge would cause the least auto emission pollution of all plans studied for the controversial freeway, a new air quality study concludes.

But all the alternatives would be in compliance with state and national air quality standards, the study, part of the final environmental impact statement on the project,

says. "Future emissions for all

alternatives would be less than for 1974 existing condi-

tions," it adds. The study was done by consultants Howard Needles Tammen & Bergendoff for the County Expressway and Transportation Commission and the State Department of Transportation.

Traffic Projections

It relied on traffic projections included in the 1990 forecasts of the Southeastern Wisconsin Regional Planning Commission.

Total vehicle emissions of A four lane Lake-Park carbon monoxide, hydrocarbons and nitrogen oxides were predicted for 1985 and 1995, as compared with 1974, for all the proposed alternatives for the freeway, including not building it.

Prohibiting trucks from operating on the freeway, as some have proposed, would have no significant effect on air quality, the consultants concluded.

Favored Construction

The favored construction plans Downtown originally called for a six lane freeway.

The four lane alternative would locate the freeway along Lake Michigan through Juneau Park entirely on former railroad right of way with no parkland being taken. No connections would be made to Lincoln Memorial Dr. at the northeast corner of the Downtown freeway loop closure. The existing Lincoln Memorial Drive bridge would be replaced with a pedestrian plaza.

Milwaukee Journal July 8, 1976

Appendix D

CORRESPONDENCE PERTAINING TO CONTENT OF PUBLIC INFORMATIONAL MEETINGS



Appendix D-1 RACINE COUNTY HIGHWAY & PARK COMMISSION

ROUTE 1, BOX 226A

STURTEVANT, WIS. 53177 414-886-2766

June 17, 1976

Mr. Kurt Bauer Southeastern Wisconsin Regional Planning Commission Old Court House P.O. Box 769 Waukesha, Wisconsin 53186

Dear Mr. Bauer:

I wish to commend your Commission on the fine presentation you and your staff made at the June 15, 1976, meeting in Oak Creek. We in Racine County feel that the Lake Freeway is vitally needed and the figures you presented at the meeting only helped to exemplify this need.

As I stated at the meeting, in our office files, we have no less than 10 reports dealing with the need and evaluation of the Lake Freeway. The earliest of these reports dates back to October of 1960. All of the reports have one thing in common, they all recognize the need for a second major facility paralleling I-94 and West of the incorporated limits of the cities of Racine and Kenosha.

Racine County feels this concept has been studied enough and its merits have been demonstrated over and over again through these various reports. We have just completed 9 years work on a county jurisdictional plan. During all that time, we have developed our plans around the need for the Lake Freeway. The county and the town through which this facility would pass have developed their zoning ordinance to reflect the presence of this major facility. Now, you propose to eliminate that facility. How does this effect our future planning and to what standards do we build our proposed projects. Without a Lake Freeway, our arterial system East of I-94 will greatly be effected, as will our total Jurisdictional Plan to a lesser degree. Many of the present facilities East of I-94 are presently operating either at or near capacity. Right of ways in this area are becoming more developed each year with either residences or businesses. To upgrade these facilities as a result of a change in the thinking in regards to the need for the Lake Freeway will result in additional displacement of people and businesses. Now is not the time to step backwards, but it is the time to go forward.

A Share was a series of the se

Mr. Kurt Bauer June 17, 1976 Page 2

A corridor location hearing was held in Racine County on October 14, 1971, to consider the location of the Lake Freeway. Representatives of the various governmental agencies in Racine County affected by the project appeared and spoke in support of this project. At that time, the State Highway Commission was urged to proceed as rapidly as possible with more detailed design. The reasons being, the proposed route is located within an area experiencing substantial development and a lack of more detail information hinders the controlling municipalities from properly evaluating these proposals.

Mass transit has been suggested by many as a replacement for the automobile. We do agree that there is a need for some type of mass transit in certain localities. However, as is stated in the transcript of the October 14, 1971, Public Hearing, "We cannot ignore the tremendous amount of goods transported by highway from industry or agriculture -- to retailer and consumer".

I was glad to see the representatives of the various units of government within Racine and Kenosha Counties present. Their statements certainly point out the need for this facility. More important, they point out the need for a decision to be made in regards to the status of this facility.

While much concern was voiced over the displacement of people and businesses, as a result of the Lake Freeway, more emphasis should be made of this same type of displacement which would result from having to upgrade our on-street arterials to handle this additional traffic. Merely upgrading our present facilities is not the complete answer. Those that are concerned with air and noise pollution should fear this type of plan more than a Lake Freeway.

The Lake Freeway is a vital part of our transportation program within Racine County. Nine (9) years was a long time to develop a needed jurisdictional plan and we in Racine County do not wish to start over now. We have struggled and fought to sell our plan within our county and we feel now is the time to implement this plan, not abandon it. If it was shown 16 years ago that a need existed for a second major North-South facility through Racine and Kenosha Counties, that facility should have been built already. It has not, but it could be. Let's not eliminate the Lake Freeway, let's proceed to a rapid completion.

We in Racine County hope you will give our position strong consideration and it is further our hope that you will add this letter to the material obtained at your meetings.

Very truly yours,

Earl G. Skagen, Commissioner RACINE COUNTY HIGHWAY AND PARKS COMMISSION

By: Cecil F. Mehring, Jr.

RACINE COUNTY HIGHWAY ENGINEER CFM:cmh CC: Mr. John Margis, Mr. George Berteau Appendix D-2

office of Hillage Clerk

EAGLE, WISCONSIN

June 18 1976

JUN26 1376

S.E.W.R.P. Commission P.O. Box 769 916 N. East Ave. Waukesha, Wisconsin 53186

Dear Sirs:

At a Village Board meeting held June 17th 1976 I was instructed to inform you that it is the unanimous decision of the Eagle Village Board to reaffirm their Resolution of November 1 1973 which was in favor of keeping State Highways " 59 " and " 67 " through the Village in their present location with no change except repaving.

Will you please forward this letter to the Department in charge of this project. Thank you.

yours truly

n auchen

Gerald Von Rueden

Village Clerk

Appendix D-3

VILLAGE HALL 7200 N. SANTA MONICA BLVD. MILWAUKEE 53217 VILLAGE OF FOX POINT MILWAUKEE COUNTY WISCONSIN

June 25, 1976

Mr. George C. Berteau, Chairman Southeastern Wisc. Regional Planning Comm. 916 North East Avenue Waukesha, Wisconsin 53186

Dear Mr. Berteau:

Unfortunately the officials of the Village of Fox Point were unable to attend the intergovernmental meeting on June 9, 1976 at the Mequon City hall scheduled as a follow-up meeting on the issue of whether or not the Stadium Freeway north extension should remain in the adopted regional transportation plan.

The Village Board at their meeting on June 22, 1976 adopted the enclosed resolution.

Yours very truly,

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W. J. Blong

Village Manager

WJB:bh

CC: Mr. Kurt Bauer, Executive Director

STATE OF WISCONSIN : MILWAUKEE COUNTY : VILLAGE OF FOX POINT

I, Isabelle Galewski, village Clerk of the village of Fox Point do hereby certify that the attached resolution has been compared by me with the original resolution and that it is a true and correct copy of said original resolution; duly adopted by the village Board of the village of Fox Point on _____

June 22, 1976

under Dalunch village Clerk

RESOLVED That: it appearing that failure to extend the stadium freeway north but in place thereof to require the traffic that would otherwise use it to come east to present U.S. 141 would create a heavy east and west flow of traffic and a much heavier north and south flow of traffic on U.S. 141, thus inconveniencing the traveling public, creating traffic congestion with the resulting additional hazard, and it appearing that a better traffic pattern and a better flow of traffic will result if both U.S. 141 and the stadium freeway extended north are open for traffic:

NOW, THEREFORE, the Village Board of the Village of Fox Point urges the completion of the stadium freeway north.

L. C. WASSON

8022 AVON COURT WAUWATOSA WISCONSIN 53213 PHONE 414 258 4671

June 26, 1976

Chairman, SEWRPC 916 East Ave. Waukesha, Wis. 53186

Dear Sir:

I attended the SEWRPC hearing at the State Building in Milwaukee, on Monday, June 21, and was happy to note that the Commission is tending toward the "controlled" type of expansion -- which is aimed at eventually having all building be in areas which are served by water and waste disposal services.

I am interested in the idea of eliminating the use of septic tanks for reasons which were not mentioned at the hearing, and which have received little or no publicity. The reason I object to the use of septic tanks in sub-divisions is the danger of disease transmission. I'm not referring to inadequate or faulty installation of drainage beds, but to the fact that, after a properly installed drainage bed has been in operation for anywhere from 10 to 15 years, they become essentially open sewers which drain the polluted water from septic tanks right down into the underground water strata-- from which other people draw their household water supply.

Once that condition exists, there is an open invitation for dysentery or typhoid fever (or other water borne diseases) to find their way into the water supply of a large number of people, needing only to have a carrier of such a disease use a sanitary system that is near the "upstream" side of the underground water supply.

I am aware that there are regulations about "percolation rates", which are aimed at preventing the effluent from a drainage bed from coming to the surface, and thus creating a "nuisance", or even a "hazard". But the irony of that regulation is that the best percolation beds are simply sending that same nuisance or hazard down into the water supply, where it mixes with the water which is brought up to other homes by their wells.

At the risk of belaboring the obvious, I would like to point out that there are only two ways in which polluting materials can be removed from a water system. One is for the pollutant to be oxidized out by some form of an oxidizing process (usually requiring dissolved oxygen and bacterial action to accomplish it), The other is to filter out the pollutants by causing them to adsorb on wome sort of surface which is attractive to them. A relatively recent method of tertiary treatment which uses this system is the use of activated carbon beds.

In septic tanks, the pollutants are discharged into a septic tank, where the anaerobic process (the absence of oxygen) hydrolyzes the solids into liquid pollutants, and the bacterial action involved in this process uses up about 30% of the energy in the pollutants. What is left is the soluble pollutants (usually measured by some form of "oxygen demand" criteria) which are discharged into the drainage bed. This bed is buried underground, so that little or no oxygen can get to the discharged water, so it seeps down through the earth, and that earth acts in essentially the same way

as the activated carbon mentioned above. But, as the top layer of earth becomes "filled" to its capacity to adsorb pollutants, the next lower layer takes over, so that, gradually, the entire ground structure under the ground bed becomes so saturated with pollutants that none of the oxygen demand is removed, and the entire output of the septic tank goes into the groundwater strata, with all its "nusiance" or "hazard" contents which are so objectionable when it is discharged on the surface.

This phenomenon first showed up in Suffolk County, Long Island, in the early 1950's -- just a few years after the housing boom following World War II saw sub-division after sub-division going in, using septic tanks as their domestic sewage disposal system. It was found in the early 50's that the ground water in that area was becoming heavily polluted with what could only be the effluent from the septic tanks.

With the passage of more time, this same phenomena showed up all over the country, following a pattern of appearing in sub-divisions which had been put into operation 10 to 15 years before. I personally took part in observing and plotting such a process on a metropolitan Milwaukee sub-division.

This characteristic of the septic tank is well known to public health people. In attending regional and national level meetings dealing with water treatment and waste disposal, I have taken the occasion to ask public health people about this phenomenon and its inherent danger, and, without exception among the people I talked to, they were aware of the problem, but their response was: "What is the alternative?"

To date, I am not aware of any situations which have developed, in which disease transmission has definitely been traced to this type of phenomenon, but I remember a situation in Milwaukee a few years ago where it seemed to me that it was much more likely that disease had been transmitted by the process I outlined than by the explanation that was eventually made public. As I see it, these septic tanks are simply a time bomb, waiting only for the proper set of circumstances to set off a tragic epidemic.

The reason that there are no alternatives for septic tanks is the fact that, under present regulations, any alternative solution would have to compete economically with the septic tank, and there is no way that a satisfactory system can compete on that basis.

In the early 1960's, I worked for nearly 5 years in the field of water treatment and waste disposal, looking for ways in which \triangle . O. Smith Corp. might profitably get into that field. There are many possibilities that could be developed, which will do a good job of disposal, but they cannot compete economically with the septic tank. Consequently, companies are not putting development money into this type of product, and we are continuing to be faced with the question: "That is the alternative?"

I know that this is the way this condition operates, because I went through it. Another fellow and I developed a laboratory scale system which removed the oxygen demand from the effluent of a septic tank to a lower v_a lue than that in the well water supplying the system. And it was projected that it could do the job for a cost approximating that of softening water. But since this was in the early 60's, the reaction of the marketing people was "There is no market for it." And we were not able to follow up on the idea. At the present time, the same type of reaction will be found, except that the turndown would be on the basis that it could not compete with the septic tank. I do not know how the septic tanks can be so regulated as to give developers of alternative disposal systems an incentive for such development, but there is a real need for some such type of regulation to be worked out. For some day, sconer or later, we are going to find out by sad experience just what sort of time bomb we are permitting to be created, by the concentrated use of septic tanks in sub-divisions.

Sincerely,

L. C. Wasson

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COMMUNITY RELATIONS-SOCIAL DEVELOPMENT COMMISSION IN MILWAUKEE COUNTY

REMARKS SUBMITTED BEFORE

THE

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

July 26, 1976

MARTIN LUTHER KING COMMUNITY CENTER 1531 W. Vliet St. Milwaukee, Wisconsin

The Community Relations-Social Development Commission (CR-SDC) is an intergovernmental social planning agency and community action agency in Milwaukee County charged with planning and providing services to low-income and minority residents of Milwaukee.

As such, any regional land use and regional transportation plans proposed by SEWRPC, could have a direct impact upon CR-SDC's constituent community.

The land use and transportation plans developed by SEWRPC can be approached in basically two ways. On the one hand, they can be viewed as simply responding to established social and economic trends of the general population. Plans developed within this line of thought attempt to meet future demands for services and facilities that have been articulated by past behavior. In a broad sense, these plans attempt to retain the <u>status quo</u> of land use and transportation, although they do attempt to place some constraints upon its more irrational aspects.

On the other hand, the land use and transportation plans developed by SEWRPC can be viewed as an attempt to recognize the limitations of the region's social, economic and environmental resources. Such plans realize that the ability to meet current demands does not guarantee a corresponding ability to meet future demands. What must be done, therefore, and what is proposed by the second set of plans is to change current demands for services and facilities -- changed based on a rational and intelligent awareness of the resource limitations and capabilities of the region. These two approaches to transportation and land use plans can serve to identify and define the two SEWRPC proposals considered to be the most serious alternatives for approval as the official regional land use and regional transportation plans for the year 2000.

These two proposals are:

a) the Controlled Decentralization/Highway Intensive alternative;

b) the Controlled Centralization/Transit Intensive alternative. These two land use and transit plans are logically paired in alternative proposals because it makes little political and economic sense to encourage decentralized development and then develop a transit intensive transportation plan. Levels of transit service as well as the costs of providing . such services would be incompatible with the sprawl-type development encouraged by the decentralized land use plan. This would be especially true within the four-county Milwaukee SMSA where mass transit is needed and could work most effectively.

Neither would it make political and economic sense to encourage a highway intensive plan while, at the same time, encouraging relatively high density development under the controlled centralization plan.

Allocating substantial amounts of Milwaukee County land to expressways is basically incompatible with a goal of centralization and more intensive use of urban land.

One cannot discuss the impacts of the proposed land use and transportation plans on low-income and minority residents of Milwaukee County without

-2-

first discussing some of the larger implications of the plans.

- 3 --

To begin, presentation of the proposed decentralized land use plan as a serious regional development scheme must be questioned. Especially as it pertains to Milwaukee County. Simply by using 1970 Census data and making a few crude calculations, one can begin to comprehend the true meaning of the numbers presented here today.

Under the controlled decentralization plan, SEWRPC projects the population of Milwaukee County to decrease by 155,000 people. According to 1970 Census data, the average number of persons per dwelling unit was 2.5 (2.4 for the City). Dividing this number into the 155,000 figure (population loss) provides a projection of over 62,000 dwelling units lost. What this means is that over 62,000 dwelling units in Milwaukee County will not be needed by the year 2000 --62,000 housing units left empty, abandoned or demolished. This represents an amount equivalent to all of the housing units presently standing in an area bordered by Juneau Avenue, the Milwaukee River, Capitol Drive and 60th Street. Think about that for a minute.

And where will these 155,000 people and 62,000 housing units go to? According to SEWRPC's decentralized land use plan, the majority of the people will relocate to the other six counties within the region, most likely within the Milwaukee SMSA (Ozaukee, Washington and Waukesha Counties).

To replace the 62,000 housing units that will be abandoned in Milwaukee County, an equivalent number (most likely even a greater number because of

natural population growth and in-migration from outside the region) will have to be built in the surrounding counties. And all of these new dwelling units and new subdivisions will require new services, such as sewerage and water systems, retail and commercial districts, schools, roads, etc. The very same services and facilities that presently exist, have been paid for and will be left behind in Milwaukee County. 317

What does this mean, then, for the low-income and non-White residents of Milwaukee County? One simply has to review the social and economic trends of the past 25 years -- the very same trends upon which the decentralized land use plan is based. Will not the factors that encouraged movement to suburban and outlying areas in the past and initiated the first stages of inner-city decline continue? Will not those persons rich enough, educated enough, mobile enough and of the right color continue to take advantage of the opportunities presented them? Opportunities not only presented, but encouraged?

Not only will these trends continue, but the disparities between the "haves" and "have-nots" will become even greater.

For example, according to 1970 Census data, the median value of an owner-occupied house in Milwaukee County is \$20,200 and substantially lower for non-White home owners (Black: \$12,420; Spanish-Speaking: \$17,300). Median family income for all residents of the County is \$10,980. These figures are similar, but slightly lower for City of Milwaukee residents. Similar figures for the other three counites of the SMSA are significantly higher.

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It must also be noted that the total number of non-White people living in these counties is much less than 1% of the county population, except for Waukesha County where the figure is slightly more than one percent. The total non-White population for Milwaukee County is about 12%, and for the City, it is closer to 20%.

[USE TABLES I AND II FOR REFERENCE ONLY.]

	Milwaukee County Spanish-			City of Milwaukee		Spanish-	
	Total	Black	Speaking	Total	Black	Speaking	
Median Family Income	\$10,980			\$10,262			
Value of Owner- Occupied House	\$20,200	\$12,420	\$17,300	.	\$12,300	\$14,600	

TABLE I

TABLE II

	Ozaukee	Washington	Waukesha	
Median Family Income	\$12 , 620	\$11,275	\$12,795	
Value of Owner- Occupied House	\$25,800	\$20,700	\$25 , 300	

As families and individuals (especially newly-formed families) move to outlying areas, demand for 'housing in these areas will remain high. The price for such housing will more than likely increase as well. As the figures noted, it already costs more to live in the next county; therefore, those people already living in an outlying area or a suburb of Milwaukee County will be first in line to purchase new housing.

Also, as we all know too well, the likelihood of a non-White person (or family) already living in a suburban area or being allowed access to a suburban area (under the decentralized plan) is so minimal as to be non-existent.

And, even if one subscribes to the dynamics of the housing filtration process, it will not be the minority or low-income resident who moves to the inner ring of the suburbs. Rather, it will be the lower middle-income White city resident who moves outward.

This, in turn, can be expected to decrease the value of much of the housing remaining in the City. This may have short-term benefits to some residents as it will open up a portion of the housing market that is currently unaccessible to low-income and minority residents -- a housing market that, by law, should already be open. In the long run, however, the consequences of a decentralized land use plan would be detrimental. It is not unforeseeable at all that Milwaukee would become almost totally populated by non-White residents by the year 2000, as recently predicted by State Representative John Norquist.

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As housing and property values decline (through encouragement of movement to suburban areas), many middle-income households may "sell out" to recoup what they see as a severely decreasing equity value of their homes. This will cause even more homeowners to rationalize "getting out while the getting is good." Soon, the concept of White (and money) flight will become a reality. The City will remain as a monument to policies that encourage racial and economic separation.

This oversimplified scenario is meant to show what may happen if suburban and exurban development continues to be sanctioned as proposed by the decentralization land use plan. Continued erosion of an already overburdened property tax base, when coupled with additional discentives to urban investments and developments, is an almost sure guarantee of advanced stages of center city dissolution in the midst of a regional growth. One need look no further than a few other urban regions in the midwest for an example of what can happen.

Only a few of the more significant objections to the proposed decentralization land use plan have been mentioned. These objections, however, are troublesome enough to suggest that implementation of the controlled decentralization plan could easily lead to major social and economic difficulties for both the City and County of Milwaukee. And, under this plan and the policies it infers, the low-income and minority residents of Milwaukee County would be required to shoulder the burden.

CR-SDC must, therefore, record its opposition to the controlled decentralization land use plan and support adoption of the controlled centralization alternative.

Transportation

The highway intensive transportation plan, as proposed and presented by SEWRPC, represents a "dusting-off" of similar expressway dreams which have been around for more than twenty years. Originally, one reason to build expressways was the assumption that people would more easily be able to get to the Central Business District where, traditionally, the jobs were to be found. Expressways could facilitate the movement of people and services in and around the City.

An unforeseen consequence of this, however, was that it also enabled industries (and jobs) to move outside the cities. Why bother coming into the City at all when you could both live and work in the suburbs? The number of jobs in the County increased over time, but the number of jobs in the City decreased.

Many of the new jobs that did open up in the City were White collar positions that tended to go to the more affluent and educated suburban residents. And their needs continued to be met, and met well, by the transportation networks that were being developed.

First, the expressways enabled those wealthy enough to live in suburbia and own a car to drive to work in the City at a low cost (in terms of time,

safety, fuel cost, and parking cost). When mass transit systems were introduced, such as the Freeway Flyer, they too benefited the outlying commuter. Very few, if any, mass transit systems operate from the inside out (c.g., from the inner city to, say, New Berlin).

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But perhaps the most serious consequence of expressway construction throughout the County was the destruction of thousands of homes and the displacement of thousands of people. It has been estimated that well over 10,000 housing units were eliminated by freeway construction alone. And where has most of the demolition and displacement occurred? One need only look at the neighborhoods destroyed and divided by Milwaukee's expressway system -- the older neighborhoods, the so-called "blighted" neighborhoods, the ones which are most likely called home by low-income and/or non-White residents. And little or no relocation assistance was provided to the homeowner. Renters received nothing except the headache of trying to find another dwelling unit at an affordable price (and, of course, the price was probably higher because there were that many fewer dwelling units).

Not only were the low-income residents of the inner city required to bear the direct burden of the expressway, many of them were (and are) unable to receive whatever benefits are available.

The main requisite for using an expressway is an automobile and many inner city residents simply cannot afford one.

As automobile traffic is re-routed to expressways and off-arterial streets, many of the smaller neighborhood commercial business districts begin

to suffer accordingly. Areas such as 35th Street, Fond du Lac Avenue, and South 16th Street are examples. When this lack of traffic exposure is combined with a corresponding decrease in "walk-in" business (the people who used to live in the houses that were demolished), the local shopping districts continue to decline and those people unfortunate enough to be "left behind" have even fewer services and facilities. Neighborhoods continue to decline.

The legacy of freeways and freeway construction has not been kind to low-income and minority residents of Milwaukee. It is felt that continued expressway construction in Milwaukee County (as proposed by the Highway Intensive Transportation Plan) would simply contribute to continuation of urban sprawl and further central city decline. The impact of such a plan (and decision) upon the people who remain (and the City in general) would be devastating.

The alternatives begin to emerge in the transit intensive plan as proposed by SEWRPC.

Adoption and (hopefully) implementation of this plan would require shifts in public policy that could prove very beneficial over a long-term basis -not only for low-income and minority residents of the County, but for the general populace of Milwaukee County as well.

The plan would recognize the need to move people, not cars, and would acknowledge the other needs of people besides transportation. For example, the transit intensive plan, if implemented completely, would

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dislocate only 80 residential units (as compared with 2,471 under the Highway Intensive Plan). The Transit Intensive Plan would provide mass transit terminals at inner city locations as well as in outlying areas. In addition, the plan contains the beginnings of an awareness that transit fares may someday be competitive with out-of-pocket costs of the automobile. (For instance, the Transit Intensive Plan would increase downtown parking costs to a level greater than the transit fare.)

The Transit Intensive Plan also offers some disincentives for continued use of the automobile. These include increasing the cost of parking a car; increasing the number of buses to reduce headway and improve services; development of exclusive transitways and transit lanes to reduce time and increase levels of service.

Two additional comments should be made that would tend to support the Transit Intensive Plan versus the Highway Intensive Plan. First, a planning methodology used to develop the transportation plans assumed that the price of gasoline would remain at 50¢ per gallon until the year 2000. Most analysts, by now, are of the opinion that gasoline prices will continue to rise and will certainly be greater than the 50¢ figure.

Second, projected annual public revenue (taxes, federal, state and local funds) for both highway and transit development were based primarily on past trends. Because construction and promotion of highways has been a major governmental goal over the years, it was forecasted that public revenue for highways would exceed that provided for transit by

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something like a 10 to 1 ratio. It is felt, however, that ongoing efforts to break up the highway trust funds, continued promulgation of governmental programs and funds to encourage and support transit systems, and continuation of automobile disincentives (licensing fees, taxes, etc.) will decrease this ratio significantly in the years to come.

CR-SDC believes that only by developing a balanced and equalized transportation system, one that is both accessible and affordable to all residents, can an adequate transportation system be considered to exist in Milwaukee County.

Accordingly, the Transit Intensive Transportation Plan is the one favored as best meeting the needs of the low-income and inner city residents.

CONCLUSION

CR-SDC has been asked to comment upon and make, recommendations regarding the land use and transportation plans presented here today as they impact upon minority and low-income residents of Milwaukee County. The previous remarks, for the most part, have been comments. The major recommendation will be short and general -- simply, that SEWRPC, when considering its plans for the year 2000, be continually aware of those minorities within the general population that are too often by-passed or ignored when long-range economic and development plans are adopted.

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STATE OF



WISCONSIN

Appendix D-6 DEPARTMENT OF ADMINISTRATION

Robert H. Dunn Secretary

Governor

Patrick J. Lucev

One West Wilson Street • Madison, Wisconsin 53702

July 28, 1976

Mr. George Berteau, Chairman Southeastern Wisconsin Regional Planning Commission 145 Westminster Square Racine, Wisconsin 53402

Dear Chairman Berteau:

The development and adoption of a regional plan provides an important basis for the local and state-local cooperation necessary to deal with the problems and the future challenges facing the citizens of southeastern Wisconsin. At Governor Lucey's request, the State Planning Office in the Department of Administration has worked to promote involvement by a wide range of state agencies in the technical formulation and review of the draft Land Use and Transportation Plan for Southeastern Wisconsin.

A few state agencies have previously supplied the Commission with review comments. The observations in this letter by the State Planning Office attempt to summarize these earlier comments and to reflect, as well, discussions with other state agencies, such as the Departments of Transportation and Natural Resources, and the Office of Emergency Energy Assistance regarding the draft Land Use and Transportation Plan.

Effective regional plan implementation requires active state involvement, as well as the necessary local governmental and citizen commitment. Therefore, it is important that state agencies become involved and that important state policies be reflected in the course of the plan development. The Commission, through the mechanism of its technical advisory committees, has itself actively encouraged state participation in this process. The comments here attempt to summarize some of the more significant observations which have been made by various state agencies. They are intended for the use of the Commission in its deliberations concerning the selection of a regional plan--deliberations which must weigh a broad range of considerations.

Governor Lucey, in his April 14, 1976 speech to a SEWRPC conference, enumerated several areas of significant state concern regarding land use and transportation development in southeastern Wisconsin. These state concerns included: revitalization of central city neighborhoods and business areas; maximum use of existing public facilities; preservation of agricultural lands, wetlands and open space; protection of air and water qaulity; provision of housing, employment and low-cost transportation for lower income people; energy conservation; and accessible, reasonably-priced transportation, with particular emphasis on public transit.

Mr. George Berteau Page two July 28, 1976

State agency review comments indicate that the "controlled centralization" land use plan provides the best framework for addressing these concerns, individually and as an interrelated group.

The "controlled decentralization" plan would aggravate what are already apparent and difficult problems. This plan provides that an additional 150,000 people would reside outside Milwaukee County, bypassing its already developed network of public services and facilities. This continuing exodus of population, much of it from the City of Milwaukee, is likely to result in the abandonment of housing with its attendant negative neighborhood and community impacts. The Department of Local Affairs and Development, in its review letter to the Commission, has highlighted the view that the "controlled centralization" plan represents a wiser use of existing and future housing resources.

The "decentralized" plan also provides for the redistribution of nearly 75,000 jobs from Milwaukee County throughout the remainder of the region. As employment opportunities move outside the City of Milwaukee and Milwaukee County, those who cannot afford to move out and relocate near them will suffer reduced employment opportunities, especially those citizens lacking access to an automobile. This trend is of particular concern to the state in its efforts to promote expanded job opportunities for low income groups.

Low density, fringe area development, in addition to sapping the economic vitality and livability of developed urban areas, results in heavy demands for the construction of expensive public services. A comparative evaluation of the two land use alternatives indicates that the capital and operating costs for the the "decentralized" plan will be over \$1 billion greater than public service costs associated with the "centralized" plan over the twentyfive year plan period. Wisconsin's extensive program of state financial assistance to local governments means that the entire state would share in these increased public service costs.

As reported on in the July 1, 1976 review letter from the Department of Agriculture, the State Board of Agriculture has adopted an Agricultural Land Use Policy Statement favoring the continued use of productive land for agricultural purposes by encouraging "protection for agricultural producers from urban encroachment" and "industrial development in rural areas on lands least suited for agricultural production." Under the "decentralized" plan, 141,000 acres of agricultural land would be consumed for developmental purposes--90,000 acres more than required under the "centralized" plan. The conversion of agricultural land represents not only the loss of a valuable natural resource and a reduction in open space; it also means the potential loss of farm and farm-related jobs. Mr. George Berteau Page three July 28, 1976

In terms of the areas of state concern outlined by the Governor in his speech, the "controlled centralization" plan makes better use of existing resources. Thus, it minimizes the need for future public expenditures and better contributes to the preservation of agricultural land, the revitalization of older urban areas, the conservation of energy and the provision of increased job and housing opportunities, especially for low income groups.

The state is in the process of developing a multimode state transportation plan. When completed, this plan will provide the framework for state evaluation of regional transportation plans. In the interim, the state's review of alternative transportation plans is guided by their impact on, and furtherance of, existing state transportation policies and plans.

With regard to the movement of goods and people, the highway network serves as the backbone of the state's transportation system. Therefore, it is crucial that every effort be made to adequately maintain and protect the existing investment in the highway network. As the region's population increases and travel patterns change, the construction or upgrading of certain key highway facilities—some of which are, in essence, already committed for construction—is necessary to provide an adequate level of transportation service.

Both the "highway-supported transit" plan and the "transit-supported highway" plan realize that, in addition to improving the highway network, the level of transit service must be improved to achieve a balanced transportation system. This recognition of the need to improve the transit system conforms closely to present and developing state policy. This policy is reflected in the state's provision of financial assistance to municipalities to upgrade transit service.

From the state's perspective, a significant increase in transit service and ridership is both beneficial and necessary. All of the state's citizens should be assured of a reasonable amount of mobility regardless of whether they own an automobile or possess a driver's license. Expanded transit service offers the potential for significant energy savings and a reduction in line source air pollution, both issues of state concern. In addition, the pressure for the construction of new highway facilities to meet peak hour demands may be reduced, thus saving both state and local units of government the cost of some new construction. The need for improving transit is recognized in both "build" transportation alternatives, with transit ridership to the Milwaukee CBD increasing from 22% in 1972 to 27% under the "transit-supported highway" plan, and to 43% under the "highway-supported transit" plan (under the "controlled centralization" land use plan). Hopefully, the Commission, in its efforts to provide the region with the best transportation system, will give careful consideration in its finally chosen plan to retaining those elements of both transportation plans which were most significant in producing the projected increased transit ridership levels.

Mr. George Berteau Page four July 28, 1976

Working with the Commission staff, state agencies have identified two areas requiring additional analysis. These involve the development of refined transportation revenue estimates plus the conduct of additional air quality analyses. While cooperative work is underway at the staff level in both these respects, these areas are being called herein to the attention of the Commission because it is felt they are of policy significance and that information on these questions should be available prior to the Commission's final plan consideration.

At present, SEWRPC revenue projections are based on historical trends which indicate that adequate revenues will be available to finance any of the transportation plans. While automobile fuel consumption is projected to increase between 10% and 65% between 1972 and 2000, SEWRPC projects state aids for transportation, which consist largely of fuel tax revenues, will increase by 184%. If the SEWRPC area receives the same percentage of transportation revenue generated within the region as in the past, the gasoline tax would need to be approximately tripled to raise the projected revenues. Selection of a regional transportation plan should be based on realistic revenue estimates and a full appreciation of the possible need for tax changes which may be necessary for its implementation. DOT is, therefore, working with the SEWRPC staff to develop additional information with respect to transportation revenue.

Simulations, using the air quality model developed jointly by SEWRPC, the DNR and the University of Wisconsin, indicate that the primary air quality standards for particulates will continue to be violated in the central Milwaukee area under all of the formulated plan alternatives. A significant proportion of the region's population living and working in this area would be exposed to these conditions. The Commission should be aware of the magnitude of this problem and the nature of the options available to aid in meeting air quality standards. The Department of Natural Resources and the State Planning Office have suggested additional analyses, now underway by the SEWRPC staff, which we are hopeful will provide the Commission with further insights regarding air quality maintenance.

The formal review comments of several state agencies and our discussions with others, clearly indicate that the "controlled centralization" land use plan is most consistent with the state policy objectives outlined by the Governor. In addition, several considerations have been reviewed here with respect to transportation which might be useful to the Commission in its refinement of this element of the regional plan.

We appreciate very much the opportunity to provide this summary of state review comments. We hope these observations will assist the Commission Mr. George Berteau Page five July 28, 1976

in its deliberations. We also hope they reflect the importance which the state attributes to the development of a regional plan and to its continuing commitment to work closely with the Southeastern Wisconsin Regional Planning Commission.

Sincerely,

Stephen M. Born, Director State Planning Office

SMB:ewr 3/0787

cc: Kurt Bauer, Executive Director, Sotheastern Wisconsin Regional Planning Commission William Bechtel, Secretary, Department of Local Affairs & Development Robert Dunn, Secretary, Department of Administration Anthony E.rl, Secretary, Department of Natural Resources Zel Rice, Secretary, Department of Transportation Gary Rhode, Secretary, Department of Agriculture Joe Sensenbrenner - Governor's Office Appendix D-7



State of Wisconsin \ DEPARTMENT OF LOCAL AFFAIRS & DEVELOPMENT

Patrick J. Lucey Governor

July 7, 1976

William R. Bechtel Secretary

123 WEST WASHINGTON AVENUE MADISON. WISCONSIN 53702

RECEIVED

JUL 1 0 1976

Mr. Kurt W. Bauer, Executive Director Southeastern Wisconsin Regional Planning Commission P. O. Box 769 Old Courthouse 916 N. East Avenue Waukesha, Wisconsin 53186

Dear Mr. Bauer:

As mentioned in his June 3 letter to Richard Cutler, Governor Lucey has asked the State Planning Office to take the lead in working to insure a coordinated review of SEWRPC's alternative land use and transportation plans. The State Planning Office has asked the Division of Housing to review these plans for their impact on housing, and to compare the proposals with SEWRPC's 1975 Regional Housing Plan.

In some respects, it is difficult to compare SEWRPC's land use and transportation plans to the Regional Housing Plan adopted by the commission in 1975. The housing plan is different from other regional plan elements, as stated in "A Regional Housing Plan for Southeast Wisconsin:"

Those elements, such as the regional transportation and regional sanitary sewerage system plans, generally constitute long-range plans . . . required not only to resolve existing problems, but also to serve probable future population and economic activity . . . The regional housing plan as presented herein, however, is focused on the housing problem which currently exists within the Region . . . (p. 422)

The land use element, like the regional transportation and sewerage system plans, is directed to the long-range future (1990-2000).

Nonetheless, the land use plan alternatives do have implications for the housing concerns expressed in the regional housing plan. Should either of the plans be adopted, it would be necessary to encourage or undertake certain kinds of housing activities.

The Regional Housing Plan makes recommendations concerning nonsubsidized and subsidized housing. For nonsubsidized housing, the recommendations are related to housing availability constraints: "the overriding housing availability constraints are economic in nature, relating specificially to the cost of housing relative to the household's ability to pay." Identified economic constraints, relevant to land use policies, include land use controls such as zoning regulations, and subdivision control ordinances as they relate to site improvement costs. Mr. Bauer July 7, 1976 Page Two

The Regional Housing Plan recommends that "all urban communities within the region incorporate provisions for a full range of housing sizes within their zoning ordinances" and a "full range of lot sizes." The plan also recognizes site improvement costs as a significant part of the cost of a single family lot and calls for the use of clustering techniques in order to lower costs.

With regard to subsidized housing, the Regional Housing Plan includes an allocation plan for the distribution of subsidized housing throughout the region. A composite factor housing allocation strategy was chosen as the distribution formula. This formula uses criteria relating to the suitability of the area for the location of subsidized housing. One of these criteria is employment opportunities. This criteria is particularly significant, considering the national concern with housing for low-income workers. This concern is reflected in the requirement that communities estimate the number of low income families "expected to reside" as a result of employment opportunities; the Hartford, Connecticut federal court case enforcing this requirement; and the recent federal court decision regarding low cost housing in metropolitan Chicago.

The alternative land use plans center on two strategies, controlled centralization and controlled decentralization. I am particularly concerned about the housing implications of the controlled decentralization plan. This plan calls for very low density development which extends to areas beyond those which can be easily serviced. Of the 170 square miles to be converted to residential use, 110 square miles would be developed at suburban population densities, with an average net lot area of two acres for a single family home. Suburban development would not necessarily occur in "planned neighborhood units." The decentralization plan would mean that employment would increase in Milwaukee County by 15,000 jobs and in the remaining six counties of the region by 252,000 jobs.

For comparison, the controlled centralization plan calls for more medium density development in readily serviced areas; job opportunities would increase in Milwaukee County by 90,000 jobs and in the other counties by 177,000 jobs.

Housing was considered as input into both land use plans. However, housing was considered only in terms of density standards (See Objective No. 1, Table 6A-1). The housing recommendations of the Regional Housing Plan were not taken into account. The decentralization plan would mean more single family units with larger lots, and higher costs for both the dwelling unit and site improvements. There is no assurance that individual communities would contain a mix of housing types. Mr. Bauer July 7, 1976 Page Three

Under the decentralization plan, large numbers of jobs would be created outside of Milwaukee County. If job opportunities will be provided in communities, then those communities will need to provide housing for workers. We are particularly concerned about the housing needs of lower income workers. As stated above, the decentralization plan would provide more higher cost single family units, instead of lower cost, clustered units or multi-family housing. These units would not be available to lower income families.

Further, the composite factor allocation strategy for subsidized housing in the Regional Housing Plan is related to present employment locations. The allocation formula should be re-evaluated to insure that low cost housing will be available in major employment centers.

In SEWRPC's 1990 Land Use and Transportation Plan, the objective of providing a "wide variety of housing types, designs and cost" in each "residential unit" was included as part of the plan (Objective No. 5, Standard 3). I should like to know why this objective was not included in the present study.

I am also concerned that in both the controlled centralization and controlled decentralization plan there is little emphasis on conserving areas which are presently developed. I am particularly concerned about the decentralization plan which may lead to increased housing abandonment in Milwaukee, as well as the rebuilding, at considerable cost, of dwelling units and the accompanying infrastructure.

I hope that these comments will be valuable to SEWRPC as you make final decisions regarding the alternative land use and transportation plans.

Sincerely,

Larry J. Brown Deputy Secretary

LJB:1sp 6-130

P.O. Box 1013 Milwaukee 53201 24 August 1976

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AUG 2 4 1976

CENTRPC.

Mr. K.W. Bauer, Executive Director Southeast Wisconsin Regional Planning Commission 916 No. East Avenue Waukesha, WI 53186

Dear Mr. Bauer:

Thank you for your letter of 11 June 1976. I appreciate the information relating to the reevaluation and revision of the regional surface transportation plan. I have carefully reviewed the alternatives and offer my comments and recommendations to be considered as part of the planning process. I am sorry that I have not been prompt in replying but travel commitments with my employment have prevented it. I hope that my comments are not too late for consideration.

It is rather amazing to me that the SEWRPC is now presenting alternatives that include those that will attempt to provide controlled centralization of the subject planning area. It should be crystal clear to you by now that the net effect of the previous ten year surge of freeway and interstate highway construction has made it extremely easy for large numbers of people to decide to get out of the urban area away from the problems of the core city.

As your planning material indicates, the effect has been a diffusion of urban development, net out-migration from Milwaukee County, a 146% increase in land devoted to urban use, proliferation of diffused, low density residential development, an increase in arterial vehicle miles traveled, and increases in gasoline and oil consumption involved with trip taking. It really appears that the best chance for controlled centralization has been deliberately allowed to pass.

While it is an admirable thing to seek public opinion on what people want in the way of land use and transportation planning, this country's history is rife with major environmental catastrophes such as the dust bowl, degradation of water, air pollution, denuding of vast timber resources, and chemical contamination of fish, wildlife and humans. No attention was paid to these problems until a crisis situation developed causing very undesirable consequences. At that point, massive and costly governmental intervention had to deal with the problem if it could and can be **dealt** with I am sure that SEWRPC is

^{aw}are of these things. For the really crucial problems you are going to have to act alone without necessarily having massive public support behind you.

As I mentioned earlier to you in my letter on the Bark and Lake Freeway, the lack of planning in this country has resulted in massive dependence upon the most wasteful means of transportation available - the automobile. America's economy has been literally built on this mode of transportation. Planners and elected officials are allowing automobile consumers in THIS country to consume the world's storehouse of petroleum at an increasing rate that staggers the average citizen's imagination and is beyond even the comprehension of most of the rest of the world's people who live at a lower standard than we. We are foreclosing the use of this type of energy for our unborn American citizens and taking it away from others in the world who have just as much right to use it.

The failure to face and control this energy consumption problem will come home to roost as has the rest of the aforementioned problems associated with natural resources. The longer it runs uncontrolled, the sterner will be the judgement day and the severity of the effects on people. Instead of working toward centralizing urban areas and making them liveable while switching to energy efficient modes of transportation, planners have continued to lay out vast ribbons of concrete to each corner of our urban area. They then have wondered at why people have moved out of the core cities. Politicians and planners have not had the imagination to sort these things out. Helter-skelter has, unfortunately, been the rule.

At this year's Park and Lake Freeway hearing in Milwaukee, I was party to a discussion with a young man who was employed by the firm that wrote the Environmental Statement for the proposed Freeways. The conversation finally came to an end with this young man asking me how I could presume to dictate the mode people may wish to use for transportation when it was obviously what everyone chose to do.was to use the automobile. With reasoning like that it is easy to see how organizations like SEWRPC pass over the problems and make it their business to try and apply a few cosmetics to cover up what is underneath. It is the current case that cosmetics are being applied to the abandonment of the core cities because of the dominance of one transportation mode. The core city and all its problems have been left for the poor to cope with.

Much material is available from Mational agencies, Congressional bodies and others to show planners in this country what is happening piece meal to our energy supplies and use while real energy efficient modes of transportation such as rail networks are allowed to deteriorate. And yet we still have more highways built which are obviously designed to move the mass of vehicles on the roads today and accomondate as much as any one in Detroit feels they want to build and sell in the future. If you want a list of these materials, I will compile it for you.

-2-

I favor the "no build" alternative for the transportation plan and controlled centralization plan for the land use phase of your planning.

-3-

This letter may sound like I have set myself up as judge and jury on what needs to be done in the future. The young man at the hearing said that while he agreed that our petroleum supplies are finite, technology would step in and save us. He had no idea when or how. My viewpoint is as it is because I have been aware of these natural resource problems for some time and have followed the attempts or rather lack of attempts to confront this very basic problem. To see how the automobile has helped to clean out our cities has only confirmed my viewpoint. You folks have a hard job to do and a good deal of it will be trying to "sell" some planning approaches that will give the margin for error rather than assure that a crisis will be upon us. We must stop eating up our prime agricultural lands and trying to reclaim the desert for agriculture. We have to somehow find ways of keeping people happy with living in a city rather than encourage their flight. We should be finding ways of conserving energy rather than planning for unbridled growth without end. There IS going to be an end to it. Will it be a good one or a bad one?

incerely burs. GATLORD YOST

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