Fourteenth annual report. June 1975

[s.l.]: Southeastern Wisconsin Regional Planning Commission, June 1975

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1974 ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

SEP 3 0 1975

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FOURTEENTH ANNUAL REPORT

Southeastern Wisconsin Regional Planning Commission

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

The preparation of this publication was financed in part through a joint planning grant from the Wisconsin Department of Transportation; the Wisconsin Department of Local Affairs and Development; the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations; and the U. S. Department of Housing and Urban Development.

June 1975

Inside Region $1.50
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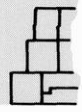

June 6, 1975

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

In accordance with the requirements of Section 66.945(8)(b) of the Wisconsin Statutes, the Commission each calendar year prepares, publishes, and certifies an annual report to the State Legislature of Wisconsin and to the legislative bodies of the constituent county and local units of government within the Region. This, the fourteenth annual report of the Commission summarizes the accomplishments of the Commission for the calendar year 1974 and contains a statement of the financial position of the Commission as certified by an independent auditor.

The Commission annual report is intended to serve a number of functions in addition to meeting the specific legislative requirement noted above. As a publication documenting activities conducted during the year under the continuing regional land use-transportation study, it serves as an annual report to the federal and state Departments of Transportation. In addition, the annual report is intended to meet certain requirements of the U. S. Department of Housing and Urban Development, including an annual report on progress in planning for the resolution of housing problems of the Region. Most importantly, however, the Commission annual report is intended to provide county and local public officials and interested citizens with a comprehensive overview of current and proposed Commission activities and to thereby provide a focal point for the promotion of regional plan preparation and implementation. Consequently, the Commission annual report is lengthy in comparison to annual reports of other planning agencies in the state and nation, being intended to serve as a permanent working reference concerning the activities of the Commission rather than as a document to be perused and discarded.

The reader's attention is particularly directed to the summary section of this annual report entitled "Regional Planning Overview—1974" included in the beginning of the report. This summary includes all of the major actions taken by the Commission and by implementing agencies during 1974 with respect to each of the major functional areas of planning to which the Commission has addressed itself: land use and transportation planning, housing planning, community facility planning, environmental planning, and community assistance planning. Four new regional plan elements were adopted by the Commission during 1974: a jurisdictional highway system plan for Ozaukee County, a transit development program for the Racine Urban Planning District, a regional library facilities and services plan, and a regional sanitary sewerage system plan. During the year the Commission also began an important new planning program for maintaining and improving air quality within the Region. Significant progress was made during the year in the major reevaluation of the adopted regional land use and transportation plans, including the conduct of a major regional planning conference and public hearing in order to determine the basic directions to be taken in completing the plan reevaluation. Significantly, transit use in the Region remained nearly constant during 1974, hopefully representing the end of the drastic, long-term decline in transit use evidenced in previous years. Also very significantly, the Walworth County Board of Supervisors adopted in 1974 new county shoreland and comprehensive zoning ordinances designed to fully implement the regional land use plan, with such ordinances ratified by nearly one-half of the 16 towns in Walworth County by the end of the year.

The Commission believes that significant progress has been made in gathering and maintaining in a current form the planning and engineering data required to make sound areawide development decisions within the Region, in cooperatively preparing and adopting key elements of the comprehensive plan for the development of the Region, and in working toward the implementation of those plan elements to create a better environment for working and living within the Region. The progress achieved to date reflects a strong commitment in southeastern Wisconsin toward a voluntary system of cooperative, areawide, intergovernmental planning.

Respectfully submitted,

George C. Berteau
Chairman

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REGIONAL PLANNING OVERVIEW 1974

The Commission's 1974 work program was again extremely varied, including major work elements under each of the principal regional planning functions of inventory, plan design, and the promotion of plan implementation activities by the units and agencies of government and private interests concerned. The following are the major actions taken by the Commission and by implementing agencies during the year with respect to each of the major functional areas to which the Commission has addressed itself, namely, land use, transportation, housing, community facilities, environmental, and community assistance planning.

LAND USE AND TRANSPORTATION PLANNING

(See pages 7 to 84).

- Surveillance activities indicate that the rate of population growth in the Region is continuing to decline, that a net out-migration of people is continuing to occur, and that fertility has dropped below replacement levels. School enrollment figures for the Region confirm these trends. Indicators of development and facility needs, such as automobile and truck availability and vehicle miles of travel, however, continue to meet or exceed the forecast levels which were prepared under the initial regional land use-transportation study.

- Because of the unprecedented declines in fertility rates which have occurred within the Region since 1970, and because of the apparent continuation of out-migration from the Region over this period, new year 2000 population forecasts were prepared to provide a basis for regional plan design. The population of southeastern Wisconsin is now forecast to increase from about 1.8 million persons in 1974 to about 2.2 million persons in the year 2000. The population of Milwaukee County is anticipated to remain relatively constant over this period. Relatively large population increases are anticipated in Ozaukee, Washington, and Waukesha Counties, while smaller increases are anticipated in Kenosha, Racine, and Walworth Counties.

- The number of jobs in the Region rose about 4 percent above the 1973 level, averaging about 797,500 in 1974, or 27,500 jobs above the 1973 level. The trend toward a decreasing concentration of jobs in Milwaukee County and an increase in the remaining six counties continued during 1974. The Milwaukee County portion of total regional jobs declined to 67 percent in 1974, a continuation of the downward trend from about 75 percent in 1960.

- From 1963 to 1970, about 4,800 acres of primary environmental corridor land were lost to incompatible urban development. This represents a relatively small proportion (about 1.4 percent) of the total primary environmental corridor, but indicates the attractiveness of such corridors for certain urban uses, particularly urban residential uses. While this represents a relatively small loss in the total primary environmental corridor lands, it emphasizes the need for the local units of government involved to accelerate their efforts to preserve these important corridor lands.

- Residential land subdivision activities in the Region during 1974 again reflected a heavy commitment to highly diffused, low density, unsewered urban development. About 40 percent of all platted lots created during the year, representing some 1,300 building sites, were not designed to be served by public sanitary sewer as recommended in the regional land use plan. About 1,000 of these lots were created in Waukesha County alone.

- Transit use in the Region remained nearly constant during 1974, hopefully representing the end of the drastic, long-term decline in transit use evidenced in previous years. Transit use in the Milwaukee area declined slightly, but was offset by gains in the Racine and Kenosha urban areas. Transit ridership increased 20 percent in Kenosha and 23 percent in Racine. Freeway flyer ridership in the Milwaukee area increased 11 percent during the year.

- During 1974, 4.3 miles of freeway, located on the Bay Freeway between the Villages of Hartland and Pewaukee in Waukesha County, were opened to traffic. In addition, facility construction began on 20.2 miles of freeway, including segments of the North-South, Rock, and West Bend Freeways. An additional 39.7 miles of right-of-way were acquired during the year for planned freeway use.

- A short-range transit development program was completed jointly by the SEWRPC and the City of Racine for the Racine Urban Planning District. The plan recommended public ownership of the bus system with management by a private firm; major improvements in service, routing, and scheduling; and a capital investment of more than $1.6 million for badly needed equipment and facilities. The program was adopted by the Commission and the Common Council of the City of Racine during the year, and received overwhelming support by Racine voters in a referendum held on September 10, 1974.

- The jurisdictional highway system plan for Ozaukee County was adopted by the County Board and the Commission. In addition, all technical work was completed on a similar plan for Waukesha County. Such plans provide a sound basis for assigning governmental responsibility for the construction, operation, and maintenance of the various facilities included in the functional transportation plan, and help assure uniform and equitable implementation of that functional plan.

- A regional planning conference and public hearing on the reevaluation of the regional land use and transportation plans were held by the Commission on September 19, 1974, to determine the basic directions to be taken in completing the plan reevaluation. About 350 public officials and interested citizens from throughout the Region attended the conference, where the findings of the major reinventories undertaken as the first step of the plan reevaluation were presented. The findings were related to the initial plan recommendations in order to determine the extent to which the forecasts underlying the original plan remain valid, and the extent to which the local units of government in the Region have worked collectively toward implementing the adopted plans.

- The Walworth County Board of Supervisors in August 1974 adopted new county shoreland and comprehensive zoning ordinances designed to fully implement the regional land use plan. At year's end these ordinances had been ratified by seven of the 16 towns in Walworth County.

HOUSING PLANNING
(See pages 85 to 92).

- The regional housing study found that about 96,000 households, or about 18 percent of the households in the Region, were in housing need. Of these, nearly 70,000 were found to be in economic need only because they were paying more than 30 percent of their adjusted gross income in order to occupy standard housing. Elderly and black households had the most severe housing problems. About 30 percent of all elderly households and about one-half of all black households in the Region were found to be in housing need.

- In order to meet the identified housing needs, alternative housing allocation strategies were developed to provide for 17,800 publicly assisted housing units. A composite factor strategy was selected based on an analysis of these alternatives. This strategy is based on the existing need in an area for publicly assisted housing, the area's suitability for the location of such housing, and the area's past performance in providing such housing.

COMMUNITY FACILITY PLANNING
(See pages 93 to 114).

- The Commission in 1974 adopted a regional library facilities and services plan. The plan recommends that necessary areawide library services be provided through a cooperative, intergovernmental library federation arrangement made possible under recent Wisconsin legislation. Under this arrangement, local library boards would retain full policy control of all libraries in the Region, with the necessary areawide library services being provided through the establishment of a single seven-county regional library federation.

- Major inventories were completed during 1974 under the regional park, outdoor recreation, and open space planning program. These inventories included existing park, outdoor recreation, and open space sites; historic and cultural sites; potential park sites; and a series of outdoor recreation user surveys.

ENVIRONMENTAL PLANNING
(See pages 115 to 136).

- The Commission in 1974 adopted a regional sanitary sewerage system plan. This plan recommends the establishment of sewer service areas, the location of sewage treatment plants, including the abandonment of certain existing plants, the configuration and sizing of major truck sewers, treatment levels and standards of performance at sewage treatment plants, and the abatement of combined sewer overflows. The plan provides a sound basis for the approval of waste discharge permits and federal and state grants-in-aid, and recommends the most cost effective way of extending sanitary sewer service to urbanizing areas of the Region while abating serious water pollution problems. The plan was adopted or endorsed by several important units and agencies of government in 1974, including the Metropolitan Sewerage District of the County of Milwaukee.

- In 1974 a $1.7 million federal facilities planning grant was awarded to the Sewerage Commission of the City of Milwaukee in support of the conduct of preliminary engineering studies. Such studies were recommended by the Commission in both the Milwaukee River watershed study and the regional sanitary sewerage system plan. The awarding of this grant marked a major step toward the resolution of water pollution problems caused by combined sewer overflows in the Milwaukee-metropolitan area.

- A new metropolitan sewerage district was formed in the Region during 1974 as a direct result of the regional sewerage system plan recommendations. The Walworth County Metropolitan Sewerage District was created by the Wisconsin

Department of Natural Resources upon petition of the City of Elkhorn and the Delavan Lake Sanitary District. Ultimately, the plan calls for this District to provide for the treatment of sewage generated in the Cities of Elkhorn and Delavan, the Delavan Lake Sanitary District, and the Walworth County institutions complex.

- The Commission in 1974 began a regional air quality maintenance planning program in cooperation with the Wisconsin Departments of Natural Resources and Transportation. The result of this program will be a plan for maintaining ambient air quality within the Region through the year 2000. This program was undertaken as a result of new federal requirements that areawide transportation plans be reviewed and certified annually to ensure that air pollution problems are adequately considered in areawide transportation planning, and that long-range plans for achieving and maintaining ambient air quality which meet federal and state standards be prepared for those areas identified as having a potential for exceeding national air quality standards.

- A major reevaluation of the adopted comprehensive plan for the Root River watershed as that plan relates to flood problems in the City of West Allis was completed during 1974. Following the study and public hearings, a composite channelization-structure floodproofing alternative was selected for implementation by the Metropolitan Sewerage Commission of Milwaukee County. Implementation of this recommendation may be delayed, however, because of a decision by the Milwaukee County Board in 1974 not to endorse a Milwaukee County Park Commission recommendation to acquire flood-prone structures along the Root River in the City of Greenfield, as recommended in the Root River watershed plan. In light of this action, additional consideration will have to be given to other alternatives to resolving flooding problems in the City of Greenfield.

- During 1974 the seven-county Southeastern Wisconsin Region and the Southeastern Wisconsin Regional Planning Commission were designated as an areawide water quality management planning area and planning agency pursuant to the terms of Section 208 of the Federal Water Pollution Control Act as amended in 1972 (P.L. 92-500). These designations are intended to lead to the establishment of a new regional water quality management planning program to be entirely federally funded and to address not only the traditional point sources of water pollution, such as sewage treatment plants, but also the more diffused nonpoint sources of water pollution, such as urban and agricultural runoff.

- A prospectus outlining a recommended planning program for the Kinnickinnic River watershed was completed. The prospectus recommends that this important planning program be mounted by the end of 1975. At year's end the recommended program remained unfunded.

COMMUNITY ASSISTANCE PLANNING
(See pages 137 to 139).

- Floodland zoning regulations and/or floodland zoning maps were prepared for the Village of Jackson and City of West Bend, Washington County; the unincorporated areas of Washington County; the Village of East Troy, Walworth County; the City of Cedarburg, Ozaukee County; and the Village of Greendale, Milwaukee County. The Commission staff also assisted six local communities in the Region in preparation of materials pertaining to eligibility for the federal flood insurance program.

- Resident local staff services continued to be provided in 1974 under contracts to the Cities of Hartford and West Bend, Washington County; the City of Cedarburg, Ozaukee County; the City of Franklin, Milwaukee County; the Village of Sussex, Waukesha County; the City of Burlington, Racine County; and the City of Delavan, Walworth County.

- Data processing services were provided in 1974 to local units and agencies of government in the Region, including the processing of payrolls for 21 school districts, Washington County, and the City of Waukesha. Assessment rolls and property tax bills for 44 communities were prepared.

PROSPECTIVE WORK PROGRAM
(See pages 141 to 164).

- The Commission received a formal request from the City of Kenosha to prepare a prospectus for an engineering study to determine the most economical method for achieving water quality objectives for Lake Michigan in the Kenosha Planning District. In accordance with established policy, the Commission authorized the creation of a special technical advisory committee to assist in preparing the prospectus.

- During the five-year period 1975-1979, the Commission proposes to conduct 10 major work programs aimed at the preparation of additional regional and subregional plan elements. Five of the 10 programs—the regional airport system planning program; regional housing study; regional park, outdoor recreation, and related open space planning program; regional air quality maintenance program; and Menomonee River watershed study—were either nearing completion or substantially underway in 1974. The remaining five programs—areawide water quality management planning program, Kinnickinnic River watershed study, regional water supply system planning

program, coastal zone management planning program, and Milwaukee Harbor estuary study—are to be mounted and either completed or well underway by 1979. In addition, the Commission proposes to conduct the following three major continuing work programs designed to maintain and reappraise already completed plan elements: continuing regional land use-transportation study, continuing housing study, and continuing environmental engineering planning program. Finally, the Commission proposes to conduct or participate in the following five major work programs which are not designed to prepare or reappraise plan elements, but which will materially contribute to sound community development and environmental protection in southeastern Wisconsin: continuing community assistance program, preparation of local planning guides, sandstone aquifer simulation modeling program, International Joint Commission water pollution research study, and Washington County sediment and erosion control program.

INTRODUCTION

ABOUT THE COMMISSION

The Southeastern Wisconsin Regional Planning Commission was established in 1960 under provisions of Section 66.945 of the Wisconsin Statutes and upon the unanimous petition of the seven county boards concerned. The Commission serves as a forum for the discussion of intergovernmental problems, and represents an attempt to provide the basic information and planning services necessary to solve areawide problems on a voluntary, cooperative basis. It attempts to identify the general pattern of future development in the Region, and to plan the systems needed to serve that development.

Area Served

The Region includes the seven southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha, which together comprise the urban and industrial heart of Wisconsin. These seven counties have an area of 2,689 square miles, or about 5 percent of the total area of the state, and contain nearly 1.8 million persons, or about 40 percent of the state population. The Region is organized into 102 public school districts and 154 general-purpose local units of government, of which all but three, or 98 percent, are participating in the work of the Commission. The three nonparticipating local units of government are the Village of West Milwaukee in Milwaukee County, the Town of Vernon in Waukesha County, and the Town of Saukville in Ozaukee County, the latter of which withdrew from the Commission in 1974. The participating units represent 97.4 percent of the area of the Region and 99.5 percent of the population.

The seven counties have an estimated employment of 805,300, or about 40 percent of the state's total employment, and contain about $21 billion of equalized valuation, or over 40 percent of the state's tangible wealth as measured by such valuation.

There are 11 major natural watersheds in the Region, which is traversed by the subcontinental divide separating the Great Lakes-St. Lawrence River drainage system from the Mississippi River drainage system.

Organization

The authority of the Commission rests with its 21 members—three from each county—who serve without pay. One Commissioner from each county is appointed by the county board, and two from each county are appointed by the Governor, with one such appointee being from a list certified by the county board to the Governor. The full Commission meets not less than four times a year, and is responsible for establishing overall policy, adopting the Commission budget, and adopting all regional plan elements. The Executive, Administrative, and Planning and Research Committees meet once a month to conduct the day-to-day work of the agency, and the Intergovernmental and Public Relations Committee meets on call to consider important policy matters. The full Commission and Committee rosters are set forth in Appendix A.

The Commission is assisted in its work by a full-time staff and by 22 technical, citizen, and intergovernmental coordinating committees. The advisory committees include both public officials and interested private citizens with knowledge in Commission work areas, who provide major input to both the formulation and execution of the Commission's work programs. The advisory committee membership is set forth in Appendix B.

Funding for the Commission programs is provided by county contributions apportioned among the member counties on the basis of equalized assessed valuation, heavily supplemented by local, state, and federal funds for specific work projects. The county contributions to the total work program account for about 27 percent of total funding.

Functions

As conceived by the Commission, regional planning has three principal functions:

1. Inventory—the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis so that, in light of such data, the various levels and agencies of government and private investors operating within the Region can better make decisions concerning areawide and local community development.

2. Plan Design—the preparation of a framework of long-range areawide plans for the physical development of the Region. To this end the Commission is charged by law with the function and duty of "making and adopting a master plan for the physical development of the Region." The permissible scope and content of this plan, as outlined in the legislation, extend to all phases of regional development, emphasizing, however, the preparation of alternative spatial designs for land use and supporting transportation and utility facilities.

3. Plan Implementation—the promotion of regional plan implementation through provision of a center for the coordination of the day-to-day planning and plan implementation activities by the various levels and agencies of government in the Region.

Policies

The Commission has adopted certain formal policy statements in order to provide a framework within which its functions can be properly carried out. Among these are a work program initiation procedure whereby no major work programs requiring local funding are begun until a detailed prospectus is prepared and county board approval is obtained; a community assistance policy whereby technical assistance on local planning problems is provided to local units and agencies of government upon request; and a federal grant and loan application review policy whereby all such applications are reviewed on the basis of their relationship to adopted regional plan elements. In addition, the Commission has consistently followed a policy of attempting to actively involve local units of government in the regional planning process, largely through an extensive advisory committee structure, interagency staff assignments, public informational meetings and public hearings, and its community assistance program. The Commission has also as a matter of policy operated within the legislative framework in which it was created and has not sought any changes in that framework. Finally, the Commission has never as a matter of policy requested funds from the constituent counties in excess of 0.003 percent of the equalized assessed valuation, although State Statutes permit—upon the approval of the member counties—local tax levies for regional planning purposes in excess of this amount.

Concepts Underlying Regional Planning

In recent years regional planning has become increasingly accepted as a necessary governmental function in most of the nation's large urban areas. This is the result of a growing awareness that certain pressing problems of physical and economic development and of environmental deterioration transcend the geographic limits, as well as the fiscal capabilities, of local units of government, and require the cooperation of all units and agencies of government concerned for sound resolutions.

The term region as it is used in this context applies to an area larger than a county but smaller than a state, united by economic interests, geography, and common problems brought about by rapid urbanization and changing regional settlement patterns. A regional basis is unquestionably necessary to provide a meaningful technical approach to the sound development of such areawide systems of public works as highway and transit, sewerage and water supply, and park and related outdoor recreation facilities. A regional basis is also necessary to a sound approach to the resolution of such areawide problems as flooding, air and water pollution, deterioration or destruction of the natural resource base, and rapidly changing land use.

State, community, and private interests are all vitally affected by such areawide problems and by proposed solutions to these problems. It appears neither desirable nor possible for any one level or agency of government to impose the decisions required to solve these areawide problems. Such decisions can better come from a consensus among the various levels and agencies of government and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is absolutely essential to promoting such a concensus and the necessary cooperation between urban and rural, local and state, and private and public interests.

The Commission does not regard regional planning as a substitute for federal, state, and local public planning or for private planning, but rather as a vital supplement to such planning. Because the work of the Commission is strictly advisory, the regional planning program has emphasized the promotion of close cooperation between the various governmental agencies concerned with land use development and with the design, construction, operation, and maintenance of supporting public works facilities. The Commission believes that the highest form of areawide planning is that in which the quality of the technical work performed, the validity and accuracy of the data collected, and the cooperative, active participation in the planning effort by all public and private agencies concerned form the basis for development decisions which will not only lead to more efficient physical development, but which will ensure a more desirable regional environment in which to live and work.

SEWRPC RECEIVES GREAT LAKES COMMISSION AWARD

The Regional Planning Commission was honored during 1974 by the Great Lakes Commission for its pioneering efforts toward the preparation of a comprehensive development plan for the Region, and in particular for the land and water resource related elements of that plan. The Great Lakes Commission, which presented the award to SEWRPC Executive Director Kurt W. Bauer at its semiannual meeting in June, was created through a compact entered into by the eight Great Lakes states of Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin. Its major function is to serve as the official research and advisory agency to these states on Great Lakes water resources development programs and problems. The award cited the close integration of land use and public works facility planning achieved by the Commission; the unique combination of traditional planning and newer system engineering techniques, including mathematical simulation models, used by the Commission; and the emphasis placed by the Commission in its work on the protection and enhancement of the natural resource base.

LAND USE AND TRANSPORTATION PLANNING

Planning for land use development and for supporting transportation facility development is fundamental to the entire structure of regional planning for southeastern Wisconsin. Hence, the first major work program of the Commission actually directed toward the preparation of a framework of advisory plans for the physical development of the Region was the regional land use-transportation study initiated in January 1963. This study resulted in the preparation of two important components of the comprehensive plan for the development of the Region: a regional land use plan and a regional transportation (highway and mass transit) plan. Together, these two plan elements provide the basic framework for sound and more fully coordinated state and local planning and development efforts within the Region, as well as for the preparation of additional regional plan elements such as utility and public facility plans, and of subregional plan elements such as comprehensive watershed and urban planning district plans.

The recommended regional land use and transportation plans were adopted by the Commission on December 1, 1966, after intensive public review and evaluation. The adopted plans were subsequently certified to all local units of government in the Region and to local, state, and federal agencies concerned with land use and transportation system development. Since then the plans have been widely adopted by key implementation agencies within the Region.

The completion, adoption, and certification of the regional land use and transportation plans by the Commission, together with their widespread acceptance by local, state, and federal units and agencies of government, represented a unique achievement in planning for the development of large urban regions in the nation. The adopted plans provided for the first time in southeastern Wisconsin a medium through which land use and transportation system development could be guided and shaped in the public interest on an areawide basis through the cooperative actions of the local, state, and federal units and agencies of government concerned. The adopted plans provide the basis for the formulation of action programs which can serve to abate the most pressing land use and transportation problems of the Region. The plans also provide a valuable framework for the extension of planning assistance by the Commission to local, state, and federal units and agencies of government and to private enterprise within the Region. The plans serve as an essential basis for Commission review of applications by state and local units of government for federal grants in partial support of the construction of transportation facilities, of the acquisition and improvement of major park and outdoor recreation areas, and of the construction of basic sewerage and water supply facilities as they relate to areawide land use development. In addition, the plans serve as a basis for Commission review of major federally aided housing development projects submitted to the U. S. Department of Housing and Urban Development by public agencies and private developers. Indeed, intelligent review of such applications and projects would be impossible at the regional level without the adopted plans and the data and knowledge of the Region assembled during plan preparation.

Since completing the initial regional land use-transportation study in 1966, the Commission has carried on a continuing regional land use-transportation study as an integral part of its overall regional program. In addition, the Commission in 1971 mounted a regional airport system planning program designed to prepare a regional air transportation plan element to complement the transportation plan element prepared earlier. Discussion of the activities during 1974 under the continuing regional land use-transportation study and the regional airport system planning program follows.

CONTINUING REGIONAL LAND USE-TRANSPORTATION STUDY

Even before the initial regional land use-transportation study was completed, the Commission, its constituent local units of government, and affected state and federal agencies considered the need for establishing a continuing regional land use-transportation study. A prospectus for such a study was subsequently approved and published, and necessary funding was obtained. The continuing study, which became operational in 1967, is being conducted in accordance with a series of study designs, the latest of which constitutes a five-year work program for the period January 1, 1972 through December 31, 1976. This study design provides for a major reappraisal of the initial regional land use and transportation plans upon completion of major surveillance activities, including reinventories of land use development and travel habits and patterns in the Region. The data collection and processing phases of these two major reinventories were completed in 1973. Major plan reappraisal efforts were initiated during 1974 and will continue through 1975.

The continuing regional land use-transportation study, which is a basic part of the overall regional planning program for southeastern Wisconsin, has five specific objectives:

1. To meet the planning requirements of the Federal Aid Highway Act and the Federal Urban Mass Transportation Act in order to qualify constituent state and local units and agencies of government for federal aid for the development of highway and transit facilities in the Region, and to assist the Commission in meeting the areawide planning

and grant review requirements of U. S. Office of Management and Budget Circular A-95. Upon completion of the regional airport system plan, the continuing land use-transportation study will also be designed to meet the continuing planning requirements of the Airport and Airway Development Act of 1970.

The 1962 Federal Aid Highway Act directly affects 58 cities, villages, and towns in the Kenosha, Milwaukee, and Racine urbanized areas as delineated by the U. S. Bureau of the Census, as well as six counties (see Map 1), and the Wisconsin Department of Transportation. All but 10 of the cities, villages, towns, and counties affected have formally agreed to cooperate in conducting continuing transportation planning with the Wisconsin Department of Transportation and the SEWRPC, utilizing the continuing regional land use-transportation study as the vehicle for such planning. Of these, nine—Washington County; the Villages of Germantown, North Bay, Sturtevant, and Big Bend; and the Towns of Grafton, Germantown, Pewaukee, and Vernon—became directly affected by the Act through the redelineation of the Milwaukee and Racine urbanized areas after the 1970 census. The remaining community not formally cooperating in the transportation planning process is the Village of West Milwaukee in Milwaukee County. Under the terms of the Act, the State Highway Commission of Wisconsin is responsible for securing maximum possible participation in the continuing transportation planning process through the execution of formal interagency agreements.

2. To update and revise the basic planning and engineering data collected in, and the forecasts prepared under, the initial regional land use-transportation study so that the full value of these data and forecasts can be realized and development decisions within the Region can be made intelligently, based upon current factual information.

3. To periodically update and revise the plans prepared under the initial study effort in light of changing public values and conditions within the Region.

4. To provide for the continued integration of land use and transportation planning efforts within the Region with other elements of the comprehensive regional planning effort, including the preparation of air transportation, watershed development, sewerage and water supply, park and open space, housing, and air quality management plan elements.

5. To continue to convert the plans prepared under the initial study and maintained current under the continuing study into action programs for plan implementation.

Through the continuing regional land use-transportation study and other major planning efforts carried out by the Commission, the regional land use and transportation plan recommendations initially adopted in 1966 have been refined, reevaluated, and amended through adoption of other major planning reports by the Commission. These as well as additional subregional plan elements have subsequently been certified to the appropriate units of government and state and federal agencies for adoption and implementation.

The plan elements comprising the adopted regional plan for southeastern Wisconsin as of December 31, 1974, are summarized in Table 1. In addition to the transportation and land use plans adopted in 1966, the adopted regional plan for southeastern Wisconsin includes plan elements set forth in the Root River watershed plan adopted on September 22, 1966; the Milwaukee County jurisdictional highway system plan and the Fox River watershed plan, both adopted on June 4, 1970; the Milwaukee River watershed plan and the Milwaukee area transit plan, both adopted on March 2, 1972; the Kenosha Planning District comprehensive plan adopted on June 1, 1972; the Walworth County jurisdictional highway system plan adopted on March 1, 1973; the Ozaukee County jurisdictional highway system plan adopted on March 7, 1974; the regional sanitary sewerage system plan adopted on May 13, 1974; and the Racine area transit development plan and the library facilities and services plan, both adopted on September 12, 1974.

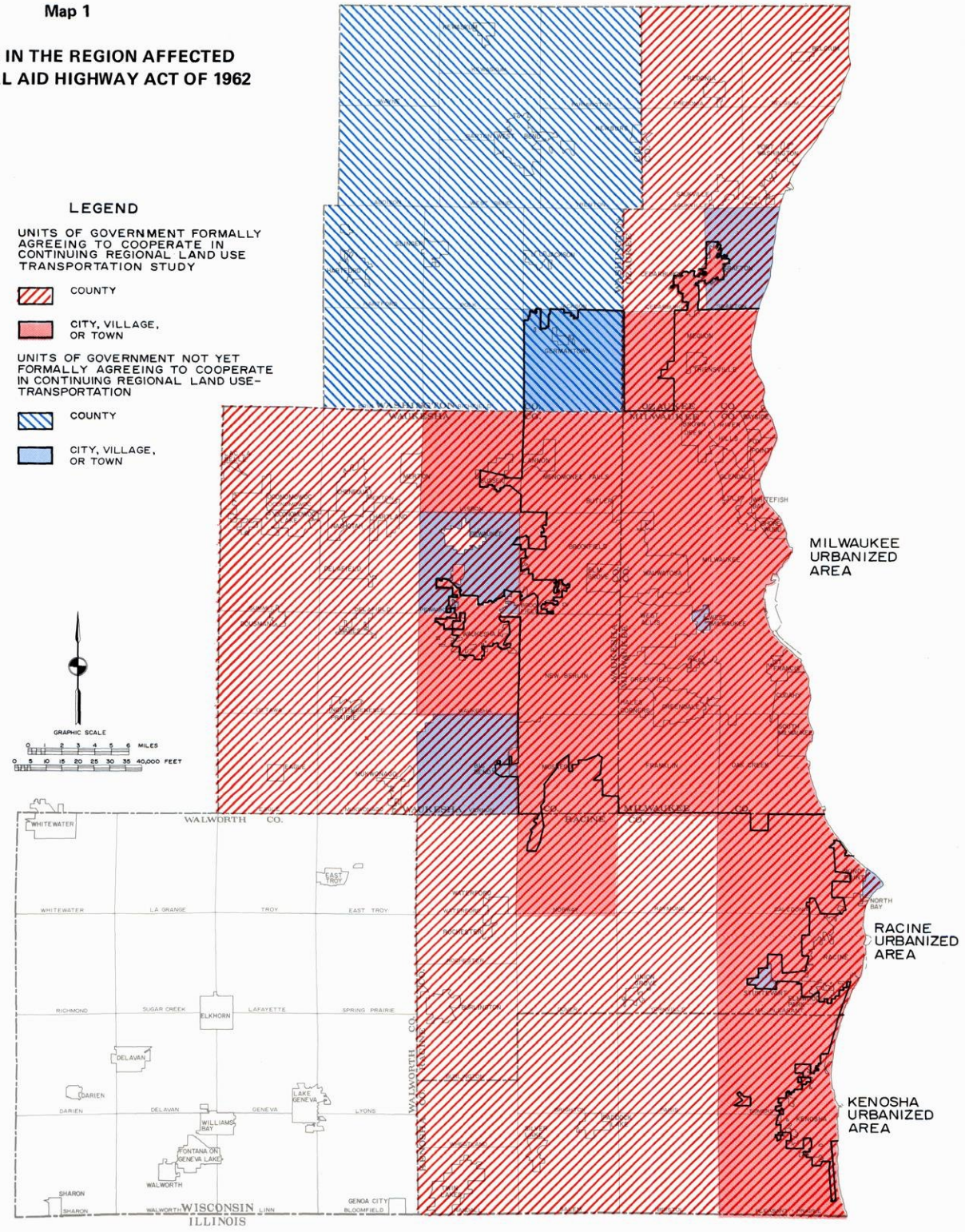
At year's end, several additional plan elements which would further refine, detail, and amend the regional plan were in various stages of preparation, including the Racine Urban Planning District comprehensive plan; a regional airport system plan; a regional housing plan; the Menomonee River watershed comprehensive plan; and jurisdictional highway system plans for Kenosha, Racine, Washington, and Waukesha Counties.

The continuing regional land use-transportation study also seeks to maintain the close working relationships established under the initial study between the Commission and those agencies of government and private organizations responsible for land use and transportation system development in the Region. Moreover, the data collected, the plans prepared, and the plan implementation policies recommended in the initial and continuing planning efforts must be extended as a basis for the making of development decisions on a day-to-day basis. Because the regional plans are solely advisory, it is particularly important that they be fully understood at each level of implementation. Toward this end, one of the most important aspects of the continuing regional land use-transportation planning effort involves the interpretation of the adopted plan to the federal, state, and local implementing units and agencies of government.

To meet the foregoing objectives, the continuing regional land use-transportation study must perform five basic functions: surveillance, reappraisal, service and plan implementation, procedural development, and documentation. Work progress on the continuing study during 1974 is

Map 1

COMMUNITIES IN THE REGION AFFECTED BY THE FEDERAL AID HIGHWAY ACT OF 1962



Continuing, comprehensive areawide transportation planning must be carried on in all urbanized areas of the United States in order to maintain the eligibility of state and local units of government for federal aid in support of new highway and transit facility construction. The 1962 Federal Aid Highway Act and the 1964 Federal Urban Mass Transportation Act require that this continuing planning process must be carried on cooperatively by all units and agencies of government concerned. A total of 58 municipalities in the three urbanized areas of the Region—Kenosha, Milwaukee, and Racine—are directly affected by this requirement. To date, all but 10 of the cities, villages, towns, and counties directly affected by the Acts have formally agreed to cooperate in conducting the continuing transportation planning process, utilizing the continuing regional land use-transportation study as the vehicle for such planning.

Source: SEWRPC.

Table 1

PLAN ELEMENTS COMPRISING THE ADOPTED REGIONAL PLAN FOR SOUTHEASTERN WISCONSIN
DECEMBER 31, 1974

Adopted Plan Element	Planning Document	Date of SEWRPC Adoption
Root River Watershed Plan	SEWRPC Planning Report No. 9, A Comprehensive Plan for the Root River Watershed	September 22, 1966
Regional Land Use Plan and Regional Transportation Plan	SEWRPC Planning Report No. 7, The Regional Land Use-Transportation Study, Volume One, Inventory Findings—1963, Volume Two, Forecasts and Alternative Plans—1990, Volume Three, Recommended Regional Land Use-Transportation Plans—1990	December 1, 1966
Milwaukee County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County	June 4, 1970
Fox River Watershed Plan	SEWRPC Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts, Volume Two, Alternative Plans and Recommended Plan	June 4, 1970
Milwaukee River Watershed Plan	SEWRPC Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts, Volume Two, Alternative Plans and Recommended Plan	March 2, 1972
Milwaukee Area Transit Plan	Milwaukee Area Transit Plan	March 2, 1972
Kenosha Planning District Comprehensive Plan	SEWRPC Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two	June 1, 1972
Walworth County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County	March 1, 1973
Ozaukee County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County	March 7, 1974
Regional Sanitary Sewerage System Plan	SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin	May 13, 1974
Racine Area Transit Development Plan	SEWRPC Community Assistance Planning Report No. 3, Racine Area Transit Development Program, 1975-1979	September 12, 1974
Library Facilities and Services Plan	SEWRPC Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin	September 12, 1974

Source: SEWRPC.

reported for each of these functions, with the surveillance and reappraisal work efforts reported together as appropriate.

Surveillance and Reappraisal

Under the surveillance function, regional development is carefully monitored in relation to the adopted regional land use and transportation plans and amendments thereto. Definitive data are collected on the amount and spatial location of changes in population and economic activity, land use development, automobile and truck availability, trip generation, mode of transportation utilized, local land use and transportation plan development, and plan implementation actions within the Region. These changes, once identified and quantified, must be analyzed to determine whether the forecasts and assumptions underlying the recommended plans are holding over time and whether the plans remain valid or must be changed.

Not all aspects of regional development are monitored under the continuing study in any given calendar year. Some aspects, such as changes in land use, in the natural resource base, and in community plans and zoning ordinances are intended to be fully updated at five-year intervals. Other aspects, such as current population and employment estimates and automobile and truck avail-

ability, are updated on an annual basis. Other surveillance activities are coordinated with the biennial national transportation studies, including definitive descriptions of existing transportation facilities and measures of the use of these facilities as determined by traffic counts and computation of vehicle miles of travel.

Under the reappraisal function, the adopted regional land use and transportation plans and the forecasts and assumptions on which they are based are to be reappraised in light of changes in regional development as revealed by the surveillance function. A comprehensive, in-depth analysis of the trends in regional development was initiated in 1974 based on the results of the 1970 census and the detailed land use and travel inventories begun in 1972 and completed in 1973. The major plan reappraisal will include a careful analysis of the inventory findings and the implications of such an analysis with respect to the continued validity of the adopted plans, the regional development objectives upon which the plans are based, and the policies and programs for plan implementation. Revisions in both the land use and transportation plans will be effected contingent upon such findings and analyses and the documentation thereof.

The following discussion reports the surveillance and reappraisal activities conducted under the continuing regional land use-transportation study during 1974.

Base Mapping and Aerial Photography (3.1)[1]

During 1974 the Commission continued to update its established base map series. All county and regional planning base maps in the 1" = 2000', 1" = 4000', and 1" = 8000' series were updated utilizing Wisconsin Department of Transportation state aid mileage summary maps to make changes in minor civil division corporate limit lines.

Base maps at a scale of 1" = 1000' are prepared on an "at cost" basis under the Commission's community assistance program for various local units and agencies of government; as well as for selected subareas of the Region under the Commission's continuing regional land use-transportation study and under its watershed studies. Such base maps have been prepared for 58 of the 65 civil towns in the Region. During 1974, the Commission prepared special 1" = 1000' scale base maps for the City of Mequon; the Village of Menomonee Falls; the Towns of Addison, Farmington, Germantown, Kewaskum, Oconomowoc, Port Washington, Richfield, Saukville, and Wayne; the Mukwonago area schools; the Milwaukee County Zone "A" Office of Emergency Government; and the Kinnickinnic River watershed.

As an aid in carrying out certain regional land use and transportation plan implementation recommendations, the Commission and constituent local units of government prepare from time to time 1" = 100' and 1" = 200' scale, 2' and 2'-4' contour interval topographic maps based on a Commission recommended monumented control survey network relating the U. S. Public Land Survey system to the state plane coordinate system. All of the horizontal and vertical control survey data collected under the large-scale mapping efforts of the Commission under the initial and continuing regional land use-transportation studies and under its watershed studies, as well as such data collected by the Wisconsin Department of Transportation and by county and local units of government under large-scale mapping efforts carried out to Commission recommended specifications, are compiled by the Commission staff. All such survey data are published in the initial (1968) and subsequent editions of SEWRPC Technical Report No. 7, Horizontal and Vertical Survey Control in Southeastern Wisconsin.

During the year, new large-scale topographic maps were prepared for 3.25 square miles, and related control survey work was completed for 21 U. S. Public Land Survey section and quarter section corners in the City of Brookfield and the Village of Elm Grove under the Commission's Menomonee River watershed study. In addition, new large-scale topographic maps were prepared for 45 square miles, and 310 U. S. Public Land Survey corners were relocated, monumented, and coordinated under programs conducted to Commission specifications by Racine County, the Cities of Greenfield, Hartford, and Muskego, and the Village of Sussex. The status of large-scale topographic mapping and survey control for the Region is summarized in Table 2 and on Map 2.

During 1974, horizontal and vertical control survey data collected by the Commission under related mapping and control survey efforts by the Wisconsin Department of Transportation, Division of Highways, and by county and local units of government were collated and prepared for publication by the Commission. New control survey summary diagrams presenting data on the location, state plane coordinates, and mean sea level elevation of U. S. Public Land Survey corners; on the grid lengths and bearings of quarter section lines; and on the area of quarter sections were prepared for the Cities of Franklin and West Allis in Milwaukee County; the Union Grove area in Racine County; the Village of Kewaskum and a corridor along USH 41 from the Richfield interchange to the Washington-Dodge County line in Washington County; and the City of Muskego and the previously mentioned Menomonee River watershed area in Waukesha County. The utility of the control survey data is indicated by the fact that the Commission received approximately 210 inquiries regarding such data in 1974.

Demographic Studies and Census Coordination (3.2.5, 4.2.1, and 4.3.1)

Information concerning changes in the size, composition, and spatial distribution of the population in southeastern Wisconsin is essential to the continuing regional land use and transportation study as well as to all other Commis-

[1] *The numbers contained in parentheses in this subsection of the 1974 Annual Report refer to subelements of the continuing regional land use-transportation study as set forth in detail in the SEWRPC Study Design for the Continuing Land Use-Transportation Study, 1972-1976, December 1971, and are provided to expedite required federal and state agency review of this report.*

Table 2

STATUS OF LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS IN THE REGION BY COUNTY: DECEMBER 31, 1974

County	Total Area (Square Miles)	Large-Scale Topographic Mapping[a] Completed Area (Square Miles) Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Under Preparation Area (Square Miles) Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Total Area (Square Miles) Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent
Kenosha	278	--	20.50	13.25	33.75	12.14	--	--	--	--	--	--	20.50	13.25	33.75	12.14
Milwaukee ...	242	--	11.00	63.00	74.00	30.58	--	--	8.00	8.00	3.31	--	11.00	71.00	82.00	33.88
Ozaukee	234	26.75	19.50	2.00	48.25	20.62	--	--	--	--	--	26.75	19.50	2.00	48.25	20.62
Racine.....	340	--	25.50	149.25	174.75	51.40	--	--	48.75	48.75	14.34	--	25.50	198.00	223.50	65.74
Walworth....	578	29.50	--	11.75	41.25	7.14	--	--	7.75	7.75	1.34	29.50	--	19.50	49.00	8.48
Washington ..	436	--	9.00	66.75	75.75	17.37	--	--	--	--	--	--	9.00	66.75	75.75	17.37
Waukesha....	581	0.50	46.50[c]	84.25	131.25[c]	22.59[c]	--	--	2.50	2.50	0.43	0.50	46.50[c]	86.75	133.75[c]	23.02[c]
Region	2,689	56.75	132.00[c]	390.25	579.00[c]	21.53[c]	--	--	67.00	67.00	2.49	56.75	132.00[c]	457.25	646.00[c]	24.02[c]

Relocation, Monumentation, and Coordination[a]

County	Estimated Total Corners	U. S. Public Land Survey Corners Completed Number Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Under Preparation Number Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Total Number Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent
Kenosha	1,183	--	138	66	204	17.24	--	--	--	--	--	--	138	66	204	17.24
Milwaukee ...	1,084	--	46	369	415	38.28	--	--	59	59	5.44	--	46	428	474	43.73
Ozaukee	1,070	104	143	4	251	23.46	80	--	--	80	7.48	184	143	4	331	30.93
Racine.....	1,534	--	172	989	1,161	75.68	--	--	173	173	11.28	--	172	1,162	1,334	86.96
Walworth....	2,521	157	--	32	189	7.50	74	--	54	128	5.08	231	--	86	317	12.57
Washington ..	1,811	108	72	354	534	29.49	5	--	--	5	0.28	113	72	354	539	29.76
Waukesha....	2,577	53	325[c]	465	843[c]	32.71[c]	50	--	26	76	2.95	103	325[c]	491	919[c]	35.66[c]
Region	11,780	422	896[c]	2,279	3,597[c]	30.53[c]	209	--	312	521	4.42	631	896[c]	2,591	4,118[c]	34.96[c]

County	Total Area (Square Miles)	Area (Square Miles) Completed Area Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Under Preparation Area Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent	Total Area Wisconsin Department of Transportation	SEWRPC	Local[b]	Total	Percent
Kenosha	278	--	20.50	13.50	34.00	12.23	--	--	--	--	--	--	20.50	13.50	34.00	12.23
Milwaukee ...	242	--	9.75	75.25	85.00	35.12	--	--	13.00	13.00	5.37	--	9.75	88.25	98.00	40.50
Ozaukee	234	12.75	24.50	--	37.25	15.92	12.75	--	--	12.75	5.45	25.50	24.50	--	50.00	21.37
Racine.....	340	--	23.25	203.25	226.50	66.62	--	--	61.50	61.50	18.09	--	23.25	264.75	288.00	84.71
Walworth....	578	15.25	--	7.50	22.75	3.94	10.00	--	7.75	17.75	3.07	25.25	--	15.25	40.50	7.01
Washington ..	436	12.25	8.75	67.75	88.75	20.36	1.00	--	--	1.00	0.23	13.25	8.75	67.75	89.75	20.58
Waukesha....	581	6.00	46.50[c]	91.00	143.50[c]	24.70[c]	8.25	--	4.75	13.00	2.24	14.25	46.50[c]	95.75	156.50[c]	26.94[c]
Region	2,689	46.25	133.25[c]	458.25	637.75[c]	23.72[c]	32.00	--	87.00	119.00	4.43	78.25	133.25[c]	545.25	756.75[c]	28.14[c]

[a] Includes only those areas of the Region for which large-scale topographic maps have been or are being prepared and throughout which U. S. Public Land Survey corners have been or are being relocated, monumented, and coordinated utilizing SEWRPC recommended procedures.

[b] Includes the Counties of Kenosha and Racine; the Cities of Brookfield, Delavan, Franklin, Greenfield, Hartford, Kenosha, Lake Geneva, Mequon, Muskego, New Berlin, Oak Creek, South Milwaukee, West Allis, and West Bend; the Villages of Brown Deer, East Troy, Germantown, Hales Corners, Hartland, Kewaskum, Menomonee Falls, River Hills, and Sussex; and the Town of Somers.

[c] Includes Oconomowoc bypass mapping in Jefferson County. This constitutes an area of 12 U. S. Public Land Survey one quarter sections within which 13 of a total of 20 U. S. Public Land Survey corners have been located, monumented, and coordinated; and of which 1.5 square miles have been mapped.

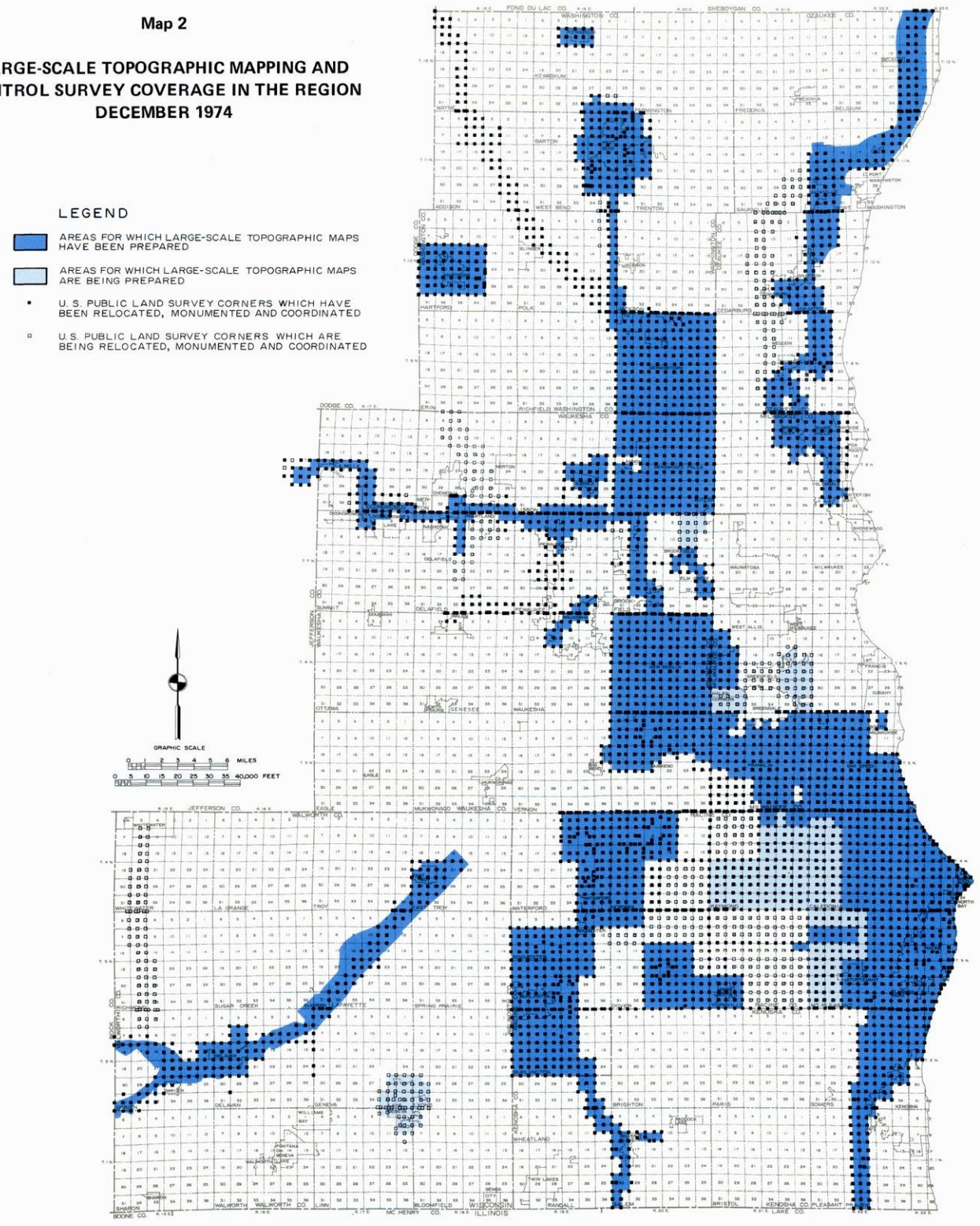
Source: SEWRPC.

sion work programs. Work continued on the compilation and analyses of the various data required to monitor recent changes in the size, composition, and distribution of the resident population and corresponding changes in urban development in the Region.

As part of the surveillance activities relating to population, the Commission maintained during 1974 a current population estimate in conjunction with the Wisconsin Department of Administration; updated and further expanded the regional street address coding guide; and completed the correction phase of the U. S. Census Bureau's Correction, Update, and Extension (CUE) program for the Milwaukee, Racine, and Kenosha geographic base (DIME) files. In addition, the update phase of the CUE program was begun in the latter part of 1974.

Map 2

LARGE-SCALE TOPOGRAPHIC MAPPING AND CONTROL SURVEY COVERAGE IN THE REGION DECEMBER 1974



A total of 3,597 U. S. Public Land Survey corners have been relocated, monumented, and coordinated and large-scale topographic maps prepared for a total area of 579 square miles under surveying and mapping programs carried out by various local units of government; the Wisconsin Department of Transportation, Division of Highways; and the Regional Planning Commission as of December 31, 1974. In addition, work was underway to relocate, monument, and obtain state plane coordinates for an additional 531 corners and to map an additional 67 square miles of area. All of this control survey and mapping work has been and is being done in accordance with specifications prepaed and recommended by the Commission.

Source: SEWRPC.

As part of the reappraisal activities relating to population, the Commission reviewed and revised the year 2000 population forecasts as reported in the 1972 Annual Report in light of unprecedented declines in regional fertility rates since 1970 and the continuation of population outmigration from the Region. In addition, the Commission compared the 1974 population estimate for the Region with the 1974 stage of the revised year 2000 population forecast to determine the conformance or departure of the estimated population levels from forecast levels.

Current Population Estimates

The preparation of annual population estimates is one of the most difficult tasks facing demographers and planners. The Commission has been cooperating with the Wisconsin Department of Administration in preparing current population estimates on an annual basis for civil divisions. These estimates are used by the state as the basis for distributing state shared taxes to local units of government. The population of the Region as of January 1974 was estimated by the state at approximately 1,798,781 persons (see Table 3). This estimate is based upon symptomatic indicators of population change that are available on a statewide basis, such as the number of automobiles registered, the number of persons filing income tax returns, and the dollar value of the exemptions for dependents on those income tax returns. These three indicators have been found to be the best measures of absolute population size and change currently available at the civil division level. A fourth indicator—Census Bureau county population estimates based primarily on rates of natural increase and migration estimated from school enrollment—is averaged into the county population estimates determined by the three primary indicators. The distribution of population by civil division within counties, however, is based solely on the three primary indicators.

The 1974 regional population estimate represented an increase of about 42,700 persons, about 2 percent above the 1970 census level of 1,756,086 persons. This represents an average annual increase of about 10,700 persons since 1970, or less than 1 percent per year. As shown in Table 3, the largest relative growth in population from 1970 to 1974 occurred in Washington and Ozaukee Counties, where the population increases were 18 and 17 percent, respectively. It should be noted that these were the largest relative county rates of growth in the entire state over this period. Milwaukee County, the only county in the Region to show an absolute decline in population, decreased by over 21,500 persons since 1970, or by 2 percent.

Population Forecasts

Under the reappraisal function, the population forecasts and attendant assumptions upon which the adopted regional plans are in part based are reappraised in light of changes in population size, composition, and distribution as revealed by the surveillance function. Although the preparation of population forecasts is not planning, the preparation of all physical development plans must begin with such forecasts. In any planning program, forecasts are required of all future events and conditions which lie outside the scope of the plan, but which will affect plan design and implementation. Control of changes in population levels lies largely outside the scope of governmental activity at the regional and local levels and outside the scope of the physical planning process. Future population levels, therefore, must be forecast. These levels, in turn, together with other factors, determine the aggregate demand for land and supporting transportation and utility systems.

As reported in the 1973 Annual Report, the year 2000 population forecasts published by the Commission in

Table 3

POPULATION OF THE REGION BY COUNTY: APRIL 1970 AND JANUARY 1974

County	Population		Population Change April 1970 to January 1974	
	April 1970[a]	January 1974[b]	Number	Percent
Kenosha	117,917	126,022	8,105	6.9
Milwaukee	1,054,249	1,032,713	- 21,536	- 2.0
Ozaukee	54,461	63,600	9,139	16.8
Racine	170,838	176,350	5,512	3.2
Walworth	63,444	68,194	4,750	7.5
Washington	63,839	75,233	11,394	17.8
Waukesha	231,338	256,669	25,331	10.9
Region	1,756,086	1,798,781	42,695	2.4

[a] *Actual 1970 U. S. Census of Population and Housing counts.*

[b] *Wisconsin Department of Administration estimates.*

Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

1972 were to be reexamined during 1974 due to unprecedented declines in fertility rates since 1970 and to the apparent continuation of out-migration from the Region over this period. During 1974, the assumptions underlying these forecasts were reappraised in light of these two factors, and new year 2000 population forecasts were prepared.

As shown in Table 4 and Figure 1, the revised 2000 population forecast is about 371,000 persons, or 17 percent, lower than the forecasts prepared during 1972. This is due principally to significant declines in fertility rates, bringing them to below replacement fertility, and to the further out-migration from the Region. As shown in Table 4 and Figures 2 through 8, the largest downward revision from the year 2000 forecast prepared in 1972 was made in Waukesha County, where the revised forecast is approximately 200,000 persons, or 48 percent, lower. Significant downward revisions were also made in Racine and Ozaukee Counties, which were lower by 24 percent and 20 percent, respectively. The smallest revisions were made in Washington and Kenosha Counties, and the new forecasts for these two counties are actually higher—3 and 4 percent, respectively—than the original forecasts.

It should be noted that the population of Milwaukee County, as shown in Figure 3, is expected to decline from a 1970 level of about 1.05 million to a 1980 level of about 1.01 million, remain nearly constant through 1985, and then increase gradually to a year 2000 population of nearly 1.05 million. The anticipated population decline over the first 10 to 15 years of the 30-year period is due to assumptions concerning declining birth rates and continuing out-migration from the County. After 1985 it is anticipated that birth rates will return to about replacement levels and that population out-migration from the County will diminish.

According to the new year 2000 forecast, the 1974 population level of the Region should approximate 1,797,000 persons. As noted above, the estimated 1974 population level was 1,798,800 persons. Thus, the new population forecast is about 1,800 persons, or 0.1 percent, lower than the 1974 estimate (see Table 5 and Figure 9). Figures 10 through 16 set forth the current population estimates and population forecasts for each of the seven counties in the Region. The greatest absolute variance, about 800 persons, occurred in Milwaukee County. The greatest relative variance occurred in Ozaukee and Washington Counties, where in each case the population forecast is 0.8 percent lower than the population estimate. It should be noted that in no case did the variance between the estimated and forecast population levels reach or exceed 1 percent.

Street Address Coding Guide

In a work program related to its demographic studies, the Commission during 1974 continued the development and maintenance of a regional street address coding guide (ACG). The guide enables machine identification of the geographic location, such as civil division, census tract and block, traffic analysis zone, and U. S. Public Land Survey quarter section, of specific street addresses. The guide was developed under the initial regional land use transportation study to enable the compilation of planning and engineering data by U. S. Public Land Survey one-quarter section within the three urbanized areas of the Region. In preparation for the 1970 Census of Population and Housing, the guide was refined and detailed to facilitate the collation of census data by block face under a cooperative program with the U. S. Bureau of the Census undertaken in 1968. The coding guide was updated for the urbanized areas of the Region in 1970 with the addition of segments of the urban street network developed since 1968. By the end of 1974, the

Table 4

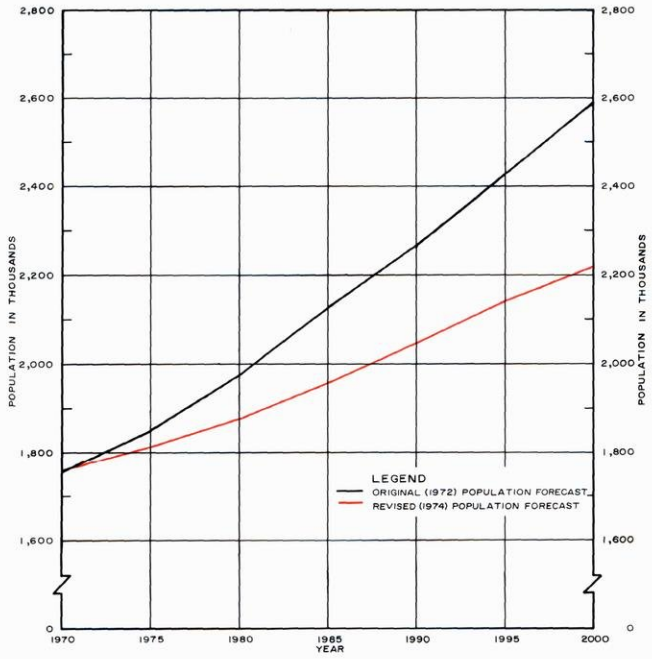
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR THE REGION BY COUNTY: 1980, 1990, and 2000

County	Forecast Population Level											
	1980				1990				2000			
	Original (1972)	Revised (1974)	Difference		Original (1972)	Revised (1974)	Difference		Original (1972)	Revised (1974)	Difference	
			Number	Percent			Number	Percent			Number	Percent
Kenosha	133,200	139,200	6,000	4.3	152,400	159,900	7,500	4.7	168,400	174,800	6,400	3.7
Milwaukee . . .	1,078,600	1,014,500	- 64,100	- 6.3	1,122,200	1,022,200	100,000	- 9.8	1,147,500	1,049,600	- 97,900	- 9.3
Ozaukee	75,000	76,200	1,200	1.6	100,400	97,400	- 3,000	- 3.1	136,600	114,000	- 22,600	- 19.8
Racine	199,800	185,600	- 14,200	- 7.6	233,100	203,600	- 29,500	- 14.5	270,600	217,700	- 52,900	- 24.3
Walworth. . . .	76,000	74,700	- 1,300	- 1.7	92,100	86,600	- 5,500	- 6.4	107,000	99,600	- 7,400	- 7.4
Washington . .	85,500	90,900	5,400	5.9	108,500	117,600	9,100	7.7	138,900	143,000	4,100	2.9
Waukesha . . .	331,000	292,300	- 38,700	- 13.2	452,400	356,600	- 95,800	- 26.9	621,100	420,600	- 200,500	- 47.7
Region	1,979,100	1,873,400	- 105,700	- 5.6	2,261,100	2,043,900	- 217,200	-10.6	2,590,100	2,219,300	- 370,800	- 16.7

Source: SEWRPC.

Figure 1

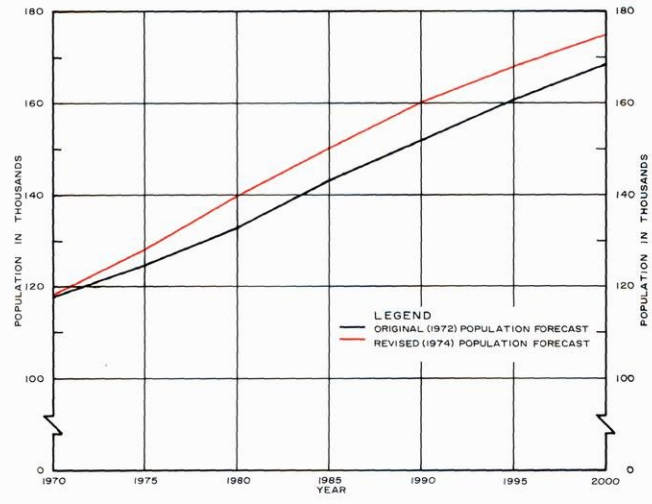
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR THE REGION: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 2

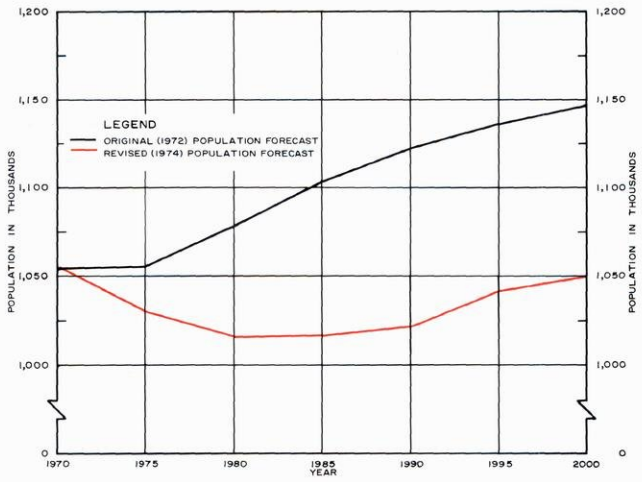
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR KENOSHA COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 3

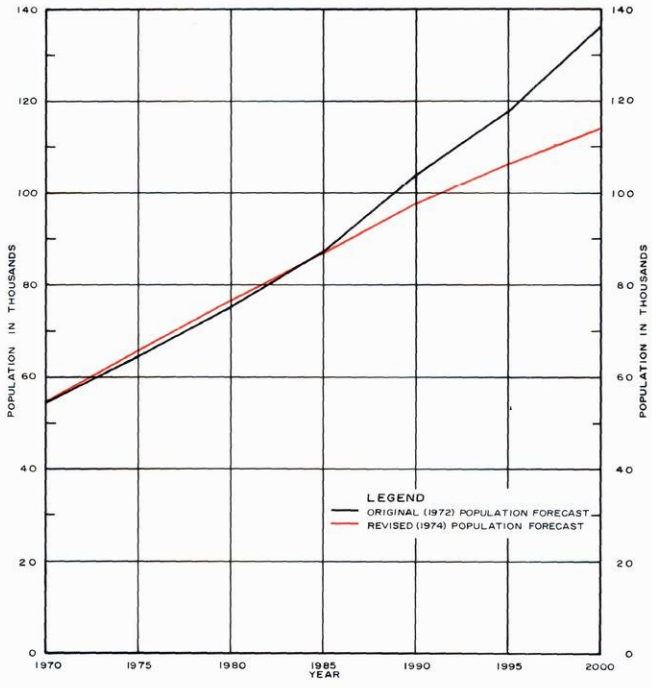
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR MILWAUKEE COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 4

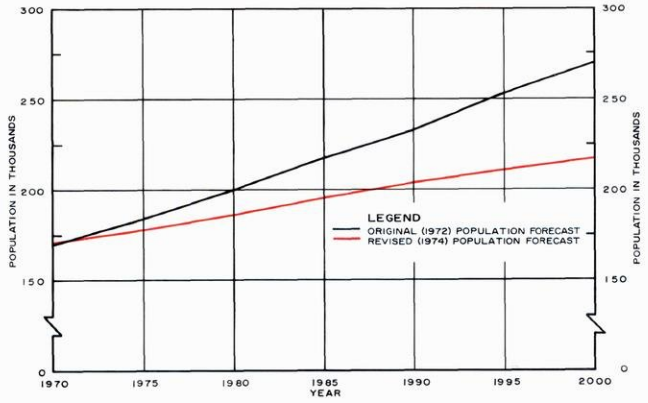
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR OZAUKEE COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 5

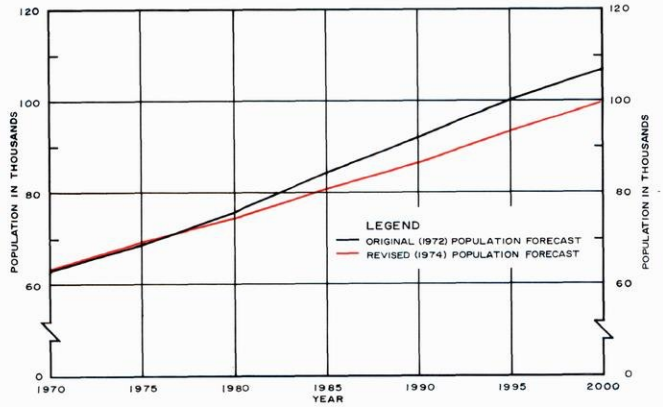
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR RACINE COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 6

COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR WALWORTH COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

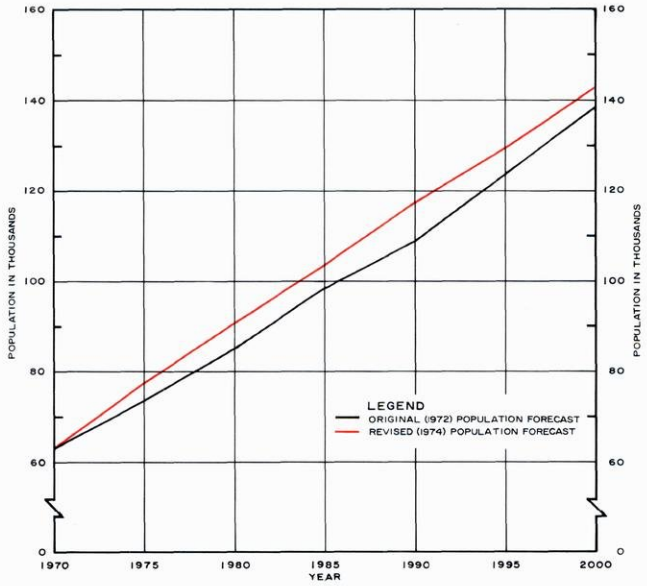
coding guide had been updated to January 1974 and expanded to include block face address range data covering over three-fourths of the area of the Region (see Map 3). Further updating and expansion of the guide to encompass the entire Region are envisioned as formal street address systems are established in the remaining areas of the Region.

Geographic Base (DIME) File

In a work program related to the street address coding guide, the Commission, in cooperation with the U. S. Bureau of the Census, has developed a geographic base file which is a description, in computer readable form, of

Figure 7

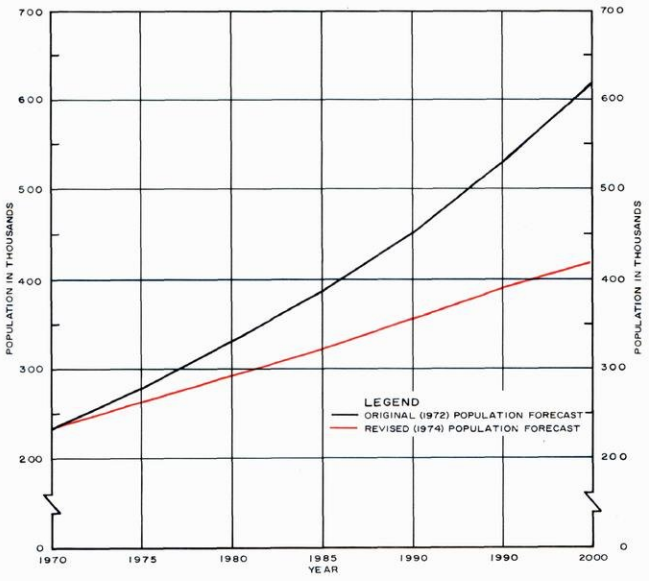
COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR WASHINGTON COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Figure 8

COMPARISON OF THE ORIGINAL (1972) AND REVISED (1974) FORECAST POPULATION LEVELS FOR WAUKESHA COUNTY: 1970-2000



Source: U. S. Bureau of the Census and SEWRPC.

Table 5

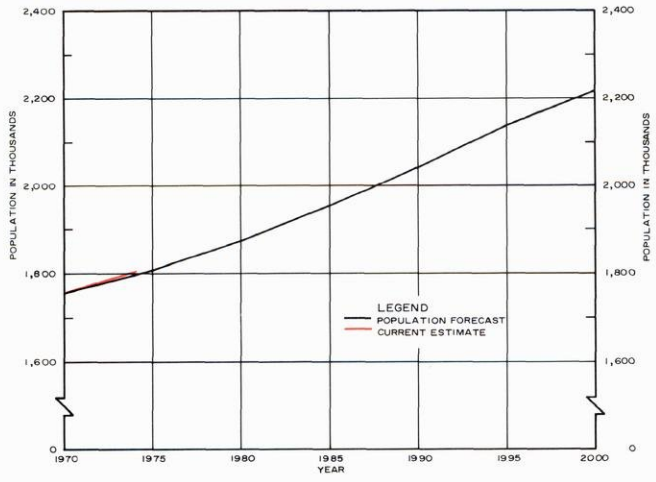
COMPARISON OF THE ESTIMATED AND NEW FORECAST POPULATION LEVELS FOR THE REGION BY COUNTY JANUARY 1, 1974

County	Population Level			
			Difference—Estimated and Forecast	
	Estimated	Forecast	Number	Percent
Kenosha	126,000	125,800	- 200	- 0.2
Milwaukee . . .	1,032,700	1,033,500	800	0.1
Ozaukee	63,600	63,100	- 500	- 0.8
Racine.	176,400	176,100	- 300	- 0.2
Walworth. . . .	68,200	67,900	- 300	- 0.4
Washington . .	75,200	74,600	- 600	- 0.8
Waukesha. . . .	256,700	256,000	- 700	- 0.3
Region	1,798,800	1,797,000	- 1,800	- 0.1

Source: Wisconsin Department of Administration and SEWRPC.

Figure 9

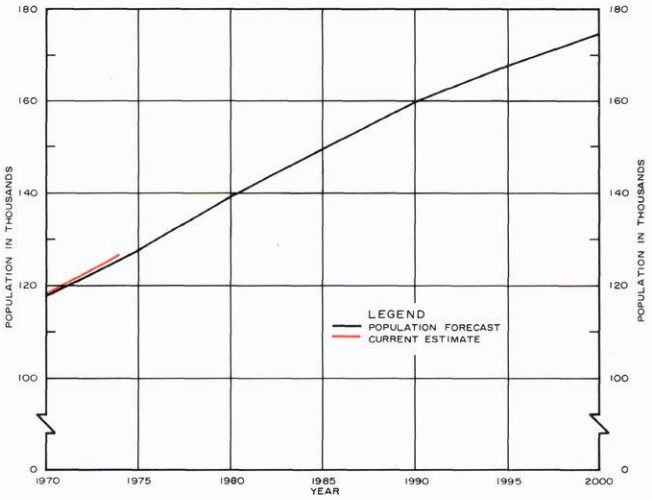
POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR THE REGION: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 10

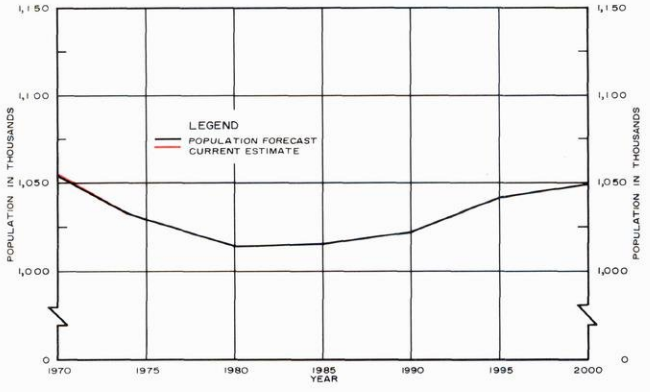
POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR KENOSHA COUNTY: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 11

POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR MILWAUKEE COUNTY: 1970-2000

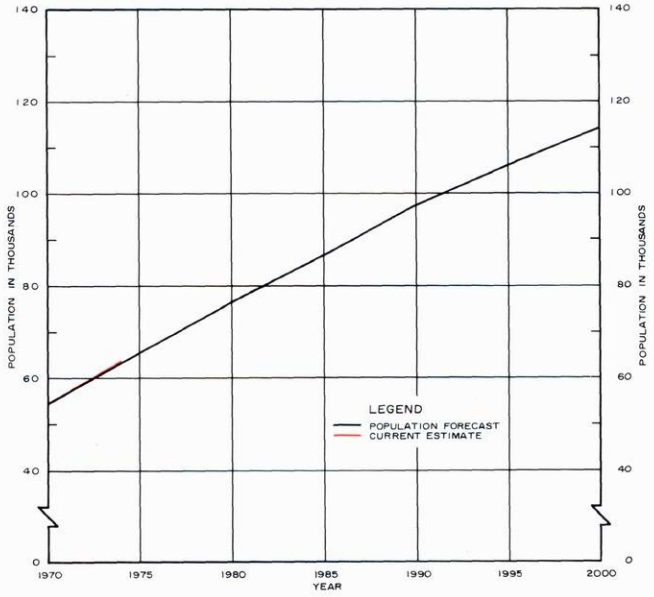


Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

the geographic coordinates of the street intersections and address ranges of an area. This file provides additional ability to relate the urban data collected by the Census Bureau and the Commission to the geographic area from which it was collected by machine data processing equipment. This first phase of this program, begun in 1967, included the preparation of an up-to-date set of metropolitan map series (MMS) maps at a scale of 1" = 800' covering the Milwaukee, Racine, and Kenosha urbanized areas. From these maps, the geographic base files (GBF) for these urbanized areas were created using the dual independent map encoding (DIME) system, which resulted in a computer image of the metropolitan maps designed to relate various physical features such as street intersections, rail crossings, and stream crossings on these maps to X and Y geographic coordinates based on the Wisconsin State Plane Coordinate Grid and the longitude-latitude reference system. This initial phase was completed in 1969 prior to the conduct of the 1970 census, and was used in the conduct of that census.

Figure 12

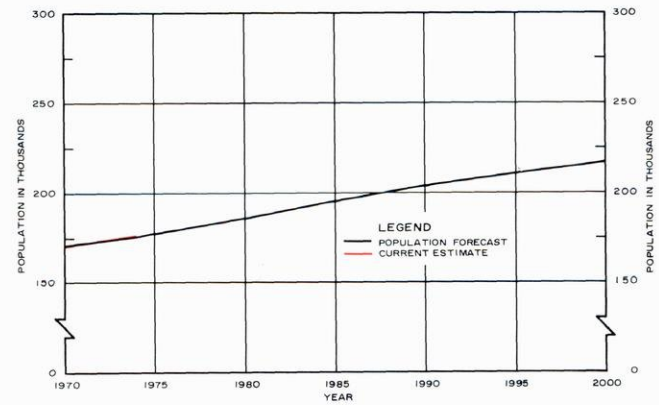
POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR OZAUKEE COUNTY: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 13

POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR RACINE COUNTY: 1970-2000

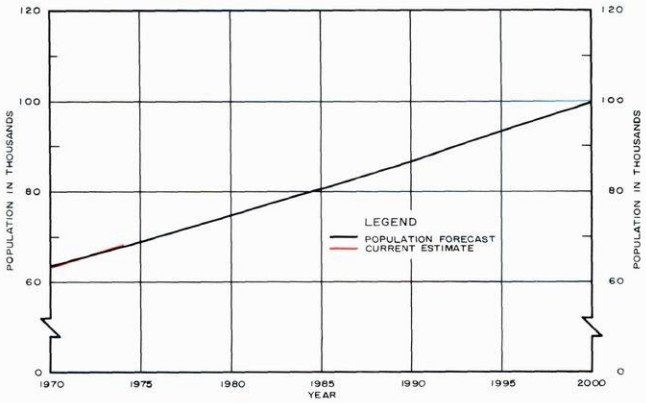


Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

The second phase in the development of the geographic base file, begun in 1973, is aimed at the correction and update of the initial geographic base (DIME) files and the extension of these files beyond the urbanized areas to cover the entire Region. This will allow for the expanded use of the geographic base (DIME) files in conducting future censuses, and will enable the Commission to more readily perform data analysis at various levels of geographic detail through the use of a computer.

Figure 14

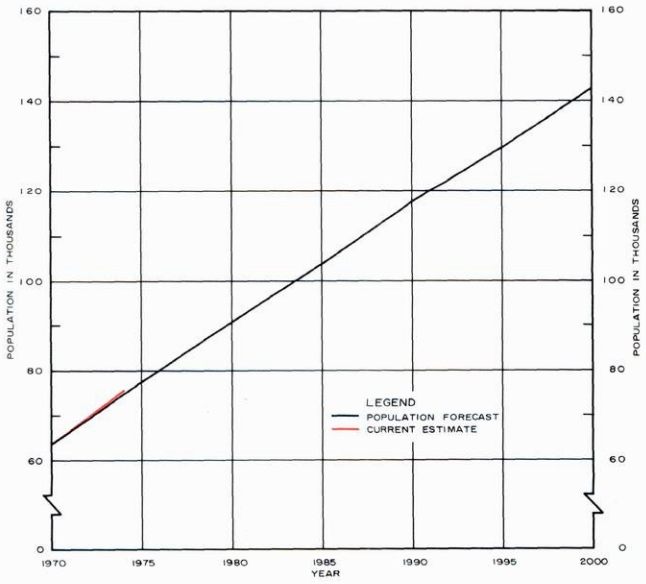
POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR WALWORTH COUNTY: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 15

POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR WASHINGTON COUNTY: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

During 1973, the Commission entered into a cooperative correction, update, and extension (CUE) program with the U. S. Bureau of the Census. This program was designed by the Census Bureau to provide the clerical procedures, processing methodology, and computer programs necessary to correct and update the existing geographic base (DIME) files and extend coverage of these files to include the entire Region. During 1974, the Commission completed the correction phase of the CUE program. This

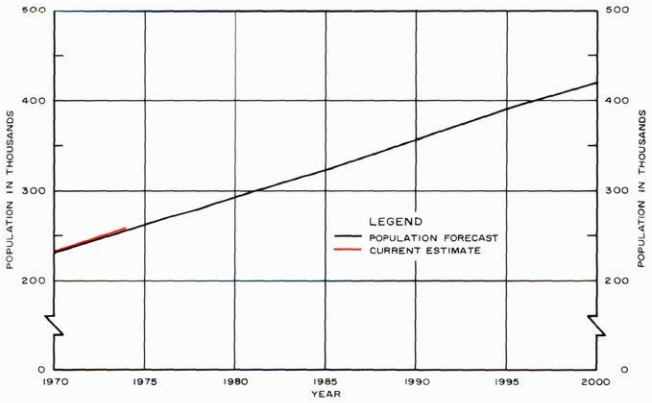
involved the correction of any errors or omissions on the existing geographic base (DIME) files as revealed by the various edit programs developed by the Census Bureau. In addition, the update phase of the CUE program was initiated during 1974 in the form of updates to the MMS maps in the Milwaukee urbanized area (see Map 4). The update phase as well as the extension phase of the CUE program are expected to be completed during 1975.

Inventory of Special-Purpose Districts (3.2.5.2)

During 1974, work continued on the collection of data concerning public and nonpublic elementary and secondary schools and public school districts in the Region. Such data are important to both land use and transportation facility planning. In addition, school enrollment data provide an independent check on population estimates.

Figure 16

POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR WAUKESHA COUNTY: 1970-2000



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Enrollment estimates indicate a drop of about 2 percent in public school enrollment and slightly less than 2 percent in nonpublic school enrollment from 1973 to 1974. As shown in Table 6, public school enrollment in 1974 was estimated at about 374,700, compared to about 381,800 in 1973. Nonpublic school enrollment declined from 78,800 in 1973 to 77,500 in 1974. This trend follows the documented decline in the birthrate in the Region, which began during the 1960s and greatly accelerated in the early 1970s.

The total number of public schools in the Region declined by about 3 percent, from 647 in the 1972-1973 school year to 627 in the 1973-1974 school year. The number of nonpublic schools in the Region, however, increased by about 3 percent, from 300 in the 1972-1973 school year to 308 in the 1973-1974 school year.

The operation and maintenance of public schools during 1973-1974 was provided by 102 public school districts. Of these, 47 are districts in which only kindergarten through eighth grade (K-8) are operated, 10 are union high school districts in which only grades 8-12 are operated, and 45 are districts in which kindergarten through twelfth grade (K-12) are operated.

Economic Activity (3.2.5, 4.2.2, and 4.3.2)

Economic data, like population data, are essential to sound regional planning. Economic growth and structural change influence the size, composition, and spatial distribution of the population and the demand for land use and supporting transportation and utility facilities. The kind and levels of economic activity also influence the availability of the public financial resources necessary to provide the services and facilities needed to serve the existing and anticipated future resident population levels and to abate environmental problems.

Table 6

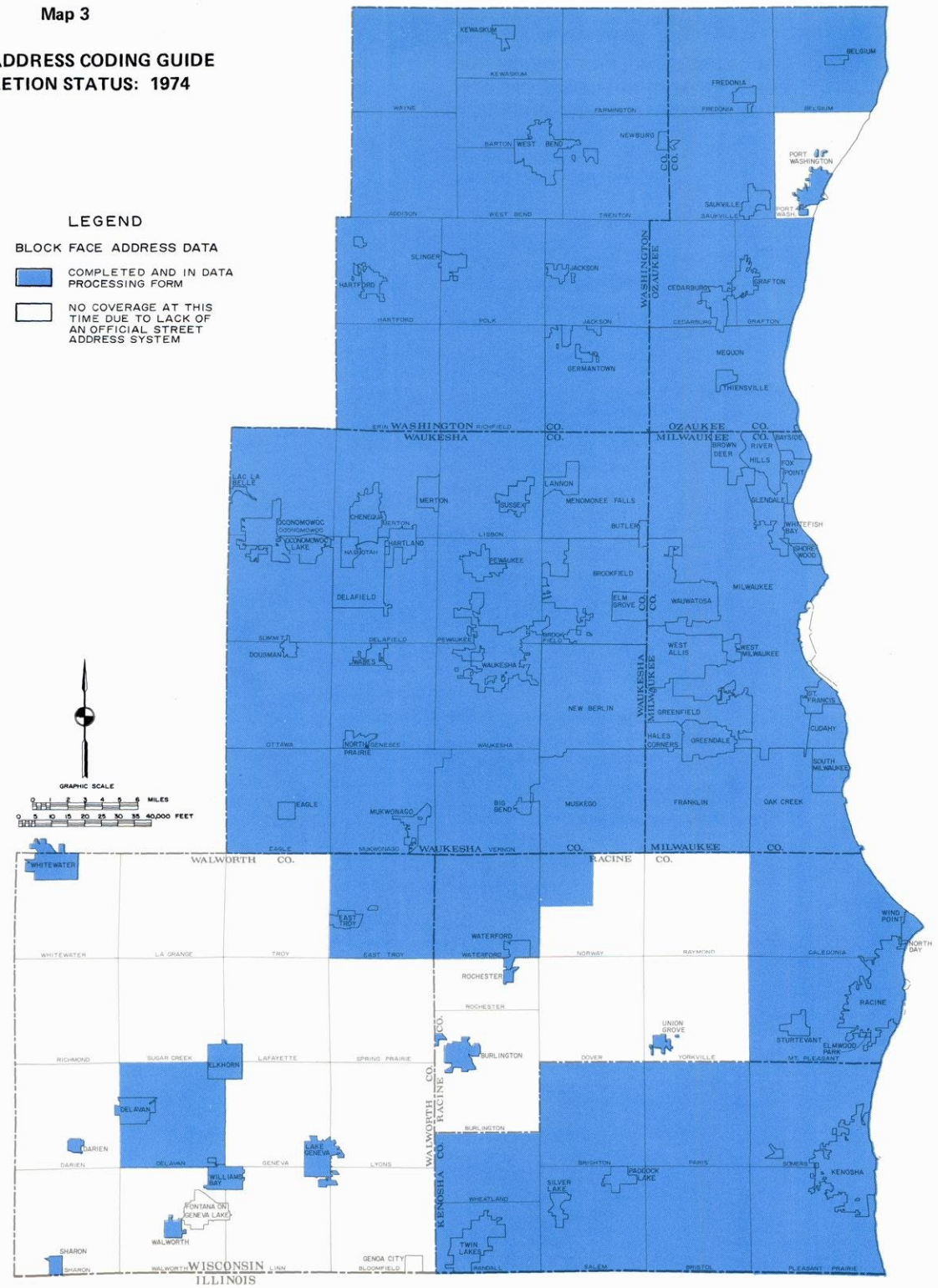
PUBLIC AND NONPUBLIC SCHOOL ENROLLMENT IN THE REGION BY COUNTY: 1973 and 1974

County	School Enrollment							
	Public				Nonpublic			
			Change 1973-1974				Change 1973-1974	
	1973	1974	Number	Percent	1973	1974	Number	Percent
Kenosha	27,708	27,392	- 316	- 1.1	4,505	4,465	- 40	- 0.9
Milwaukee	202,351	195,616	- 6,735	- 3.3	49,320	47,582	- 1,738	- 3.5
Ozaukee	14,649	14,985	336	2.3	2,470	2,463	- 7	- 0.3
Racine	40,537	39,801	- 736	- 1.8	7,781	8,039	258	3.3
Walworth	14,535	14,522	- 13	- 0.1	1,168	1,087	- 81	- 6.9
Washington	17,595	18,347	752	4.3	3,392	3,398	6	0.2
Waukesha	64,444	64,042	- 402	- 0.6	10,213	10,450	237	2.3
Region	381,819	374,705	- 7,114	- 1.9	78,849	77,484	- 1,365	- 1.7

Source: Wisconsin Department of Public Instruction and SEWRPC.

Map 3

STREET ADDRESS CODING GUIDE COMPLETION STATUS: 1974

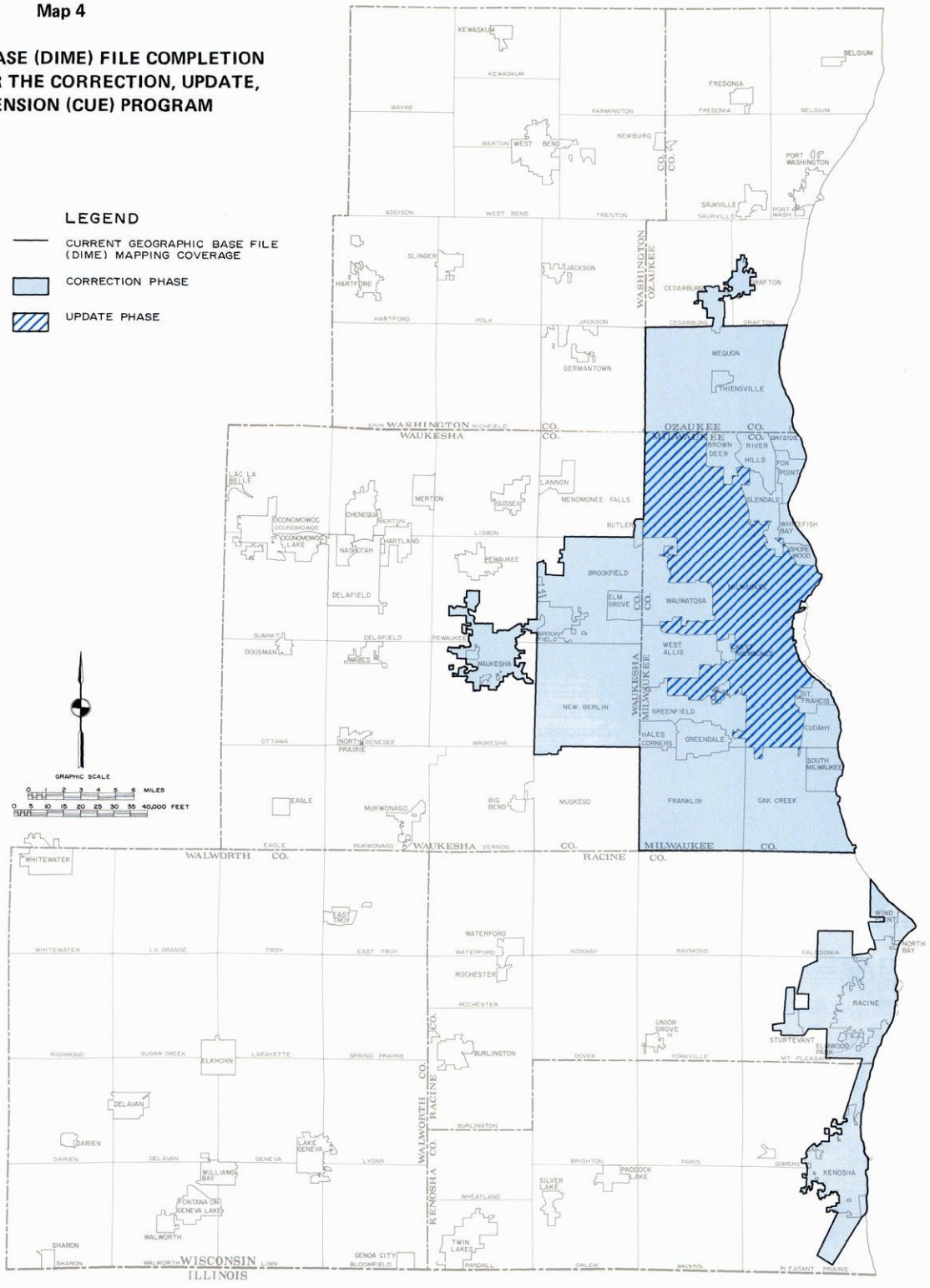


A street address coding guide, through machine data processing, enables rapid identification of the geographic location, such as civil division, census tract and block, traffic analysis zone, or U. S. Public Land Survey quarter section, of a specific street address. The guide was initially developed for transportation planning purposes, and was useful in enabling the collation of transportation planning data by U. S. Public Land Survey quarter section and traffic analysis zone. In addition, the guide has been useful in collating 1970 census data by block face level. Portions of the Region, primarily in Racine and Walworth Counties, are not presently covered by the guide because street address systems in these areas have not yet been established.

Source: SEWRPC.

Map 4

GEOGRAPHIC BASE (DIME) FILE COMPLETION STATUS UNDER THE CORRECTION, UPDATE, AND EXTENSION (CUE) PROGRAM



During 1973 the Commission entered into a cooperative correction, update, and extension (CUE) program with the U. S. Bureau of the Census. The Census Bureau designed the program to provide the clerical procedures, processing methodology, and computer programs necessary to correct and update the existing geographic base (DIME) files and extend their coverage to the entire Region. During 1974, the Commission completed the correction phase of the CUE program, and initiated the update phase of the program in the form of updates to the metropolitan map series maps in the Milwaukee urbanized area.

Source: U. S. Bureau of the Census and SEWRPC.

Collection and dissemination of information pertaining to the changing size, composition, and spatial distribution of the regional work force continued in 1974. Through the cooperative efforts of the Wisconsin Department of Industry, Labor, and Human Relations and various employment data user-oriented organizations in the state, including the Commission, an improved data series has been established enumerating employment by place of work on a monthly basis through an industry reporting system. Historical and current data relating to the average annual levels of labor force, work force, number of employed workers, number of unemployed workers, and unemployment rates in the Region are presented in Table 7.

Current Employment Estimate

In 1974 the regional work force averaged 832,500 persons, an increase of nearly 4 percent over the 1973 level. The number of employed members of the work force in the Region averaged 797,500 persons in 1974, an increase of 27,500 jobs, or 4 percent, over the 1973 level. The number of unemployed persons in the Region in 1974 averaged 35,000 persons, or slightly over 4 percent of the work force, compared to about 30,900 persons, or slightly less than 4 percent of the work force, in 1973.

The segment of the population which can be most closely related to economic activity is the labor force.

Table 7

AVERAGE LABOR FORCE, WORK FORCE, EMPLOYMENT, AND UNEMPLOYMENT IN THE REGION: 1960-1974

Year	Labor Force[a]	Work Force[b]	Employed[c]	Unemployed[d]	
				Number	Percent of Work Force
1960	638,700	673,200	647,900	25,300	3.8
1961	633,600	669,800	632,600	37,200	5.6
1962	627,700	663,500	638,600	24,900	3.8
1963	634,100	670,300	646,100	24,200	3.6
1964	644,700	681,500	658,300	23,200	3.4
1965	668,100	706,200	685,900	20,300	2.9
1966	682,900	721,900	702,000	19,900	2.8
1967	693,800	733,400	709,100	24,300	3.3
1968	704,200	744,400	722,400	22,000	3.0
1969	721,100	762,300	740,200	22,100	2.9
1970	744,500	776,200	741,600	34,600	4.5
1971	737,900	764,700	725,000	39,700	5.2
1972	751,300	785,400	748,800	36,600	4.7
1973	781,000	800,900	770,000	30,900	3.8
1974	822,200	832,500	797,500	35,000	4.2

[a] *The term "labor force" is defined as the number of workers within the Region enumerated by place of residence. It includes all persons 14 years of age or older who were at work, that is, those who worked for pay or profit; with a job but not at work, that is, those persons who were temporarily absent from their job; and not at work but known to be actively seeking work. The 1960 and 1970 levels are taken from the 1960 and 1970 census, and the levels from 1961 through 1969 and 1971 through 1974 are estimates based on observed relationships between the labor force and work force estimates prepared by the Wisconsin Department of Industry, Labor, and Human Relations.*

[b] *The term "work force" is defined as the number of workers within the Region enumerated by place of work. It includes all persons 14 years of age and older who were at work, that is, those who worked for pay or profit; workers absent from a job or business and not seeking work because of vacation, illness, bad weather, temporary layoff, or labor dispute; and not at work but actively seeking work. These data are provided by the Wisconsin Department of Industry, Labor, and Human Relations on a monthly basis through an industry reporting system. It should be noted that work force tabulations will double count persons holding two jobs, will include those persons who live outside the Region but work within the Region, and exclude those persons living within, but working outside of, the Region.*

[c] *The term "employed" refers to the members of the work force actually at work. The number of persons employed is derived by subtracting the number of unemployed workers from the number of persons in the work force.*

[d] *The term "unemployed" refers to those members of the work force who report weekly that they were available and looking for work during all of the previous week but did not work during that week.*

Source: U. S. Bureau of the Census; Wisconsin Department of Industry, Labor, and Human Relations; and SEWRPC.

Changes in the size of the labor force of an area are indicators of changes in the area's economy, of demographic growth or decline, and of the geographic and social mobility of the population. The labor force in the Region in 1974 was estimated at 822,200 persons, compared with 781,000 persons in 1973, an increase of 41,200 persons, or 5 percent, during this period. It should be noted that observed differences between the level of the labor force and work force in the Region are due to the fact that the work force tabulations will double count persons holding two or more jobs, will include those persons who live outside but work inside of the Region, and will exclude those persons who live inside but work outside of the Region.

A more detailed analysis of the spatial distribution of jobs in the Region made during 1974 indicates that the largest concentrations of jobs are in Milwaukee, Racine, and Waukesha Counties (see Table 8). About 85 percent of all regional jobs in 1974 were located in these three counties combined. Since 1960, the job distribution in the Region has been toward a decreasing concentration of jobs in Milwaukee County and an increasing concentration in the remaining six counties. The Milwaukee County proportion of total regional jobs decreased from 67.5 percent in 1973 to 66.6 percent in 1974, down from 75 percent in 1960.

Employment levels in the Region's major industry groups increased from 484,600 persons in 1970 to 537,500 persons in 1974, an increase of 52,900 persons, or 11 percent (see Table 9). As further shown in Table 9, employment levels in these major industry groups have increased by 23,400 persons, or 5 percent, since 1973. Between 1970 and 1974, the governmental and educational services group showed the largest absolute and relative increase in employment, from 78,700 persons to 97,700 persons, an increase of 19,000 persons, or 24 percent. Other industry groups showing substantial increases over this period include retail trade; finance, insurance, and real estate services; construction; electrical machinery and equipment; and transportation equipment. Since 1973 the largest increase in employment (19 percent) was shown in the electrical machinery and equipment industry, which increased by 6,600 persons. Two industry groups—fabricated metals and transportation equipment—declined in employment from 1973 to 1974, principally reflecting the recent economic downturn at the national and regional levels.

Employment Forecast

The year 2000 regional employment forecast prepared by the Commission in 1972 indicates a 1974 stage forecast employment level of about 787,600. The 1974 employ-

Table 8

DISTRIBUTION OF EMPLOYMENT IN THE REGION BY COUNTY: 1960-1974

County	Distribution of Employment (In Thousands)															
	1960		1961		1962		1963		1964		1965		1966		1967	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha	40.1	6.2	36.2	5.7	38.8	6.1	41.9	6.5	40.5	6.2	42.1	6.1	37.3	5.3	35.4	5.0
Milwaukee . . .	486.2	75.0	473.5	74.9	469.5	73.6	469.1	72.6	472.7	71.8	487.4	71.0	498.9	71.1	501.1	70.7
Ozaukee	9.5	1.5	9.5	1.5	10.6	1.6	11.2	1.7	12.1	1.8	13.6	2.0	14.6	2.1	15.9	2.2
Racine.	48.5	7.5	49.0	7.8	51.2	8.0	52.9	8.2	55.4	8.4	58.9	8.6	60.1	8.5	60.5	8.5
Walworth. . . .	18.3	2.8	19.1	3.0	19.8	3.1	20.0	3.1	21.3	3.2	22.0	3.2	22.6	3.2	22.8	3.2
Washington . .	14.5	2.2	14.1	2.2	14.9	2.3	15.5	2.4	17.0	2.6	18.3	2.7	18.9	2.7	19.1	2.7
Waukesha. . . .	30.8	4.8	31.2	4.9	33.8	5.3	35.5	5.5	39.3	6.0	43.6	6.4	49.6	7.1	54.3	7.7
Region	647.9	100.0	632.6	100.0	638.6	100.0	646.1	100.0	658.3	100.0	685.9	100.0	702.0	100.0	709.1	100.0

County	Distribution of Employment (In Thousands)													
	1968		1969		1970		1971		1972		1973		1974	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha	36.7	5.1	36.9	5.0	39.2	5.3	38.7	5.3	40.6	5.4	44.4	5.7	47.0	5.9
Milwaukee . . .	506.3	70.1	515.5	69.6	510.9	68.9	498.1	68.7	509.0	68.0	519.6	67.5	531.4	66.6
Ozaukee	16.2	2.2	17.3	2.3	17.9	2.4	18.1	2.5	19.2	2.6	19.6	2.5	20.7	2.6
Racine.	60.5	8.4	62.5	8.5	61.9	8.3	59.4	8.2	63.5	8.5	66.2	8.6	69.1	8.7
Walworth. . . .	23.7	3.3	24.3	3.3	24.2	3.3	23.9	3.3	24.0	3.2	25.8	3.4	25.4	3.2
Washington . .	20.1	2.8	20.2	2.7	20.3	2.7	19.9	2.8	21.1	2.8	21.5	2.8	23.1	2.9
Waukesha. . . .	58.9	8.1	63.5	8.6	67.2	9.1	66.9	9.2	71.4	9.5	72.9	9.5	80.8	10.1
Region	722.4	100.0	740.2	100.0	741.6	100.0	725.0	100.0	748.8	100.0	770.0	100.0	797.5	100.0

Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

Table 9

LEVELS OF EMPLOYMENT IN THE REGION BY SELECTED MAJOR INDUSTRY GROUP: 1970, 1973, and 1974

Industry Group	Levels of Employment (In Thousands)									
	1970		1973		1974		Change			
							1973-1974		1970-1974	
	Number	Percent of Regional Employment	Number	Percent of Regional Employment	Number	Percent of Regional Employment	Number	Percent	Number	Percent
Nonelectrical Machinery	68.1	9.2	70.0	9.1	71.3	8.9	1.3	1.8	3.2	4.7
Electrical Machinery and Equipment	36.5	4.9	34.6	4.5	41.2	5.2	6.6	19.1	4.7	12.9
Retail Trade	111.2	15.0	116.7	15.2	122.3	15.3	5.6	4.8	11.1	10.0
Wholesale Trade	32.0	4.3	32.1	4.2	33.7	4.2	1.6	5.0	1.7	5.3
Finance, Insurance, and Real Estate Services	31.2	4.2	32.5	4.2	34.4	4.3	1.9	5.8	3.2	10.3
Fabricated Metals	24.6	3.3	26.2	3.4	25.6	3.2	- 0.6	- 2.3	1.0	4.1
Primary Metals	22.5	3.0	22.4	2.9	23.5	2.9	1.1	4.9	1.0	4.4
Transportation Equipment	22.0	3.0	26.8	3.5	26.7	3.4	- 0.1	- 0.4	4.7	21.4
Food and Related Products	18.9	2.5	18.3	2.4	18.9	2.4	0.6	3.3	--	--
Governmental and Educational Services	78.7	10.6	93.1	12.0	97.7	12.3	4.6	4.9	19.0	24.1
Construction	24.0	3.2	26.7	3.5	26.8	3.4	0.1	0.4	2.8	11.7
Printing, Publishing, and Allied Products	14.9	2.0	14.7	1.9	15.4	1.9	0.7	4.8	0.5	3.4
Subtotal	484.6	65.4	514.1	66.8	537.5	67.4	23.4	4.6	52.9	10.9
Other Employment	257.0	34.6	255.9	33.2	260.0	32.6	4.1	1.6	3.0	1.2
Total Regional Employment	741.6	100.0	770.0	100.0	797.5	100.0	27.5	3.6	55.9	7.5

Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

ment level in the Region, as estimated by the Wisconsin Department of Industry, Labor, and Human Relations, was 797,500 persons. The Commission's forecast, therefore, was approximately 9,900 jobs, or 1 percent, lower than the estimate (see Table 10 and Figure 17). In this respect it should be noted that the Commission's forecast employment levels are intended to be indicative of long-term economic growth in the regional economy, and as such, are not intended to measure the shorter "cyclical" patterns of economic change in the Region which have been observed historically and are anticipated to continue to occur in the future. The largest absolute and relative variance of the forecast from the estimated current level occurred in Kenosha County, where the forecast level was about 6,800 persons, or 14 percent, below the estimated level, due principally to the relative strength of the transportation equipment industry in Kenosha County during 1974. The smallest relative variance between the 1974 estimate and the forecast stage—0.2 percent—occurred in Waukesha County.

Table 10

COMPARISON OF THE 1974 ESTIMATED AND FORECAST EMPLOYMENT LEVELS FOR THE REGION BY COUNTY

County	Employment Levels			
	Estimate July 1, 1974	SEWRPC Forecast July 1, 1974	Difference	
			Number	Percent
Kenosha	47,000	40,200	- 6,800	- 14.5
Milwaukee	531,400	527,400	- 4,000	- 0.8
Ozaukee	20,700	20,900	200	1.0
Racine	69,100	67,800	- 1,300	- 1.9
Walworth	25,400	27,700	2,300	9.0
Washington	23,100	23,000	- 100	- 0.4
Waukesha	80,800	80,600	- 200	- 0.2
Region	797,500	787,600	- 9,900	- 1.2

Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

Existing Land Use (3.2.3 and 4.3.4)

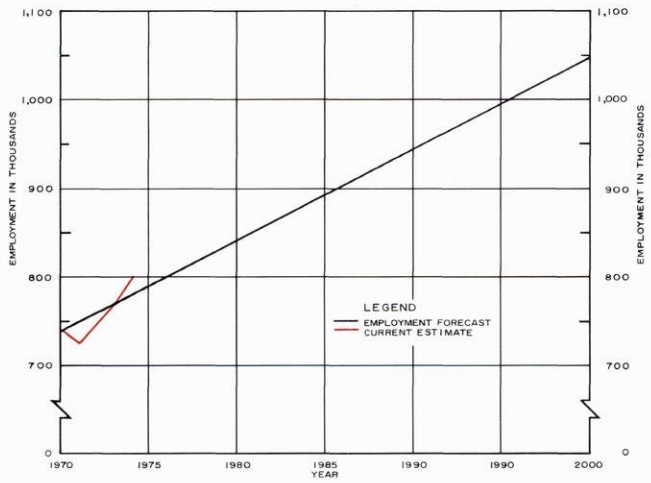
Work continued during 1974 on the analysis of data collected under the 1970 regional land use inventory. The analysis of changes in land use which occurred between 1963 and 1970 within primary environmental corridors, as well as the quantification of losses within prime agricultural lands and wildlife habitat areas, was completed in 1974 as part of the reevaluation of the adopted 1990 regional land use plan. A special residential land density study was also conducted in 1974.

Primary Environmental Corridor Inventory

One of the most important work programs completed under the initial regional land use planning effort was the identification and delineation of areas in the Region in which the best remaining elements of the natural resource base are concentrated. The delineation of these areas results in essentially linear patterns which have been termed environmental corridors. The analysis of land use changes which have occurred in these corridors since their delineation in 1963 revealed that the net primary environmental corridor acreage—which includes all recreational, agricultural, water, wetlands, woodlands, and other open land uses within the corridor configuration shown on Map 5—totaled 324,884 acres in 1970, or about 93 percent of the gross corridor acreage originally delineated (see Table 11).

Figure 17

EMPLOYMENT FORECAST AND CURRENT EMPLOYMENT ESTIMATE FOR THE REGION: 1970-2000



Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

The majority of net corridor acreage in 1970 consisted of agriculture and related lands (100,000 acres), wetlands (87,600 acres), and woodlands (63,100 acres). Decreases in net corridor acreage in the Region between 1963 and 1970 were primarily due to losses in agriculture and related lands (6,500 acres), and in woodlands (3,500 acres). While some of the losses in agriculture and woodland uses resulted in gains in recreation land use—recreation uses increased by almost 5,200 acres between 1963 and 1970—the net effect of changes within the environmental corridor resulted in a 4,800 acre decrease in net corridor lands between 1963 and 1970. As indicated in Table 11, much of the net corridor lands were lost as a result of urban encroachment, especially urban residential land uses, which increased by 3,400 acres from 1963 to 1970.

Waukesha County experienced the largest loss of net corridor acreage, almost 2,100 acres, primarily as a result of a decrease in agriculture and woodland land use categories. Walworth County lost over 900 acres of net environmental corridor, due primarily to losses in the agriculture and woodland categories.

Prime Agricultural Lands Inventory

One of the major recommendations of the adopted 1990 regional land use plan is the preservation, in rural form, of most of the remaining prime agricultural lands in southeastern Wisconsin. Prime agricultural lands are defined by the Commission as those areas which generally are covered by soils rated in the regional detailed operational soil survey as good or very good for agriculture, occur in concentrated areas over five square miles in extent, are designated as exceptionally good for agricultural production specialists, and include farms averaging over 300 acres in size and have significant capital outlays in agricultural improvements such as drainage and terracing.

An update of the 1963 inventory of prime agricultural lands was completed in 1974 in order to quantify changes in such acreage in the Region between 1963 and 1970 (see Table 12). Prime agricultural lands in 1970 covered about 409,000 acres, or 24 percent of the area of the Region. More than 115,000 acres, or 28 percent of these lands, were located in Walworth County. Significant prime agricultural acreage also exists in Racine County (72,000 acres), Kenosha County (65,000 acres), and Waukesha County (60,000 acres), representing 18, 16, and 15 percent, respectively, of the prime agricultural lands in 1970. Between 1963 and 1970, the net prime agricultural acreage in the Region decreased by 7,230 acres, or 1.8 percent, due primarily to encroachment by urban land development during this period (see Map 6). Among the seven counties, more than half of the total loss of prime agricultural lands occurred in two counties—Racine County (2,030 acres, or 28 percent), and Waukesha County (1,660 acres, or 23 percent).

Wildlife Habitat Inventory

An inventory of land and inland water in the Region known to be inhabited by various forms of wildlife was carried out cooperatively by the Wisconsin Department of Natural Resources (DNR) and the Regional Planning Commission during 1974. The inventory, which updated a similar study conducted in 1963, revealed a total of 259,832 acres of wildlife habitat in the Region in 1970, approximately 1,358 acres, or about 1 percent, less than in 1963 (see Table 13). Of the 1,978 net acres lost in Milwaukee, Racine, Walworth, and Waukesha Counties, the largest losses occurred in Waukesha County (1,282 acres, or 65 percent), Walworth County (586 acres, or 30 percent), and Milwaukee County (99 acres, or 5 percent). Of the 620 net acres gained in Kenosha, Ozaukee, and Washington Counties, due primarily to reforestation, the largest increases occurred in Kenosha County (463 acres, or 75 percent) and Washington County (147 acres, or 24 percent).

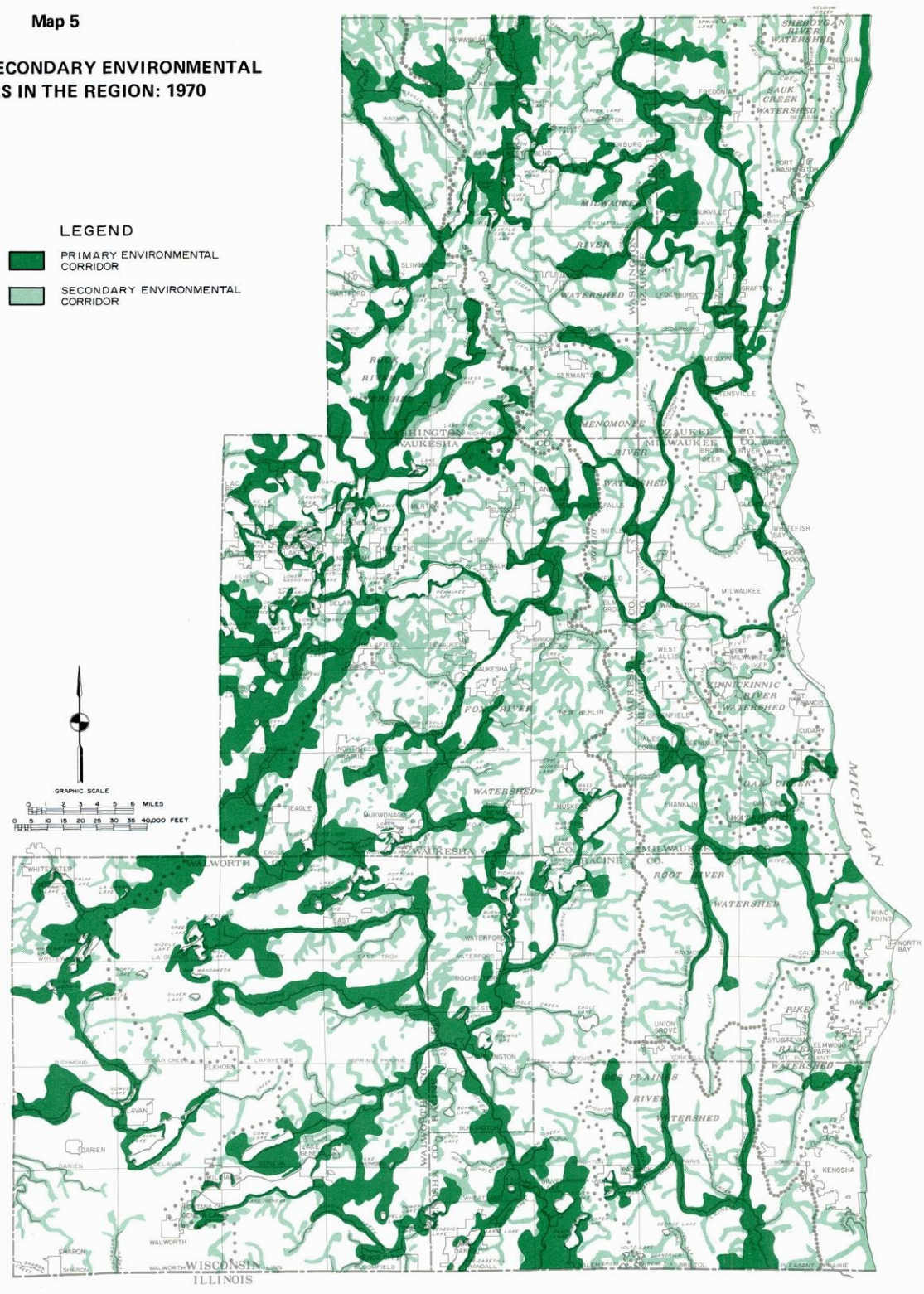
Table 13 also indicates changes in the quality as well as the quantity of wildlife habitat areas. Significant losses in high value wildlife habitat areas occurred primarily in Walworth, Waukesha, and Washington Counties, which together accounted for a total loss of 3,079 acres, or over 90 percent, of the total high value acreage lost in the Region between 1963 and 1970.

Residential Density Inventory

A special study was completed during 1974 relating developed residential land use area by U. S. public land survey quarter section, as derived from the 1970 land use inventories, with the number of year-round housing units by U. S. public land survey quarter section, as derived from the 1970 Census of Population, in order to calculate the residential density expressed in the number of housing units per net acre of developed

Map 5

PRIMARY AND SECONDARY ENVIRONMENTAL CORRIDORS IN THE REGION: 1970



Approximately one-fifth of the Region lies within primary environmental corridors, which encompass almost all of the best remaining woodlands and wetlands, the best remaining wildlife habitat areas, almost all of the streams and lakes and associated undeveloped floodlands and shorelands, as well as many of the significant topographical, geological, and historical features remaining in the Region. The preservation of these corridors in compatible open uses is essential to maintaining the overall quality of the environment within the Region.

Source: SEWRPC.

Table 11

DISTRIBUTION OF PRIMARY ENVIRONMENTAL CORRIDOR LANDS IN THE REGION BY MAJOR LAND USE WITHIN COUNTY: 1963 and 1970

County	Year	Gross Primary Environmental Corridor		Urban Development in Corridor											
				Residential		Commercial		Industrial		Transportation		Government and Institution		Total	
		Acres	Percent of Region	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Kenosha	1963	29,781.89	8.5	951.79	3.2	29.45	0.1	12.24	--[a]	633.24	2.1	109.44	0.4	1,736.16	5.8
	1970	29,781.89	8.5	1,096.40	3.7	32.32	0.1	17.93	0.1	595.84	2.0	116.62	0.4	1,859.11	6.2
	Change 1963-1970	--	--	144.61	15.2	2.87	9.7	5.69	46.5	-37.40	-5.9	7.18	6.6	122.95	7.1
Milwaukee	1963	14,962.51	4.3	782.00	5.2	49.01	0.3	124.82	0.8	1,126.61	7.5	163.64	1.1	2,246.07	15.0
	1970	14,962.61	4.3	884.18	5.9	102.75	0.7	143.39	1.0	1,219.58	8.1	215.66	1.4	2,565.56	17.1
	Change 1963-1970	--	--	102.18	13.1	53.74	109.6	18.57	14.9	92.97	8.2	52.02	31.8	319.49	14.2
Ozaukee	1963	24,713.29	7.1	1,308.68	5.3	29.61	0.1	24.79	0.1	879.91	3.6	27.71	0.1	2,270.71	9.2
	1970	24,713.29	7.1	1,533.08	6.2	27.36	0.1	28.63	0.1	971.05	3.9	50.78	0.2	2,610.90	10.6
	Change 1963-1970	--	--	224.40	17.1	-2.25	-7.6	3.84	15.5	91.14	10.4	23.07	83.2	340.19	15.0
Racine	1963	36,882.83	10.5	1,019.35	2.8	43.14	0.1	106.82	0.3	851.45	2.3	93.50	0.2	2,114.26	5.7
	1970	36,882.83	10.5	1,253.49	3.4	50.80	0.1	106.40	0.3	963.06	2.6	191.64	0.5	2,565.40	6.9
	Change 1963-1970	--	--	234.14	23.0	7.66	17.8	-0.42	-0.4	111.61	13.1	98.14	105.0	451.14	21.3
Walworth	1963	88,955.99	25.4	2,117.72	2.4	107.64	0.1	53.49	0.1	1,461.84	1.6	200.41	0.2	3,941.12	4.4
	1970	88,955.99	25.4	2,773.64	3.1	146.58	0.2	61.71	0.1	1,695.43	1.9	220.59	0.2	4,897.96	5.5
	Change 1963-1970	--	--	655.92	31.0	38.94	36.2	8.22	15.4	233.59	16.0	20.18	10.1	956.84	24.3
Washington	1963	56,287.56	16.1	1,058.54	1.9	37.99	0.1	50.16	0.1	1,165.36	2.1	45.29	0.1	2,357.35	4.2
	1970	56,287.56	16.1	1,496.79	2.6	41.96	0.1	64.67	0.1	1,220.57	2.2	67.01	0.1	2,891.00	5.1
	Change 1963-1970	--	--	438.25	41.4	3.97	10.4	14.51	28.9	55.21	4.7	21.72	48.0	533.65	22.6
Waukesha	1963	98,058.22	28..1	2,495.43	2.5	88.45	0.1	236.34	0.2	2,260.61	2.3	204.78	0.2	5,285.61	5.4
	1970	98,058.22	28.1	4,058.40	4.1	151.26	0.2	327.85	0.3	2,538.11	2.6	292.42	0.3	7,368.04	7.5
	Change 1963-1970	--	--	1,562.97	62.6	62.81	71.0	91.51	38.7	277.50	12.3	87.64	42.8	2,082.43	39.4
Region	1963	349,642.28	100.0	9,733.52	2.8	385.31	0.1	608.65	0.2	8,379.02	2.4	844.77	0.2	19,951.26	5.7
	1970	349,642.28	100.0	13,095.98	3.8	553.05	0.2	750.57	0.2	9,203.65	2.6	1,154.73	0.3	24,757.99	7.1
	Change 1963-1970	--	--	3,362.46	34.5	167.74	43.5	141.92	23.3	824.63	9.8	309.96	36.7	4,806.73	24.1

County	Year	Gross Primary Environmental Corridor		Net Environmental Corridor Lands											
				Recreation		Agriculture and Related Lands		Water		Wetlands		Woodlands		Other Open Lands		Total	
		Acres	Percent of Region	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Kenosha	1963	29,781.89	8.5	1,207.46	4.1	9,874.93	33.2	3,564.03	12.0	9,036.27	30.3	2,939.10	9.9	1,423.94	4.8	28,045.73	94.2
	1970	29,781.89	8.5	1,604.82	5.4	10,190.36	34.2	3,702.57	12.4	8,359.73	28.1	2,682.60	9.0	1,382.69	4.6	27,922.77	93.8
	Change 1963-1970	--	--	397.36	32.9	315.43	3.2	138.54	3.9	-676.54	-7.5	-256.50	-8.7	-41.25	-2.9	-122.96	-0.4
Milwaukee	1963	14,962.51	4.3	5,528.28	36.9	2,612.26	17.4	735.70	4.9	1,345.13	9.0	1,089.35	7.3	1,405.72	9.4	12,716.44	85.0
	1970	14,962.51	4.3	7,094.21	47.4	1,968.61	13.2	746.79	5.0	846.92	5.6	709.09	4.7	1,031.31	6.9	12,396.94	82.9
	Change 1963-1970	--	--	1,565.93	28.3	-643.65	-24.6	11.09	1.5	-498.21	-37.0	-380.26	-34.9	-374.41	-26.6	-319.50	-2.5
Ozaukee	1963	24,713.29	7.1	822.31	3.3	7,838.59	31.7	1,371.05	5.5	8,008.54	32.4	3,379.16	13.7	1,022.93	4.1	22,442.58	90.8
	1970	24,713.29	7.1	1,094.74	4.4	7,476.36	30.3	1,390.96	5.6	7,844.63	31.7	3,248.23	13.1	1,047.47	4.2	22,102.39	89.4
	Change 1963-1970	--	--	272.43	33.1	-362.23	-4.6	19.91	1.4	-163.91	-2.0	-130.93	-3.9	24.54	2.4	-340.19	-1.5
Racine	1963	36,882.83	10.5	923.71	2.5	16,495.62	44.7	3,805.97	10.3	6,927.36	18.8	5,356.13	14.5	1,259.78	3.4	34,768.57	94.3
	1970	36,882.83	10.5	1,297.70	3.5	15,701.35	42.6	4,011.84	10.8	6,984.76	18.9	5,063.15	13.7	1,258.61	3.4	34,317.42	93.0
	Change 1963-1970	--	--	373.99	40.5	-794.27	-4.8	205.87	5.4	57.40	0.8	-292.98	-5.5	-1.17	-0.1	-451.15	-1.3
Walworth	1963	88,955.99	25.4	2,720.18	3.1	28,431.91	32.0	13,440.34	15.1	16,528.56	18.6	21,509.62	24.2	2,384.27	2.7	85,014.88	95.6
	1970	88,955.99	25.4	4,297.89	4.8	26,281.42	29.5	13,658.88	15.4	16,930.99	19.0	20,463.22	23.0	2,425.62	2.7	84,058.03	94.5
	Change 1963-1970	--	--	1,577.71	58.0	-2,150.49	-7.6	218.54	1.6	402.43	2.4	-1,046.40	-4.9	41.35	1.7	-956.85	-1.1
Washington	1963	56,287.56	16.1	636.59	1.1	15,789.37	28.1	3,485.49	6.2	20,573.94	36.6	12,339.48	21.9	1,105.32	2.0	53,930.21	95.8
	1970	56,287.56	16.1	895.22	1.6	14,841.11	26.4	3,479.78	6.2	20,849.75	37.0	12,262.10	21.8	1,068.62	1.9	53,396.56	94.9
	Change 1963-1970	--	--	258.63	40.6	-948.27	-6.0	-5.71	-0.2	275.8	1.3	-77.38	-0.6	-36.70	-3.3	-533.65	-1.0
Waukesha	1963	98,058.22	28.1	3,583.38	3.6	25,485.90	26.0	15,328.26	15.6	25,617.33	26.1	20,054.50	20.4	2,703.24	2.8	92,772.61	94.6
	1970	98,058.22	28.1	4,303.14	4.4	23,596.10	24.0	15,398.99	15.7	25,837.95	26.4	18,723.44	19.1	2,830.56	2.9	90,690.17	92.5
	Change 1963-1970	--	--	719.76	20.1	-1,889.80	-7.4	70.73	0.5	220.62	0.9	-1,331.06	-6.6	127.32	4.7	-2,082.44	-2.2
Region	1963	349,642.28	100.0	15,421.92	4.4	106,528.58	30.5	41,730.83	11.9	88,037.14	25.2	66,667.33	19.1	11,305.21	3.2	329,691.02	94.3
	1970	349,642.28	100.0	20,587.74	5.9	100,055.29	28.6	42,389.80	12.1	87,654.73	25.0	63,151.84	18.1	11,044.88	3.2	324,884.29	92.9
	Change 1963-1970	--	--	5,165.82	33.5	-6,473.29	-6.1	658.97	1.6	-382.41	-0.4	-3,515.49	-5.3	-260.33	-2.3	-4,806.73	-1.4

[a] *Less than 0.05 percent.*

Source: SEWRPC.

Table 12

NET PRIME AGRICULTURAL LANDS IN THE REGION BY COUNTY: 1963 and 1970

County	Net Prime Agricultural Land[a]					
	1963		1970		Change: 1963-1970	
	Acres	Percent of Region	Acres	Percent of Region	Acres	Percent
Kenosha	65,980	15.9	65,390	16.0	- 590	- 0.9
Milwaukee	8,100	1.9	7,480	1.8	- 620	- 7.7
Ozaukee	39,460	9.5	38,470	9.4	- 990	- 2.5
Racine	74,360	17.9	72,330	17.7	- 2,030	- 2.7
Walworth	115,530	27.8	115,110	28.2	- 420	- 0.4
Washington	51,340	12.3	50,420	12.3	- 920	- 1.8
Waukesha	61,380	14.7	59,720	14.6	- 1,660	- 2.7
Region	416,150	100.0	408,920	100.0	- 7,230	- 1.8

[a] *Net prime agricultural land includes that portion of the gross prime agricultural area of the Region which is actually farmed. Woodlands, water and wetlands, and other open lands, as well as the various types of urban development within the Region's gross prime agricultural area, have been excluded from the net prime agricultural acreage.*

Source: SEWRPC.

residential land. Net residential land is defined as the actual site area devoted to residential use, and consists of the ground floor site area occupied by each existing residential structure plus the surrounding yard and open space associated with the structure. Three net residential density classifications which were adopted by the Commission as part of the initial 1963 land use-transportation planning effort were utilized for the 1970 residential density study: low density—0.2 to 2.2 housing units per net acre, medium density—2.3 to 6.9 housing units per net acre, and high density—7.0 to 17.9 housing units per net acre.

The residential density inventory (see Table 14) revealed that low density residential lands totaled almost 88,000 acres, or about 56 percent of all residential land in the Region in 1970. Medium density residential land totaled 43,200 acres, or about 28 percent of all residential development in the Region, while high density residential land totaled 25,400 acres, or the remaining 16 percent. High density residential development was concentrated in Milwaukee County, which had 20,876 acres of high density residential land, or 82 percent of the regional total. Milwaukee County also had the most medium density residential land, with 13,140 acres comprising 30 percent of the Region total. Between 1963 and 1970 the largest absolute and relative increases occurred in the medium density category, which increased by 11,634 acres, or almost 37 percent. Low density residential areas increased by 3,930 acres between 1963 and 1970, or about 18 percent.

Inventory of Land Subdivision Activity (3.2.3)

Data pertaining to land subdivision activity provides an important means of monitoring land use development trends within the Region. An initial study conducted in 1969 included an analysis of the quantity, character, rate, and geographic location of land subdivision activity within the Region from 1920 through 1969. This study culminated in the publication of SEWRPC Technical Report No. 9, Residential Land Subdivision in Southeastern Wisconsin. The data presented in that report are updated and maintained current annually with the cooperation of the Wisconsin Department of Local Affairs and Development.

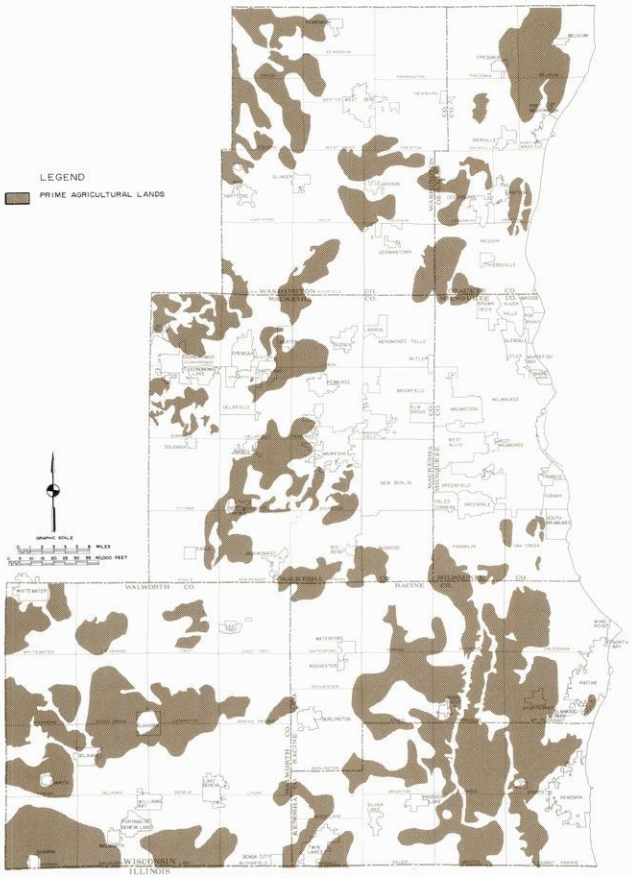
The 1974 inventory revealed that 119 residential subdivision plats were recorded in the Region during the past year. These plats encompassed about 3,300 acres of land and averaged about 28 acres each. As shown in Table 15, nearly two-thirds of the total platted residential acreage occurred in Waukesha County, reflecting the continued trend toward large lot, unsewered subdivision development in that county. As shown on Map 7, the historically observed patterns of highly dispersed residential land development continued through 1974. A total of 44 of the 119 plats, encompassing 2,095 of the 3,299 acres platted during the year and located primarily in Waukesha County, were served by private onsite septic tank sewage disposal systems. These 44 plats, therefore, were not in conformance with the adopted regional land use plan and the development standard incorporated in that plan pertaining to the provision of centralized public sanitary service to all new urban residential development. These nonsewered plats created a total of 1,312 new residential building sites with a corresponding need for 1,312 new septic tank installations when fully developed.

Transportation Facilities (3.2.1 and 4.3)

Transportation facilities are among the most critical elements influencing travel characteristics and shaping the spatial distribution of rural and urban development within an area. The presence or lack of a transportation

Map 6

PRIME AGRICULTURAL LANDS IN THE REGION: 1970



In 1970, there were a total of about 640 square miles of prime agricultural lands in the Region, representing about 24 percent of the area of the Region. Significant prime agricultural acreage was located in Walworth County (180 square miles), Racine County (112 square miles), Kenosha County (102 square miles), and Waukesha County (94 square miles). Between 1963 and 1970, more than 11 square miles of net prime agricultural lands were lost in the Region, due primarily to encroachment by urban development.

Source: SEWRPC.

facility will influence both the path and the mode as well as the frequency of personal travel. In addition, the accessibility a transportation facility provides will influence the intensity and type of land use development which takes place in an area. In order to clarify these important relationships, it is essential that the continuing regional land use-transportation study include an evaluation of both the supply of, and the demand for, existing transportation facilities. Evaluation of the supply of transportation facilities is achieved by taking inventory of the location and capacity of the existing transportation system, while evaluation of the demand served is achieved by analyzing inventories of travel habits and patterns.

Highway Facilities and Service Levels (3.2.1.1)

The Commission as part of the 1963 regional transportation study conducted a complete inventory of the location and capacity of the existing arterial street and highway system in the Region. The data collected under this inventory included, for each link in the system, facility type; jurisdictional system designation; federal aid category; node location by state plane coordinates; link location and length by zone, district, and county; right-of-way width; pavement width and type; number of traffic lanes, turning lanes, and parking lanes; vertical alignment; link capacity; speed limit; and average running speed.

In addition, characteristics indicative of the level of service provided by the arterial street and highway system such as volume to capacity ratios, accident rates, and peak and off-peak hour operating speeds were collected and subsequently monitored. In order to maintain current the extensive planning and engineering data on the arterial street and highway system collected during the initial study, major reinventories were completed in 1967, 1970, and 1972. The results of these reinventories were reported in the Commission's annual reports for each of these years.

Because of the 1972 reinventory, it was not considered necessary to conduct a similar reinventory during 1974. The Commission, however, maintained current the inventory of the physical characteristics of the arterial street and highway system by utilizing secondary data sources, including the capital improvement project completion reports from the public works departments of the Cities of Kenosha, Milwaukee, Racine, West Allis, Wauwatosa, and Waukesha; the state trunk highway log; state highway mileage data summaries; and the state urban log. These sources provide accurate current data on the physical characteristics of all reconstructed or newly constructed arterial street and highway facilities in the major urban areas as well as in the rural areas of the Region. In addition, the Commission continued to collate traffic volume data as collected by various agencies and units of government in the Region in order to provide a basis for continuing surveillance of the use of the existing arterial street and highway system.

Transit Facilities and Service Levels (3.2.1.2 and 4.3.6)

Comprehensive regional transportation planning must consider all modes of travel, with particular emphasis on how such modes may interact to affect the overall use of each mode. If a balanced regional transportation system is to be developed in which each mode of transportation is assigned that portion of the total travel demand which it is best able to carry, then careful attention must be given to the interaction between public and private modes of transportation for the movement of persons.

The principal emphasis in such attention at the regional level must be on a determination of the major mass transit facilities which are needed and which must be designed as integral parts of the total regional transportation system. Such major facilities consist of the rapid and modified rapid transit facilities which combine high-speed service with high capacity. Existing mass transit facilities of all types, however, must also be inventoried in a regional

Table 13

WILDLIFE HABITAT AREAS IN THE REGION BY COUNTY: 1963 and 1970

County	Value	Wildlife Habitat Area					
		1963		1970		Change: 1963-1970	
		Acres	Percent	Acres	Percent	Acres	Percent
Kenosha	Low	6,189	27.6	6,683	29.2	494	8.0
	Medium	6,285	28.0	6,136	26.8	- 149	- 2.4
	High	9,965	44.4	10,083	44.0	118	1.2
	Total	22,439	100.0	22,902	100.0	463	2.1
Milwaukee	Low	626	33.4	553	31.1	- 73	- 11.7
	Medium	1,251	66.6	1,225	68.9	- 26	- 2.1
	High	0	0.0	0	0.0	0	0.0
	Total	1,877	100.0	1,778	100.0	- 99	- 5.3
Ozaukee	Low	1,341	3.5	1,512	9.5	171	12.8
	Medium	8,422	58.1	8,310	52.4	- 112	- 1.3
	High	6,082	38.4	6,033	38.1	- 49	- 0.8
	Total	15,845	100.0	15,855	100.0	10	0.1
Racine	Low	9,553	35.7	9,803	36.6	250	2.6
	Medium	8,177	30.5	8,015	30.0	- 162	- 2.0
	High	9,044	23.8	8,945	33.4	- 99	- 1.1
	Total	26,774	100.0	26,763	100.0	- 11	--[a]
Walworth	Low	14,593	22.9	15,368	24.4	775	5.3
	Medium	20,272	31.9	20,775	32.9	503	2.5
	High	28,754	45.2	26,890	42.7	- 1,864	- 6.5
	Total	63,619	100.0	63,033	100.0	- 586	- 0.9
Washington	Low	10,623	20.5	11,240	21.6	617	5.8
	Medium	21,380	41.2	21,414	41.2	34	0.2
	High	19,844	38.3	19,340	37.2	- 504	- 2.5
	Total	51,847	100.0	51,994	100.0	147	0.3
Waukesha	Low	17,559	22.3	17,542	22.6	- 17	- 0.1
	Medium	28,809	36.6	28,255	36.5	- 554	- 1.9
	High	32,421	41.1	31,710	40.9	- 711	- 2.2
	Total	78,789	100.0	77,507	100.0	- 1,282	- 1.6
Region	Low	60,484	23.2	62,701	24.1	2,217	3.7
	Medium	94,596	36.2	94,130	36.3	- 466	- 0.5
	High	106,110	40.6	103,001	39.6	- 3,109	- 2.9
	Total	261,190	100.0	259,832	100.0	- 1,358	- 0.5

[a] *Less than 0.05 percent.*

Source: Wisconsin Department of Natural Resources and SEWRPC.

land use-transportation planning program, since they form the basic feeder system to major rapid and modified rapid transit facilities, carry a substantial portion of the person trips within certain subareas of the Region, and affect any evaluation of modal split.

For the purposes of the initial regional land use-transportation study, mass transit was defined as the transportation of persons by bus, rail, or other conveyance providing relatively frequent service to the general public on regular schedules over prescribed routes. In its most

Table 14

RESIDENTIAL LAND USE IN THE REGION BY DENSITY CLASSIFICATION AND COUNTY: 1963 and 1970

County	Density[a]	Residential Land Use[b]				Average Density-Dwelling Units Per Net Residential Acre	
		1963 (Acres)	1970 (Acres)	Change: 1963-1970			
				Acres	Percent	1963	1970
Kenosha	Low	7,142	6,780	- 362	- 5.1	1.39	1.36
	Medium	3,656	5,202	1,546	42.3	4.20	3.95
	High	1,117	1,495	378	33.8	9.08	10.60
	Total	11,915	13,477	1,562	13.1	14.67	15.91
Milwaukee	Low	12,121	11,616	- 505	- 4.2	1.12	1.22
	Medium	11,539	13,140	1,601	13.9	4.54	4.49
	High	18,328	20,876	2,548	13.9	15.11	13.80
	Total	41,988	45,632	3,644	8.7	20.77	19.51
Ozaukee	Low	7,892	9,788	1,896	24.0	0.90	99
	Medium	1,429	2,480	1,051	73.5	3.30	3.81
	High	16	53	37	231.2	19.74	11.45
	Total	9,337	12,321	2,984	32.0	23.94	16.25
Racine	Low	7,750	9,371	1,621	20.9	1.29	1.36
	Medium	3,942	5,153	1,211	30.7	4.28	4.12
	High	1,679	2,101	422	25.1	10.60	11.69
	Total	13,371	16,625	3,254	24.3	16.17	17.17
Walworth	Low	8,253	7,807	- 446	- 5.4	1.47	1.41
	Medium	3,593	5,540	1,947	54.2	2.96	3.43
	High	8	75	67	837.5	14.18	9.36
	Total	11,854	13,422	1,568	13.2	18.61	14.20
Washington	Low	5,306	8,030	2,724	51.3	1.36	1.28
	Medium	2,019	3,362	1,343	66.5	3.54	3.78
	High	104	134	30	28.8	9.88	9.64
	Total	7,429	11,526	4,097	55.1	14.78	14.70
Waukesha	Low	27,834	34,257	6,423	23.1	1.25	1.25
	Medium	5,418	8,353	2,935	54.2	3.43	3.56
	High	219	667	448	204.6	8.06	9.06
	Total	33,471	43,277	9,806	29.3	12.74	13.87
Region	Low	76,298	87,649	11,351	14.9	1.24	1.26
	Medium	31,596	43,230	11,634	36.8	3.99	3.98
	High	21,471	25,401	3,930	18.3	14.37	13.30
	Total	129,365	156,280	26,915	20.8	19.60	18.54

[a] *Residential density classifications adopted during the initial land use study may be defined in terms of the number of dwelling units per net residential acre, with the net residential area including only land actually devoted to residential use. The net residential density classes are: low, 0.2 to 2.2 units per net acre; medium, 2.3 to 6.9 units per net acre; and high, 7.0 to 17.9 units per net acre.*

[b] *Residential lands under development have been included in the same density classification as the fully developed residential lands.*

Source: SEWRPC.

Table 15

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1974

County	Subdivisions Platted					
			Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
	Number	Percent of Total	Number	Percent of Total Subdivision	Number	Percent of Total Subdivision
Kenosha	10	8.4	9	7.5	1	0.8
Milwaukee	29	24.4	29	24.4	0	0.0
Ozaukee	5	4.2	4	3.4	1	0.8
Racine	7	5.9	7	5.9	0	0.0
Walworth	8	6.7	4	3.4	4	3.4
Washington	10	8.4	6	5.0	4	3.4
Waukesha	50	42.0	16	13.4	34	28.6
Region	119	100.0	75	63.0	44	37.0

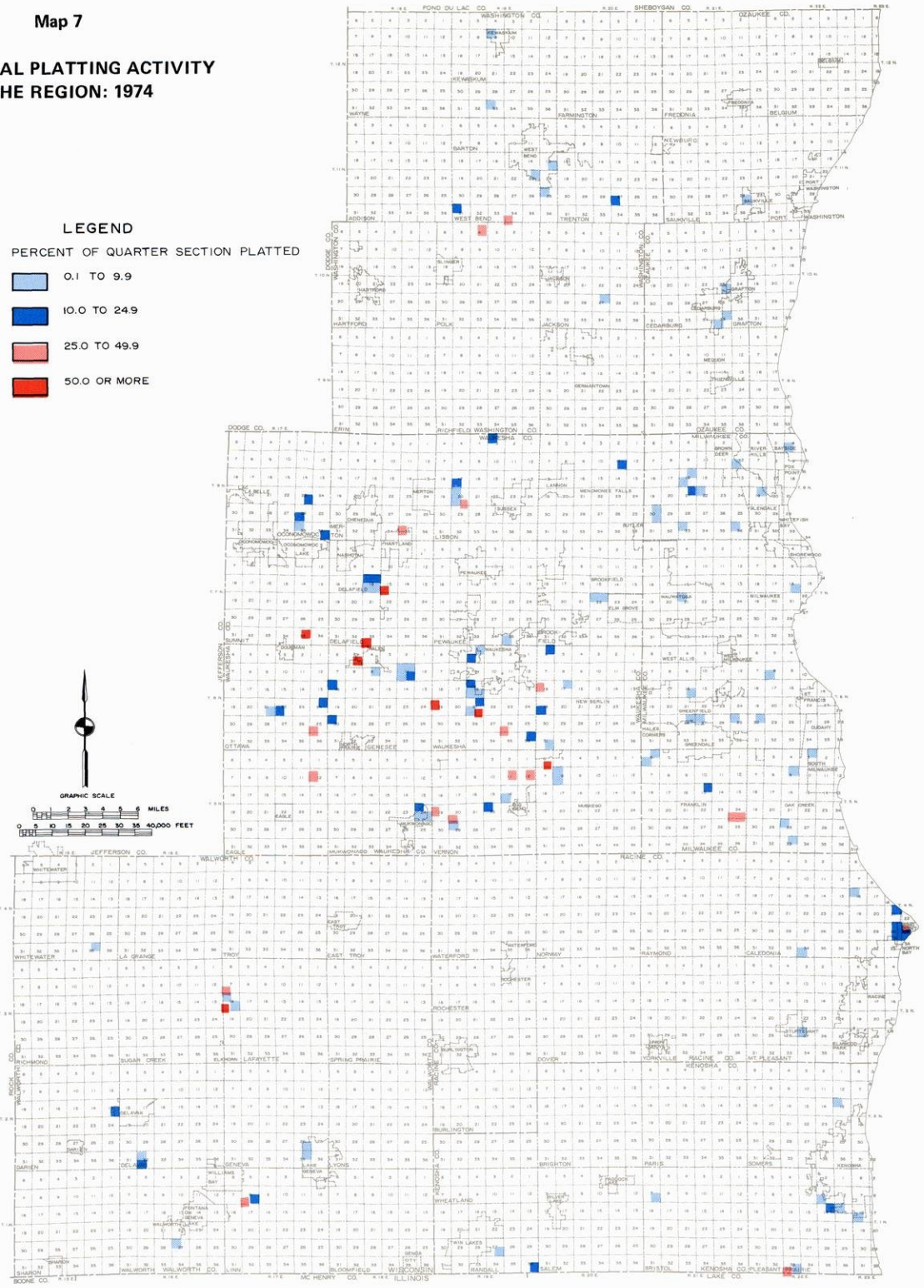
County	Acres Platted					
			Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
	Number	Percent of Total	Acres	Percent of Total	Acres	Percent of Total
Kenosha	132.68	4.02	106.36	3.22	26.32	0.80
Milwaukee	326.54	9.90	326.54	9.90	0.00	0.00
Ozaukee	29.41	0.89	20.54	0.62	8.87	0.27
Racine	174.53	5.29	174.53	5.29	0.00	0.00
Walworth	212.03	6.43	50.44	1.53	161.59	4.90
Washington	303.53	9.20	137.16	4.16	166.37	5.04
Waukesha	2,120.04	64.27	387.82	11.76	1,732.22	52.51
Region	3,298.76	100.00	1,203.39	36.48	2,095.37	63.52

County	Lots Platted					
			Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
	Number	Percent of Total	Number	Percent of Total Lots	Number	Percent of Total Lots
Kenosha	335	10.19	306	9.30	29	0.88
Milwaukee	723	21.98	723	21.98	0	0.00
Ozaukee	61	1.85	53	1.61	8	0.24
Racine	127	3.86	127	3.86	0	0.00
Walworth	312	9.49	146	4.44	166	5.05
Washington	303	9.21	209	6.36	94	2.86
Waukesha	1,428	43.42	413	12.56	1,015	30.86
Region	3,289	100.00	1,977	60.11	1,312	39.89

Source: Wisconsin Department of Local Affairs and Development and SEWRPC.

Map 7

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 1974



A total of 119 residential subdivision plats were recorded in the Region during 1974. These subdivision plats encompassed about 3,300 acres of land and averaged about 28 acres per plat. Nearly two-thirds of the total platted residential acreage was located in Waukesha County. Of the 119 plats recorded during the year, 44 plats encompassing about 2,100 acres were designed to be served by private onsite septic tank sewage disposal systems, and thus represent development not in conformance with the adopted regional development standard pertaining to the provision of centralized public sanitary sewer service to all new urban residential development.

Source: Wisconsin Department of Local Affairs and Development and SEWRPC.

common form in the Region, mass transit is provided by buses operating on urban streets. Rapid transit was defined as mass transit operating over exclusive grade-separated rights-of-way to provide high-speed service. There is presently no true rapid transit service in the Region. It should be noted that the term mass transit includes rapid transit, and that the latter is distinguished primarily by the high level of service offered. It should also be noted that a "modified" form of rapid transit service can be provided by buses operating on freeways as long as the freeways used for such service continue to operate at or under design capacities and at design speeds.

A complete inventory of the supply of public transportation service was conducted under the initial regional land use-transportation planning effort. The data collected under this inventory included, for each line in the transit network, the route or line number; the type, hours, and frequency and regularity of service; line capacity, and line passenger volumes. These data have been updated annually to assure an accurate current description of transit facilities and service levels within the Region. In addition, the following data are maintained current for each transit company in the Region: revenue passengers carried, route descriptions, fare structure, operating cost, and accident incidence. The major changes which occurred in transit facilities and service levels within the Region in 1974 are summarized in the following section.

Urban and Suburban Mass Transit

During 1974, urban and suburban mass transit service was available in the Milwaukee, Kenosha, Racine, and Waukesha urban areas. About 51.2 million revenue passengers were carried on the urban and suburban mass transit systems in the Region, approximately the same number as in 1973 (see Figure 18). If the use of the free (non-revenue) urban mass transit service initiated in mid-1974 by the Midland National Bank in the Milwaukee CBD is included, overall ridership on urban and suburban mass transit within the Region actually increased slightly during 1974 to approximately 51.6 million passengers. Table 16 shows the comparison of 1973 and 1974 ridership levels by urban area and suburban service within the Region.

Within Milwaukee County, urban transit service is provided primarily by the Milwaukee and Suburban Transport Corporation, which operated 45 local bus routes and nine freeway flyer express bus routes during the year (see Map 8). Ridership on the local system declined from about 48.5 million in 1973 to about 47.9 million in 1974, or about 1 percent. This is by far the smallest decline in revenue ridership on Transport Corporation routes since 1968, despite an increase in the adult basic cash fare during the year from 50 to 60 cents. The cost of a weekly pass was also increased from $5 to $6, while the five-cent-per-zone fare for rides to outlying areas remained the same.

In contrast to the decline in the use of local bus service is the continued increase in use of the freeway flyer service. This service is a prototype of the modified rapid transit service recommended in the regional transportation plan in that the freeway flyer routes connect park-and-ride lots located in outlying areas of the Milwaukee urbanized area to the Milwaukee central business district via the freeway system. In 1974, ridership on the freeway flyers was 11 percent higher than in 1973, increasing from about 720,000 to 800,000 revenue passengers. Part of this increase can be attributed to the establishment in August of a ninth freeway flyer route originating in the Northridge Shopping Center. In addition, Milwaukee County completed construction of a new public parking lot for freeway flyer users in the Village of River Hills in November. Designed to accommodate 250 cars, this lot is the last inbound stop on the Northridge route. It is important to note that construction of this lot directly implements one of the transit station construction recommendations in the adopted Milwaukee area transit plan.

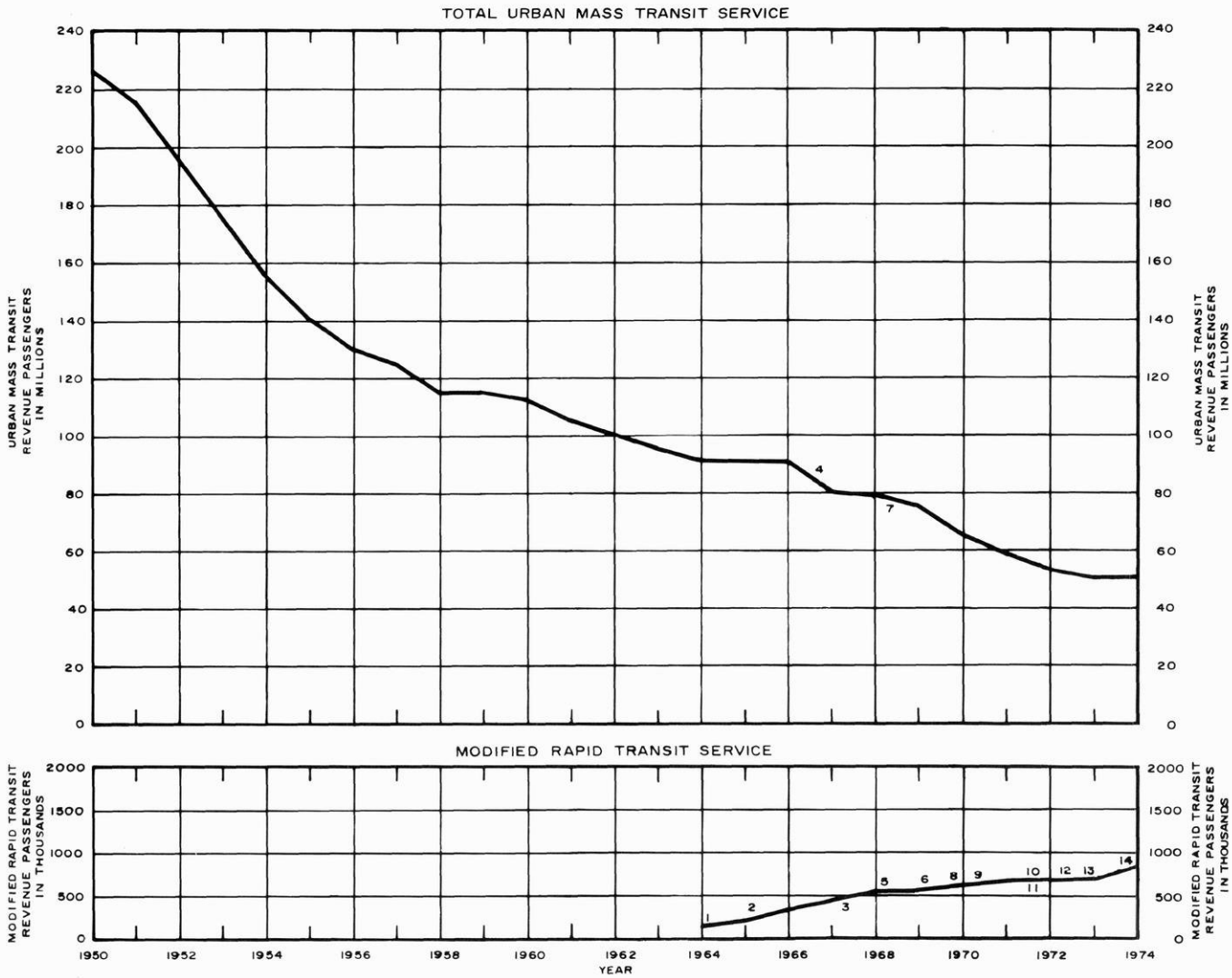
Selected data pertaining to each freeway flyer route in the Region are shown in Table 17. As shown in Figure 18, total annual ridership on the freeway flyer system has steadily increased from about 81,000 revenue passengers in 1964, the first year of service, to about 800,000 in 1974. The configuration of the nine freeway flyer routes operated by the Transport Corporation is shown on Map 8.

Special transit service in the Milwaukee area was also provided in 1974 by two institutions not normally involved in the provision of transit service. The University of Wisconsin-Milwaukee UBUS service, which provides direct service to and from the UWM campus from approximately 6 a.m. to 6 p.m. on school days at a reduced fare of 35 cents for students, faculty, and staff, was expanded from one special route in 1973 to three special routes during 1974. In addition, the Milwaukee and Suburban Transport Corporation regular route service on Capitol Drive was extended to the UWM campus, with a reduced fare for those who qualify. As a result of this expansion, revenue ridership more than tripled from abut 109,000 to 385,000 passengers. On July 15, the Midland National Bank inaugurated a free shuttle bus service in downtown Milwaukee. In less than six months, over 400,000 riders had taken advantage of this service.

Service in the Kenosha urban area was provided in 1974 by the City of Kenosha Transit-Parking Commission. The only publicly owned system in the Region, it operated six city routes and six special routes primarily servicing schools (see Map 9). Ridership in the Kenosha area increased almost 20 percent, from about 574,000 revenue passengers in 1973 to about 688,000 in 1974. This increase continues a trend toward increasing ridership begun when the Kenosha transit system was reestablished as a publicly owned and operated system in September 1971, after its abandonment in February 1971 as a privately owned system. The basic fare for all service remained at 25 cents, the lowest of any system in the Region. The University of Wisconsin-Parkside continued to provide transit service in the Kenosha area through two routes primarily designed for use by students, faculty, and visitors. One route is a free shuttle bus

Figure 18

REVENUE PASSENGERS CARRIED ON URBAN MASS TRANSIT AND ON MODIFIED RAPID TRANSIT IN THE REGION: 1950-1974



1. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT MAYFAIR SHOPPING CENTER–MARCH 1964.
2. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT BAY SHORE SHOPPING CENTER–NOVEMBER 1965.
3. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TREASURE ISLAND (CITY OF WEST ALLIS)–NOVEMBER 1967.
4. INCLUDES PERIODS OF TRANSIT STRIKES AND LOCAL CIVIL DISORDERS.
5. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TREASURE ISLAND (CAPITOL DRIVE)–APRIL 1968.
6. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT COUNTRY FAIR SHOPPING CENTER (VILLAGE OF HALES CORNERS)–APRIL 1969.
7. DOES NOT INCLUDE REVENUE PASSENGERS CARRIED BY LAKESHORE TRANSIT–KENOSHA, INC., DURING JANUARY AND FEBRUARY 1969. SERVICE WAS DISCONTINUED AT THE END OF FEBRUARY 1969; DATA ON RIDERSHIP FOR JANUARY AND FEBRUARY ARE NOT AVAILABLE.
8. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT SPRING MALL SHOPPING CENTER (CITY OF GREENFIELD)–JULY 6, 1970.
9. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TARGET SHOPPING CENTER (CITY OF MILWAUKEE)–MAY 17, 1971.
10. DISCONTINUANCE OF MODIFIED RAPID TRANSIT SERVICE AT BAY SHORE SHOPPING CENTER DUE TO LACK OF PARKING FACILITIES–AUGUST 11, 1972.
11. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTHLAND SHOPPING CENTER (CITY OF MILWAUKEE)–AUGUST 14, 1972.
12. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTH SHORE "PARK N' RIDE" LOT (CITY OF GLENDALE) JANUARY 1973.
13. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT GOERKES CORNERS PUBLIC TRANSIT STATION (TOWN OF BROOKFIELD)–OCTOBER 29, 1973.
14. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTHRIDGE SHOPPING CENTER (CITY OF MILWAUKEE) AND TREASURE ISLAND-BROWN DEER (VILLAGE OF BROWN DEER)–AUGUST 1974: AND AT BROWN DEER-EAST PUBLIC TRANSIT STATION (VILLAGE OF RIVER HILLS)–NOVEMBER 1974.

Source: Milwaukee and Suburban Transport Corporation; Flash City Transit Co.; Wisconsin Coach Lines, Inc.; City of Kenosha Transit-Parking Commission; Wisconsin Public Service Commission; and SEWRPC.

Table 16

TOTAL URBAN AND SUBURBAN MASS TRANSIT RIDERSHIP IN THE REGION: 1973 and 1974

Area Served and System Providing Service	Number of Routes		Revenue Ridership		Percent Change In Ridership
	1973	1974	1973	1974	
Urban					
Milwaukee					
Milwaukee and Suburban Transport Corporation					
Local	45	45	48,548,500	47,937,800	- 1
Freeway Flyer	8	9	720,500	800,900	11
Subtotal	53	54	49,269,000	48,738,700	- 1
Midland Bank	--	1	--	435,000	--
University of Wisconsin-Milwaukee UBUS	1	4	109,200	385,000	252
Milwaukee Subtotal	54	59	49,378,200	49,558,700	--
Waukesha					
Wisconsin Coach Lines, Inc.					
Urban	3	3	36,200	36,400	1
School	17	17	250,200	249,100	--
Waukesha Subtotal	20	20	286,400	285,500	--
Kenosha					
Transit-Parking Commission	12	12	573,900	688,100	20
U. W. Parkside	2	2	N/A[a]	N/A[a]	--
Kenosha Subtotal	14	14	N/A[a]	N/A[a]	--
Racine					
Flash City Transit Co.	10	10	530,000	649,700	23
U. W. Parkside Vets Club	1	1	N/A[a]	N/A[a]	--
Racine Subtotal	11	11	N/A[a]	N/A[a]	--
Total Urban	99	104	50,768,500	51,182,000	1
Suburban					
Wisconsin Coach Lines, Inc.	5	5	426,800	456,500	7
Total Urban and Suburban	104	109	51,195,300	51,638,500	1

[a] *Not available.*

Source: Wisconsin Public Service Commission and local transit operators.

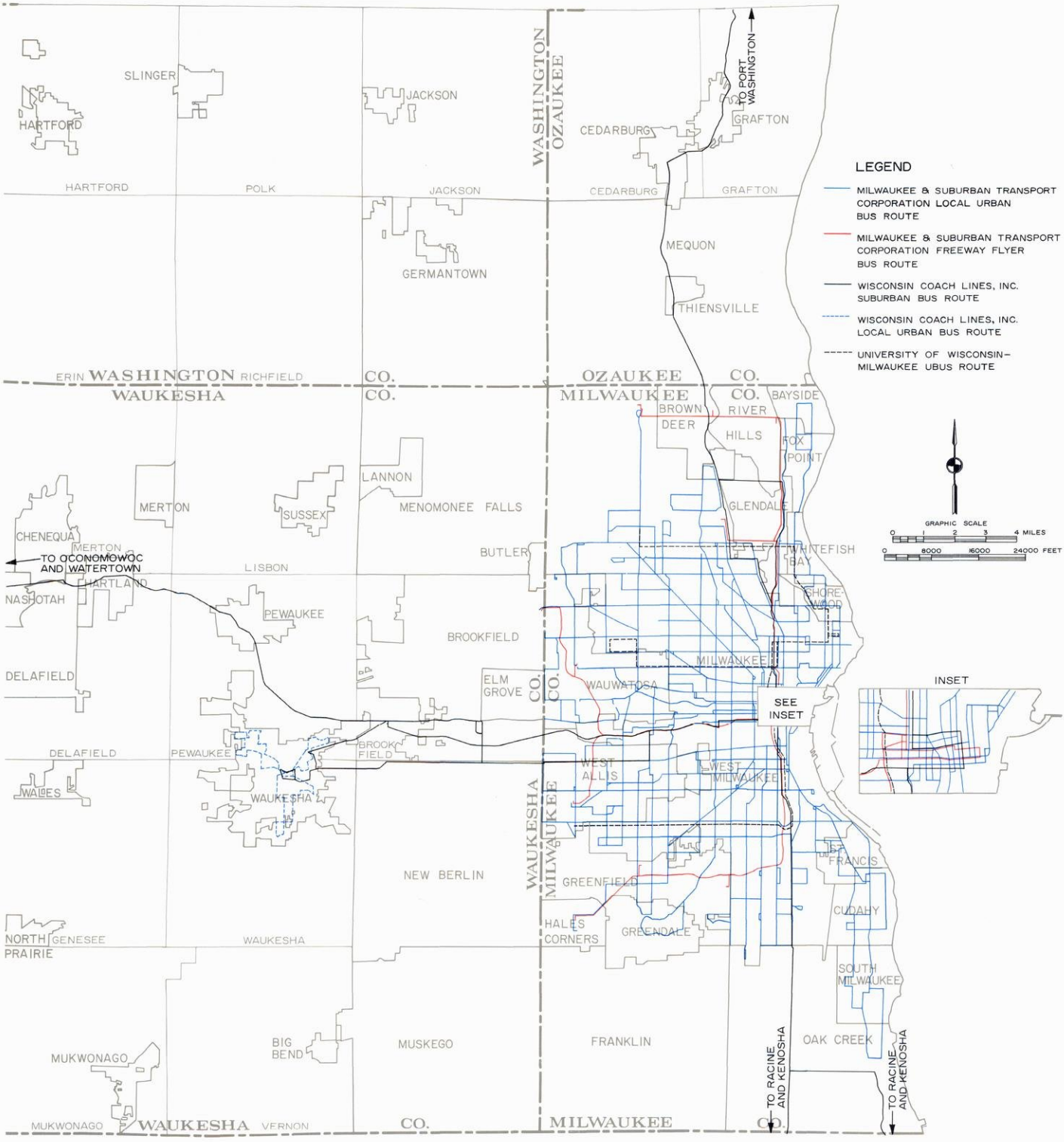
operated on the main campus, while the second route connects the main campus with a branch campus in the City of Kenosha.

In the Racine urban area, where transit service was provided in 1974 by the Flash City Transit Company on 10 routes (see Map 9), ridership increased by almost 23 percent, from about 530,000 revenue passengers in 1973 to nearly 650,000 in 1974. This marks the second straight year of increased ridership in the Racine area and the first significant increase in more than 15 years. The basic adult cash fare of 40 cents and the 10 cent charge for a transfer remained the same as the City of Racine continued to subsidize bus company operation during the year. In addition to this regular scheduled service, chartered transit service is provided between the City of Racine and the University of Wisconsin-Parkside campus by the Parkside Vet's Club. This service costs 75 cents one way or $45 for a semester pass.

Service in the City of Waukesha was provided in 1974 by Wisconsin Coach Lines, Inc., which operated three city routes and 17 routes primarily serving schools (see Map 8). Ridership on the three city routes increased less than 1 percent, from 36,200 in 1973 to 36,400 in 1974, while school ridership decreased by less than 1 percent, from 250,200 in 1973 to 249,100 in 1974, resulting in a negligible decrease in use for the entire system. The basic adult cash fare on the city routes remained at 40 cents through 1974.

Map 8

URBAN AND SUBURBAN MASS TRANSIT ROUTES IN THE MILWAUKEE URBANIZED AREA: 1974



Mass transit service in the Milwaukee urbanized area during 1974 was provided by two transit operators, the Milwaukee and Suburban Transport Corporation and Wisconsin Coach Lines, Inc. The Milwaukee and Suburban Transport Corporation provided three types of urban mass transit service—local urban bus service, freeway flyer express bus service, and special contract (UBUS) service for students, faculty, and staff of the University of Wisconsin-Milwaukee. Ridership on the local system declined 1 percent, from about 48.5 million in 1973 to about 47.9 million in 1974. In contrast, freeway flyer ridership rose 11 percent, from about 720,000 in 1973 to 800,000 in 1974. Ridership on the special UBUS service more than tripled with the addition of three routes, from 109,000 in 1973 to 385,000 in 1974. In addition, the Midland National Bank provided bus service in the Milwaukee Central Business District beginning July 15, 1974, and in less than six months had served over 400,000 riders. Wisconsin Coach Lines, Inc. provided local bus service in the City of Waukesha and suburban bus service to other portions of the Milwaukee urbanized area. Ridership on the three routes in the City of Waukesha increased by less than 1 percent, from 36,200 passengers in 1973 to 36,400 in 1974.

Source: SEWRPC.

Table 17

SELECTED CHARACTERISTICS OF MODIFIED RAPID TRANSIT (FREEWAY FLYER) ROUTES IN THE REGION: 1974

Name of Route	Date Route Established	Route Description		Length of Route (One-Way Miles)	Average Weekday Passenger Volume		
		From	To		Initial Year of Operation	Peak Year	1974
Mayfair	03/30/64	N. Mayfair Road and W. Center Street, City of Wauwatosa	Milwaukee CBD	10.2	416	955	673
Bay Shore[a]	11/29/65	N. Port Washington Road and Silver Spring Drive, City of Glendale	Milwaukee CBD	7.1	351	645	--
Treasure Island–West Allis	11/06/67	S. 108th Street and W. Cleveland Avenue, City of West Allis	Milwaukee CBD	9.5	204	445	414
Treasure Island–Capitol Drive	04/22/68	N. 124th Street and W. Capitol Drive, City of Brookfield	Milwaukee CBD	12.5	142	256	256
Hales Corners	04/14/69	S. Lovers Lane Road and W. Grange Avenue, Village of Hales Corners	Milwaukee CBD	14.7	200	312	294
Spring Mall	07/06/70	S. 76th Street and W. Cold Spring Road, City of Greenfield	Milwaukee CBD	11.3	178	463	463
S. 27th Street–Target	05/17/71	S. 27th Street and W. Layton Avenue, City of Greenfield	Milwaukee CBD	9.3	141	276	276
Northland–Teutonia	08/14/72	6200 Block of N. Teutonia Avenue, City of Milwaukee	Milwaukee CBD	9.0	418	418	223
North Shore	01/02/73	N. Port Washington Road and Silver Spring Drive, City of Glendale	Milwaukee CBD	6.7	358	462	462
Goerkes Corners[b]	10/29/73	IH 94, Blue Mound Road, and N. Barker Road, Town of Brookfield	Milwaukee CBD	13.6	60	89	89
Northridge–Treasure Island	08/26/74	N. 76th Street and W. Brown Deer Road, City of Milwaukee	Milwaukee CBD	17.0	193	193	193

[a] *Discontinued after August 11, 1972. For the remainder of 1972, the Bay Shore route was partially replaced by the Northland-Teutonia route, and in 1973 was permanently replaced by the North Shore route.*

[b] *Service provided by three bus lines, one of which is Wisconsin Coach Lines, Inc., which carries most of the passengers, and which provides one inbound and two outbound trips that could be classified as modified rapid transit, and two inbound and three outbound trips which operate via freeways for a portion of their respective trips.*

Source: Milwaukee and Suburban Transport Corporation and Wisconsin Department of Transportation.

Suburban mass transit service was provided in 1974 by Wisconsin Coach Lines, Inc., operating five routes between noncontiguous urban areas in the Region. The five routes connected Milwaukee with Burlington, Port Washington, Racine/Kenosha, Oconomowoc/Watertown, and Waukesha (see Map 10). Total ridership increased 7 percent, from 426,800 in 1973 to 456,500 in 1974. The greatest relative increase in use was experienced on the Watertown line, probably due to the establishment during 1973 of the Goerkes Corners public transit station, while the greatest relative decrease occurred on the Burlington line. Use of the Port Washington line also increased significantly, while the Waukesha and Kenosha/Racine lines remained relatively stable.

While overall ridership on urban and suburban mass transit facilities increased slightly during 1974, it is apparent that further substantial increases are needed before it can be concluded that the long downward trend in transit use has been reversed. There were encouraging signs in 1974 that a greater commitment to the provision of improved mass transit within the Region is imminent. Foremost among these was the decision of the Milwaukee County Board to purchase the Milwaukee and Suburban Transport Corporation by July of 1975.

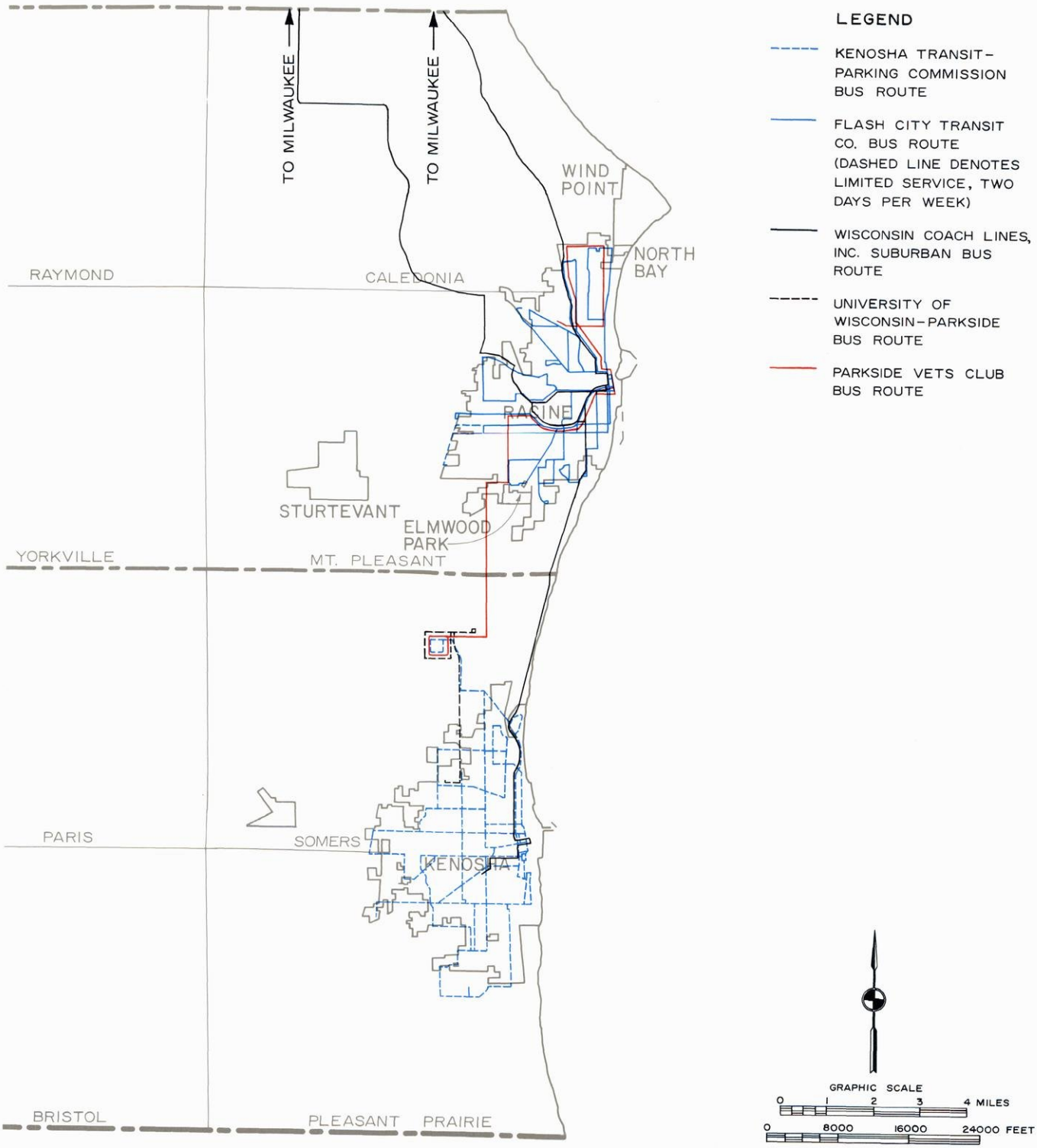
Intercity Rail and Bus Service

Railroad passenger service in the Region at the end of 1974 was provided over about 97 miles of rail line by two privately owned railroads—the Chicago and North Western Transportation Company (C & NW) and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (Milwaukee Road)—and by the quasi-public National Railroad Passenger Corporation (Amtrak) as shown on Map 10. Weekday passenger service provided by C & NW included two trains in each direction between the Cities of Lake Geneva and Chicago, and nine trains in each direction between the Cities of Kenosha and Chicago. The Milwaukee Road provided one train in each direction Monday through Friday between the Village of Walworth and City of Chicago.

Amtrak service during 1974 consisted of two trains daily in each direction between the Cities of Chicago and Minneapolis, both of which make a stop at Milwaukee. One of these trains also operated west of Minneapolis on a daily basis to and from the City of Seattle, while the other train operated to and from Seattle three times per week, except during the peak summer travel season, when it also operated daily. Amtrak also operated five

Map 9

URBAN AND SUBURBAN MASS TRANSIT ROUTES IN THE KENOSHA AND RACINE URBANIZED AREAS: 1974



Mass transit service in the Kenosha and Racine urbanized areas during 1974 was provided by the Kenosha Transit-Parking Commission, Flash City Transit Company, Wisconsin Coach Lines, Inc., the University of Wisconsin-Parkside, and the University of Wisconsin-Parkside Vet's Club. The latter two operations served the University of Wisconsin-Parkside faculty, staff, and students. The system operated by the Kenosha Transit-Parking Commission was the only publicly owned and operated mass transit system in the Region in 1974. Ridership on this system increased 20 percent, from about 573,900 revenue passengers in 1973 to about 688,100 in 1974. Ridership on the Flash City Transit Company routes in the City of Racine increased from about 530,000 revenue passengers in 1973 to about 649,000 in 1974, or 23 percent. The suburban bus lines operated by the Wisconsin Coach Lines, Inc. in the Kenosha and Racine urbanized areas represent extensions of routes originating in the Milwaukee urbanized area.

Source: SEWRPC.

additional trains daily between the Cities of Milwaukee and Chicago, four of which also stopped at the Village of Sturtevant. Amtrak service was improved in 1974 when the Wisconsin Department of Transportation opened a free parking lot near the railroad depot in the Milwaukee CBD, thus easing parking costs and inconvenience of persons making trips involving a change of mode from auto to rail.

Intercity bus service was provided by nine private companies in the Region: Badger Coaches, Inc.; Blue Jay Coaches, Inc.; Central-West Motor Stages, Inc.; Greyhound Lines-West; Peoria-Rockford Bus Company; Scholastic Transit Company and its subsidiary, North American Coach Company; Tri-State Coach Lines, Inc.; Wisconsin Coach Lines, Inc.; and Wisconsin-Michigan Coaches, Inc. During 1974, these companies operated intercity bus lines over roughly 600 miles of streets and highways, about the same as in 1973 (see Map 10).

Transportation Terminal Facilities (3.2.1.3)

Transportation terminal facilities constitute an important element of any transportation system, since they directly affect system utilization, operation, and efficiency. On a regional level, transportation terminals such as parking and truck terminal facilities interact significantly with the highway and transit elements of the regional transportation system, and must therefore be considered in regional transportation system plan preparation and implementation.

The parking facilities considered as integral parts of the existing regional transportation system include those automobile parking facilities currently provided in the central business districts of the Region's three major urbanized areas, and those presently provided as change-of-mode facilities for the existing freeway flyer transit service operating within the Region.

Final tabulation and analysis of parking supply and type for the Milwaukee, Kenosha, and Racine CBD's was completed during 1974. The data, which were collected as part of the 1972 origin-destination survey, included total number of on- and off-street parking spaces classified by long- and short-term and by public and private ownership; peak hour parking accumulation; duration of parking stay; distribution of parking by trip purpose; and distance walked by parkers to final destination. In addition, general parking cost characteristics were determined for each of the three CBD's to be used as input for the Commission mode choice model.

The total supply of parking facilities, as shown in Table 18, increased significantly in all three CBD's between 1963 and 1972. In the Milwaukee CBD, however, the supply of on-street and city-owned surface lots declined. This decline has been more than offset by the effective doubling of the parking supply as provided by privately and publicly owned parking structures. The increase in parkinging spaces in the Kenosha and Racine CBD's is primarily the result of an increase in privately owned surface lots.

The second category of automobile parking facility which is considered in the regional transportation planning program is the change-of-mode facility provided for freeway flyer users. To establish the current capabilities and deficiencies of these parking facilities, an inventory of parking supply and demand at all freeway flyer terminals was conducted. Distributed among eight shopping center parking lots throughout the Milwaukee urbanized area, these parking facilities, measured in terms of the number of available parking spaces, are identified in Table 19. Table 19 also summarizes the demand for these parking facilities on an average weekday in 1972. It should be noted that the major proportion of this demand consists of trips made for work purposes. A comparison of the supply of these facilities to the demand

Table 18

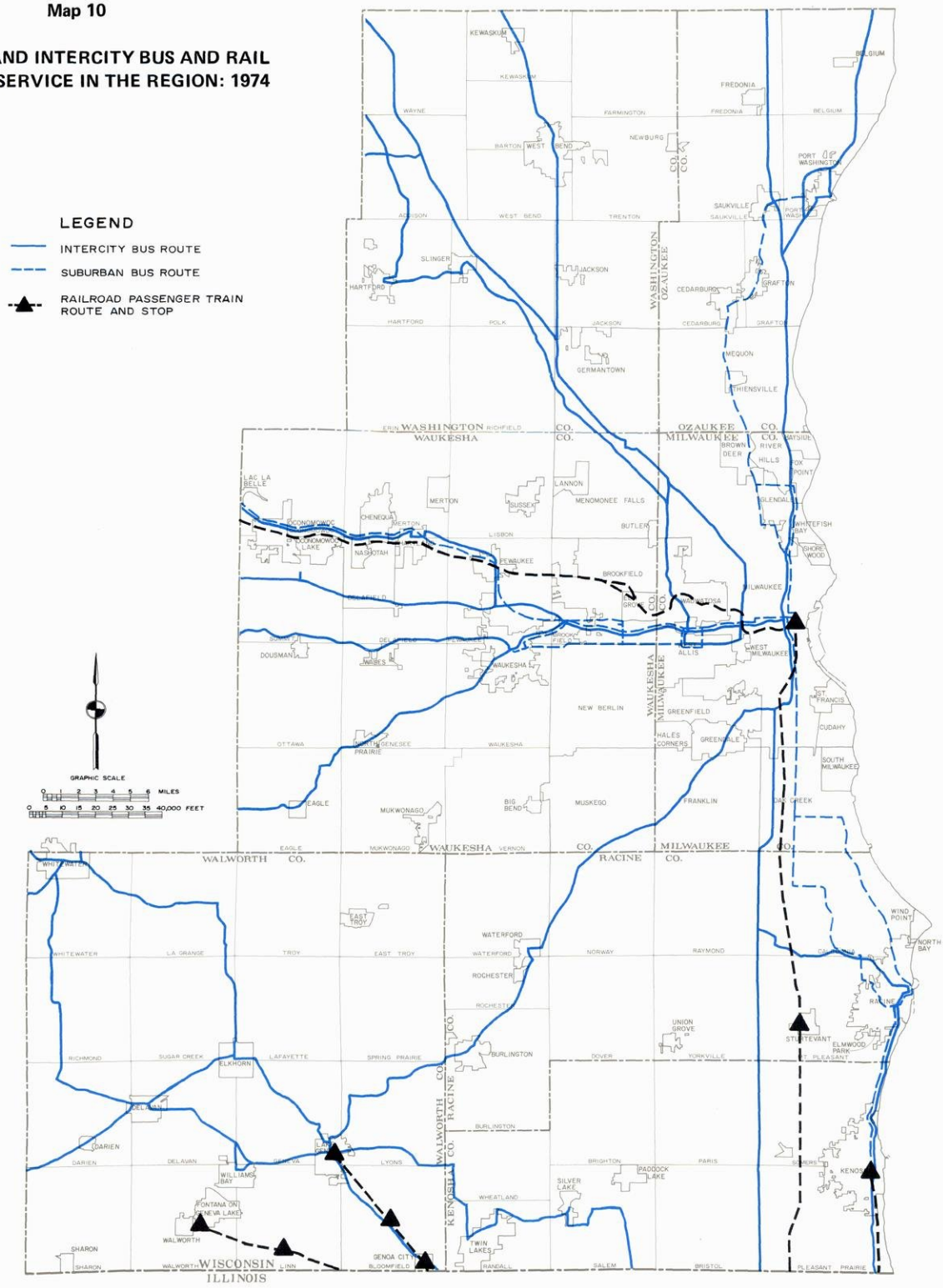
COMPARISON OF THE NUMBER OF PARKING SPACES IN THE MILWAUKEE, RACINE, AND KENOSHA CENTRAL BUSINESS DISTRICTS: 1963 and 1972

Type of Parking Facility	Parking Spaces in Central Business District								
	Milwaukee			Racine			Kenosha		
	1963	1972	Percent Change 1963 to 1972	1963	1972	Percent Change 1963 to 1972	1963	1972	Percent Change 1963 to 1972
On-Street	5,056	3,816	- 25	1,143	1,092	- 4	1,891	1,978	5
Surface Lot									
City Owned	2,322	559	- 76	985	1,056	7	1,262	1,613	28
Privately Owned	13,872	15,696	13	914	2,075	127	1,268	1,983	56
Structure									
City Owned	1,307	2,197	68	300	301	0	--	0	0
Privately Owned	4,065	8,439	108	50	33	- 34	--	134	--
Total	26,662	30,707	15	3,392	4,557	34	4,421	5,708	29

Source: SEWRPC.

Map 10

SUBURBAN AND INTERCITY BUS AND RAIL PASSENGER SERVICE IN THE REGION: 1974



In 1974, railroad passenger service in the Region was provided over about 97 miles of railroad line by two privately owned railroads, the Chicago and North Western Transportation Company and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, and by the quasi-public National Railroad Passenger Corporation (Amtrak). The privately owned railroad passenger service consisted solely of Chicago-oriented commuter rail service provided between the Cities of Kenosha and Chicago, the Cities of Lake Geneva and Chicago, and the Village of Walworth and Chicago. Amtrak service consisted solely of service between Chicago, Milwaukee, and points west. Four of the seven daily trains stopped in the Village of Sturtevant as well as in the City of Milwaukee. Intercity and suburban bus service was provided by nine private companies operating bus lines over about 600 miles of public streets and highways.

Source: SEWRPC.

Table 19

PARKING SUPPLY AND DEMAND AT FREEWAY FLYER TERMINALS IN THE REGION: 1972

Location	Route Number	Parking Spaces Available[c]	Autos Parked May 24, 1972	Percent of Spaces Utilized	Inbound Passengers Carried May 24, 1972
Mayfair	41	300	136	45	334
Bay Shore[a]	42	125	124	99	294
Hales Corners	43	50	78	156	176
Treasure Island—West Allis	44	100	95	95	226
Treasure Island—Capitol Drive	45	100	57	57	110
Spring Mall	46	100	66	66	176
S. 27th Street—Target	47	100	45	45	130
Northland—Teutonia[b]	48	--	--	--	--
Total	--	875	601	69	1,446

[a] *Route not in service from August 12, 1972 through January 3, 1973, due to lack of adequate parking facilities.*

[b] *Route began service on August 14, 1972, with a 100-space parking capacity.*

[c] *Since 1972, new freeway flyer service has been inaugurated from the following areas: North Shore in the City of Glendale (190 parking spaces), Northridge Shopping Center (estimated 200 parking spaces), Treasure Island—Brown Deer (estimated 125 parking spaces), and the Brown Deer—East public transit station (250 parking spaces). In addition, two facilities have moved to new areas: Mayfair (estimated 200 parking spaces), and Hales Corners, which moved to an abandoned business parking lot with 50 parking spaces.*

Source: Milwaukee and Suburban Transport Corporation and SEWRPC.

indicates that on an average weekday, approximately 69 percent of the parking spaces provided as change-of-mode facilities were utilized. Moreover, one of these facilities, Country Fair in Hales Corners, was overutilized by 56 percent, with parkers using spaces intended for patrons of the shopping center. Two of the facilities, Bay Shore and Treasure Island—West Allis, were operating at intended capacity.

Truck terminals, or garaging locations, are another important type of terminal facility requiring consideration as an integral part of the regional transportation system. All major truck terminals in the Region were inventoried in 1972 to permit analysis of the spatial distribution of existing truck garaging locations and correlation with the land uses at which trucks were garaged.

Significant changes in truck garaging have occurred since 1963 in terms of both the spatial location and the type of land use at which trucks were garaged. The number of trucks garaged in outlying areas of the urban centers of the Region increased, as shown in Table 20. Waukesha County experienced the greatest increase, from 8,392 in 1963 to 14,642 in 1972. Waukesha County also exhibited the highest rate of increase, 74 percent, followed by Washington and Racine Counties, with increases of 58 and 45 percent, respectively.

Changes have also occurred in the type of land use at the location where trucks were garaged. As shown in Table 21, the percentage of trucks garaged at residential land uses increased, while the percentage of trucks garaged decreased at all other land uses except governmental and institutional, which remained the same.

Automobile and Truck Availability
(3.2.1.4, 4.2.5, and 4.3.5)

A current inventory of automobile and truck availability is essential to the continuing regional transportation planning process. As an indicator of highway facility use, such an inventory not only helps to quantify existing demand, but is also used to derive future demand through its inclusion in transportation simulation models. In order to maintain current estimates of availability, the Com-

Table 20

NUMBER OF TRUCKS GARAGED WITHIN THE REGION BY COUNTY: 1963 and 1972

County	1963	1972	Percent Increase (1963-1972)
Kenosha	4,730	6,772	43
Milwaukee	25,427	31,597	24
Ozaukee	2,418	3,289	36
Racine	6,286	9,088	45
Walworth	4,592	6,268	36
Washington	3,530	5,594	58
Waukesha	8,392	14,642	74
Region	55,375	77,250	40

Source: SEWRPC.

Table 21

PERCENTAGE DISTRIBUTION OF TRUCKS IN THE REGION BY LAND USE AT GARAGING LOCATION: 1963 and 1972

Type of Land Use	1963	1972
Commercial	41	35
Industrial	13	10
Transportation, Utilities, and Communications	13	12
Governmental and Institutional	8	8
Residential	9	25
Agricultural	15	10
Other	1	--

Source: SEWRPC.

mission annually obtains and analyzes motor vehicle registration data provided by the Wisconsin Department of Transportation. Automobile and truck availability estimates are then derived for each county utilizing this data.

The number of automobiles and trucks available to residents in the Region increased again in 1974. There were 746,385 automobiles available, an increase of more than 2 percent from 1973 (see Table 22). The number of available trucks increased to 92,921, approximately 9 percent higher than the 1973 level (see Table 23). Comparisons between the 1974 estimates and Commission forecast levels prepared in 1963 as part of the initial regional land use-transportation study are shown in Table 24 and Figures 19 and 20. As can be seen, the number of automobiles available in 1974 was 5 percent greater than the forecast level, with the largest variation in Washington County. Similarly, the number of trucks available was roughly 22 percent above forecast levels, with the largest variation in Waukesha County. Work was initiated in 1974 and will be completed in 1975 on the formulation of new forecasts for both auto and truck availability.

Closely related to automobile availability is the ratio of persons per automobile. As is shown in Table 22, the ratio of persons per automobile continued to decline, reaching 2.41 in 1974. Figure 21 illustrates the historical decline in this ratio, and compares the actual ratios with the Commission forecasts.

Transportation Movement—Travel Habits and Patterns (3.2.2, 4.2.6, and 4.3.6)

Accurate basic planning and engineering data collected on a uniform areawide basis are essential to the formulation of sound development planning. The critical need for up-to-date, factual information is therefore obvious, since without knowledge of the system being planned, rational forecasts cannot be made nor alternative courses of action selected. Thus, collection of data is the logical first step in any planning process. Under the current land use and transportation plan reevaluation, a new major inventory of travel was undertaken by the Commission in 1972, which provided, through the conduct of nine origin-destination surveys, the necessary factual data.

Following the collection and processing of these data, work was completed in 1974 on the preparation of data which set forth the findings of the inventory. The inventory components included not only all of the basic origin-destination surveys conducted under the 1963 regionwide travel inventories, namely, the home interview, truck and taxi, and external cordon surveys, but included six origin-destination surveys conducted for the first time by the Commission, namely the mass transit user; mass transit nonuser; major traffic generator; interregional bus, rail, and car ferry; weekend home interview and weekend truck and taxi; and goods movement surveys.

The need for the new inventory was brought about by significant changes between 1963 and 1972 in land use and transportation system development, which should have resulted in very substantial changes in travel habits and patterns within the Region during the period. To measure the impact of these changes on regional travel

Table 22

AUTOMOBILE AVAILABILITY AND PERSONS PER AUTO FOR THE REGION BY COUNTY: 1963, 1973, and 1974

County	1963		1973		1974	
	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto
Kenosha	35,162	3.03	51,293	2.38	51,781	2.43
Milwaukee	304,123	3.57	409,870	2.54	418,007	2.47
Ozaukee	14,319	2.90	26,332	2.29	27,896	2.28
Racine	47,583	3.16	72,742	2.40	74,272	2.37
Walworth	19,437	2.86	28,785	2.27	28,973	2.35
Washington	16,235	3.05	29,488	2.39	31,111	2.42
Waukesha	61,889	2.98	109,110	2.27	114,345	2.24
Region	498,758	3.36	727,620	2.45	746,385	2.41

Source: SEWRPC.

habits and patterns, comparisons were made in 1974 between the findings of the 1963 and 1972 basic surveys. The major findings resulting from these comparisons are presented below, together with the major findings of the special origin-destination surveys.

Home Interview Survey

- The resident population of the Region increased from 1.6 million in 1963 to 1.8 million in 1972, or 9 percent, while the number of households increased from 491,000 in 1963 to 568,000 in 1972, or 16 percent.

- Automobile availability increased 34 percent, from 527,000 in 1963 to 705,000 in 1972.

- The number of person trips made by residents of the Region on an average weekday increased 25 percent, from 3.6 million in 1963 to 4.5 million in 1972.

- The average number of vehicle trips made by residents of the Region on an average weekday increased 33 percent, from 2.47 million in 1963 to 3.29 million in 1972.

- In contrast to the 31 percent increase in daily auto driver and auto passenger trips, from 3.15 million in 1963 to 4.12 million in 1972, daily mass transit trips decreased 43 percent, from 324,000 in 1963 to 186,000 in 1972.

- Of total daily person trips, approximately 80 percent began or ended at the place of residence.

- The number of person trips with destinations in the Milwaukee central business district (CBD) decreased from 140,000 in 1963 to 133,800 in 1972, or 4 percent; in the Kenosha CBD, from 30,700 in 1963 to 29,800 in 1972, a decrease of 3 percent; and in the Racine CBD, from 27,500 in 1963 to 20,900 in 1972, a decrease of 24 percent.

Table 23

TRUCK AVAILABILITY FOR THE REGION BY COUNTY 1963, 1973, 1974

County	1963	1973	1974
Kenosha	4,855	7,739	8,270
Milwaukee	25,867	35,126	38,079
Ozaukee	2,286	3,549	3,845
Racine	6,201	9,972	10,837
Walworth	4,490	6,854	7,419
Washington	3,413	5,771	6,418
Waukesha	8,283	16,251	18,053
Region	55,395	85,262	92,921

Source: SEWRPC.

Table 24

COMPARISON BETWEEN AUTOMOBILE AND TRUCK AVAILABILITY ESTIMATES AND FORECASTS FOR THE REGION BY COUNTY: 1974

County	Automobiles		Trucks		Percentage Difference	
	Estimate[a]	Forecast[b]	Estimate[c]	Forecast	Automobiles	Trucks
Kenosha	51,781	50,180	8,270	6,760	3.1	18.3
Milwaukee	418,007	401,900	38,079	30,960	3.9	18.7
Ozaukee	27,896	23,520	3,845	3,040	115.7	20.8
Racine	74,272	72,000	10,837	8,640	3.1	20.3
Walworth	28,973	26,320	7,419	5,980	9.2	19.4
Washington	31,111	25,040	6,418	4,800	19.5	26.2
Waukesha	114,345	106,620	18,053	12,340	6.8	31.6
Region	746,385	705,580	92,921	72,520	5.5	22.0

[a] *Based upon Wisconsin Department of Transportation motor vehicle registration data for the fiscal year ending June 30, 1974. Automobile availability estimates are based on the assumption that 10 percent of the registered automobiles are not in use either because the vehicles have been removed from the state or because they are in salvage yards, used car lots, or in similar storage.*

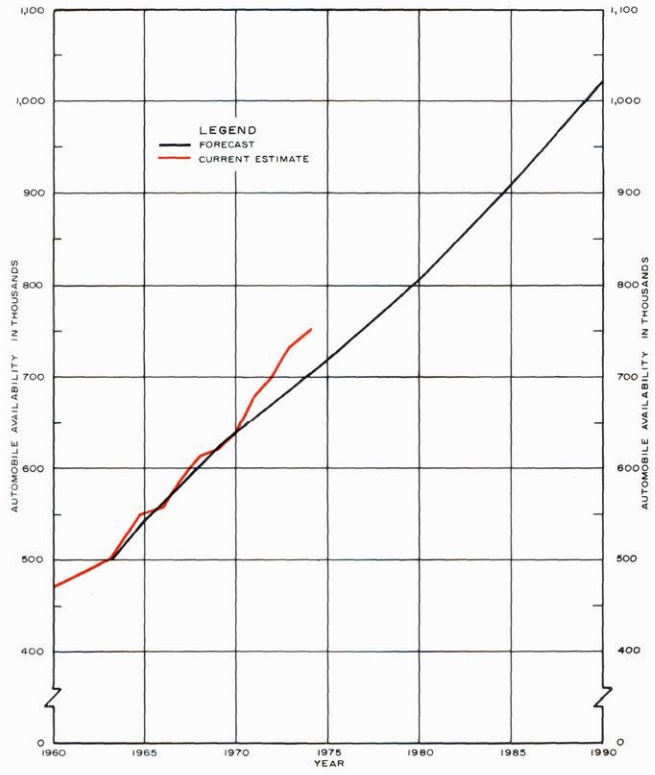
[b] *Based upon automobile availability forecasts for the fiscal year 1974 as shown in SEWRPC Planning Report No. 7, Volume Two, Forecasts and Alternative Plans–1990, 1966.*

[c] *Based upon Wisconsin Department of Transportation motor vehicle registration data. Truck availability estimates are based on the assumption that 6 percent of the registered trucks are not in use either because the trucks are now registered in another state, or because they are in salvage.*

Source: SEWRPC.

Figure 19

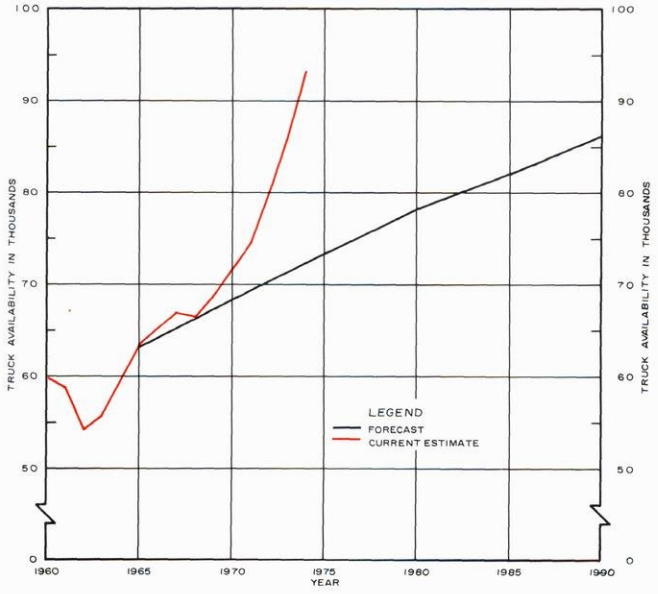
AUTOMOBILE AVAILABILITY FORECAST AND CURRENT ESTIMATE FOR THE REGION: 1960-1990



Source: SEWRPC.

Figure 20

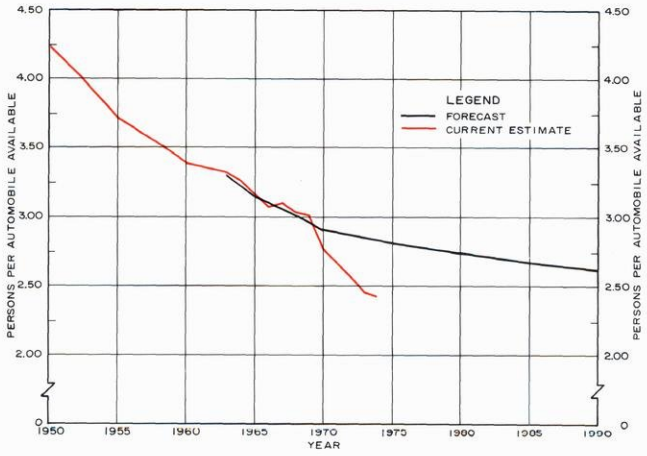
TRUCK AVAILABILITY FORECAST AND CURRENT ESTIMATE FOR THE REGION: 1960-1990



Source: SEWRPC.

Figure 21

FORECAST AND CURRENT ESTIMATE OF PERSONS PER AUTOMOBILE AVAILABLE FOR THE REGION: 1950-1990



Source: SEWRPC.

- Despite the substantial increase in total daily person trips from 1963 to 1972, the regular ebb and flow of travel remained remarkedly similar, both in the proportion of trips by trip purpose and in the proportion and times of peak periods.

Truck and Taxi Survey

- The number of trucks available within the Region increased 33 percent, from 58,000 in 1963 to 77,000 in 1972. The number of trips made by these trucks on an average weekday within the Region increased 27 percent, from 293,000 in 1963 to 371,000 in 1972.

- Approximately one-third of the total trucks available for use were not in use on an average weekday in both 1963 and 1972.

- The number of taxis licensed to operate within the Region decreased 10 percent, from about 500 in 1963 to 450 in 1972. The number of taxi trips made on an average weekday increased 104 percent, from 7,000 in 1963 to 14,300 in 1972.

External Cordon Survey

- The number of vehicle trips crossing the external boundaries of the Region on an average weekday increased 24 percent, from 102,000 in 1963 to 126,000 in 1972. The number of daily person trips crossing the external boundaries decreased 8 percent, however, from 192,000 in 1963 to 177,000 in 1972.

- Auto driver trips crossing the external boundaries on an average weekday increased from 86,000 in 1963 to 101,000 in 1972, an increase of 18 percent; auto passenger trips decreased from 106,000 in 1963 to 76,000 in 1972, a decrease of 28 percent; and truck trips increased from 16,000 in 1963 to 25,000 in 1972, an increase of 56 percent.

Mass Transit User Survey—Special one-day surveys of bus users were conducted on the Milwaukee, Racine, Kenosha, and Waukesha mass transit systems on average weekdays in May 1972. The principal purposes of the survey were twofold: to obtain a measure of the relative effectiveness of each system by comparing the desired lines of bus travel given by survey respondents with the actual lines of travel taken by the buses, and to discover the personal characteristics and attitudes of certain bus passengers which led to bus use by choice.

A prepaid mailback questionnaire was distributed to each transit revenue passenger on the Racine, Kenosha, and Waukesha transit systems, which were comprised in nearly all instances of "loop" routes. Because of the high degree of reciprocity in bus travel, the nonloop characteristics of nearly all routes, and the large number of passengers involved, it was determined necessary to distribute questionnaires on the Milwaukee transit system in one direction only.

The following are the major findings of this survey:

- On the respective date of each survey, about 198,900 revenue passengers were carried on the Milwaukee transit system, 2,200 on the Racine system, 1,400 on the Kenosha system, and 800 on the Waukesha system.

- Home-based work trips accounted for 56 percent of total trips on the Milwaukee system, 36 percent on the Racine system, 23 percent on the Kenosha system, and 59 percent on the Waukesha system. Home-based school trips accounted for 17 percent of total trips on the Milwaukee system, 15 percent on the Racine system, 27 percent on the Kenosha system, and 9 percent on the Waukesha system. Home-based shopping trips accounted for 7 percent on the Milwaukee system, 11 percent on the Racine system, 10 percent on the Kenosha system, and 11 percent on the Waukesha system.

- The proportion of revenue passengers between the ages of 16 and 24 was greater than the proportion of those of all other age groups on each system. The age groups of 45 through 54 and 55 through 64 were second and third in this respect.

- The proportion of revenue passengers having an annual household income of less than $8,000 was greater than the proportion of those having an income between $8,000 and $15,000 and over $15,000 on each system except the Waukesha system.

- The proportion of female revenue passengers to total revenue passengers was 78 percent on the Racine system, 72 percent on the Milwaukee system, 69 percent on the Kenosha system, and 62 percent on the Waukesha system.

- The proportion of white revenue passengers to total revenue passengers was 93 percent on the Kenosha system, 91 percent on the Waukesha system; and 87 percent each on the Milwaukee and Racine systems.

The information derived from this portion of the survey was determined to be highly representative of average daily bus travel within the Region. It can be used with confidence not only to provide a measure of the effectiveness of each transit system for consideration as an element of the short-range transit development programs being prepared in each urbanizing area of the Region, but also in the development of a mathematical model to simulate future bus conditions.

In the second portion of this survey, approximately 2,000 bus users who had the choice of driving an auto for a given trip were personally interviewed to determine why they chose to use the bus rather than the auto for that trip. The most common reasons given were:

- The problems of auto parking, including cost, difficulty in finding parking space, and excessive walking distance after parking (40 percent of replies).

- The convenience afforded by bus through close proximity to bus stops both at origin and destination, and the ability to leave the auto at home for family use (28 percent).

- The greater safety of bus travel than auto travel in case of accident, and the fear of auto driving in heavy traffic (18 percent).

- The lower cost of bus travel than auto travel because of auto insurance cost, auto wear, and the preclusion of need for a second auto (10 percent).

The information obtained in this portion of the survey can be used by transit management, agencies of government, and others who would seek to encourage increased mass transit use within the Region.

Mass Transit Nonuser Survey—The mass transit nonuser survey was conducted in six relatively small residential areas selected to represent both older sections in which mass transit service had been maintained at a relatively high level but where transit use had declined substantially, and newer sections where transit use had not met expectations despite extensions of service to those areas.

The principal reasons for conducting the survey were threefold: the identification of reasons why residents reduced the amount of travel by transit, or did not use transit at all; identification of the kinds of changes required in the transit systems to induce residents to begin, resume, or increase transit use; and the determination of the differences in survey findings resulting from the use of varying sample rates, ranging from 3 percent to approximately 30 percent of the households. Of the six areas selected, two each were located in the Milwaukee and Waukesha urbanized areas and one each was located in the Racine and Kenosha urbanized areas. About 2,200 households were selected for personal interview in the combined areas, of which 1,827, or 83 percent, provided the data necessary to the survey. These 1,827 households were considered to represent approximately 7,300 total households in the six areas.

In that portion of the survey which dealt with the attitudes of residents toward bus travel and with the characteristics of their trips, the following are the most important findings.

- Only 13 percent of the total respondents indicated they presently rode the bus on a regular basis.
- The large majority (93 percent) of regular bus riders indicated they expected to continue to ride the bus regularly.
- The most common trip purposes of these riders, other than trips to and from home, included trips for work (37 percent), personal business (24 percent), shopping (22 percent), social-recreation reasons (13 percent), and school (4 percent).
- The major reasons given by regular riders for choosing the bus over other means of travel included lack of an alternative means of travel, including the unavailability of the family auto at the time the trip was made (80 percent), greater convenience of bus travel, particularly in freedom from the tensions of auto driving and problems of auto parking (13 percent), and the perceived lower cost of bus travel (7 percent).
- Of the total respondents not riding the bus regularly, 85 percent had never done so. Of those who had ridden the bus regularly in the past but did not ride presently, 27 percent indicated they had discontinued riding within the previous year, 34 percent had discontinued within the last one to five years, and 39 percent had discontinued within the last five or more years.
- The most common reasons given for discontinuing regular bus ridership included the acquisition of an auto for use in daily trips (41 percent), the lack of need for bus service through retirement or disability (26 percent), the greater convenience of auto travel (12 percent), and the inadequacy of existing bus service (10 percent).
- With respect to the conditions under which respondents not riding the bus regularly would begin or resume doing so, 39 percent replied they would not do so under any condition, 27 percent would do so if an auto was unavailable, 22 percent would do so if bus service was improved to meet their needs, and 7 percent would do so if bus fares were reduced.

In that portion of the mass transit nonuser survey which dealt with the differences in survey findings resulting from the application of differing sample rates, ranging from 3 percent to approximately 30 percent, the following are considered to be the most important findings.

- Within each of the six areas selected, the differing sample rates produced quite similar findings for the socioeconomic characteristics of the population and of households, such as the sex, age, and race of the population, and the average number of persons, autos available, and licensed drivers per household.
- Comparisons of tripmaking data resulting from differing sample rates indicate that within each of these six areas, the average number of person trips per household, and the distribution of trips by trip purpose and by mode of travel, remained substantially similar, although some variation in these travel characteristics were observed as the sample rate declined.
- Substantial differences resulted from the application of differing sample rates only in terms of location and density of person trip destinations, in that the number of zones receiving trip destinations was 50 percent or less at a 3 percent sample rate than the number of zones indicated by a 30 percent sample rate.

Major Traffic Generator Survey—A special survey was undertaken as part of the 1972 inventory of travel to obtain detailed information concerning the travel habits and patterns of employees or students at major commercial, industrial, and institutional centers within the Region. The purpose of the survey was to determine whether the home addresses of employees of a given firm or students of a given school were sufficiently concentrated by small area or along a route to warrant consideration of the provision of direct mass transit service or of the establishment of car pooling service.

In this survey, 45 major commercial, industrial, and institutional firms and agencies located in 12 large employment areas were asked to provide complete rosters of employee or student home addresses and of the time patterns of arrival and departure to and from work or school. Of 45 firms and agencies contacted, 29 firms and one university, or 67 percent of the total, provided the information requested, representing approximately 73,500 employees and students.

The first practical use of the survey data occurred in June 1973 with the agreement between the University of Wisconsin-Milwaukee and the Milwaukee and Suburban Transport Corporation for the initiation of direct bus service on a single route beginning with the start of the university fall term. The success of that service in terms of ridership resulted in the initiation of direct service on three additional routes by 1974.

These survey data have been used by the management of major mass transit firms in the consideration of routing and scheduling changes to better adapt such service to the needs of the areas, thereby encouraging transit use.

These data also provide the Commission with an important tool in the conduct of future transit development planning within the Region, particularly in adapting the rapid transit or modified rapid transit systems to reverse and cross-town commuting patterns, and will permit an examination of the feasibility of operating transit vehicles directly between various areas of the Region on a non-transfer basis.

Interregional Motor Bus, Rail, and Car Ferry Survey—To complete the Commission files on interregional travel affecting the Region, special one-day surveys were conducted in 1972 of all regularly scheduled interregional travel by motor bus, Amtrak passenger train, commuter rail, and car ferry. Included in the surveys were nine Amtrak weekday passenger runs which provided direct service between Milwaukee and Chicago, St. Louis, Seattle, and intermediate points; 12 weekday commuter rail runs between Kenosha, Lake Geneva, and Walworth and the City of Chicago; 72 weekday motor bus runs which provided direct service between various communities in the Region and other communities within and outside the state; and four weekday car ferry runs which provided direct service between Milwaukee and Ludington, Michigan.

The major findings of these surveys include the following:

- On a 1972 average weekday, approximately 4,400 interregional passenger trips entered, left, or passed directly through the Region on regularly scheduled common carriers. Of these, 52 percent were made by motor bus, 19 percent by Amtrak rail, 17 percent by car ferry, and 12 percent by commuter rail.

- The average number of passengers carried on the surveyed runs was 62 per run on Amtrak rail, 22 per run on commuter rail, 18 per run on motor bus, and 187 per run on the car ferry.

- A high degree of repetitiveness was exhibited only in commuter rail travel, in which 67 percent of the passengers indicated that the trip was made at least five times per week, compared to 8 percent for Amtrak passengers, 1 percent for motor bus passengers, and 0 percent for car ferry passengers.

- Approximately 97 percent of commuters by rail, 92 percent of Amtrak rail, and 84 percent of motor bus passengers indicated that the trip being made was a part of a round trip, compared to 7 percent for car ferry passengers.

- Freedom from the tensions of auto driving, including the ability to relax, sleep, read, or enjoy the scenery; the lesser cost of travel; and the greater safety and speed were the most common reasons cited by respondents for choosing the train, bus, or car ferry over the auto in making the trip.

Public Opinion Survey—As an integral part of the 1972 home interview survey, a special survey was conducted to obtain resident opinions, preferences, and attitudes relating to various aspects of three areas of major concern within the Region: transportation, housing, and recreation. In the public opinion survey, a special prepaid mailback questionnaire was distributed to each head of household or spouse in the approximately 15,400 households which provided socioeconomic and travel characteristic data required in the home interview main portion of the survey. Of these 15,400 households, a total of approximately 6,800 households, or about 44 percent, responded to the public opinion portion of the survey. Because not all respondents replied to every questionnaire item, the percentages when given for any item may not equal 100 percent. The following paragraphs present the major findings of the survey.

Transportation[2]

- Although mixed opinions were expressed by respondents concerning the completion and/or expansion of the planned freeway system, the large majority favored continued construction of freeways.

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[2] *Voters in Milwaukee County and the City of Racine supported referendum questions in 1974 which dealt with important transportation issues. In Milwaukee County, the referendum supported completion of five freeway segments recommended in the adopted regional transportation plan. In Racine County, the referendum supported public ownership of the bus system in the City of Racine as recommended in the adopted transit development program for Racine. The following are the November 5 vote totals and percentages of the total vote in favor of construction of the five freeway segments in Milwaukee County: Airport Spur Freeway, 115,636 yes, 83,131 no, or 58 percent; Park Freeway West, 105,748 yes, 89,412 no, or 54 percent; Stadium Freeway South, 116,083 yes, 79,281 no, or 59 percent; Lake Freeway Loop, 113,790 yes, 81,861 no, or 58 percent; and Lake Freeway South, 114,602 yes, 80,770 no, or 59 percent. City of Racine voters on September 10 approved a referendum authorizing public ownership of the bus system in that city by a 4 to 1 margin, the vote totals being 9,761 yes and 2,274 no.*

- The large majority of respondents favored reduced transit fares for the elderly, the handicapped, and students, while support for reduced fares for all transit users and for persons receiving welfare payments was about evenly divided.

- Approximately 35 percent of the respondents believed the cost of public transportation should be borne partly by those who use it and partly by state or federal funding; 29 percent believed it should be borne partly by those who use it and partly by the community it serves; and 23 percent, entirely by those who use it. Few respondents (5 percent) believed the community it serves should pay the total cost of bus fare, and only 1 percent believed public transportation service should be eliminated.

- More than one-fourth of the respondents believed that lack of public transportation between home and certain areas of the Region severely limited family members from accepting employment, reaching shopping and recreational areas, conducting personal business, or visiting friends or relatives.

Housing

- While 54 percent of the respondents lived in a city, less than 27 percent preferred to; 24 percent lived in a city suburb, while 28 percent preferred to; 9 percent lived in a rural suburb, while 19 percent preferred to; and 8 percent lived in a rural area, while 20 percent preferred to.

- The level of property taxes and the closeness to shopping, in that order, were the most important considerations in the selection of a new neighborhood, according to respondents in 1972. In a similar survey in 1963, the level of local property taxes and the quality of police and fire protection were the most important considerations.

- A single family house built conventionally at the site was preferred by 72 percent of the respondents. A housing unit in a two-unit structure was preferred by 8 percent, while each other type of living structure was favored by less than 5 percent of the respondents.

- Approximately 40 percent of the respondents indicated that a lot size of less than one-quarter acre was sufficient to meet their housing requirements, about 28 percent indicated a lot size from one-quarter acre to one acre, and 9 percent indicated a lot size of more than one acre.

- About 86 percent of the families occupying residences not served by a public sewer would be willing to occupy such residences again, and about 88 percent of the families occupying residences not served by a public water supply would be willing to occupy such residences again. Of the total families, including those who were served or not served by a public sewer, only 38 percent would be willing to occupy residences not served by a public sewer, and only 42 percent would be willing to occupy a residence not served by a public water supply.

Recreation

- A plurality of respondents believed that the major emphasis in the development of a regional outdoor recreation program should be placed on the protection of the best remaining natural elements of the major natural resource base, including wildlife.

The complete findings of the public opinion survey are contained in SEWRPC Technical Report No. 13, A Public Opinion Survey in Southeastern Wisconsin—1972, published in 1974.

Data Conversion, Filing, and Retrieval (4.1)

The Commission maintains a master file of regional planning information on over 2,500 reels of magnetic tape. This permits the efficient conversion, filing, and retrieval of planning and engineering data essential for areawide comprehensive planning. The file, while based primarily on U. S. Public Land Survey quarter sections as the unit of geographic reference, is organized to permit ready collation of data for various geographic units, such as civil divisions, census tracts, blocks and block faces, traffic analysis zones, and watersheds.

Throughout 1974 the Commission utilized an IBM system 370 model 125 computer system to maintain this data bank. This computer utilized a disk operating system/virtual storage multiple partition operating system, and was equipped with a 1,100 line per minute printer, five magnetic tape drives, and four magnetic disc drives that provide for 280 million characters of on-line data storage. During 1974, more than 680 requests for data retrieval were processed, resulting in the preparation of over 2,000 data reports for use in both public and private planning efforts and related development programs. In addition, the computer installation provided special data processing services to many local general- and special-purpose units and agencies of government within the Region.

Service and Plan Implementation

Under the service and plan implementation function, the adopted regional land use and transportation plans and the data and forecasts underlying them are extended to the sponsoring agencies and to the constituent local units of government as a basis for day-to-day development decision making, thereby promoting integration of federal, state, and local planning and plan implementation efforts. This extension is expected to be accomplished primarily through continued compliance with requests by local units of government, private citizens, and service groups for such information and assistance,

and through an expanded community assistance program. It should be emphasized that the Commission considers this function to be extremely important, because the adopted plan elements, to be of use, require almost constant interpretation; because the information collected in the planning process needs to be disseminated on a continuous, "on demand" basis; and because the process of local planning, which can best proceed within the framework of adopted regional plans, requires accurate, current, and uniform information. The following paragraphs reflect the emphasis placed upon this function by the Commission during 1974.

Plan Adoption

As noted earlier, the regional land use and surface transportation plans were formally adopted by the Commission in December 1966. In March 1967, these plans were certified to the local units of government within the Region and to the various state and federal agencies concerned with the development of the Region. All seven county boards adopted the recommended transportation plan in 1967. All but the Ozaukee County Board adopted the recommended regional land use plan in 1967. Since then, the plan has been adopted or endorsed by the governing bodies of 11 of the 28 cities, 13 of the 54 villages, and 14 of the 65 towns in the Region. During 1974, the Town of Erin formally adopted the regional land use and transportation plans, and the Village of Nashotah adopted the regional land use plan. The plans have also been adopted or endorsed by numerous agencies of local, state, and federal government since 1967, including the State Highway Commission of Wisconsin, the Federal Highway Administration, and the Milwaukee County Expressway and Transportation Commission.

Land Use Plan Implementation (8.0)

Implementation of the adopted regional land use plan is difficult to monitor because of the scope and complexity of the plan, the dynamic nature of development, and the great diffusion of decision-making power concerning land use development within the Region. The major reinventory of existing land use completed in 1972, based upon aerial photography obtained in the spring of 1970, provides a base upon which to determine the extent of land use plan implementation, particularly with respect to the spatial allocation of land uses in the Region. This determination will be fully documented as part of the major plan reevaluation effort scheduled for 1975. The following discussion summarizes the most important activities during 1974 which are considered relevant to implementation of the major land use development proposals contained in the adopted regional land use plan. These proposals deal primarily with the number and location of proposed major retail and service centers, major industrial centers, and major public outdoor recreation areas. The plan itself is presented on Map 11.

Major Retail and Service Centers

The adopted regional land use plan recommends that 23 major retail and service centers be maintained or provided to serve the needs of the Region through 1990. Thirteen of these centers existed when the plan was being prepared and are to be retained. Two additional sites were identified as declining regional centers not to be retained. Ten centers of at least 70 acres each were to be newly developed by 1990 (see Map 12). Of the ten sites, three—Brookfield, West Allis, and Granville—were either developed or under development by the end of 1974 as major regional shopping centers, while four have been properly zoned for future commercial development in local zoning ordinances. In addition, a major retail and service center has been developed at a site in the Village of Greendale not identified for such development in the adopted regional land use plan. This center, known as Southridge Shopping Center, is located approximately three miles from the recommended location in the City of Franklin. It is therefore recognized that the Greendale center has a service area that overlaps the service areas of nearby major retail centers, and that the development of the Southridge Shopping Center will not only affect the future development of the proposed Franklin Center, but could adversely affect nearby existing major retail centers as well.

The Commission origin and destination travel surveys indicated a significant reduction in the average number of daily shopping trips made to both the Mitchell Street and Southgate-Point Loomis shopping areas between 1963 and 1972. The 1963 survey indicated an average of 16,400 daily shopping trips to the Southgate-Point Loomis area and 9,600 shopping trips to the Mitchell Street area. The 1972 survey revealed that average daily shopping trips to Southgate-Point Loomis totaled only 12,000, while trips to the Mitchell Street area totaled about 4,200, or declines of 27 and 56 percent, respectively. Average daily shopping trips to Southridge during the same period, however, increased from zero trips in 1963 to about 15,800 in 1972. A summary of the implementation status of the major retail and service centers is set forth in Table 25.

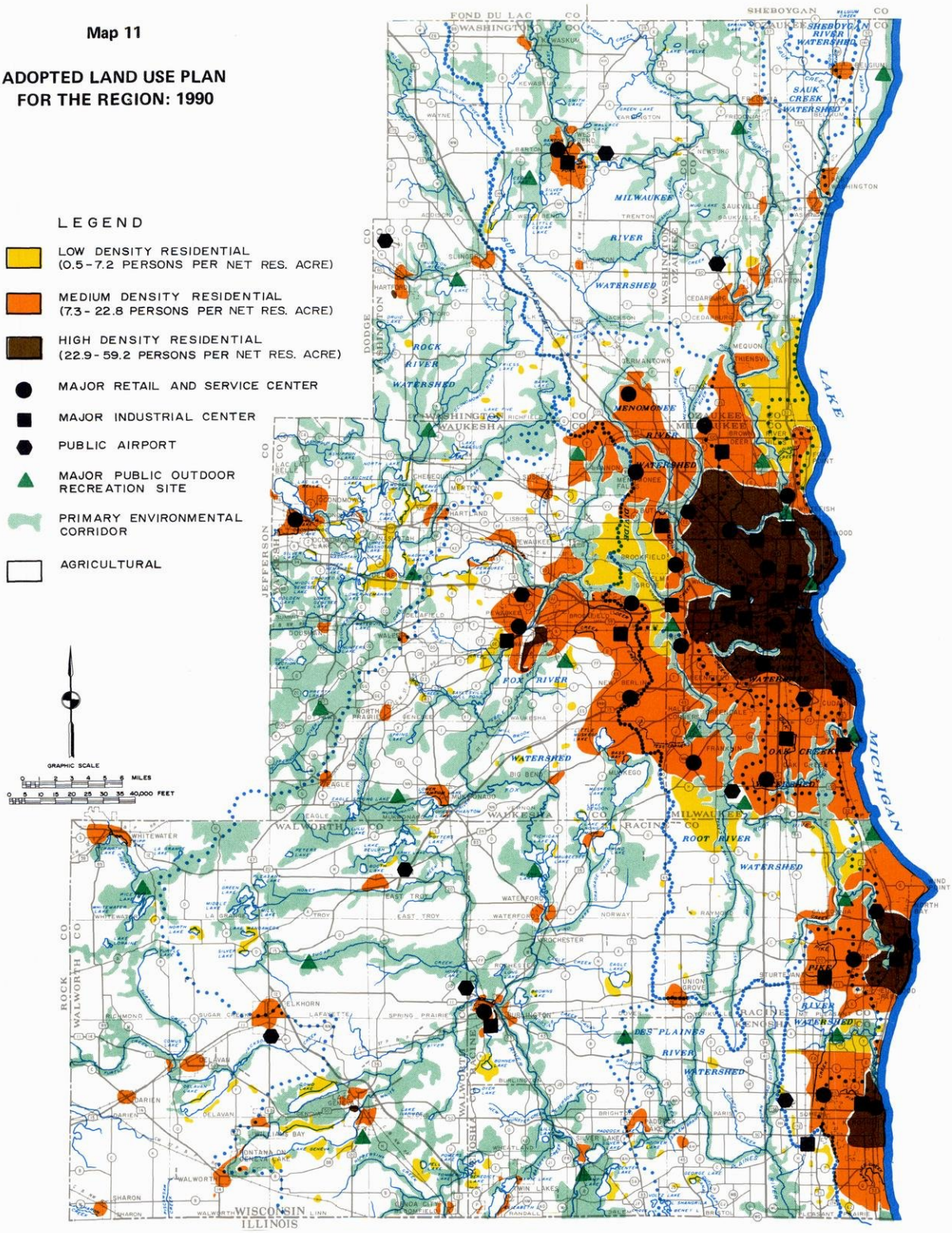
In 1974 there was significant activity in the revitalization and strengthening of two existing regional centers. A covered mall and office center was completed for the Mayfair Shopping Center, and the Mitchell Street mall project, a joint venture of the City of Milwaukee and Mitchell Street merchants, began implementation efforts by collecting funds from local merchants to conduct necessary engineering studies for the mall. Plans were also initiated to revitalize existing major commercial districts in four communities within the Region. The City of Racine began preparation of a preliminary plan for redevelopment of the central city; the City of Kenosha completed preliminary plans for a shopping mall in its central business district; the City of West Bend developed a proposal for a loop street system, parking ramps, and zoning revisions for its central business district; and plans for central business district redevelopment were adopted by the City of Waukesha.

Major Industrial Centers

The regional land use plan recommends that 23 major industrial centers be provided to serve the needs of the Region through 1990. Of these, 17 existed when the

Map 11

ADOPTED LAND USE PLAN FOR THE REGION: 1990

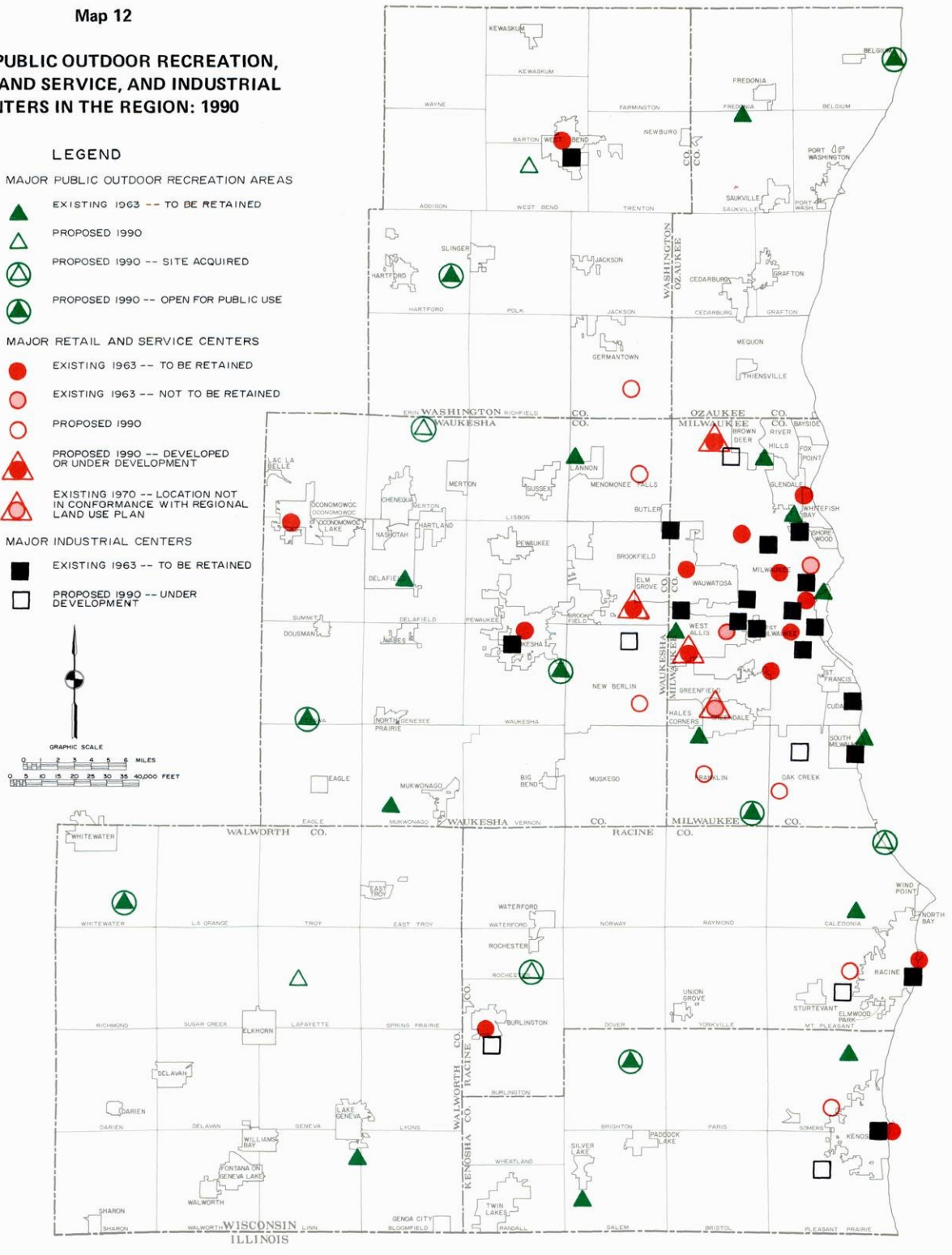


The recommended regional land use plan places heavy emphasis on the continued effect of the urban land market in determining the location, intensity, and character of development. In so doing, however, it seeks to modify the effect of this market on regional development by attempting to guide new urban development into those areas of the Region most suitable for such development. Most importantly, the plan seeks to prevent urban development from intruding on the primary environmental corridors of the Region, which contain all of the lakes and streams and associated undeveloped shorelands and floodlands; the best remaining woodlands, wetlands, and wildlife habitat; and the best remaining potential park and open space sites within the Region, as well as the recharge areas for the deep aquifer underlying the Region.

Source: SEWRPC.

Map 12

MAJOR PUBLIC OUTDOOR RECREATION, RETAIL AND SERVICE, AND INDUSTRIAL CENTERS IN THE REGION: 1990



The development of new major park and outdoor recreation, retail and service, and industrial centers in the Region is recommended in the regional land use plan. Good progress has been made in establishing new regional parks at the sites recommended in the plan, with 10 of the 12 recommended sites acquired by public agencies, and seven of the 10 sites open for public use by 1974. Significant industrial development has occurred at each of the six new recommended major industrial centers and at three of the 10 recommended major retail and service centers. One major retail and service center has also been developed at a site in the Village of Greendale, about three miles north of a site recommended in the adopted plan.

Source: SEWRPC.

Table 25

IMPLEMENTATION STATUS OF MAJOR RETAIL AND SERVICE CENTERS RECOMMENDED IN THE ADOPTED REGIONAL LAND USE PLAN: 1974

Name	Location	Implementation Status
Kenosha-West	Town of Somers Kenosha County (STH 31, STH 43)	Site reserved for commercial use in local zoning ordinance
Franklin	City of Franklin Milwaukee County (USH 45, STH 100, STH 36)	Site included in an adopted neighborhood development plan and properly zoned for commercial use
Granville	City of Milwaukee Milwaukee County (STH 100, STH 181)	Site developed as the Northridge Shopping Center
Oak Creek	City of Oak Creek Milwaukee County (USH 41, STH 100)	Site not yet zoned for commercial use
West Allis	City of West Allis Milwaukee County (STH 100, W. National Avenue)	Site nearly fully developed as a major strip commercial area
Racine-West	City of Racine Racine County (STH 11, STH 31)	Site acquired for construction of major shopping center; development anticipated in 1975-76
Germantown	Village of Germantown Washington County (Mequon Road, Division Road)	Site planned for but not yet zoned for commercial use
Brookfield	City of Brookfield Waukesha County (IH 94, USH 18, Moorland-Pilgrim Roads)	Site developed as the Brookfield Square Shopping Center
Menomonee Falls	Village of Menomonee Falls Waukesha County (W. Good Hope Road, Pilgrim Road)	Site reserved for commercial use in local zoning ordinance
New Berlin	City of New Berlin Waukesha County (STH 15, Moorland Road)	Site not yet zoned for commercial use

Source: SEWRPC.

plan was being prepared and are to be retained, and six, each of which would be at least 640 acres in area, were to be newly constructed on new sites by 1990 (see Map 12). By the end of 1974, development was proceeding at each of the six new centers. Specific site reservations as of 1974 at each of the six new sites are set forth in Table 26.

Although there were no major additional land acquisitions at the recommended industrial centers, significant investments at some industrial centers were made to construct new plants or expand existing facilities. These include a one million dollar expansion to the Briggs and Stratton plant in the Butler industrial park, and a quarter million dollar expansion to the American Motors plant in Milwaukee. The Miller Brewing Company also completed a new plant in the City of Milwaukee land bank and Goodyear added a new $1.2 million plant to the New Berlin industrial park in 1974.

Table 26

IMPLEMENTATION STATUS OF MAJOR INDUSTRIAL CENTERS RECOMMENDED IN THE ADOPTED REGIONAL LAND USE PLAN: 1974

Recommended Major Industrial Center		Implementation Status
Name	Location	Acres Designated and Reserved
Kenosha-West	City of Kenosha and Town of Pleasant Prairie, Kenosha County	930
Granville	City of Milwaukee, Milwaukee County	1,460
Oak Creek	City of Oak Creek, Milwaukee County	1,270
Burlington	City and Town of Burlington, Racine County	840
Racine-West	Town of Mt. Pleasant, Racine County	900
New Berlin	City of New Berlin, Waukesha County	1,030

Source: SEWRPC.

Major Public Outdoor Recreation Areas

The adopted regional plan recommends that 26 major public outdoor recreation areas be provided to serve the needs of the Region through 1990. Fourteen of these areas were already publicly owned, fully or partially developed, and in various stages of use when the plan was being prepared and were recommended to be retained. Twelve were newly proposed areas requiring public land acquisition and development.

Between 1966 and 1974, ten of the 12 proposed sites were totally or partially acquired, with eight at least partially developed and opened for public use. Of the 12 proposed park sites, only two remain to be acquired. These sites, located on Sugar Creek in the Town of Lafayette, Walworth County, and in Paradise Valley in the Town of West Bend, Washington County, have been recommended for acquisition by the Wisconsin Department of Natural Resources in the Fox and Milwaukee River watershed plans, respectively, for use as future major state park and recreation areas. Urban development has not intruded into these two areas to date, so they are not yet lost for public use. The Monches park site, only partially acquired through 1973, had no further acquisition completed in 1974. A summary of the status of implementation of the major regional outdoor recreation areas is set forth in Table 27.

As of 1974, four counties had acquired other large tracts of land which, when developed and opened for multipurpose recreational use, may signficantly affect regional recreation use. The following large public park sites are scheduled for development as multi-use recreational facilities: Bender Park (320 acres) in Milwaukee County, Meekwon Park (230 acres) in Ozaukee County, Silver Lake Park (240 acres) in Kenosha County, and Leienberger Park (260 acres) in Washington County.

Transportation Plan Implementation (8.0)

Implementation of the adopted regional surface transportation plan is less difficult to monitor than implementation of the regional land use plan because of the smaller number of decision-making agencies concerned with transportation facility development. The Commission annually monitors progress with respect to implementation of freeway and mass transit components of the plan. Implementation of the standard arterial component of the plan involves many more miles of facilities and more implementing agencies, and is therefore monitored less frequently.

The following discussion summarizes the most important activities during 1974 which are considered relevant to the implementation of the proposals contained in the adopted regional transportation plan.

Freeways

The regional transportation plan recommended development of 291 miles of new freeway facilities within the Region by 1990. The adoption by the Commission of jurisdictional highway system plans for Milwaukee County on June 4, 1970, for Walworth County on March 1, 1973, and for Ozaukee County on March 7, 1974, amended the adopted regional transportation plan and reduced the total number of planned new freeway facilities to 279. The decreased mileage represents the net result of the addition of the 1.4 mile Airport Spur Freeway in Milwaukee County, the removal of the 4.7 mile Janesville Spur Freeway in Walworth County, and the removal of a 9.1 mile segment of the Stadium Freeway north of the Saukville interchange in Ozaukee County.

As shown on Map 13 and in Table 28, all but 6.7 miles of the approximately 279 miles of proposed freeway were in various stages of implementation during 1974, with 62.6 miles actually open to traffic. The 6.7 mile section is a portion of the Bay Freeway in Milwaukee County, where plan implementation work has been suspended by the Milwaukee County Board pending regional plan reevaluation.

During 1974, 4.3 miles of freeway were opened to traffic on the Bay Freeway between the Villages of Hartland and Pewaukee in Waukesha County. In addition, facility construction began on 20.2 miles of proposed freeways, including segments of the North-South, the Rock, and the West Bend Freeways. Finally, an additional 39.7 miles of right-of-way were acquired for planned freeway use, bringing the total of acquired or reserved right-of-way to 125.4 miles. This additional right-of-way consists of the Rock Freeway (14.4 miles), the North-South Freeway (12.7 miles), and the West Bend Freeway (12.6 miles).

As shown in Table 29, there were 432 miles of existing, programmed, and planned freeways in the Region at the end of 1974. Of this total, 191.8 miles were open to traffic at the close of 1974.

Mass Transit

The adopted regional transportation plan recommended that an improved and expanded mass transit system be developed to serve the rapidly urbanizing Region in an effort to reverse continuing downward trends in transit ridership. The extent to which the mass transit element of the regional transportation plan has been implemented can be approximated by comparing the historical trends in mass transit ridership with the Commission's alternative forecasts of total transit ridership to 1990 (see Figure 22).

Each of the forecasts is based upon a separate set of assumptions concerning the action or lack of action during the forecast period to promote and encourage transit use. These forecasts range from a high of 150 million revenue passengers per year to a low of 27 million per year. The forecast high could occur if public action is taken to fully implement the recentralization recommendations in the adopted general land use plan and the transit service improvement recommendations in the adopted regional transportation plan, as well as expansion

Table 27

IMPLEMENTATION STATUS OF MAJOR PUBLIC OUTDOOR RECREATION AREAS RECOMMENDED IN THE ADOPTED REGIONAL LAND USE PLAN: 1974

Recommended Major Public Outdoor Recreation Area		Implementation Status				
		Site Acquisition				
Location	Acres	Yes or No	Acres	Agency Responsible	Site Name	Site Development to Date
Abandoned Bong Air Base Town of Brighton, Kenosha County	360	Yes	360	Kenosha County Park Commission	Brighton Dale County Park	Various recreation facilities, including golf course and picnic and play areas
Root River City of Franklin, Milwaukee County	400	Yes	400	Milwaukee County Park Commission	Oakwood County Park	Golf course
Quarry Lake-Lake Michigan Town of Belgium, Ozaukee County	620	Yes	634	Wisconsin Department of Natural Resources	Harrington Beach State Park	Various supply facilities, including roads, parking, and wells, and a nature trail and picnic areas
Lake Michigan Town of Caledonia, Racine County	280	Yes	220	Racine County Highway and Park Commission	Cliffside Park	Various support facilities, including roads, parking, and sewer, and various recreation facilities, including tennis courts and a baseball field
Fox River Racine County	250	Yes	240	Racine County Highway and Park Commission	Ela Park Site	None to date
Sugar Creek Town of LaFayette, Walworth County	770	No	--	--	--	--
Rice Lake Town of Whitewater, Walworth County	550	Yes	550	Wisconsin Department of Natural Resources	Whitewater Lake State Recreation Area	Recreation area, including camping
Paradise Valley Town of West Bend, Washington County	350	No	--	--	--	--
Pike Lake Town of Hartford, Washington County	520	Yes	692	Wisconsin Department of Natural Resources	Pike Lake State Park	Recreation area, including camping
Monches Town of Merton, Waukesha County	465	Yes	194	Waukesha County Park and Planning Commission	Monches Park Site	None to date
Ottawa Lake Town of Ottawa, Waukesha County	245	Yes	245	Wisconsin Department of Natural Resources	Ottawa Lake State Recreation Area	Recreation area, including camping
Waukesha Town of Waukesha, Waukesha County	300	Yes	310	Waukesha County Park and Planning Commission	Minooka Park	Various support facilities, including roads and parking, and various recreation facilities, including swimming beach, picnic areas, and nature trail

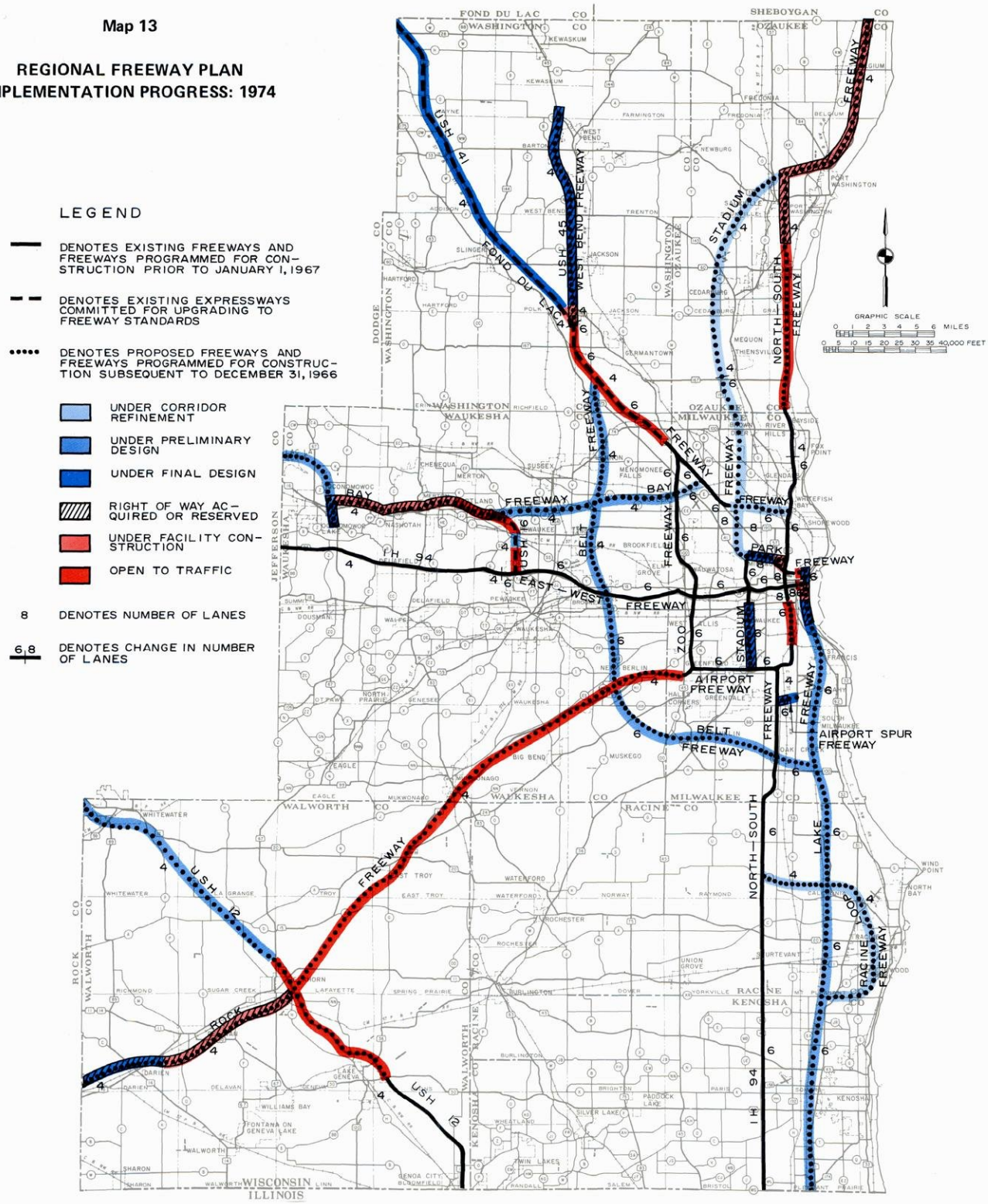
Source: SEWRPC.

of, and refinement to, those recommendations formulated under the Milwaukee County Mass Transit Technical Planning Study, all of which are intended to reverse the downward trend in ridership. The forecast low could occur under a policy of no positive public action toward implementation of those recommendations.

As shown in Figure 22, forecast 1974 transit use, based on implementation of the adopted regional land use and transportation plans, was 104 million revenue passengers. The actual total of about 52 million, however, was about half the forecast level. The difference may be largely attributed to the fact that major improvements in transit

Map 13

REGIONAL FREEWAY PLAN IMPLEMENTATION PROGRESS: 1974



Of the 279 miles of new freeway recommended in the adopted regional transportation plan—as amended by the adopted Milwaukee, Ozaukee, and Walworth County jurisdictional highway system plans—all but about seven miles were in various stages of implementation by the end of 1974, with 63 miles actually open to traffic. The seven miles not under current implementation comprise the proposed Bay Freeway from the North-South Freeway to the Zoo Freeway in Milwaukee County. Altogether, right-of-way has been acquired or reserved for about 125 miles of the 279 miles of planned freeways.

Source: SEWRPC.

Table 28

STATUS OF PLANNED FREEWAY FACILITIES IN THE REGION: DECEMBER 31, 1974

Planned Freeway Facility	Development Stage (Miles)						Right-of-Way Acquisition or Reservation[a] (Miles)
	Corridor Refinement	Preliminary Design	Final Design	Facility Construction	Open to Traffic	Total	
Lake	--	35.0	3.2	1.0	--	39.2	3.4
Stadium	26.2	--	4.0	--	--	30.2[e]	4.0
North-South	--	--	--	17.2	13.3	30.5	30.5
Bay	6.7[b]	16.0	0.9	6.4	4.3	34.3	10.7
Park	--	--	2.4	1.6	0.4	4.4	4.4
East-West	--	--	--	0.2	0.9	1.1	1.1
Belt	--	34.4	--	--	--	34.4	--
Rock	--	--	4.6	9.8	33.7	48.1[c]	48.1
Loop	15.7	--	--	--	--	15.7	--
USH 12	--	16.7	--	--	10.0	26.7	10.0
West Bend	--	--	11.6	1.0	--	12.6	12.6
Airport Spur	--	--	1.4	--	--	1.4[d]	0.6
Total	48.6	102.1	28.1	37.2	62.6	278.6	125.4

[a] *Includes the right-of-way for facilities in final design, under construction, or open to traffic.*

[b] *On December 23, 1969, the Milwaukee County Expressway and Transportation Commission adopted a resolution terminating corridor refinement work on that portion of the Bay Freeway lying within Milwaukee County and extending from the Zoo Freeway to the North-South Freeway, totaling 6.7 miles, and requested the Regional Planning Commission to review and reevaluate the need for this facility and consider appropriate modifications to the regional transportation plan. The Regional Planning Commission has determined that this reevaluation should follow completion of the major inventory of travel initiated in 1972. The 6.7 mile section of the proposed Bay Freeway is shown in this table under "corridor refinement."*

[c] *Excludes 4.7 miles for the Janesville Spur removed from the proposed freeway system when the Walworth County jurisdictional highway system plan was adopted by the Commission on March 1, 1973, as an amendment to the adopted regional transportation plan.*

[d] *Includes 1.4 miles for the Airport Spur Freeway added to the proposed freeway system when the Milwaukee County jurisdictional highway system plan was adopted by the Commission on June 4, 1970, as an amendment to the adopted regional transportation plan.*

[e] *Excludes 9.1 miles for the Stadium North Freeway removed from the proposed freeway system when the Ozaukee County jurisdictional highway system plan was adopted by the Commission on March 7, 1974, as an amendment to the adopted regional transportation plan.*

Source: Wisconsin Department of Transportation and SEWRPC.

service recommended under the adopted transportation plan have not occurred. At the end of 1974, limited modified rapid transit service in the form of freeway flyer service was being provided to eight of the 39 loading and unloading points recommended in the adopted regional transportation plan, while full modified rapid transit service was being provided to one additional point—the North Shore park-and-ride lot on the North-South Freeway. Service to a ninth loading and unloading point was provided on a very limited basis by Wisconsin Coach Lines, Inc.

The Commission in 1972 adopted the Milwaukee Area Transit Plan as a refinement of, and amendment to, the adopted regional transportation plan. This plan, as set forth on Map 14, reaffirmed original Commission findings that a flexible, rubber tire mass transit system is the best means for providing a high level of rapid transit service in the Milwaukee urbanized area. The Ozaukee County Board became the first of the four affected counties to formally adopt the plan in 1973. The Milwaukee County Board also adopted the plan in 1973, but with several major modifications, including a study of 14 specified alternatives to construction of the proposed transitway in the East-West travel corridor. At the end of 1974, a study design for the alternative study had been formulated by Milwaukee County, but the study itself had not begun nor had the Washington or Waukesha County Boards adopted the plan.

Other actions taken during 1974 contributed to implementation of remaining components of the transit plan and to improved transit service in the Kenosha and Racine urbanized areas. The Milwaukee County Board

Table 29

STATUS OF ALL EXISTING, PROGRAMMED, AND PLANNED FREEWAYS IN THE REGION: DECEMBER 31, 1974

Freeway Facility	Number of Miles Opened to Traffic						Number of Miles Scheduled to be Opened		System Mileage		
	Open Prior to January 1, 1974		Opened During 1974		Total						
	Existing and Programmed[a]	Planned[b]	Existing and Programmed[a]	Planned[b]	Existing and Programmed[a]	Planned[b]	Existing and Programmed[a]	Planned[b]	Existing and Programmed[a]	Planned[b]	Total Mileage
Lake	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.2	0.0	39.2	39.2
East-West	32.4	0.9	0.0	0.0	32.4	0.9	0.0	0.2	32.4	1.1	33.5
Zoo	14.4	0.0	0.0	0.0	14.4	0.0	0.0	0.0	14.4	0.0	14.4
Fond du Lac	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5	0.0	4.5
Airport	5.1	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1	0.0	5.1
Stadium	2.7	0.0	0.0	0.0	2.7	0.0	0.2	30.2	2.9	30.2[d]	33.1
Park	0.6	0.4	0.0	0.0	0.6	0.4	0.0	4.0	0.6	4.4	5.0
North-South	46.5	13.3	0.0	0.0	46.5	13.3	0.0	17.2	46.5	30.5	77.0
Rock	1.0	33.7	0.0	0.0	1.0	33.7	0.0	14.4	1.0	48.1[e]	49.1
Belt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	0.0	34.4	34.4
Bay	0.0	0.0	0.0	4.3	0.0	4.3	0.0	30.0[c]	0.0	34.3	34.3
Loop	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.7	0.0	15.7	15.7
USH 12	9.1	10.0	0.0	0.0	9.1	10.0	0.0	16.7	9.1	26.7	35.8
West Bend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6	0.0	12.6	12.6
USH 41	10.5	0.0	0.8	0.0	11.3	0.0	20.9	0.0	32.2	0.0	32.2
USH 16	0.0	0.0	1.6	0.0	1.6	0.0	3.1	0.0	4.7	0.0	4.7
Airport Spur	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4[f]	1.4
Total	126.8	58.3	2.4	4.3	129.2	62.6	24.2	216.0	153.4	278.6	432.0

[a] *Includes freeways existing on January 1, 1967, and freeways programmed for construction prior to January 1, 1967.*

[b] *Includes freeways programmed for construction subsequent to December 31, 1966, and all newly proposed freeways contained in the adopted regional transportation and Milwaukee County jurisdictional highway system plans.*

[c] *See footnote b, Table 28 of this report.*

[d] *See footnote e, Table 28 of this report.*

[e] *See footnote c, Table 28 of this report.*

[f] *See footnote d, Table 28 of this report.*

Source: Wisconsin Department of Transportation, Milwaukee County Expressway and Transportation Commission, and SEWRPC.

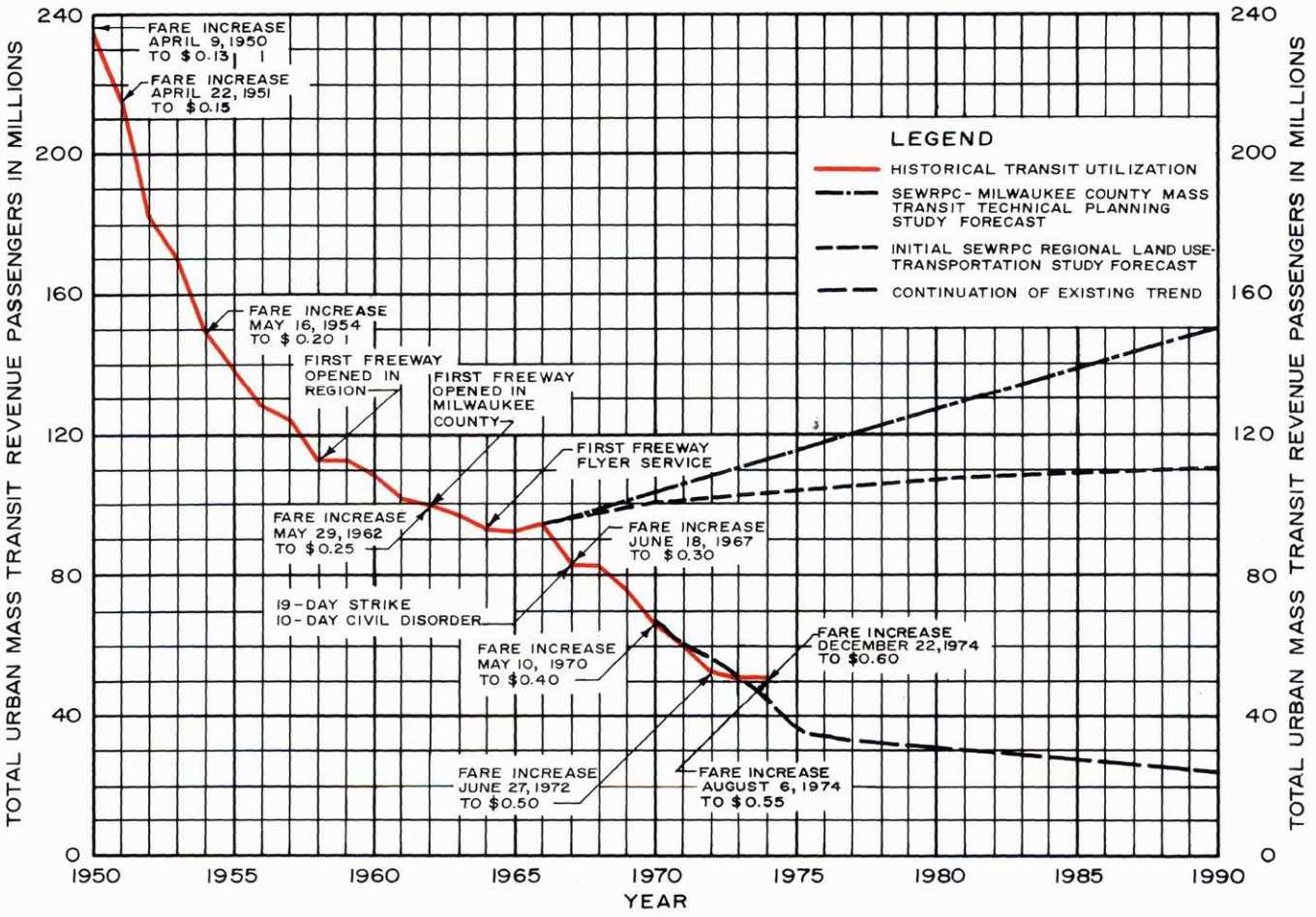
did act to purchase the Milwaukee and Suburban Transport Corporation by July 1975, an interim action recommended in the Milwaukee Area Transit Plan pending creation of a larger areawide transit authority. In addition, a public park-and-ride lot was established in 1974 near the USH 141 and STH 100 (W. Brown Deer Road) interchange in the Village of River Hills to serve both a freeway flyer bus route and commuter car poolers. This public transit station, built entirely with Milwaukee County funds, is the third specially constructed parking lot for freeway flyer bus and car pool users to be built in the Milwaukee urbanized area.

Short-range transit development programs were completed for the Kenosha urbanized area, Milwaukee County, and the Racine Urban Planning District during 1974. In Kenosha, an interim program to qualify the Kenosha Transit-Parking Commission for an Urban Mass Transportation Administration (UMTA) capital grant was developed by the city in April 1974. This interim program recommends the purchase of 24 new 45-passenger diesel buses, equipped with registering fare boxes and two-way radios, and construction of a new bus storage garage and maintenance facility. The program also recommends a completely new system of lineal routes with maximum 30 minute headways in order to provide more direct, faster service, and reduce transfers. In mid-1974, UMTA approved the City of Kenosha's capital grant application. The new buses should be operating in the city by mid-1975.

Milwaukee County prepared a transit development program in December 1974 to qualify it for an UMTA capital grant to acquire the present private operator and purchase 100 new air-conditioned 49- to 53-passenger buses. The program recommended that the county, over a five-year period, purchase 380 new radio-equipped, air-conditioned buses; construct 80 passenger shelters; purchase 20 automobiles for route supervisors; and make other improvements at a cost of nearly $30 million. Recommended service improvements include addition of about one million bus miles per year, and extensions and modifications to the existing route structure.

Figure 22

HISTORICAL TREND AND ALTERNATIVE FORECASTS OF URBAN MASS TRANSIT USE IN THE REGION: 1950-1990



NOTE: Fare increases shown in this figure refer only to the Milwaukee and Suburban Transport Corporation operation and to the single ride adult cash fare. Adult ticket book fare increases occurred on April 22, 1951; December 2, 1951; December 26, 1954; June 29, 1958; January 11, 1959; May 29, 1962; June 18, 1967; August 17, 1969; January 23, 1970; May 10, 1970 July 27, 1972; August 6, 1974; and December 22, 1974, weekly pass fare increases occurred on April 9, 1950; April 22, 1951; December 2, 1951; November 1, 1953; May 16, 1954; June 29, 1958; December 17, 1961; June 18, 1967; May 25, 1969; August 17, 1969; May 10, 1970; and June 27, 1972; July 27, 1972; August 11, 1974; and December 22, 1974.

Source: SEWRPC.

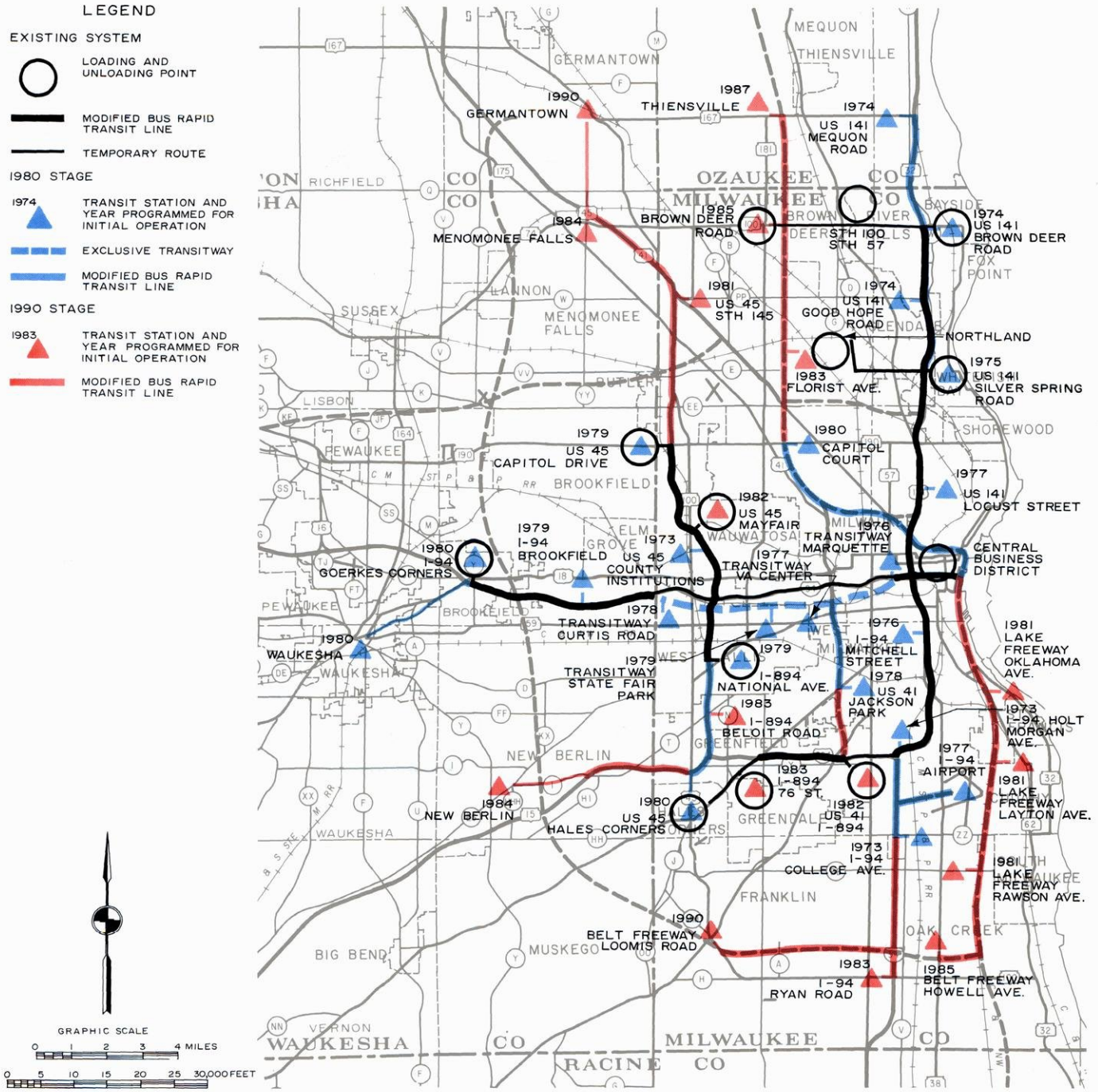
During 1974, Milwaukee County also received a mass transit demonstration grant from the Wisconsin Department of Transportation to demonstrate "... improved user-oriented direct and express busing to a major trip generator." The major trip generator in this case was the University of Wisconsin-Milwaukee. The four UBUS routes implemented during this demonstration project were planned using data obtained from the 1972 SEWRPC major traffic generator survey.

In the Racine Urban Planning District, the City of Racine and SEWRPC jointly prepared a five-year transit development program for the period 1975 through 1979. To assist in preparation of the program, a technical coordinating and advisory committee was appointed, and after evaluating alternatives, it recommended that the following improvements be included:

- Public ownership of the bus system, with management by a private firm under a management contract.
- Extension of service into portions of the Towns of Caledonia and Mt. Pleasant and the Village of Sturtevant (see Map 15).
- A cash fare of 25 cents for all riders, without a charge for transfers.

Map 14

MILWAUKEE AREA TRANSIT PLAN: 1990

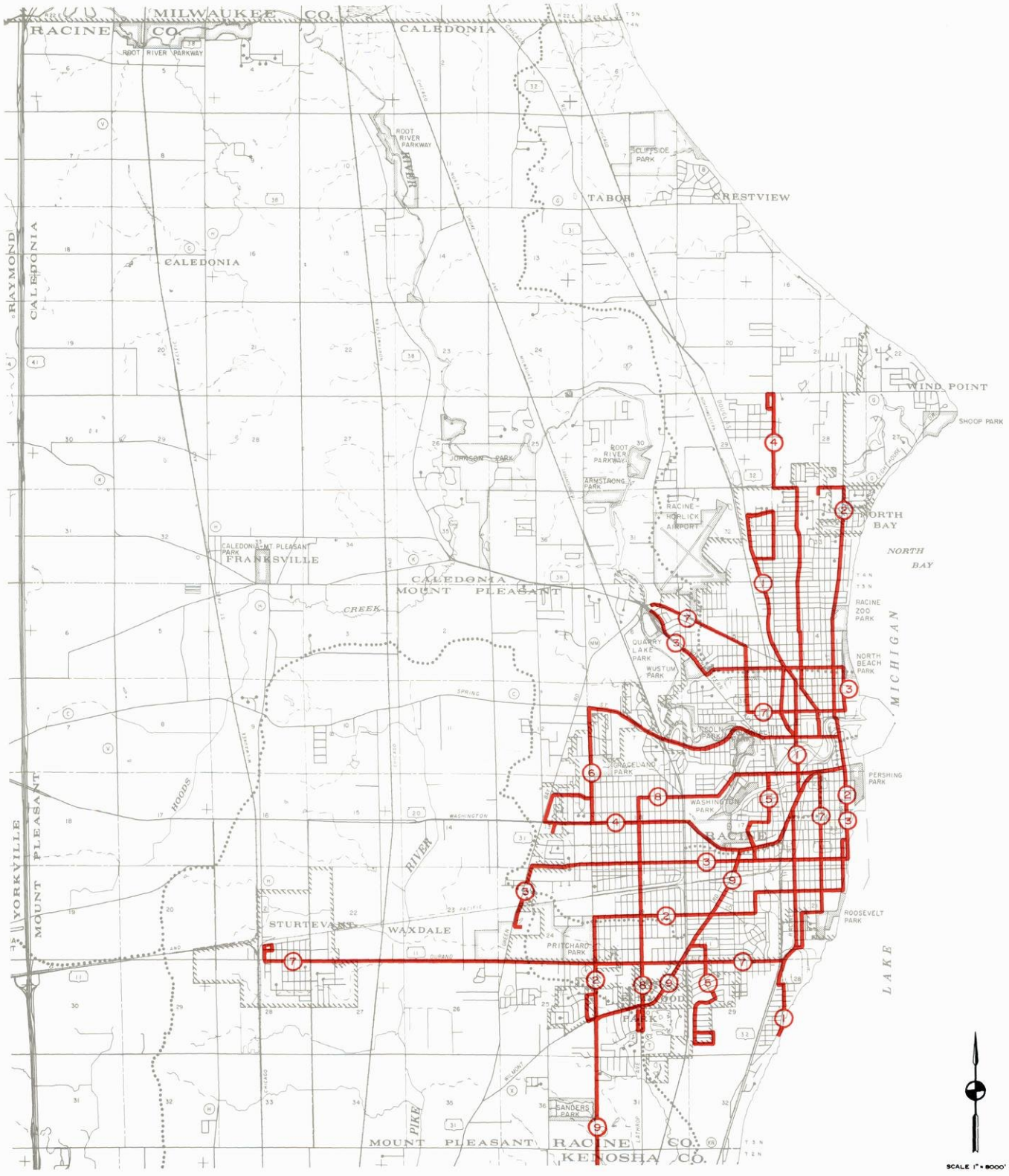


The Commission in 1972 adopted the Milwaukee Area Transit Plan, which reaffirmed original Commission findings that a flexible, rubber tire transit system is the best means for providing a high level of rapid transit service in the Region. The plan includes an eight-mile transitway in the East-West travel corridor, and 107 miles of rapid and modified rapid transit lines over nearly the entire existing and proposed freeway system in the Milwaukee urbanized area. The plan also recommends operation of the proposed rapid and modified rapid transit system by Milwaukee County, including county purchase of the Milwaukee and Suburban Transport Corporation pending creation of a larger areawide transit authority. In 1973, the plan was adopted by the Ozaukee and Milwaukee County Boards of Supervisors. The Milwaukee County Board, however, deleted the transitway construction schedule from the plan, and a study design was formulated during 1974 to evaluate alternatives to the transitway proposal.

Source: Milwaukee County Expressway and Transportation Commission and SEWRPC.

Map 15

RECOMMENDED URBAN MASS TRANSIT ROUTES IN THE RACINE URBAN PLANNING DISTRICT



A transit development program for the Racine Urban Planning District for the period 1975 to 1979 was completed in 1974. With respect to transit service, the plan recommends that crosstown service continue to be provided, and that service be extended into new areas, including portions of the Town of Caledonia and Mt. Pleasant and the Village of Sturtevant. The plan also recommends that service be extended to the UW-Parkside campus when new, larger buses are acquired as recommended in the plan.

Source: SEWRPC.

- A lineal system of routes to provide two-way crosstown service, replacing the former radial system of routes centered on the central business district.

- Individual scheduling of each route, with maximum headways of 30 minutes.

- The purchase of 25 new radio-equipped buses with a seating capacity of 45 persons each, and related equipment with a total capital cost of approximately $1.85 million.

The Racine Common Council approved the plan in August 1974, and the plan received overwhelming support from city voters in a referendum held in September. The Commission itself formally adopted the transit development program as an amendment to the regional land use-transportation plan on September 12, 1974. At the end of the year, the City of Racine was preparing a capital grant application to UMTA which would assist in implementing the program.

County Jurisdictional Highway System Plans (8.3)

The preparation of jurisdictional highway plans for each county in the Region was recommended as an essential plan implementation action in the adopted regional transportation plan. This plan is a "functional" highway system plan in that it consists of recommendations concerning the general location, type, capacity, and service levels of the arterial street and highway facilities needed to serve the Region through 1990. With the exception of the freeway system, however, which is recommended to be under the jurisdiction of the State Highway Commission, the regional transportation plan did not contain any specific recommendations as to which level of government was to be responsible for the construction, operation, and maintenance of the various arterial facilities. Jurisdictional highway plans are thus required to provide a basis for assigning governmental responsibility for these functions in order to assure uniform and equitable implementation of the functional transportation plan. In addition to integrating the state trunk, county trunk, and local trunk highway systems, the plans provide for the concomitant realignment of the federal aid systems,[3] recommend staging of arterial facility improvements, and where necessary, recommend adjustments in the county, state, and federal highway aid formulas. As such, the jurisdictional plans constitute refinements of, and amendments to, the adopted regional transportation plan as it applies to the respective counties.

The assignment of jurisdiction to the arterial street and highway facilities is accomplished through the application of criteria developed for this purpose. The criteria deemed most significant to the classification are related to three basic characteristics of the arterial facilities: 1) trip service, expressed in terms of average trip length; 2) land use service, expressed in terms of accessibility to transportation terminals, urban areas, and commercial, industrial, and institutional centers; and 3) the operational characteristics of the facilities themselves expressed, in terms of system continuity, spacing of facilities, traffic volumes, traffic mobility, and land access control. A typical set of criteria, such as those used in the Racine County study, are set forth in Table 30.

Because any realignment of jurisdictional responsibilities requires coordination between different levels of government, all of the county jurisdictional highway system plans have been cooperatively prepared by the County Highway Committee involved; the Wisconsin Department of Transportation, Divisions of Highways and Planning; the U. S. Department of Transportation, Federal Highway Administration; the Regional Planning Commission; and the local units of government involved.

Specifically, technical policy direction for the jurisdictional highway studies was provided in each county by a Technical and Intergovernmental Coordinating and Advisory Committee, consisting of representatives from the concerned agencies, local officials, and in some instances interested citizens from the respective county. The members of these committees are listed in Appendix B. The committees remain active after the jurisdictional highway plans are completed, guiding and promoting plan implementation and, most importantly, reviewing and revising annually as necessary the staging of recommended highway system improvements. The revised staging approved by the committees is incorporated into the Commission's annual regional short-range priority improvement program.

By the end of 1974, jurisdictional plans had been completed and adopted for Milwaukee, Ozaukee, and Walworth Counties; had been completed but not adopted for Racine, Washington, and Waukesha Counties; and were in the final stages of preparation for Kenosha County.

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[3]*Currently (1974), there are four federal aid highway systems:*

Federal Aid Interstate System (FAI): Consists of interstate routes in urban and rural areas connecting the principal metropolitan areas, cities, and industrial centers of the nation to serve the national defense, to be designated by the U. S. Secretary of Transportation and the state highway departments.

Federal Aid Primary System (FAP): Consists of rural arterial routes and their urban extensions, to be designated by each state through its state highway department in accordance with comprehensive, areawide transportation plans.

Federal Aid Secondary System (FAS): Consists of rural major collector routes designated by the state highway department and concerned local officials.

Federal Aid Urban System (FAU): Consists of urban arterials designated by local officials with concurrence of the state highway department and in accordance with comprehensive, areawide transportatin plans.

Table 30

SUMMARY OF FUNCTIONAL CRITERIA FOR JURISDICTIONAL CLASSIFICATION OF ARTERIAL HIGHWAYS IN RACINE COUNTY

	Criteria	Arterial Type		
		I (State Trunk)	II (County Trunk)	III (Local Trunk)[a]
TRIP SERVICE	Average Trip Length (Miles)	Urban More than 19 Rural 30 or more	Urban 7 to 19 Rural Less than 30	Urban Less than 7 --
LAND USE SERVICE	Transportation Terminals	Urban[b] and Rural[c] Connect and serve inter-regional rail, bus, and major truck terminals; and air-carrier airports.	Urban[b] and Rural[c] Connect and serve freeway interchanges, general aviation airports, pipeline terminals, major intraregional truck terminals, and rapid transit and modified rapid transit system loading and unloading points not served by Type I arterials.	Urban[b] Connect and serve truck terminals generating 250 or more truck trips per average weekday, and off-street parking facilities having a minimum of 500 parking spaces not served by Type I and II arterials.
	Recreational Facilities	Urban and Rural Connect and serve all state parks having a gross area of 500 acres or more.	Urban and Rural Connect and serve regional parks and special recreational use areas of county-wide significance.	Urban Connect and serve community parks not served by Type I and II arterials.
	Commercial Centers	Urban and Rural Connect and serve major retail and service centers.	Urban and Rural Connect and serve community retail and service centers not served by Type I arterials.	Urban Connect and serve neighborhood retail and service commercial centers not served by Type I and II arterials.
	Industrial Centers	Urban and Rural Connect and serve major regional industrial centers.	Urban and Rural Connect and serve major community industrial centers not served by Type I arterials.	Urban Connect and serve minor community industrial centers not served by Type I and II arterials.
	Institutional	Urban and Rural Connect and serve universities, county seats, and state institutions.	Urban and Rural Connect and serve county institutions; accredited, degree-granting colleges; public vocational schools; and community hospitals not served by Type I arterials.	Urban Connect and serve city and village halls and high schools not served by Type I and II arterials.
	Urban Areas	Rural Connect and serve urban areas of 2,500 or more population.	Rural Connect and serve developed areas of 500 or more population.	--

Table 30 (continued)

	Criteria	Arterial Type		
		I (State Trunk)	II (County Trunk)	III (Local Trunk)
OPERATIONAL CHARACTERISTICS	System Continuity	Urban and Rural Interregional or regional continuity comprising total systems at the regional and state level.	Urban and Rural Intermunicipality and intercounty continuity comprising integrated systems at the county level.	Urban Intracommunity continuity comprising an integrated system at the city or village level.
	Spacing	Urban and Rural Minimum 2 miles.	Urban and Rural Minimum 1 mile.	Urban Minimum 0.5 mile.
	Volume	Urban Minimum 10,000 vehicles per average weekday (1990 forecast). Rural Minimum 6,500 vehicles per average weekday (1990 forecast).	Urban 3,500 to 10,000 vehicles per average weekday (1990 forecast). Rural Maximum 6,500 vehicles per average weekday (1990 forecast).	Urban Less than 3,500 vehicles per average weekday (1990 forecast). --
	Traffic Mobility	Urban Average overall travel speed[d] 30 to 70 miles per hour. Rural Average overall travel speed 40 to 70 miles per hour.	Urban Average overall travel speed[d] 25 to 50 miles per hour. Rural Average overall travel speed 30 to 60 miles per hour.	Urban Average overall travel speed[d] 20 to 40 miles per hour. --
	Land Access Control	Full or partial control of access.[e,f]	Partial control of access.[f]	Minimum control of access.[g]

[a] *A rural subcategory for Type III arterials is not provided.*

[b] *Urban arterial facilities are considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served: Type I arterial facility, 1 mile; Type II arterial facility, 0.5 mile; Type III arterial facility, 0.25 mile.*

[c] *Rural arterial facilities are considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served: Type I arterial facility, 2 miles; Type II arterial facility, 1 mile.*

[d] *Average overall travel speed is defined as the sum of the distances traveled by all vehicles using a given section of highway during an average weekday divided by the sum of the actual travel times, including traffic delays.*

[e] *Full control of access is defined as the exercise of eminent domain or police power to control access so as to give preference to movement of through traffic by providing access connections only at selected public roads via grade-separated interchanges.*

[f] *Partial control of access is defined as the exercise of eminent domain or police power to control access so as to give preference to the movement of through traffic to a degree that, in addition to access connections at selected public roads, there may be some direct access to abutting land uses with generally one point of reasonably direct access to each parcel of abutting land as these parcels existed at the time of an official declaration that partial control of access shall be exercised.*

[g] *Minimum control of access is defined as the exercise of eminent domain or police power to regulate the placement and geometrics of direct access roadway connections as necessary for safety.*

Source: SEWRPC.

The following sections describe the progress made during 1974 on the jurisdictional studies, and briefly relate the current status of plan implementation for Milwaukee, Ozaukee, and Walworth Counties.

Milwaukee County

The recommended jurisdictional highway system plan for Milwaukee County was completed in 1969 and is documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County, published in March 1969. The Regional Planning Commission formally adopted the plan at its annual meeting on June 4, 1970, as an amendment to the adopted regional transportation plan, and certified it to affected local units of government and interested state and federal agencies for adoption and implementation. The plan has been formally adopted by eight of the ten cities in Milwaukee County, including the City of Milwaukee; by eight of the nine villages, by the Milwaukee County Board of Supervisors, and by the Milwaukee County Expressway and Transportation Commission. It has been formally endorsed by the Wisconsin State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration. The 1990 plan is shown on Map 16.

The advisory committee for Milwaukee County met three times during 1974, primarily to review the status of plan implementation. The first meeting, held on May 10, dealt with the changes in the federal aid systems as required by the Federal Highway Act of 1973, the state legislation needed to implement the adopted jurisdictional plan, and a request from the City of St. Francis for jurisdictional reclassification of E. Howard Avenue. The other two meetings, held on November 27 and December 17, were devoted almost exclusively to review of the staging of arterial facility improvements in accordance with the plan.

Walworth County

The recommended jurisdictional highway system plan for Walworth County is documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County, published in October 1972. The Commission formally adopted the plan on March 1, 1973. The plan amended the adopted regional transportation plan by removing the 4.7 mile segment of proposed freeway known as the Janesville Spur. The Walworth County Board adopted the plan on April 19, 1973, amending it to change the location of a proposed state trunk highway facility in the Village of East Troy between Main Street and STH 20. In addition, the plan has been endorsed by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration. The 1990 plan is shown on Map 17.

The advisory committee for Walworth County met once during 1974 in a joint meeting with the County Highway Committee to review the plan recommendations and implementation actions, with particular emphasis on the staging of highway facility improvements. It is anticipated that the advisory committee will meet again in early 1975 to review proposed federal aid systems and to revise the staging of facility improvements, thus providing more specific implementation recommendations to the Walworth County Highway Committee and Walworth County Board.

Ozaukee County

The recommended jurisdictional highway system plan for Ozaukee County is documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County, published in December 1973. The plan was formally adopted by the Ozaukee County Board of Supervisors on December 5, 1973, and by the Regional Planning Commission on March 7, 1974. The adoption by the Commission amended the adopted regional transportation plan by deleting from the 1990 arterial system 9.1 miles of the proposed Stadium North Freeway from the Saukville Interchange to the Sheboygan County line. The 1990 plan is shown on Map 18.

The advisory committee for Ozaukee County met once during 1974 to review plan implementation actions. In particular, the committee considered and approved with minor modifications a proposed federal aid urban system based on the plan, and a proposed system of town aids recommended in the plan.

In an action directly implementing a plan recommendation, the Ozaukee County Board of Supervisors on November 20, 1974, adopted an ordinance creating a new town road improvement fund and abolishing the existing county aid highway system. The new ordinance provides that annual county board appropriations to the newly established fund may be used by the towns to construct, reconstruct, improve, or repair any town roads except those which exclusively provide land access services within urban subdivisions. The plan recommended this action in order to equalize urban and rural tax efforts for highway purposes, thus assuring that all towns in Ozaukee County would be capable of providing a high level of highway service.

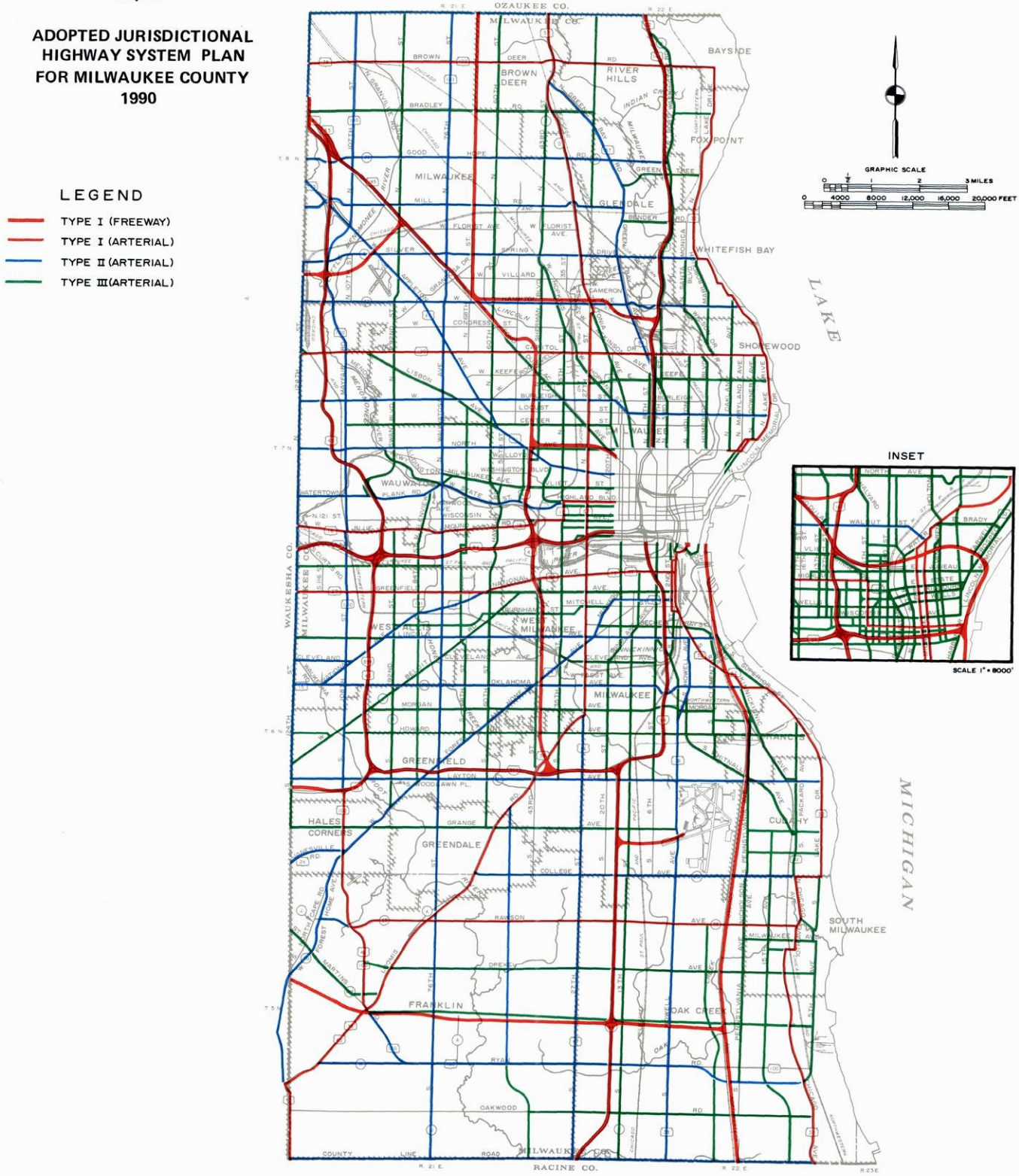
Waukesha County

The recommended jurisdictional highway system plan for Waukesha County is documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, published in January 1974. By the end of 1974, the plan had been formally adopted by the Cities of Brookfield, Delafield, Muskego, Oconomowoc, and Waukesha and the Villages of Butler, Chenequa, Lannon, and Nashotah. The Waukesha County Board has reviewed the plan but has delayed formal action pending a response from each of its constituent cities, villages, and towns.

The arterial street and highway system recommended to serve growing travel demand within Waukesha County through 1990 totals 747 route miles of facilities, or approximately 29 percent of the estimated 2,561 route miles of facilities expected to comprise the total street

Map 16

ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR MILWAUKEE COUNTY 1990

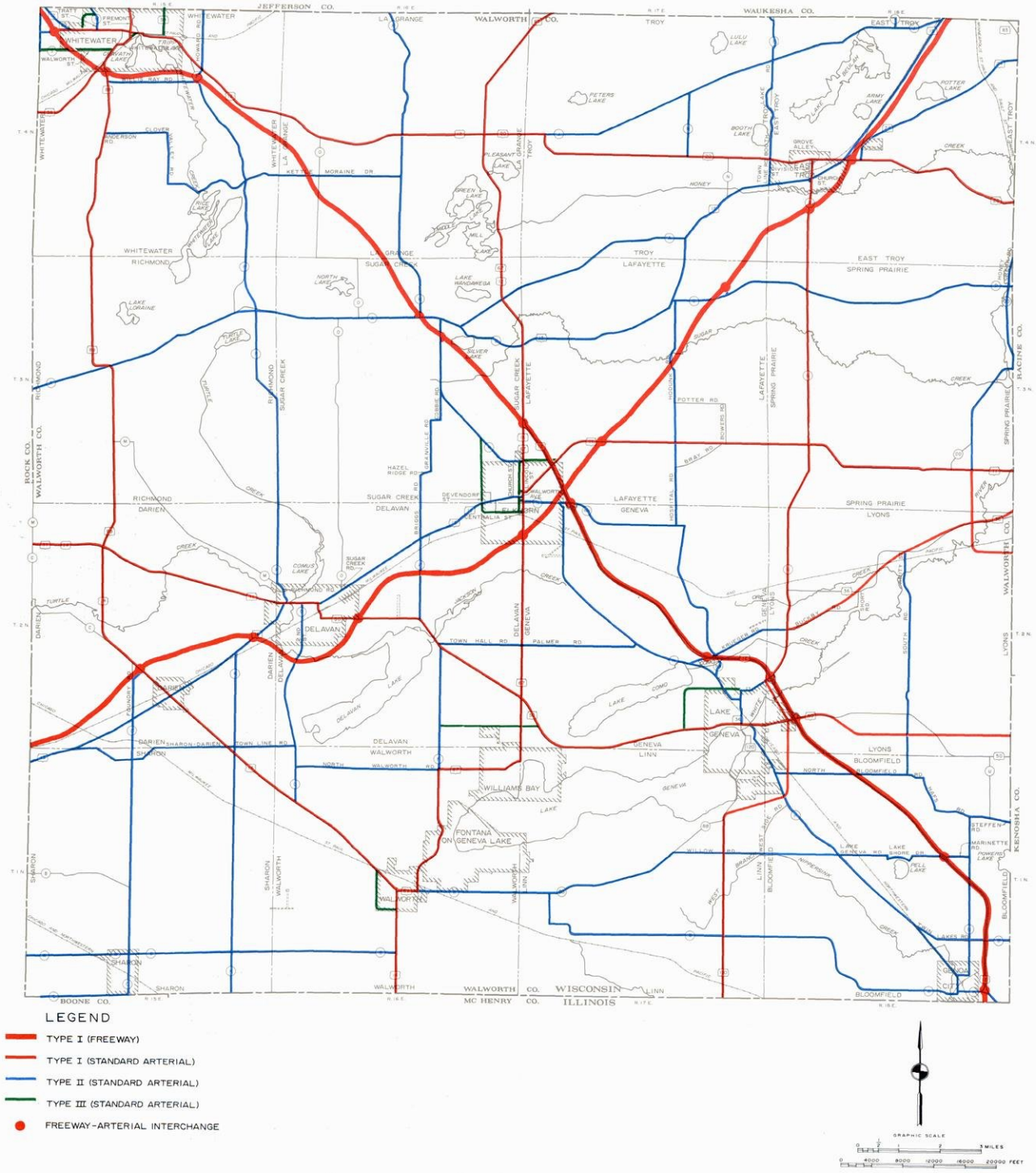


The arterial street and highway system recommended to serve traffic demand in Milwaukee County through 1990 totals 771 route miles of facilities, or about 22 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 220 route miles, or 28 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 217 route miles, or 28 percent of the arterial system. Local trunk highways, which serve primarily local arterial street and highway needs, comprise about 334 route miles, or about 44 percent of the arterial system.

Source: SEWRPC.

Map 17

ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 1990

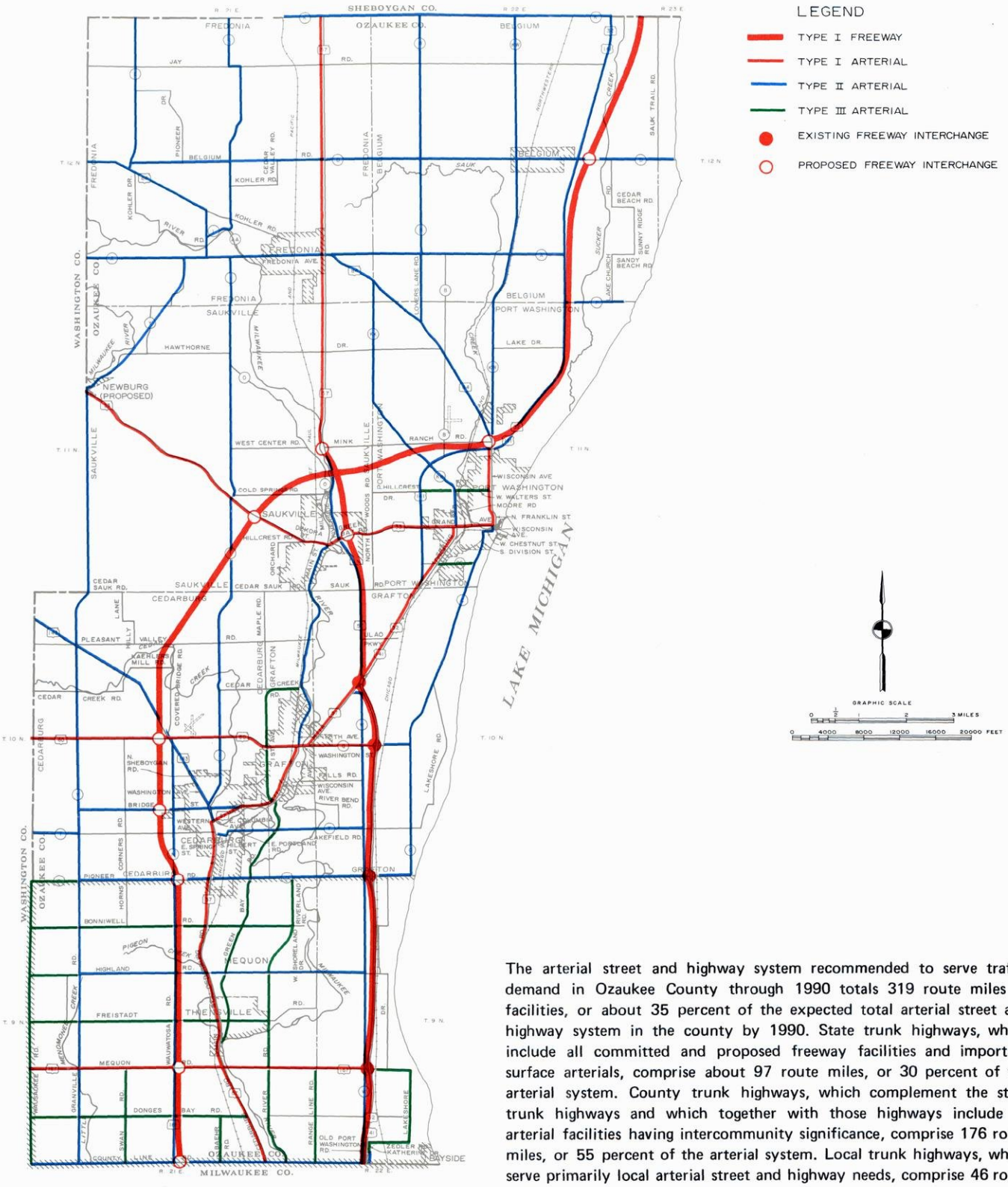


The arterial street and highway system recommended to serve traffic demand in Walworth County through 1990 totals nearly 490 route miles of facilities, or about one-third of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 217 route miles, or 44 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 258 route miles, or 53 percent of the arterial system. Local trunk highways, which serve primarily local arterial street and highway needs, comprise about 14 route miles, or about 3 percent of the arterial system.

Source: SEWRPC.

Map 18

ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY: 1990



Source: SEWRPC.

The arterial street and highway system recommended to serve traffic demand in Ozaukee County through 1990 totals 319 route miles of facilities, or about 35 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise about 97 route miles, or 30 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 176 route miles, or 55 percent of the arterial system. Local trunk highways, which serve primarily local arterial street and highway needs, comprise 46 route miles, or 15 percent of the arterial system.

and highway system by 1990. Of this total, 264 route miles, or about 35 percent, are proposed to comprise the Type I (state trunk) system, an increase of 16 miles over the present system. The recommended state trunk system includes all committed and proposed freeways as well as certain important surface arterials, and as such, comprises the basic framework of the total highway transportation system in the county.

The plan further proposes a Type II (county trunk) system consisting of 386 route miles of facilities, or an additional 52 percent of the total arterial mileage required to serve the county in 1990. This represents a reduction of 51 route miles compared with the present system. It is intended to complement the proposed state trunk system, and together with that system to include all major arterials of areawide significance.

Finally, the plan recommends a Type III (local trunk) system consisting of the remaining 97 route miles of arterial facilities, or about 13 percent of the total arterial mileage required to serve the county in 1990. This system represents a decrease of 35 route miles over the present system, and is intended to serve primarily local arterial street and highway needs.

The recommended 1990 jurisdictional highway system plan for Waukesha County is shown on Map 19. The three jurisdictional subsystems—state, county, and local trunk—together form a continuous and integrated arterial highway system which will effectively serve the existing, and promote a desirable future, land use pattern; meet the anticipated future demand at an adequate level of service; abate traffic congestion; reduce travel time and travel costs; and reduce accident exposure. The plan will also assure more effective use of total public resources in the provision of highway transportation by concentrating the resources and capabilities of the appropriate levels of government on the corresponding areas of need.

The recommended plan accomplishes this objective, as indicated by the fact that the proposed state trunk arterial system may be expected to carry about 5.01 million of the 6.91 million arterial vehicle miles of travel expected daily in the county by 1990. The proposed county trunk system may be expected to carry an additional 1.50 million arterial vehicle miles of travel, while the local trunk system would carry the remaining 0.40 million arterial vehicle miles. Thus, 35 percent of the total arterial street and highway mileage in the county assigned to the state would carry about 72 percent of the total arterial travel demand, 52 percent of the mileage assigned to the county would carry 22 percent of the total arterial travel demand, and 13 percent of the mileage assigned to the local units of government would carry the remaining 6 percent of the total arterial travel demand (see Figure 23). Adoption and implementation of the plan will thus serve to relieve the local units of government of much of the cost attendant to the movement of heavy volumes of fast, through traffic.

Although the plan's major emphasis was on the arterial system, the advisory committee recognized the need for the street and highway system to accommodate recreational activities such as hiking, bicycling, and pleasure driving. Therefore, the plan recommends the marking and signing of a scenic drive system in Waukesha County (see Map 20). The recommended system consists basically of the Fox River and the Kettle Moraine scenic drives, with interconnecting links providing access to the county's scenic, historical, cultural, and scientific areas. Portions of the recommended scenic drive system are further recommended to become state park roads under the jurisdiction of the Wisconsin Department of Natural Resources.

The financial feasibility of the plan was analyzed, and total plan construction and maintenance costs were estimated and compared to anticipated revenues over a 20-year implementation period. Costs were also tabulated for each unit and level of government in the county. The financial analysis explored the effect of proposed changes in the jurisdictional highway systems on supplemental aids and allotments received by each municipality in the county, and it was found that the plan, if followed, could be fully implemented with a reduction in the present rate of public highway expenditures.

Specific procedures for implementing the plan are set forth in the report. The most important include formal plan adoption by the federal, state, and local units of government concerned; realignment of the state trunk, county trunk, and federal aid systems to conform with the adopted plan; elimination of the connecting street concept; assumption by the state of full maintenance responsibilities for all state trunk highways and by Waukesha County for all county trunk highways; integration of the recommended plan into the construction and programming procedures of the Wisconsin Department of Transportation and Waukesha County Highway Department; and adoption of common, uniform construction aid formulas and policies for all state and county trunk highways, which would limit the local share of facility construction costs to 15 percent of the total. The report also recommends actions by the state, county, and local units of government to protect needed rights-of-way from development and to protect the traffic carrying capacity of the arterial facilities through the planning and control of roadside access.

Racine and Washington Counties

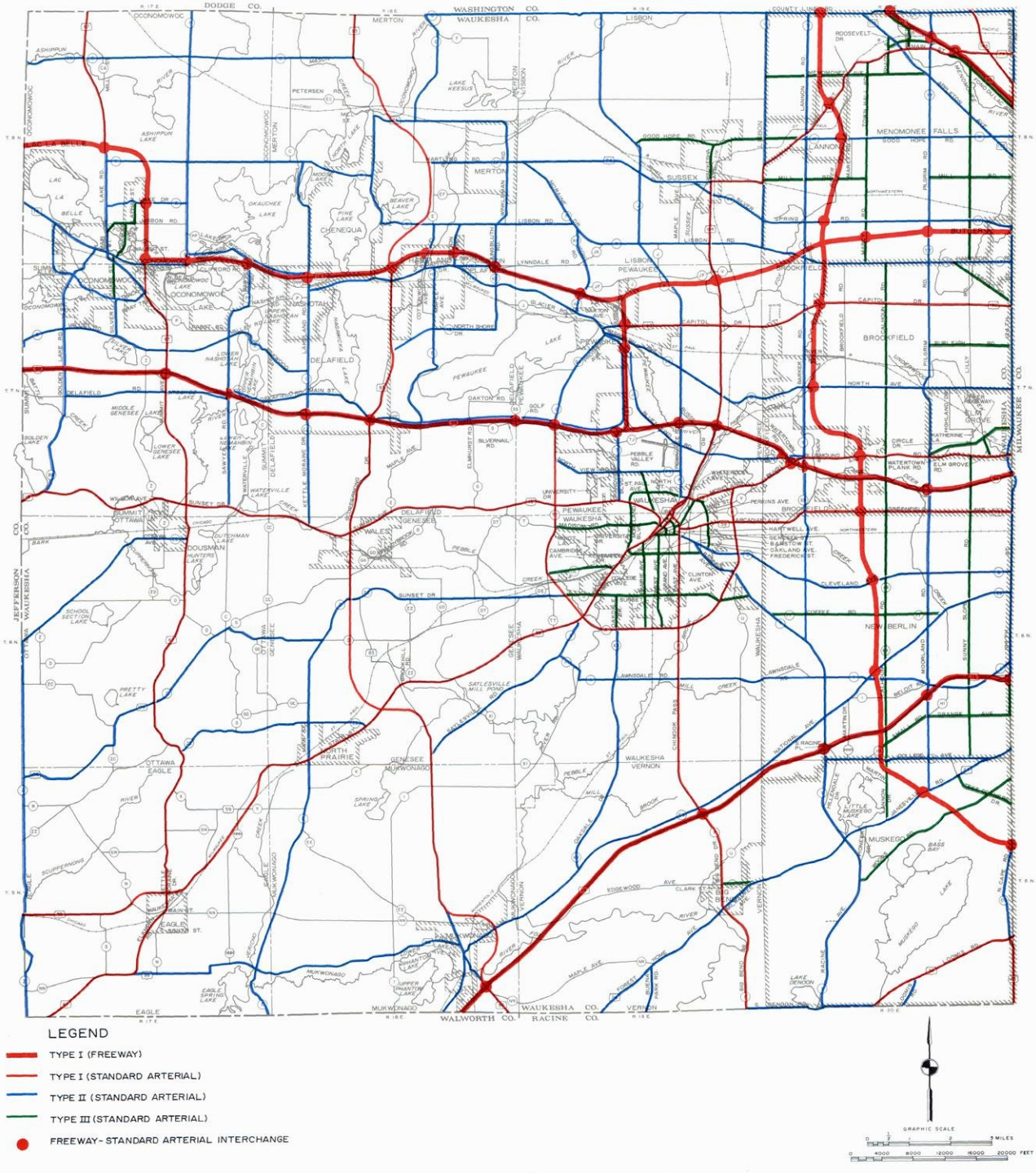
All technical work was completed during 1974 on the preparation of jurisdictional highway system plans for Racine and Washington Counties. The advisory committee for each of the two counties has completed its review of all the chapters in the planning report, documented the findings of the study, and approved the jurisdictional plan and plan implementation recommendations. At year's end, both jurisdictional reports were being readied for printing.

Kenosha County

Work continued during 1974 on a jurisdictional highway system plan for Kenosha County. By year's end, the

Map 19

PROPOSED JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 1990

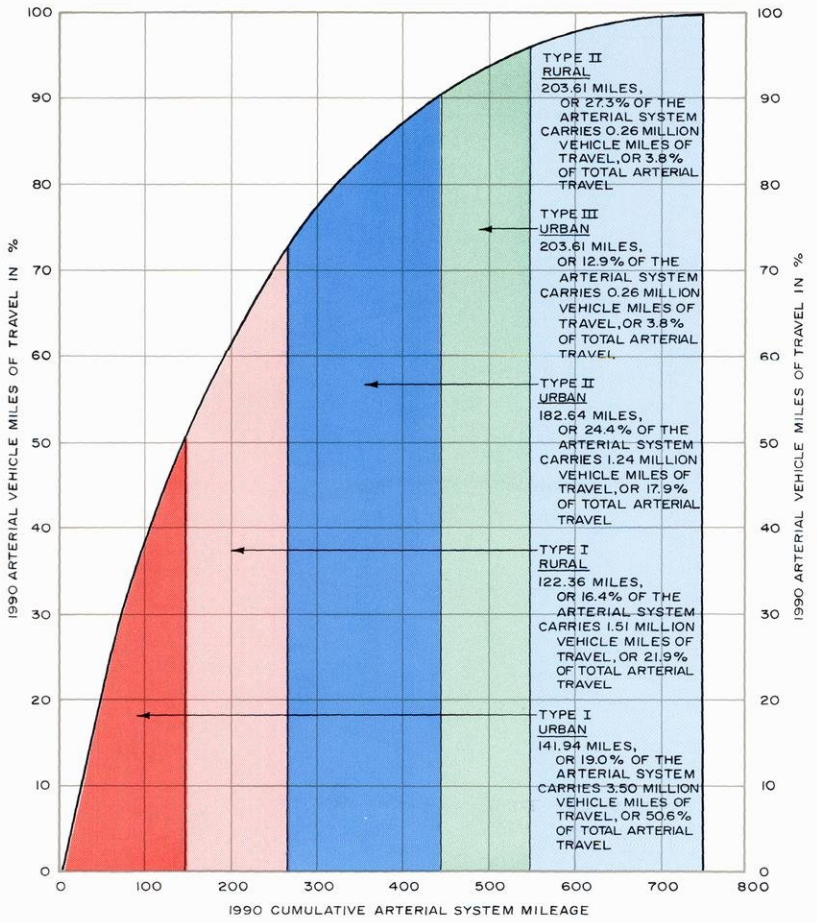


The arterial street and highway system recommended to serve traffic demand in Waukesha County through 1990 totals 747 route miles of facilities, or about 29 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 264 route miles, or about 35 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 386 route miles, or 52 percent of the arterial system. Local trunk highways, which serve primarily local arterial street and highway needs, comprise 97 route miles, or about 13 percent of the arterial system.

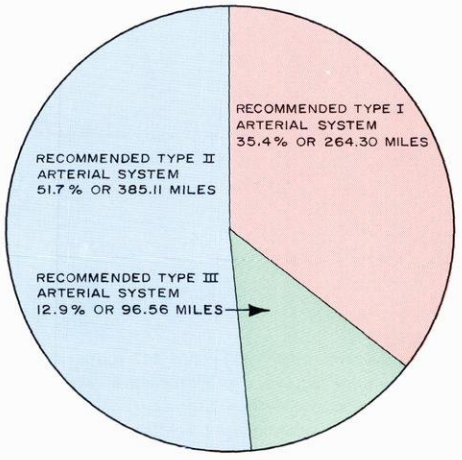
Source: SEWRPC.

Figure 23

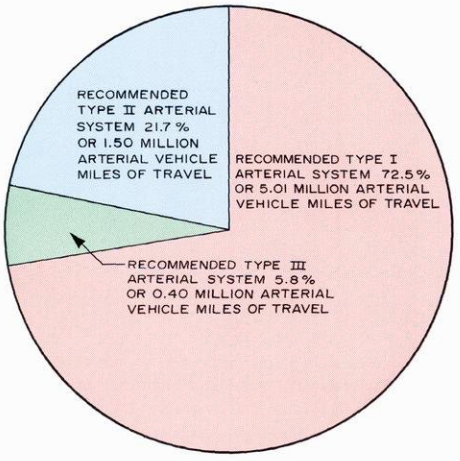
RELATIONSHIP BETWEEN PERCENT OF ARTERIAL VEHICLE MILES OF TRAVEL AND CUMULATIVE ARTERIAL MILEAGE RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM: 1990



DISTRIBUTION OF MILEAGE
ON THE TYPE I, TYPE II, AND TYPE III ARTERIAL SYSTEMS
1990



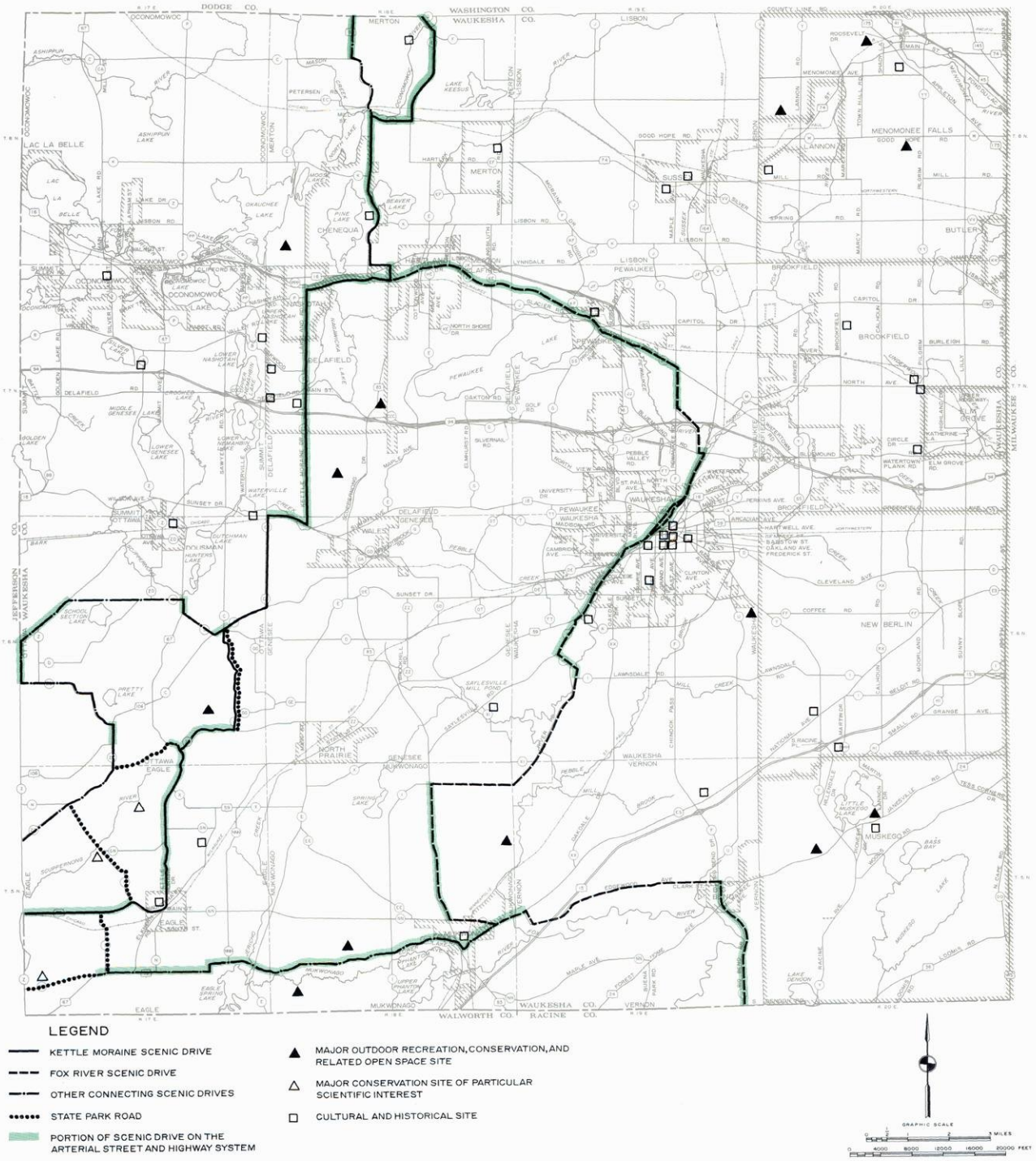
DISTRIBUTION OF ARTERIAL VEHICLE MILES OF TRAVEL
ON THE TYPE I, TYPE II, AND TYPE III ARTERIAL SYSTEMS
1990



Source: SEWRPC.

Map 20

RECOMMENDED SCENIC DRIVE SYSTEM IN WAUKESHA COUNTY: 1990



The scenic drive system recommended for marking and signing within Waukesha County consists of about 96 miles of existing or proposed arterial, collector, and land access streets. This system consists of the existing Kettle Moraine Scenic Drive and the proposed Fox River Scenic Drive, with additional interconnecting links to provide for access to the scenic, historical, and recreational sites located in western Waukesha County, as well as for route continuity.

Source: SEWRPC.

advisory committee had approved the recommended jurisdictional alignment of the arterial street and highway system, including proposed staging of jurisdictional changes and facility improvements. Evaluation of the financial feasibility of the recommended plan continued, with the greatest emphasis on who was to be responsible for the large number of nonarterial facilities presently under county jurisdiction.

Traffic Corridor Refinement (8.4)

At the request of the District 9 office of the Wisconsin Department of Transportation, Division of Highways, the Regional Planning Commission continued its evaluation of travel demand in the Stadium Freeway North corridor in northern Milwaukee and southern Ozaukee Counties. Through the reassignment of forecast traffic demand and the concomitant reevaluation of the effect on modal choice, the Commission analyzed the impacts of a number of alternatives to the proposed Stadium Freeway North, including a freeway configuration developed by Congressman Henry S. Reuss (D-Milwaukee). This work was undertaken primarily to provide the most current information available for evaluation of the need for the proposed freeway facility within the corridor.

Similarly, the Commission, at the request of the District 2 office of the Wisconsin Department of Transportation, conducted an analysis in 1974 of selected arterial street and highway links in the STH 50 corridor of Kenosha and Walworth Counties. The links included segments of STH 50 and a proposed freeway facility extending westerly from present STH 158 along the alignment of CTH K to present STH 50 in the vicinity of USH 12. The purpose of the analysis was to document anticipated travel demand within the traffic corridor presently served by STH 50, and thus determine the need for a high service level facility to serve this demand.

Finally, at the request of the Milwaukee County Expressway and Transportation Commission, the Regional Planning Commission prepared additional traffic assignments and analyses to determine travel demand within the proposed Park Freeway West corridor. This work was undertaken in order to determine the impact on the surrounding land uses and arterial facilities of the removal of the proposed freeway. Essentially, this work involved the reassignment of forecast traffic demand following the deletion of the proposed facility, and an evaluation of the effect on modal choice.

Transportation Services (8.1)

During 1974, the Commission performed a variety of services to assist federal, state, and local units and agencies of government and private groups and investors in better utilizing the basic transportation planning data available in Commission files, thereby assisting in implementation of the adopted transportation plan. The Commission also provided services requested by local units of government relative to programs sponsored at the local level. The following are some of the services provided during 1974:

- At the request of the City of Milwaukee, the Commission provided input data on the existing arterial street and highway system to assist with a fire station location study. The data, which included average traffic volumes and travel times through the arterial network, was used by the city and a consulting firm to simulate fire department response time. The study, when completed, will contain recommendations for the addition, removal, and consolidation of fire stations in order to minimize this response time to fire calls.

- At the request of the City of Waukesha, the Commission provided traffic assignments to alternative arterial street and highway systems for the central business district of that city. This work was undertaken utilizing data from a special 1971 origin-destination survey and a street and highway network simulation of the Wisconsin Department of Transportation. This work is to be used in the design of future downtown circulation and river crossing facilities.

- Work continued in cooperation with federal, state, and local units and agencies of government in the promotion of car pooling within the Region. The effort, which involved a number of programs, was centered on the use of SEWRPC computer capability for car pool matching. In addition to rendering assistance to a variety of private firms and local governmental units, the Commission worked with Milwaukee County to obtain funding for a special Car Pool Demonstration Project. This project was approved and jointly funded in the amount of $300,000 by the Federal Highway Administration and the Wisconsin Department of Transportation, and work began in 1974 on the selection of a public relations consulting firm to assist in carrying out the project.

- At the request of the City of Greendale, recommended facility improvements for W. Grange Avenue were reviewed. The analysis was undertaken to review the impact of the proposed land use development at S. 76th Street and W. Grange Avenue.

- At the request of the City of Milwaukee, the Commission provided data on the existing arterial street and highway system to assist in an analysis of potential solid waste refuse collection site locations. The purpose of the analysis, which included a simulation of collection truck movement, was to help locate a new solid waste recycling plant and associated transfer points in order to minimize collection truck crew downtime and, in general, to devise a more efficient system of refuse collection and recycling.

- At the request of Milwaukee County, special traffic assignments to the adopted regional transportation plan as modified to remove the Park

West, Stadium North, and Bay Freeways within Milwaukee County were accomplished. The purpose of this work was to assist in the preparation of an environmental impact statement comparing the noise and air pollution emissions within the proposed freeway corridors under a "no build" alternative with the emission levels under the adopted regional transportation plan. Special data summaries were also prepared for input to an environmental impact statement being prepared by a consultant to Milwaukee County for a segment of the proposed Lake Freeway between E. Juneau Avenue and Carferry Drive within Milwaukee County.

- At the request of the Milwaukee and Suburban Transport Corporation, data obtained in the 1972 inventory of travel were summarized and provided for analysis of existing and proposed transit service to the University of Wisconsin-Milwaukee from the northwest side of Milwaukee. In addition, Milwaukee was designated as a case study city for a dual-mode planning study to be undertaken by consultants to the U. S. Department of Transportation, Urban Mass Transportation Administration. The consultants initiated contact with the Commission to identify data sources and request traffic and land use information.

In addition, the Commission continued to provide basic planning and engineering data to governmental units, private industry, consulting firms, universities, radio stations, and private individuals on request. These data included selected link analyses, existing and forecast traffic volumes, travel times, and travel origin and destination information.

Short-Range Priority Improvement Program

In a practical sense, recommended plans are not complete until steps required for plan implementation are specified. An important step toward this implementation is the scheduling of transportation-related improvement projects. To assist the state and local agencies concerned with transportation system development in staging transportation facility construction, the U. S. Department of Transportation, Federal Highway Administration, has requested that the Commission prepare and publish annually a regional transportation system short-range priority improvement program. Accordingly, the Commission has determined to publish in its Annual Report a short-range priority improvement program for both arterial highway and transit facilities in the Region. The priority improvement program would be based upon the following assumptions:

1. That the schedule for construction of all regional freeway facilities will be that established in the adopted regional transportation plan, as amended by adopted county jurisdictional highway system plans.

2. That the schedule for construction of all non-freeway state trunk highways and all county trunk highways will be that established in the county jurisdictional highway system plans.

3. That the schedule for construction of all regional rapid and modified rapid transit facilities be that established in the adopted regional transportation plan, as amended by the adopted Milwaukee Area Transit Plan.

4. That the schedule for construction of all local transit facilities be established on an urban-area-by-urban-area basis as an integral part of the preparation of urban area transit development programs.

5. That local arterial streets not be included in the priority improvement program.

By the end of 1974, the following actions had been taken toward preparation of a regional short-range priority transportation system improvement program.

1. The adopted regional transportation plan was amended by the adoption of the Milwaukee, Walworth, and Ozaukee County jurisdictional highway system plans, providing the revised priority schedule for the construction of freeways set forth in Table 31.

2. County jurisdictional highway system plans had been adopted for Milwaukee, Walworth, and Ozaukee Counties and had been completed for Waukesha, Racine, and Washington Counties, thus permitting the assembly of county-by-county priority schedules for the improvement of non-freeway state trunk highways and county trunk highways for these six counties. These schedules are set forth in Tables 32 and 33, respectively.

3. The Commission has assisted in the preparation of and has adopted the Milwaukee Area Transit Plan and the Racine Area Transit Development Program—1975-1979. Both of these plan elements have also been adopted by the appropriate implementing units of government—Milwaukee County and the City of Racine, respectively. In addition, Milwaukee County has prepared a transit development program which sets forth recommended capital and operating improvements for transit service within Milwaukee County. The City of Kenosha has prepared an interim transit development program to guide initial transit service improvements in the city's transit service area. These actions permit the assembly of the short-range priority improvement program for transit set forth in Table 34.

Procedural Development (4.4)

Under the procedural development function, the techniques and procedures used for developing and testing land use and transportation system plans are to be evaluated, improved upon, and where necessary, replaced through the development of new techniques and procedures.

Table 31

PRIORITY IMPROVEMENT PROGRAM FOR FREEWAYS IN THE REGION: 1975-1990

Freeway Facility	Facility Limits	Recommended Staging Period		
		1975-1980	1981-1985	1986-1990
Lake Freeway	IH 794 (East-West Freeway) to STH 20 (Racine County)	X	--	--
	STH 20 (Racine County) to Illinois state line	--	X	--
Stadium Freeway	IH 94 (East-West Freeway) to IH 894 (Airport Freeway)	X	--	--
	Park Freeway to Ozaukee County line	X	--	--
	Ozaukee County line to USH 141 (North-South Freeway)	X	--	--
Park Freeway	Sherman Boulevard to USH 141 (North-South Freeway)	X	--	--
Park and Lake Freeways	Milwaukee Street to IH 794 (East-West Freeway)	X	--	--
North-South Freeway	STH 57 to Sheboygan County line	X	--	--
Rock Freeway	City of Elkhorn to Rock County	X	--	--
Belt Freeway	Lake Freeway to USH 18 (Waukesha County)	--	X	--
	USH 18 (Waukesha County) to USH 141 (Washington County)	--	--	X
Bay Freeway	Hartland to CTH P (Waukesha County)	X	--	--
	CTH P to Jefferson County line	X	--	--
	USH 16 to USH 45 (Zoo Freeway)	--	--	X
	USH 45 (Zoo Freeway) to USH 141 (North-South Freeway)	--	--	X
Loop Freeway	IH 94 (North-South Freeway) to Lake Freeway in Racine County	--	--	X
USH 12	Elkhorn to Jefferson County line	X	--	--
West Bend Freeway	USH 41 to USH 45 north of West Bend	X	--	--
USH 41	Richfield to Dodge County line	X	--	--
USH 16	IH 94 (East-West Freeway) to Bay Freeway	X	--	--
Airport Spur Freeway	IH 94 (North-South Freeway) to General Mitchell Field	X	--	--

Source: SEWRPC.

Traffic Simulation Models (4.4.4)

As part of the major reevaluation of the adopted regional land use-transportation plan, work began in 1974 on the review and improvement of the battery of traffic simulation models that were used in the initial land use-transportation planning effort. This review is essential to ensure that the models not only continue to accurately simulate existing travel demand, but also can be used to reliably forecast probable future travel demand.

Under the initial land use-transportation planning effort, travel simulation was conducted in four stages:

1. Trip generation, in which the total number of person trips generated in each subarea of the Region is determined, using relationships found to exist between land use and travel from analyses of planning inventory data.

2. Modal split, in which the total number of person trips using transit and automobiles is determined, and in which the person trips using automobiles are further converted to vehicle trips.

3. Trip distribution, in which the person trips and vehicle trips, including trips made by trucks and taxis generated in origin zones, are linked to destination zones, and the interzonal travel desire lines established for both transit and highway travel.

4. Traffic assignment, in which the interzonal trips are assigned to existing and proposed transit and highway facility networks.

It is anticipated that traffic simulation for the transportation plan reevaluation will follow basically the same format. It is still necessary, however, to examine the continued validity of the models and to incorporate improvements permitted by the advancement of the state of the art since 1963. One test, which was begun in 1974, is to use the old models, as formulated and calibrated using the 1963 origin-destination data, to forecast trip generation, trip distribution, modal split and traffic volumes for 1972. These results will be compared with actual travel data as measured in the 1972 origin-destination survey, thus providing a good test of the validity of the initial models.

Table 32

SHORT-RANGE PRIORITY IMPROVEMENT PROGRAM FOR NONFREEWAY STATE TRUNK HIGHWAYS IN THE REGION: 1975-1980

County	Facility	Limits	Number of Miles
Milwaukee	STH 100 (S. 108th Street)	W. Rawson Avenue to College Avenue	1.00
	STH 15 (W. National Avenue)	S. 84th Street intersection with STH 181	0.20
	USH 18 (W. Highland Avenue)	N. 27th Street to N. 12th Street	1.20
	STH 59 (W. Greenfield Avenue)	Waukesha County line to S. 110th Street	0.90
	STH 100 (W. Ryan Road)	W. Loomis Road to S. 27th Street	5.00
	STH 100 (E. Ryan Road)	S. Howell Avenue to S. Chicago Road	3.00
	STH 100	W. Loomis Road to W. Rawson Avenue	1.70
	W. Rawson Avenue	S. 27th Street to USH 45	4.80
	STH 100 (E. Brown Deer Road)	Green Bay Road to USH 141	2.00
	STH 100 (W. Brown Deer Road)	N. 107th Street to N. 91st Street	1.00
	STH 74 (W. Brown Deer Road)	N. 107th Street to Waukesha County line	1.00
	N. Teutonia Avenue	W. Ruby Avenue to W. Lancaster Avenue	0.70
	STH 181	W. National Avenue to East-West Freeway	1.00
	STH 32	N. Broadway to E. Pleasant Street	0.10
	27th Street Viaduct	W. Pierce Street (Mitchell Park) to W. St. Paul Avenue	0.60
	27th Street	W. Juneau Avenue to W. Lisbon Avenue	0.50
Ozaukee	STH 33	Back Road to STH 57, and USH 141 to STH 32	1.50
	STH 57	E. Spring Street to CTH C, and Bridge Street to USH 141	5.10
	STH 167	STH 181 to USH 141	5.10
Racine	STH 11	Proposed Burlington Loop to the Burlington bypass	2.74
	STH 20	West corporate limits of the City of Racine to IH 94	5.71
	STH 32	Milwaukee County line to Five Mile Road, and CTH G to Three Mile Road	4.41
	STH 32	South corporate limits of the City of Racine to the Kenosha County line	2.68
	STH 83	Walworth County line to Hill Valley Road	4.73
	Marquette Street	State Street to Washington Avenue	0.69
	Milwaukee Avenue	Douglas Avenue to State Street	0.79
	Racine Avenue	Washington Avenue to the south corporate limits of the City of Racine	1.10
	12th Street	West Boulevard to Racine Avenue	1.11
	Washington Avenue	Marquette Street to Racine Avenue, and West Boulevard to western corporate limits of the City of Racine	1.59
	Proposed Extension of CTH F	Loomis Road to STH 36	1.15
	Proposed Burlington bypass	Intersection of Hill Valley Road and STH 83 to the Walworth County line	14.09
Walworth	STH 89	STH 59 to CTH A	7.90
	Present STH 11	Racine County line to proposed extension of CTH DD	1.00
	STH 67	STH 50 to Elkhorn city limits	3.80
	STH 50	CTH F to Village of Williams Bay	4.60
	STH 89	CTH A to USH 14	4.60
	USH 14	Rock County line to Rock Freeway	5.50
	Proposed Extension of STH 20	Present USH 12 to USH 12 Freeway	0.80
	Present USH 12	Whitewater Creek to City of Whitewater east corporate limits	1.40
	STH 20	STH 67 to Racine County line	13.90
	Lincoln Street	Geneva Street to City of Elkhorn north corporate limits	1.30
	STH 67	Village of Williams Bay west corporate limits to point 0.7 mile south of STH 50	2.30
	STH 120 and its proposed extension	STH 50 to present CTH BB	3.40

Table 32 (continued)

County	Facility	Limits	Number of Miles
Washington	STH 33	Trenton Road to east corporate limits of City of West Bend	1.80
	STH 33 (Washington Street)	East corporate limits of City of West Bend to 18th Avenue	1.68
	USH 41	Richfield interchange to the Dodge County line	22.13
	STH 33	18th Avenue to Riesel Drive	2.58
	New Facility (new alignment of STH 33)	From a point approximately 0.33 mile east of the intersection of CTH U and STH 33 to a point approximately 0.15 mile west of the intersection of CTH WW and STH 33	3.24
Waukesha	USH 18 (Summit Avenue)	City of Waukesha west corporate limits to STH 83 (Wales Road)	6.40
	STH 67	Delafield Road to proposed USH 16	3.60
	STH 74	West corporate limits of the Village of Sussex to CTH J, the east corporate limits of the Village of Merton to its west corporate limits, and from STH 83 (proposed) to old STH 83	3.30
	STH 83 (Rochester Street)	North corporate limits of the Village of Mukwonago to the south corporate limits of the Village of Mukwonago	1.50
	East Moreland Boulevard	White Rock Avenue to STH 164	0.30
	North Street (new facility)	Madison Street to Wisconsin Avenue	0.30
	USH 16	Present USH 16 from CTH P (Brown Street) to proposed USH 16, and from a point 1.45 miles east of the Jefferson County line to the Jefferson County line	2.40
	STH 24 (Janesville Road)	Milwaukee County line to CTH Y (Racine Avenue)	5.00
	STH 59	The west corporate limits of the Village of North Prairie to the Jefferson County line	8.60
	STH 59 (Arcadian Avenue)	Johnson Road to the east corporate limits of the City of Waukesha	2.30
	STH 59 (Greenfield Avenue)	Milwaukee County line to Johnson Road	5.00
	STH 83 (Mukwonago bypass)	North corporate limits of the Village of Mukwonago on present STH 83 to STH 15 (Rock Freeway)	2.90
	STH 164	IH 94 to the north corporate limits of the City of Waukesha	1.70
	STH 175 (Appleton Avenue)	Garfield Drive to the Washington County line	1.40
	Buckley Street and Union Street	Main Street to STH 164 (North Street)	0.40
	New Facility (Waukesha Western bypass)	STH 59 (Genesee Road) to IH 94	5.20

Source: SEWRPC.

Advances in the state of the art indicate the need to investigate a number of alternative modeling strategies for the plan reevaluation. These include the use of a cross-classification technique for trip generation, the use of a post-distributional as opposed to a pre-distributional modal split model, and the simulation of external travel through predictions of external population growth and internal trip end growth. This review will be completed during 1975, thereby assuring the use of current and accurate traffic simulation models in the plan reevaluation effort.

Documentation

The Commission published several reports during 1974 which relate directly or indirectly to the continuing regional land use-transportation study and which document efforts during the year. These include:

- Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin.
- Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County.

Table 33

SHORT-RANGE PRIORITY IMPROVEMENT PROGRAM FOR NONFREEWAY COUNTY TRUNK HIGHWAYS IN THE REGION: 1975-1980

County	Facility	Limits	Number of Miles
Milwaukee	W. Oklahoma Avenue	W. National Avenue to N. 76th Street	2.50
	E. College Avenue	S. Pennsylvania Avenue to S. Chicago Avenue	1.00
	E. Layton Avenue	S. Packard Avenue to S. Howell Avenue	2.50
	S. 76th Street	W. Lincoln Avenue to W. Greenfield Avenue	1.00
	N. 124th Street	W. North Avenue to W. Capitol Drive	1.00
	W. Mill Road	N. 107th Street to N. 43rd Street	1.00
	W. College Avenue	S. 27th Street to S. 20th Street	0.50
	W. Hampton Avenue	STH 100 to N. 92nd Street	1.30
	W. Appleton Avenue-W. Lisbon Avenue	W. Burleigh Street to W. North Avenue	1.40
	W. Burleigh Street	N. 60th Street to N. 43rd Street	1.00
	W. State Street	N. 76th Street to the Stadium Freeway	1.80
	W. State Street	N. 40th Street to N. 35th Street	0.30
	W. Burleigh Street-N. Hopkins Street	N. 27th Street to N. Teutonia Avenue	1.00
	W. Layton Avenue	S. 76th Street to W. Loomis Road	2.00
	W. North Avenue	N. Menomonee River Parkway to N. 49th Street	2.90
	E. Locust Street	N. Holton Street to N. Lake Drive	1.70
	W. College Avenue	S. Howell Avenue to S. 13th Street	1.00
	W. College Avenue	W. Loomis Road to S. 27th Street	2.20
	W. Lisbon Avenue-W. Walnut Street	W. North Avenue to N. 17th Street	2.10
	N. 124th Street	W. Fond du Lac Avenue to W. Brown Deer Road	1.00
	N. 124th Street	W. Hampton Avenue to W. Silver Spring Drive	0.80
	W. Forest Home Avenue-S. Muskego Avenue	S. 27th Street to W. Lapham Street	1.20
	W. Lapham Street	S. Muskego Avenue to S. 16th Street	0.20
	E. Oklahoma Avenue	S. Clement Avenue to S. Kinnickinnic Avenue	0.50
Ozaukee	STH 57	Village of Saukville	1.11
	CTH D	Village of Belgium to proposed North-South Freeway	0.70
	CTH Y	CTH A to CTH C (portions already completed)	9.80
	CTH C	City of Port Washington to USH 141	6.00
	CTH C	CTH N to N. Green Bay Road	1.60
	CTH I	STH 33 to Cedar Sauk Road	2.00
	CTH K	Sheboygan County line to STH 57	0.40
	Bridge Street	Proposed Stadium Freeway to STH 143	1.00
	Granville Road	CTH C to Highland Road, and Freistadt Road to Milwaukee County line	5.00
Racine	STH 31	STH 32 to Kenosha County line	9.92
	CTH A	USH 45 to CTH C	4.33
	CTH H	Existing STH 11 to the Kenosha County line	2.02
	CTH U	STH 20 to existing CTH K	3.56
	CTH FF	Maple Lane to proposed Burlington bypass	1.75
	West Road	Existing STH 11 to STH 20	1.50
	New Facility (West Road)	STH 20 to Kraut Road	2.40
	New Facility (CTH K)	Intersection of STH 36 and proposed extension of CTH F to the intersection of CTH K and Hillcrest Road	1.25
	STH 11	Bieneman Road to the Walworth County line	0.85
	CTH C	USH 45 to existing CTH H, and from the proposed Lake Freeway to STH 31	9.83
	CTH D	Walworth County line to STH 36	4.86
	CTH KR	IH 94 to CTH Y	2.99
	Chestnut Street	Bieneman Road to N. Origen Street	0.55
	Commerce Street	N. Origen Street to Milwaukee Avenue	0.27
	Honey Creek Road	Walworth County line to STH 20	0.98
	Mormon Road	STH 20 to existing STH 11	0.42
	N. Main Street	Three Mile Road to Four Mile Road	1.00
	Origen Street	Chestnut Street to Commerce Street	0.04
	Six Mile Road	STH 31 to proposed type II facility	1.35
	New Facility (extension of N. Main Street, Town of Caledonia)	Intersection of N. Main Street and Four Mile Road to Six Mile Road	2.85

Table 33 (continued)

County	Facility	Limits	Number of Miles
Walworth	CTH D	CTH G to Racine County line	5.14
	CTH ES	CTH A to STH 67	1.70
	Willis Ray Road	STH 89 to CTH P	2.30
	Anderson Road	STH 89 to Clover Valley Road	0.80
	Clover Valley Road	Anderson Road to Engel Road	2.10
	N. Bloomfield Road	CTH H to USH 12	1.90
	Hafs Road	South Road to CTH U	2.20
	Krueger Road	STH 36 to CTH NN	1.90
	CTH F	STH 67 to STH 50	3.00
Washington	STH 145	STH 167 to Rockfield Road	0.60
	CTH D	Dodge County line to USH 45	11.51
	CTH NN	CTH Z to STH 144	3.66
	USH 45	North terminus of proposed 45 Freeway to north corporate limits of the City of West Bend	1.02
	USH 45 (Main Street)	North corporate limits of the City of West Bend to STH 144	0.99
	STH 143	USH 45 to the Ozaukee County line	6.06
	STH 175 (Washington)	STH 60 to STH 144 (Franklin)	0.96
	CTH G	Paradise Road to CTH I (Decorah Road)	1.02
	CTH G (Bridge)	Townline Road to N. River Road	0.14
	CTH G (N. River Road)	Creek Road to Bridge	0.44
	CTH G (Townline Road)	Bridge to CTH I (Decorah Road)	0.67
	CTH Q (County Line Road)	Ozaukee County line to a point approximately 0.20 mile west of Colgate Road	4.62
	CTH Y	STH 33 to Knoll Wood Drive	2.12
	Aurora Drive	STH 33 to a point approximately 0.43 mile north of the intersection of Indian Drive and Deer Road	2.55
	Bridge Street	CTH M to the Ozaukee County line	1.00
	Decorah Road	18th Avenue to Townline Road	1.93
	18th Avenue	Paradise Road to STH 33 (Washington Street)	2.00
	Freistadt Road	S. Country Aire Drive to western corporate limits of the Village of Germantown	4.97
	Indian Drive	CTH K to Deer Road	1.00
	Paradise Road	18th Avenue to CTH G (S. River Road)	1.99
	Pilgrim Road	STH 145 to Freistadt Road	0.53
	New Facility (Town and Village of Kewaskum)	CTH V to CTH H	1.62
	Freistadt Road	Pilgrim Road to Pleasant View Road	0.50
	Lover's Lane Road	STH 175 to STH 60	0.88
	Pilgrim Road	Waukesha County line to a point approximately 0.14 mile south of STH 145	2.28
	New Facility (Town of Barton)	Intersection of CTH Z and STH 33 to the intersection of Schuster Drive and Kettle View Drive	1.00
	New Facility (Pilgrim Road)	STH 145 to a point approximately 0.14 mile south of STH 145	0.14
	New Facility (New alignment of Indian Road)	Deer Road to Aurora Drive	0.72
	New Facility (City of West Bend)	Creek Drive to STH 144 (Barton Avenue)	1.14
	New Facility (Town of Polk)	Mayfield Road to existing USH 45	0.95

Table 33 (continued)

County	Facility	Limits	Number of Miles
Waukesha	CTH I (Lawnsdale Road)	0.38 mile from the west corporate limits of the City of New Berlin to CTH Y (Racine Avenue)	1.17
	CTH JK (Lisbon Avenue)	Merton Avenue to USH 16	1.03
	CTH OO (Cape Road)	Milwaukee County line to a point 0.47 mile north of USH 45	1.80
	CTH P (Brown Street)	Present USH 16 to the Ashippun River	4.35
	CTH T (Grandview Boulevard)	IH 94 to Northview Road	1.10
	Merton Avenue	CTH JK (Capitol Drive) to CTH K	1.03
	New Facility (USH 16 Frontage Road)	East corporate limits of the Village of Chenequa to CTH C (Lakeland Road), and CTH C (Lakeland Road) to CTH PPP	2.09
	New Facility (USH 16 Frontage Road)	CTH PPP (Wisconsin Avenue) to CTH P (Brown Street)	1.18
	CTH F	CTH SS to a point 0.76 mile north of STH 190 (Capitol Drive)	1.79
	CTH F (Pewaukee Road)	North corporate limits of the City of Waukesha to IH 94	1.50
	CTH HH (College Avenue)	STH 24 (Janesville Road) to CTH Y (Racine Avenue)	4.02
	CTH JJ	CTH JK to east corporate limits of the Village of Hartland	0.32
	CTH Q (County Line Road)	CTH V to Milwaukee County line	2.52
	CTH YY (Pilgrim Road)	CTH K (Lisbon Road) to the Washington County line	5.84
	CTH Z (Lake Drive)	STH 67 (Lake Road) to the present terminus of Lake Drive, and Lapham Street to the proposed USH 16 bypass	0.85
	Boundary Road	Washington County line to STH 145	0.89
	Capitol Drive	Merton Avenue to STH 83	1.48
	Capitol Drive	West Street to the north corporate limits of the Village of Pewaukee	0.34
	Jungbluth Road	USH 16 to CTH K	1.02
	Moorland Road	IH 94 to STH 15 (Rock Freeway)	5.00
	Pilgrim Parkway	Watertown Plank Road to North Avenue	1.73
	Pilgrim Road	North Avenue to CTH K (Lisbon Road)	3.17
	West Moreland Boulevard	Pewaukee Road to STH 164	0.16

Source: SEWRPC.

- Community Assistance Planning Report No. 2, Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond—1990.
- Community Assistance Planning Report No. 3, Racine Area Transit Development Program, 1975-1979.
- Technical Report No. 13, A Survey of Public Opinion in Southeastern Wisconsin—1972.
- 1973 Annual Report.

Land Use-Transportation Planning Conference and Hearing

On October 16, 1974, the Commission held a regional planning conference and public hearing to assist in determining basic directions to be taken in completing the major reevaluation of the regional land use and transportation plans adopted in 1966. The conference, which was held concurrently with a public hearing held by the Wisconsin Department of Transportation on the interim state transportation plan, was attended by about 350 local public officials and interested citizens from throughout the Region. Proceedings of the conference were published by the Commission.

At the conference, the Commission staff presented the findings of reinventories undertaken as the first step in the reevaluation of the adopted plans. Specific inventory findings were presented with respect to population; economy, particularly with respect to employment; land use development; natural resource base preservation; park and outdoor recreation land development; community plans and zoning; transit ridership; person and vehicle trip generation; automobile availability; vehicle miles of daily travel; and congestion levels on the Region's arterial streets and highways. These findings were related to the initial land use and transportation plan recommendations in order to determine the extent to which the forecasts underlying the original plans remain valid, and the extent to which local units of government worked collectively toward implementing the adopted plans.

Table 34

SHORT-RANGE PRIORITY IMPROVEMENT PROGRAM FOR URBAN MASS TRANSIT IN THE REGION: 1975-1980

Urbanized Area	Transit Improvement Project
Kenosha	Increase transit service through reduced headways and revised routings to provide more direct transit routings, reduced transfer requirements, and extended service area Install 550 bus stop signs Construct and improve maintenance, storage, and operator facilities Purchase maintenance tools and equipment and automobile for route supervisor
Milwaukee	Acquire physical assets of Milwaukee and Suburban Transport Corporation Purchase 100 new air-conditioned and radio-equipped buses per year for fleet replacement and modernization Increase transit service through addition of new routes, route extensions, and reduced headways at rate of approximately one million additional bus miles of service per year Reduce fares Initiate strong marketing program Design and construct rapid transit facilities Design and construct eight park-and-ride lots Construct 80 passenger shelters at major transfer and load points Purchase 20 automobiles for route supervisors Construct and improve maintenance, storage, and operator facilities
Racine	Acquire physical assets of Flash City Transit Company Purchase 25 new radio-equipped buses for fleet replacement and expansion Increase transit service through reduced headways; revised routing to provide more direct transit routings, reduced transfer requirements, and extended service area; and increased hours of operation Reduce fares Construct 20 passenger shelters at major transfer and load points Install 935 bus stop signs Construct and improve maintenance, storage, and operator facilities Purchase maintenance tools and equipment and automobile for route supervisor

Source: SEWRPC.

Commission Chairman George C. Berteau noted in remarks at the public hearing at the close of the conference that the inventory findings seemed to point toward the following basic directions that the Commission should take in completing its plan reevaluation:

1. Because of uncertainties concerning the major components of population change (fertility and migration), the Commission should, in addition to selecting a most probable regional population forecast for the year 2000, select substantially higher and lower population forecasts and analyze their effects on the basic structure of the recommended plan in order to determine its sensitivity to differing population levels.

2. Because of the substantial efforts already made by local governments toward implementing the adopted regional land use plan, the Commission should continue basic adherence to the controlled existing trend land use plan, refining it as necessary with respect to both densities and spatial allocations. In this respect, it was noted at the conference that recent emphasis on environmental quality and energy conservation only serves to reenforce the basic assumptions underlying the adopted land use plan.

3. The scope of the plan reevaluation should be broadened to include greater consideration of air quality impacts on land use and transportation system development and the impacts of such development on total energy use.

4. Greater efforts should be made to provide for effective citizen participation in the plan reevaluation process.

In response to citizen comments made at the public hearing by representatives from the Milwaukee urbanized area relating largely to the need for additional citizen participation in the plan reevaluation the Commission created a citizens advisory committee late in 1974, with representation from concerned communities of interest in transportation system development, including both pro- and anti-freeway groups. It is hoped that the polarization created by these groups, which has virtually halted both freeway and transitway construction in the Milwaukee area, can be reduced through the work of this committee.

REGIONAL AIRPORT SYSTEM PLANNING PROGRAM

The Commission continued its work during 1974 on the regional airport system planning program, which began in December 1970 and is now scheduled for completion in 1975 following consideration of the impact of revised regional population and national air activity forecasts upon system plan recommendations. The program, initially requested by Milwaukee County and the Wisconsin Department of Transportation, is intended to provide a sound and workable plan to guide the staged improvement of public airport facilities to serve the growing demand for air transportation within the Region, as well as to meet federal airport system planning requirements as a prerequisite for continued eligibility of local units of government in the Region for federal grants to construct airport facility improvements. In addition, the plan will be fully coordinated with areawide land use, surface transportation facility, and community facility development plans within the Region, and will become an element of the state and national airport system plans.

During 1974, the extensive evaluation of five basic airport system plan alternatives identified by the advisory committee was undertaken and completed by the Commission staff and R. Dixon Speas Associates, Inc., the principal consultant for the program. The five basic alternative system plans were:

- Alternative A—a "no-build" system comprised of eight existing publicly and 13 privately owned public use airports in the Region.
- Alternative B—an "ideal" airport system plan which includes a minimum of 12 publicly owned airports capable of accommodating the probable forecast number and type of aircraft and related operations at airports located in the expected centers of demand for air transportation service.
- Alternative C—a modification of Alternative B, using, to the extent practical, 10 airports located on existing sites and three proposed new airports located on lands potentially available for airport development near the previously identified centers of demand.
- Alternative D—a "nonurban" airport system wherein four existing airports located in urban or urbanizing areas would be replaced by five airports located in rural areas of the Region.
- Alternative E—a "no new sites" plan consisting of an upgrading of the eight existing publicly owned and six privately owned public use airports, as appropriate, to accommodate the probable forecast of general aviation demand. In addition to evaluation of these five basic airport system alternatives, alternative sites for development of an air carrier airport other than General Mitchell Field were developed and evaluated.

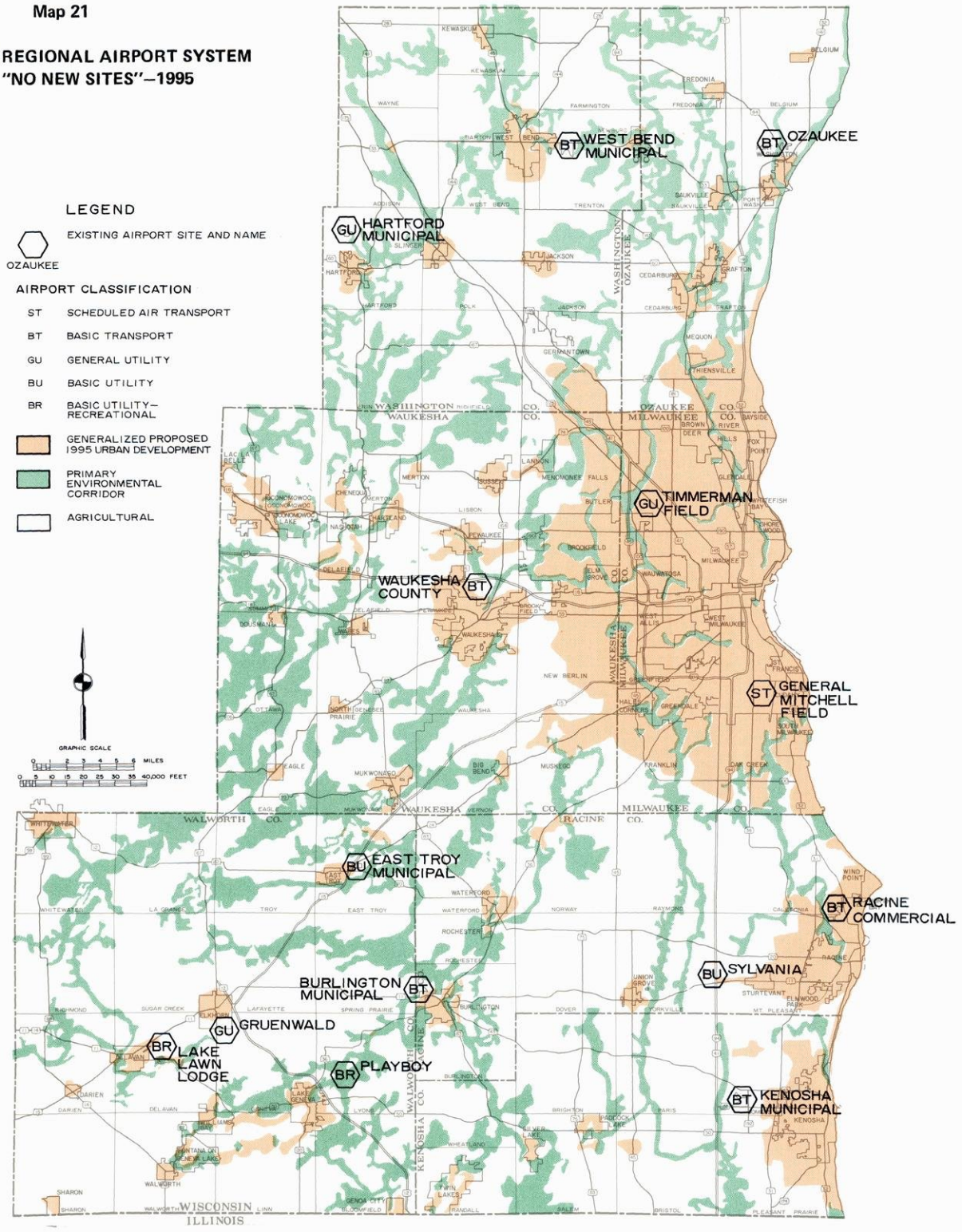
Evaluation of these five alternatives was based upon analyses and comparisons of five major categories: landing area demand/capacity relationship; direct capital, operating and maintenance, and user costs; environmental considerations of noise, air quality, and natural resources; compatibility with other regional planning elements; and compatibility with regional airport system development objectives and supporting standards. The feasibility of plan implementation was also considered.

The Technical Coordinating and Advisory Committee on Regional Airport System Planning recommended that alternative plan E, the "no new sites" plan, be adopted as the regional airport system plan (see Map 21). The committee then directed the Commission staff and consultant to further detail and refine the plan for public presentation, which was being done at the close of 1974. Alternative E provides a system of airports capable of meeting the forecast needs at the lowest possible sponsor cost, and by utilizing existing airport sites, requires a minimum of new public sponsors. The impact of this alternative upon the environment in terms of noise and air pollutants compares favorably with other alternatives, and requires the least amount of land conversion from other important natural resource base uses to airport uses.

In light of revised population and employment forecasts for the Region to the year 2000, the Commission was concerned about continued use of the earlier forecast information in the completion of the airport system plan. Therefore, in addition to the new regional population and economic activity forecasts, new national aviation activity forecasts, which are much lower than those used in the airport study, have been developed by the U. S. Department of Transportation, Federal Aviation Administration and by the aviation industry to reflect changes in national population and economic growth. The Commission, in cooperation with the Wisconsin Department of Transportation, Division of Aeronautics, decided in 1974 to prepare new aviation activity forecasts and to determine their impact upon the plan recommendations developed during 1974, and to complete the system plan using the new forecasts. Because a "no new sites" alternative was recommended, the impact of forecast variations was expected to influence only the staging of needed airport expansion improvements. Preparation of new forecasts was initiated in late 1974 and will be concluded in early 1975. The impact of revised forecasts upon recommended airport facility improvements will also be documented and the entire system plan prepared for public hearing presentation and report production during 1975.

Map 21

ALTERNATIVE REGIONAL AIRPORT SYSTEM PLAN E: "NO NEW SITES"–1995



The Technical Advisory Committee assisting the Commission in the preparation of a regional airport system plan recommended that alternative plan E, a no new sites plan, be adopted as the regional airport system plan. The plan provides a system of airports capable of meeting forecast airport needs at the lowest possible sponsor cost, and by utilizing existing airport sites, requires a minimum of new public sponsors. This alternative also requires the least amount of land to be converted from other rural and urban uses to airport uses, and compares favorably with other alternatives in terms of noise and air pollution.

Source: R. Dixon Speas Associates, Inc.

HOUSING PLANNING

Housing fulfills one of man's most basic needs—the need for shelter from the elements. The provision of decent, safe, and sanitary housing thus satisfies certain basic physiological and psychological needs, enhances physical health, and provides a sense of satisfaction and physical well-being which produces overall benefits to society in terms of a more productive, healthier, and happier citizenry. Planning for shelter has received increasing emphasis by the Commission in recent years as a component of physical development planning.

REGIONAL HOUSING STUDY

The Regional Planning Commission, at the specific request of the Mayor of the City of Milwaukee and with the approval of the seven constituent county boards, initiated a regional housing study in June 1970. The cost of the study was shared by the seven county boards in the Region, the Wisconsin Department of Local Affairs and Development, and the U. S. Department of Housing and Urban Development. The study was conducted by the Commission staff, with the assistance of the University of Wisconsin-Milwaukee, under the guidance of a technical and citizen advisory committee comprised of people from throughout the Region who were particularly knowledgeable about the housing problems of the area.

All technical work on the study was completed late in 1974 after almost four years of intensive work. The study represented a concentrated effort to identify the nature and extent of the housing problem within the Region, assess the overall effectiveness of past attempts to resolve this problem, and develop a housing plan to meet the current and probable future housing needs of the Region. The major findings and recommendations of the study will be documented in SEWRPC Planning Report No. 20, A Regional Housing Program for Southeastern Wisconsin, to be published early in 1975. The following summarizes the significant aspects of that report, namely, the quantification of housing need, the formulation of alternative regional housing allocation strategies to meet the most critical housing needs, and the recommended regional housing plan.

Housing Need

The Commission attempted to determine the extent of existing housing problems in the Region by quantifying the existing housing need. For purposes of the study, a household was considered to be in need of housing if it could not secure decent, safe, and sanitary housing at a cost which is consistent with the household income, or if it was precluded from securing such housing because of noneconomic constraints such as discrimination based on race, head of household, or family size.[4]

Adopted regional housing objectives and supporting standards specify what is meant by decent, safe, and sanitary housing as well as the level of housing expenditure which is consistent with household income. The concept of decent housing relates to the adequacy of total improved floor area, sleeping area, or the number of bedrooms for households of different size. For households, a housing unit was considered decent if there was an average of no more than two persons per bedroom.

The concept of safe and sanitary housing relates to the soundness of construction; the ability of a unit to protect its occupants from the elements and from infestation by insects, vermin, and rodents; and to the provision of facilities necessary for sanitary requirements. For the housing need analysis, the Commission used the findings of a specially conducted exterior housing condition survey as the best single indicator of whether a housing unit provides safe and sanitary housing.

The standard relating to the level of housing expenditures indicates that a household should not be required to spend more than 30 percent of its adjusted gross income to secure decent, safe, and sanitary housing.

These three criteria were applied to households in the Region in 1970 to determine the extent of housing need. It was found that about 96,100 households, or nearly 18 percent of the total, were in housing need, as shown in Table 35. Of these, about 69,600 households were found to be in economic need only, that is, they occupied decent, safe, and sanitary housing but had

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[4] *An accurate measurement of existing housing need within the Region as defined above requires data for each household on household size and income, the required monthly payment for the unit, the number of bedrooms, and the unit's physical condition. No existing data source furnishes the required information on a complete count basis for all households. However, the Commission's 1972 origin and destination survey and its exterior housing condition survey together provide all of the required data on a statistically valid sample basis, the results of which can be expanded to represent the total universe of households in the Region. Estimates of housing need were thus achieved by applying the housing need criteria to the expanded results of the origin and destination survey.*

Table 35

HOUSING NEED STATUS OF HOUSEHOLDS IN THE REGION BY TENURE: 1970

Housing Need Status	Occupied Housing Units (Households)					
	Owner Occupied		Renter Occupied		Total	
	Number	Percent	Number	Percent	Number	Percent
Need	31,988	9.7	64,101	31.3	96,089	17.9
Economic Need Only[a]	21,047	6.3	48,570	23.7	69,617	13.0
Substandard	2,032	0.6	5,821	2.8	7,853	1.5
Economic Need[b]	982	0.3	4,643	2.2	5,625	1.1
Noneconomic Need[c]	1,050	0.3	1,178	0.6	2,228	0.4
Overcrowded	8,734	2.7	8,530	4.2	17,264	3.2
Economic Need[b]	2,530	0.8	5,891	2.9	8,421	1.6
Noneconomic Need[c]	6,204	1.9	2,639	1.3	8,843	1.6
Substandard and Overcrowded	175	0.1	1,180	0.6	1,355	0.2
Economic Need[b]	92	--[d]	1,048	0.5	1,140	0.2
Noneconomic Need[c]	83	--[d]	132	0.1	215	--[d]
Non-Need	299,351	90.3	141,046	68.7	440,397	82.1
Total	331,339	100.0	205,147	100.0	536,486	100.0

[a] *Households in economic need only presently occupy decent, safe, and sanitary housing but are able to obtain this housing only at a cost which is high relative to the household income.*

[b] *Households in economic need which occupy substandard or overcrowded housing presently reside in substandard or overcrowded housing units and are unable to secure adequate alternative housing because of insufficient household income relative to housing costs.*

[c] *Households in noneconomic need which occupy substandard or overcrowded housing presently reside in substandard or overcrowded housing units because of noneconomic constraints within the housing market, such as discrimination based on race or family size, even though on the basis of their income, it would appear that they are able to afford decent, safe, and sanitary housing.*

[d] *Less than 0.1 percent.*

Source: SEWRPC.

to pay more than 30 percent of their adjusted gross income to do so, while the remainder of the households occupied units which did not meet the standards for decent, safe, and sanitary housing and could not secure adequate housing either because of economic or non-economic constraints.

It should be noted that the housing problem is primarily economic for the majority of households in housing need. About 72 percent of these households live in decent, safe, and sanitary housing but are able to obtain such housing only at a cost which is high relative to household income. The housing problem is much more severe for the remaining households, which live in substandard or overcrowded units.

It was found that certain factors such as tenure status (ownership or rental of the unit), household size and income, and the age and race of household members particularly affect housing need status. As shown in Table 35, for example, an estimated 31 percent of all renter households were in housing need in 1970, compared to only 10 percent of owner occupied households. About 24 percent of the renters were in economic need only, compared to 6 percent of the homeowners. The proportion of renters occupying substandard or overcrowded housing (nearly 8 percent) was also somewhat higher than the corresponding proportion for homeowners (3 percent).

The housing problem is largely an economic one for the majority of households in housing need. Thus, it is not surprising to find that the incidence of housing need decreases as income increases. The proportion of households in housing need ranged from 70 percent for households earning less than $3,000 annually to 3 percent for households earning $10,000 or more.

Certain subgroups of the population have more severe housing problems than the population as a whole. In the recent past, a growing social awareness of the housing plight of the elderly in particular has developed. Thirty-one percent of all elderly households in the Region in 1970 were in housing need, with the majority in

economic need. Thus is due mainly to the fact that many elderly persons are forced to live on a fixed income despite rapidly increasing costs, and in the face of rising housing costs can obtain decent, safe, and sanitary housing only with considerable economic hardship.

The black population, which is concentrated in the Cities of Kenosha, Milwaukee, and Racine, is another subgroup of the population for which severe housing problems exist. It is estimated that nearly half of the black households in the Region were in housing need in 1970, compared with 18 percent of the total households. The percentage of black households living in substandard or overcrowded housing is considerably higher (20 percent) than for households as a whole (5 percent).

Alternative Housing Allocation Strategies

The housing problem in southeastern Wisconsin is twofold: economic for those households which must pay a disproportionate share of their income to occupy decent, safe, and sanitary housing; and physical for those households which, due to economic, institutional, and social constraints in the regional housing market, must occupy substandard or overcrowded units.

With respect to the physical housing need, it was found that approximately 26,500 households in the Region currently reside in substandard or overcrowded housing units and are unable to secure adequate housing in the normal operation of the housing market (see Table 35). It is estimated that with more efficient use of the existing stock of overcrowded but otherwise sound housing, this physical housing need could be eliminated with the provision of 17,800 publicly assisted housing units. While the amount of subsidized housing necessary to overcome the physical housing need is readily quantified, the determination of areas within which the required subsidized housing should be located is a major planning problem. Its resolution has significant implications for the future socioeconomic structure of the Region.

Three alternative regional housing allocation strategies were therefore explored to identify areas where publicly assisted housing should be provided to meet the physical housing need: the existing need, the dispersal, and the composite factor housing allocation strategies. These may be expressed in the form of mathematical formulas for the geographic distribution of the required subsidized housing among 60 housing analysis areas. The use of such formulas ensures that the alternative distribution systems can be applied to the various subareas on a consistent, uniform basis. While many variations are possible, the three strategies selected are believed to represent the basic choices practically available with respect to the distribution of housing units which must be provided to remedy the existing physical housing need.

The existing need strategy represents a conscious effort to resolve the physical housing need where it exists by allocating to each housing analysis area subsidized low- and moderate-income housing units which bear a direct relationship to the area's share of the total housing need. Under the existing need strategy, publicly assisted housing necessary to eliminate the physical housing need would be concentrated to a great extent in the older urban centers, because of their high incidence of housing need. Implementation of the existing need strategy would tend to perpetuate the existing distribution of low- and moderate-income households.

In direct contrast to this strategy, the dispersal strategy assigns a higher allocation of publicly assisted housing units to areas with a lower incidence of housing need. Under this strategy, more low- and moderate-income housing would be provided in the suburban and outlying rural-urban fringe areas than in the older urban centers. This dispersal could contribute to the integration of households of different socioeconomic backgrounds within the Region.

Finally, the composite factor housing allocation strategy represents a conscious effort to locate future publicly assisted housing in areas which are most suitable for such housing, based upon a consideration of the housing need in the area, the general fiscal and physical ability of the area to absorb such housing, and the past performance of the area in providing housing for low- and moderate-income families. The composite factor strategy results in a distribution pattern between the other two strategies, allocating more publicly assisted housing in the suburban and outlying rural-urban areas than the existing need strategy, and more publicly assisted housing to the older urban centers than the dispersal strategy.

The composite factor strategy was recommended for inclusion in the final housing plan. This strategy allocates the 17,840 units necessary for the elimination of the physical housing need to 60 housing analysis areas according to the three parameters just discussed. Within the overall formula, each of these general types of parameters is weighted equally. Thus, one-third of the 17,840 units is assigned to housing analysis areas on the basis of housing need in the area, one-third on the basis of the suitability of the area; and one-third on the basis of the past performance of the area in providing such housing (see Table 36 and Map 22).

Under the composite factor strategy, 36 percent of the total allocation is assigned to the large urban centers, namely, the Cities of Kenosha, Milwaukee, and Racine. Conversely, significantly lower allocations are recommended for many of the suburban and outlying rural-urban fringe areas. On a county basis, the housing allocations recommended under the composite factor strategy are as follows: Kenosha—1,348 units; Milwaukee—8,731 units; Ozaukee—1,245 units; Racine—1,507 units; Walworth—997 units; Washington—1,204 units; and Waukesha—2,808 units. More than 9,500 units of the 17,840 units could be provided through the rehabilitation of substandard housing, while the balance will be supplied through programs which involve new construction and programs which utilize the existing stock of standard housing.

Table 36

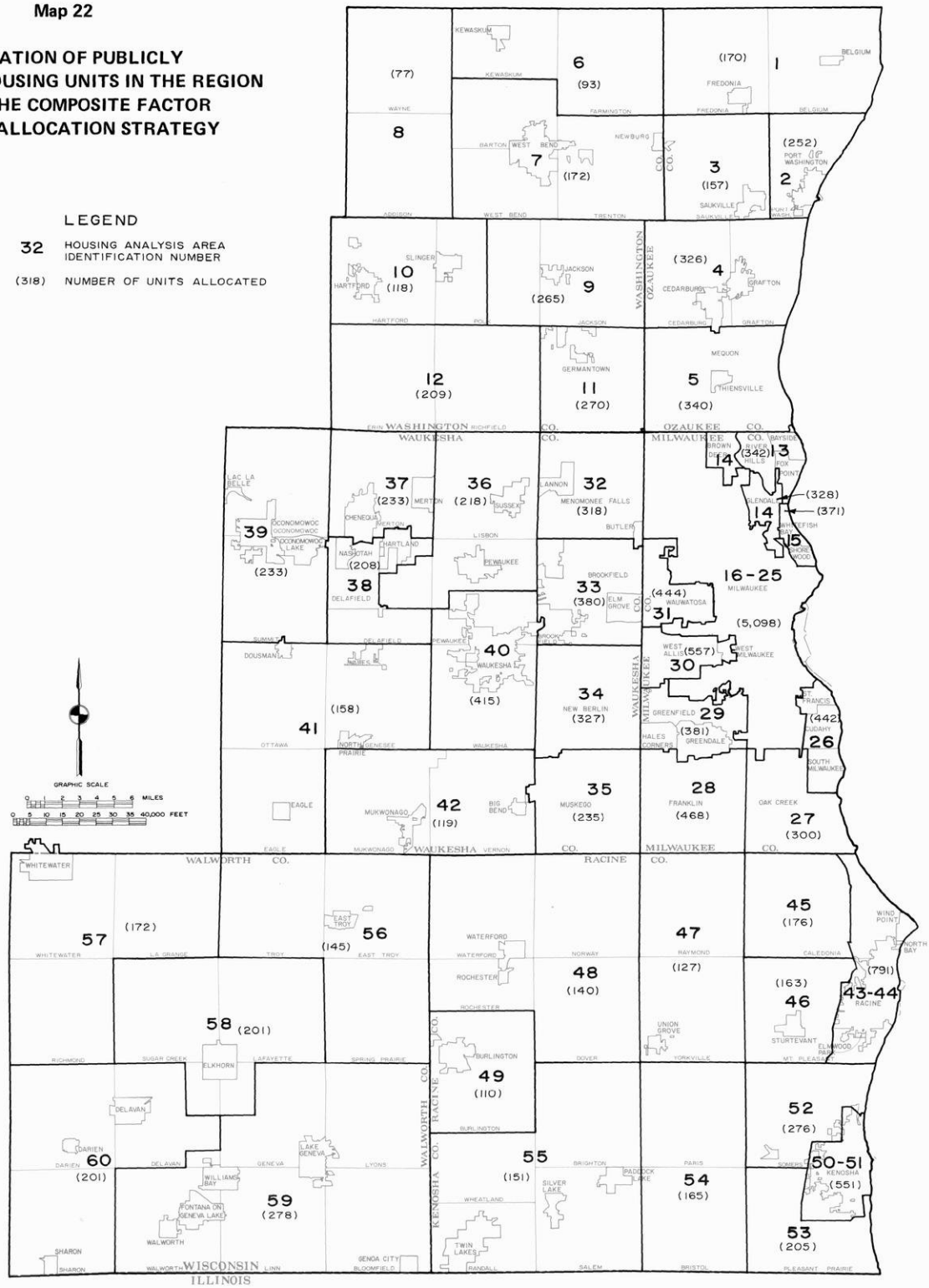
ALLOCATION OF PUBLICLY SUBSIDIZED HOUSING UNITS IN THE REGION UNDER THE COMPOSITE FACTOR HOUSING ALLOCATION STRATEGY

Housing Analysis Area	Existing Need: 1970 (5,946 Units—33.32 Percent)			Area Suitability (5,947 Units—33.34 Percent)																			Past Performance (5,947 Units—33.34 Percent)									Total Allocation (17,840 Units)	
				Fiscal (1,486 Units—8.32 Percent)																			Subsidized Housing (2,974 Units—16.67 Percent)				Low-Cost Housing (2,973 Units—16.67 Percent)						
				Property Tax Rate (496 Units—2.77 Percent)			Property Tax Base (495 Units—2.78 Percent)			Personal Income (495 Units—2.77 Percent)					Land Availability (1,487 Units—8.34 Percent)			Employment Opportunities (1,487 Units—8.34 Percent)			Provision of Transit Service (1,487 Units—8.34 Percent)													
	Households in Need	Percent of Region	Allocation	Full Value Tax Rate 1970	Inverse Rank	Allocation	Average Equalized Value of Property Per Household 1970	Direct Rank	Allocation	Households with Income Greater Than $15,000 1970	Percent of Housing Analysis Area	Direct Rank	Allocation	Allocation Subtotal	Developable Land: 1970 (Acres)	Percent of Region	Allocation	Number of Jobs 1970	Percent of Region	Allocation	Service Area 1971 (Acres)	Percent of Region	Allocation	Allocation Subtotal	Subsidized Housing Units 1972	Percent of Housing Analysis Area	Inverse Rank	Allocation	Units Valued at $20,000 and Units With Rent Under $100/Month	Percent of Housing Analysis Area	Inverse Rank	Allocation	Allocation Subtotal	Units	Percent of Region
1	168	0.17	10	27.50	41	17	34,334	32	13	307	22.96	28	11	41	590	1.33	20	928	0.13	2	--	--	--	63	15	1.09	23	56	407	46.94	17	41	97	170	0.95
2	252	0.26	15	23.07	49	21	33,337	30	12	562	19.60	13	5	33	513	1.15	17	5,427	0.73	11	--	--	--	66	0	0.00	38	106	973	38.75	27	65	171	252	1.41
3	81	0.08	5	24.05	48	20	34,246	31	13	187	23.11	30	12	45	172	0.39	6	319	0.04	1	--	--	--	52	17	2.17	13	32	200	37.88	28	68	100	157	0.88
4	475	0.49	29	26.39	45	18	36,250	36	15	1,500	26.55	36	15	48	1,009	2.27	34	6,742	0.91	14	--	--	--	96	0	0.00	38	106	1,111	22.43	39	95	201	326	1.83
5	139	0.14	8	29.96	26	10	45,705	46	19	1,849	45.60	47	19	48	1,805	4.06	60	4,485	0.60	9	--	--	--	117	0	0.00	38	106	412	11.23	45	109	215	340	1.91
Ozaukee County	--	--	67	--	--	86	--	--	72	--	--	--	62	220	--	--	137	--	--	37	--	--	0	394	--	--	--	406	--	--	--	378	784	1,245	6.98
6	173	0.18	11	26.39	45	18	32,047	26	10	249	18.68	12	5	33	214	0.48	7	1,531	0.21	3	--	--	--	43	42	3.17	11	27	483	60.15	5	12	39	93	0.52
7	640	0.67	40	34.38	12	5	33,205	29	12	1,529	22.48	27	11	28	654	1.47	22	11,893	1.60	24	--	--	--	74	335	4.92	3	7	2,534	43.28	21	51	58	172	0.96
8	60	0.06	4	25.44	47	19	29,781	19	8	194	22.43	26	11	38	150	0.34	5	450	0.06	1	--	--	--	44	28	3.24	10	24	262	62.98	2	5	29	77	0.43
9	137	0.14	8	29.90	27	11	36,719	38	15	275	23.83	32	13	39	568	1.28	19	641	0.09	1	--	--	--	59	0	0.00	38	106	186	25.91	38	92	198	265	1.49
10	353	0.37	22	34.78	11	4	30,217	22	9	707	20.39	17	7	20	546	1.23	18	4,408	0.59	9	--	--	--	47	67	1.94	14	34	1,543	57.53	6	15	49	118	0.66
11	178	0.19	11	33.17	16	6	30,185	21	8	598	32.19	42	17	31	677	1.52	23	1,012	0.14	2	--	--	--	56	0	0.00	38	106	299	20.48	40	97	203	270	1.51
12	166	0.17	10	28.07	38	15	36,573	37	15	409	21.45	19	8	38	--	--	--	366	0.05	1	--	--	--	39	8	0.42	29	70	380	27.36	37	90	160	209	1.17
Washington County	--	--	106	--	--	78	--	--	77	--	--	--	72	227	--	--	94	--	--	41	--	--	0	362	--	--	--	374	--	--	--	362	736	1,204	6.74
13	69	0.07	4	37.21	8	3	49,777	48	19	2,607	67.17	49	20	42	752	1.69	25	3,980	0.54	8	3,858	2.55	38	113	0	0.00	38	106	67	1.79	49	119	225	342	1.92
14	104	0.11	7	33.29	15	6	52,528	49	20	2,875	40.07	45	18	44	666	1.50	22	19,450	2.62	39	2,436	1.61	24	129	8	0.11	33	80	771	11.14	46	112	192	328	1.84
15	1,227	1.28	76	39.61	5	2	27,380	13	5	4,568	40.28	46	19	26	14	0.03	0	11,360	1.53	23	2,669	1.76	26	75	0	0.00	38	106	928	8.88	47	114	220	371	2.08
16-25	58,455	60.86	3,619	48.33	1	1	21,214	1	1	35,009	14.77	2	1	3	6,264	14.09	208	356,479	48.07	712	50,835	33.56	500	1,423	11,445	4.83	4	10	90,536	44.75	19	46	56	5,098	28.57
26	3,022	3.15	187	40.01	4	2	26,840	11	4	3,305	20.14	16	6	12	1,057	2.38	35	12,759	1.72	26	7,402	4.89	73	146	194	1.18	21	51	6,006	41.98	24	58	109	442	2.48
27	447	0.47	28	30.55	24	10	47,327	47	19	864	24.05	33	13	42	3,211	7.22	107	5,675	0.77	11	2,788	1.84	27	187	256	7.14	1	2	934	31.03	34	83	85	300	1.68
28	205	0.21	12	38.90	7	3	25,652	8	3	791	27.00	37	15	21	715	1.61	24	2,165	0.29	4	21,817	14.40	214	263	0	0.00	38	106	688	28.36	36	87	193	468	2.62
29	1,043	1.09	65	37.08	9	4	28,455	16	6	4,182	32.14	41	17	27	1,203	2.71	40	8,897	1.20	18	9,476	6.26	93	178	246	1.89	15	36	2,156	17.71	42	102	138	381	2.14
30	3,484	3.63	216	35.89	10	4	37,051	39	16	4,446	17.52	9	4	24	494	1.11	17	51,138	6.90	103	8,200	5.41	80	224	202	0.80	26	63	9,409	43.11	22	54	117	557	3.12
31	448	0.47	28	31.98	19	8	39,642	43	17	6,095	33.99	44	18	43	528	1.19	18	39,003	5.26	78	8,730	5.76	86	225	10	0.06	35	84	2,647	16.29	44	107	191	444	2.49
Milwaukee County	--	--	4,242	--	--	43	--	--	110	--	--	--	131	284	--	--	496	--	--	1,022	--	--	1,161	2,963	--	--	--	644	--	--	--	882	1,526	8,731	48.94
32	635	0.66	39	31.52	22	9	35,147	35	14	2,809	31.60	40	16	39	719	1.62	24	11,512	1.55	23	--	--	--	86	4	0.04	37	89	1,379	16.69	43	104	193	318	1.78
33	264	0.27	16	29.90	27	11	45,097	45	18	5,837	53.36	48	19	48	1,379	3.10	46	15,703	2.12	32	1,607	1.06	16	142	0	0.00	38	106	721	6.86	48	116	222	380	2.13
34	281	0.29	17	29.04	35	14	34,994	34	14	2,197	32.47	43	17	45	1,168	2.63	39	6,206	0.84	12	789	0.52	8	104	0	0.00	38	106	1,128	17.79	41	100	206	327	1.83
35	289	0.30	18	28.73	36	15	26,168	10	4	860	29.21	38	15	34	729	1.64	24	1,759	0.24	4	--	--	--	62	2	0.07	34	82	995	37.60	30	73	155	235	1.32
36	301	0.31	18	28.00	39	16	31,250	24	10	1,179	25.54	35	14	40	452	1.02	15	2,761	0.37	6	--	--	--	61	53	1.15	22	54	1,153	30.21	35	85	139	218	1.22
37	172	0.18	11	31.37	23	9	38,290	41	17	509	31.11	39	16	42	--	--	--	421	0.06	1	--	--	--	43	5	0.31	30	73	470	37.69	29	70	143	197	1.10
38	164	0.17	10	31.53	21	8	27,872	14	6	551	23.64	31	13	27	590	1.33	20	2,533	0.34	5	--	--	--	52	15	0.64	28	68	716	34.64	32	78	146	208	1.17
39	565	0.59	35	30.25	25	10	29,659	18	7	1,249	21.38	18	7	24	759	1.71	25	4,541	0.61	9	--	--	--	58	40	0.68	27	65	1,766	34.68	31	75	140	233	1.31
40	1,886	1.96	117	29.33	34	14	31,333	25	10	2,990	22.42	25	10	34	1,501	3.38	50	19,976	2.69	40	6,647	4.39	65	189	409	3.07	12	29	4,132	33.82	33	80	109	415	2.33
41	292	0.30	18	27.29	42	17	30,159	20	8	528	21.90	21	8	33	95	0.21	3	805	0.11	2	--	--	--	38	35	1.46	17	41	660	39.15	25	61	102	158	0.89
42	338	0.35	21	31.81	20	8	27,043	12	5	493	22.16	23	9	22	594	1.34	20	982	0.13	2	--	--	--	44	95	4.24	6	15	811	47.40	16	39	54	119	0.67
Waukesha County	--	--	320	--	--	131	--	--	113	--	--	--	144	388	--	--	266	--	--	136	--	--	89	879	--	--	--	728	--	--	--	881	1,609	2,808	15.75
43-44	7,068	7.36	438	39.22	6	2	22,177	3	1	6,554	18.64	11	4	7	3,039	6.84	102	50,710	6.84	102	10,512	6.94	103	314	1,504	4.28	5	12	17,148	53.94	11	27	39	791	4.43
45	187	0.19	11	29.64	31	13	26,135	9	4	421	22.16	23	9	26	1,332	3.00	45	1,054	0.14	2	--	--	--	73	24	1.27	20	48	705	46.02	18	44	92	176	0.99
46	267	0.28	17	29.36	33	13	39,550	42	17	639	23.05	29	12	42	1,066	2.40	36	3,295	0.44	7	805	0.53	8	93	161	5.82	2	5	1,090	44.65	20	48	53	163	0.91
47	319	0.33	20	40.23	2	1	24,522	6	2	494	19.80	15	6	9	454	1.02	15	1,704	0.23	3	--	--	--	27	33	1.32	19	46	815	50.18	14	34	80	127	0.71
48	594	0.62	37	34.04	13	5	24,542	7	3	685	17.85	10	4	12	315	0.71	11	955	0.13	2	--	--	--	25	35	0.91	25	61	1,651	55.91	7	17	78	140	0.78
49	349	0.36	21	32.03	18	7	29,557	17	7	618	17.00	8	3	17	168	0.38	6	4,172	0.56	8	--	--	--	31	123	3.38	9	22	1,516	47.79	15	36	58	110	0.62
Racine County	--	--	544	--	--	41	--	--	34	--	--	--	38	113	--	--	215	--	--	124	--	--	111	563	--	--	--	194	--	--	--	206	400	1,507	8.44
50-51	5,230	5.44	323	40.03	3	1	21,994	2	1	3,916	15.29	3	1	3	868	1.95	29	34,470	4.65	69	10,198	6.73	100	201	1,002	3.89	7	17	13,974	61.25	4	10	27	551	3.09
52	367	0.38	23	26.98	43	17	24,102	5	2	393	19.69	14	6	25	1,536	3.46	51	1,515	0.20	3	1,260	0.83	12	91	0	0.00	38	106	830	42.48	23	56	162	276	1.55
53	213	0.22	13	28.50	37	15	22,569	4	2	418	21.99	22	9	26	1,007	2.27	34	1,694	0.23	3	1,450	0.96	14	77	1	0.05	36	86	819	53.32	12	29	115	205	1.15
54	72	0.07	4	29.85	29	12	37,573	40	16	297	24.83	34	14	42	318	0.72	11	263	0.04	1	--	--	--	54	2	0.17	31	75	353	51.16	13	32	107	165	0.92
55	1,031	1.07	64	33.59	14	6	28,346	15	6	768	16.66	7	3	15	691	1.55	23	1,267	0.17	3	--	--	--	41	66	1.43	18	44	2,373	63.42	1	2	46	151	0.85
Kenosha County	--	--	427	--	--	51	--	--	27	--	--	--	33	111	--	--	148	--	--	79	--	--	126	464	--	--	--	328	--	--	--	129	457	1,348	7.56
56	567	0.59	35	27.56	40	16	34,739	33	13	429	21.47	20	8	37	284	0.64	10	1,109	0.15	2	--	--	--	49	31	1.54	16	39	736	54.84	9	22	61	145	0.81
57	750	0.78	46	32.33	17	7	32,076	27	11	525	16.07	5	2	20	466	1.05	16	3,858	0.52	8	--	--	--	44	120	3.67	8	19	973	39.11	26	63	82	172	0.96
58	410	0.43	26	29.49	32	13	30,869	23	9	363	15.73	4	2	24	572	1.29	19	3,673	0.50	7	--	--	--	50	0	0.00	38	106	927	54.85	8	19	125	201	1.13
59	1,307	1.36	81	26.86	44	18	42,526	44	18	1,028	14.73	1	1	37	1,153	2.59	39	9,449	1.27	19	--	--	--	95	9	0.13	32	78	2,985	54.43	10	24	102	278	1.56
60	845	0.88	52	29.67	30	12	32,956	28	11	649	16.26	6	2	25	1,394	3.14	47	6,108	0.82	12	--	--	--	84	39	0.98	24	58	1,927	62.73	3	7	65	201	1.13
Walworth County	--	--	240	--	--	66	--	--	62	--	--	--	15	143	--	--	131	--	--	48	--	--	0	322	--	--	--	300	--	--	--	135	435	997	5.59
Region	--	--	5,946	--	--	496	--	--	495	--	--	--	495	1,486	--	--	1,487	--	--	1,487	--	--	1,487	5,947	--	--	--	2,974	--	--	--	2,973	5,947	17,840	100.00

Source: SEWRPC.

Map 22

ALLOCATION OF PUBLICLY SUBSIDIZED HOUSING UNITS IN THE REGION UNDER THE COMPOSITE FACTOR HOUSING ALLOCATION STRATEGY



Under the composite factor strategy, publicly subsidized housing units would be assigned to a housing analysis area based on the area's existing housing need, its suitability, and its past performance in providing low and moderate income housing. Under this strategy, the largest quotas of publicly assisted housing would be assigned to the large urban centers of the Region, with 6,440 units, or 36 percent of the total of 17,840 units required, allocated to the Cities of Kenosha, Milwaukee, and Racine. Excluding allocations to these three cities, the allocation for the remaining housing analysis areas ranged from less than 100 units in areas 6 and 8 in Washington County to 557 units in area 30 in Milwaukee County.

Source: SEWRPC.

Priority areas with respect to the use of rehabilitation subsidy funds are the older urban centers of the Region, where rehabilitation of a tract of substandard housing not only provides an equal number of additional units of sound housing for households in need, but may serve to upgrade the overall quality of the neighborhood in which the housing is located and thereby check the self-perpetuating cycle of urban decay and deterioration. Priority areas with respect to the use of subsidy funds involving new construction are those with sufficient employment opportunities for the prospective low- and moderate-income occupants of such housing, and with sufficient amounts of developable land to sustain the implied growth. Priority areas with respect to the use of subsidy funds which utilize the existing stock of standard housing are areas which have a sufficient vacant stock of housing of the type and price range desired by eligible applicants requiring subsidized housing.

Recommended Regional Housing Plan

Having identified the magnitude and type of unmet housing needs in the Region, and having analyzed the constraints on the availability of housing which contribute to the existence of these unmet housing needs, a series of recommendations was prepared through which the Region's unmet housing needs can be significantly reduced, if not eliminated. These recommendations, in conjunction with the composite factor housing allocation strategy, will constitute the recommended plan for the abatement of housing problems in the Southeastern Wisconsin Region. These recommendations were formulated by the advisory committee in 1974, and upon review and approval by the Commission early in 1975, will be presented for public review and hearing prior to completion and adoption of the housing plan by the Commission.

Housing Consumer/Provider Survey

A social research survey conducted by the University of Wisconsin-Milwaukee for the Commission as part of the regional housing study was essentially completed in 1974. The survey included questions designed to determine consumer satisfaction with various aspects of his housing unit, satisfaction with various aspects of the neighborhood, perceived housing needs relative to the dwelling unit and the neighborhood, and attitudes with regard to various government programs designed to resolve existing housing problems. A special survey of producers, providers, and facilitators of housing, including lenders, contractors, realtors, and public housing officials, was also conducted to determine their perceptions of existing housing problems as well as proposed solutions to these problems.

A technical report which documents the findings of the social research survey will be published in 1975.

Housing Simulation Model

During the year work continued on the development of a regional housing model to simulate the dynamic operations of the housing market in the Region. The model is intended to provide insight into future housing demand and need and future need for residential land, and to be used in the evaluation of the impact of changes in construction and occupancy costs on the supply of and demand for housing. Work on the model also includes collection of housing supply and demand data in a form suitable for use in the model, determination of the factors which most significantly affect housing supply and demand, and the basic mathematical formulation of the model itself. A technical report describing the formulation and operation of the housing simulation model in detail will be published in 1975.

CONTINUING HOUSING OUTREACH PROGRAM

In 1974, the Commission continued the housing outreach program initiated with the short-range housing program in 1972 and 1973. This program is designed to provide functional guidance and advice to producers, providers, and facilitators of housing whose activities improve housing opportunities, particularly for those segments of the regional population which have the most difficulty in obtaining decent, safe, and sanitary shelter. As a basic part of this effort, the Commission answered requests for housing information from agencies and individuals interested in providing housing in the Region. The majority of data requests were concerned with the provision of data related to housing need, government activity in subsidized housing, housing cost trends, and technology in housing. In many cases, such housing-related data were requested in anticipation of preparing housing assistance plans required as part of applications for 1974 community development block grant funds.

Special housing-related staff memoranda were also prepared to fulfill specific requests of local units and agencies of government within the Region. A memorandum of pertinent information documenting the need for elderly housing within Milwaukee County was provided to the Milwaukee County Department of Public Works-Transportation Division for a study they had undertaken at the request of the Milwaukee County Board of Supervisors. A memo was also prepared for the City of Milwaukee Department of City Development detailing housing need in that city.

In addition, the Commission continued to assign one staff member full time to provide guidance and advice to organizations and individuals concerned with provision of decent shelter for those segments of the Region's population experiencing the most difficulty in securing such shelter through the private sector. Under this effort the Commission staff, for example, worked with the U. S. Department of Commerce, Small Business Administration, to assist minority building contractors, and to help such contractors with matters relating to the business portion of building programs, including bonding, worker compensation, and general business organization. Some communication has been established between minority contractors and major contracting firms regarding the federal requirement of hiring minorities in federal building contracts.

In addition, the Commission staff continued to serve on the Board of Directors of the Wisconsin Co-Op Housing Foundation. Activities of the foundation this year focused on educating prospective members on cooperative housing as an alternative form of providing shelter. The Commission staff also served as a technical advisor to housing and social service agencies with programs to upgrade housing conditions, such as the Milwaukee Urban League, Milwaukee Legal Aid, Milwaukee Tenants Union, Waukesha Public Aid, Walnut Area Improvement Council Projects, Racine Southside Revitalization Project, and a number of local housing authorities.

In 1974, Commission staff also served as an advisory member of the Housing Social Services Advisory Committee of the Community Relations—Social Development Commission of Milwaukee County and on the Housing Committee of the Milwaukee County Commission on Aging. Such efforts by the Commission recognize, even in advance of the adoption of a formal regional housing element, a need to provide functional guidance and advice to producers, providers, and facilitators of housing for those segments of the population which have difficulty in securing decent, safe, and sanitary housing on their own.

COMMUNITY FACILITY PLANNING

Community facilities are those buildings and structures together with their related sites which are normally provided by local units of government in the delivery of public services. Community facilities include municipal buildings, police and fire stations, libraries, parks and recreation areas, and schools. These facilities vary greatly with respect to their areawide, or multicommunity, significance. To date the Commission has embarked upon programs that will provide two regional plan elements directly relating to community facilities—a regional library facilities and services plan and a regional park, outdoor recreation, and related open space plan. In addition, the Commission has completed community facility elements of two urban-oriented, areawide, comprehensive plans for subregional districts—the Kenosha and Racine Urban Planning Districts—which are reported elsewhere. The following discussion summarizes Commission activities in 1974 with respect to each of the two regional community facility plan elements.

REGIONAL LIBRARY PLANNING PROGRAM

At its quarterly meeting held in Port Washington on September 12, the Commission adopted a library facilities and services plan for southeastern Wisconsin, the first regional plan element dealing directly with community facilities. The plan recommends the provision of necessary areawide library services through a cooperative, intergovernmental arrangement made possible under recent Wisconsin legislation.[5] Under this arrangement, local library boards would retain full policy control of all libraries in the Region, with the necessary areawide library services being provided through the establishment of a single seven-county regional library federation. Membership of the local libraries in the federation would be on a voluntary, cooperative basis. The establishment of the recommended regional federation would serve to ensure the provision of a uniformly high level of library service to all of the residents of the Region, and would replace the rather cumbersome multiplicity of individual interagency library contracts or agreements which presently exist within the Region.

The need for a regional library facilities and services planning program was first observed in November 1966 by the Southeastern Wisconsin Regional Library Conference, a formal organization of librarians and local library trustees in the Region who meet periodically to discuss problems of common interest. The program was subsequently formally requested and funded by the Wisconsin Department of Public Instruction, Division for Library Services, the state agency responsible for assisting local public library boards in providing adequate library service. The planning program was conducted in accordance with a prospectus adopted by the Commission in June 1968.

The primary purpose of the library plan is to assist library boards and administrators in making decisions concerning the provision of library facilities and services within the Region. Generally, the plan is intended to serve as a guide for the coordinated development of library facilities and services throughout the Region by the state and local units and agencies of government concerned. Factors contributing to the need for the plan included rapidly increasing library use; a growing demand for a wider variety of library materials and services; changes in the geographic extent and character of library services; the impact of rapid changes in library science, including miniaturization of library materials and use of computers in the delivery of library services; the aging of existing library facilities; rising costs; a shortage of library staff; and the need to improve interlibrary cooperation and coordination on an areawide basis.

Guidance in the preparation of the regional library facilities and services plan was provided by a 19-member Technical Advisory Committee on Regional Library Planning, consisting of professional librarians representing local libraries throughout the Region and representatives from the Wisconsin Department of Public Instruction, Division for Library Services, and the Wisconsin Department of Administration. The Committee membership is included in Appendix B of this report.

Technical work for the library plan was carried out principally by the Commission staff, with the assistance of interagency staff from the Division for Library Services. The total cost of the program was $145,780, with all funds provided by the Division for Library Services from monies provided by the U. S. Department of Health, Education, and Welfare under the Federal Library Services and Construction Act of 1966.

The major findings and recommendations of the regional library facilities and services planning program are presented in SEWRPC Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin, which has been formally certified by the Commission to all local units of government in the Region. A summary of the major findings and recommendations of the planning program follows.

Inventory Findings

Data pertaining to existing library facilities, services, and use were collected through several major inventories conducted under the library planning program. Prior to

[5] *See Section 43.19 of the Wisconsin Statutes.*

the study, little information was available on a uniform, areawide basis concerning library facility and user characteristics. Some of the more important findings of the inventories, which were conducted for the base year 1969, follows:

- There were a total of 887 libraries operating in the seven-county Region. These included 65 public libraries, exclusive of public school libraries; 661 elementary and secondary school libraries; 40 higher educational institution libraries; and 121 special libraries found primarily in industrial and business firms, churches, and other organizations and agencies.

- Of the 65 general public libraries in the Region, 47 are considered main libraries, with the remaining 18 identified as branch libraries in the Cities of Kenosha, Milwaukee, Racine, Wauwatosa, and West Allis. In addition, there are a total of 11 mobile library units operated in the Region by the library systems of the Cities of Kenosha, Milwaukee, Racine, and West Allis. The location of the existing public libraries as well as the scheduled mobile library stops is shown on Map 23.

- There are approximately 3.5 million books housed in the 65 public libraries, ranging from about 2,000 volumes at the Waterford Library to about two million volumes in the Milwaukee Public Library system. About 70 percent of the total library book stock in the Region is contained in the collections of the eight main public libraries in Milwaukee County, operated by the Cities of Cudahy, Milwaukee, South Milwaukee, Wauwatosa, and West Allis, and the Villages of Greendale, Shorewood, and Whitefish Bay.

- The Milwaukee Public Library system is the largest and most important library system in the Region, consisting of a central or main library and 12 neighborhood libraries. The central library alone contains about 1.4 million books, or about 41 percent of the total regional book stock. The Milwaukee Public Library is a particularly important depository for federal, state, and local government publications and related materials. The Milwaukee Public Library system employs 96 professional librarians at the central library, representing about one-third of the total professional librarians in the public employ within the Region.

- Libraries within the Region are open to the public for widely varying periods of time, ranging from three hours per week at the Darien Public Library in Walworth County to 77 hours per week at the Gilbert M. Simmons Library in the City of Kenosha. The number of open hours per week for each of the 45 main public libraries in the Region in 1969 is shown in Figure 24.

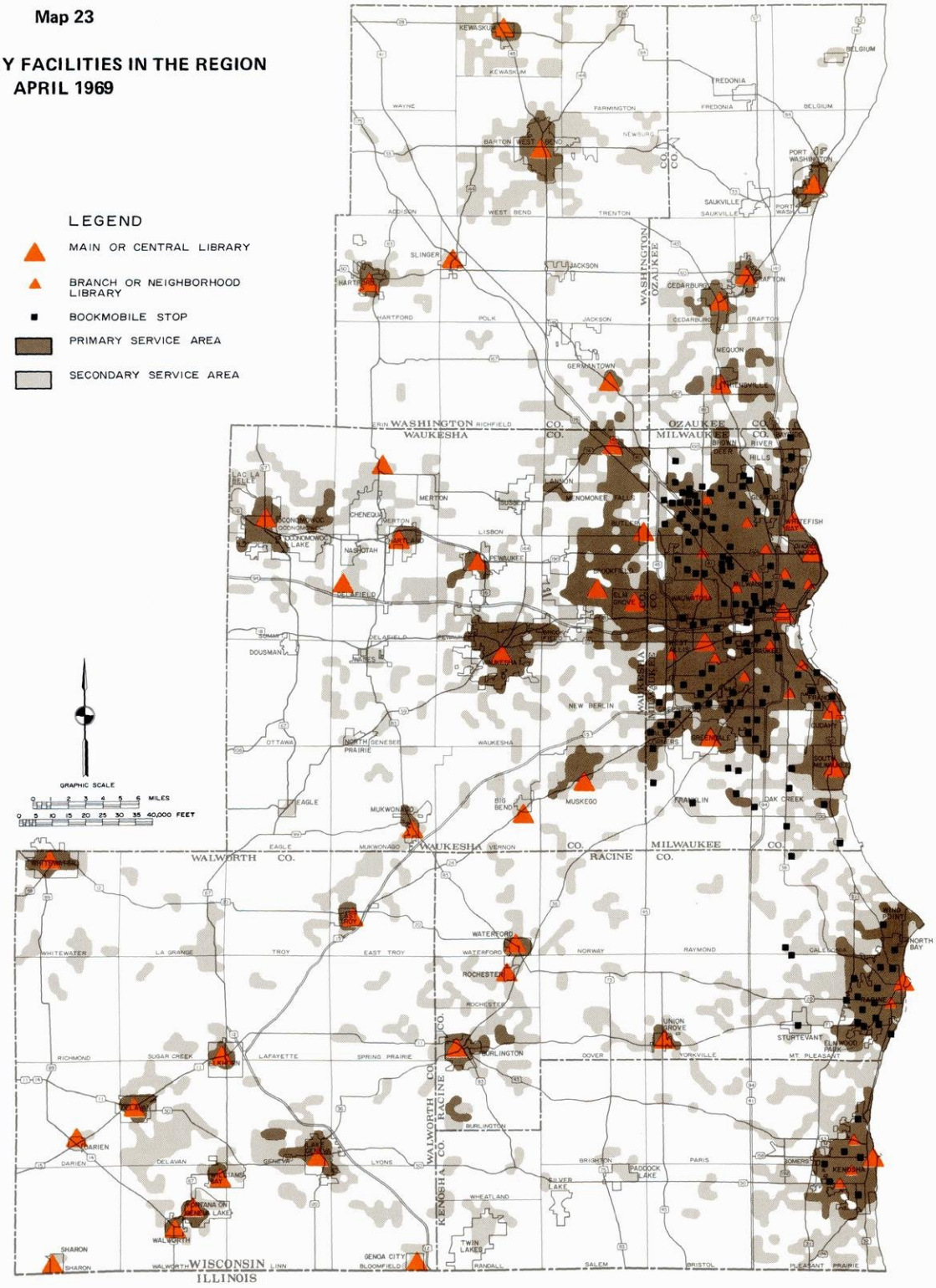
- The square feet of space per library ranged from about 450 at the Rochester Library to more than 361,000 at the Milwaukee Central Library. The importance of the Milwaukee Central Library to the Region as a whole is underscored again by its relative size. It is more than 10 times larger than the next largest public library in the Region, the Racine Central Library, which has about 34,000 square feet of floor space.

- In terms of special collections, the Milwaukee Public Library system has special strength in the areas of science and technology; art and music; religion; local, regional, and marine history; atomic energy; government documents; patents; and geological maps. The Wauwatosa Public Library has special strength in the area of business, while the Aram Public Library in the City of Delavan has a special collection on the psychology and teaching of the deaf. The City of Racine was the only library that reported a collection of special sheet music and musical scores, while the Milwaukee, Wauwatosa, Waukesha, and Pewaukee Libraries reported collections of framed art pictures. The establishment of special in-depth collections represents an important regional library resource which, while prohibitively expensive to duplicate at each public library, should be made available to all residents of the Region through appropriate cooperative, intergovernmental arrangements.

- A high degree of intergovernmental cooperation for the provision of library services exists in the Region, effected predominantly through special individual intergovernmental contracts and agreements. As noted above, Walworth County has a countywide library system which obviates the need to provide individual contracts on a community-by-community basis. In addition, a total of 122 individual intergovernmental contracts are in effect to provide library services on an intercommunity basis within the Region. As a result of these contracts, which often must be renegotiated each year, less than 1 percent of the Region's population, or only about 13,000 persons, do not have legal access to a public library. These 13,000 persons live in the Village and Town of Fredonia in Ozaukee County, the Towns of Erin and Jackson in Washington County, and in the Town of Salem in Kenosha County. This rather cumbersome system of extending library services across municipal boundaries recognizes that each individual municipality cannot afford to provide its own library and accompanying services. The existing system, however, does not assure all residents equal access to adequate library services nor access to special collections located at libraries scattered throughout the Region. Although the Milwaukee Public Library system is the largest and most important in the Region, its services are available to only about 60 percent of the population of the Region, predominantly to residents of Milwaukee County.

Map 23

PUBLIC LIBRARY FACILITIES IN THE REGION
APRIL 1969

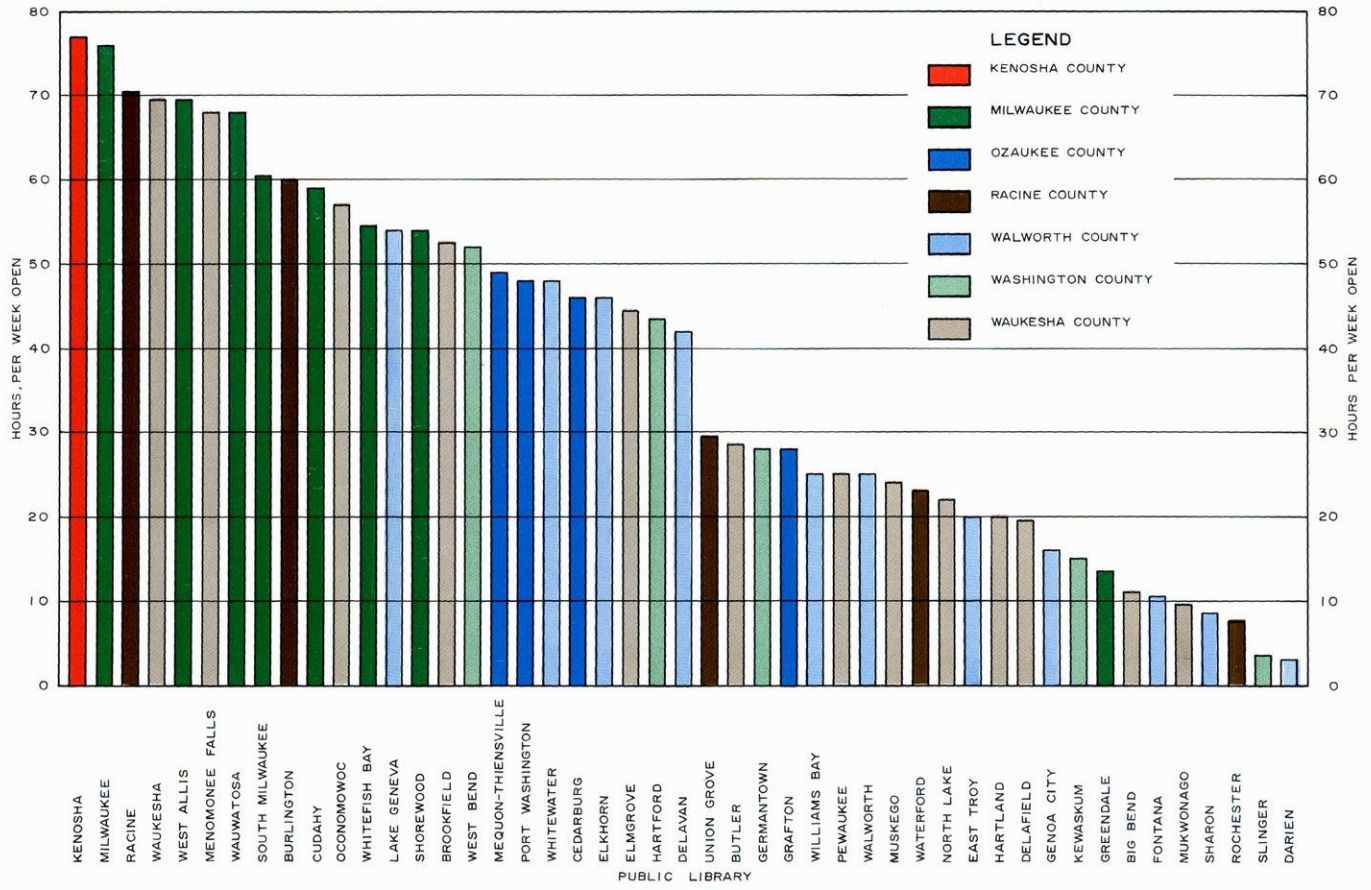


Results of the inventory of the physical locations of the 65 general public libraries in the Region indicated that 64 percent are located in or adjacent to a major commercial center, 27 percent are located in residential areas, and 9 percent are located in or near a civic or cultural center. Of the 65 libraries, 34 percent served the Milwaukee County population, which represents 60 percent of the population of the Region.

Source: SEWRPC.

Figure 24

NUMBER OF HOURS PER WEEK DURING WHICH PUBLIC LIBRARIES IN THE REGION WERE OPEN: JANUARY 1969



Source: SEWRPC.

- In 1969, Walworth County was the only county in the Region with countywide library service. This county system is financially supported by the Walworth County Board of Supervisors. The system headquarters is located at the Lake Geneva Public Library. It is important to note that the Milwaukee Public Library contracts with the Milwaukee County Board to provide reference services to all residents of the county, and to provide material lending services on a user cost basis to municipalities in the county which choose to avail themselves of these services. In addition, the City of Brookfield and the Village of Elm Grove in Waukesha County contract with the Milwaukee Public Library for a number of services.

- A special one-week survey of library users was conducted in April 1969 to determine the characteristics of library users and the frequency of library use. During the survey week, about 113,000 library users were recorded, of which about 101,000, or about 89 percent, represented in-person users, with the remaining 12,000 users, or 11 percent, representing telephone users. About 75,000 of the in-person users, or about 74 percent, were classified as adults, defined for the purposes of the survey as 13 years of age or over. The remaining 26,000 in-person users, or 26 percent, were juveniles. Over 90 percent of all in-person users frequented the library only once during the survey week.

  About half of the adult library users indicated that the use was related to educational assignments, with the other half indicating that library use was related to pleasure reading, listening enjoyment, or the furthering of personal knowledge. About 60 percent of all trips made to the libraries during the survey week were made by private automobile, about 32 percent by walking, and the remaining 8 percent by transit, bicycle, or a vehicle other than the private automobile.

- Higher educational institution libraries provide an important library resource in the Region. Together, these 40 libraries have a total book stock of about 1.4 million volumes, including special collections in the areas of law and law enforcement, horticulture, interior decorating, marketing, theology, philosophy, engineering, medicine, machine trades, Latin, Shakespeare,

psychology, psychiatry, natural history, real estate, and railroading.

- Public libraries in the Region in 1969 recorded revenues totaling nearly $7.8 million. Of this total, local government appropriations provided almost $7 million, or approximately 90 percent. The remainder consisted primarily of contract fees (about 7 percent), and grants, endowments, and gifts. Total expenditures for public library purposes in the Region in 1969 approximated $7.1 million. Of this total, nearly $5 million, or about 70 percent, were spent for staff salaries; about $1 million, or about 15 percent, was allocated for the purchase of books, periodicals, and other materials; and the remaining $1 million was utilized for miscellaneous library operating costs.

Library System Development Objectives and Standards

Two new regional development objectives, together with supporting principles and standards, were formulated under the regional library facilities and services plan. These objectives are:

1. The provision of a full range of library services to meet the social, educational, informational, and recreational needs of the residents of the Region.

2. The location and design of library facilities to assure the efficient, effective provision of library services to all residents of the Region.

Together with certain land use and transportation facility development objectives previously established under related Commission work programs, these two new development objectives and their supporting principles and standards provided the basic framework within which alternative regional library system plans were formulated and the recommended regional library system plan prepared. The specific development principles and standards that relate to each of the two development objectives formulated under the study are set forth in Table 37.

Table 37

PUBLIC LIBRARY SYSTEM DEVELOPMENT OBJECTIVES, PRINCIPLES, AND STANDARDS

OBJECTIVE NO. 1

The provision of a full range of library services to meet the social, educational, informational, and recreational needs of the residents of the Region.

AVAILABILITY

PRINCIPLE

The provision of adequate educational and recreational opportunities is as important to the social well-being of an area as the provision of basic transportation and utility services is to the physical and economic well-being of an area. Library facilities and services are an important component of the necessary educational and recreational facilities and services and should, therefore, be reasonably accessible to every person residing within an area.

STANDARDS

1. A system headquarters library should be located within a one-hour one-way travel time by automobile or mass transportation of a minimum of 50 percent of the residents of the legal jurisdictional area of the system.

2. A resource center library should be located within a two-hour one-way travel time by automobile or mass transportation of a minimum of 50 percent of the residents of the legal jurisdictional area of the system.

3. A community library should be located within a 30-minute one-way travel time by automobile or mass transportation of a minimum of 50 percent of the residents of the service area of the library.

   a. A branch library should be located within a 15-minute one-way travel time by automobile or mass transportation of the total population served by the branch library.

   b. A branch library should serve a minimum population of 25,000 persons and a maximum population of 50,000 persons.

   c. Supplemental facilities and services, such as bookmobiles and mail services, should be established by each system to serve residents of the system's jurisdictional area who cannot conveniently visit permanent library facilities due to travel distances, physical handicaps, or other reasons.

4. Every resident, through his community public library, should have access to the resources of all public libraries in the Region as well as to the resources of state- and national-level libraries.

STRUCTURE AND GOVERNMENT

PRINCIPLE

To provide for effective, efficient, coordinated library services throughout the Region, each public library system within the Region should develop and maintain a close working relationship with all other types of libraries in its geographic area and with other library systems, and each community public library within a system in the Region should develop and maintain a close working relationship with other types of libraries in its service area.

STANDARDS

1. Each library system should develop interlibrary resource and service exchange agreements with school, academic, and special libraries within its system area and with other systems in the Region.

2. Each library system should have an agreement with any other type of library designating it as its resource library or libraries, whether located within the system area or elsewhere in the Region.

3. Each member community public library should have interlibrary resource and service exchange agreements with school, academic, and special libraries within its service area.

4. Each library system should establish a policy and procedure to enable library users to borrow and return material at any member library in the system.

5. Each library system should establish a policy and procedure for the easy and rapid loaning of materials among member libraries, including the headquarters library.

6. Each library system should maintain a current record of the library materials held by each library in the system, and should provide copies of the record to member libraries so that library users have ready access to information on systemwide holdings.

7. Each library system should establish the policy and procedures for reference and research referral to and among the system member libraries and to the designated resource center library.

8. The headquarters library of each system should maintain staff and materials adequate to provide factual information and research assistance on a wide range of subjects, as well as have direct access to materials on specialized subjects which are of importance to the population served by the system.

9. Each community public library within the system should provide material and personnel adequate to maintain a general information program for the daily use of the population in its service area and, in addition, should follow the prescribed policies and procedures for reference and research referral from the headquarters and other libraries within the system.

SERVICE

PRINCIPLE A

Libraries can best serve the population within the library service area by maintaining well-planned hours of operation which accommodate the majority of the population within the service area.

STANDARDS

1. Each library within a system should establish and post specific hours indicating when the facility will be open for service.

2. Each system headquarters library, community public library, and branch facility serving a minimum of 25,000 persons should be open for service at least 66 hours each week, including some evenings, Saturdays, and Sundays.

3. All community public libraries serving between 10,000 and 25,000 persons within a library system should be open for service at least 56 hours each week, including some evenings.

4. All community public libraries within systems serving less than 10,000 persons should be open at least 20 hours each week, including some evenings.

5. All bookmobile facility operations should maintain regular scheduled service stops at least once every two weeks, with each service stop being a minimum of one hour in length.

PRINCIPLE B

Effective provision of both general and special library materials and research information requires the maintenance of a means of rapid communication among libraries in the system as well as with resource libraries outside of the system.

STANDARDS

1. Each headquarters library and designated resource center library of a system should maintain a teletypewriter or equivalent equipment for interlibrary communication.

2. Each community public library in a system should maintain a minimum of one telephone located at a service desk or other appropriate service center within the library.

3. A schedule of regular and frequent deliveries of library materials among libraries within each system should be established and maintained.

COLLECTION OF MATERIALS

PRINCIPLE

Collections of books and printed and nonprinted materials should be maintained which meet the needs, interests, and points of view of the library user.

STANDARDS

1. Each library system should develop a full range of library services for children, young adults, and adults.

2. Each community public library should have sufficient resources to provide the most frequently requested materials from its own collection.

3. Total system book holdings should be two to four volumes per capita, and for those libraries serving 1,000,000 or more persons, at least two volumes per capita.

   a. The headquarters library should maintain a book collection of at least 100,000 nonfiction titles, and a comprehensive collection of current as well as older fiction titles including duplicates as needed.

   b. Each member library serving 25,000 or more persons should have a book collection of two volumes per capita for those persons residing in its municipality, and one volume per capita for those persons residing in its service area outside of its municipality, or 100,000 volumes, whichever is greater.

   c. Each member library serving less than 25,000 persons should have a book collection of four volumes per capita for those persons residing in its municipality and two volumes per capita for those residing in its service area outside of its municipality, or 50,000 volumes, whichever is greater.

4. A system should have available in its service area at least one periodical subscription for each 200 residents of the service area.

   a. The headquarters library should subscribe to at least 400 periodical titles plus duplicates and maintain appropriate back files in the most useful and economic form, including microform, and should provide a range of indexing services including the more specialized which are not expected to be held by member libraries.

   b. Member libraries serving 25,000 or more persons should maintain the appropriate number of periodical subscriptions for the people served, including those titles indexed in the unabridged Readers Guide and, as needed, selections from those titles included in specialized indexes with back files being retained according to need.

   c. Member libraries serving less than 25,000 persons should maintain the appropriate number of periodical subscriptions for the people served: (1) libraries serving 10,000 persons or more should have at least 140 periodical titles indexed in the unabridged Readers Guide; (2) libraries serving less than 10,000 persons should have at least 20 periodical titles indexed in the abridged Readers Guide and not generally included in family subscriptions, with back files being retained according to need.

d. All member libraries should make use of the headquarters library collection of periodicals and indexes that are not part of the local collection.

5. A system collection should contain newspapers having local, regional, and national circulation.

a. The headquarters library should have local and regional newspapers and at least five nationally recognized papers, and should maintain its own complete index with files of significant newspapers being retained in microform.

b. Member libraries serving 25,000 persons or more should have local, regional, and nationally recognized newspapers, with back files of both significant papers and local newspapers being retained in microform.

c. Member libraries serving less than 25,000 persons should have local and regional newspapers, with back files of local papers being retained in microform.

d. Libraries serving 10,000 or more persons should have at least one nationally recognized newspaper, with back files of local papers being retained in microform.

6. A library system should provide an audiovisual (AV) collection for system use.

a. The headquarters library should maintain a permanent basic film collection of at least 1,000 motion picture films, filmstrips, and slides; at least 5,000 sound recordings; and a sufficient quantity of other audiovisual materials to meet system demand.

b. All member libraries should have access to films through the headquarters library.

c. Member libraries serving more than 25,000 persons or more should have at least 2,500 sound recordings and maintain a collection of other audiovisual materials to meet local demand, borrowing as needed from the headquarters library.

d. Member libraries serving 10,000 to 25,000 persons should have at least 500 sound recordings and maintain a collection of other audiovisual materials to meet local demand, borrowing as needed from the headquarters library.

e. Member libraries serving less than 10,000 persons should provide information about sound recordings as well as maintain a collection of other audiovisual material to meet local demand, borrowing as needed from the headquarters library.

PRINCIPLE B

The most effective use of library materials requires adequate organization and control within each library as well as within the entire system.

STANDARDS

1. The regulations regarding loans to the library user should be uniform throughout the system.

2. All libraries in the system should use the same format of materials organization to benefit all system users.

3. The system should provide centralized acquisition, cataloging, and preparation of materials for all member libraries, either at the headquarters library or another designated library in the system.

PERSONNEL

PRINCIPLE

In order to provide adequate individual service to library users as well as administer library operations, each library in a system must employ properly qualified personnel as well as have access to the professional personnel at the headquarters library and library specialists within the library system.

STANDARDS

1. Each library system should maintain a minimum of one full-time equivalent employee for every 2,000 persons within the system service area, of which one-third should be professional librarians.

2. The headquarters library of each system should employ a minimum of one librarian in each of the following major segments of library service: (a) administration; (b) information and advisory service for adults, young adults, and children; (c) organization and control of materials; (d) extension services; and (e) subject specialists as needed.

3. The staff directors of each community public library or of a branch library of a community library within a system should meet the state certification regulation requirements for such positions.

4. The headquarters library should maintain a regular systemwide program of inservice training for the personnel employed by all member libraries.

OBJECTIVE NO. 2

The location and design of library facilities to assure the efficient as well as effective provision of library services to all residents of the Region.

PHYSICAL FACILITIES

PRINCIPLE A

Maximum use of library facilities occurs when such facilities are located at or near permanent centers of public attraction and when such facilities are readily accessible by all means of transportation and by all persons living within the area served.

STANDARDS

1. Headquarters libraries for systems within the Region should be located at or near designated major retail and service centers (regional shopping centers) or major centers of government operation.

2. All libraries within a system within the Region should be located at or near community or other major shopping centers or other points of concentrated pedestrian activity.

3. All permanent library facilities should be located at or near the intersection of two major arterial streets and should be visible from such arterial streets.

4. All library facilities should be established and located according to population density, and in southeastern Wisconsin should have a minimum effective service radius[a] of one mile in high population density areas, one and one-half miles in medium population density areas, and two miles in low population density areas.

5. All libraries in southeastern Wisconsin should provide for or have access to off-street parking located within 300 feet of the library.[b]

PRINCIPLE B

In order to serve library users and to provide a full range of library materials to all segments of the population, a library must be functional and flexible in design as well as attractive and well equipped.

STANDARDS

1. A library should be readily identifiable as a library by a visible sign on the exterior of the building, and by interior library service areas which are visible from the exterior of the building.

2. Each library in a system should be designed to accommodate the expansion of the library material collection, as well as provide space devoted to public use based on expected population growth of its service area within a 20-year period from the date of library construction.

3. All approaches, entrances, exits, interior accesses, and public facilities within any public library should be clearly marked and defined and should be designed to accommodate both the handicapped and the aged.

4. The headquarters library, the community library, and the branch library in southeastern Wisconsin should be constructed in such a manner as to meet minimum space requirements according to state library building standards. As stated in A Design for Public Library Development in Wisconsin—Standards for Measuring Progress, 1963, published by the Wisconsin Free Library Commission.

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[a] *The service radius of a library encompasses that area in which the daily users of the library live.*

[b] *Adequate off-street parking is defined as sufficient off-street parking spaces, located within 300 feet of the library, to accommodate at least 60 percent of the average hourly library facility users.*

With respect to the first objective, these supporting principles and standards apply to the following aspects of library service: availability, structure and government, service, collection of materials, and personnel. With respect to the second objective, the supporting principles and standards relate primarily to physical facilities. Additional supporting principles and development standards relating to elementary and secondary school libraries and to higher educational institution libraries are included in the full report but are not reproduced here.

Alternative Plans

The adequacy of existing library facilities and services was determined under the planning program primarily by application of the service area, book stock, and library staff standards formulated under the program. All of these standards can be related specifically to the population which the library serves. In terms of library facilities and basic library services, therefore, alternative plans must be based upon alternative spatial distribution of population. Since the regional library plan was prepared within the context of an ongoing regional planning effort, which includes the adoption of a basic regional land use plan, the application of library standards to the recommended population distribution under the land use plan results in only one spatial distribution of libraries, and therefore a single regional library facilities plan.

The library facilities plan proposes to provide 33 additional libraries to serve the future population of the Region, in addition to maintaining the existing 65 public main and branch libraries. Twenty-three of these new facilities would be located in Milwaukee County, five in Waukesha County, three in Racine County, and the remaining two in Kenosha County. No new libraries would be needed in Ozaukee, Walworth, or Washington Counties.

It should be noted that five new libraries were opened in the Region between April 1969 and December 1973. Two of these facilities—Saukville in Ozaukee County and Richfield in Washington County—were constructed in counties where no new library facilities are needed to meet the plan standards, and which, therefore, do not serve to implement the plan. The remaining three facilities—Oak Creek and Brown Deer in Milwaukee County and New Berlin in Waukesha County—were provided in areas where application of the plan standards resulted in a recommendation to provide such facilities, and may be considered in conformance with the facilities plan. Provision of these latter three new facilities reduces the need for new library facilities in the Region by 1990 to a maximum of 30. In addition, the facilities plan recommends the replacement of 15 obsolete existing libraries, resulting in a total need for 45 new libraries over an approximately 20-year plan implementation period.

In addition to the single facilities plan, four alternative administrative system plans were prepared and evaluated. These plans were intended to address the problem of how to best provide needed library services on an areawide basis within an urbanizing region. Each alternative seeks to extend the special strengths of the individual library collections within the Region to all residents of the Region through a cooperative sharing of services within alternative administrative formats.

The four alternative administrative system plans were related to recent Wisconsin legislation that encourages the establishment of areawide library systems and provides financial incentives to establish such systems. This legislation recognizes two types of areawide library systems: a federated system and a consolidated system. The four plans considered were based upon an assumption that areawide library services would be provided through the establishment of one or more federated library systems. This assumption was made because of the long-standing and extensive arrangements which already exist for the provision of essential areawide library services through intergovernmental contracts. A federated library system is more akin to a series of intergovernmental agreements than is a consolidated system, the latter having the effect of shifting the library function to the county level of government.

Under Wisconsin legislation providing for the establishment of areawide library systems and for state aids in support of such systems, a county must have a minimum population of 85,000 persons and must contain at least one community of 30,000 or more as the location of a system headquarters library in order to qualify for state aid. In the Region, Kenosha, Milwaukee, Racine, and Waukesha Counties each meet these population requirements, while Ozaukee, Walworth, and Washington Counties currently do not, nor are they forecast to do so in the foreseeable future. The law does provide that counties which do not meet the minimum population requirements may join with adjacent counties to form federated systems that would meet the population requirements, while Ozaukee, Walworth, and Washington Counties currently do not, nor are they forecast to do so in the foreseeable future. The law does provide that counties which do not meet the minimum population requirements may join with adjacent counties to form federated systems that would meet the population requirements.

The state financial aids available to legally established areawide library systems are based upon the following formula: 50 cents per capita for each person served within the boundaries of the system, plus a specified amount for each square mile of territory within a system, varying from a minimum of $6 per square mile in a single county system to a maximum of $18 per square mile in a system containing at least five counties; plus an amount equal to 7 percent of the previous year's operating expenditures for the provision of library services by the

local and county units of government within the system. To obtain these aids, a qualified and recognized public library system must submit proposed areawide library service plans to the Division for Library Services, and meet minimum library service standards to be established by the Division.

The four administrative plans explored under the regional library planning program differ only with respect to the arrangement and number of counties included within the proposed federated system or systems. The first alternative provides for the establishment of seven single-county library systems; the second alternative provides for the establishment of one single-county and two multicounty library systems; the third alternative provides for the establishment of two multicounty library systems; and the fourth alternative provides for the establishment of a single multicounty system to serve the entire Region.

The basic concept of a federated library system remains the same under each of the alternative plans considered. The federated system in each case would be governed by a board consisting of from seven to 20 members appointed by the county board or boards concerned. System membership must, by statute, be drawn from members of local library boards, members of county boards, and citizen members appointed at large.

Under the state legislation, the federated system board is fully responsible for providing library servcies outside municipalities not operating a public library. In addition, the federated system board could provide certain areawide functions or services, including the development and provision of a uniform borrower's card; the establishment and provision of an interlibrary loan and interlibrary material delivery service; a toll-free telephone reference network; a central storehouse facility; access to special reference collections, bookmobile services, and data processing operations on a systemwide basis; the provision of special library services to special segments of the population such as the very young, the very old, and the handicapped; the development of a union catalog; the initiation and provision of a books-by-mail service; the development of the capability to transmit microform collections via telephone network; the development of service contracts with special academic and school libraries; the performance of central ordering, cataloging, and bookbinding functions; and the establishment of minimum local library standards.

No attempt was made in the library planning program to determine which services should be performed by the federated system board or boards under the alternative plans considered. Rather, the plans simply considered the range of system activities that might be undertaken by the federated system boards, with the development of specific areawide library service programs to be the ultimate responsibility of the federated system board or boards that may be established within the Region. For this reason, no costs were developed for the provision of system services. It was assumed instead that the significant amounts of state aids that could be expected to become available to the federated board or boards could be utilized in part to provide the desirable areawide or system library services, and in part to offset rising local library facilities and services costs.

Alternative System No. 1: Seven Individual County Library Systems

Under the first alternative system plan considered, each county would develop a county library system. As noted above, only Kenosha, Milwaukee, Racine, and Waukesha Counties could establish county federated systems that would qualify for state library system aids. Ozaukee, Walworth, and Washington Counties could establish such systems, but would not be eligible for state aids since the minimum population requirements would not be met. Each of the seven counties would establish a federated library system board, which in turn would designate a headquarters library to coordinate the provision of library services within the county.

This alternative system plan recommends that the seven headquarters libraries be the Gilbert M. Simmons Library in Kenosha County; the Milwaukee Central Library in Milwaukee County; the Cedarburg Library in Ozaukee County; the Racine Library in Racine County; the Lake Geneva Library in Walworth County; the West Bend Library in Washington County; and the Waukesha Library in Waukesha County. Under this alternative, the existing areawide library systems in Milwaukee and Walworth Counties would remain essentially unchanged, and new federated library systems would have to be established for the remaining five counties. A major disadvantage of this alternative is that the resources of the Milwaukee Central Library would remain directly accessible to only about 60 percent of the Region's population.

Assuming that the four eligible counties would establish county federated library systems meeting all state standards, it is estimated that total state aids to these four single-county systems would be at least $1.48 million annually. These state aids could be utilized to provide the necessary areawide or system library services, as well as to assist the local library boards in maintaining and strengthening local library services.

Alternative System Plan No. 2: One Individual County and Two Multicounty Library Systems

Under the second alternative considered, a single-county federated library system would be developed for Kenosha County, a two-county federated library system would be developed to serve Racine and Walworth Counties, and a four-county federated library system would be developed to serve Milwaukee, Ozaukee, Washington, and Waukesha Counties. Under this alternative, all seven counties would become eligible for state aids under the provision of the statutes that allows counties not individually meeting the minimum population requirements for systems aid to join with adjacent counties that do meet these requirements.

Federated system boards for each of the three systems would need to be established. Each of these three boards

would designate a single headquarters library to coordinate the provision of library services within each federated system area. This alternative recommends that the three headquarters libraries be the Gilbert M. Simmons Library to serve the Kenosha County system; the Racine Library to serve the Racine-Walworth County system; and the Milwaukee Central Library to serve the Milwaukee-Ozaukee-Washington-Waukesha County system. Under this alternative the resources of the Milwaukee Central Library would be directly extended to nearly 80 percent of the Region's population.

Assuming that the three established federated library systems would meet all state standards, it is estimated that total state aids to the three systems would be at least $1.64 million annually. These state aids could be utilized by the three federated system boards to provide the necessary areawide or system library services, as well as to assist local library boards in maintaining and strengthening local library services.

Alternative System Plan No. 3:
Two Multicounty Library Systems

Under the third alternative considered, a three-county federated library system would be developed to serve Kenosha, Racine, and Walworth Counties; and a four-county federated library system would be developed to serve Milwaukee, Ozaukee, Washington, and Waukesha Counties. As in the second alternative, all seven counties would become eligible for state aids under the provision of the statutes that allows counties not individually meeting population requirements for systems aid to join with adjacent counties that do meet these requirements. A federated system board for each of the two systems would need to be established under this alternative. These two boards would each designate a single headquarters library to coordinate the provision of library services within each system. This alternative recommends that these two resource libraries to the Racine Library to serve the Kenosha-Racine-Walworth County federated system and the Milwaukee Central Library to serve the Milwaukee-Ozaukee-Washington-Waukesha County federated system. Under this alternative, the resources of the Milwaukee Central Library would be directly extended to nearly 80 percent of the Region's population.

Assuming that the two established federated library systems would meet all state standards, it is estimated that the total state aids to the two systems would be at least $1.64 million annually. These state aids could be utilized by the two federated system boards to provide the necessary areawide or system library services, as well as to assist local library boards in maintaining and strengthening local library services.

Alternative System Plan No. 4:
One Multicounty Library System

Under the fourth alternative considered, a single multicounty federated library system would be developed for the entire seven-county Region. One federated system board would be established to determine system policy and direct the provision of systemwide services. This board would designate a single headquarters library to coordinate library services within the seven-county federated system area. This alternative recommends that this headquarters library be the Milwaukee Central Library. Under this alternative, the resources of the Milwaukee Central Library would be legally extended to all residents of the Region.

Assuming that the single seven-county federated library system would meet all state standards, it is estimated that state aids to the system would be at least $1.65 million annually. This is the maximum amount of state aid that could be made available for library purposes to the local governments in the Region, and takes full advantage of that portion of the state aid formula which provides maximum geographic area payments to federated systems containing at least five counties. These state aids could be utilized by the seven-county federated system board to provide the necessary areawide or system library services, as well as to assist local library boards in maintaining and strengthening local library services.

Recommended Plan

The basic library facilities plan and the four alternative library administrative system plans were presented during the summer of 1971 at 11 public informational meetings throughout the Region to brief and receive comments from librarians, library board trustees, public officials, and interested citizens. The general consensus of the meeting participants was that universal access to various libraries and special collections, particularly to large resource libraries, be continued where now available and extended to all the Region's residents, in a manner so as to retain local autonomy in terms of decision-making with respect to the kinds of materials and services to be provided at various individual community libraries throughout the Region. Based upon the comments received at these meetings, the advisory committee recommended, and the Commission reviewed and adopted, a regional library facilities and services plan which contains the following essential elements.

Public Library Administrative System

The regional library plan recommends that a seven-county federated regional public library system be established to provide essential areawide or system-level library services throughout the Region. This recommendation, discussed above as alternative administrative system plan No. 4, was deemed to best meet the library system development objectives, principles, and standards formulated under the study, particularly those relating to library availability and service. The plan further recommends that the Milwaukee Central Library be designated as the system headquarters library for the seven-county federated system. By so doing, the recommended plan takes full advantage of the significant library resources, in terms of book stock and related materials and professional staff, now available at that library, and assures that these resources can be made available as needed to all residents of the Region.

The plan further recommends that a special resource library be designated in each of the remaining six counties, to include the Gilbert M. Simmons Library in Kenosha County, the Cedarburg Library in Ozaukee County, the Racine Library in Racine County, the Lake Geneva Library in Walworth County, the West Bend Library in Washington County, and the Waukesha Library in Waukesha County. These libraries are proposed to have direct communication and service links to the system headquarters in Milwaukee. The recommended administrative system would thus seek to ensure a uniform level of library service throughout the Region by making available existing significant library resources to all residents.

The plan recommends that this administrative system be established under state legislation providing for multi-county federated library systems, and maximizes the state aid that would be available to the local units of government in the Region for the provision of library services. By establishing a federated system, the plan ensures that all existing and future public libraries in the Region would maintain local autonomy in terms of decisions on specific levels of services to be provided and specific types of facilities to be constructed, while at the same time ensuring that all residents of the Region have access to the special-strength libraries and the special library collections and services available throughout the seven counties.

The plan proposes that the library system be governed by a federated library system board, comprised of representatives from throughout the Region, which could undertake many of the system-level functions discussed earlier. The plan specifically proposes that a uniform regional library card be established to enable all residents of the Region to have access to all public library facilities and services. The plan further recommends that the federated library system board take steps to attain cooperative agreements with the significant higher educational and special libraries in the Region in order to ensure that the resources of these libraries are also available to all residents of the Region.

Library Facilities

The recommended plan proposes that individual local units of government continue to build and operate all permanent library facilities. Individual decisions on staging, design, construction, ownership, and operation would thus be retained at the local level, and would enable each community to retain individual building styles while incorporating established floor area requirements. The plan recommends that the local units of government construct 30 new libraries and 15 replacement libraries over the approximately 20-year plan implementation period. The specific libraries recommended to be constructed are set forth by county in Table 38. The plan is graphically summarized on Map 24.

Of the 30 proposed new libraries, seven are recommended to be main libraries constructed in communities or areas that currently do not have a permanent library. These libraries would be constructed in the Silver Lake area of Kenosha County; the Franklin, Glendale, Hales Corners, Greenfield, and Fox Point-Bayside-River Hills areas of Milwaukee County;[6] and the North Prairie area of Waukesha County. The remaining 23 new libraries would be neighborhood or branch libraries, including one each in Kenosha and Oak Creek, two in Wauwatosa, 13 in Milwaukee, three in Racine, one in Brookfield, one in New Berlin, and one in Waukesha. Of the 15 libraries recommended to be replaced, 12 are existing obsolete main libraries located in Kenosha, Brown Deer, Grafton, Rochester, East Troy, Fontana, Slinger, Delafield, Hartland, Mukwonago, Pewaukee, and Oconomowoc. The three libraries recommended to be replaced include two branch libraries in Kenosha and one neighborhood library in Milwaukee.

To supplement the permanent new and replacement libraries in the Region, the plan further recommends that general-service bookmobile stops be expanded to serve a total of 42 small urban areas throughout the Region, as listed in Table 39. General bookmobile service would be phased out entirely in Milwaukee County as the recommended new permanent libraries are provided. Special bookmobile service to concentration of the aged or the handicapped would, however, continue to be provided not only in Milwaukee County but throughout the Region. The plan recommends that the proposed bookmobile services be operated out of the system headquarters library and the six special resource libraries.

Library Materials

The plan recommends that public libraries in the Region take steps to acquire additional book stock and related library materials in order to meet existing deficiencies in library stock as indicated by application of the adopted standards to existing population levels. Application of the material standards to the forecast population levels indicates a need to increase library book stock by about three million volumes, or by about 85 percent, by 1990. In addition, the plan includes recommendations to provide other miscellaneous library materials and to replace damaged or worn out stock.

Library Staff

In order to meet the recommended service standards under forecast population levels, total library personnel in the Region would have to be increased from approximately 780 in 1969 to approximately 1,130 in 1990. Professional library staff would have to be increased from 290 in 1969 to about 380 in 1990. The plan recommends that consideration be given at the regional system level to organizing a team of library specialists to provide consultant services to all public libraries in the Region.

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[6] *The Glendale Library could operate as a branch of the proposed Fox Point-Bayside-River Hills Library, and the Greenfield Library could operate as a branch of the proposed Hales Corners Library.*

Table 38

RECOMMENDED NEW AND REPLACEMENT LIBRARY FACILITIES IN THE REGION BY COUNTY: 1972-1990

County	New Library Facilities			Replacement Library Facilities		
	General Location	Type	Approximate Size (Square Feet)	Name of Existing Facility	Type	Approximate Size (Square Feet)
Kenosha	Silver Lake Area Kenosha–South	Main Neighborhood	15,000 15,000	Roosevelt Road (Kenosha) Washington (Kenosha) Gilbert M. Simmons (Kenosha)	Neighborhood Neighborhood Main	15,000 15,000 30,000
Milwaukee	Franklin Glendale[a] Hales Corners Fox Point-Bayside-River Hills Greenfield[b] Greenfield Oak Creek Wauwatosa (2) Milwaukee (13)	Main Main Main Main Main Neighborhood Neighborhood Neighborhood	15,000 15,000 15,000 15,000 15,000 15,000 15,000 each 15,000 each	Brown Deer Center (Milwaukee)	Main Neighborhood	15,000 15,000
Ozaukee	None	--	--	Grafton	Main	15,000
Racine	Racine–North Racine–Northwest Racine–Southwest	Neighborhood Neighborhood Neighborhood	15,000 15,000 15,000	Rochester	Main	15,000
Walworth	None	--	--	East Troy Fontana	Main Main	15,000 15,000
Washington	None	--	--	Slinger	Main	15,000
Waukesha	North Prairie Area Brookfield New Berlin Waukesha	Main Neighborhood Neighborhood Neighborhood	15,000 15,000 15,000 15,000	Delafield Hartland Mukwonago Pewaukee Oconomowoc	Main Main Main Main Main	15,000 15,000 15,000 15,000 30,000
Region Total	--	7 Main 23 Neighborhood	--	--	12 Main 3 Neighborhood	--

[a] *Could be operated as a branch of the Fox Point-Bayside-River Hills Library.*

[b] *Could be operated as a branch of the Hales Corners Library.*

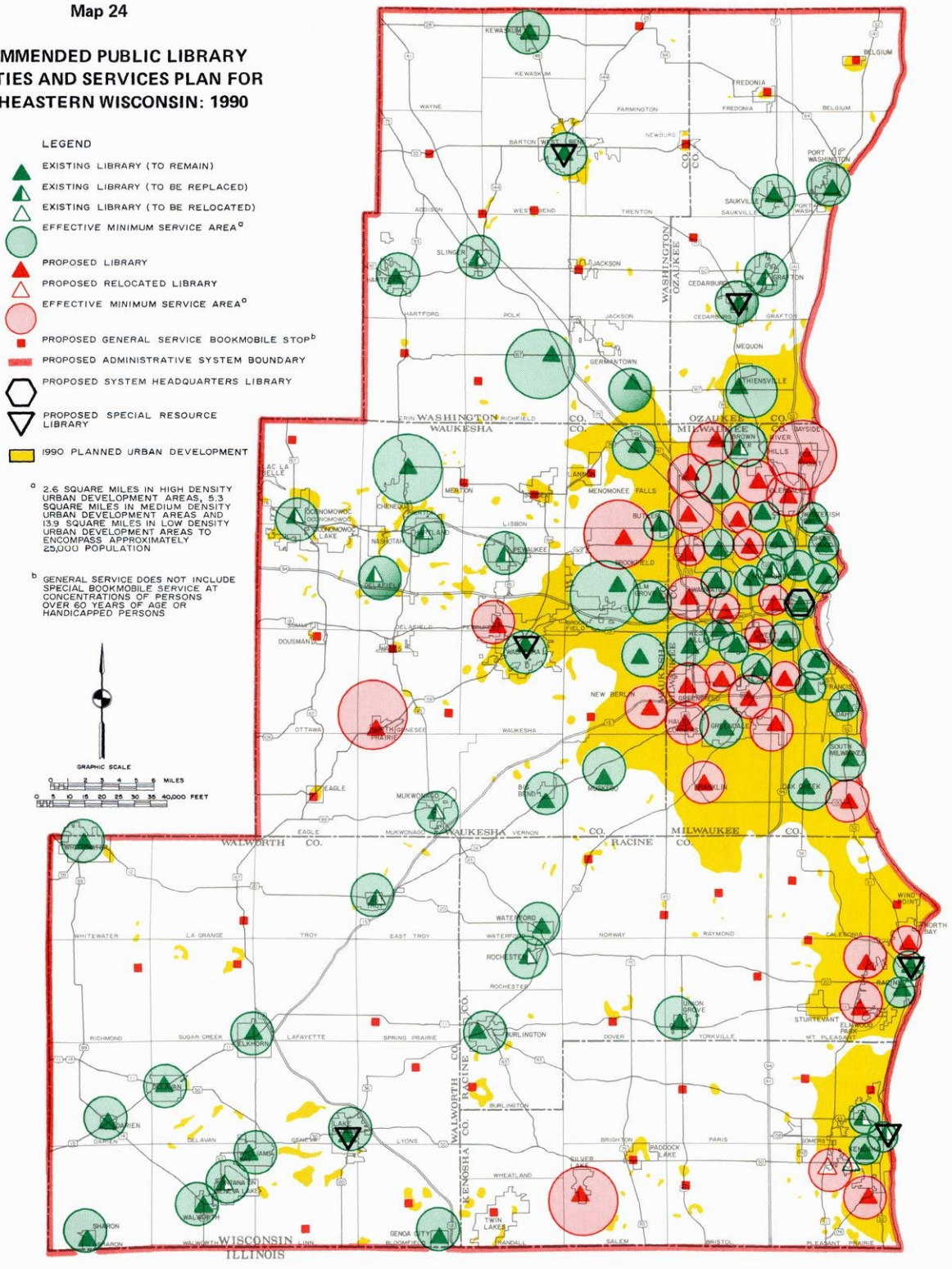
Source: SEWRPC.

Plan Staging

The regional library facilities and services plan includes staging recommendations with respect to the recommended public library administrative system, with the plan implementation period divided into four stages: 1972-1975, 1976-1980, 1981-1985, and 1986-1990. Activities recommended in each stage of administrative system development are summarized in Table 40. In general, the first stage includes the establishment of county library study committees, the recommendation by these committees for formal adoption of the regional

Map 24

RECOMMENDED PUBLIC LIBRARY FACILITIES AND SERVICES PLAN FOR SOUTHEASTERN WISCONSIN: 1990



The regional library plan recommends that a seven-county federated public library system be established to provide essential areawide or system-level services throughout the Region. The plan further recommends that the Milwaukee Central Library become the system headquarters library, and that a special resource library be designated in each of the remaining six counties. The plan recommends that local communities build 30 new libraries and 15 replacement libraries over the 20-year plan implementation period. Of the new libraries, seven would be main libraries in communities which do not now have a permanent library, and the remainder would be neighborhood or branch libraries.

Source: SEWRPC.

Table 39

RECOMMENDED GENERAL SERVICE BOOKMOBILE STOPS IN THE REGION BY COUNTY: 1990

County	Geographic Location of Bookmobile Stop
Kenosha	City of Kenosha–North Village of Paddock Lake Village of Twin Lakes Town of Paris Unincorporated Village of Bristol, Town of Bristol Unincorporated Village of Somers, Town of Somers
Ozaukee	Village of Belgium Village of Fredonia Deckers Corners Area, Town of Cedarburg
Racine	Town of Caledonia–East Town of Caledonia–West Unincorporated Village of Franksville, Town of Caledonia Unincorporated Village of Raymond, Town of Raymond Bohner Lake Area, Town of Burlington Eagle Lake Area, Town of Dover Ives Grove Area, Town of Yorkville North Cape Area, Town of Raymond Wind Lake Area, Town of Norway
Walworth	Unincorporated Village of Pell Lake, Town of Bloomfield Lauderdale Lakes Area, Town of LaGrange Unincorporated Village of Lyons, Town of Lyons Unincorporated Village of Zenda, Town of Linn Unincorporated Village of Spring Prairie, Town of Spring Prairie Unincorporated Village of Tibbets, Town of Sugar Creek Turtle Lake Area, Town of Richmond
Washington	Village of Jackson Village of Newburg Unincorporated Village of Allenton, Town of Addison Unincorporated Village of Boltonville, Town of Farmington Unincorporated Village of Thompson, Town of Erin Friess Lake Area, Town of Richfield Cedar Lake Area, Town of West Bend Little Cedar Lake Area, Town of West Bend
Waukesha	Village of Dousman Village of Eagle Village of Lannon Village of Merton Village of Sussex Village of Wales Unincorporated Village of Saylesville, Town of Genesee Unincorporated Village of Monterey, Town of Oconomowoc Prospect Hill Area, City of New Berlin

Source: SEWRPC.

library facilities and services plan, and the actual establishment of the seven-county regional federated library system and appointment of the system governing board.

The second stage would involve the determination of system-level services and actual development of certain services, including the establishment of the central data processing operation, a central storehouse, and a uniform library borrower's card. The third stage would include expansion of the system services to include the development of a union catalog and special librarian service programs. The fourth stage would include further strengthening of specialty library programs at the regional level and the undertaking of centralized ordering and processing of library materials.

Costs of Plan Implementation

The total cost of implementing the recommended regional library facilities and services plan for southeastern Wisconsin over the approximately 20-year plan implementation period, exclusive of the costs of establishing and operating the seven-county regional library system federation, is estimated at about $199 million (see Table 41). Of this total, about $45 million, or 23 percent, is required to construct new and replacement public libraries, purchase new and replace existing mobile library units, and maintain existing public library buildings. About $28 million, or 14 percent, is required to purchase additional book stock and other materials to meet the plan standards and to replace worn out book stock and materials. The remaining $126 million, or 63 percent, is needed to operate the library systems in the Region, and includes salaries for all professional, administrative, clerical, and maintenance library staff.

As of 1972, local units of government in the Region were collectively spending $6.14 per capita for library facilities and services. If this per capita cost is held essentially constant, and if the Region grows in accordance with the population forecasts, local units of government in the Region may be expected to collectively spend a total of $224 million over the approximately 20-year plan implementation period. Thus, the recommended regional library facilities and services plan is considered to be financially feasible. The substantial state aids that could be anticipated if the public library administrative system component of the recommended plan is carried out can and should be made available primarily for the operation of the seven-county system and the provision of needed areawide services.

Concluding Remarks

The recommended regional library facilities and services plan points the way to the most cost effective means for providing improved library facilities and services on a more uniform basis throughout the seven-county Region. The plan provides a basis for coordinating future public capital investment in library facilities, and should ensure a more effective use of the public monies which will have to be expended for library purposes in the Region in any case.

The establishment of the seven-county federated library system is a key element of the recommended plan, and should be carefully considered by the various county library study committees that are now debating the question of how best to provide library services on an areawide basis. Currently, at least two of these committees are considering recommending individual county federated systems in much the same manner as proposed in alternative administrative system No. 1. While the establishment of such county systems may in the short term provide more effective and uniform library services, it may in the long term hinder progress toward the establishment of a single seven-county federated system for the entire Region. Not only would the establishment of the seven-county federated system take maximum advantage of available state aids in the provision of library facilities and services, but it would also ensure that existing and future library resources are made available to the widest possible number of library users. Accordingly, the Com-

Table 40

RECOMMENDED STAGING OF THE PUBLIC LIBRARY ADMINISTRATIVE PLAN FOR THE REGION: 1972-1990

1972-1975	1976-1980	1981-1985	1986-1990
Establish county study committees Establish regional study committee Approve recommended public library facilities and services plan Appoint seven-county system board Designate system headquarters library	Organize member libraries Assign system services versus local services Initiate regular interlibrary delivery services Establish telephone toll-free network Establish contracts with local school districts Develop and initiate uniform borrower's card Initiate interlibrary loans Begin central storehouse collection Establish minimum hours for system members Develop access to special reference collections Expand bookmobile service Establish central computer operation Establish special group needs and services section	Review services and facility development programs Establish special librarian service programs systemwide Develop union catalog Initiate books-by-mail service Initiate contracts with special academic and school libraries Expand microform collection Develop capability to transmit microform collection via telephone network Evaluate bookmobile versus facility needs and population distribution	Begin circulation of specialty programs Begin central ordering and processing of feasible items Begin direct communication between several designated types of libraries within the Region Tie central computer data bank to state and national networks Establish additional computer processing outlets Review all collections, services, and special needs, and facility development

Source: SEWRPC.

Table 41

SUMMARY OF COST ESTIMATES RECOMMENDED LIBRARY FACILITIES AND SERVICES PLAN FOR THE REGION: 1972-1990

Plan Category	Estimated Total Cost[a]
Facilities	
New Public Library Buildings	$ 16,500,000
Replacement of Public Library Buildings	8,950,000
Mobile Library Units	630,000
Maintenance of Existing Public Library Buildings	19,134,176
Subtotal	$ 45,214,176
Material	
Additional Book Stock	$ 17,879,244
Additional Other Materials	4,013,550
Replacement of Existing Book Stock and Other Materials	5,716,872
Subtotal	$ 27,609,666
Personnel	
Library Staff	$125,879,432
Total	$198,703,274

[a] *Expressed in 1973 dollars.*

Source: SEWRPC.

mission encourages all local and county officials, all library board trustees, and all library study committee members to carefully consider the plan recommendations so that library system development may be consistent with the adopted plan.

REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING PROGRAM

The Commission continued the data collection phase of the regional park, outdoor recreation, and related open space planning program during 1974. This program, which began in June 1973, is being conducted primarily at the request of the Common Council of the City of Racine and the Milwaukee County Planning Commission, and in response to a notice from the U. S. Department of Housing and Urban Development that completion of a regional park and open space plan was essential to continue to qualify the constituent local units of government in the Region for federal funds in support of the acquisition and improvement of park facilities.

In accordance with the prospectus completed in 1973, the following data collection programs were conducted or initiated in 1974: an inventory of all existing parks, outdoor recreation, and related open space sites; an inventory of historic and cultural sites; an inventory of potential park sites; and a series of outdoor recreation user surveys.

Inventory of Existing Park, Outdoor Recreation, and Related Open Space Sites

The inventory of existing parks, the first inventory undertaken, was completed in 1974. A total of 1,429 publicly and privately owned park sites covering a total of 95,475 acres were inventoried. The number of sites and acres are shown by county and by ownership in Table 42.

Various types of recreational and open space land, including parks, parkways, and general open space lands; conservation areas; waysides; camps; and other special recreational facilities were identified in the inventory. A total of 863 sites covering 68,267 acres were found to be publicly owned, with 40,325 acres, or 42 percent of the total acreage, being owned by the state. Most of the state lands consist of large tracts of conservation, fish and game management, and other natural resource conservation related areas. A total of 20,839 acres, or 22 percent of the total acreage, were found to be county owned. Milwaukee County alone owns 13,786 acres of park and recreation lands. Most county lands included in the inventory are parks, parkways, and other recreational general open space. The cities, villages, and towns of the Region together owned 6,300 acres, or about 7 percent of the total acreage, most of which is located in the more densely populated areas of the Region.

A total of 566 sites covering 27,208 acres are under nonpublic ownership. Nonpublicly owned sites include private campgrounds, swimming beaches, golf courses, boat launches, ski hills, and other commercial facilities; and country clubs, gun clubs, and other private facilities. These sites are generally located in the less densely populated areas of the Region.

In addition, as part of this inventory, information on the principal uses of each site, the quantity and type of facilities, adjacent land uses, and the natural resource elements within the site boundaries was collected. Each site was also delineated on 1" = 400' 1970 SEWRPC aerials, mapped on 1" = 2000' SEWRPC county base maps, and located on a 1" = 8000' SEWRPC regional base map.

Inventory of Historic Sites

The inventory of historic sites within the Region was also completed in 1974, indicating a total of 781 sites. Table 43 shows the number of marked and unmarked cultural and natural features and structures by county within the Region.

The inventory identified 235 cultural features, 85 natural features, and 461 structures within the Region. Seventy-four percent, or 69 of the 93 cultural features recognized and marked in some manner by local, county, or state historical groups or societies, are located in Milwaukee, Racine, and Waukesha Counties. Most of the cultural features are sites of Indian or early white settlements or are closely related to such settlements, and include old plank roads, early trails, and burial grounds and cemeteries. Natural feature sites consist primary of wetland and woodland areas, with only 8 percent, or 7 of the 85 sites, being marked. A total of 461, or 59 percent of the identified historic sites, are structures, the majority of which are located in the urbanized areas of the Region, particularly Milwaukee County, which contains 56 percent, or 49, or the 87 marked structures. Historic homes, churches, inns, and schools predominate in this category, which also includes government buildings, mills, and museums.

Table 42

EXISTING PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE SITES IN THE REGION BY COUNTY AND OWNERSHIP: 1973

		Public Ownership								Nonpublic Ownership					
County	Sites and Acreage	Federal	State	County	City	Village	Town	School District	Subtotal	Organizational	Commercial	Private	Other Nonpublic	Subtotal	Total
Kenosha	Sites	--	14	7	36	15	26	2	100	25	39	39	1	104	204
	Acres	--	6,493	1,302	569	42	154	256	8,816	1,117	1,463	895	1	3,476	12,292
Milwaukee	Sites	1	2	123	110	26	--	2	264	11	23	21	--	55	319
	Acres	39	214	13,786	497	217	--	12	14,765	265	307	1,299	--	1,871	16,636
Ozaukee	Sites	--	7	7	33	13	--	--	60	9	6	5	1	21	81
	Acres	--	2,170	657	318	91	--	--	3,236	670	280	857	1	1,808	5.044
Racine	Sites	--	15	20	66	10	3	2	116	13	30	22	1	66	182
	Acres	--	2,843	1,590	1,134	19	38	316	5,940	590	800	629	2	2,021	7,961
Walworth	Sites	--	27	6	25	17	13	1	89	29	60	30	--	119	208
	Acres	--	7,741	204	204	172	30	1	8,352	3,557	3,273	1,960	--	8,790	17,142
Washington	Sites	--	13	5	26	8	3	2	57	21	32	10	--	63	120
	Acres	--	8,216	482	413	195	9	42	9,357	2,218	1,539	546	--	4,303	13,660
Waukesha	Sites	--	21	19	78	43	12	4	177	33	76	28	1	138	315
	Acres	--	12,648	2,818	1,249	761	188	137	17,801	1,272	2,140	1,396	131	4,939	22,740
Region	Sites	1	99	187	374	132	57	13	863	141	266	155	4	566	1,429
	Acres	39	40,325	20,839	4,384	1,497	419	764	68,267	9,689	9,802	7,582	135	27,208	95,475

Source: SEWRPC.

Table 43

HISTORIC SITES IN THE REGION BY TYPE AND COUNTY: 1973

Type of Site	County							Region
	Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	
Cultural Feature								
Marked[a]	6	23	3	22	9	6	24	93
Unmarked[b]	11	10	19	1	11	19	71	142
Subtotal	17	33	22	23	20	25	95	235
Natural Feature								
Marked[a]	0	2	0	0	1	1	3	7
Unmarked[b]	13	0	3	19	25	6	12	78
Subtotal	13	2	3	19	26	7	15	85
Structure								
Marked[a]	3	49	5	4	5	3	18	87
Unmarked[b]	40	71	49	55	42	33	84	374
Subtotal	43	120	54	59	47	36	102	461
Total Sites								
Marked[a]	9	74	8	26	15	10	45	187
Unmarked[b]	64	81	71	75	78	58	167	594
Total	73	155	79	101	93	68	212	781

[a] *Marked sites are those which have been officially recognized and marked in some manner by historical groups or local, county, or state historical societies.*

[b] *Unmarked sites are those which are being considered for marking by historical societies or groups, or are identified as having historical significance by historical societies or groups but are not yet being considered for marking.*

Source: SEWRPC.

As of April 1970, 32 of the 664 potential park and related open space sites in the Region had been converted to recreational use in their entirety. In addition, portions of another 96 potential park sites had been converted to recreational use. A total of all or part of 128 potential park sites comprising over 9,500 acres, or more than 9 percent of the 102,200 acres of potential park sites, were in park or recreation use as of 1970.

From 1963 to 1970, 39 sites totaling over 3,000 acres and portions of an additional 249 sites totaling almost 4,400 acres were lost as potential park and related open space areas due to urban encroachment. In addition, because of land use or resource changes which occurred within the site since the original inventory, high and medium value sites were lowered in value, resulting in a loss of 25 high value sites and a net gain of 22 medium and three low value sites. A total of 583 potential park and related open space areas totaling over 82,000 acres, or more than 80 percent of the original potential park and related open space acreage identified in 1963 and 1968, remained in 1970.

Table 44 indicates that of the 9,760 acres of potential park sites which were actually converted to recreational use, over 6,800 acres, or over two-thirds, were converted to public recreation use, and 3,000 acres, or approximately one-third, were converted to private recreation use. Over 2,200 acres, or 33 percent of the 6,800 acres of potential park sites converted to public recreation use were converted in Milwaukee County. This represents 48 percent of all potential park acreage in Milwaukee County, and 95 percent of the potential park acreage converted to recreation use in Milwaukee County during the 1963 to 1970 period. Significant amounts of public recreation acreage were also acquired in Racine County (1,350 acres), Walworth County (1,150 acres), and Washington County (1,050 acres).

In addition, each site was field-checked and information on the ownership, present condition, and adjacent land uses collected. Each site was also identified on 1" = 400' 1970 SEWRPC aerials and located on a 1" = 8000' SEWRPC regional base map.

Table 44

CHANGE IN STATUS OF POTENTIAL PARK AND RELATED OPEN SPACE SITES IN THE REGION BY COUNTY: 1963-1970

County	Site Value	Original Sites		Site Change to Recreation Area													
				Total Site to Recreation Area				Partial Site to Recreation Area				Acres to Recreation Area				Total Acres to Recreation Area	
				Public		Private		Public		Private		Public		Private			
		Number	Acres	Number	Acres	Number	Acres	Number	Acres	Number	Acres	Number	Percent	Number	Percent	Number	Percent
Kenosha	High	14	2,506	1	286	0	0	0	0	0	0	286	100.0	0	0.0	286	11.4
	Medium	25	2,717	0	0	0	0	1	27	2	77	27	26.0	77	74.0	104	3.8
	Low	28	3,051	0	0	0	0	1	45	2	125	45	26.5	125	73.5	170	5.6
	Total	67	8,273	1	286	0	0	2	72	4	202	358	63.9	202	36.1	560	6.8
Milwaukee	High	11	2,756	3	590	0	0	4	902	1	66	1,492	95.8	66	4.2	1,558	56.5
	Medium	11	1,410	3	340	1	52	3	34	0	0	374	87.8	52	12.2	426	30.2
	Low	7	548	2	253	0	0	1	143	0	0	396	100.0	0	0.0	396	72.3
	Total	29	4,715	8	1,183	1	52	8	1,079	1	66	2,262	95.0	118	5.0	2,380	50.5
Ozaukee	High	26	4,595	1	262	0	0	2	50	6	247	312	55.8	247	44.2	559	12.2
	Medium	16	3,023	0	0	0	0	0	0	1	173	0	0.0	173	100.0	173	5.7
	Low	23	1,652	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
	Total	65	9,269	1	262	0	0	2	50	7	420	312	42.6	420	57.3	732	7.9
Racine	High	28	5,455	2	78	0	0	6	602	0	0	680	100.0	0	0.0	680	12.5
	Medium	40	4,547	6	594	0	0	1	1	0	0	595	100.0	0	0.0	595	13.1
	Low	35	2,926	1	78	0	0	0	0	0	0	78	100.0	0	0.0	78	2.7
	Total	103	12,929	9	750	0	0	7	603	0	0	1,353	100.0	0	0.0	1,353	10.5
Walworth	High	49	14,964	1	311	2	267	13	580	12	601	891	50.7	868	49.3	1,759	11.8
	Medium	45	5,504	2	138	1	149	0	0	3	118	138	34.0	267	66.0	405	7.4
	Low	67	4,447	0	0	3	160	4	129	2	187	129	27.1	347	72.9	476	10.7
	Total	161	24,914	3	449	6	576	17	709	17	906	1,158	43.9	1,482	56.1	2,640	10.6
Washington	High	34	8,246	0	0	1	67	6	836	2	224	836	74.2	291	25.8	1,127	13.7
	Medium	24	2,794	1	203	0	0	1	1	1	80	204	71.8	80	28.2	284	10.2
	Low	30	3,621	0	0	0	0	0	0	4	144	0	0.0	144	100.0	144	4.0
	Total	88	14,661	1	203	1	67	7	837	7	448	1,040	66.9	515	33.1	1,555	10.6
Waukesha	High	50	12,732	1	85	0	0	3	97	5	105	182	63.4	105	36.5	287	2.3
	Medium	52	7,677	0	0	0	0	4	121	0	0	121	100.0	0	0.0	121	1.6
	Low	49	7,039	0	0	0	0	2	45	3	87	45	34.1	87	65.9	132	1.9
	Total	151	27,448	1	85	0	0	9	263	8	192	348	64.4	192	36.6	540	2.0
Region	High	212	51,253	9	1,612	3	334	34	3,067	26	1,243	4,679	74.8	1,577	25.2	6,256	12.2
	Medium	213	27,672	12	1,275	2	201	10	184	7	448	1,459	69.2	649	30.8	2,108	7.6
	Low	239	23,284	3	331	3	160	8	362	11	543	693	49.6	703	50.4	1,396	6.0
	Total	664	102,209	24	3,218	8	695	52	3,613	44	2,234	6,831	70.0	2,929	30.0	9,760	9.5

Inventory of Potential Park and Related Open Space Sites

The Commission conducted an inventory of potential park and related open space sites within the Region in 1963 and updated this inventory in 1968. In 1974, as part of the land use plan reevaluation, a reevaluation of these potential park sites was conducted in order to identify changes which have occurred since the original inventories. This reevaluation was conducted utilizing 1970 SEWRPC aerial photographs, 1970 land use data, and the 1973 existing park sites inventory. Table 44 summarizes the changes in status of the original 664 potential park sites from 1963 to 1970.

The majority of the conversion of potential park sites to private recreational use—almost 1,500 acres, or over 50 percent of the total of 2,900 acres—occurred in Walworth County. Including the 1,150 acres of potential park acreage which were converted to public use, Walworth County had over 2,600 acres of potential park sites placed in recreational use in the 1963 to 1970 period, the largest of any county in the Region.

Waukesha County, with over 2,300 acres, has the largest quantity of potential park acreage lost to urban development, while Kenosha County, with 920 acres, or 11 percent of its potential park acreage lost to urban

Table 44 (continued)

County	Site Value	Original Sites		Site Loss to Urban Development						Site Value Change		Remaining Sites		
				Total Site to Urban Development		Partial Site to Urban Development		Total Access to Urban Development						
		Number	Acres	Number	Acres	Number	Acres	Acres	Percent	Number	Acres	Number	Acres	Percent
Kenosha	High	14	2,506	2	268	5	17	285	11.4	- 2	- 101	9	1,833	73.1
	Medium	25	2,717	2	104	11	185	289	10.6	2	101	25	2,427	89.3
	Low	28	3,051	6	206	13	142	348	11.4	0	0	22	2,532	83.0
	Total	67	8,273	10	578	29	344	922	11.1	--	--	56	6,792	82.1
Milwaukee	High	11	2,756	1	164	3	5	169	6.1	- 3	- 449	3	556	20.2
	Medium	11	1,410	2	152	1	4	156	11.1	3	449	8	1,278	90.6
	Low	7	548	1	52	0	0	52	9.5	0	0	4	100	18.2
	Total	29	4,715	4	367	4	9	376	8.0	--	--	15	1,934	41.0
Ozaukee	High	26	4,595	0	0	17	345	345	7.5	- 3	- 180	20	3,510	76.4
	Medium	16	3,023	1	225	8	107	332	11.0	3	180	18	2,699	89.3
	Low	23	1,652	1	51	2	7	58	3.5	0	0	22	1,595	96.5
	Total	65	9,269	2	276	27	459	735	7.9	--	--	60	7,804	84.2
Racine	High	28	5,455	1	62	13	188	250	4.6	- 4	- 466	20	4,040	74.1
	Medium	40	4,547	3	219	14	306	525	11.5	3	357	33	3,461	76.1
	Low	35	2,926	1	39	10	168	207	7.1	1	109	34	2,753	94.1
	Total	103	12,929	5	320	37	662	982	7.6	--	--	87	10,254	79.3
Walworth	High	49	14,964	2	306	21	385	691	4.6	- 5	- 977	38	11,484	76.7
	Medium	45	5,504	2	58	17	74	132	2.4	4	948	44	5,902	107.2
	Low	67	4,447	2	46	20	824	870	19.6	1	29	62	3,108	69.9
	Total	161	24,914	6	410	58	1,283	1,693	6.8	--	--	144	20,494	82.3
Washington	High	34	8,246	0	0	15	231	231	2.8	- 2	- 771	31	6,025	73.1
	Medium	24	2,794	0	0	7	58	58	2.1	1	75	24	2,527	90.4
	Low	30	3,621	1	41	10	155	196	5.4	1	696	29	3,933	108.6
	Total	88	14,661	1	41	32	444	485	3.3	--	--	84	12,485	85.2
Waukesha	High	50	12,732	2	137	22	461	598	4.7	- 6	-1,404	41	8,145	64.0
	Medium	52	7,677	4	500	23	452	952	12.4	6	1,404	50	7,829	102.0
	Low	49	7,039	5	534	17	257	791	11.2	0	0	46	6,327	89.9
	Total	151	27,448	11	1,171	62	1,170	2,341	8.5	--	--	137	22,301	81.2
Region	High	212	51,253	8	937	96	1,632	2,569	5.0	-25	-4,348	162	35,593	69.4
	Medium	213	27,672	14	1,258	81	1,186	2,444	8.8	22	3,514	202	26,123	94.4
	Low	239	23,284	17	970	72	1,553	2,523	10.8	3	834	219	20,348	87.4
	Total	664	102,209	39	3,164	249	4,371	7,535	7.4	--	--	583	82,064	80.3

Source: SEWRPC.

development, represents the highest percentage of potential park acreage lost to urban development from 1963 to 1970.

All of the original sites were delineated on 1" = 400' 1970 SEWRPC aerial photo overlays and 1" = 400' SEWRPC county base maps, and located, with status changes noted, on a 1" = 8000' SEWRPC regional base map.

Outdoor Recreation User Surveys

A variety of surveys were conducted by the Commission in 1974 to identify the year-round outdoor recreation preferences and the actual participation in outdoor recreational activities of the resident population of the Region. A winter outdoor recreation survey was completed in 1974, consisting of four parts: a hand-out mail-back survey of users at 28 major winter recreation facilities; a personal interview survey of users at three local winter recreation facilities; an aerial survey of lake use on all lakes in the Region; and a mail-out mail-back survey of snowmobile registrants residing in the Region. A total of 12 ski hills, 14 public parks, one lake, and one snowmobile area were surveyed in the hand-out mail-back survey during February. Of the 8,759 survey forms distributed to winter activity participants, 2,571, or 29 percent, were completed and returned to the Commission offices. In on-site interviews with participants in various activities, over 300 persons were surveyed at

three local parks. A total of 2,000 participants in various activities were identified in the aerial survey of the lakes in the Region. The snowmobile owner survey consisted of a sample of over 5,700 snowmobile owners selected from a list of 39,000 registered snowmobile owners in the Region. Almost 2,000 survey forms, or 35 percent of those mailed, were completed and returned to the Commission offices.

A summer recreation user survey was also completed in 1974, consisting of three parts: an onsite user interview survey, an aerial survey of lake use on all lakes in the Region, and a mail-out mail-back survey of boat registrants residing in the Region. In onsite interviews with participants in various outdoor recreation activities during June, July, August, and September, over 2,400 were surveyed at approximately 250 recreation areas throughout the Region. Over 1,180 boats utilized for various water-based recreational activities were identified in the aerial survey of all lakes within the Region. The survey of boat owners consisted of a sample of over 9,700 owners selected from a list of 92,000 registered boat owners in the Region. By the end of 1974, over 2,800 forms, or 29 percent of those mailed, were completed and returned to the Commission offices.

In addition to these surveys, over 200 outdoor recreation site managers were interviewed concerning the use of the parks which they supervised. Data collected in this survey included basic socioeconomic characteristics of the facility users and the site facility's ability to meet 1974 demand.

Data collection was completed for all of these surveys during 1974. In addition, the winter user survey data were coded, edited, and compiled for use in the analysis phase for the final planning report.

ENVIRONMENTAL PLANNING

From its inception, the Commission planning program has placed strong emphasis on planning for the protection and enhancement of the Region's environment. This emphasis has become increasingly important in the Commission's overall work program. In 1974, the Commission adopted a regional sanitary sewerage system plan aimed directly at controlling water pollution from major point sources. The Commission also mounted a regional air quality management planning program, selecting a broad approach designed not only to fulfill federal transportation planning requirements, but also to meet federal requirements for the preparation of such a plan. In addition, the Commission conducted a major plan reevaluation effort with respect to flooding problems along the North Branch of the Root River in the City of West Allis. Considerable staff effort was directed at achieving implementation of the series of adopted watershed plans, including a significant number of new floodland zoning ordinances.

Work also continued on the Menomonee River watershed planning program, now scheduled for completion early in 1976. The Commission continued to conduct cooperative programs with other agencies related to water quality monitoring, stream flow gaging, the preparation and compilation of floodland data, and the conduct of a special study designed to develop a mathetical model to simulate performance in the deep sandstone aquifer. Finally, the Commission began participation in two new major water quality related research efforts, one to determine the precise impact of urban land uses on Great Lakes water quality, and the other to develop and apply model sediment control ordinances on a countywide basis. A discussion of each of these important work elements follows.

REGIONAL SANITARY SEWERAGE SYSTEM PLANNING PROGRAM

The Commission on May 17, 1974, adopted a regional sanitary sewerage system plan following a series of special intergovernmental meetings in subareas of the Region concerning the plan recommendations which were presented at a public hearing held late in 1973. The plan is documented in SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin. The plan includes definitive recommendations for the establishment of sewer service areas; the location of sewage treatment plants, including the abandonment of some existing plants; the configuration and sizing of major trunk sewers; treatment levels and standards of performance at sewage treatment plants; and the abatement of combined sewer overflows.

The plan was prepared by the Commission in recognition of the importance of sanitary sewerage to sound regional development. Sanitary sewerage facilities are among the most important public works facilities influencing the environmental quality, as well as the development, of an urbanizing region. If not properly attended to, sanitary sewerage system development will inevitably emerge as a major obstacle to the sound development of the Region, and will become a major policy issue to be faced by public officials, citizen leaders, and technicians. The plan will provide a sound basis for the approval of waste discharge permits and for the granting of state and federal aids in support of the construction of sewerage facilities. As such, it provides the most cost effective way of extending sewer service to the urbanizing areas of the Region while abating serious water pollution problems. Furthermore, the regional sanitary sewerage system plan will serve as a point of departure for the preparation of an areawide water quality management plan, pursuant to the terms of Section 208 of the federal Water Pollution Control Act Amendments of 1972 (see discussion on Section 208 program in subsequent section of this report entitled, "Prospective Commission Work Program: A Forward Glance").

Plan Adoption

During 1974, the regional sanitary sewerage system plan was adopted by the Washington County Board of Supervisors; the Common Councils of the Cities of Delavan, Elkhorn, Milwaukee, and Racine; the Village Boards of the Villages of Brown Deer, Butler, Fox Point, Grafton, Hartland, Kewaskum, Nashotah, River Hills, and Whitefish Bay; the governing bodies of the Allenton Sanitary District and the Delavan Lake Sanitary District; and the Sewerage Commission of the City of Milwaukee and the Milwaukee Sewerage Commission of the County of Milwaukee, acting on behalf of the Metropolitan Sewerage District of the County of Milwaukee. In addition, the plan was endorsed by the Wisconsin Departments of Administration and Local Affairs and Development; the U. S. Department of Agriculture, Farmers Home Administration; the U. S. Department of the Interior, Geological Survey; and the U. S. Army, Corps of Engineers. The plan was under active consideration for adoption by the Wisconsin Natural Resources Board.

Plan Implementation

Local units and agencies of government took a number of significant actions during 1974 to carry out recommendations contained in the regional sanitary sewerage system plan. Actions taken in the Milwaukee-metropolitan subregional area include the following:

- The awarding of an $11 million federal grant in support of the construction of a major trunk sewer in the Menomonee River Parkway from W. Watertown Plank Road and N. 85th Street to W. Keefe Avenue. Construction contracts

for this important sewer were awarded on October 31, 1974. When completed, this trunk sewer will enable the diversion of all sanitary sewage from the Village of Butler to the Milwaukee-metropolitan sewerage system, and thus end the discharge of untreated sewage to the Menomonee River from that village. In addition, this sewer will ultimately provide for the connection of the Villages of Menomonee Falls and Germantown to the Milwaukee-metropolitan system, thus enabling the abandonment of three existing sewage treatment facilities discharging treated wastes to the Menomonee River.

- The completion of construction of a sewage diversion chamber on a major Milwaukee-metropolitan trunk sewer in the Menomonee River Parkway at W. Keefe Avenue on March 27, 1974. The operation of this diversion chamber enables the joint sewerage commissions to more adequately regulate the flow of sewage to the Jones Island and South Shore sewage treatment facilities, and thereby contributes to the elimination of raw sewage overflows to Lincoln Creek.

- The awarding of a $2.5 million federal facilities planning grant to the Sewerage Commission of the City of Milwaukee in support of the conduct of a preliminary engineering study for the abatement of pollution from combined sewer overflow in the Milwaukee-metropolitan area. This important study, recommended in both the regional sanitary sewerage system plan and in the Milwaukee River watershed plan, began on October 31, 1974, with the award of study contracts to the consulting engineering firm of Stevens, Thompson and Runyan, Inc., of Portland, Oregon. This engineering study is intended to build on the previous planning work completed by the Commission under the Milwaukee River watershed study, and is to provide firm recommendations for construction of sewage conveyance and/or treatment facilities designed to abate pollution from the more than 200 combined sewer overflows in the Milwaukee area.

- The completion in May 1974 of an important segment of the Root River Parkway major trunk sewer, extending it from W. Forest Home Avenue to W. Cold Spring Road. Completion of this segment provides an important step toward the provision of more adequate sanitary sewer service to the Cities of Greenfield and New Berlin.

- The completion in August 1974 of the construction of secondary treatment facilities at the South Shore sewage treatment plant. Completion of these facilities will enable that plant to be operated in accordance with the recommendations contained in the adopted regional sanitary sewerage system plan.

Several significant plan implementation steps were taken in the Kenosha-Racine subregional area, including the following:

- The continuation of sewer service contract negotiations between the City of Racine and several adjacent municipalities. During 1974, new sewer service contracts were executed between the City of Racine and the Villages of Elmwood Park and North Bay. As recommended in the plan, the City of Racine will provide treatment for sewage from the Village of Elmwood Park, which has been relying upon onsite soil absorption sewage disposal systems since the formation of the village in 1963.

- The awarding of a $10.2 million federal sewage treatment works construction grant in April 1974 to the City of Racine for expansion of the area-wide Racine sewage treatment facility, including the addition of secondary treatment components.

- The completion in 1974 of engineering studies relative to a proposed addition of one million gallons per day to the existing North Park sewage treatment facility, which would provide for interim treatment needs until the North Park sewage treatment area is connected to the City of Racine treatment facility late in the plan implementation period.

- The completion of a demonstration project in the City of Kenosha for treating wastewater flows normally bypassed at the sewage treatment plant. The results of the demonstration project indicate that it is feasible to treat excess sewage flows caused by combined sewer contributions of storm water through the provision of standby biological treatment units. Upon completion of this project, the City of Kenosha requested the Commission to develop a prospectus for an engineering study which would apply the research findings, and determine the best means of abating both separate and combined sewer overflows in the Kenosha area while achieving established water quality objectives.

One significant plan implementation step was taken in the Des Plaines River subregional area. This involved the start of construction of a new sewage treatment plant to serve the Town of Pleasant Prairie Sanitary District No. 73-1. This treatment facility is being constructed on the Des Plaines River near the Illinois-Wisconsin state line. This plant will ultimately provide treatment for sewage generated in that portion of the Town of Pleasant Prairie west of the Subcontinental Divide in the Des Plaines River watershed.

Several significant steps toward plan implementation were taken in the Upper Fox River subregional area. These included the following:

- The initiation of sewer service contract negotiations between the City of Brookfield, the Town of Brookfield, and the City of New Berlin. Sanitary sewage from a portion of the City of New Berlin and from the entire Town of Brookfield is planned to be conveyed through a new Poplar Creek trunk sewer to the City of Brookfield sewage treatment plant.

- The completion of construction drawings for the entire sanitary sewer system to serve the Pewaukee Lake Sanitary District. Actual construction of the Pewaukee Lake sanitary sewerage system is being held in abeyance, pending completion of engineering studies for the major trunk sewer to convey sewage from the Pewaukee area to the City of Brookfield sewage treatment plant as recommended in the plan.

- The initiation of engineering studies aided by a federal planning grant to design the proposed trunk sewer from the Village of Pewaukee and the Pewaukee Lake Sanitary District to the City of Brookfield sewage treatment plant. The ultimate construction of this recommended trunk sewer will enable the abandonment of the existing village sewage treatment plant and the provision of centralized sanitary sewer service to urban development along the shores of Pewaukee Lake.

- The completion of preliminary engineering studies for expansion of the existing City of Waukesha sewage treatment facility.

With respect to the Middle Rock River subregional area in Waukesha County, significant implementation steps taken during 1974 included the awarding of a federal sewage treatment works construction grant to the City of Oconomowoc for the construction of a new areawide sewage treatment facility. In addition, the Delafield-Hartland Water Pollution Control Commission and the Town of Summit continued negotiations on the precise location of the proposed Delafield-Hartland sewage treatment facility in the Bark River watershed.

Finally, in a very significant plan implementation action in the Lower Rock River watershed, the Wisconsin Department of Natural Resources, upon petition of the City of Elkhorn and the Delavan Lake Sanitary District, ordered the formation of the Walworth County Metropolitan Sewerage District. This Metropolitan Sewerage District provides the necessary institutional structure for implementation of the plan recommendation to provide for joint treatment of sewage generated in the City of Elkhorn, the Delavan Lake Sanitary District, the City of Delavan, and the Walworth County institutions complex.

REGIONAL AIR QUALITY MAINTENANCE PLANNING PROGRAM

The Commission began a regional air quality maintenance planning program in 1974 in cooperation with the Wisconsin Departments of Natural Resources and Transportation. The product of this program will be a plan for maintaining ambient air quality in the Region through the year 2000. This study was undertaken largely as a result of two recent federal requirements. The first was a requirement by the U. S. Department of Transportation, Federal Highway Administration, that transportation plans developed by areawide transportation planning agencies, such as the Commission, be reviewed and certified annually to ensure that air pollution problems are adequately considered in highway planning and development in urban regions. The second was a U. S. Environmental Protection Agency requirement that state air pollution control agencies identify areas which have the potential for exceeding national air quality standards during the 10-year period 1975-1985. Once these areas—called air quality maintenance areas—are identified and designated, a long-range plan for achieving and maintaining an ambient air quality which meets federal and state established standards must be prepared for the area. On June 2, 1974, the Department of Natural Resources designated the seven-county Southeastern Wisconsin Region as an air quality maintenance area. This designation was pending approval by the U. S. Environmental Protection Agency at year's end.

In early 1974 the Commission created a Technical Coordinating and Advisory Committee on Regional Air Quality Maintenance Planning, and charged that Committee with the responsibility of investigating the desirable scope and content of the needed air quality maintenance planning program and with recommending a time schedule, budget, and funding arrangement for such a program. The committee recommendations were set forth in the Regional Air Quality Maintenance Planning Program Prospectus published by the Commission in July 1974. The prospectus cited the four following major reasons for undertaking an air quality maintenance plan for the Region:

1. Measured and estimated air pollutant concentration levels presently exceed federal and state air quality standards in certain areas of the Region.

2. Anticipated population growth and urbanization and resulting increases in stationary and mobile sources of air pollution can further degrade ambient air quality without such a plan.

3. The effects of alternative land use and transportation systems on ambient air quality need to be evaluated.

4. Federal, state, and local air pollution control efforts must be coordinated and related to development of areawide land use and transportation systems.

The prospectus recommended that the air quality maintenance planning program be conducted with funding entirely by the state and federal agencies concerned. The Committee recommended that the program be conducted over an approximate two-year planning period, with completion of the plan by mid-1976.

Actual work on the program began in mid-1974 following publication of the prospectus. The work will be conducted by an interdisciplinary staff, including Commission staff members in the fields of transportation, land use, and meteorology; interagency staff assignees from the Wisconsin Departments of Transportation and Natural Resources; and the University of Wisconsin-Madison, Department of Mechanical Engineering, Air Quality Modeling Group. The Air Quality Modeling Group will perform all the air quality simulation modeling necessary to the conduct of the program. Initial staff effort during 1974 included preparation of study design memoranda and work relating to the conduct of area and line pollution source emission inventories. The following study design memoranda were completed and approved by the advisory committee during 1974: 1—"Study Design—Program Organization"; 2—"Inventory—Ambient Air Quality"; 3—"Inventory—Emissions-Point Sources"; 6—Inventory—Meteorological Data"; and 11—"Atmospheric Simulation Model."

ROOT RIVER WATERSHED PLANNING PROGRAM

The comprehensive plan for the Root River watershed was adopted by the Commission in September 1966. The plan is documented in SEWRPC Planning Report No. 9, A Comprehensive Plan for the Root River Watershed. As part of the continuing environmental planning and engineering program, the Commission continues to monitor development in the watershed, to coordinate and advise on the execution of the watershed plan, and to review progress toward plan implementation. The adopted watershed plan includes a basic land use and parkway plan element, a flood control plan element, and a water pollution abatement plan element.

Plan Adoption

Many of the local units of government in the Root River watershed have formally adopted the plan as a guide for development, including the Milwaukee and Racine County Boards of Supervisors; the Common Councils of the Cities of Franklin, Oak Creek, and Racine; the Town Board of the Town of Mt. Pleasant; and the Milwaukee-Metropolitan Sewerage Commissions. The plan has also been endorsed by the Wisconsin Natural Resources Board and certified by the Department of Natural Resources to the U. S. Environmental Protection Agency (EPA). The EPA has accepted the plan as the official water quality management plan for the Root River basin.

Plan Reevaluation

In late 1973 the Milwaukee County Board of Supervisors requested the Regional Planning Commission to reevaluate the adopted comprehensive plan for the Root River watershed as that plan relates to flood problems in the City of West Allis along the North Branch of the Root River; along Hale Creek, a major tributary; and along minor tributaries entering the North Branch from the west upstream of W. Oklahoma Avenue. The results of this major plan reevaluation were completed by the Commission staff and presented to the Root River Watershed Committee on January 11, 1974.

The primary objectives of the plan reevaluation were to determine the continued validity of the hydrologic and hydraulic engineering analyses conducted under the original Root River watershed program in light of new data on changing land use and stream channel conditions in the headwater areas of the watershed, and to reexamine alternative means of reducing or eliminating those flood problems in West Allis which occur near, and are directly related to, the North Branch of the Root River and Hale Creek. The reevaluation consisted of four major work elements: 1) review of the Root River watershed study floodland management plan element for the West Allis area, 2) analysis of the April 1973 flood as it relates to the nature and cause of the West Allis flood problems, 3) review and extension of the Root River watershed study hydrologic and hydraulic analysis, and 4) consideration of seven distinctly different alternative floodland management plans, including no action, major channel improvement, structure floodproofing, earthen dikes, selected bridge replacement, minor channel clearing and shaping, and floodwater storage.

The principal findings of the reevaluation were set forth in a letter report to the Milwaukee County Executive and the Milwaukee County Board of Supervisors dated January 23, 1974. Of the seven alternatives considered, two—major channel improvements and structure floodproofing—were found to be technically practical and economically feasible. Further study of these two alternatives led to the preparation of an additional alternative that would provide in part for channelization and in part for structure floodproofing. Such a composite alternative would reduce the objectionable aesthetic impact of complete channelization in that the attractive appearance of the North Branch riverine area upstream of the Hale Creek confluence could be preserved. In addition, pumping station operation and maintenance, which would be a critical factor under the structure floodproofing alternative, would be of much less concern under the combination channelization-floodproofing alternative, since only two pumping stations would have to be provided.

The results of the plan reevaluation were considered by the Root River Watershed Committee at a meeting held on January 11, 1974. The Committee acted unanimously to recommend that the three feasible alternatives considered—channelization, floodproofing, and the channelization-floodproofing combination—should be considered by the local units of government concerned. The Committee further agreed that since there were no significant watershedwide implications associated with any of the three alternatives, the selection of a recommended course of action was primarily a matter of local concern. The Committee did rank the three alternatives in terms of their technical desirability, however, with the composite channelization-floodproofing alternative being ranked best, the channelization alternative second best, and the structure floodproofing alternative third best.

The letter report concerning the reevaluation was referred by the Milwaukee County Board to the Milwaukee County Park Commission for consideration and action. Subsequently, the Milwaukee County Park Commission authorized its general manager to offer the City of

West Allis assistance in conducting a public hearing concerning the results of the plan reevaluation. A public hearing was held on May 8, 1974, attended by concerned units and agencies of government as well as residents from the riverine area affected. At the conclusion of that hearing, the residents indicated a preference for the composite channelization-structure floodproofing alternative by a wide margin. Subsequently, the City of West Allis conducted a postcard survey asking nearly 1,000 residents in the general area affected which alternative they preferred. A total of 197 households responded, with 85 indicating a preference for the structure floodproofing alternative, 60 indicating a preference for the composite alternative, and 52 indicating a preference for the channelization alternative.

On June 6, 1974, the West Allis Common Council by resolution formally indicated its preference for the composite channelization-structure floodproofing alternative. The resolution requested the Metropolitan Sewerage Commission of the County of Milwaukee to proceed with the necessary engineering investigations and construction of the proposed facilities, and further requested that the Milwaukee County Board of Supervisors appropriate sufficient funds in the budget of the Metropolitan Sewerage Commission to carry out the recommended improvements. Subsequently, the Metropolitan Sewerage Commission did include the engineering studies for the proposed project in its 1975 budget. Full implementation of the composite channelization-structure floodproofing alternative in West Allis may, however, have to await a decision concerning downstream flood problems in the City of Greenfield, as discussed below.

As noted in the 1973 Commission Annual Report, a plan reevaluation effort was completed during 1973 with respect to flood problems along the North Branch of the Root River in the City of Greenfield. That reevaluation resulted in the adoption of a resolution by the Common Council of the City of Greenfield indicating that the city supported the recommended structure removal and floodproofing alternative and requesting the Milwaukee County Park Commission to take steps to implement that alternative. In late 1973, the Milwaukee County Park Commission approved in principle the structure acquisition program favored by the City of Greenfield and directed its staff to formulate a program for implementation.

On April 18, 1974, the Milwaukee County Park Commission approved a staff report setting forth a land and structure acquisition schedule in the City of Greenfield and concomitant expansion of the Root River Parkway boundaries in that area. The report recommended that the County Park Commission purchase not only the 18 homes in this reach of the river that would experience first floor flooding during a 100-year recurrence interval flood, as recommended in the Commission's February 21, 1973 letter report on this matter, but also the 19 homes in this reach that would experience basement flooding only and which were recommended in the letter report to be floodproofed, as well as 12 additional homes in that reach not subject to flood damages but within the area generally flooded and therefore subject to access restrictions during flood periods.

The Milwaukee County Board of Supervisors received the recommendation, and referred it to its Park, Recreation, and Culture Committee. On September 18, 1974, that committee acted to recommend to the county board approval of the Park Commission's structure and land acquisition plan. On October 1, 1974, the Milwaukee County Board of Supervisors, by a 15 to 9 vote, rejected the committee's report and adopted a substitute minority report that simply placed the Park Commission recommendation on file. In so doing, the County Board suggested that the problem involved should be resolved by the Metropolitan Sewerage Commission of the County of Milwaukee, presumably through major channel modifications.

This decision by the Milwaukee County Board is not in conformance with the Root River watershed plan recommendations for this reach of the North Branch of the Root River, and will affect implementation of the recommended channel improvements and structure floodproofing along the North Branch in upstream West Allis, as discussed above. The proper engineering design of the channel improvements in the West Allis area requires agreement by all concerned on the treatment of the problem in Greenfield. If the problem in Greenfield is to be ultimately resolved through channelization rather than structure removal and parkway expansion, the West Allis channelization projects will have to reflect such action.

In its resolution endorsing the structure removal and floodproofing alternative, the Greenfield Common Council also expressed a desire to proceed with channel improvements along the Root River between W. Layton and W. Forest Home Avenues in the event that Milwaukee County did not pursue the recommended solution. Commission studies have indicated, however, that major channelization downstream of W. Layton Avenue will likely have to be carried south of W. Forest Home Avenue and through the Village of Greendale to W. College Avenue, which would have important implications not only for the City of Greenfield but also for the Village of Greendale and the City of Franklin.

Given these events and the City of Greenfield's expressed desire that the Regional Planning Commission further consider major channelization if the attempt to implement a structure removal alternative failed, it would appear that the Commission and the Root River Watershed Committee should again consider the alternatives involved in an attempt to resolve this longstanding and pressing intergovernmental problem.

Plan Implementation

Previous Commission annual reports have documented a number of significant steps that have been taken

toward implementation of the Root River watershed plan. The following specific actions were taken during 1974, and are in addition to those water quality related actions reported above under the regional sanitary sewerage system planning program.

- The acquisition of 26 acres of riverine lands for parkway purposes along the Root River by the Racine County Board. No additional Root River parkway land acquisition was undertaken during 1974 in Milwaukee County.

- The completion of a Commission staff work effort to delineate the 10-, 50-, and 100-year recurrence interval floodplains along the East Branch of the Root River in the City of Franklin. This was undertaken at the request of the City of Franklin, and represents an extension of the flood hazard data prepared initially for streams in the Root River watershed under the comprehensive study. The data will be used by the city to provide a more adequate basis for floodland zoning along the East Branch of the Root River and to provide an input to the preparation of neighborhood plans in this area of the city.

- The continued recording of streamflow data in the watershed through the cooperative maintenance of three continuous stage recording gages by the U. S. Geological Survey, the Racine County Board of Supervisors, and the Metropolitan Sewerage Commission of the County of Milwaukee.

- Continuation by the Commission and the Wisconsin Department of Natural Resources of a stream water quality monitoring program on the Root River system.

- Acquisition of the east one-half of the Horlick Dam by the Racine County Board of Supervisors. The plan recommends that this dam be repaired and maintained by Racine County.

- Commission staff review at the request of the Town of Raymond of the hydraulic effect of a proposed bridge over the Root River on W. County Line Road. The Commission staff found the proposed design of the bridge, including the ultimate raising of the approach roadway and the provision of flood overflow culverts, to be in conformance with the river crossing standards adopted as part of the Root River watershed plan.

- Preparation by the Commission staff of a floodland zoning ordinance for the Village of Greendale, designed to fully implement the floodland use recommendations contained in the Root River watershed plan. At year's end this ordinance was pending adoption by the Village Board.

FOX RIVER WATERSHED PLANNING PROGRAM

A comprehensive plan for the Fox River watershed was adopted by the Commission in June 1970. The plan is documented in the two-volume SEWRPC Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed. As part of the continuing environmental and engineering planning program, the Commission continues to monitor development in the watershed, to coordinate and advise on the execution of the watershed plan, and to review progress toward plan implementation. The adopted plan includes a basic land use element, and natural resources protection and park and open space, flood control, water pollution abatement, and public water supply elements.

Plan Adoption

Many of the local units of government in the Fox River watershed have formally adopted the plan as a guide for development, including all of the county boards concerned--Kenosha, Milwaukee, Racine, Walworth, and Waukesha; the Common Councils of the Cities of Brookfield, Burlington, New Berlin, and Waukesha; the Village Boards of the Villages of Menomonee Falls, Pewaukee, Rochester, Silver Lake, and Sussex; the Town Boards of the Towns of Brookfield, Lisbon, Pewaukee, and Waterford; the Lake Pewaukee Sanitary District; and the Kenosha County Soil and Water Conservation District. In addition, the plan has been formally endorsed or acknowledged by the U. S. Department of Housing and Urban Development; the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Department of the Interior, Geological Survey; the U. S. Department of Transportation, Federal Highway Administration; and the State Highway Commission of the State of Wisconsin. The plan has also been endorsed by the Wisconsin Natural Resources Board and certified by the Wisconsin Department of Natural Resources to the U. S. Environmental Protection Agency. The Agency has accepted the plan as the official water quality management plan for the Fox River basin.

Plan Reevaluation and Amendment

As reported in the 1973 Commission Annual Report, the Commission completed action during 1973 on an amendment to the Fox River watershed plan to provide for two major areawide sewage treatment plants to serve the upper watershed—one each at Brookfield and Waukesha, and to further include an implementation schedule for achieving the water use objectives set forth in the plan, including specific dates for the provision of phosphorus removal at major sewage treatment plants throughout the entire watershed. State and federal agencies approved this plan amendment early during 1974. On January 9, 1974, the Wisconsin Department of Natural Resources formally certified the amendment to the U. S. Environmental Protection Agency. On April 5, 1974, that agency formally accepted the amendment and fully approved the Fox River watershed plan as the official water quality management plan for the Fox River basin.

Plan Extension and Refinement

On June 3, 1974, an intergovernmental meeting was held in the Village of Rochester to discuss agricultural drainage and flooding problems in the Waterford-Rochester area of the Lower Fox River watershed. This meeting was called by Mr. Cloyd A. Porter, State Representative and Chairman of the Town of Burlington, in response to a request by the Village of Rochester. The consensus of local governmental officials present at that meeting was that the Commission and the Fox River Watershed Committee should address the specific agricultural drainage and flood control problems apparent in this portion of the watershed, particularly as they relate to the duration of minor floods, which seriously impair the ability of farmers in the area to work their land in time for spring planting.

On June 6, 1974, the Commission reconstituted and reactivated the Fox River Watershed Committee and directed it to address the flooding and drainage problems in the Lower Fox River watershed, with particular emphasis on controlling the water levels of the main stem of the Fox River and of the Wind Lake Drainage Canal. The Committee, at a meeting on June 27, 1974, acted to create a special subcommittee of public officials and interested citizens from the lower watershed area to direct the engineering investigations needed to refine and extend the Fox River watershed plan to specifically address the flooding and drainage problems in the Waterford-Rochester-Wind Lake area. On July 18, 1974, the subcommittee approved a memorandum outlining the scope and content of the necessary engineering investigation. The Racine County Board subsequently provided funds to conduct the study. In the fall of 1974 the Commission staff began work on the program, supplementing existing staff through a contract with the engineering consulting firm of Technical Consultants, Waukesha, Wisconsin. At year's end the staff had completed the inventory and analysis aspects of the work program, and had begun investigation of alternative methods to provide for the abatement of adverse drainage and flooding problems in this portion of the watershed.

Plan Implementation

Previous Commission annual reports have documented a number of significant steps that have been taken toward implementation of the Fox River watershed plan. The following actions were taken during 1974, and are in addition to those water quality related actions reported under the regional sanitary sewerage system planning program:

- The acquisition of 88 acres of primary environmental corridor lands along the main stem of the Fox River in the Town of Vernon by the Waukesha County Park and Planning Commission, as part of a continuing program of public parkway development along the entire main stem of the Fox River in the rural areas of the county.

- The completion of an engineering study for the establishment of a public water supply system for the Village of Sussex. At year's end, the Village Board was reviewing the recommendations contained in the report, and had taken steps toward securing state aid in support of the construction of the proposed system.

- The continued recording of streamflow data in the watershed through the cooperative maintenance of four continuous stage recorder gaging stations on the Fox River system by the U. S. Geological Survey and the Racine and Waukesha County Boards of Supervisors.

- The continuation of a stream water quality monitoring program on the Fox River system by the Commission in cooperation with the Wisconsin Department of Natural Resources.

- Initiation of a large-scale topographic mapping program by the Village of Sussex to provide new maps for a 4.25-square mile area of the village. These maps will be utilized in part to extend the flood hazard data developed under the watershed study to additional reaches of Sussex Creek and minor tributaries to that creek.

- The adoption in August 1974 by the Walworth County Board of Supervisors of a new county shoreland zoning ordinance and a new comprehensive zoning ordinance, both designed to fully implement the watershed land use and nonstructural flood control plan recommendations. At year's end, the comprehensive county ordinance had been ratified by seven of the 16 towns in the county, including the Towns of Spring Prairie and Linn in the Fox River watershed.

- Continuation of efforts by the Village of Menomonee Falls to acquire and permanently preserve in open space uses the Menomonee Falls Tamarack Swamp, a large, important wildlife habitat and floodwater storage area in the upper watershed. During 1974, the village acquired 75 additional acres which, when added to the 154 acres acquired prior to 1974, results in a total acquisition to date of about 229 acres. This represents about 13 percent of the total swamp area of about 1,740 acres.

One of the most important flood damage abatement recommendations included in the watershed plan is directed at the ultimate removal of existing flood-prone homes located in the Silver Lake area of the watershed, and more particularly in the Village of Silver Lake and the Towns of Salem and Wheatland. The plan recommends that the Kenosha County Board of Supervisors establish a long-term program of land acquisition and structure removal with respect to these flood-prone homes. To date, no action has been taken by Kenosha

County to implement this key plan recommendation. In April 1974 the Commission staff again met with the residents of the flood-prone area at an interagency meeting held in the Wheatland town hall. These residents again expressed concern over the lack of implementation action by the County Board, noting that the Board had acted, as the plan also recommends, to zone the flood-prone lands involved for nonresidential use, thus rendering existing residences nonconforming uses.

Subsequent to this meeting, the Commission staff met with the Kenosha County Zoning Committee and the Kenosha County Board of Adjustment to discuss this matter. An attempt was made by the Zoning Committee to include funds in the 1975 Kenosha County budget to begin this land acquisition program, but the recommendation was not accepted by the Kenosha County Finance Committee, and at year's end no effective plan implementation action with respect to this important recommendation had been started.

MILWAUKEE RIVER WATERSHED PLANNING PROGRAM

A comprehensive plan for the Milwaukee River watershed was adopted by the Commission in March 1972. The plan is documented in the two-volume SEWRPC Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed. As part of the continuing environmental engineering and planning program, the Commission continues to monitor development within the watershed, to coordinate and advise on the execution of the watershed plan, and to review progress toward plan implementation. The adopted plan for the Milwaukee River watershed includes a basic land use element, and natural resources protection and park and open space, flood control, water pollution abatement, and public water supply elements.

Plan Adoption

Many of the local units of government in the watershed have formally adopted the plan as a guide for development, including the Milwaukee, Ozaukee, Sheboygan, and Washington County Boards of Supervisors; the Common Council of the City of Milwaukee; the Village Boards of the Villages of River Hills and Saukville; the Town Board of the Town of Fredonia; the Sewerage Commission of the City of Milwaukee and the Metropolitan Sewerage Commission of the County of Milwaukee, acting on behalf of the Metropolitan Sewerage District of the County of Milwaukee; the Milwaukee County Park Commission; and the Milwaukee Board of Harbor Commissioners.

In addition, the plan has been formally endorsed or acknowledged by the State Highway Commission of Wisconsin; the State Board of Soil and Water Conservation Districts; the State Board of Health and Social Services; the Wisconsin Department of Local Affairs and Development; the U. S. Department of Housing and Urban Development; the U. S. Department of the Interior, Geological Survey and Bureau of Outdoor Recreation; the U. S. Department of Agriculture, Soil Conservation Service and Farmers Home Administration; the U. S. Department of Transportation, Federal Highway Administration; and the U. S. Army Corps of Engineers.

The plan was also adopted by the Wisconsin Natural Resources Board in 1972 and certified by the Wisconsin Department of Natural Resources to the U. S. Environmental Protection Agency. The Agency has accepted the plan as the official water quality management plan for the Milwaukee River basin.

Plan Implementation

Previous Commission annual reports have documented a significant number of steps toward implementation of the Milwaukee River watershed plan. Additional actions taken during 1974, in addition to those water quality related actions reported under the regional sanitary sewerage system planning program, include the following:

- The adoption of floodland zoning ordinances designed to fully implement the recommendations of the watershed plan by the City of Cedarburg and the Villages of Grafton, River Hills, and Thiensville.

- Initiation of efforts by the Washington County Park and Planning Commission to prepare a county floodland and shoreland zoning ordinance that would carry out the land use development recommendations contained in the plan. At year's end the Commission had prepared the necessary zoning maps, and had under preparation the draft of the required zoning ordinance.

- Continuation by the Commission of a water quality monitoring program on the Milwaukee River system and on Big Cedar Lake, in cooperation with the Wisconsin Department of Natural Resources.

- The continued recording of streamflow data in the watershed through the cooperative maintenance of six continuous recording stream gages by the U. S. Geological Survey and the Washington, Ozaukee, and Fond du Lac County Boards of Supervisors.

- Continuation of work by the Milwaukee River Technical Task Force, which is reviewing the recommendations in the watershed plan and in previous related studies as they may affect the City of Milwaukee and environs, including development of a specific implementation program.

- The initiation of intergovernmental efforts to pursue implementation of the plan recommendations to protect the urban primary environmental corridor in the West Bend area of the watershed. At the specific request of the City of West Bend Park and Recreation Commission, the Regional Planning Commission held an intergovernmental

meeting on October 29, 1974, to review the plan recommendation pertaining to this important primary environmental corridor, and to determine steps that could be taken by the local units of government to effectivcly preserve the corridor. At year's end the Commission had submitted a preliminary draft report concerning that portion of the corridor lying within the City of West Bend and west of the proposed West Bend Freeway right-of-way. This preliminary report set forth a specific recommended zoning and land acquisition program for the city in order to ensure protection of this portion of the larger West Bend primary environmental corridor.

MENOMONEE RIVER WATERSHED PLANNING PROGRAM

The Commission continued the inventory and analytical phases of the Menomonee River watershed planning program during 1974. This program, which began late in 1972, is being conducted in response to requests from the Cities of Brookfield and Wauwatosa and Milwaukee County, and is being carried out in accordance with a prospectus completed in November 1969. Funds for the study are being provided in part by the U. S. Department of Housing and Urban Development, the U. S. Environmental Protection Agency, the Wisconsin Department of Natural Resources, and the four counties concerned—Milwaukee, Ozaukee, Washington, and Waukesha. Technical and policy guidance for the study is being provided by the Menomonee River Watershed Committee.

Of particular importance in 1974 were the following activities:

- The conduct of the last of three planned 24-hour watershedwide field surveys to provide detailed data on the quantity and quality of the surface water resources in the watershed. The water quality surveys are cooperative efforts conducted jointly by the Commission, the Wisconsin Department of Natural Resources, and the U. S. Geological Survey. In each of these surveys, streamflow measurements were made at five locations on the stream system, while physical, chemical, and biological quality indicators were measured at 17 instream sampling sites. In addition, the surveys involved the conduct of water quality analyses on the effluent from four municipal sewage treatment plants and two industrial facilities, and on the runoff from four watershed subbasins, each exhibiting a different type of land use. When completed and analyzed, the water quality surveys will provide the following information: an indication of the relative amount of pollutants contributed by point sources, such as municipal and industrial wastewater treatment plants; the nature and quantity of pollutants contained in surface runoff from a range of urban and rural land uses in the watershed; and the condition of the surface waters of the major streams in the watershed relative to the recommended water use objectives and supporting water quality standards. The water quality surveys will also provide background water quality data and other information needed for the development, calibration, and application of water quality model being used in the study.

- Research of the historic flood problems in the watershed, which included extensive field interviews and the recording of flood damages necessary to subsequent benefit-cost analyses of alternative flood control measures.

- The completion by the U. S. Geological Survey, under a cooperative agreement with the Commission, of inventories and analyses of watershed geology and of groundwater hydrology, hydraulics, and water quality.

- The installation by the Commission staff and personnel of Hydrocomp, Incorporated, under a contract with the latter, of a hydrologic-hydraulic-water quality model on the Commission's computer system. This model, which has the capability to simulate flood flow characteristics and water surface quality conditions in the watershed under a variety of land and channel conditions, is a key analytic tool in the development and testing of alternative watershed plan elements.

It is anticipated that during 1975 the Commission will complete most of the technical work for the Menomonee River watershed study, and that public informational meetings and hearings on the plan recommendations and alternatives will be held in early 1976.

WATER QUALITY MONITORING PROGRAM

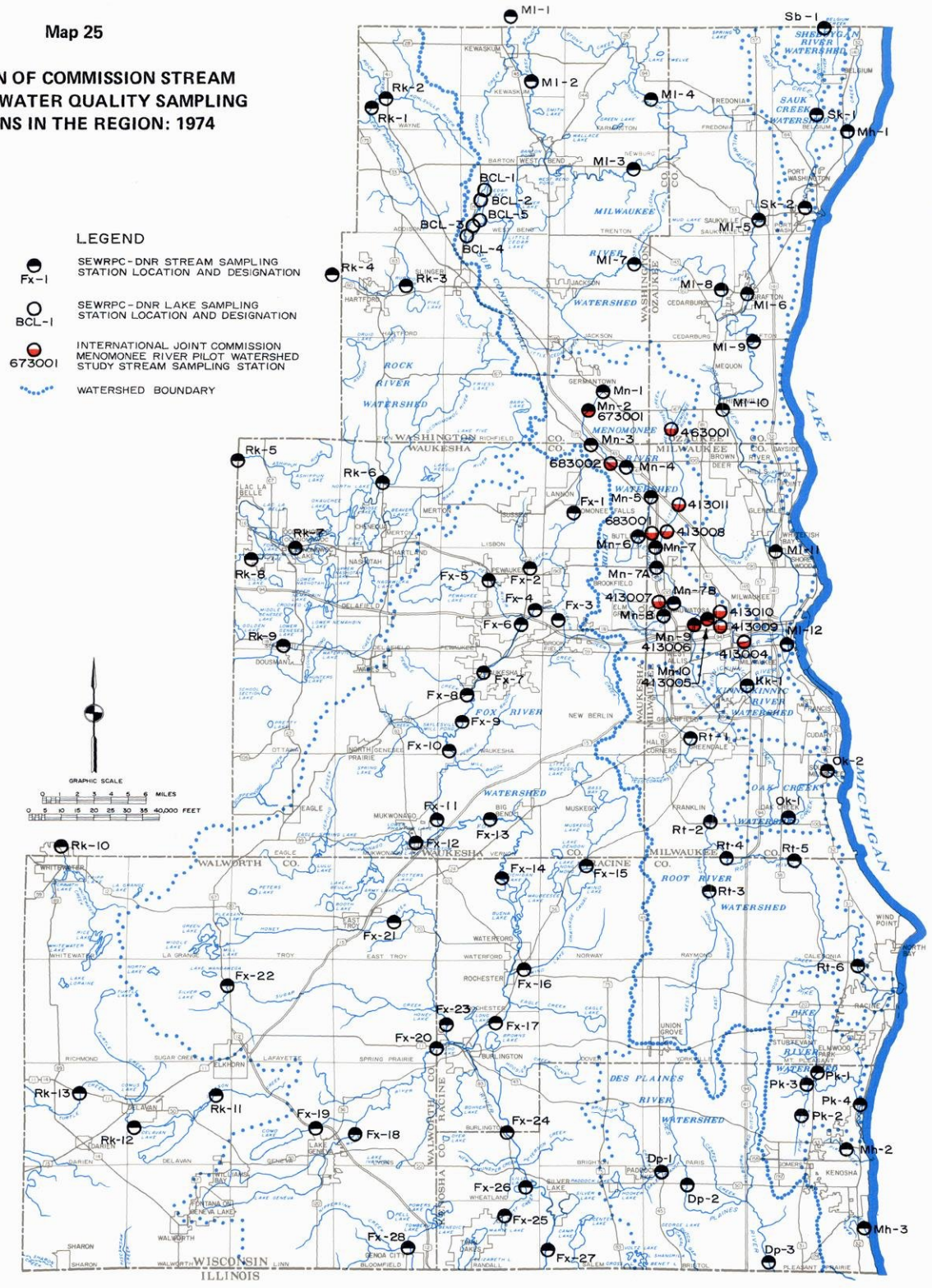
In 1968 the Commission entered into a cooperative agreement with the Wisconsin Department of Natural Resources whereby the Department and the Commission undertook a continuing stream water quality monitoring program within the Region. The objective of the program is to provide, on a continuing basis, the water quality information necessary to assess the long-term trends within the rapidly urbanizing seven-county Region.

The program was designed to build upon the bench mark stream water quality data base established by the Commission in the initial stream water quality study, the findings of which were published in SEWRPC Technical Report No. 4, Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966. Subsequent to the completion of this water quality monitoring work, the Commission staff monitored water quality once in late 1966 and twice in 1967.

The cooperative SEWRPC-DNR program involved, during 1968 and 1969, the operation of 87 stream water quality sampling stations established by the Commission in the initial study of 43 streams and watercourses within the 12 watersheds of the Region (see Map 25). Sampling was

Map 25

LOCATION OF COMMISSION STREAM AND LAKE WATER QUALITY SAMPLING STATIONS IN THE REGION: 1974



Continuing water quality information is needed in order to assess long-term trends in stream and lake water quality and to gage the effectiveness of watershed and sanitary sewerage system plan implementation efforts in improving and restoring high levels of water quality to the surface waters of the Region. For this Region, the Commission, in cooperation with the Wisconsin Department of Natural Resources, maintains a continuing stream and lake water quality monitoring program designed to build upon the bench mark stream water quality data base established by the Commission in 1964. During 1974 an intensive short-term water quality sampling effort was begun in the Menomonee River watershed under the sponsorship of the International Joint Commission and in cooperation with the Commission and other agencies.

Source: SEWRPC.

done twice yearly at all 87 sampling stations during periods of high and low flow. Samples were analyzed for dissolved oxygen, temperature, fecal and total coliform, nitrate nitrogen, nitrite nitrogen, dissolved phosphorus, pH, chloride, and specific conductance.

To provide additional information on the dirunal fluctuations of stream water quality in the Region, the monitoring program was revised in 1970 to provide for the collection of six stream water samples over a 24-hour period once yearly during the period of low streamflow at each sampling station, with each sample being analyzed for the following five parameters: dissolved oxygen, temperature, pH, chloride, and specific conductance. In addition, once during the 24-hour period the following four parameters were analyzed: fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus.

In order to obtain regional information on additional water quality indicators, the Commission and the DNR agreed to a further modification of the program beginning with the 1972 survey. The overall continuity of the sampling program was maintained by continuing to monitor those parameters included in previous surveys with the following changes: a decrease from six to four per day in the frequency of dissolved oxygen, temperature, and specific conductance measurements; a decrease from six to two per day in the frequency of chloride determinations; an increase from one to two per day in the frequency of fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus measurements; and the addition of two determinations per day of organic nitrogen, ammonia nitrogen, and total phosphorus. The addition of these latter three parameters was prompted by the need for more regional information on nutrients, and increased interest in both oxygen demand exerted by ammonia nitrogen and the toxic effect of ammonia nitrogen.

Thus, the stream water quality monitoring program, as revised in 1972 and as continued through 1974, provides for four measurements over a 24-hour period once yearly. These are made during the period of low flow at each of the 87 stations for each of the following three parameters: dissolved oxygen, temperature, and specific conductance. Two determinations are made at each station over the same 24-hour period of each of the following nine parameters: pH, chloride, fecal coliform, nitrate nitrogen, nitrite nitrogen, ammonia nitrogen, organic nitrogen, dissolved phosphorus, and total phosphorus.

During 1974, work continued on the Big Cedar Lake pilot sampling project, which was begun in 1971 when the Commission and the Wisconsin Department of Natural Resources agreed to expand the stream water quality sampling program on a pilot basis to include continuing lake water quality sampling. Big Cedar Lake in Washington County was selected for the program because it is representative of the larger lakes in the Region and includes a tributary area experiencing urbanization. In addition, the lake is experiencing increasing recreational use. Under this pilot program, water samples are taken four times each year—in late winter, early spring, mid-summer, and late fall—and a total of 19 lake water quality parameters are determined.

STREAM GAGING PROGRAM

Continuous recorder gages, daily gages, and partial record stream gaging stations that monitor river flows at points strategically located in and near the Region provide data essential for the rational management of the water resources of southeastern Wisconsin. Such data are important for the following reasons:

1. Streamflow data constitute an invaluable input to the floodland management portions of the Commission's comprehensive watershed studies and to the implementation and refinement of the floodland management elements of the completed watershed plans. Discharge-frequency relationships, supplemented with other available historical hydrological-hydraulic data, are used to develop, calibrate, and validate digital computer models which generate flood discharges and stages throughout the watershed stream system, and which provide the means whereby floodlands may be identified and definitively mapped.

2. Streamflow data constitute an invaluable input to state and local drainage and flood control, recreational development, and bridge design projects.

3. Streamflow data, particularly during low-flow conditions, comprise a key input to water quality analysis and modeling as completed under Commission comprehensive watershed studies and in the regional sanitary sewerage system planning program to assess the impact of various types of wastewater discharge on the streams. Continued and expanding monitoring of low flows is needed to produce essential data for the Commission's comprehensive watershed studies and for implementation and refinement of the water quality management elements of completed watershed plans, as well as the regional sanitary sewerage system plan.

4. Streamflow data obtained from continuous recording or daily gages will serve to indicate long-term trends in, or alterations to, the streamflow regimen. Such changes may, for example, consist of increased annual flood discharges and stages resulting from extensive urbanization of previously rural lands upstream of the gaging station. The early detection of changes in the volume and timing of surface runoffs may provide an opportunity to take the action necessary to avert future flood problems.

In order to develop a large, reliable file of historical flood data, local units of government are urged to make flood stage observations during major flood events and to

transmit such data to the Regional Planning Commission. Such information is a valuable supplement to the streamflow data generated at established gaging stations.

When the Commission began its regional planning program in 1960, only two continuous recorder stream gages were operative on the entire stream network of the Region. These were located in Estabrook Park on the Milwaukee River at Milwaukee, and at Wilmot on the Fox River in Kenosha County. Since then, the Commission has been instrumental in establishing, through cooperative, voluntary intergovernmental action, 13 additional continuous flow gaging stations in an effort to provide the basis for establishment of long-term records of streamflow.

These additional gages have been established as part of cooperative programs arranged by the Commission between the U. S. Geological Survey; the Wisconsin Department of Natural Resources; the Metropolitan Sewerage Commission of the County of Milwaukee; the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors; and the University of Wisconsin-Parkside. Of the 13 new continuous flow recorder stream gages, five are located in the Milwaukee River watershed, three in the Root River watershed, three in the Fox River watershed, one on the Oak Creek watershed, and one in the Pike Creek watershed. All 15 continuous recorder streamflow gages in the Region are maintained under a contract with the Commission by the U. S. Geological Survey, which publishes the data obtained.

The U. S. Geological Survey also maintains 27 additional gaging stations throughout the Region, including one combination wire-weight and crest gage, six crest stage gages, 13 low-flow gages, and seven combination crest stage and low-flow gages, all in cooperation with the Wisconsin Departments of Natural Resources and Transportation. The location of all 42 stream gaging stations is shown on Map 26, together with their periods of record.

As of the end of 1974, all of the stream gaging station recommendations contained in the Root, Fox, and Milwaukee River watershed plans had been implemented. It is anticipated that similar recommendations will emanate from the Menomonee River watershed study currently being conducted.

In addition, two research studies in which the Regional Planning Commission is cooperating will result in the installation of 25 additional continuous flow recorder gages on selected streams in the Region. Under the International Joint Commission-Menomonee River Pilot Watershed Study, 11 such gages are being installed on streams in the Menomonee River watershed. Construction on the gaging stations began in the fall of 1974. Under the Washington County sediment control project, 14 gages are to be installed on selected intermittent streams in the Menomonee and Milwaukee River watersheds. At year's end, the necessary formal agreements with land owners for the installation of these gages had begun. Since these 25 additional gages are being installed specifically for the water quality research efforts under these two studies, it is not anticipated that all the gages will be permanently maintained. It would be desirable, however, that a few selected gages be permanently maintained.

FLOODLANDS IN THE REGION

Delineation of the floodlands of southeastern Wisconsin is extremely important for sound local as well as regional planning and development. Because of flood hazards, high water tables, and inadequate soils, floodland areas are generally not well suited to urban development. These floodland areas, however, are generally prime locations for much needed park and open space areas, and contain many of the best remaining woodland, wetland, and wildlife habitat areas of the Region. The floodlands also have important flood water conveyance and storage functions. Therefore, within the context of regional land use and watershed planning, public utility and service development policies and practices as effected through land use controls should generally discourage intensive urban development on floodlands, while encouraging essentially natural, open space uses. Because of the increasing frequency of requests for, and use of information about, floodlands in the Region, a summary of available floodland information is presented herein.

In planning for the proper use of floodlands, it is useful to subdivide the total floodland area on the basis of the hydraulic function which the various subareas are to perform, as well as on the basis of the differing degrees of flood hazard that may be present (see Figure 25). Under natural conditions, the floodlands may be considered as consisting of two components: the channel of the river, or stream itself, and the adjacent natural floodplains. The channel may be defined as the continuous linear area occupied by the river or stream in times of normal flow. The natural floodplain may be defined as the wide, flat-to-gently sloping area contiguous with and lying adjacent to the channel, usually on both sides. The floodplain is normally bounded on its outer edges by higher topography.

A river may be expected to overflow its channel banks and occupy some portion of its floodplains on the average of once every two years. How much of the natural floodplain will be occupied will depend upon the severity of that flood, and more particularly, upon its elevation or stage. Thus, an infinite number of outer limits of the natural floodplain may be delineated, each related to a corresponding specified flood recurrence interval. The Commission has, therefore, recommended that the natural floodplains of a river or stream be specifically defined as those corresponding to a flood having a recurrence interval of 100 years; that is, a flood having a 1 percent chance of occurring in any given year.

Under ideal regulatory conditions, the entire natural floodlands as defined above would be maintained in an open, essentially natural state, and therefore would not be filled and utilized for incompatible, intensive urban land uses. Conditions permitting an ideal approach to floodland regulations, however, generally occur only in

Map 26

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM GAGING STATIONS IN THE REGION: 1974

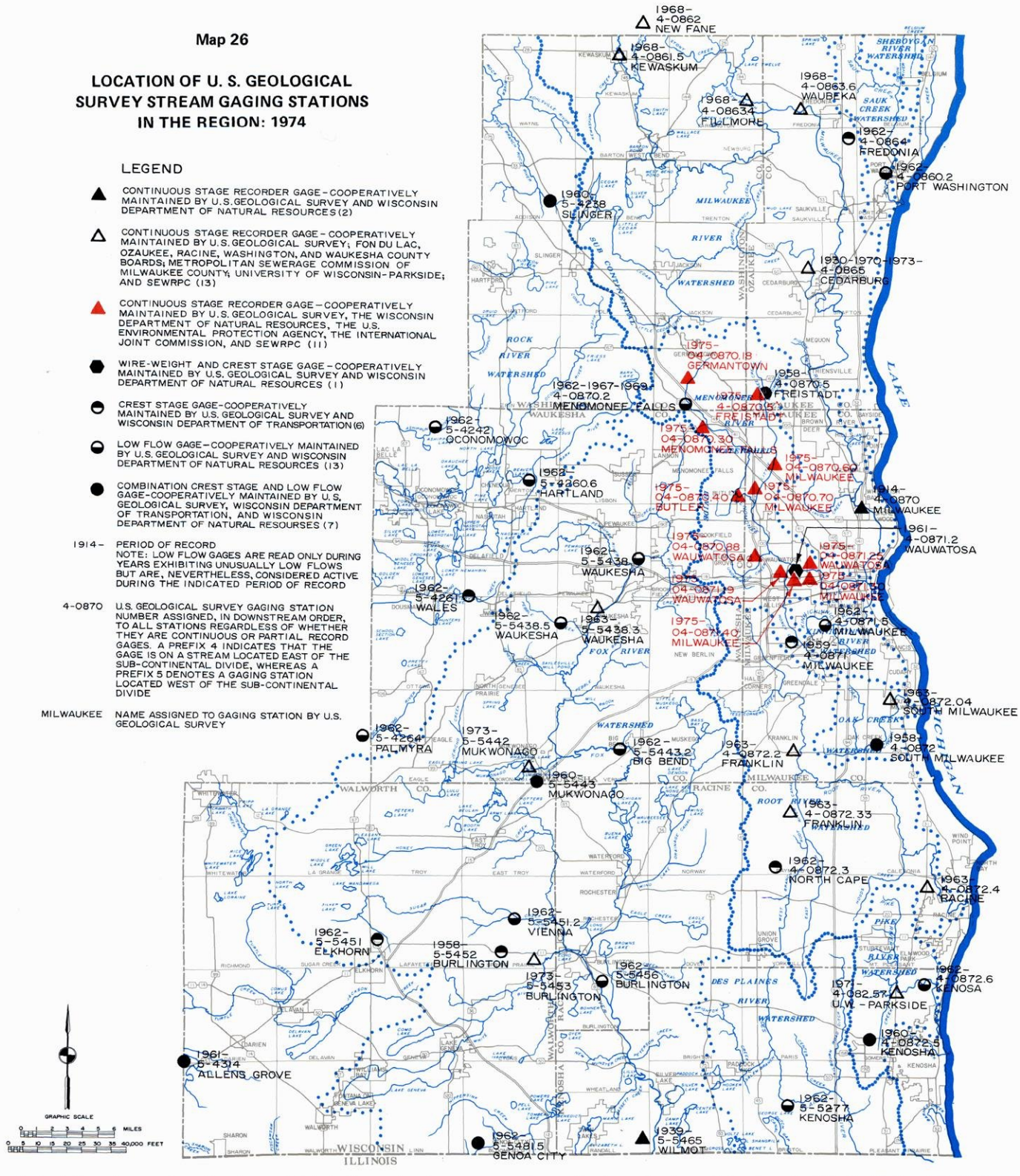
LEGEND

- ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (2)
- △ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY; FON DU LAC, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTY BOARDS; METROPOLITAN SEWERAGE COMMISSION OF MILWAUKEE COUNTY; UNIVERSITY OF WISCONSIN-PARKSIDE; AND SEWRPC (13)
- ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES, THE U.S. ENVIRONMENTAL PROTECTION AGENCY, THE INTERNATIONAL JOINT COMMISSION, AND SEWRPC (11)
- ⬢ WIRE-WEIGHT AND CREST STAGE GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)
- ◓ CREST STAGE GAGE-COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (6)
- ◒ LOW FLOW GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (13)
- ● COMBINATION CREST STAGE AND LOW FLOW GAGE-COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, WISCONSIN DEPARTMENT OF TRANSPORTATION, AND WISCONSIN DEPARTMENT OF NATURAL RESOURSES (7)

1914- PERIOD OF RECORD
NOTE: LOW FLOW GAGES ARE READ ONLY DURING YEARS EXHIBITING UNUSUALLY LOW FLOWS BUT ARE, NEVERTHELESS, CONSIDERED ACTIVE DURING THE INDICATED PERIOD OF RECORD

4-0870 U.S. GEOLOGICAL SURVEY GAGING STATION NUMBER ASSIGNED, IN DOWNSTREAM ORDER, TO ALL STATIONS REGARDLESS OF WHETHER THEY ARE CONTINUOUS OR PARTIAL RECORD GAGES. A PREFIX 4 INDICATES THAT THE GAGE IS ON A STREAM LOCATED EAST OF THE SUB-CONTINENTAL DIVIDE, WHEREAS A PREFIX 5 DENOTES A GAGING STATION LOCATED WEST OF THE SUB-CONTINENTAL DIVIDE

MILWAUKEE NAME ASSIGNED TO GAGING STATION BY U.S. GEOLOGICAL SURVEY

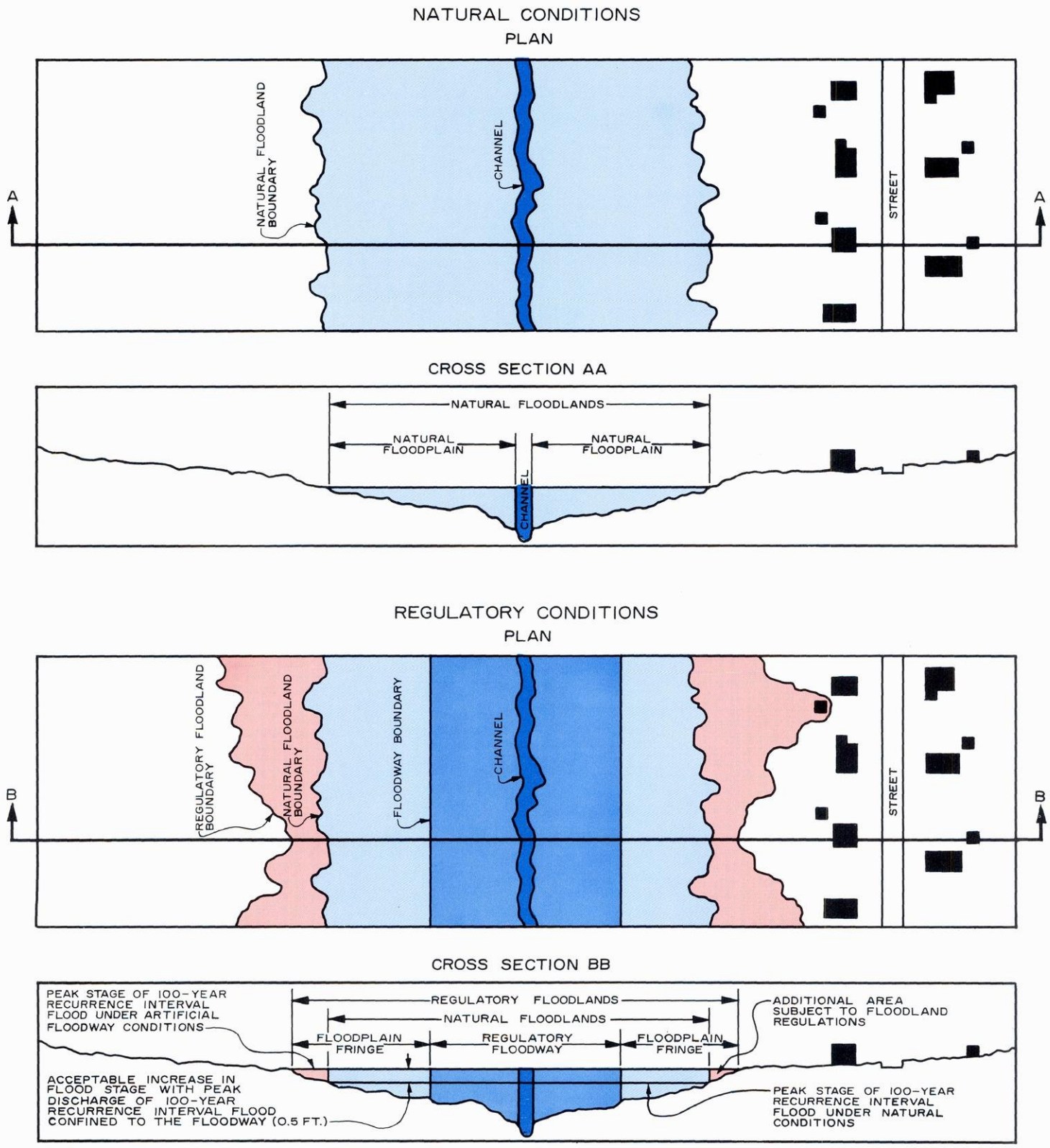


Continuing information on streamflow is essential to both sound water resources and sound land use planning and management within the Region. A total of 42 stream gaging stations are maintained throughout the Region by the U. S. Geological Survey, of which 15 are continuous flow recording gages. The maintenance of these stations is cooperatively financed by the U. S. Geological Survey; the Metropolitan Sewerage Commission of the County of Milwaukee; the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors; the Wisconsin Departments of Natural Resources and Transportation; the University of Wisconsin-Parkside; and the Commission. The data collected at each of the 42 gaging stations are analyzed and published annually by the U. S. Geological Survey. In addition, during 1974 an intensive, short-term stream gaging effort was begun in the Menomonee River watershed under the sponsorship of the International Joint Commission and in cooperation with the Commission and other agencies.

Source: SEWRPC.

Figure 25

FLOODLAND COMPONENTS UNDER NATURAL AND REGULATORY CONDITIONS



Source: SEWRPC.

rural areas. In areas which have already been developed for intensive urban use without proper recognition of the flood hazard, a practical regulatory approach must embrace the concept of a floodway. The floodway may be defined as a designated portion of the floodlands that will safely convey the 100-year recurrence interval flood discharge, with small, acceptable upstream and downstream stage increases, generally limited in Wisconsin to 0.5 foot. The regulatory floodway includes the channel. Land use controls applied to the regulatory floodway should recognize that the designated floodway area is not suited for human habitation, and should essentially prohibit all fill, structures, and other development that would impair floodwater conveyance by adversely increasing flood stages or velocities.

The floodplain fringe is that remaining portion of the floodlands lying outside of or beyond the floodway. Because the use of a regulatory floodway may result in increases in the stage of a flood of a specified occurrence interval that would occur under natural conditions, the floodplain fringe may include at its very edges areas that would not be subject to inundation under natural conditions, but would be subject to inundation under regulatory floodway conditions and, therefore, come within the scope of necessary floodplain fringe regulation. Normally, flood water depths and velocities are low in the floodplain fringe and, accordingly, filling and urban development may be permitted although regulated so as to minimize flood damages. Under "real world" conditions, the floodplain fringe usually includes many existing buildings constructed in natural floodlands prior to the advent of sound floodland regulations.

Flood hazard data for the numerous streams of the Region—and particularly data on the limits of the natural floodplains of the streams for a flood of a specified recurrence interval—are increasingly being made available for public use by various agencies. The SEWRPC itself provides, as an integral part of its comprehensive watershed studies, definitive data—including the delineation of the limits of the floodplains—on the 10- and 100-year recurrence interval floods for most of the perennial streams in each watershed.

The Commission believes that such data are most appropriately developed for an urbanizing region within the context of an overall comprehensive watershed study, wherein appropriate consideration may be given to the potential effects of changing land use patterns on flood flows and flood hazards, as well as to alternative methods for abating flood damages in those flood-prone areas already committed to urban development. Each Commission comprehensive watershed study, therefore, includes the hydrologic and hydraulic engineering studies necessary for a proper delineation of floodland boundaries for land use regulation and floodland management purposes.

The status of existing flood hazard data in the Region is summarized on Map 27. The Commission has completed comprehensive watershed studies for the Root, Fox, and Milwaukee River watersheds resulting in the delineation of floodlands for about 458 miles of major stream channel, not including stream channels in the Milwaukee River watershed lying outside of the Region in Sheboygan and Fond du Lac Counties. Both 10- and 100-year recurrence interval floodplains have been established for the indicated stream reaches in these watersheds by the Commission. It is important that a flood used to delineate floodlands for land use regulation purposes have a specified recurrence interval so that a sound economic analysis of the benefits and costs and of the advantages and disadvantages of various combinations of land use regulation, public acquisition, and public construction for flood damage abatement and prevention can be fully analyzed.

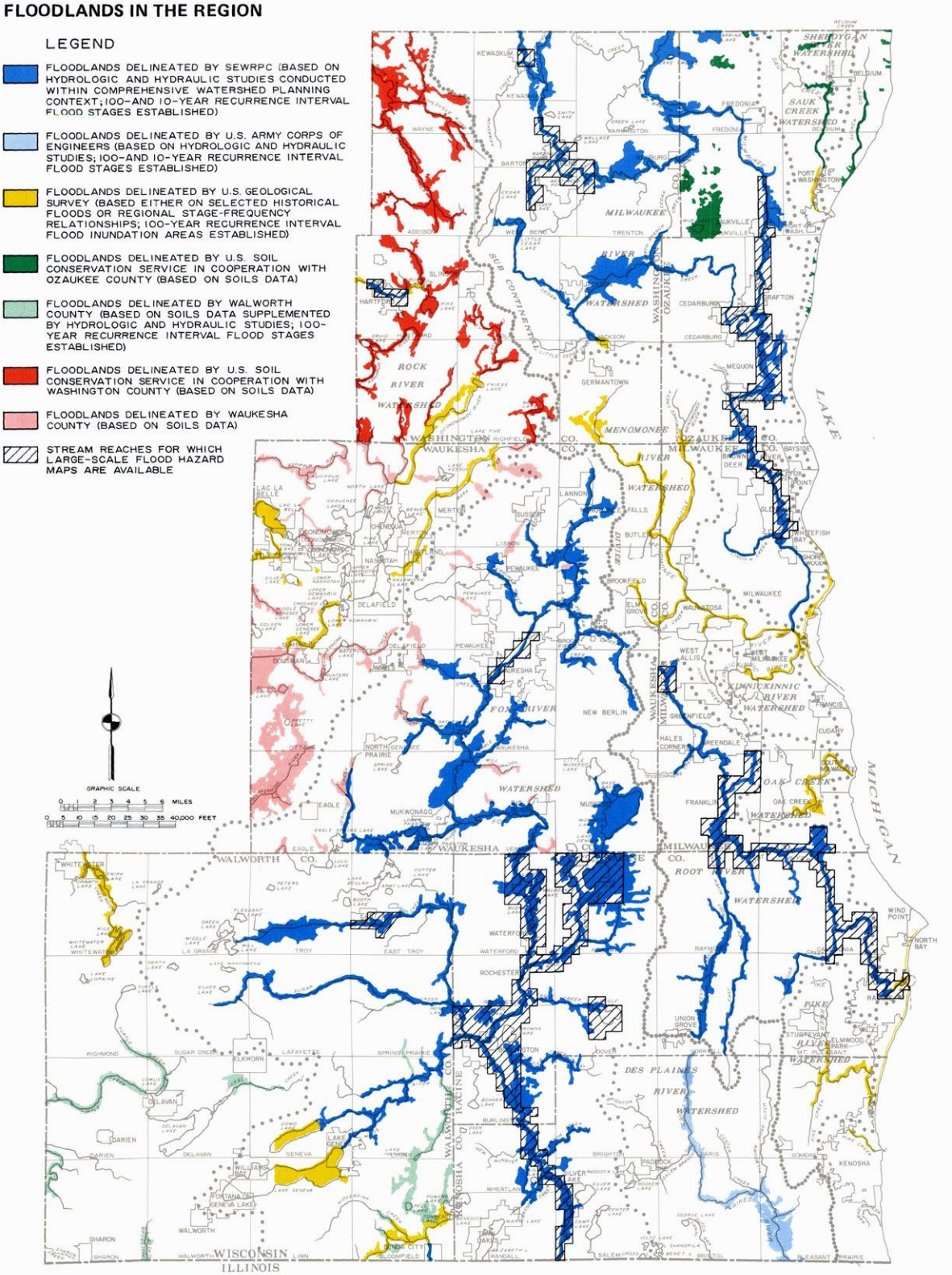
While the Commission is the only agency which has developed flood hazard data for the Region on the basis of comprehensive watershed studies, other federal and local agencies have developed flood hazard data for additional stream reaches within the Region. At the request of the Commission, the U. S. Army Corps of Engineers has developed flood hazard data for about 20 miles of stream channel in the Des Plaines River watershed. The Corps identified the "greater probable" and "intermediate" floods for the Des Plaines River, which approximate the 100-year and 10-year recurrence interval floods, respectively, recommended by the Commission for floodland management purposes. The floodland delineation in the Des Plaines River watershed did not, however, explicitly consider the possible effects of any changes in flood flows due to urbanization or water control facility construction.

The U. S. Geological Survey (USGS) is also authorized to prepare and publish flood inundation maps. The flood inundation lines shown on USGS maps are constructed from selected historic floods and from regional stage frequency analyses, and approximate the limits of the 100-year recurrence interval floodlands. To date, the USGS has developed and published flood hazard data for a number of stream reaches in the Region, totaling about 122 miles of major stream channel.

Several county agencies in the Region have also developed flood hazard data to supplement the data available from federal and regional sources. In Ozaukee County, the county staff and local staff of the U. S. Soil Conservation Service have established regulatory floodplains for about 28 miles of major stream channel, based upon interpretations of soil survey data. Similarly, the Washington County staff, also in cooperation with the local staff of the U. S. Soil Conservation Service, has delineated floodplains for about 81 miles of major stream channel based upon soil survey interpretations. In Waukesha County, the county staff has utilized soil interpretations and historical flood data to determine regulatory floodplains for about 93 miles of major stream channel. Finally, in Walworth County, the county staff has used both soil survey data and hydrologic and hydraulic studies, including the establishment of 100-year recurrence interval flood stages, to delineate floodlands along nearly 50 miles of major stream channel. If carefully interpreted and utilized, soil survey data can provide an acceptable approximation of historic floods of record.

Map 27

FLOODLANDS IN THE REGION



Delineation of the floodlands of southeastern Wisconsin is extremely important for sound local as well as regional planning and development. The above map summarizes the status of floodland data in the Region as of the end of 1974. The Commission itself, as an integral part of its comprehensive watershed studies, provides definitive data on the 10- and 100-year recurrence interval floods for most of the perennial streams in each watershed studied. Other agencies which have to date made flood hazard data available for various stream reaches in the Region are the U. S. Army Corps of Engineers, the U. S. Geological Survey, and the U. S. Soil Conservation Service, acting in cooperation with the Commission and with county zoning and planning staffs in Ozaukee, Washington, Waukesha, and Walworth Counties. In addition to identifying the stream reaches for which existing flood hazard data in the Region are available and the agency from which the data are available, the above map shows those stream reaches for which detailed, large-scale flood hazard maps are available from the Commission. These maps are available at scales of 1" = 100' with 2' contour intervals, or 1" = 200' with 2'-4' contour intervals, and enable precise delineations of the floodplains to be accomplished.

Source: SEWRPC.

Various studies are underway or were completed during 1974 to develop additional flood hazard data for stream reaches in the Region. As noted above, the Commission is currently conducting a comprehensive watershed study for the Menomonee River watershed which will provide flood hazard data for about 70 additional miles of major stream channel. In addition, the Commission is developing detailed flood hazard data outside the context of a comprehensive watershed study for about 3.5 miles of major stream channel along the Rubicon River at the request of the City of Hartford. The U. S. Army Corps of Engineers is currently undertaking detailed floodplain information studies along Whitewater Creek and the Oconomowoc River at the requests of the City of Whitewater and the City of Oconomowoc, respectively. The U. S. Soil Conservation Service is conducting detailed floodplain information studies in the Pike River watershed, at the request of Racine and Kenosha Counties, and along the Bark River at the request of the Village of Dousman. Finally, as a result of increased flood insurance activity in the Region during 1974, numerous studies were undertaken by the U. S. Department of Housing and Urban Development to provide supplemental flood hazard data to be used in identifying flood-prone areas for flood insurance purposes. In areas where detailed flood hazard data already exist, these studies utilize the existing data and may include the development of flood hazard data for small, previously unstudied tributaries. In areas where no flood hazard data exists, these studies develop the data necessary for the determination of flood hazard areas. The status of flood insurance eligibility in the Region as of December 31, 1974, is shown on Map 28.

INTERNATIONAL JOINT COMMISSION MENOMONEE RIVER PILOT WATERSHED STUDY

On April 15, 1972, the governments of Canada and the United States signed the Great Lakes Water Quality Agreement and requested that the International Joint Commission (IJC)[7] investigate pollution of the Great Lakes from various land use activities. Subsequent to the signing of the Great Lakes Water Quality Agreement, the IJC established the Great Lakes Water Quality Board, and assigned to it the responsibility for carrying out the provisions of the Agreement. The Water Quality Board created the International Reference Group on Great Lakes Pollution from Lake Use Activities for the purpose of carrying out studies related to the effect of land use on Great Lakes water quality.

Included in the work plan[8] of the Reference Group are a series of intensive pilot studies of a small number of watersheds within the Great Lakes basin. These watersheds were carefully selected to permit extrapolation of the data and findings of the pilot studies to the entire Great Lakes basin, and to relate water quality degradation found at river mouths to specific land uses in the tributary areas. A total of seven watersheds—three in Canada and four in the U. S.—were selected by the Reference Group to be the subject of these pilot studies.

The Menomonee River watershed was selected as one of the seven watersheds to be studied, with emphasis on the impact of urban land uses on Great Lakes water quality. Two factors entered into the selection of the Menomonee River watershed for study. First, the watershed is not only highly urbanized, but it contains a wide variety of urban land uses, including low, medium, and high density residential, commercial, and industrial. Second, the Reference Group was aware that the Regional Planning Commission was, in late 1973 at the time of selection of the watershed, preparing a comprehensive plan for the watershed. Information obtained or developed during the inventory, analysis, and forecast phases of this planning effort, as well as information obtained under other Commission land and water resource planning programs, would be available to and would provide a substantial data and information base for the IJC study.

Preliminary work on the Menomonee River Pilot Watershed Study was initiated in 1973. The project was funded by the U. S. Environmental Protection Agency on May 10, 1974, and is scheduled for completion in early 1978. The principal objectives of the study are:

1. To determine the levels and quantities of major and trace pollutants, including but not limited to nutrients, pesticides, and sediments, reaching and removing in stream systems tributary to the Great Lakes.

2. To identify the sources and evaluate the behavior of pollutants from an urban complex, with particular emphasis on the potential impact of

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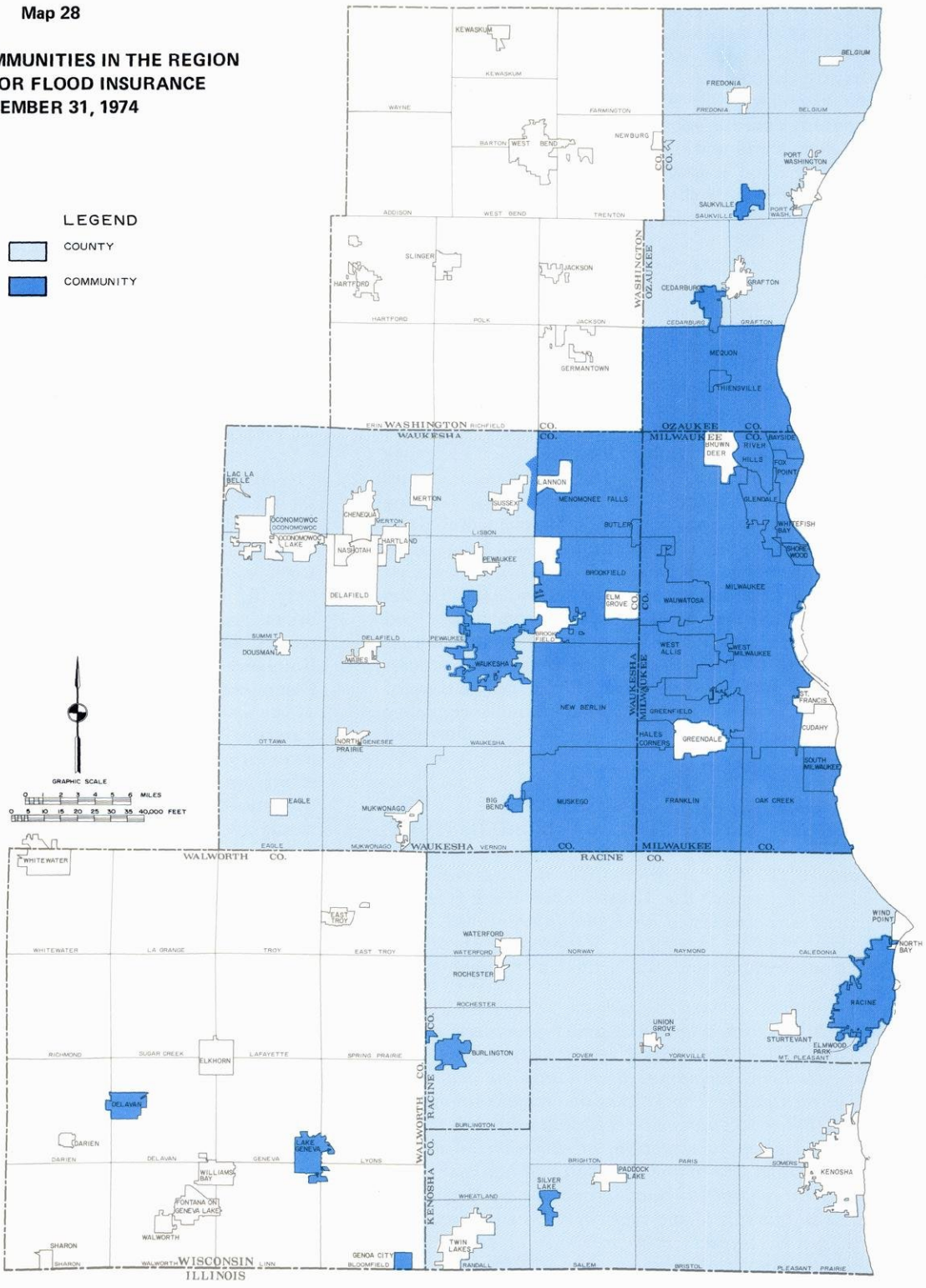
[7] *The IJC, established in 1912 under provisions of the 1909 Canada-U. S. Boundary Waters Treaty, is comprised of six members, including three Canadian and three U. S. representatives. The IJC has two major responsibilities. The first is to approve or reject all proposals involving the utilization, obstruction, or diversion of surface waters on either side of the Canada-U. S. boundary. IJC actions with respect to such proposals are final. The second is to investigate and make recommendations concerning special projects and problems in response to requests—formally referred to as references—received from either or both governments. IJC actions with respect to references, which have dealt with a variety of topics including air and water pollution, are not binding on either of the two governments. For a detailed discussion of the IJC, see, "A Proposal for Improving the Management of the Great Lakes of the United States and Canada," Technical Report No. 62, Water Resources and Marine Sciences Center, Ithaca, New York, January 1973.*

[8] *"Detailed Study Plan to Assess Great Lakes Pollution from Land Use Activities," submitted to the Great Lakes Water Quality Board, International Joint Commission, by the International Reference Group on Pollution of the Great Lakes from Land Use Activities, March 1974, 128 pp.*

Map 28

STATUS OF COMMUNITIES IN THE REGION ELIGIBLE FOR FLOOD INSURANCE DECEMBER 31, 1974



As shown on this map, a total of three counties and 27 communities in the Region were participating in the national flood insurance program at the end of 1974. Participation in the program allows residents of these local communities and of the unincorporated areas of the counties involved to purchase flood insurance. The flood insurance program is an attempt by Congress to develop a reasonable method of sharing the risk of flood losses, and at the same time to reduce future flood losses by requiring communities to enact land use controls restricting urban development within floodlands to a minimum.

Source: Wisconsin Department of Natural Resources and SEWRPC.

residential, commercial, and industrial land use development, including supporting utility and transportation facilities, and of construction activities associated with rapid urbanization, on stream water quality.

3. To develop the predictive capability necessary to facilitate extension of the findings of the Menomonee River Pilot Watershed Study to other urban settings, leading to an eventual goal of accurately estimating pollution inputs from urban sources for the entire Great Lakes Basin.

As is evident from these objectives, the study is primarily a research endeavor, with emphasis on the effect of land use on Great Lakes water quality. This contrasts markedly with the SEWRPC Menomonee River watershed planning program, which is a comprehensive planning effort intended to lead to specific recommendations for the solution of existing water resource problems within the watershed and the prevention of future problems. Although the research and planning studies complement each other in that they share a common data base they differ markedly in content, methodology, and objectives.

The Wisconsin Department of Natural Resources, the University of Wisconsin System Water Resources Center, and the Southeastern Wisconsin Regional Planning Commission constitute the three lead agencies responsible for participating with the IJC Reference Group in the planning and conduct of the Menomonee River Pilot Watershed Study. The Regional Planning Commission's funded participation in the project began May 10, 1974, in accordance with an agreement entered into with the Department of Natural Resources.

The Commission will contribute to the conduct of the pilot study by performing, in cooperation with other study participants, three principal functions: project management, data provision, and systems analysis. The project management function will be carried out by SEWRPC in a joint effort with the other two lead organizations. This function is intended to provide overall direction to, and control of, the study, culminating in the attainment of the study goals as set forth above. The second function, that of data provision, is intended to make all historical and existing SEWRPC information available to the study, as well as new information obtained during the course of the Menomonee River watershed planning program. The final SEWRPC function is systems analysis, which is intended to result in the development of a digital computer data management system to facilitate the storage, retrieval, analysis, and display of all data and information applicable to the study, and to lay the foundation for the development of a digital computer model having the predictive capability needed to facilitate extension of the findings from the Menomonee River watershed to other urban areas tributary to the Great Lakes.

During 1974, the Commission made the following contributions to the Menomonee River Pilot Watershed Study:

- Assisted in the preparation of the work plan[9] for the pilot study.
- Secured permission from ten governmental units or agencies and three private interests for the installation of 11 combination stream water quality and flow monitoring stations and one stream water quality monitoring station on the Menomonee River and its tributaries (see Map 29).
- Provided base maps, land use information, soils data, aerial photographs, drainage area delineations, water quality data, and other data and materials to study participants.
- Designed a land data management system to provide for the storage, retrieval, analysis, and display of land data.
- Participated in three meetings of the Reference Group technical committee established to provide for coordination and interfacing of the seven pilot watershed studies.

It is anticipated that during 1975, the Commission will continue to provide study participants with data on the natural resources and man-made features of the watershed, will complete the development of the Land Data Management System, will assist in the testing and selection of hydrologic-hydraulic and water quality models, and will participate in the overall guidance of this research endeavor.

COASTAL ZONE MANAGEMENT PLANNING PROGRAM

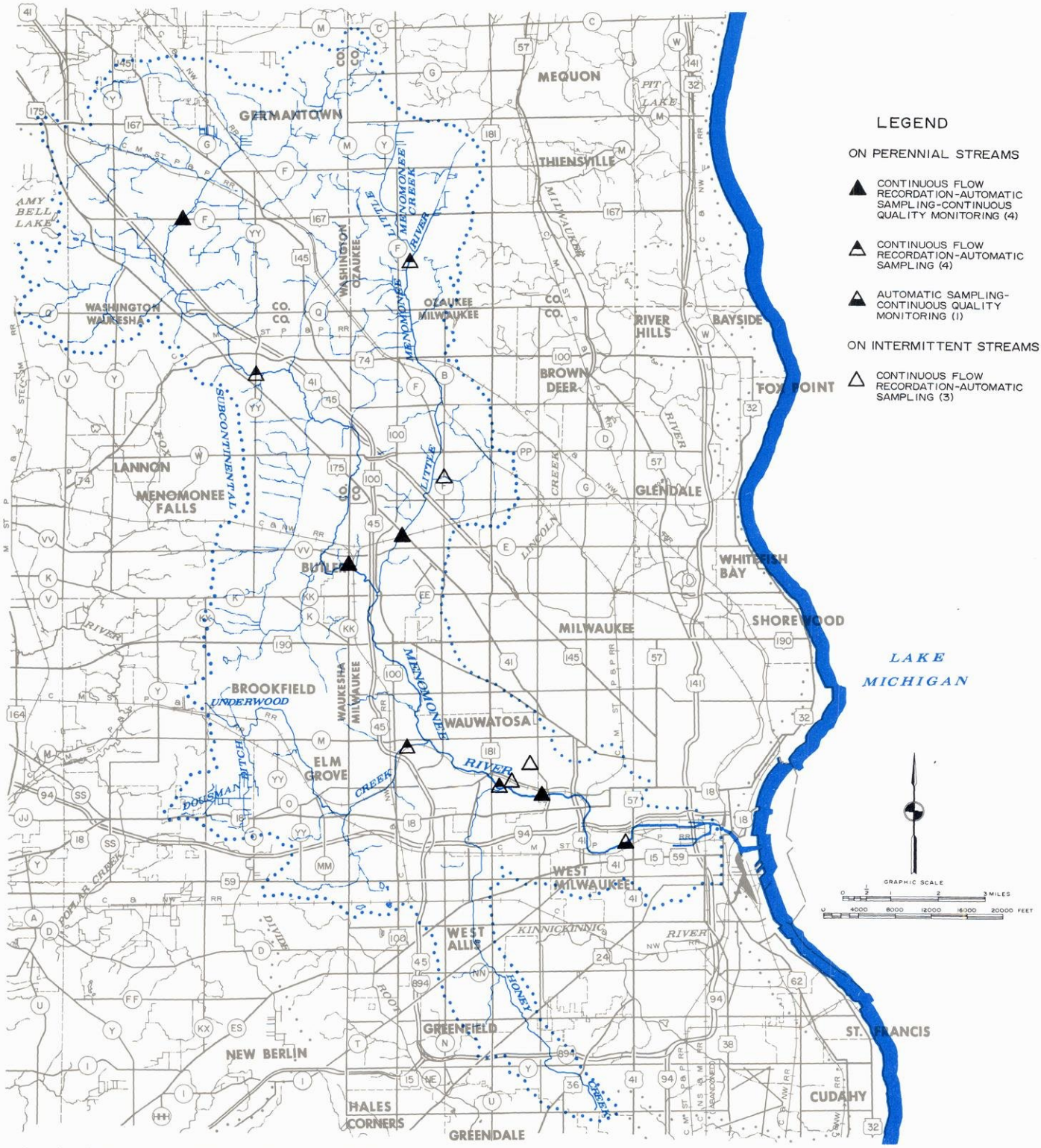
Subsequent to the passage of the Federal Coastal Zone Management Act in October 1972, states and American territories with coastlines on the Pacific and Atlantic Oceans, Gulf of Mexico, and the Great Lakes became eligible for funds for in-depth studies to determine if existing state and local programs and authorities are adequate for the beneficial management, use, protection, and development of the coastal zone. The State Interagency Planning Council in 1973 requested that the Commission participate in the preparation of an application for federal funds under this Act to conduct studies relating to land use and water quality management.

During the spring of 1974, the Commission staff served on the state committee to provide staff support for the preparation of the technical aspects of the application. On June 20, 1974, the Wisconsin Department of Admin-

[9] *Wisconsin Department of Natural Resources, University of Wisconsin System-Water Resources Center, and Southeastern Wisconsin Regional Planning Commission, Menomonee River Pilot Watershed Study Work Plan, September 1974, 44 pp.*

Map 29

LOCATION OF WATER QUALITY-QUANTITY MONITORING STATIONS IN THE MENOMONEE RIVER WATERSHED



A total of 12 stations have been constructed throughout the Menomonee River watershed to house instruments which will measure the quantity and quality of river flow. The stations include 11 with combination stream water quality and flow monitoring devices, and one with stream water quality monitoring equipment. The equipment will be used to obtain data as part of a joint U. S.-Canadian research effort to determine how land use affects water quality in the Great Lakes. Although these stations are intended to operate only through 1978 when the research effort will be concluded, it may be desirable to permanently establish a few selected stations. The Menomonee River watershed was one of seven watersheds chosen for pilot studies under the program.

Source: SEWRPC.

istration received formal approval from the U. S. Department of Commerce, National Oceanic and Atmospheric Administration, of the grant application submitted by Wisconsin to study and, if necessary, to develop guidelines and criteria for a management program to assess appropriate land uses in various coastal areas. The study is to include identification of coastal zone boundaries, a means of defining permissible land and water uses in the coastal zone, an inventory and designation of priority land uses within specific areas, and an identification of appropriate governmental authorities and intergovernmental arrangements necessary to develop, coordinate, and maintain an effective land-water management process.

During the latter part of 1974, the Commission assisted the state in its efforts to study the need for a coastal zone management program. The Commission provided staff support and technical assistance in such matters as data collection procedures and techniques, aerial photography specifications, and delineation of the coastal zone study area.

SANDSTONE AQUIFER SIMULATION MODEL

Work continued during 1974 on the conduct of a program designed to develop a digital computer model of the deep sandstone aquifer underlying southeastern Wisconsin. This aquifer is the water source for most high-capacity industrial and municipal wells in the Region. The program is being conducted cooperatively by the Commission, the Wisconsin and U. S. Geological Surveys, and the major public water utilities in the Region.

It is important to note that the sandstone aquifer simulation modeling program does not constitute a water supply planning program for the Region. Rather, the model will provide an invaluable planning tool which can be used in regional and local water supply planning. By simulating the hydraulic behavior of the deep sandstone aquifer, the model will permit forecasts of future regional declines in the aquifer potentiometric surface, as well as the identification of potential future interference between existing regional pumping centers. The model can also be used to simulate the effects of new wells that might be proposed, and thereby assist in the location and spacing of such wells, and can be used to evaluate the effect of unplanned wells.

A practical digital model of the sandstone aquifer in the Region was completed and made operational in 1974. The report, however, will not be completed and published until 1975. The artesian aquifer system is modeled based upon the following assumptions: 1) the sandstone aquifer is bounded below by the impermeable Precambrian basement and above by the semi-impermeable Maquoketa Shale, 2) leakage to the aquifer occurs through the Maquoketa Shale from the overlaying water table aquifers, 3) recharge occurs between the western potentiometric divide and the westernmost extent of the Maquoketa Shale in western Walworth and Waukesha Counties, and 4) the potentiometric divide is a fixed, no-flow boundary; thus, no drawdown is assumed west of the divide.

The operation of the model was verified using historical pumpage and maps of the potentiometric surface in 1880 and 1973. Total pumpage from the sandstone aquifer in southeastern Wisconsin has increased from 5 mgd in 1920 to 32 mgd in 1972. The concentration of pumpage has shifted from Milwaukee to Waukesha. Drawdown from 1880 to 1973 was simulated by the model and is a reasonable approximation of the actual drawdown in most of the Region. The main area of deviation between actual drawdown and that simulated by the model is in the northern parts of Ozaukee and Washington Counties, where present drawdown and pumpage are not large and are not expected to be large in the future.

Pumpage required to predict future drawdowns from the sandstone aquifer was estimated by the U. S. Geological Survey for the years 1980, 1990, and 2000 in consultation with the Regional Planning Commission staff, using the Commission population forecasts and other planning information. Three major assumptions were made in preparing the estimate of future pumpage: 1) all users now obtaining water from sources other than the sandstone aquifer will continue to do so; 2) all municipalities in Milwaukee County, the Racine and Kenosha Planning Districts, and the Mequon and Port Washington areas will be using Lake Michigan as a source of supply by 1990; and 3) privately supplied industrial and institutional uses will continue at the 1973 rate. The largest increases in pumpage are forecast to occur in eastern Waukesha County, especially in the Waukesha and New Berlin areas. Total pumpage in southeastern Wisconsin is estimated to be 43 mgd in 1980, 69 mgd in 1990, and 95 mgd in 2000.

Using these estimated pumpages, the model was operated from 1974 to 2000 to obtain projected drawdowns for the years 1980, 1990, and 2000. The projected drawdown from 1974 to 1990 almost equals the existing drawdown from 1880-1973. The maximum is 300 feet at New Berlin, equivalent to an elevation of the potentiometric surface of less than 200 feet above mean sea level. At that time, dewatering of the sandstone aquifer could be expected to occur beneath the Galena-Platteville unit in the Waukesha-New Berlin area. By the year 2000, the maximum drawdown is more than 450 feet, equivalent to an elevation of the potentiometric surface of more than 100 feet below mean sea level, and dewatering below the Galena-Platteville unit could be expected to be extensive.

Dewatering, in this respect, is defined as the conversion of a confined "artesian" aquifer to water table conditions. Where this happens, the rate of drawdown in the vicinity of pumping is much less, but water is derived from storage over a larger area. Dewatering the dense dolomites of the Galena-Platteville unit probably is not of much concern, but by 2000 dewatering is estimated to occur below this unit.

Also, from 1990 to 2000, drawdown in the recharge area becomes significant and the fixed, no-flow boundary representing the potentiometric divide becomes unrealistic. This situation causes excessive drawdown just east of the divide and to a lesser extent at the center of the drawdown cone. Thus, the computed drawdown in

western Waukesha County in 2000 is slightly greater than that which would actually occur once there is a relocation of the potentiometric divide.

The model provides a reasonable approximateion of the behavior of the real hydrologic system in that drawdown can be predicted with relative accuracy until 1990. After 1990, the model has been modified to account for the areas of heaviest pumpage due to the present potentiometric divide and the conversion of the confined aquifer to water table conditions. Further modifications to represent the relocated potentiometric divide more precisely might be made in the future, but would not be cost effective at this time, since the time period when these changes would occur would be 1990-2000 and are contingent upon the high pumping rates occurring after 1990 based on the assumed high or worst case forecast pumping demands. If the pumping demands are something less than those anticipated and used in the model, the potentiometric divide relocation and the conversion of the confined aquifer could very well be postponed until the year 2000.

WASHINGTON COUNTY SEDIMENT AND EROSION CONTROL PROGRAM

In response to recent water quality management legislation focusing attention on diffuse, or nonpoint, water pollution sources, including sediment, a research and demonstration project was initiated in Washington County in July 1974 under the leadership of the Wisconsin State Board of Soil and Water Conservation Districts and the University of Wisconsin System. Although more commonly known as the Washington County Project, the formal name of this demonstration study is "Development and Implementation of a Sediment Control Ordinance: Institutional Elements Necessary for Implementation of Control Methodology on Urban and Rural Lands." The principal objectives of this study are to:

1. Demonstrate through a monitoring program the effectiveness of land use control techniques in improving surface water quality.

2. Develop a model sediment control ordinance for application on a countywide basis.

3. Determine the combination of institutional elements required for implementing the model sediment control ordinance on a countywide basis.

4. Develop a description of the personnel required and the level of technical assistance needed to implement a countywide sediment control program using a regulatory approach.

5. Develop and systematize the educational and informational dissemination effort required for implementing a sediment control program using a regulatory approach.

6. Predict the water quality benefits to be derived from the implementation of sediment control ordinances throughout the Great Lakes drainage basin, and develop educational materials useful for implementing sediment control programs.

In addition to the Wisconsin Board of Soil and Water Conservation Districts and the University of Wisconsin system, the following governmental units and agencies are cooperating in this demonstration project: the Wisconsin Geological and Natural History Survey; the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Department of the Interior, Geological Survey; the Washington County Board of Supervisors; the Washington County Soil and Water Conservation District; the Village of Germantown; and the Southeastern Wisconsin Regional Planning Commission.

The primary function of the Regional Planning Commission in this demonstration project is to provide data and information about the natural resource base and man-made features of Washington County, which the Commission has assembled as a result of its ongoing comprehensive land and water resource planning effort. In addition, the Commission will assist the other study participants in preparing detailed land use plans for selected demonstration areas, serve on committees established to manage the study, and assist in implementation of the study findings. The Commission is providing these services under contract to the University of Wisconsin System. The demonstration project was initiated in July 1974 and is scheduled for completion in June 1978.

During 1974 specific study areas were selected, including an urbanizing subbasin in the Village of Germantown and an agricultural subbasin in the Kewaskum area. In addition, specific locations were selected for the installation of water quality and flow monitoring sites in the two selected subbasins. Finally, a preliminary study design was completed at year's end.

COMMUNITY ASSISTANCE PLANNING

EDUCATIONAL, ADVISORY, AND REVIEW SERVICES

The Commission since its inception has believed that a strong community assistance program is essential, not only to ensure wide dissemination of the data assembled under the regional planning program, but also to further understanding and implementation of adopted regional and subregional plan elements. Toward this end the Commission has carried on a community assistance program that has included the preparation of local planning guides and model land use control ordinances; sponsorship of planning conferences and workshops; publication of a bimonthly newsletter; the extension of functional guidance and advice to local units of government upon request; and the provision of project planning and resident staff services at cost to local units of government, also upon request.

The Commission has participated in work programs which are intended to result in the preparation of community development plans for subareas of the Region. Thus, the Commission's community assistance planning efforts not only provide guidance and advice to local units of government in strictly local planning matters, but these efforts may also result in the preparation of subregional plan elements that can be cooperatively adopted by the local units of government concerned and by the Commission. All of the Commission's community assistance planning efforts are carried out under a policy statement adopted in 1962 and amended in 1968.

A large part of the Commission's work effort in community assistance planning in 1974 was directed at the provision of educational, advisory, and review services at no cost to local units of government in the Region and to state and federal agencies. Such services were provided through innumerable telephone contacts, informal "walk-in" requests, and formal written requests. Educational services were provided to local units of government as well as interested citizen groups, and were directed at explaining the need for and purposes of continuing local, regional, and state planning programs and the relationships which should exist between these different levels of planning, and at encouraging the creation, organization, staffing, and financing of local planning programs. Advisory services consisted mainly of the extension of basic planning and engineering data available in Commission files, and the technical assistance available from the Commission staff to local communities. Advisory services also include the preparation of contracts and specifications for local mapping and planning programs. Review services are designed to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices; to assist state agencies in achieving state development objectives; to avoid duplication of planning efforts; and to coordinate and encourage plan implementation. Reviews were performed at the request of state and local governments concerned.

The following represents only a small list typical of the educational, advisory, and review services rendered as part of the Commission community assistance planning effort for 1974:

- Preparation of a draft floodland zoning ordinance and accompanying floodland zoning map for the Village of Jackson, Washington County.
- Preparation of a series of town floodland-shoreland zoning maps for the Washington County Park and Planning Commission, and review of the proposed county floodland-shoreland zoning ordinance.
- Preparation of a revised floodland zoning map for the Village of East Troy, Walworth County.
- Preparation of base maps at varying scales for the Village of Silver Lake, Kenosha County; the Village of Newburg, Washington County; and the Milwaukee County Emergency Government Zone A (North Shore communities).
- Preparation of a recommended floodland zoning map for the City of West Bend, Washington County.
- Conduct of a special floodplain information study along the East Branch of the Root River in the City of Franklin, Milwaukee County.
- Review of site acquisition and disposal for future parish needs in the southwest portion of Milwaukee County for the Milwaukee Catholic Archdiocese.
- Conduct of 627 individual flood hazard determinations at the request of lending institutions, realtors, and appraisers from throughout the Region.
- Preparation of contracts and specifications for large-scale topographic mapping programs in Racine County (15 square miles of mapping), the City of Hartford (5.75 square miles), the City of Muskego (12.75 square miles), and the Village of Sussex (4.25 square miles).

- Review of a major residential development proposal located adjacent to the University of Wisconsin-Parkside Campus, Town of Somers, Kenosha County.

- Preparation of draft resolutions pertaining to eligibility for federal flood insurance for the Village of Elm Grove, Waukesha County; the Village of Saukville, Ozaukee County; the Village of Rochester, Racine County; the Village of Greendale, Milwaukee County; the Village of Sussex, Waukesha County; and the City of Cedarburg, Ozaukee County.

- Preparation of draft floodland zoning regulations and floodland zoning map for the City of Cedarburg, Ozaukee County.

- Preparation of a draft ordinance providing for the establishment of a town highway improvement fund in Ozaukee County.

- Review and comment on a draft subdivision ordinance for the City of Racine, Racine County.

- Preparation of a draft floodland zoning ordinance for the Village of Greendale, Milwaukee County.

- Review of the proposed design of the STH 45 Freeway crossing of Silver Creek in the City of West Bend, Washington County.

- Review of design of Eight Mile Road Bridge in the Town of Raymond, Racine County, and the City of Franklin, Milwaukee County.

- Review of an outdoor recreation plan for the Village of Nashotah, Waukesha County.

- Review of plans for reconstruction of Eagle Lake Dam, Town of Dover, Racine County.

- Review of downtown plan, City of West Bend, Washington County.

- Review of preliminary plan for Chateau Lake George Subdivision, Town of Bristol, Kenosha County.

- Review of proposed bulkhead line, City of Racine, Racine County.

PROJECT AND RESIDENT PLANNING SERVICES

The Commission provides, at cost and upon request, both project planning services and part-time resident staff services to member local units of government. In 1974 the Commission continued to provide resident staff services to the City of West Bend, Washington County; the City of Cedarburg, Ozaukee County; the Village of Sussex, Waukesha County; and the City of Franklin, Milwaukee County. In addition, the Commission began resident staff services in the City of Burlington, Racine County; the City of Hartford, Washington County; and the City of Delavan, Walworth County. Such services included Commission staff attendance at local plan commission meetings, as well as the preparation of reports concerning proposed rezonings, subdivision plat approvals, and planned unit developments.

As part of the resident staff and project planning services portion of the community assistance program, the Commission continued preparation of precise neighborhood unit development plans for neighborhoods in the City of West Bend and the Village of Germantown, Washington County; the City of Franklin, Milwaukee County; and the City of Burlington, Racine County. In addition, topographic and property boundary line mapping efforts were underway in the Cities of Delavan and Hartford in order to provide a basis for the preparation of neighborhood unit development plans in those communities. During 1974 the Commission staff completed design work for the Jefferson Park Neighborhood plan in the Village of Germantown, Washington County; the Quarry Ridge Neighborhood in the City of Burlington, Racine County; the Windgate and Paradise Valley Neighborhoods in the City of West Bend, Washington County; and the Whitnall Park Southeast Neighborhood in the City of Franklin, Milwaukee County. The preparation of such precise neighborhood unit development plans provides an invaluable aid to local plan commissions in reviewing local land development proposals.

DATA PROCESSING SERVICES

The Commission continued to provide data processing services at cost to local units and agencies of government during 1974, processing payrolls for 21 school districts in the Region, for Washington County, and for the City of Waukesha, and property assessment rolls and tax bills for 44 communities. The Commission also provided special data processing services in 1974 to the Waukesha County Treasurer's office, the City of Waukesha, the City of Brookfield, the Town of Lisbon, the Washington County Treasurer's office, the Washington County Auditor's office, the Racine County Treasurer's office, the Racine County Welfare Department, the University of Wisconsin-Milwaukee, and the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.

SCHOOL CENSUS SERVICES

During 1974 the Commission assisted the Mequon-Thiensville Joint School District Number 2, the New Berlin School District Number 3, the Waukesha Joint School District Number 1, the West Bend Joint School District Number 1, and the Mukwonago Joint School District Number 10 in completing annual school censuses. This assistance included Commission activities such as the preparation of a list of all household addresses within the school districts; the provision of preprinted school census forms which were mailed to residents of the school districts; keypunching of all pertinent completed data; the editing and checking of these data; and the preparation of selected reports requested by the school districts. The information obtained from these

school censuses is essential not only to the local school districts in making decisions relating to current and future building development and levels of school services provided, but is also invaluable to the Commission staff in providing other local planning services to municipalities served by the various school districts noted above.

DISTRICT PLANNING

To date the Commission has established comprehensive community planning programs for two urban development oriented districts in the Region—the Kenosha Planning District, consisting of the City of Kenosha and the adjacent towns of Pleasant Prairie and Somers, and the Racine Urban Planning District, consisting of the City of Racine, the Villages of Elmwood Park, North Bay, Sturtevant, and Wind Point, and the Towns of Caledonia and Mt. Pleasant. The comprehensive plan for the Kenosha Planning District was formally adopted by the Commission as a subregional plan element in 1972, and continued to be used during 1974 in local development decision-making by the communities involved.

Efforts continued during 1974 to reach full agreement on new intermunicipal sewer contracts in the Racine Urban Planning District as a step toward formal completion of the comprehensive planning program for that District. The Racine Urban Planning District Citizens Advisory Committee, which is comprised of governmental and citizen leaders from throughout the District and which has been responsible for the preparation of the comprehensive plan documented in the three-volume SEWRPC Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, has monitored efforts toward the culmination of the sewer service contract negotiations, and has determined to stay final approval of the plan until a successful completion to the negotiations has been reached. At year's end, final draft sewer service contracts were being submitted to the governing boards of the individual municipalities involved for their consideration and action.

Even though the formal planning program for the District has not been concluded pending the outcome of the sewer service negotiations, the plan and plan implementation recommendations are being used in local development decision-making within the District. For example, the City of Racine during 1974 prepared new draft zoning and subdivision control ordinances based upon the recommended model ordinances included in the report. In addition, the Racine County Housing Authority has begun initial steps toward implementing the housing recommendations included in the plan. Also, the Town of Caledonia has taken steps toward the public acquisition of a major wildlife habitat area recommended for protection in the plan.

OTHER ACTIVITIES

The Commission undertakes some activities each year which generally relate to all of the specific functional planning areas previously discussed in this report. These include review of federal and state grant applications and other federally related actions under the U. S. Office of Management and Budget Circular A-95, the carrying on of an extensive program of public information, the conduct of Commission and advisory committee meetings, and the conduct of hundreds of staff technical meetings on both an intraagency and interagency basis. Because these activities very often relate to more than one specific functional planning area, they are reported here in total and represent a summary of such activities for 1974. In addition, the Commission staff organization and financing for 1974 are described.

CLEARINGHOUSE REVIEW

During 1974 the Commission, as the Metropolitan Clearinghouse for the review of applications for federal loans, grants, and mortgage guarantees emanating within the Region, reviewed 292 requests for nearly $111 million in federal aids. This function has been assigned to the Commission by the U. S. Office of Management and Budget pursuant to a U. S. Congressional mandate contained in the Intergovernmental Cooperation Act of 1968, and builds on earlier federal legislation dealing with areawide planning agency review of federally assisted local and state development projects.

This function began in 1964, and has been expanded several times to reflect increasing federal government concern that federal loan, grant, and mortgage insurance programs in large metropolitan regions be used effectively on an areawide basis. In addition, the Commission reviews applications for state grants-in-aid for pollution prevention and abatement facilities and for local park land acquisition and facility construction under the ORAP 200 State Aid Programs, and during 1974 reviewed nearly $4.2 million in grant requests for such state funds.

The Commission reviews all applications for federal loans, grants, or mortgage guarantees in partial support of programs or projects in the functional areas of parks and open space, hospitals and related health care facilities, airports, libraries, water supply and distribution, highways, mass transportation, land and water conservation, law enforcement, economic development, erosion and flood control, higher education academic facilities, housing and land development, historical preservation, manpower development, and community action, as well as planning programs in conjunction with these subject areas.

In accordance with a policy statement adopted by the Commission on October 9, 1967, the applications are reviewed to determine whether the proposed project is in conformance with and serves to implement regional, watershed, and district plans or plan elements prepared or adopted by the Commission; is not in conflict with such plans or plan elements prepared and adopted or under preparation by the Commission; or is in conflict with such plans or plan elements prepared and adopted or under preparation by the Commission, or is in conflict with or duplicates other proposed projects.

In addition to determining a project's relationship to adopted regional plan elements, the Commission also seeks review comments, as appropriate, from other agencies conducting planning programs more directly related to a particular functional area, as required by the broader clearinghouse function. Thus, for example, the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., as the officially recognized areawide health planning agency, is offered the opportunity to comment on applications for federal aid in support of the construction of health and health related facilities and the provision of health related services.

The following are the major functional areas in which the Commission reviewed grant requests during 1974.

Parks and Open Space

The Commission reviewed 30 applications involving requests for $1.7 million in federal and state funds in partial support of park and open space land acquisition and development under the federal Outdoor Recreation and Development Program (LAWCON) and the state Local Park Aids Program (ORAP). Detailed information concerning each of the grants under these two programs is presented in Tables 45 and 46, while the total annual funding requests under the park and open space grant programs for the period 1964-1974 are shown in Table 47.

Sewerage and Water Supply Facilities

As shown in Table 48, the Commission reviewed a total of two grant applications for federal aid in partial support of municipal sewerage and water supply facilities. The Commission also reviewed 23 applications for state aid in partial support of municipal sewerage projects, as shown in Table 46. Together, the applications totaled $4.4 million in aid requests. The total annual funding requests under the sewerage and water supply facilities programs for 1964-1974 are shown in Table 49.

Table 45

PARK AND OPEN SPACE FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Site of Project	Approximate Acreage	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[a]
Outdoor Recreation—Acquisition and Development[b]					
City of West Bend	Wingate Park Development	--	$ 30,548	50	2
	Juech Property Acquisition	7	1,950	50	2
	Riverside Park Development	--	8,000	50	1
Washington County	Future Park Site—Town of Polk	210	104,000	50	2
Village of Fredonia	Village Park Development	2	--[c]	50	2
Whitnall Area School District, Milwaukee County	Tennis Court Development	--	19,000	50	2
Milwaukee County Park Commission	Metropolitan Park Acquisition (Oak Creek)	225	200,000	50	2
	Milwaukee River and South Lakefront Bikeways	--	101,000	50	2
Village of Butler	Village Park Development	--	29,720	50	2
Waukesha County Park and Planning Commission	Silver Property Acquisition	88	13,318	50	1
	Nashotah Park Addition	24	44,680	50	2
	Stone Property Acquisition	158	23,700	50	1
Town of Genesee	Community Park Development	--	39,092	50	2
Illinois Department of Conservation	Chain-O Lake Park Acquisition, Lake County	867	437,657	50	2
Village of Genoa City	Village Park Development	--	9,050	50	1
City of Lake Geneva	Cobb Park Development	--	16,650	50	2
Greendale School District	Tennis Court Development	--	29,250	50	2
Racine County Park Commission	Quarry Lake Development	--	72,140	50	1
City of Kenosha	15th Street Park Acquisition	35	65,000	50	1
City of Racine	Hantschel Park Development	--	22,500	50	2
Total	--	1,616	$1,267,255	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered within Wisconsin by the Wisconsin Department of Natural Resources pursuant to the Federal Land and Water Conservation Fund Act of 1965 (LAWCON). The program is administered nationally by the U. S. Department of the Interior, Bureau of Outdoor Recreation.*

[c] *Not available at time of grant review.*

Source: SEWRPC.

Transportation Planning and Facilities

As shown in Table 50, the Commission reviewed a total of 37 applications for federal aid in partial support of the improvement of transportation facilities including highways, airports, and mass transit facilities. The aid requests totaled about $51.7 million. Table 51 sets forth the total annual funding requests for the Region during the period 1967-1974 under the various federal aid programs for transportation facilities.

Community Facilities

The Commission also reviews aplications for federal aid in support of community facilities, such as hospitals and health related facilities and educational facilities. Five applications were reviewed in 1974, including three hospital facility construction applications, one higher educational facility construction application, and one direct federal development project in connection with a Veterans Administration cemetery (see Table 52).

Table 46

ORAP POLLUTION PREVENTION AND ABATEMENT AND LOCAL PARK FACILITY STATE GRANT APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Facility	Amount of State Grant Request	Percent of Total Cost	SEWRPC Action[a]
Pollution Prevention and Abatement Program[b]				
Village of Waterford	Fox Isle Sewers	$ 24,350	25	1
Metropolitan Sewerage Commission of the County of Milwaukee	Port Washington Road Pumping Station	141,250	25	1
City of Brookfield	Meadowview District Sewers	68,279	25	1
	Westwood District Sewers	49,313	25	1
	Honey Creek and Cherry Hill District Sewers	131,842	25	1
Village of Sussex	Interim Sewage Treatment Plant Additions	272,075	25	1
	Waukesha Avenue Sewer	4,430	25	1
City of Milwaukee	18 Sewer Projects (1960)	114,590	25	1
	31 Sewer Projects (1967)	303,113	25	1
	45 Sewer Projects (1968)	1,352,978	25	1
	26 Sewer Projects (1969)	288,937	25	1
	17 Sewer Projects (1970)	128,897	25	1
	8 Sewer Projects (1971)	114,873	25	1
	2 Sewer Projects (1972)	22,795	25	1
City of Mequon	East Side Sewer Project	341,607	25	1
City of Franklin	STH 100 Sewer Project	29,608	25	1
	Woodcrest Acres Project	181,350	25	1
Village of Newburg	Sewage Treatment Plant Modifications	2,500	25	1
City of New Berlin	Moorland Road–National Avenue Sewer Project	--[d]	25	1
Village of Brown Deer	Lateral and Branch Sewers	33,147	25	1
City of West Bend	STH 33 Sewer Project	22,503	25	1
Village of Butler	Infiltration–Inflow Analysis	2,812	5	1
City of Kenosha	75th Street Storm Sewer Separation Project	104,863	25	1
Total	--	$3,736,112	--	--
Local Park Aids Program[c]				
City of Hartford	Willowbrook Park Development	$ 28,622	25	2
	Mill Pond Landscaping	1,935	25	1
	Park Sewerage Facilities	750	25	1
Milwaukee County Park Commission	Metropolitan Park Acquisition	100,000	25	2
City of Milwaukee	N. 38th Street School Playground Acquisition	217,433	25	2
	Grant Street School Playground Development	60,469	25	2
	Kinnickinnic Playfield Development	52,664	25	2
Waukesha County Park and Planning Commission	Silver Property Acquisition	6,659	25	1
	Nashotah Park Addition	22,340	25	1
	Stone Property Acquisition	11,850	25	1
Total	--	$ 502,722	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered by the Wisconsin Department of Natural Resources pursuant to Section 144.21 of the Wisconsin Statutes.*

[c] *Administered by the Wisconsin Department of Natural Resources pursuant to Section 23.09 of the Wisconsin Statutes.*

[d] *Not available at time of grant review.*

Source: SEWRPC.

Table 47

APPLICATIONS FOR FEDERAL AND STATE GRANTS-IN-AID FOR THE ACQUISITION AND DEVELOPMENT OF PARK AND OPEN SPACE LAND IN THE REGION: 1964-1974

Year	Park and Open Space Acquisition and Development Aid Requests					
	Federal Aid Programs				State Aid Program	
	Open Space Land (HUD)	LAWCON (BOR)	Neighborhood Facilities (HUD)	Subtotal	ORAP Local Park Aid (DNR)	Total
1964	$ 767,911	$ --	$ --	$ 767,911	$ --	$ 767,911
1965	540,863	--	--	540,863	--	540,863
1966	1,760,146	536,980	--	2,297,126	--	2,297,126
1967	543,539	508,268	--	1,051,807	--	1,051,807
1968	1,077,256	134,900	--	1,212,156	--	1,212,156
1969	426,019	57,000	--	483,019	--	483,019
1970	551,355	761,845	--	1,313,200	95,305	1,408,505
1971	165,000	1,461,004	--	1,626,004	1,113,380	2,739,384
1972	3,623,531	1,392,477	--	5,016,008	276,718	5,292,726
1973	125,000	941,398	672,400	1,738,798	306,850	2,045,648
1974	--	1,267,255	--	1,267,255	502,722	1,769,977
Total	$9,580,620	$7,061,127	$672,400	$17,314,147	$2,294,975	$19,609,122

Source: SEWRPC.

Table 48

SEWERAGE AND WATER SUPPLY FACILITY FEDERAL GRANT/LOAN APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Facility	Amount of Federal Grant/Loan Request	Percent of Total Cost	Action[a]
Construction Grants for Wastewater Treatment Works[b]				
Village of Butler	Infiltration–Inflow Analysis	$ 42,188	75	1
Village of Sussex	Interim Sewage Treatment Plant Additions	598,565	55	1
Total	--	$640,753	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.*
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

[b] *Administered by the U. S. Environmental Protection Agency, pursuant to the Federal Water Pollution Control Act, as amended.*

Source: SEWRPC.

Health, Social Services, and Comprehensive Planning

A total of 36 applications for federal grants in support of a variety of programs relating to the provision of health planning and development, economic planning and development, comprehensive planning, educational planning and development, manpower planning and development, social services planning and development, and planning for the aged were reviewed during 1974. Federal aid requests under the various programs approximated $31.4 million, as shown in Table 53.

Land Development and Housing

During 1974 a total of 16 applications seeking federal grants, loans, or mortgage insurance under various programs administered by the U. S. Department of Housing and Urban Development and the U. S. Department of Agriculture, Farmers Home Administration, were reviewed. Details concerning these applications are set forth in Table 54.

Table 49

APPLICATIONS FOR FEDERAL AND STATE GRANTS-IN-AID FOR SEWERAGE AND WATER SUPPLY FACILITIES IN THE REGION: 1964-1974

Year	Sewerage and Water Supply Facility Aid Requests					
	Federal Aid Programs				State Aid Program	
	Waste Treatment Works (EPA)	Basic Water and Sewer (HUD)	Rural Waste-Water Disposal (FMHA)	Subtotal	ORAP Water Pollution Prevention and Abatement (DNR)	Total
1964	$ 2,066,507	$ --	$ --	$ 2,066,507	$ --	$2,066,507
1965	2,631,718	--	--	2,631,718	--	2,631,718
1966	3,382,242	803,839	400,000	4,586,081	--	4,586,081
1967	9,046,087	2,464,166	69,450	11,579,703	--	11,579,703
1968	15,605,749	3,320,100	195,666	19,121,515	--	19,121,515
1969	1,826,868	11,928,313	132,550	13,887,731	--	13,887,731
1970	31,197,846	4,989,252	97,250	36,284,348	12,014,687	48,299,035
1971	11,266,406	4,232,025	155,000	15,653,431	8,967,751	24,621,182
1972	21,967,850	1,935,500	--	23,903,350	10,673,351	34,576,701
1973	14,521,275	613,600	--	15,134,875	2,187,716	17,322,591
1974	670,753	--	--	670,753	3,736,112	4,406,865
Total	$114,183,301	$30,286,795	$1,049,916	$145,520,012	$37,579,617	$183,099,629

Source: SEWRPC.

Conservation

Two applications requesting planning funds in support of coastal zone management programs, one each in Wisconsin and Illinois, were reviewed by the Commission during 1974. Details concerning these applications are set forth in Table 55.

Law Enforcement Assistance

As shown in Table 56, 142 individual applications were received for review in the area of law enforcement assistance. The applications totaled $8.9 million in funding requests under a variety of programs administered by the U. S. Department of Justic, Law Enforcement Assistance Administration.

Environmental Impact Statements

Since 1971 the Commission has reviewed and commented on environmental impact statements for various federally aided projects. The statements are prepared to fulfill requirements of the National Environmental Policy Act of 1969 and the regulations promulgated pursuant to the Act by the U. S. Council on Environmental Quality. In addition, the statements fulfill the requirements of the state environmental policy act, set forth in Section 1.11 of the Wisconsin Statutes. The environmental impact statements are on file in the Commission offices and are available to the public for review and use. Copies of the statements are provided at reproduction cost when requested. As the Metropolitan Clearinghouse, the Commission has the responsibility of assuring that all of the state, areawide, or local units and agencies of government which may have interest in a proposed project receive an opportunity to review the environmental impact statements. In 1974 the Commission reviewed 15 such statements, as shown in Table 57.

PUBLIC INFORMATION ACTIVITIES

During 1974 the Commission continued its public information activities through the issuance of 11 press releases distributed to the media in the Region; publication of six newsletters which were mailed to a list of about 2,000 recipients; reproduction at cost of a wide variety of maps, aerial photographic prints, and planning and engineering data; sale at less than production cost of various SEWRPC planning reports and other technical and informational documents; speaking engagements before local governmental, civic, and professional groups.

The following is a brief summary of the Commission staff speaking engagements involving presentation of the various Commission work program elements and implementation activities:

Table 50

TRANSPORTATION FACILITY FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Project and Location	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[a]
Highway Research, Planning, and Construction[b] Wisconsin Department of Transportation	S. Whitnall Avenue Reconstruction, City of St. Francis	$ 625,800	70	1
	N. 40th Street Reconstruction, City of Milwaukee	609,000	67	2
	W. Lisbon Avenue Reconstruction, City of Milwaukee	272,300	70	1
	E. North Avenue Reconstruction, City of Milwaukee	238,700	70	1
	W. Greenfield Avenue Reconstruction, Village of West Milwaukee	340,900	69	1
	E. Grange Avenue Reconstruction, City of Cudahy	217,000	69	1
	Bridge Street Reconstruction (Preliminary Engineering Study), City of Cedarburg	12,600	70	1
	N. 91st Street Reconstruction, City of Milwaukee	796,600	69	1
	S. Packard Avenue Reconstruction, City of St. Francis	284,200	70	1
	W. Drexel Avenue Reconstruction, City of Franklin	426,300	70	1
	Market Street Reconstruction, City of Burlington	318,500	70	1
	CTH D Reconstruction, Town of Spring Prairie	904,400	70	1
	W. Mill Road Reconstruction, City of Milwaukee	5,695,700	70	1
	N. 60th Street Reconstruction, City of Milwaukee	1,724,450	70	1
	S. Washington Street Reconstruction, City of Cedarburg	210,000	70	1
	W. Hampton Avenue Reconstruction, Village of Butler	420,000	70	2
	W. Hampton Avenue Reconstruction, City of Milwaukee	1,133,100	67	1
	USH 41 Reconstruction, Washington County	22,400,000	70	1
	CTH T Reconstruction, Waukesha County	539,000	70	1
	Frederick Street, Genesee Street, and Perkins Avenue Reconstruction, City of Waukesha	78,400	70	1
	30th Avenue Construction, City of Kenosha	210,000	70	1
	Moorland Road Reconstruction, City of New Berlin	700,000	70	1
	STH 83 Reconstruction, Town of Mukwonago	--[c]	--	1
	Mt. Pleasant and South Streets Reconstruction, City of Racine	245,000	70	1
	CTH Q Construction, Town of Pleasant Prairie	577,500	70	1
	CTH Y Reconstruction, Town of Cedarburg	160,000	70	1

Table 50 (continued)

Applicant	Project and Location	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[a]
Highway Research, Planning, and Construction[b] Wisconsin Department of Transportation. . . . . (continued)	W. Oklahoma Avenue Reconstruction, Cities of Milwaukee and West Allis	$ 1,617,000	70	1
	W. Beloit Road Reconstruction, Cities of Milwaukee and West Allis	770,000	70	1
	E. Oklahoma Avenue Reconstruction, City of Milwaukee	292,600	67	1
	W. Schlinger Avenue Reconstruction, City of West Allis	227,500	69	1
Total	--	$42,046,550	--	--
Airport Development Aid Program[d] Wisconsin Department of Transportation.	Runway Reconstruction—General Mitchell Field, Milwaukee County	$ 3,000,000	75	2
	Runway Relighting—General Mitchell Field, Milwaukee County	24,000	75	2
	Runway Reconstruction—Timmerman Field,Milwaukee County	97,500	75	2
	Runway Reconstruction—Kenosha Municipal Airport	326,400	75	2
	Land Acquisition—Waukesha County Airport	878,850	75	2
	Runway Reconstruction—General Mitchell Field, Milwaukee County	3,825,000	75	2
Total	--	$ 8,151,750	--	--
Urban Mass Transporation—Capital Improvement Grants[e] City of Kenosha.	Purchase of Transit Vehicles and Facilities	$ 1,484,772	67	1
Total	--	$ 1,484,772	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered by the U. S. Department of Transportation, Federal Highway Administration, pursuant to the Federal Aid Highway Act.*

[c] *Amount of grant request not available at time of review.*

[d] *Administered by the U. S. Department of Transportation, Federal Aviation Administration, pursuant to the Airport and Airway Development Act of 1970.*

[e] *Administered by the U. S. Department of Transportation, Urban Mass Transportation Administration, pursuant to the Urban Mass Transportation Act of 1964, as amended.*

Source: SEWRPC.

Table 51

APPLICATIONS FOR FEDERAL AND STATE GRANTS-IN-AID FOR TRANSPORTATION FACILITIES IN THE REGION: 1967-1974

Year	Transportation Facility Aid Requests												
	Federal Aid Programs											State Aid Program	
						Urban Mass Transportation (UMTA)							
	Highway Planning and Development (FHWA)	TOPICS (FHWA)	Highway Beautification (FHWA)	Urban Corridor Demonstration (US DOT)	Special Bridge Replacement (US DOT)	Mass Transit Technical Studies	Mass Transit Capital Improvement	University Research, Training	Airport Planning (FAA)	Airport Development (FAA)	Subtotal	Highway Improvement Planning Program (Wis DOT)	Total
1967	$ 7,866,667	$ --	$ --	$ --	$ --	$366,667	$ --	$ --	$ --	$ --	$ 8,233,334	$ --	$ 8,233,334
1968	116,970,000	--	--	--	--	--	--	--	--	250,500	117,220,500	--	117,220,500
1969	6,931,000	--	--	--	--	12,000	--	--	--	480,600	7,423,600	--	7,423,600
1970	8,070,000	2,251,300	77,400	200,000	--	--	--	--	--	200,000	10,798,700	5,420,300	16,219,000
1971	21,803,000	2,239,325	--	--	--	--	--	--	20,000	1,227,750	25,290,075	--	25,290,075
1972	5,171,600	--	--	--	--	--	8,592,086	149,989	123,827	813,350	14,850,852	--	14,850,852
1973	41,289,700	--	--	--	155,000	113,334	3,413,333	--	--	168,700	45,140,067	--	45,140,067
1974	42,046,550	--	--	--	--	--	1,484,772	--	--	8,151,750	51,683,072	--	51,683,072
Total	$250,148,517	$4,490,625	$77,400	$200,000	$155,000	$492,001	$13,490,191	$149,989	$143,827	$11,292,650	$280,640,200	$5,420,300	$286,060,500

Source: SEWRPC.

Table 52

COMMUNITY FACILITY FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Facility	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[a]
Health Facilities Construction Grants[b]				
St. Anthony Hospital, Milwaukee	Remodeling and Renovation Program	$ 310,000	--[c]	2
Mount Sinai Medical Center, Milwaukee	Renovation Program	1,540,000	--[c]	2
De Paul Hospital, Inc,, Milwaukee	Outpatient Clinic Addition	527,000	--[c]	2
Total	--	$2,377,000	--	--
Interest Subsidy—Higher Education				
University of Wisconsin-Milwaukee	Mitchell Hall Remodeling Project	--[d]	--	2
Total	--	--	--	--
Direct Federal Development				
Veterans Administration	Cemetery Development—Wood Veterans Administration Center	--[e]	--	3
Total	--	--	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered by the U. S. Department of Health, Education, and Welfare, Health Services and Mental Health Administration, pursuant to the Public Health Service Act as amended.*

[c] *Unknown at time of grant review.*

[d] *Interest subsidy program; amount unknown.*

[e] *Not applicable.*

Source: SEWRPC.

Table 53

HEALTH, SOCIAL SERVICES, COMPREHENSIVE PLANNING, AND RELATED FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action[a]
Health Planning and Development				
Medical College of Wisconsin, Milwaukee	Physician's Assistant Program	$ 186,345	--[b]	2
The Foundation for Medical Care Evaluation of Southeastern Wisconsin, Inc.	Professional Standards Review Organization	1,200,000	70	2
Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.	Areawide Health Planning Program	244,000	54	2
Total	--	$ 1,630,345	--	--
Economic Planning and Development				
Willowbrook Laboratories, Inc., Town of Genesee	Guaranteed Business Development Loan	$ 338,415	100	2
City of Milwaukee	Overall Economic Development Program	--[c]	--	2
	Science and Technology Council	47,000	57	2
Total	--	$ 385,415	--	--
Comprehensive Planning and Community Development				
City of Milwaukee	Model Cities Amendment (1)	$ 911,000	--[b]	2
	Model Cities Amendment (2)	1,750,000	--[b]	2
	Comprehensive Planning Assistance	172,700	67	1
	Comprehensive Planning Assistance	210,000	67	1
Wisconsin Departments of Administration and Local Affairs and Development	Comprehensive Planning Assistance	--[b]	67	2
City of Racine	Comprehensive Planning Assistance	60,000	67	1
City of Kenosha	Comprehensive Planning Assistance	14,400	67	1
Total	--	$ 3,118,100	--	--
Educational Planning and Development				
Citizens Opportunity Services, Walworth County	Head Start Program	$ --[b]	--	2
University of Wisconsin-Milwaukee	High School Equivalency Program	275,872	98	2
Brown Deer School District	Kindergarten Screening Program	18,725	100	2
Milwaukee Public Schools	Environmental Education Project	167,200	100	2
Total	--	$ 461,797	--	--
Manpower Planning and Development				
Milwaukee County	Public Service Employment	$ 3,350,187	100	2
	Regular Public Service and Summer Youth Employment	9,271,260	100	2
	Prime Sponsorship Designation	--[c]	--	2
Tri-County Manpower Planning	Regular and Public Service Employment	1,343,800	100	2
	Public Service Employment Supplement	181,535	100	2
	Summer Youth Program	263,800	--[b]	2
	Prime Sponsorship Designation	--[c]	--	2
W-O-W Consortium	Regular and Public Service Employment	892,800	100	2
Kenosha County	Operational Grant—Prime Sponsorship Designation	15,000	100	2
Waukesha County	Prime Sponsorship Designation	--[c]	--	2
Racine County	Prime Sponsorship Designation	--[c]	--	2
Total	--	$15,318,382	--	--

Table 53 (continued)

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action[a]
Social Services Planning and Development				
Community Relations–Social Development Commission in Milwaukee County	Ongoing Community Action Program	$ 2,199,284	78	2
	Urban Energy Crisis Program	1,345,150	100	2
	CAP Target Area Program	2,165,271	73	2
	Emergency Food Program	91,186	100	2
Racine County Community Action Program	Ongoing Command Action Program	191,140	84	2
Total	--	$ 5,992,031	--	--
Planning for the Aged				
Southeastern Wisconsin Area Agency on Aging	1975 Area Aging Plan	$ 181,663	95	2
Wisconsin Department of Administration	1975 State Plan on Programs for Aging	3,981,605	100	2
Milwaukee County Office on Aging	1975 Area Aging Plan	344,137	100	2
Total	--	$ 4,507,405	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Unknown at time of grant review.*

[c] *Not applicable.*

Source: SEWRPC.

As part of its documentation of ongoing work programs, the Commission issued several publications as well as staff memoranda during 1974, including:

PROSPECTUSES

- Regional Air Quality Maintenance Planning Program Prospectus, July 1974, 55 pages

PLANNING REPORTS

- No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974, 809 pages
- No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974, 171 pages
- No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974, 163 pages

ANNUAL REPORTS

- 1973 Annual Report, September 1974, 177 pages

TECHNICAL REPORTS

- No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974, 64 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond-1990, January 1974, 62 pages
- No. 3 - Racine Area Transit Development Program 1975-1979, June 1974, 170 pages

CONFERENCE PROCEEDINGS

- Regional Conference on Sanitary Sewerage System User and Industrial Waste Treatment Recovery Charges-July 18, 1974, October 1974, 74 pages

STAFF MEMORANDA

Regional Inventory of Travel Design Memoranda

- Benchmark Report No. 3–Origin-Destination Survey Accuracy Checks, August 16, 1974, 65 pages

Table 54

LAND DEVELOPMENT AND HOUSING PROGRAM GRANT/LOAN/MORTGAGE INSURANCE APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Project	Amount of Federal Grant/Loan/Mortgage Insurance Request	SEWRPC Action[a]
Interest Reduction Payments—Rental and Cooperative Housing for Lower Income Families[b]			
Metropolitan Holding Company	St. Peters Apartments—Phase II	$ --[c]	2
	St. Peters Apartments—Phase III	--[c]	2
Wisconsin Housing Finance Authority	River Park Apartments	--[c]	2
	Mount Pleasant Manor	--[c]	2
Wisconsin Housing Corporation	State Street Apartments	--[c]	2
	Halyard Park Apartments	--[c]	2
Robert C. Brodd, Mary Jo Brodd, Mark R. Brodd, and Laurie S. Brodd	Gatehouse Apartments	--[c]	2
Total	--	$ --	--
Mortgage Insurance—Rental Housing for Moderate Income Families[d]			
RHL Company	The Fountains	$ 3,510,285	1
CT Investment Company	Auer Court	956,611	2
	Auer Court	2,322,360	1
Gee—Jay Contractors, Inc.	Camelot Apartments	1,889,000	2
Milo Joint Venture	Park Plaza	4,343,200	1
Total	--	$13,021,456	--
Interest Subsidy Homes for Lower Income Families[e]			
Holnagel Construction Company	Troyjens Subdivision	$ --[c]	1
Universal Shelter Corporation	Hartridge Subdivision	--[c]	2
Total	--	$ --	--
Rural Rental Housing Loans[f]			
Larson and Tetzlaff, Architects	The Village Square	$ --[g]	1
	Village Commons	--[g]	1
Total	--	$ --	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered by the U. S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA and Housing Management, pursuant to Section 236 of the National Housing Act, as amended.*

[c] *Application for mortgage insurance only; no grant requested.*

[d] *Administered by the U. S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA pursuant to Section 221(d)(4) of the National Housing Act, as amended.*

[e] *Administered by the U. S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA and Housing Management, pursuant to Section 235(i) of the National Housing Act, as amended.*

[f] *Administered by the U. S. Department of Agriculture, Farmers Home Administration, pursuant to the Housing Act of 1949, as amended.*

[g] *Amount of grant request not available at time of review.*

Source: SEWRPC.

Table 55

CONSERVATION PROGRAM FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Unit of Government	Proposed Program	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[a]
Coastal Zone Management Program Development[b]				
Wisconsin Department of Administration . . .	Wisconsin Coastal Zone Management Program—1974	$300,000	67	2
Illinois Department of Conservation	Illinois Coastal Zone Management Program Development Grant	206,000	67	2
Total	--	$506,000	--	--

[a] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.*

[b] *Administered by the U. S. Department of Commerce National Oceanic and Atmospheric Administration, pursuant to the Coastal Zone Management Act of 1972, Section 305.*

Source: SEWRPC.

Regional Park, Outdoor Recreation, and Related Open Space Planning Program Study Design Memoranda

- No. C-9—Existing Recreation Plans, Programs, Policies, and Administration, January 14, 1974, 4 pages
- No. C-10—Existing Financial Conditions, January 14, 1974, 3 pages
- No. C-11—Recreation Laws and Regulations, January 14, 1974, 3 pages

Regional Air Quality Maintenance Planning Program Study Design Memoranda

- No. 1—Study Design—Program Organization, October 3, 1974, 3 pages
- No. 2—Inventory—Ambient Air Quality, December 9, 1974, 5 pages
- No. 3—Inventory—Point Source Emissions, December 9, 1974, 5 pages
- No. 6—Inventory—Meteorological Data, December 9, 1974, 4 pages
- No. 11—Atmospheric Simulation Model, December 1974, 4 pages

A total of 4,627 copies of Commission prospectuses, planning reports, planning guides, technical reports, technical records, lake use reports, annual reports, and conference proceedings were distributed on request during the year. In addition, nearly 292 copies of community profiles were distributed. The majority of these requests came from local governments, universities and public libraries, and private firms and individuals. More than 4,873 prints of aerial photographs of the Region were also requested, primarily by local units of government, public utilities, realtors, wholesale and retail grocery chains, and service and manufacturing companies in the Region. Approximately 235 soil prints and 1,578 other map prints were also distributed.

Commission publications and materials and their general distribution to date are shown in Table 58.

COMMISSION AND ADVISORY COMMITTEE MEETINGS

The following meetings of the full Commission, its committees, and its advisory committees were held in 1974:

Full Commission 5
Executive Committee 11
Financial Subcommittee of the Executive Committee 1
Administrative Committee 8
Planning and Research Committee 7
Intergovernmental and Public Relations Committee 2

Technical Coordinating and Advisory Committee on Regional Land Use Transportation Planning

Land Use Subcommittee 3
Highway Subcommittee 4
Transit Subcommittee 4
Socioeconomic Subcommittee 2
Natural and Recreation-Related Resources Subcommittee 1
Utilities Subcommittee 1
Traffic Studies, Models, and Operations Subcommittee 3

Table 56

LAW ENFORCEMENT ASSISTANCE PROGRAM FEDERAL GRANT APPLICATIONS REVIEWED DURING 1974 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Program Description[a]	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[b]
Brown Deer Police Department	Course in "Current Problems and Concepts in Police Administration"	$ 692	55	2
	Police Protective Equipment	1,125	75	2
	Southern Police Institute	1,013	75	2
Village of Butler	Management and Operations Study of Butler Police Department	4,500	90	2
Milwaukee Drug Program Association	Milwaukee Drug Program Association	40,000	95	2
Zone A of Milwaukee County	Police Radio System Renovation	115,763	75	2
	24-Hour Recorder for Police Radio	7,500	75	2
Milwaukee Police and Fire Commission	Minority Recruitment Program	19,000	90	2
	Office of Criminal Justice Planning	60,000	90	2
Mequon Police Department	Microfilm System	5,912	90	2
	Training School for Supervision of Police Personnel	860	90	2
Community Relations–Social Development Commission in Milwaukee County	Youth Service Bureau System	680,000	80	2
Milwaukee Public Schools	Street Worker Program	42,930	90	2
	High School Course Entitled "Justice and You"	53,625	90	2
	Vandalism Study and Evaluative Research	13,500	90	2
The Anti-Rape Council, Inc.	Supportive Services Project to Female Victims of Sex Crimes, City of Milwaukee	42,989	90	2
People, Inc.	Residential Therapeutic Community for Adolescent Drug Abusers	87,000	75	2
Milwaukee Police Department	Police Automated Computer System–Phase III	289,483	62	2
	Seminar on Computers in Law Enforcement	395	90	2
	Bomb Disposal Unit Equipment	19,890	90	2
	Police UHF Radio Project–Phase I	156,892	70	2
	U. S. Secret Service School	900	90	2
Glendale Police Department	Crisis Confrontation Seminar	14,400	90	2
	5-Day Management Training School	345	90	2
	Management Training School	345	90	2
Walworth County Sheriff's Department	Police Management Study	18,000	90	2
	Law Enforcement Photography Training School	348	90	2
Washington County Drug Information Center, Inc.	Drug Abuse Prevention in the Community	31,500	90	2
Kenosha Police Department	Neighborhood Team Policing	9,000	90	2
Milwaukee Public Library	Library Services to Police	13,800	90	2
Latin Drug Project	Latin Drug Project, Milwaukee	26,250	90	2
Waukesha County Sheriff's Department	Management Information Study	16,200	90	2
	Juvenile Officer	12,958	75	2
Wisconsin Juvenile Officers' Association	International Juvenile Officers' Association Training Conference	3,150	90	2
Lakeland Counseling Center of Walworth County	Walworth County Drug Abuse Services Project	$ 25,807	90	2
Marquette University Law School	Criminal Juvenile Justice Clinical Program	90,827	95	2

Table 56 (continued)

Applicant	Program Description[a]	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[b]
City of Milwaukee	Zoning Ordinance Revision Study Pertaining to Halfway Houses	12,600	90	2
	Milwaukee High Intensity Street Lighting Project—Area No. 2	47,222	38	2
Racine Police Department	Team Police Survey	9,659	95	2
	Patrol Management Seminar	763	90	2
	Electronic Pager	1,418	75	2
	Training Equipment—Visual and Training Aids	2,342	75	2
	Intelligence Equipment	668	75	2
	Report System Equipment	1,230	75	2
	Identification Equipment	150	75	2
	In-house Attorney	21,000	80	2
The Counseling Center of Milwaukee, Inc.	Alternatives Program of the Counseling Center of Milwaukee Inc.	11,192	70	2
	In-service Training Program for Milwaukee Drug Programs	1,059	70	2
Self-help Coalition, Inc.	Reintegration of the Offender, Milwaukee County	79,285	68	2
	Use of a Computer to Improve the Skill of Decision-Making	101,196	90	2
Jewish Vocational Service of Milwaukee, Inc.	Work Adjustment Training Program at House of Correction and County Jail, Milwauke County	191,700	90	2
	Employment for Community Integration, Alternative of Diversion from Institutionalization	155,736	106	2
Racine County	Courts Record Management Project	27,000	90	2
	Racine County Public Defender Program	122,048	75	2
Concerned Athletes in Action Against Drug Abuse	Drug Abuse Prevention and Rehabilitation	150,000	63	2
Esperonza Unida, Inc.	Drug Abuse Prevention, Crisis Intervention Center	60,632	70	2
Milwaukee County Sheriff's Department	Special Evaluation Unit	254,616	95	2
	Explosive Ordinance Disposal Unit	5,197	75	2
	Purchase of Color Photography and Laboratory Equipment	6,750	75	2
	Inmate Service Officer	10,485	90	2
Next Door Foundation, Inc.	Cornerstone Drug Abuse Prevention Program	11,887	60	2
	Next Door Foundation Aware House	47,952	70	2
	Cornerstone Drug Abuse Prevention Program	16,275	90	2
Interested Veterans of Central City Project	Project W.H.E.R.E. (Welfare, Health, Education, Recreation, Employment)	225,542	67	2
The Salvation Army	Volunteer Probation Counselor Program	22,155	35	2
Milwaukee Council on Drug Abuse	Milwaukee Council on Drug Abuse Program	49,863	90	2
Wisconsin Correctional Service	H.O.R.S.E. Program (Heroin and Opiate Rap Service East)	15,971	75	2
	Milwaukee Court Services Program	38,409	90	2
	Waukesha Court Services Program	19,060	90	2
	Kenosha Court Services Program	32,048	90	2
	Waukesha Alcohol/Drug Abuse Court Services Program	18,903	90	2

Table 56 (continued)

Applicant	Program Description[a]	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[b]
Financial and Debt Counseling Services, Inc.	Financial Counseling to People Involved in the Criminal Justice System	$ 82,657	90	2
Milwaukee Inner City Halfway House, Inc.	Residential Base for Males at Milwaukee Inner City Halfway House	83,817	90	2
	Alternative House for Diversion from Incarceration/Prosecution	94,500	90	2
Project Phoenix, Inc.	Programs Relating to Reintegration of Native American Offenders into the Community	112,500	90	2
	Programs Relating to Reintegration of the Offender into the Community	42,217	90	2
Horizons, Inc.	Horizon House, a Halfway House for Women on Probation or Parole	69,666	87	2
	Horizon House	11,141	90	2
Milwaukee Alcoholic Rehabilitation Services, Inc.	Probation and Parole and Court Alcoholism Program	132,459	80	2
St. Francis Police Department	Youth Service Officer	38,568	90	2
	Records System	11,031	77	2
	Purchase of Training Aids	4,108	75	2
The A-Center, City of Racine	Training of Community Professionals in Alcohol-Drug Counseling Program	5,000	54	2
Washington County Sheriff's Department	Communications Tape Recorder, Radio, and Telephone Dispatch	9,180	75	2
Racine County Sheriff's Department	Purchase of Racine Sheriff Video Tape System	2,100	70	2
	Law Enforcement Planning Officer Seminar	591	90	2
Delavan Police Department	Preteen Deliquency Prevention Project	15,000	91	2
Whitefish Bay Police Department	Telephone Recorder Reproducer	1,729	75	2
Christ Church, Mequon	Family Services Coordinator	15,000	90	2
Mukwonago Area Drug Team	Mukwonago Area Drug Education Model	11,250	90	2
Waukesha County	Planner/Coordinator for Waukesha County Criminal Justice System	28,424	90	2
Mental Health Association of Racine County, Inc.	Health Delivery Care for Criminal Offenders	13,500	90	2
Hales Corners Police Department	Telephone and Radio Recording Equipment	4,500	75	2
New Berlin Police Department	Microfilm Records System	8,059	75	2
	Records Retrieval and Storage System	3,450	75	2
	Communication's System Renovation	14,866	75	2
Walworth Police Department	Police Specialized Training	450	90	2
Grafton Police Department	Department Consolidation of Records and Files	2,469	75	2
	Implementation of Police Cadet Program	3,875	90	2
Pewaukee Police Department	Equipment for Investigative Functions	2,006	75	2
Rogers Memorial Hospital	Drug Abuse Treatment Program	11,250	75	2
Youth Resources, Ltd.	Drug Abuse Counseling Services	24,003	90	2
West Milwaukee Police Department	Purchase of Equipment	1,622	75	2
	Purchase of Communications Equipment	30,000	75	2
Kenosha County (Circuit and County Courts)	Microfilming Equipment for Courts Information and Records System	16,416	90	2

Table 56 (continued)

Applicant	Program Description[a]	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[b]
Kenosha Area Group Homes, Inc.	Alternative Living Arrangements—Shelter Care for Adolescents	$ 36,000	80	2
	Shelter Care—Alternatives to Incarceration	" 77,092	90	2
University of Wisconsin—Extension (Center for Social Service)	Milwaukee Chemical Dependency Training Project	12,000	90	2
Milwaukee County District Attorney	Assistance to Urban Prosecutor	302,999	81	2
City of South Milwaukee	Study of Police and Fire Service Needs	--[c]	--	2
Ozaukee County	Refunding Juvenile Prosecutor—Major Case Coordinator	11,833	74	2
Greendale Police Department	Police Cadet Program	11,000	82	2
Menomonee Falls Police Department	Narcotic and Dangerous Drug Investigative Unit	35,910	90	2
Washington County Department of Social Services	New and Better Alternatives to County Jail Juvenile Detention	33,660	90	2
	Detention Service Coordinator-Counselor	16,494	90	2
	Washington County Youth Service Bureau	49,552	90	2
Village of Greendale	Police Social Worker (2nd Year Funding)	13,461	74	2
Milwaukee Area Technical College	Offering of Course from Police Production and Science Curriculum over the College of the Air	24,515	90	2
Milwaukee County	Court Commission Program	91,611	90	2
	Public Defender Program	546,568	90	2
	Project Turnaround	2,523,671	90	2
Milwaukee Legal Services, Inc.	Latin Criminal Defense Project	50,790	90	2
Waukesha County Juvenile Court	Shelter Care for Juveniles	60,000	90	2
The Lincoln Center, City of Milwaukee	Therapeutic Counseling Center for Sex Crime Offenders	58,343	90	2
Germantown Police Department	Upgrading of Police Records System	2,556	75	2
Kenosha County District Attorney's Office	Investigator for Kenosha County District Attorney's Office	16,650	90	2
Wisconsin Family Inc., Milwaukee County	Wisconsin Family, Inc. Intake and Evaluation Center	26,343	90	2
Cudahy Police Department	Photographic Equipment	750	75	2
City of Greenfield	Communications System Renovation	56,250	75	2
Wauwatosa Police Department	Radios	4,050	90	2
Racine County Planning Council for Health and Social Services, Inc.	Youth Services Coordinating System	53,778	90	2
Racine County Detention Home	Personnel for Coordination of a Recreation Program	14,241	90	2
Ozaukee County Sheriff's Department	Jail Services Coordinator	16,560	90	2
Racine County District Attorney	Juvenile Prosecutor	28,240	90	2
National Urban League, Inc.	Citizens' Initiative to Divert Entrance Away From the Criminal Justice System	--[c]	--	2
Kenosha County Sheriff's Department	County Jail Correctional Personnel Program	82,764	95	2
Kenosha County Department of Social Services	Kenosha County Youth Service Bureau Feasibility Study	9,990	90	2
St. John in the Wilderness Episcopal Church	Preteen Program, City of Elkhorn	15,000	90	2

Table 56 (continued)

Applicant	Program Description[a]	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action[b]
Fox Point Police Department	Advanced Professional Training at Southern Police Institute for Scientific Investigation of Crime	1,013	75	2
Junior League of Milwaukee-Wisconsin Correctional Service	Outreach Detention Program	45,000	90	2
Port Washington Police Department	Recording Equipment	2,963	75	2
	Microfilm System	6,120	75	2
Total	--	$8,924,083	--	--

[a] *Administered by the Wisconsin Council on Criminal Justice, pursuant to the Omnibus Crime Control and Safe Streets Act of 1968 as amended in 1970.*

[b] *SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.*
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

[c] *Amount of grant request not available at time of review.*

Source: SEWRPC.

Table 57

ENVIRONMENTAL IMPACT STATEMENTS REVIEWED DURING 1974
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Agency Requisition Review	Project
Wisconsin Department of Transportation	Reconstruction of STH 31, Racine County
	Reconstruction of STH 59, Waukesha County
	Reconstruction of STH 33, Washington County
	Reconstruction of USH 18, Waukesha County
	Reconstruction of STH 67, Waukesha County
	Reconstruction of STH 167, Ozaukee County
University of Wisconsin System	Parkside Campus Physical Plant Building
	Parkside Campus Parking Lots
	UWM Campus Parking Lot
	Parkside Campus Student Union Building
	UWM Campus, Physical Education Building
U. S. Department of Agriculture	Village of Belgium Well Proposal
U. S. Department of the Army	Maintenance Dredging, Waukegan, Illinois Harbor
	Navigation Improvements, Milwaukee Harbor
Delafield-Hartland Water Pollution Control Commission	Sewage Treatment Plant and Trunk Sewer

Source: SEWRPC.

Table 58

PUBLICATIONS AND RELATED MATERIALS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION 1962-1974

Publication	Distribution	
	During 1974	To Date
Prospectuses		
Regional Planning Program, April 1962	0[a]	1,000
Root River Watershed Planning Program, March 1963	0[a]	500
Fox River Watershed Planning Program, October 1964	0[a]	500
Continuing Land Use-Transportation Study, October 1965	0[a]	50
Milwaukee River Watershed Planning Program, September 1966	0[a]	250
Comprehensive Library Planning Program, April 1968	3	660
Community Shelter Planning Program, August 1968	1	349
Racine Urban Planning District Comprehensive Planning Program, November 1968	3	217
Regional Sanitary Sewerage System Planning Program, December 1968	4	417
Menomonee River Watershed Planning Program, November 1969	15	462
Comprehensive Regional Airport Planning Program, December 1969	1	489
Regional Housing Study, December 1969	8	546
Deep Sandstone Aquifer Simulation Modeling Program, October 1972	11	107
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973	30	378
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee Metropolitan Area, July 1973	30	219
Study Designs		
Study Design for the Continuing Regional Land Use-Transportation Study, 1970-1974	1	100
Study Design for the Continuing Land Use-Transportation Study, 1972-1976	3	86
Planning Reports		
No. 1 - Regional Planning Systems Study, December 1962	0[a]	250
No. 2 - Regional Base Mapping Program, July 1963	0[a]	500
No. 3 - The Economy of Southeastern Wisconsin, June 1963	0[a]	500
No. 4 - The Population of Southeastern Wisconsin, June 1963	0[a]	500
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963	12	1,483
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963	0[a]	500
No. 7 - The Land Use-Transportation Study		
Volume 1 - Inventory Findings—1963, May 1965	0[a]	2,000
Volume 2 - Forecasts and Alternative Plans—1990, June 1966	0[a]	1,940
Volume 3 - Recommended Regional Land Use and Transportation Plans—1990, November 1966	0[a]	1,000
No. 8 - Soils of Southeastern Wisconsin, June 1966	0[a]	1,500
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966	0[a]	500
No. 10 - A Comprehensive Plan for the Kenosha Planning District		
Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967	0[a]	500
Volume 2 - Implementation Devices, February 1967	0[a]	500
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969	14	209
No. 12 - A Comprehensive Plan for the Fox River Watershed		
Volume 1 - Inventory Findings and Forecasts, April 1969	14	696
Volume 2 - Alternative Plans and Recommended Plan, February 1970	11	637
No. 13 - A Comprehensive Plan for the Milwaukee River Watershed		
Volume 1 - Inventory Findings and Forecasts, December 1970	44	577
Volume 2 - Alternative Plans and Recommended Plan, October 1971	42	566
No. 14 - A Comprehensive Plan for the Racine Urban Planning District		
Volume 1 - Inventory Findings and Forecasts, December 1970	0[b]	500
Volume 2 - The Recommended Comprehensive Plan, October 1972	0[b]	0[b]
Volume 3 - Model Plan Implementation Ordinances, September 1972	0[b]	0[b]
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972	90	303
No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974	503	503
No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973	169	169
No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974	273	273
No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974	602	602

Table 58 (continued)

Publication	Distribution	
	During 1974	To Date
Planning Guides		
No. 1 - Land Development, November 1963	0[a]	750
No. 2 - Official Mapping, February 1964	14	833
No. 3 - Zoning, April 1964	0[a]	500
No. 4 - Organization of Planning Agencies, June 1964	0[a]	750
No. 5 - Floodland and Shoreland Development, November 1968	38	1,011
No. 6 - Soils Development, August 1969	31	975
Technical Reports		
No. 1 - Potential Parks and Related Open Spaces, September 1965	0[a]	510
No. 2 - Water Law in Southeastern Wisconsin, January 1966	0[a]	500
No. 3 - A Mathematical Approach to Urban Design, January 1966	0[a]	225
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966	7	478
No. 5 - Regional Economic Simulation Model, October 1966	0[a]	500
No. 6 - Planning Law in Southeastern Wisconsin, October 1966	9	503
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968	6	485
No. 8 - A Land Use Design Model		
Volume 1 - Model Development, January 1968	12	1,009
Volume 2 - Model Test, October 1969	0[a]	1,014
Volume 3 - Final Report, April 1973	177	1,140
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971	23	408
No. 10 - The Economy of Southeastern Wisconsin, December 1972	93	492
No. 11 - The Population of Southeastern Wisconsin, December 1972	290	290
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin-1972 and 1973, June 1972	26	747
No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974	398	398
Technical Records		
Volume 1 - Numbers 1-6	6	3,622
Volume 2 - Numbers 1-6	13	4,430
Volume 3 - Numbers 1, 2	7	1,178
Volume 3 - Number 3	7	523
Volume 3 - Number 4	4	349
Volume 3 - Number 5	13	293
Lake Use Reports	274	1,978
Annual Reports		
1961	0[a]	1,500
1962	0[a]	1,500
1963	0[a]	1,500
1964	1	1,261
1965	1	1,260
1966	0[a]	1,500
1967	1	1,187
1968	0[a]	2,120
1969	2	1,968
1970	2	1,095
1971	28	938
1972	56	740
1973	914	914
Conference Proceedings		
1st Regional Planning Conference, December 6, 1961	0[a]	300
2nd Regional Planning Conference, November 14, 1962	0[a]	300
3rd Regional Planning Conference, November 20, 1963	0[a]	300

Table 58 (continued)

Publication	Distribution	
	During 1974	To Date
4th Regional Planning Conference, May 12, 1965	0[a]	423
5th Regional Planning Conference, October 26, 1965	0[a]	425
6th Regional Planning Conference, May 6, 1969	1	356
7th Regional Planning Conference, January 19, 1972	2	329
8th Regional Planning Conference, October 16, 1974	0	0
Regional Conference on Sanitary Sewerage System User and Industrial Waste Treatment Recovery Charges, July 18, 1974	171	171
Community Profiles		
Volume 1	110	405
Volume 2	70	282
Volume 3	112	947
Aerial Photographs		
1963 High-Flight	0	107
1963 Low-Flight	20	13,350
1967 Low-Flight	33	22,995
1970 High-Flight	477	2,205
1970 Low-Flight	4,343	26,385
Maps and Related Materials		
1963 Land Use	26	1,550
1990 Proposed Land Use and Freeway System	89	1,408
Regional and County Base Maps	334	2,295
SEWRPC Topographic Maps	89	1,174
Traffic Analysis Zone Maps	8	195
Soil Maps	235	9,286
School District Maps	158	177
Sanitary Sewerage System Maps	7	54
Regional Census Tract Maps	8	152
Street Index Maps	0	50
Control Survey Summary Diagrams	326	788
Metropolitan Map Series Maps	59	614
1990 Proposed Jurisdictional Highway System Plan for Milwaukee County	1	20
1990 Fox and Milwaukee River Watershed Plan Maps	31	50
Miscellaneous Maps	410	746

[a] *Supply exhausted.*

[b] *No copies were distributed during 1973 because the Racine Urban Planning District Citizens Advisory Committee had not yet completed its evaluation of the plan alternatives.*

Source: SEWRPC.

Technical Coordinating and Advisory Committee on Regional Sanitary Sewerage System Planning 0
Technical Coordinating and Advisory Committee on Regional Airport Planning 4
General Mitchell Field Airport Community Advisory Committee 2
Technical Advisory Committee on Regional Library Planning . . . 0
Racine Urban Planning District Citizens Advisory Committee 2
Technical and Citizen Advisory Committee on Regional Housing Studies 6
Technical and Citizen Advisory Committee on Regional Park, Outdoor Recreation, and Related Open Space Planning 2

Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Kenosha County	7
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Milwaukee County	3
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County	1
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Racine County	4
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County	1
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County	6
Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County	0
Racine Mass Transit Development Program Technical Coordinating and Advisory Committee	10

STAFF TECHNICAL MEETINGS

The Commission staff frequently meets with local, state, and federal public agency personnel, planning and engineering consultants, and others in carrying out its planning programs and plan implementation activities. The following such meetings were held in 1974, exclusive of community assistance and public information efforts:

Executive Director	276
Assistant Directors	173
Administrative Services Division	7
Cartographic and Graphic Arts Division	51
Community Assistance Planning Division	148
Data Collection Division	18
Environmental Planning Division	89
Land Use Planning Division	252
Planning Research Division	150
Transportation Planning Division	132

STAFF ORGANIZATION

The Commission planning programs are carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary full- and part-time staff as required by the various work programs underway. In 1974, the staff totaled 117, including 87 permanent full-time and 30 temporary full- or part-time employees. Of this total, 29 were classified as administrative or clerical personnel; 43 were classified as technical personnel; and 45 were classified as professional personnel. In addition, the Commission employed 22 persons in temporary full- or part-time positions to carry on field operations for the regional park, outdoor recreation, and related open space planning program.

As in past years, several governmental agencies assigned personnel to work directly with the Commission staff for all or part of 1974. Such interagency staff assignments are extremely valuable, providing not only supplemental support to the normal Commission staff, but also a foundation for a full and complete understanding of the Commission's planning programs by the personnel of the various plan implementation agencies throughout the Region. During 1974, interagency staff assignments were carried out by seven professional and technical personnel representing the Wisconsin Department of Transportation, Division of Highways.

The Commission staff is organized into four staff planning and five staff support divisions, as shown in Figure 26, reporting to the Executive Director.

FINANCING

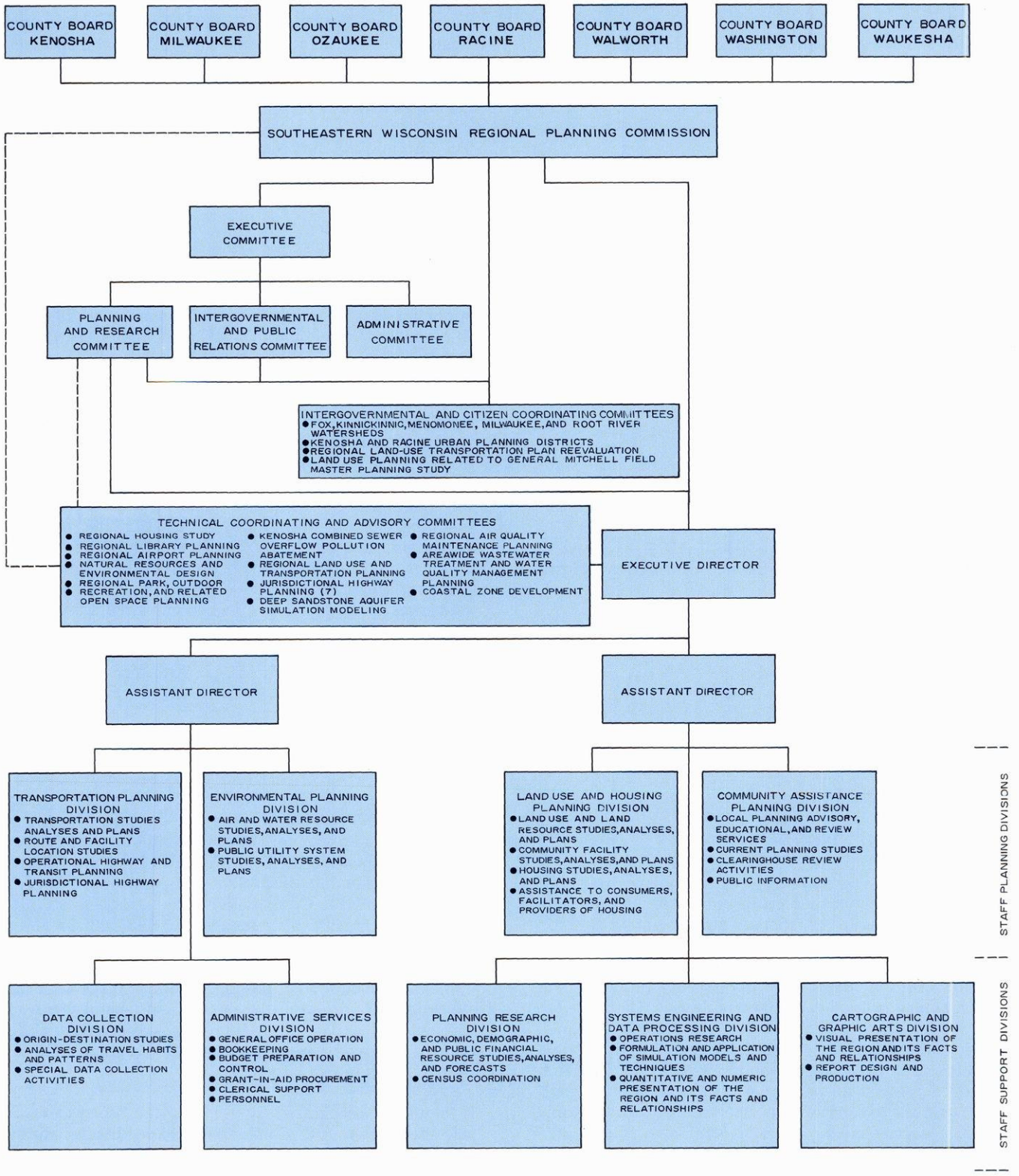
The basic financial support for the Commission's varied work programs is provided by county contributions apportioned among the member counties on the basis of equalized valuation. These basic funds are heavily supplemented by local, state, and federal funds for specific work projects (see Figure 27). Revenues received by the Commission during 1974 totaled nearly $1.7 million, of which about $768,000, or about 45 percent, was received from federal grants-in-aid; about $300,000, or nearly 18 percent, was received from state grants-in-aid; about $426,000, or about 25 percent, was received from member counties under provisions of the state regional planning enabling legislation; about $32,000, or about 2 percent, was received from member counties for the conduct by contract of special regional or subregional planning programs; and about $152,000, or about 9 percent, was received from member cities, villages, towns, and school districts under contracts for special services. The remaining $22,000, or about 1 percent, was derived through the sale of publications, maps, and aerial photographs and from interest received on time deposits.

Expenditures during 1974 totaled over $1.75 million, of which about $998,000, or 57 percent, was expended for Commission work efforts relating to land use and transportation planning; about $305,000, or about 17 percent, was expended for Commission work efforts relating to environmental planning; about $90,000, or about 5 percent, was expended for Commission work efforts relating to housing planning; about $100,000, or nearly 6 percent, was expended for Commission work efforts relating to community facility planning; about $88,000, or about 5 percent, was expended for Commission work efforts relating directly to planning for local community development; and about $170,000, or about 10 percent, was expended for administrative salaries and general overhead. The detailed expenditures for individual projects within each of the major Commission work program areas are shown in Figure 27.

It should be recognized in reviewing the broad categorical breakdown of Commission expenditures during 1974 that a substantial interdependence exists between the various projects included in the major Commission work categories. For example, much of the Commission effort directed at guiding local community development

Figure 26

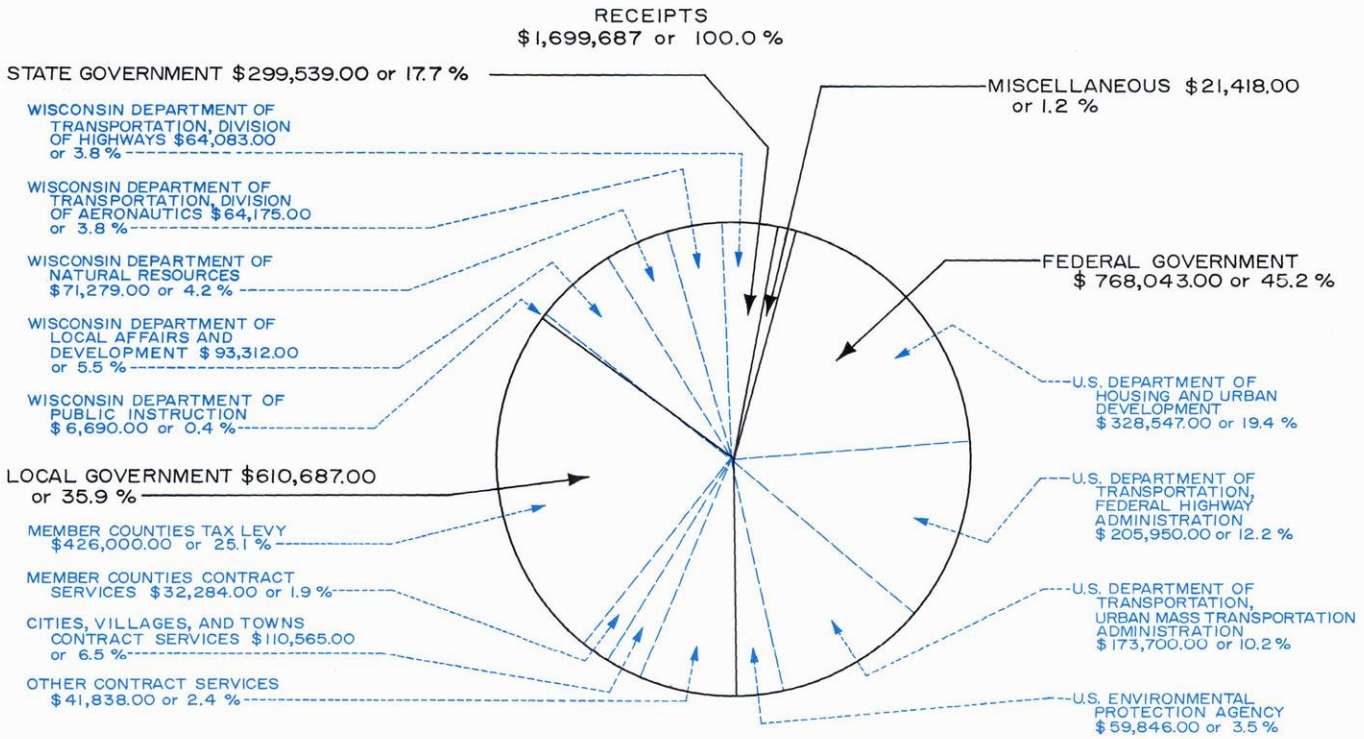
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION EXISTING STAFF AND COMMITTEE STRUCTURE

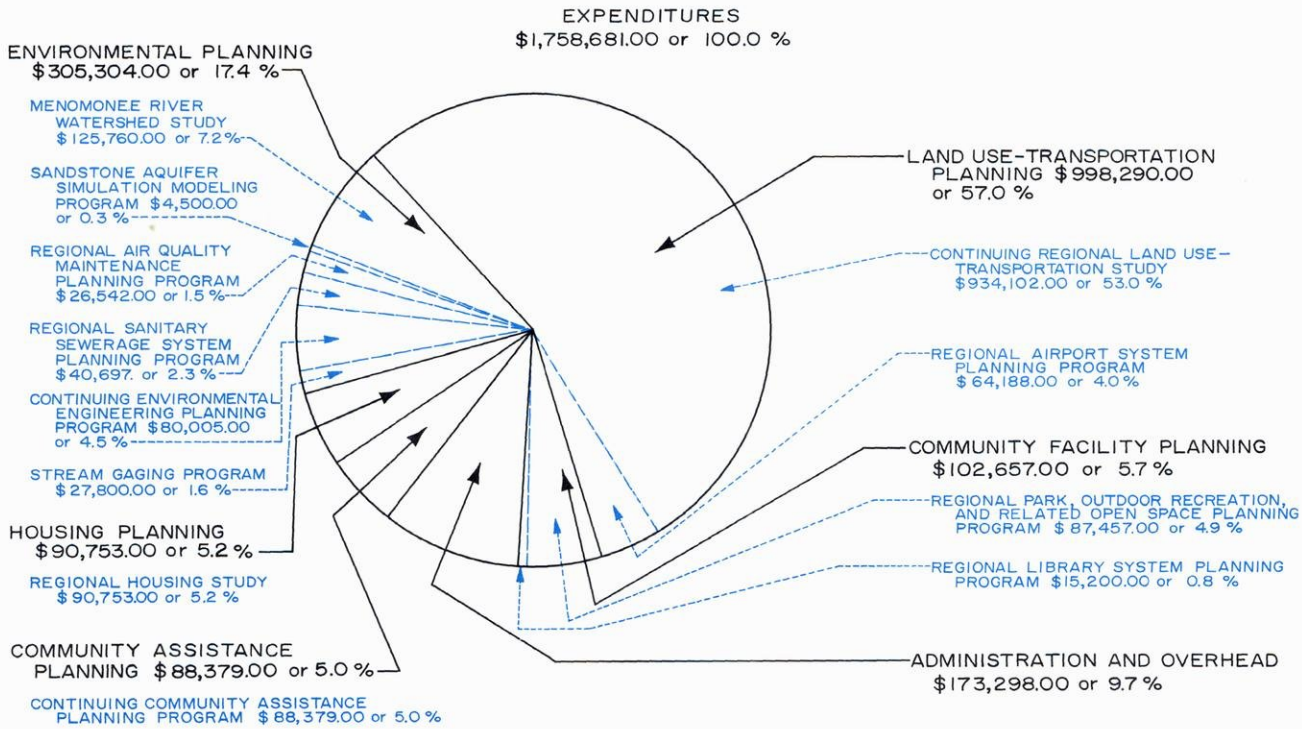


Source: SEWRPC.

Figure 27

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
1974 RECEIPTS AND EXPENDITURES





Source: SEWRPC.

could not be accomplished in a sound manner without the substantial data base and the plan elements established under other regional planning programs. In addition, a project within one of the broad program areas often contains specific work elements directed at achieving objectives in other program areas. The land use planning effort, for example, is directed as much toward environmental protection as it is toward ensuring a compatible arrangement of land uses. Nearly all Commission work projects contain elements directed at providing guidance and advice in matters of local community development, ranging from the provision of travel demand data to a local engineer for use in the design of transportation facility improvements to the provision of specific land use and housing site data to a local housing authority.

The Commission, as a matter of policy, has a complete financial audit performed each year by a certified public accountant. The report of this audit for 1974 is set forth in full in Appendix D of this annual report. In addition to the Commission's own audit, the U. S. Department of Housing and Urban Development; the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations; the U. S. Environmental Protection Agency; and the Wisconsin Departments of Transportation and Administration perform periodic independent audits of all projects to which they contribute financial support. These independent audits, while not reproduced herein, have in every case reflected compliance by the Commission with all pertinent state and federal regulations and procedures.

PROSPECTIVE COMMISSION WORK PROGRAMS A FORWARD GLANCE

Since its creation in 1960, the Commission has actively performed its three assigned functions of inventory, plan design, and plan implementation. Initial emphasis in the Commission's work program was on the inventory function, with increasing attention paid in recent years to plan design and more recently to plan implementation and plan reappraisal. The preparation and maintenance of a technically sound comprehensive plan for the physical development of the Region is essential to an areawide coordination of land use development with supporting transportation, utility, and community facilities systems, and to the coordination of the development of individual functional systems with each other.

Such a plan is also essential if land use development is to be adjusted to the ability of the underlying and supporting natural resource base to sustain such development; if serious environmental and developmental problems are to be avoided; if excessive and unnecessary expenditures of tax money are to be avoided; and if a more healthful, attractive, and efficient regional settlement pattern is to evolve. Moreover, proper performance of other assigned Commission functions, such as the areawide review responsibility for most federal grant-in-aid programs, depends upon the existence of a comprehensive and fully coordinated physical development plan.

Pursuant to its statutory charge to prepare such a plan for the Region, the Commission has since 1960, in a methodical and orderly manner, completed and adopted 13 major components of such a comprehensive plan: a regional surface transportation (highway and mass transit) plan; a regional land use plan; comprehensive water-related community facility plans for the Root, Fox, and Milwaukee River watersheds; a regional sanitary sewerage system plan; jurisdictional highway system plans for Milwaukee, Ozaukee, and Walworth Counties; a Milwaukee area transit plan; a Racine area transit development program; a regional library facilities and services plan; and a comprehensive development plan for the Kenosha Urban Planning District.

As noted earlier, the Commission has also completed all technical work on jurisdictional highway system plans for Racine, Waukesha, and Washington Counties; a regional housing plan; and a comprehensive urban development plan for the Racine Urban Planning District. The Commission also has programs underway designed to produce a regional airport system plan; a Menomonee River watershed plan; a regional park, outdoor recreation, and related open space plan; a jurisdictional highway system plan for Kenosha County; and transit development programs for the Kenosha, Milwaukee, and Waukesha urban areas, all of which are additional elements of the evolving comprehensive plan for the physical development of the Region.

COMMISSION POLICY ON ADDITIONAL REGIONAL PLAN ELEMENTS

In considering new work programs designed to provide additional elements of the required comprehensive plan for the physical development of the Region, the Commission has developed the following basic policy:

1. Because of the direct relationship to implementation of already completed and adopted regional land use and surface transportation plans, and because of the pressing need to more fully coordinate major public works facility development with land use development on an areawide basis, priority would be given to the following planning programs:

    a. The continuing regional land use-transportation study, including subregional and regional highway, transit, and airport planning and programming efforts. This study would be directed not only at maintaining current the regional land use and surface transportation plans and the supporting data prepared and assembled under the initial regional land use transportation study, but would also be directed at securing implementation of such plans and at the reappraisal of such plans at appropriate points in time.

    b. A regional park, outdoor recreation, and related open space planning program (mounted in 1973).

    c. A regional water supply system planning program.

    d. A regional air quality maintenance planning program (mounted in 1974).

    e. An areawide water quality management planning program, refining, extending, and updating the regional sanitary sewerage system plan adopted in 1974.

    These programs will also substantially fulfill the Commission's obligations to its constituent state and local units and agencies of government with regard to assisting them in meeting the areawide planning prerequisites set forth in the 1962 Federal Aid Highway Act, the 1964 Federal Urban Mass Transportation Act, the 1954 Federal Housing and Urban Development Act, the 1970 Airport and Airway Development Act, the 1967 Clean Air Act, and the 1972 Federal Water Pollution Control Act Amendments; as well as the area-

wide grant review requirements set forth in Section 204 of the 1966 Federal Demonstration Cities and Metropolitan Act, the 1968 Intergovernmental Cooperation Act, and U. S. Office of Management and Budget Circular A-95. The preparation of such plan elements will continue to qualify state and local units of government concerned with federal loans and grants under these important programs.

2. Because of the need to recognize on a comprehensive basis the serious water resource related problems existing within the Region, including water pollution, flooding and flood damages, deteriorating fish and wildlife habitat, and groundwater supply, comprehensive watershed planning programs would be conducted serially upon receipt of specific requests for such studies from local units of government and upon securing of necessary funding. Comprehensive watershed planning programs are intended to provide, within the limits of each watershed, one of the key elements of a comprehensive plan for the physical development of the Region—a long-range plan for the staged development of water-related community facilities. Watershed plans are intended to form the basic regional storm water drainage and flood control plan element, as well as a major portion of the basic regional water pollution abatement plan element, and to provide important inputs to the regional water quality management, regional water supply, and regional park and related open space system plan elements. By the end of 1974, the Commission had completed and adopted comprehensive watershed plans for the Root, Fox, and Milwaukee River watersheds, which together comprise about 58 percent of the area of the Region; had underway a comprehensive watershed planning program for the Menomonee River watershed, covering an additional 5 percent of the Region; and had completed a prospectus for a comprehensive watershed planning program for the Kinnickinnic River watershed, covering an additional 1 percent of the Region.

3. Because of the need to overcome limitations imposed upon sound areawide land use and supporting public works facility development by the complex pattern of local governmental boundary lines, and the need to encourage intergovernmental cooperation at the local level, comprehensive district planning programs would be conducted upon specific request from groups of contiguous local units of government whose combined jurisdictional boundaries comprise a rational rural or urban planning district within the Region, and within which an urgent need exists to prepare cooperative plans which can be jointly implemented and which are in greater detail than the regional plans. By the end of 1974, the Commission had completed and adopted a comprehensive plan for the Kenosha Urban Planning District, and had completed such a plan for the Racine Urban Planning District.

4. Because of the need to maintain flexibility with respect to rapidly changing environmental and developmental problems, and remain responsive to the express needs and desires of the constituent local units of government and of the state and federal governments, additional regional planning and planning related research programs not specifically listed above would be undertaken. This would be done, however, only upon a showing of significant and urgent need; receipt of expressed approval from the constituent county boards; and availability of sufficient federal, state, and local funding. Included in this category are a regional housing study; solid waste disposal and mineral resource conservation studies; a Milwaukee harbor estuary study; a sandstone aquifer simulation modeling program; an International Joint Commission water pollution research study; a Washington County sediment and erosion control program; and a coastal zone management planning program. By the end of 1974 the Commission had received formal requests to conduct or participate in all of these studies, and had several underway.

5. Because of the need to service the plans prepared under Commission watershed planning programs; to refine and detail the plans and to maintain current the data base established under such programs and thereby monitor progress toward plan implementation; and to promote federal, state, and local government implementation of the plans prepared under such programs, a continuing environmental engineering planning program would be undertaken in lieu of the establishment of separate continuing studies for each of the individual plan elements.

6. Because of the need to maintain current the data base established under the regional housing study, including the establishment and maintenance of a regional housing market information file; to disseminate data collected in the regional housing study to local units of government as well as those in the private sector associated with the housing industry; and to promote implementation of the regional housing plan element in both the public and private sectors, a continuing regional housing study would be undertaken.

7. Because of the need to achieve wide dissemination of the data assembled under the various regional planning programs, to further implement the adopted regional and subregional plan elements, and to assist local officials in resolving local planning and development problems through the preparation of local plans and plan implementation devices and the provision of ongoing functional guidance and advice, a continuing community assistance program would be undertaken.

In undertaking the preparation of regional and subregional plan elements, it is the Commission's practice, as an initial step, to prepare a prospectus for each of the necessary planning programs and studies. The purpose of the prospectus is to explore and recommend the means by which a feasible planning program can be established for a given plan element, and to provide the affected federal, state, and local governmental units and agencies with sufficient information to consider the benefits and costs of the proposed program and to determine the desirability of its execution.

Specifically, the prospectus establishes the need for the planning program or study; specifies the main divisions of the work to be undertaken; recommends the most effective method for establishing, organizing, and accomplishing the required work; recommends a practical time sequence and schedule for the work; and provides sufficient cost data to permit the development of an initial budget and suggests possible allocation of costs among the various levels or units of government concerned.

PROGRESS DURING 1974 IN ESTABLISHING ADDITIONAL REGIONAL PLANNING PROGRAMS

During 1974 two prospectuses were prepared and adopted to establish two additional major work programs: the regional air quality maintenance planning program and the Kinnickinnic River watershed study. Completion of the air quality maintenance planning program prospectus and the mounting of the actual work program during 1974 were discussed earlier in this report. During 1974 the Commission also moved to establish an areawide water quality management planning program for southeastern Wisconsin under the provisions of Section 208 of the Federal Water Pollution Control Act as amended in 1972. The Commission also received a request to prepare a prospectus for an engineering study to resolve the problem of combined and separate sanitary sewer overflows in the City of Kenosha.

Kinnickinnic River Watershed Study

The Commission received a formal request from the Common Council of the City of Milwaukee to undertake a comprehensive study of the Kinnickinnic River watershed. This request followed serious flooding along the Kinnickinnic River during 1972. The Commission authorized the creation of the Kinnickinnic River Watershed Committee in late 1973, and charged that Committee with the responsibility of preparing a prospectus for the proposed study. The Committee completed the prospectus in September 1974, and the Commission approved and published it in November 1974.

In preparing the prospectus, the Committee identified two serious resource related problems facing local units of government within the watershed, namely, flooding and flood damages, together with the hydrologic and hydraulic interrelationship of such flooding and flood damage—including damage from sewer surcharging associated with the flooding—with existing and planned land use; and surface water uses and pollution, particularly as related to both separate sanitary and combined sewer overflows and urban runoff. The Committee noted that these surface water resource problems are closely related to the existing water uses within the watershed, and as land uses continue to change, these problems may be intensified. The Committee accordingly recommended that a comprehensive watershed study be conducted at the earliest possible date, and that funding be provided cooperatively by the U. S. Department of Housing and Urban Development, and Milwaukee County. The Committee recommended that every effort be made to initiate the study during 1975.

Areawide Water Quality Management Planning Program

Section 208 of the Federal Water Pollution Control Act, as amended by the U. S. Congress in 1972, provides for the development and implementation of areawide water quality planning and management programs within all of the nation's metropolitan areas. In response to this Act, and in accordance with its statutory areawide planning responsibilities and the findings and recommendations of its previous water quality planning efforts, the Commission in 1974 requested that the Governor of Wisconsin designate the seven-county Region as a water quality management planning area and the Southeastern Wisconsin Regional Planning Commission as the water quality management planning agency for that area, pursuant to the procedural requirements set forth in Section 208 of the Act. Substantiating information relating to the planning area and planning agency designation requests were set forth in a document prepared by the Commission in May 1974.[10]

On September 27, 1974, Governor Patrick J. Lucey formally designated the Region and the Regional Planning Commission pursuant to the terms of Section 208 of the Act. This designation was made after a public hearing concerning the matter held jointly by the Wisconsin Department of Natural Resources and the Commission on June 18, 1974. On December 26, 1974, the Administrator of the U. S. Environmental Protection Agency formally approved the two designations and authorized the Commission to proceed with the preparation of an application for federal funds in support of the conduct of the proposed Section 208 program for the Region. At year's end, the Commission staff had begun preparation of the necessary study design.

Kenosha Water Pollution Engineering Study

By letter dated July 30, 1974, the General Manager of the Kenosha Water Utility requested the Commission to assist the utility in the preparation of a prospectus for an engineering study to determine the most economical method of achieving water quality standards for Lake Michigan in the Kenosha Planning District. The Commis-

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[10] *See "Substantiating Information for Area and Planning Agency Designation Under Section 208 of the Federal Water Pollution Control Act Amendments, 1972," SEWRPC and Wisconsin Departments of Natural Resources and Administration, May 1974.*

sion was advised by Kenosha that the combined sewer separation program in that city appears to have had no effect on the flow to the Kenosha wastewater treatment plant, and has resulted in little or no improvement of pollution of the Lake Michigan beaches after heavy rainstorms. This request followed the city's completion of an experimental program designed to provide for standby treatment facilities to treat excess sewage flows during storm periods.

On September 12, 1974, the Commission authorized it's staff to assist the city in the preparation of the prospectus. The prospectus would be directed at an engineering study to determine the most cost effective method of abating water pollution caused by combined sewer overflows and clear water infiltration of, and inflow to, sanitary sewers in the Kenosha Planning District. The Commission further authorized creation of a special advisory committee to guide the preparation of the prospectus.

COMMISSION WORK PROGRAMS: 1975-1979

Based upon current committed Commission work programs; upon established Commission policy for mounting additional work programs as set forth above; and upon existing federal, state, and local governmental requests for the preparation and maintenance of regional and subregional plan elements, the Commission has prepared a schedule of major work programs for the five-year period 1975-1979. This work program is summarized in Table 59 and is set forth in graphic form in Figure 28. The program has been prepared in part to meet the U. S. Department of Housing and Urban Development's metropolitan planning assistance requirements as set forth in that agency's Handbook CPM 6041.1A.

Programs Designed to Prepare Additional Plan Elements

During the next five years, it is anticipated that the Commission will conduct nine major work programs directly aimed at the preparation of additional regional and subregional plan elements. These include completion of five programs currently underway—the regional airport system planning program; regional housing study; regional park, outdoor recreation, and related open space planning program; regional air quality maintenance planning program; and the Menomonee River watershed study. Three new programs are proposed to be mounted and completed during the five-year program—the areawide water quality management planning program, Kinnickinnic River watershed study, and coastal zone management planning program. A Milwaukee harbor estuary study will be begun during this period, with completion anticipated by December 1981. The regional water supply system planning program included in previous five-year work programs has been deleted because of budgetary constraits.

Programs Designed to Reappraise Existing Plan Elements

During the next five years, it is anticipated that the Commission will conduct three major continuing work programs directly aimed at the maintenance and reappraisal of already completed and adopted regional and subregional plan elements. These are the continuing regional land use-transportation, housing, and environmental engineering-planning programs. Of particular importance under the land use-transportation study will be the completion of the major land use-transportation plan reappraisal efforts and the preparation and adoption of new regional land use and transportation plans during 1976.

Other Major Work Programs

During the next five years, it is anticipated that the Commission will also conduct or participate in four major work programs which, although not directly aimed at the preparation or reappraisal of regional or subregional plan elements, will materially advance the objectives and functions of the regional planning program in southeastern Wisconsin. These include the continuing community assistance program, sandstone aquifer simulation modeling program, the International Joint Commission Menomonee River watershed pilot study, and the Washington County sediment and erosion control program. A fifth program—the preparation of additional local planning guides—included in previous five-year work programs has been deleted because of budgetary constraints.

Anticipated Funding Requirements and Allocations

Based upon this major work program, forecasts have been prepared of anticipated funding requirements by general governmental level—federal, state, and county—for the same five-year period. Two such forecasts have been prepared, one for those programs which involve combined funding among the federal, state, and local levels of government, and another forecast for those programs that will be entirely funded by federal and/or state funds. In each case, federal and state funding by appropriate agency has been suggested. This suggestion implies no commitment on the part of any of the named agencies. Such commitment can only be made on the basis of an approved prospectus and/or study design and a formal grant application for each program. These funding forecasts are provided in part to meet U. S. Department of Housing and Urban Development metropolitan planning assistance requirements. It should be stressed that the cost estimates suggested for major work programs are tentative and are subject to change upon completion of prospectuses governing each program. In the case of continuing planning programs, it is anticipated that detailed study designs will serve as the basis for specific funding requirements.

Table 59

PROPOSED REGIONAL PLANNING WORK PROGRAM FOR SOUTHEASTERN WISCONSIN: 1975-1979

Programs Designed to Prepare Additional Plan Elements

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Regional Airport System Planning Program	December 1970	September 1975
Regional Housing Study	July 1970	March 1975
Menomonee River Watershed Study	April 1972	December 1975
Regional Park, Outdoor Recreation, and Related Open Space Planning Program	July 1973	December 1975
Kinnickinnic River Watershed Study	October 1975	September 1977
Regional Air Quality Maintenance Planning Program	July 1974	June 1976
Areawide Water Quality Management Planning Program	July 1975	June 1977
Milwaukee Harbor Estuary Study[a]	January 1978	December 1979
Coastal Zone Management Planning Program	June 1974	June 1978

Programs Designed to Reappraise Existing Plan Elements

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Continuing Regional Land Use-Transportation Study[b]	July 1966	December 1979
Continuing Housing Study[b]	July 1973	December 1979
Continuing Environmental Engineering Planning Program[b]	January 1974	December 1979

Other Major Work Programs

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Continuing Community Assistance Program[b]	July 1968	December 1979
Sandstone Aquifer Simulation Modeling Program	January 1973	December 1975
International Joint Commission (IJC) Menomonee River Watershed Pilot Study	July 1974	December 1977
Washington County Sediment and Erosion Control Program	July 1974	June 1978

[a] *This study will extend beyond the current 1975-1979 five-year work program and is anticipated to be completed by December 1981.*

[b] *These programs are continuing programs and will therefore continue beyond the current 1975-1979 five-year work program.*

Source: SEWRPC.

Table 60 presents general cost estimates for major work programs proposed to be conducted during 1975-1979, designed to result in the preparation of new regional plan elements and which would be funded on a combination federal-state-local, federal-local, or state-local basis. Five programs are included in this category, three of which—the Menomonee River watershed study, the regional airport system planning program, and the regional park, outdoor recreation, and open space planning program—were initiated prior to 1975. The remaining two programs—the Kinnickinnic River watershed study and the Milwaukee Harbor Estuary study—would be initiated during the 1975-1979 period. The five programs included represent an average annual funding requirement of about $129,500, of which about $58,600, or about 45 percent, is allocated to the federal level of government. The State of Wisconsin would be expected to provide about $56,100 in annual average funding, or about

Figure 28

TIMING OF MAJOR WORK PROGRAM ELEMENTS
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1961-1979

MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964	1965
INITIAL WORK PROGRAM[1]	ESTABLISH DATA BASE					
REGIONAL PLANNING SYSTEMS STUDY						
REGIONAL BASE MAPPING PROGRAM						
ECONOMIC BASE STUDY AND STRUCTURE						
POPULATION STUDY						
NATURAL RESOURCES INVENTORY						
PUBLIC UTILITIES INVENTORY						
INITIAL REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM[2]	PREPARE REGIONAL LAND USE PLAN AND REGIONAL TRANSPORTATION PLAN (HIGHWAY AND TRANSIT)					
PREPARATION OF LOCAL PLANNING GUIDES[1]	PREPARE LOCAL PLANNING MANUALS AND MODEL LAND USE CONTROL ORDINANCES					
LAND DEVELOPMENT GUIDE						
OFFICIAL MAPPING GUIDE						
ZONING GUIDE						
ORGANIZATION OF PLANNING AGENCIES						
FLOODLAND AND SHORELAND DEVELOPMENT GUIDE						
SOILS DEVELOPMENT GUIDE						
ROOT RIVER WATERSHED PLANNING PROGRAM[1]	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED					
KENOSHA PLANNING DISTRICT PLANNING PROGRAM[1]	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT					
INITIAL COMMUNITY ASSISTANCE PROGRAM[1]	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST					
FOX RIVER WATERSHED PLANNING PROGRAM[2]	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED					
CONTINUING REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM[2]	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SURVEILLANCE, REAPPRAISAL, SERVICE AND IMPLEMENTATION, PROCEDURAL DEVELOPMENT, AND DOCUMENTATION					
CONTINUING FUNCTIONS						
JURISDICTIONAL HIGHWAY SYSTEM PLANS						
MILWAUKEE COUNTY						
RACINE COUNTY						
OZAUKEE COUNTY						
WALWORTH COUNTY						
WAUKESHA COUNTY						
WASHINGTON COUNTY						
KENOSHA COUNTY						
MILWAUKEE COUNTY MASS TRANSIT STUDY						
NEW REGIONAL ORIGIN-DESTINATION STUDY						
TRANSIT DEVELOPMENT PROGRAMS						
RACINE URBANIZED AREA						
KENOSHA URBANIZED AREA						
MILWAUKEE URBANIZED AREA						
WAUKESHA AREA						
LAND USE PLAN DESIGN MODEL[3]	PREPARE MATHEMATICAL MODEL FOR DESIGN OF LAND USE PLANS					
COMMUNITY SHELTER PLANNING RECONNAISSANCE STUDY[3]	PREPARE PROSPECTUS FOR REGIONAL COMMUNITY SHELTER PLAN					
MILWAUKEE RIVER WATERSHED PLANNING PROGRAM[2]	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED					
1970 CENSUS COORDINATION PROJECT [1] AND DUAL INDEPENDENT MAP ENCODING PROGRAM[1]	PREPARE ADDRESS CODING GUIDE AND GEOGRAPHIC BASE FILE					
REGIONAL LIBRARY PLANNING PROGRAM [4]	PREPARE REGIONAL LIBRARY FACILITIES AND SERVICES PLAN					
REGIONAL SANITARY SEWERAGE SYSTEM PLANNING PROGRAM[1]	PREPARE REGIONAL SANITARY SEWERAGE SYSTEM PLAN					
RACINE URBAN PLANNING DISTRICT PLANNING PROGRAM[6]	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT					
CONTINUING COMMUNITY ASSISTANCE PROGRAM[2]	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST					
REGIONAL HOUSING STUDY PROSPECTUS[1]	PREPARE PROSPECTUS FOR REGIONAL HOUSING STUDY					
REGIONAL HOUSING STUDY[1]	PREPARE REGIONAL HOUSING PLAN INCLUDING SHORT RANGE HOUSING ACTION PROGRAM					
REGIONAL AIRPORT SYSTEM PLANNING PROGRAM[2]	PREPARE REGIONAL AIRPORT SYSTEM PLAN					
MENOMONEE RIVER WATERSHED PLANNING PROGRAM[2]	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED					
REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING PROGRAM[2]	PREPARE REGIONAL PARK AND RELATED OPEN-SPACE PLAN					
CONTINUING REGIONAL HOUSING STUDY[5]	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO MAINTENANCE OF A REGIONAL HOUSING MARKET INFORMATION FILE AND SERVICE AND IMPLEMENTATION OF REGIONAL HOUSING PLAN ELEMENT					
CONTINUING ENVIRONMENTAL ENGINEERING PLANNING PROGRAM[2]	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SERVICE AND IMPLEMENTATION OF WATERSHED AND UTILITY PLAN ELEMENTS					
KINNICKINNIC RIVER WATERSHED STUDY[2]	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED					
REGIONAL AIR QUALITY MAINTENANCE PLANNING PROGRAM[5]	PREPARE REGIONAL AIR QUALITY MAINTENANCE PLAN					
SANDSTONE AQUIFER SIMULATION MODELING PROGRAM[1]	DEVELOP MATHEMATICAL MODEL TO SIMULATE PERFORMANCE OF THE DEEP SANDSTONE AQUIFER					
INTERNATIONAL JOINT COMMISSION (IJC) WATER POLLUTION RESEARCH STUDY[5]	CONDUCT RESEARCH ON WATER QUALITY AND URBAN LAND USE RELATIONSHIPS IN THE MENOMONEE RIVER WATERSHED					
WASHINGTON COUNTY SEDIMENT AND EROSION CONTROL PROGRAM[5]	CONDUCT RESEARCH TO DEMONSTRATE THE EFFECT OF EROSION CONTROL PRACTICES ON WATER QUALITY					
PARTICIPATE IN STATE PREPARATION OF COASTAL ZONE MANAGEMENT PLAN[5]	PREPARE COASTAL ZONE MANAGEMENT PLAN					
AREAWIDE WATER QUALITY MANAGEMENT PLANNING PROGRAM[3]	PREPARE WATER QUALITY MANAGEMENT PLAN					
MILWAUKEE HARBOR ESTUARY STUDY[2]	PREPARE MANAGEMENT PLAN FOR MILWAUKEE HARBOR ESTUARY					
MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964	1965

[1] *PARTIALLY SUPPORTED BY FEDERAL GRANTS.*
[2] *PARTIALLY SUPPORTED BY STATE AND/OR FEDERAL GRANTS.*
[3] *WHOLLY SUPPORTED BY FEDERAL GRANTS.*
[4] *WHOLLY SUPPORTED BY STATE GRANTS.*
[5] *WHOLLY SUPPORTED BY STATE AND/OR FEDERAL GRANTS.*
[6] *WHOLLY SUPPORTED BY LOCAL FUNDS.*

Source: SEWRPC.

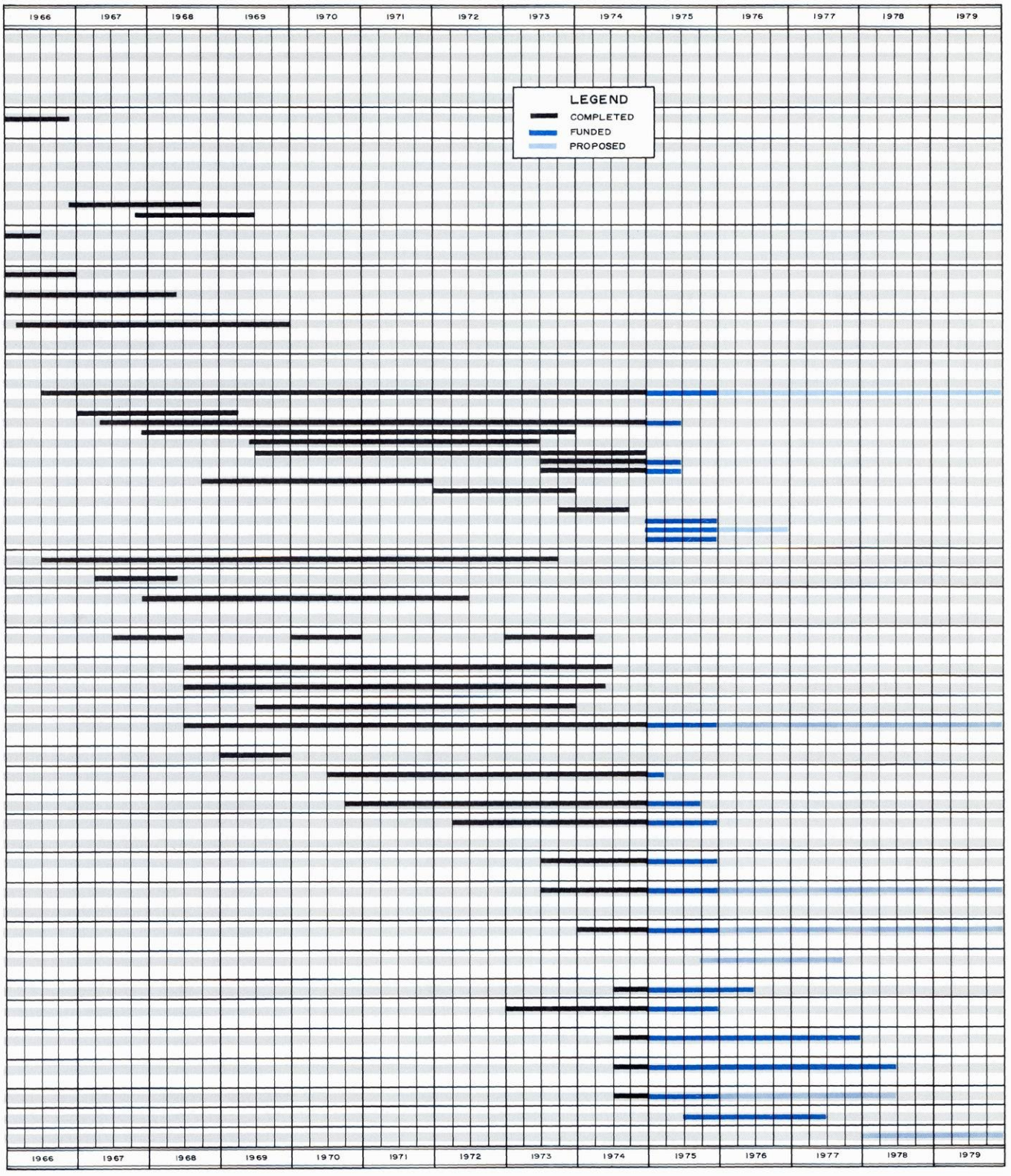
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
LEGEND
COMPLETED
FUNDED
PROPOSED

Table 60

ANTICIPATED FUNDING ALLOCATIONS FOR NEW MAJOR REGIONAL PLANNING PROGRAMS REQUIRING LOCAL FUNDING: 1975-1979

Proposed Major New Planning Program	Program Funding Period[b]	Total Funds Anticipated	Federal					
			Department of Housing and Urban Development		Environmental Protection Agency		Subtotal	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Menomonee River Watershed Study[c]	1 Year 1/75-10/75	$ 60,000	$ 12,000	20.0	$ 21,000	35.0	$ 33,000	55.0
Kinnickinnic River Watershed Study	2 Years 10/75-9/77	154,000	54,990	35.7	--	--	54,990	35.7
Milwaukee Harbor Estuary Study	2 Years 1/78-12/79	300,000	60,000	20.0	105,000	35.0	165,000	55.0
Regional Airport System Planning Program[c]	1/2 Year 1/75-6/75	73,600	--	--	--	--	--	--
Regional Park, Outdoor Recreation, and Open Space Planning Program[c]	1 Year 1/75-12/75	60,000	40,000	66.6	--	--	40,000	66.6
Total	5 Years	$647,600	$166,990	25.8	$126,000	19.4	$292,990	45.2
Annual Average	1 Year	$129,520	$ 33,398	25.8	$ 25,200	19.4	$ 58,598	45.2

Proposed Major New Planning Program	Program Funding Period[b]	Total Funds Anticipated	State						County[a]	
			Department of Transportation		Department of Natural Resources		Subtotal			
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Menomonee River Watershed Study[c]	1 Year 1/75-10/75	$60,000	$ --	--	$19,800	33.0	$ 19,800	33.0	$ 7,200	12.0
Kinnickinnic River Watershed Study	2 Years 10/75-9/77	154,000	--	--	72,030	46.8	72,030	46.8	26,980	17.5
Milwaukee Harbor Estuary Study	2 Years 1/78-12/79	300,000	--	--	105,000	35.0	105,000	35.0	30,000	10.0
Regional Airport System Planning Program[c]	1/2 Year 1/75-6/75	73,600	73,600	100.0	--	--	73,600	100.0	--	--
Regional Park, Outdoor Recreation, and Open Space Planning Program[c]	1 Year 1/75-12/75	60,000	--	--	10,000	16.7	10,000	16.7	10,000	16.7
Total	5 Years	$647,600	$73,600	11.4	$206,830	31.9	$280,430	43.3	$74,180	11.5
Average Annual	1 Year	$129,520	$14,720	11.4	$ 41,366	31.9	$ 56,086	43.3	$14,836	11.5

[a] *The county share of the cost of the regional planning program is apportioned, pursuant to Section 66.945(14) of the Wisconsin Statutes, among the several counties on the basis of relative equalized valuation. These costs do not include the costs of the general operation of the Commission for which the counties provide the total funding.*

[b] *The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to twelve months after the beginning and end of the funding period due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.*

[c] *These studies partially funded in prior years.*

Source: SEWRPC.

43 percent of the total. The local units of government would be expected to provide the remaining $14,800, or about 12 percent.

Table 61 presents general cost estimates for continuing major work programs proposed to be conducted during the period 1975-1979, designed to reappraise existing regional plan elements as well as to assist in implementing such elements. These programs, which would also be funded on a combination federal-state-local, federal-local, or state-local basis, includes the continuing regional land use-transportation study, the continuing environmental engineering planning program, and the continuing community assistance program.

Table 61

ANTICIPATED AVERAGE ANNUAL FUNDING ALLOCATIONS FOR CONTINUING MAJOR REGIONAL PLANNING PROGRAMS REQUIRING LOCAL FUNDING: 1975-1979

Proposed Major Continuing Planning Program	Total Average Annual Funds Anticipated	Federal					
		U. S. Department of Transportation		U. S. Department of Housing and Urban Development		Subtotal	
		Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Continuing Regional Land Use-Transportation Study	$ 981,409	$499,537	50.9	$236,520	24.1	$736,057	75.0
Continuing Environmental Engineering Planning Program	70,065	--	--	--	--	--	--
Continuing Community Assistance Program	195,578	--	--	28,488	14.6	28,488	14.6
Total	$1,247,052	$499,537	40.1	$265,008	21.2	$764,545	61.3

Proposed Major Continuing Planning Program	Total Average Annual Funds Anticipated	State						County[a]	
		Wisconsin Department of Transportation		Wisconsin Department of Local Affairs and Development		Subtotal			
		Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Continuing Regional Land Use-Transportation Study	$ 981,409	$98,141	10.0	$ --	--	$ 98,141	10.0	$147,211	15.0
Continuing Environmental Engineering Planning Program	70,065	--	--	--	--	--	--	70,065	100.0
Continuing Community Assistance Program	195,578	--	--	55,527	28.4	55,527	28.4	111,563	57.0
Total	$1,247,052	$98,141	7.9	$55,527	4.4	$153,668	12.3	$328,839	26.4

[a] *The county share of the cost of the regional planning program is apportioned, pursuant to Section 66.945(14) of the Wisconsin Statutes, among the several counties on the basis of relative equalized valuation. These costs do not include the costs of the general operation of the Commission for which the counties provide the total funding.*

[b] *The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to twelve months after the beginning and end of the funding period due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.*

[c] *These studies partially funded in prior years.*

Source: SEWRPC.

The three programs represent an average annual funding requirement of about $1.2 million, of which about $980,000, or about 82 percent, would be allocated for the continuing regional land use-transportation study. The federal government would be expected to provide about $765,000 of the total required annually to conduct these three programs, or about 61 percent. The state would be expected to provide about $154,000, or about 12 percent, and the constituent counties about $329,000, or 26 percent.

The eight major regional planning programs represented in Tables 60 and 61 together represent an average funding requirement of about $1.38 million. Of this total, the federal government would be anticipated to provide about $823,000, or about 60 percent; the state government about $210,000, or about 15 percent, and the counties about $344,000, or about 25 percent.

Table 62 presents program cost estimates for major work programs proposed to be conducted during 1975-1979 for which only state and/or federal funding would be sought. The seven programs included represent an average annual funding requirement of about $690,000. Approximately 91 percent of the total funding has been allocated to the federal government, and the remaining 9 percent to the State of Wisconsin. This category of work programs includes the regional air quality maintenance, areawide water quality management, and coastal zone management planning programs; the regional housing study and continuing regional housing study; the International Joint Commission water pollution research program; and the Washington County sediment and erosion control program.

It should be stressed that the foregoing forecasts are based upon the proposed work program as set forth above, and represent the best funding estimates that can be made at this time. These forecasts, therefore, must be regarded as highly tenative.

ANNUAL WORK PROGRAM: 1975

Within the framework of the Commission five-year work program, the following specific projects are scheduled for calendar year 1975.

1. Regional airport system planning program.
2. Regional housing study.
3. Menomonee River watershed study.
4. Regional park, outdoor recreation, and related open space planning program.
5. Regional air quality maintenance planning program.
6. Continuing regional land use-transportation study.
7. Continuing housing study.
8. Continuing environmental engineering planning program.
9. Continuing community assistance program.
10. Sandstone aquifer simulation modeling program.
11. International Joint Commission water pollution research study.
12. Washington County sediment and erosion control program.
13. Areawide water quality management planning program.
14. Continuing community facility planning program.
15. Coastal zone management planning program.
16. Kinnickinnic River watershed study.

Of these 16, four—the airport system; Menomonee River watershed; regional park, outdoor recreation, and related open space; and housing programs—are scheduled for completion during 1975 and will result in the preparation of additional regional plan elements. The remaining 12 projects include additional efforts aimed at expanding and maintaining current the Commission's data base for the Region, at reappraising already adopted regional and subregional plan elements, and at preparing additional such elements, and at providing expanded community assistance services, thus enhancing regional plan implementation.

Table 62

ANTICIPATED FUNDING ALLOCATIONS FOR MAJOR REGIONAL PLANNING PROGRAMS NOT REQUIRING LOCAL FUNDING 1975-1979

Proposed Major Planning Program	Program Funding Period[a]	Total Funds Anticipated	Federal					
			Department of Housing and Urban Development		Environmental Protection Agency		Subtotal	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Regional Air Quality Maintenance Planning Program[b]	1 1/2 Years 1/75-6/76	$ 166,158	$ --	--	$ 99,694	60.0	$ 99,694	60.0
Areawide Water Quality Management Planning Program	2 Years 7/75-6/77	2,601,900	--	--	2,601,900	100.0	2,601,900	100.0
Coastal Zone Management Planning Program[b]	3 1/2 Years 1/75-6/78	103,867	--	--	--	--	--	--
Regional Housing Study[b]	3 Months 1/75-3/75	36,600	--	--	--	--	--	--
Continuing Regional Housing Study[b]	5 Years 1/75-12/79	256,201	--	--	163,680	63.9	163,680	63.9
IJC Water Pollution Research Study[b]	3 Years 1/75-12/77	239,528	--	--	227,552	95.0	227,552	95.0
Washington County Sediment and Erosion Control Program[b]	3 1/2 Years 1/75-6/78	35,150	--	--	26,363	75.0	26,363	75.0
Total	5 Years	$3,439,404	$163,680	4.8	$2,955,509	85.9	$3,119,189	90.7
Average Annual	1 Year	$ 687,881	$ 32,736	4.8	$ 591,102	85.9	$ 623,838	90.7

Proposed Major Planning Program	Program Funding Period[a]	Total Funds Anticipated	Department of Transportation		Department of Natural Resources		Department of Local Affairs and Development		Department of Administration		Subtotal	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Regional Air Quality Maintenance Planning Program[b]	1 1/2 Years 1/75-6/76	$ 166,158	$33,232	20.0	$33,232	20.0	$ --	--	$ --	--	$ 66,464	40.0
Areawide Water Quality Management Planning Program	2 Years 7/75-6/77	2,601,900	--	--	--	--	--	--	--	--	--	--
Coastal Zone Management Planning Program[b]	3 1/2 Years 1/75-6/78	103,867	--	--	--	--	18,940	18.2	84,927	81.8	103,867	100.0
Regional Housing Study[b]	3 Months 1/75-3/75	36,600	--	--	--	--	36,600	100.0	--	--	36,600	100.0
Continuing Regional Housing Study[b]	5 Years 1/75-12/79	256,201	--	--	--	--	92,521	36.1	--	--	92,521	36.1
IJC Water Pollution Research Study	3 Years 1/75-12/77	239,528	--	--	11,976	5.0	--	--	--	--	11,976	5.0
Washington County Sediment and Erosion Control Program[b]	3 1/2 Years 1/75-6/78	35,150	--	--	8,787	25.0	--	--	--	--	8,787	25.0
Total	5 Years	$3,439,404	$33,232	1.0	$53,995	1.5	$148,061	4.3	$84,927	2.5	$320,215	9.3
Average Annual	1 Year	$ 687,881	$ 6,646	1.0	$10,799	1.5	$ 29,612	4.3	$16,986	2.5	$ 64,043	9.3

[a] *The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to twelve months after the beginning and end of the funding period, due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.*

[b] *These studies partially funded in prior years.*

Source: SEWRPC.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
COMMISSIONERS AND COMMITTEES
1974

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
Donald L. Klapper	1976
Donald E. Mayew	1974
*Francis J. Pitts	1974
MILWAUKEE COUNTY	
Richard W. Cutler, Secretary	1978
* Emil M. Stanislawski	1978
Norman C. Storck, P.E.	1974
OZAUKEE COUNTY	
Thomas H. Buestrin	1976
*John P. Dries	1978
James F. Egan	1978
RACINE COUNTY	
George C. Berteau, Chairman	1974
*John Margis, Jr.	1978
Leonard C. Rauen	1976
WALWORTH COUNTY	
Anthony F. Balestrieri	1976
John B. Christians	1978
*Harold H. Kolb	1976
WASHINGTON COUNTY	
Lawrence W. Hillman, Vice-Chairman	1976
Paul F. Quick	1974
* Joseph A. Schmitz, Treasurer	1978
WAUKESHA COUNTY	
Charles J. Davis	1974
Lyle L. Link	1974
* Theodore F. Matt	1976

*County Board Appointed Commissioners

COMMITTEES

EXECUTIVE COMMITTEE
George C. Berteau, Chairman
Lawrence W. Hillman, Vice-Chairman
Thomas H. Buestrin
Richard W. Cutler
Donald L. Klapper
John Margis, Jr.
Theodore F. Matt
Francis J. Pitts
Leonard C. Rauen
Joseph A. Schmitz
Norman C. Storck

ADMINISTRATIVE COMMITTEE
Francis J. Pitts, Chairman
Donald L. Klapper, Vice-Chairman
John B. Christians
Lyle L. Link
Leonard C. Rauen
Joseph A. Schmitz

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE
John Margis, Jr., Chairman
Theodore F. Matt, Vice-Chairman
George C. Berteau
John P. Dries
Harold H. Kolb
Francis J. Pitts
Joseph A. Schmitz
Emil M. Stanislawski

PLANNING AND RESEARCH COMMITTEE
Norman C. Storck, Chairman
Lawrence W. Hillman, Vice-Chairman
Anthony F. Balestrieri
George C. Berteau
Thomas H. Buestrin
Charles J. Davis
James F. Egan
Lyle L. Link
John Margis, Jr.
Donald E. Mayew
Paul F. Quick

Appendix B

COMMISSION ADVISORY COMMITTEES

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING

The Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning is divided into several functional subcommittees. Members of the Committee often serve on more than one subcommittee. The following key identifies the various functional subcommittees: 1) Land Use Subcommittee; 2) Highway Subcommittee; 3) Socioeconomic Subcommittee; 4) Natural and Recreation-Related Resources Subcommittee; 5) Transit Subcommittee; 6) Utilities Subcommittee; 7) Traffic Studies, Models, and Operations Subcommittee.

Majed Abu-Lughod (2) . . . . . Director of Public Works, City of Hartford

Stanley E. Altenbern (5) . . . . . President, Wisconsin Coach Lines, Inc., Waukesha

Anthony S. Bareta (3) . . . . . Director, Milwaukee County Planning Commission

John M. Bennett (1,4) . . . . . City Engineer, City of Franklin

Arthur Bloss (2) . . . . . Building Inspector, City of Burlington

Robert J. Borchardt (3,6) . . . . . Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions

Stephen M. Born (1) . . . . . Director, Wisconsin Department of State Planning, Madison

Richard Brandt (1) . . . . . Manager, Markets and Sales Program, Wisconsin Gas Company, Milwaukee

Robert W. Brannan (2,5,7) . . . . . Transportation Director, Milwaukee County Expressway and Transportation Commission

Donald M. Cammack (7) . . . . . Chief Planning Engineer, Division of Aeronautics, Wisconsin Department of Transportation

David M. Carpenter (3) . . . . . Associate Director, Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., Milwaukee

Frederick H. Chlupp (1,4) . . . . . Land Use and Park Administrator, Washington County

William H. Claflin (1,2,3,4,5,6,7) . . . . . Deputy Commissioner, Department of City Development, Milwaukee

Thomas R. Clark (2,5,7) . . . . . Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation

Arnold L. Clement (1,2) . . . . . Planning Director and Zoning Administrator, Racine County

Eugene M. Cox (3) . . . . . Executive Director, Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., Milwaukee

Vencil F. Demshar (2) . . . . . County Highway Commissioner, Waukesha County

Russell A. Dimick (2) . . . . . City Engineer, City of Cedarburg

Arthur D. Doll (1) . . . . . Director, Bureau of Planning, Wisconsin Department of Natural Resources

John L. Doyne (1,5) . . . . . County Executive, Milwaukee County

Raymond T. Dwyer (6) . . . . . City Engineer, City of Greenfield

James Foley (7) . . . . . Airport Engineer, General Mitchell Field, Milwaukee

Thomas G. Frangos (1) . . . . . Administrator, Division of Environmental Protection, Wisconsin Department of Natural Resources

John M. Fredrickson (1) . . . . . Village Manager, Village of River Hills

John W. Fuller (3) . . . . . Chief, Policy and Goal Analysis Section, Wisconsin Department of Transportation

Thomas J. Gaffney (2) . . . . . Traffic Engineer, City of Kenosha

Arne L. Gausmann (1,2) . . . . . Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation

Norman N. Gill (1,3) . . . . . Executive Director, Citizens Governmental Research Bureau, Milwaukee

Herbert A. Goetsch (2,4,6) . . . . . Commissioner of Public Works, City of Milwaukee

George Gunderson (2,4) . . . . . Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation

Douglas F. Haist (3,5) . . . . . Deputy Administrator, Division of Planning, Wisconsin Department of Transportation

Roger A. Harris (1,2,6) . . . . . Director of Public Works, City of New Berlin

Chester Harrison (5) . . . . . Town Engineer, Town of Caledonia

John M. Hartz (5) . . . . . Chief, Urban Transit Assistance Section, Division of Planning, Wisconsin Department of Transportation

Dr. Thomas N. Harvey (5,7) . . . . . Regional Representative, Urban Mass Transportation Administration, Chicago

Herbert S. Heavenrich (1,2,3,4,5,6,7) . . . . . Director of Comprehensive Planning, Department of City Development, Milwaukee

Frank M. Hedgcock (7) . . . . . City Planner, City of Waukesha

Sebastian J. Helfer (3) . . . . . Director, Campus Planning and Construction, Marquette University

John O. Hibbs (2,5,7) . . . . . Division Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison

G. F. Hill (3) . . . . . City Manager, City of Whitewater

Bill R. Hippenmeyer (1,2,3,5) . . . . . Director of Planning, City of Oak Creek

Lester O. Hoganson (2,6) . . . . . City Engineer, City of Racine

Donald K. Holland (2,6) . . . . . Director of Public Works, City of Kenosha

Karl B. Holzwarth (2,4) . . . . . Park Director, Racine County

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING (Continued)

Maurice J. Hovland (4) . . . . . County Agri-Business Agent, Washington County
Robert F. Hutter (2) . . . . . Public Works Director, Village of Sussex
Stanley W. Ihlenfeldt (1,4) . . . . . County Agri-Business Agent, Walworth County
Paul G. Jaeger (1,2,4) . . . . . County Agri-Business Agent, Kenosha County
George A. James (1,2) . . . . . Director, Bureau of Local and Regional Planning, Wisconsin Department of Local Affairs and Development
Edward A. Jenkins (5) . . . . . Transportation Director, City of Kenosha
James A. Johnson (1) . . . . . Zoning Administrator, Walworth County
Roger A. Johnson (1) . . . . . City Planner, City of New Berlin
Paul Juhnke (3) . . . . . Manager, Urban Research and Development, Metropolitan Milwaukee Association of Commerce
John E. Kane (1,3) . . . . . Director, Milwaukee Area Office, U. S. Department of Housing and Urban Development
Richard A. Keyes (2) . . . . . Environmental Engineer, Milwaukee County Department of Public Works
Thomas R. Kinsey (2) . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
David L. Kluge (6) . . . . . Director of Public Works, Village of Pewaukee
Robert F. Kolstad (1,2,4,5) . . . . . City Planner, City of Kenosha
Thomas A. Kroehn (1) . . . . . District Director, Southeast District, Wisconsin Department of Natural Resources
Harvey Kruchten (1,3) . . . . . Long-Range Planning Engineer, Wisconsin Telephone Company, Milwaukee
Edwin J. Laszewski, Jr. (2) . . . . . City Engineer, City of Milwaukee
Wilmer Lean (2,7) . . . . . County Highway Commissioner, Walworth County
Gerald P. Lee (1) . . . . . Building Inspector, City of Muskego
Elwin G. Leet (1,3,4) . . . . . County Agri-Business Agent, Racine County
Russell Leitch (3) . . . . . Trade Specialist, Field Services, U. S. Department of Commerce, Milwaukee
Edward G. Lemmen (6) . . . . . Water Utility Manager, City of Lake Geneva
James Lenz (6) . . . . . Village Engineer, Village of Hartland
J. William Little (2,6) . . . . . City Administrator, City of Wauwatosa
G. R. Loshek (2) . . . . . Area General Manager, Greyhound Lines-West, Milwaukee
James J. Lynch (1) . . . . . Village Planner, Village of Shorewood
William L. Marvin (2,7) . . . . . Director, Traffic Engineering Department, American Automobile Association, Madison
Henry M. Mayer (5) . . . . . General Manager, Milwaukee and Suburban Transport Corporation, Milwaukee

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING (Continued)

N. H. McKegney (5) . . . . . Terminal Superintendent, The Milwaukee Road, Milwaukee
George Mead (3) . . . . . Marketing Research Manager, The Milwaukee Journal
Raymond F. Michaud (2) . . . . . City Engineer, City of Delavan
Robert J. Mikula (2,4) . . . . . General Manager, Milwaukee County Park Commission
Thomas J. Muth (1) . . . . . Director of Public Works, Village of Germantown
William A. Muth (6) . . . . . Director of Public Works, City of Brookfield
Melvin Noth (2,6) . . . . . Director of Public Works, Village of Menomonee Falls
George J. Novenski (7) . . . . . Chief, Travel Statistics and Data Coordination Section, Division of Planning, Wisconsin Department of Transportation
Nick T. Paulos (1,2) . . . . . Village Engineer, Village of Greendale
Allan P. Pleyte (5,7) . . . . . Traffic Engineer and Superintendent, Bureau of Traffic Engineering and Electrical Services, City of Milwaukee
James F. Popp (5,7) . . . . . Chief of Planning, U. S. Department of Transportation, Federal Aviation Administration, Great Lakes Region, Chicago
John B. Prince (1,3,6) . . . . . Director of Corporate Planning, Wisconsin Electric Power Company, Milwaukee
Richard A. Rechlicz (5) . . . . . Executive Secretary, Wisconsin School Bus Contractors Association
Richard Repert (3) . . . . . Associate for United Community Services Planning, United Community Services of Greater Milwaukee
Albert P. Rettler (2,7) . . . . . County Highway Commissioner, Washington County
Donald V. Revello (5,7) . . . . . Chief, Planning Methods and Forecasts Section, Division of Planning, Wisconsin Department of Transportation
Timeon L. Richter (4) . . . . . Director, Department of Environmental Health, Ozaukee County
Donald A. Roensch (1,6) . . . . . Director of Public Works, City of Mequon
William D. Rogan (1,4) . . . . . County Agri-Business Agent, Waukesha County
Gordon Rozmus (1,3) . . . . . City Planner, City of Wauwatosa
Dr. Eric Schenker (3,5,7) . . . . . Professor, Department of Economics, University of Wisconsin-Milwaukee
John E. Schumacher (2,7) . . . . . City Engineer, City of West Allis
Gerald Schwerm (2) . . . . . Village Manager, Village of Brown Deer
Harvey Shebesta (2,3,5,7) . . . . . District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation
Earl G. Skagen (2,4,7) . . . . . County Highway Commissioner, Racine County
Leland C. Smith (4) . . . . . County Horticultural Agent, Kenosha County
Philip A. Sundal (3) . . . . . Research Director, Wisconsin Department of Business Development

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING (Continued)

G. D. Tang (1,3) . . . . . District Business Research Manager, Wisconsin Telephone Company, Milwaukee
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Jack Taylor (5) . . . . . President, Flash City Transit, Racine
Norbert S. Theine (1) . . . . . City Administrator, City of South Milwaukee
Floyd Usher (2) . . . . . City Engineer, City of Oconomowoc
Rodney M. VandenNoven (6) . . . . . Director of Public Works, City of Waukesha
John P. Varda (7) . . . . . General Manager, Wisconsin Motor Carriers Association, Madison
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Leo Wagner (1,2) . . . . . County Highway Commissioner, Kenosha County
Thomas M. Wahtola (2,5,7) . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Frank A. Wellstein (1,2,4,5,6,7) . . . . . City Engineer, City of Oak Creek
Sylvester N. Weyker (2) . . . . . County Highway Commissioner, Ozaukee County
Henry B. Wildschut (2,7) . . . . . County Highway Commissioner and Director of Public Works, Milwaukee County
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SEWRPC Staff:

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Mark P. Green (2,5,7) . . . . . Chief Transportation Planner
Michael J. Keidel (3) . . . . . Chief of Planning Research
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TECHNICAL ADVISORY COMMITTEE ON NATURAL RESOURCES AND ENVIRONMENTAL DESIGN

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Robert W. Baker . . . . . Supervising Development Engineer, Division of Highways, Wisconsin Department of Transportation
Kurt W. Bauer . . . . . Executive Director, SEWRPC
Edmund M. Brick . . . . . Chief, Water Regulation Section, Bureau of Water and Shoreland Management, Wisconsin Department of Natural Resources
Thomas A. Calabresa . . . . . Chief, Private Water Supply Section, Bureau of Water and Shoreland Management, Wisconsin Department of Natural Resources

TECHNICAL ADVISORY COMMITTEE ON NATURAL RESOURCES AND ENVRONMENTAL DESIGN (Continued)

Arthur D. Doll . . . . . Director, Bureau of Planning, Wisconsin Department of Natural Resources
Warren A. Gebert . . . . . Assistant District Chief, Water Resources Division, U. S. Geological Survey, Madison
Harlan D. Hirt . . . . . Chief, Planning Branch, Region V, Federal Water Quality Administration, U. S. Environmental Protection Agency
Charles L. R. Holt, Jr. . . . . District Chief, Water Resources Division, U. S. Geological Survey, Madison
Elroy C. Jagler . . . . . Meteorologist in Charge, National Weather Service Forecast Office, Milwaukee
George A. James . . . . . Director, Bureau of Local and Regional Planning, Wisconsin Department of Local Affairs and Development
Dr. Leonard Johnson . . . . . Conservation Education Specialist, Soil Conservation Board of the University of Wisconsin
James M. Maas . . . . . Chief, Planning Division, U. S. Army Corps of Engineers, Chicago
Jerome McKersie . . . . . Chief, Water Quality Evaluation, Wisconsin Department of Natural Resources
Meredith E. Ostrom . . . . . Director and State Geologist, Geological and Natural History Survey, University of Wisconsin—Extension
Walter J. Tarmann . . . . . Executive Director, Waukesha County Park and Planning Commission
Donald G. Wieland . . . . . Division Engineer, Sewer Design, Sewerage Commission of the City of Milwaukee
Harvey E. Wirth . . . . . State Sanitary Engineer, Division of Health, Wisconsin Department of Health and Social Services

TECHNICAL ADVISORY COMMITTEE ON THE DEEP SANDSTONE AQUIFER SIMULATION MODELING PROGRAM

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William D. McElwee, Secretary . . . . . Chief Environmental Planner, SEWRPC
Majed Abu-Lughod . . . . . Director of Public Works, City of Hartford
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R. D. Cotter . . . . . Assistant District Chief, Water Resources Division, U. S. Geological Survey
Glenn W. Frank . . . . . Manager, City of Cedarburg Light and Water Commission
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Roger A. Harris . . . . . Director of Public Works, City of New Berlin
Charles L. R. Holt, Jr. . . . . District Chief, Water Resources Division, U. S. Geological Survey, Madison
David L. Kluge . . . . . Director of Public Works, Village of Pewaukee
Edmund P. Kreuger . . . . . Superintendent, Village of Grafton Sewer and Water Commission

TECHNICAL ADVISORY COMMITTEE ON THE DEEP SANDSTONE AQUIFER SIMULATION MODELING PROGRAM (Continued)

Dr. Norman P. Lasca . . . . . Associate Professor, Department of Geological Sciences, University of Wisconsin-Milwaukee
Thomas J. Muth . . . . . .Director of Public Works, Village of Germantown
Fred Struve . . . . . Superintendent, Village of Menomonee Falls Water Utility
Martin Valentine . . . . . Water Superintendent, City of Whitewater
Clark E. Wangerin . . . . . City Engineer, City of Brookfield
Jerome J. Winter . . . . . Superintendent, City of Oconomowoc Electric and Water Department

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William D. Rogan . . . . . County Agri-Business Agent, Chairman Waukesha County
Paul G. Jaeger . . . . . County Agri-Business Agent, Secretary Kenosha County
Kurt W. Bauer . . . . . Executive Director, SEWRPC
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Edmund M. Brick . . . . . .Chief, Water Regulation Section, Bureau of Water and Shoreland Management, Wisconsin Department of Natural Resources
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Robert Bucholtz . . . . . Chairman, Town of Waterford
Arnold L. Clement . . . . . Planning Director and Zoning Administrator, Racine County
Alvin A. Erdman . . . . . District Conservationist, Milwaukee and Waukesha Counties, U. S. Soil Conservation Service
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Thomas Grady . . . . . Chairman, Town of Wheatland
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Henry F. Halter . . . . . .Commissioner, Norway-Dover Drainage District
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Karl B. Holzworth . . . . . .Park Director, Racine County
Stanley W. Ihlenfeldt . . . . . County Agri-Business Agent, Walworth County
James A. Johnson . . . . . County Planner, Walworth County
Melvin J. Johnson . . . . . .Chairman, Town of Norway
Elwin G. Leet . . . . . County Agri-Business Agent, Racine County
Walter Maas . . . . . .Member, Town of Rochester Plan Commission
John H. Mielke . . . . . .Consulting Engineer, Waukesha
Raymond J. Moyer, Jr. . . . . .Supervisor, Racine County
Eistein Pedersen . . . . . Citizen Member, Rochester, Wisconsin
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Cloyd A. Porter . . . . . .Chairman, Town of Burlington
Herbert E. Ripley . . . . . Health Officer, Waukesha County Department of Health
Phil Sander . . . . . Executive Secretary, Southeastern Wisconsin Sportsmen's Federation
Dr. Bruno E. Schiffleger . . . . . .Citizen Member, Elkhorn
Bernard G. Schultz . . . . . .Assistant District Director, Southeast District, Wisconsin Department of Natural Resources

FOX RIVER WATERSHED COMMITTEE (Continued)

Art Stratton . . . . . .Commissioner, Hoosier Creek Drainage District
Walter J. Tarmann . . . . . Executive Director, Waukesha County
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Rodney M. VandenNoven . . . . . .Director of Public Works, City of Waukesha
Frank Walsh . . . . . Supervisor, Walworth County; Chairman, Town of Linn
Franklin Wirth . . . . . Mayor, City of Brookfield
John R. Zillmer . . . . . Secretary, Ice Age Park and Trail Foundation, Milwaukee

KINNICKINNIC RIVER WATERSHED COMMITTEE

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Edwin J. Laszewski, Jr. . . . . City Engineer, City of Milwaukee Vice-Chairman
Kurt W. Bauer . . . . . Executive Director, SEWRPC Secretary
Robert J. Borchardt . . . . . .Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
William H. Claflin . . . . . Deputy Commissioner, Department of City Development, Milwaukee
Raymond T. Dwyer . . . . . City Engineer, City of Greenfield
Gary A. Gagnon . . . . . .District Engineer, Southeast District, Wisconsin Department of Natural Resources
Thomas A. Kroehn . . . . . District Director, Southeast District, Wisconsin Department of Natural Resources
Stanley Polewski . . . . . Owner, Polewski Pharmacy, Milwaukee
John E. Schumacher . . . . . .City Engineer, City of West Allis
Frank J. Wabiszewski . . . . . Vice President, Maynard Electric Steel Casting Company
Henry B. Wildschut . . . . . .County Highway Commissioner and Director of Public Works, Milwaukee County

MENOMONEE RIVER WATERSHED COMMITTEE

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J. William Little . . . . . City Administrator, City of Wauwatosa Vice-Chairman
Kurt W. Bauer . . . . . Executive Director, SEWRPC Secretary
Robert J. Borchardt . . . . . .Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Arthur D. Doll . . . . . .Director, Bureau of Planning, Wisconsin Department of Natural Resources
Glenn H. Evans . . . . . .Member, Citizens for Menomonee River Restoration, Inc.
Thomas G. Frangos . . . . . .Administrator, Division of Environmental Protection, Wisconsin Department of Natural Resources

MENOMONEE RIVER WATERSHED COMMITTEE
(Continued)

Frederick E. Gottlieb . . . . . Village Manager, Village of Menomonee Falls
George C. Keller . . . . . President, Wauwatosa State Bank
Raymond J. Kipp . . . . . Dean, College of Engineering, Marquette University
Thomas M. Lee . . . . . Chief, Flood Plain-Shoreland Management Section, Wisconsin Department of Natural Resources
Thomas P. Leisle . . . . . Mayor, City of Mequon; County Supervisor, Ozaukee County
Robert J. Mikula . . . . . General Manager, Milwaukee County Park Commission
Frank Munsey . . . . . District Engineer, Wisconsin Department of Natural Resources
Thomas J. Muth . . . . . Director of Public Works, Village of Germantown
John E. Schumacher . . . . . City Engineer, City of West Allis
Robert E. Seaborn . . . . . Plant Engineer, The Falk Corporation, Milwaukee
Walter J. Tarmann . . . . . Executive Director, Waukesha County Park and Planning Commission
Clark E. Wangerin . . . . . City Engineer, City of Brookfield

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler, Chairman . . . . . Attorney, Quarles and Brady, Milwaukee; Member, Village of Fox Point Plan Commission; Commissioner, SEWRPC
Kurt W. Bauer, Secretary . . . . . Executive Director, SEWRPC
Robert J. Borchardt . . . . . Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Vaughn H. Brown . . . . . Vice-President, Tri-County Civic Association
Frederick H. Chlupp . . . . . Land Use and Park Administrator, Washington County
Delbert J. Cook . . . . . Chairman, Cedar Creek Restoration Council
Arthur G. Degnitz . . . . . Supervisor, Washington County
Nick R. Didier . . . . . Realtor, Port Washington
Arthur D. Doll . . . . . Director, Bureau of Planning, Wisconsin Department of Natural Resources
Edward Frauenheim . . . . . County Supervisor, Sheboygan County
Herbert A. Goetsch . . . . . Commissioner of Public Works, City of Milwaukee
Lawrence W. Hillman . . . . . Director of Industrial and Plant Engineering, The West Bend Company, West Bend; Commissioner, SEWRPC
Mrs. Robert Jaskulski . . . . . Treasurer, Milwaukee River Restoration Council, Inc.
Ben E. Johnson . . . . . Alderman, City of Milwaukee
John J. Juntunen . . . . . County Planner, Sheboygan County
John T. Justen . . . . . President, Pfister & Vogel Tanning Company, Milwaukee
Dorothy Klein . . . . . President, Village of Saukville
Robert L. Konik . . . . . County Planner, Fond du Lac County
Adolph Laubenstein . . . . . President, Laubenstein Roofing Company, Saukville
Thomas P. Leisle . . . . . Mayor, City of Mequon; County Supervisor, Ozaukee County
Robert J. Mikula . . . . . General Manager, Milwaukee County Park Commission
Rudolph Mikulich . . . . . Business Administrator, Clerk-Treasurer, City of Glendale

MILWAUKEE RIVER WATERSHED COMMITTEE
(Continued)

Dennis E. Nulph . . . . . District Engineer, Southeast District, Wisconsin Department of Natural Resources
Timeon L. Richter . . . . . Director, Department of Environmental Health, Ozaukee County
Albert Schroeder . . . . . Former Chairman, Town of Trenton
George Watts . . . . . President, George Watts & Son, Inc., Milwaukee
Donald W. Webster . . . . . Consulting Civil Engineer, Milwaukee
Richard E. Zarling . . . . . Director of Elementary Education, Kewaskum Community Schools

ROOT RIVER WATERSHED COMMITTEE

Robert J. Mikula, Chairman . . . . . General Manager, Milwaukee County Park Commission
Thomas N. Wright, Vice-Chairman . . . . . Director of Planning, City of Racine
Kurt W. Bauer, Secretary . . . . . Executive Director, SEWRPC
John M. Bennett . . . . . City Engineer, City of Franklin
George C. Berteau . . . . . Commissioner, SEWRPC
Robert J. Borchardt . . . . . Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Raymond T. Dwyer . . . . . City Engineer, City of Greenfield
Alvin A. Erdman . . . . . District Conservationist, Milwaukee and Waukesha Counties, U. S. Soil Conservation Service
Jerome J. Gottfried . . . . . Mayor, City of Muskego
Kenneth E. Henrics . . . . . District Engineer, Southeast District, Wisconsin Department of Natural Resources
Lester O. Hoganson . . . . . City Engineer, City of Racine
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Joseph Kroeninger . . . . . President, Village of Hales Corners
Elwin G. Leet . . . . . County Agri-Business Agent, Racine County
John Margis, Jr. . . . . Supervisor, Racine County; Commissioner, SEWRPC
Stephen F. Olsen . . . . . Mayor, City of Racine
Nick T. Paulos . . . . . Village Engineer, Village of Greendale
John E. Schumacher . . . . . City Engineer, City of West Allis
Frank A. Wellstein . . . . . City Engineer, City of Oak Creek

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL SANITARY SEWERAGE SYSTEM PLANNING

Robert J. Borchardt, Chairman . . . . . Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Lester O. Hoganson, Vice-Chairman . . . . . City Engineer, City of Racine
William D. McElwee, Secretary . . . . . Chief Environmental Planner, SEWRPC
Vinton W. Bacon . . . . . Professor, College of Applied Science and Engineering, University of Wisconsin-Milwaukee

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL SANITARY SEWERAGE SYSTEM PLANNING (Continued)

Anthony F. Balestrieri . . . . . Consulting Engineer, Elkhorn; Commissioner, SEWRPC
Kurt W. Bauer. . . . . Executive Director, SEWRPC
Richard C. Dess. . . . . Engineering Administrator, City of Wauwatosa
Herbert A. Goetsch . . . . . .Commissioner of Public Works, City of Milwaukee
Harlan D. Hirt. . . . . .Chief, Planning Branch, Region V, Federal Water Quality Administration, U. S. Environmental Protection Agency
Donald K. Holland. . . . . Director of Public Works, City of Kenosha
George A. James . . . . . .Director, Bureau of Local and Regional Planning, Wisconsin Department of Local Affairs and Development
Raymond J. Kipp . . . . . .Dean, College of Engineering, Marquette University
Robert M. Krill . . . . . .Chief, Municipal Wastewater Section, Bureau of Water Quality, Wisconsin Department of Natural Resources
Theodore W. Meilahn . . . . . County Surveyor, Washington County
Melvin Noth . . . . . .Director of Public Works, Village of Menomonee Falls
John W. Peters . . . . . Assistant Director, Planning and Relocation Branch, U. S. Department of Housing and Urban Development, Milwaukee
Herbert E. Ripley . . . . . .Health Officer, Waukesha County Department of Health
Donald A. Roensch . . . . . .Director of Public Works, City of Mequon
Bernard G. Schultz . . . . . .Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Rodney M. VandenNoven. . . . . Director of Public Works, City of Waukesha
Frank A. Wellstein. . . . . City Engineer, City of Oak Creek
Henry B. Wildschut . . . . . .County Highway Commissioner and Director of Public Works, Milwaukee County
James F. Wilson . . . . . District Supervisor, Farmers Home Administration, U. S. Department of Agriculture
Harvey E. Wirth . . . . . State Sanitary Engineer, Division of Health, Wisconsin Department of Health and Social Services

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIR QUALITY MAINTENANCE PLANNING (Continued)

John C. Hanson. . . . . Director, Racine County Department of Air Pollution Control
John O. Hibbs. . . . . .Division Engineer, Federal Highway Administration, U. S. Department of Transportation, Madison
Howard L. Hochman . . . . . .Planner, Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.
Elroy C. Jagler . . . . . .Meteorologist in Charge, National Weather Service Forecast Office, Milwaukee
Thomas R. Kinsey . . . . . .District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Paul J. Koziar . . . . . Meteorologist, Division of Environmental Protection, Wisconsin Department of Natural Resources
Thomas M. Krauskopf . . . . . Planner, State Planning Office, Wisconsin Department of Administration
Walter A. Lyons . . . . . Associate Professor, College of Applied Science and Engineering, University of Wisconsin-Milwaukee
Kenneth W. Ragland . . . . . Associate Professor, Department of Mechanical Engineering, University of Wisconsin-Madison
Fred R. Rehm. . . . . Director, Milwaukee County Department of Air Pollution Control
Herbert E. Ripley . . . . . .Health Officer, Waukesha County Department of Health
Vincent A. Rocco . . . . . .Superintendent, Environmental Planning and Policy Division, Wisconsin Electric Power Comapny
Rudolfo N. Salcedo . . . . . .Environmental Specialist, Division of Planning and Environmental Programs, City of Milwaukee
Harvey Shebesta . . . . . .District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation
Dr. Richard D. Stewart. . . . . Professor and Chairman, Department of Environmental Medicine, Medical College of Wisconsin, Milwaukee
Michael S. Treitman. . . . . .Program Advisor, Region V, U. S. Environmental Protection Agency, Chicago
Emmerich Wantschik . . . . . Assistant County Planner, Walworth County
George A. Zimmer. . . . . .Supervisor, Environmental Health, Kenosha Health Department

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIR QUALITY MAINTENANCE PLANNING

Richard Keyes . . . . . .Environmental Engineer, Milwaukee County Department of Public Works
Chairman
Barbara J. Becker . . . . . President, Southeastern Wisconsin Coalition for Clean Air
Vice-Chairman
Edward N. Erickson. . . . . Environmental Meteorologist, SEWRPC
Secretary
Alice Altemeier. . . . . Member, League of Women Voters, Ozaukee County
Norman N. Amrhein . . . . . .Resident President, Federal Malleable Company, West Allis
Kurt W. Bauer. . . . . Executive Director, SEWRPC
Gerald D. Bevington. . . . . Coordinator of Air Programs, Wisconsin Department of Natural Resources, Milwaukee
Roy Elmore . . . . . Senior Planner, Northeastern Illinois Planning Commission
Edwin J. Hammer . . . . . .Developmental Engineer, Division of Highways, Wisconsin Department of Transportation

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR KENOSHA COUNTY

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Chairman
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Secretary
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Howard Blackmon. . . . . Chairman, Town of Somers
George E. Bovee . . . . . Chairman, Town of Randall
Wallace E. Burkee . . . . . .Mayor, City of Kenosha
Phillip Dunek . . . . . President, Village of Paddock Lake
Thomas Grady . . . . . Chairman, Town of Wheatland
Thomas J. Haley . . . . . Citizen Member, City of Kenosha
Richard Harrison. . . . . President, Village of Silver Lake
Donald K. Holland. . . . . .Director of Public Works, City of Kenosha

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR KENOSHA COUNTY (Continued)

Earl W. Hollister . . . . . Chairman, Town of Bristol; Supervisor, Kenosha County
Merlin Jahns. . . . . Trustee, Village of Twin Lakes
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Maurice Lake . . . . . Chairman, Town of Salem
John J. Maurer . . . . . Chairman, Town of Pleasant Prairie
Glenn L. Miller . . . . . Chairman, Town of Brighton
Roger Prange . . . . . Clerk, Town of Pleasant Prairie
Virginia Taylor . . . . . Citizen Member, City of Kenosha
August Zirbel, Jr. . . . . Chairman, Town of Paris

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR MILWAUKEE COUNTY

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Chairman and Secretary
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John O. Hibbs. . . . . Division Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Edwin J. Laszewski, Jr.. . . . . City Engineer, City of Milwaukee
J. William Little . . . . . City Administrator, City of Wauwatosa
Nick T. Paulos . . . . . Village Engineer, Village of Greendale
John E. Schumacher . . . . . City Engineer, City of West Allis
Gerald Schwerm . . . . . Village Manager, Village of Brown Deer
Harvey Shebesta . . . . . District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Sylvester N. Weyker. . . . . County Highway Commissioner, Ozaukee County
Chairman
Kurt W. Bauer. . . . . Executive Director, SEWRPC
Secretary
Russell A. Dimick . . . . . City Engineer, City of Cedarburg
Arne L. Gausmann. . . . . Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Herbert H. Peters. . . . . Consulting Engineer, Ozaukee County Highway Department

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY (Continued)

Kenneth A. Roell . . . . . Manager, Town of Cedarburg
Donald A. Roensch . . . . . Director of Public Works, City of Mequon
John H. Sigwart . . . . . Director of Public Works, City of Port Washington
Thomas M. Wahtola . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR RACINE COUNTY

Earl G. Skagen . . . . . County Highway Commissioner, Racine County
Chairman
Cecil F. Mehring . . . . . County Highway Engineer, Racine County
Secretary
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Arthur Bloss. . . . . Building Inspector, City of Burlington
Thomas R. Clark . . . . . Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Arnold L. Clement. . . . . Planning Director and Zoning Administrator, Racine County
Chester Harrison . . . . . Town Engineer, Town of Caledonia
George Gunderson. . . . . Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Fred H. Larson . . . . . Commissioner of Public Works, City of Racine
Thomas M. Wahtola . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Thomas N. Wright . . . . . Director of Planning, City of Racine

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WALWORTH COUNTY

Milton R. Reik . . . . . Citizen Member, City of Lake Geneva
Chairman
Wilmer W. Lean. . . . . County Highway Commissioner, Walworth County
Secretary
Anthony F. Balestrieri . . . . . Consulting Engineer, Elkhorn; Commissioner, SEWRPC
William E. Barth . . . . . Citizen Member, Town of Walworth
Kurt W. Bauer. . . . . Executive Director, SEWRPC
Schuyler W. Case. . . . . Citizen Member, Town of Sharon
Frank Cline . . . . . Chairman, Town of East Troy
Charles Cruse . . . . . Chairman, Town of Whitewater
Herbert E. Erickson . . . . . President, Village of Williams Bay

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WALWORTH COUNTY (Continued)

Oliver W. Fleming . . . . . Alderman, City of Delavan
George Gunderson . . . . . Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation
G. F. Hill . . . . . City Manager, City of Whitewater
Emil Johnejack . . . . . Mayor, City of Lake Geneva
Herbert E. Johnson . . . . . Consulting Engineer, City of Elkhorn
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Thomas M. Wahtola . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY

Lloyd Jacklin . . . . . Trustee, Village of Jackson
Chairman
Albert E. McClurg . . . . . Engineering Aide, City of West Bend
Secretary
Majed Abu-Lughod . . . . . Director of Public Works, City of Hartford
Kurt W. Bauer . . . . . Executive Director, SEWRPC
Frederick H. Chlupp . . . . . Land Use and Park Administrator, Washington County
Jerome P. Faust . . . . . Supervisor, Washington County
Peter Gonnering . . . . . Chairman, Town of Barton
Cornelius L. Gundrum . . . . . Supervisor, Washington County
Carl Hauch . . . . . Supervisor, Town of Farmington
Alfred Hemauer . . . . . City Clerk, City of West Bend
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Walter L. Kletti . . . . . Member, City of Hartford Planning Commission
Reuben Koch . . . . . Supervisor, Town of West Bend
Howard J. Kruepke . . . . . Chairman, Town of Polk
Arnold J. Lepien . . . . . Supervisor, Town of Hartford
John W. Lietzau . . . . . Trustee, Village of Germantown
Adolph Lofy . . . . . Chairman, Town of Richfield; Supervisor, Washington County; Member, County Board Highway Committee
Charles F. Miller . . . . . President, Village of Kewaskum; Supervisor, Washington County
Thomas J. Muth . . . . . Director of Public Works, Village of Germantown
John A. Oelhafen . . . . . Chairman, Town of Wayne; Supervisor, Washington County
Alois Okruhlica . . . . . Supervisor, Town of Jackson
John M. Pick . . . . . Alderman, City of West Bend
Helmuth F. Prahl . . . . . Supervisor, Washington County; Member, County Board Highway Committee
Albert P. Rettler . . . . . County Highway Commissioner, Washington County
Ralph P. Schnorenberg . . . . . Alderman, City of Hartford
Hugo Schwulst . . . . . Chairman, Town of Erin; Supervisor, Washington County
Roland S. Senner . . . . . Chairman, Town of Trenton

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY (Continued)

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Carl Vogt . . . . . Town Clerk, Town of Addison
Harley Wachs . . . . . Town Clerk, Town of Germantown
Thomas M. Wahtola . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison

TECHNICAL AND INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY

Vencil F. Demshar . . . . . County Highway Commissioner, Waukesha County
Chairman and Secretary
Kurt W. Bauer . . . . . Executive Director, SEWRPC
Arne L. Gausmann . . . . . Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation
Roger A. Harris . . . . . Director of Public Works, City of New Berlin
John O. Hibbs . . . . . Division Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Richard M. Jung, Sr. . . . . Supervisor, Town of Lisbon
Thomas R. Kinsey . . . . . District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Gerald Lee . . . . . Building Inspector, City of Muskego
William A. Muth . . . . . Director of Public Works, City of Brookfield
Wilbur G. Perren . . . . . Supervisor, Town of Genesee
Floyd Usher . . . . . City Engineer, City of Oconomowoc
Rodney M. VandenNoven . . . . . Director of Public Works, City of Waukesha
Max A. Vogt . . . . . Village Engineer, Village of Menomonee Falls

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL HOUSING STUDIES

*Richard W. Cutler . . . . . Attorney, Quarles and Brady, Milwaukee; Member, Village of Fox Point Plan Commission; Commissioner, SEWRPC
Chairman
Robert B. Barrows . . . . . Vice-President, Mortgage Loan Department, Northwestern Mutual Life Insurance Company, Milwaukee
Vice-Chairman
Kurt W. Bauer . . . . . Executive Director, SEWRPC
Secretary
William B. Ardern . . . . . Past President, Society of Real Estate Appraisers, Milwaukee Chapter No. 64, Milwaukee
John Bach . . . . . Director, Southeastern Wisconsin Housing Corporation, Burlington

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL HOUSING STUDIES (Continued)

Richard Barry . . . . . Representative, Metropolitan Milwaukee Association of Commerce; Vice President-Treasurer, Bruce, Barry, & Gleysteen, Inc., Milwaukee

Richard P. Blake . . . . . Architect, Blake-Wirth & Associates, Inc., Milwaukee; Board Member, Wisconsin Chapter—Southeast Section, American Institute of Architects

Delbert Blasdel . . . . . Administrative Code Consultant, Division of Industrial Safety and Buildings, Wisconsin Department of Industry, Labor, and Human Relations

*Paul Borrmann . . . . . Advisor, Milwaukee Tenants Union; Coordinator, Metropolitan Housing Center, Milwaukee

Paul J. Cody . . . . . Urban Affairs Manager, S. C. Johnson & Son, Inc., Racine

Clarence Dittmar . . . . . President, Dittmar Realty, Inc., Menomonee Falls

The Rev. John D. Fischer . . . . . Executive Director, Greater Milwaukee Conference on Religion and Urban Affairs, Milwaukee

Leonard F. Forschner . . . . . Economist, U. S. Department of Housing and Urban Development, Milwaukee Area Office

Norman N. Gill . . . . . Executive Director, Citizens Governmental Research Bureau, Milwaukee

Jay Gilmer . . . . . Director, Bureau of Milwaukee Area Service, Department of Local Affairs and Development, Milwaukee

*Melvin Goldin . . . . . Secretary-Treasurer, Recht-Goldin-Siegel, Milwaukee

William Kelly . . . . . Director, Indian Urban Affairs Council, Milwaukee

*Mrs. James Mills . . . . . Legislative Chairman, League of Women Voters, Inter-League Council, Milwaukee

Bernard N. Nill . . . . . Assistant Planning Director, Department of City Development, City of Milwaukee

*Edward J. J. Olson . . . . . Director of Research and Planning, Community Relations-Social Development Commission, Milwaukee

William H. Orenstein . . . . . Project Director, Northridge Lakes, Milwaukee

*Kenneth Payne . . . . . Housing Coordinator, Milwaukee County

Glenn Peters . . . . . Secretary-Treasurer, Peters Development Corporation, West Bend

Clinton E. Rose . . . . . Supervisor, Milwaukee County; Chairman, Committee on Housing and Relocation, Milwaukee

*Gerald Schwerm . . . . . Village Manager, Village of Brown Deer

Wesley Scott . . . . . Executive Director, Milwaukee Urban League

Ronald P. Siepmann . . . . . President, Siepmann Realty Corporation, Brookfield

Jonathan Slesinger . . . . . Professor of Sociology, University of Wisconsin-Milwaukee

*Member of the Special Subcommittee on Housing Program Implementation

TECHNICAL ADVISORY COMMITTEE ON REGIONAL LIBRARY PLANNING

Nolan Neds . . . . . Superintendent of Neighborhood Libraries and Extension Services, City of Milwaukee Public Library System
Chairman

TECHNICAL ADVISORY COMMITTEE ON REGIONAL LIBRARY PLANNING (Continued)

George E. Earley . . . . . Director, Gilbert M. Simmons Public Library, Kenosha
Vice-Chairman

Richard Crane . . . . . Librarian, Maude Shunk Public Library, Menomonee Falls

Miss Sally Davis . . . . . Director, Oconomowoc School Libraries

Miss Fern Federman . . . . . Director, Shorewood Public Library

Miss Araxie Kalvonjian . . . . . Librarian, Kenosha Technical Institute

Miss Marion Langdell . . . . . Former Head Librarian, Cudahy Public Library

Mrs. Grace A. Lofgren . . . . . Director, Burlington Public Library

Edward W. Lynch . . . . . Librarian, Waukesha Public Library

Miss Josephine M. Machus . . . . . Director, Oconomowoc Public Library

Forrest L. Mills . . . . . City Librarian, Racine Public Library

Mrs. Marianne Molleson . . . . . Librarian, Cudahy Public Library

William Moritz . . . . . Associate Director, University of Wisconsin-Milwaukee Library

Miss Dorothy Naughton . . . . . Librarian, Walworth County Library Service

Miss Ione Nelson . . . . . Coordinator of Field Services, Wisconsin Division for Library Services, Madison

Mrs. Helen Pelzmann . . . . . Librarian, West Allis Public Library

Miss Esther Regli . . . . . City Librarian, Wauwatosa Public Library

John C. Reid . . . . . Librarian, West Bend Community Memorial Library

Ned Wetmore . . . . . Planning Analyst, Bureau of State Planning, Wisconsin Department of Administration, Madison

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING

Richard W. Cutler . . . . . Attorney, Quarles and Brady, Milwaukee; Member, Village of Fox Point Plan Commission; Commissioner, SEWRPC
Chairman

Loren R. Anderson . . . . . President, Geneva Lake Development Corporation, Williams Bay

Anthony S. Bareta . . . . . County Planning Director, Milwaukee County Planning Commission

Donald B. Brick . . . . . Walworth County Recreation Agent

Frederick H. Chlupp . . . . . Land Use and Park Administrator, Washington County

William H. Claflin . . . . . Deputy Commissioner, Department of City Development, City of Milwaukee

Delbert J. Cook . . . . . Chairman, Cedar Creek Restoration Council

Norbert Dettmann . . . . . Chairman, Town of Farmington; Supervisor, Washington County

Arthur D. Doll . . . . . Director, Bureau of Planning, Wisconsin Department of Natural Resources

Booker Hamilton . . . . . Member, Board of Directors, Neighborhood House of Milwaukee, Inc.

Karl B. Holzwarth . . . . . Park Director, Racine County

Charles Q. Kamps . . . . . Attorney, Quarles and Brady, Milwaukee

Philip H. Lewis, Jr. . . . . Professor, Department of Landscape Architecture, University of Wisconsin-Madison; Director, Environmental Awareness Center, Madison

Richard J. Lindl . . . . . Director of Parks, Kenosha County Park Commission

John Margis, Jr. . . . . Supervisor, Racine County; Commissioner, SEWRPC

Robert J. Mikula . . . . . General Manager, Milwaukee County Park Commission

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING (Continued)

Clinton E. Rose . . . . . Supervisor, Milwaukee County
Robert D. Ross . . . . . General Manager, The Journal Times, Racine
Phil Sander . . . . . Executive Secretary, Southeastern Wisconsin Sportsmen's Federation
George L. Schlitz . . . . . Chairman, Kenosha County Park Commission
Frederick G. Schmidt . . . . . Member, Sierra Club
Mrs. John D. Squier . . . . . Member, Riveredge Nature Center, Inc.
Walter J. Tarmann . . . . . Executive Director, Waukesha County Park and Planning Commission
Edgar W. Trecker . . . . . Supervisor of Forestry, Wildlife, and Recreation, Southeast District, Wisconsin Department of Natural Resources
Joseph Waters . . . . . Proprietor, Lazy Day Campground, Town of Farmington
Dr. Harry J. Wilkins . . . . . Outdoor Sportsman, Wauwatosa
George T. Wilson . . . . . Assistant Superintendent of Schools, Division of Municipal Recreation and Adult Education, City of Milwaukee Public Schools
Thomas N. Wright . . . . . Director of Planning, City of Racine

RACINE URBAN PLANNING DISTRICT CITIZEN ADVISORY COMMITTEE

David Rowland, Chairman . . . . . President, Carpenter-Rowland-Batenburg Insurance Company, Racine
Eric Schroder, Vice-Chairman . . . . . Former Board Member, Racine Unified School District
Marshall Lee, Jr., Secretary . . . . . Marshall E. Lee Agency, Inc., Racine
Gilbert Berthelsen . . . . . Racine County Administrator
Arnold L. Clement . . . . . Planning Director and Zoning Administrator, Racine County
Paul Cody . . . . . Urban Affairs Manager, S. C. Johnson and Son, Inc., Racine
Wesley Hansche . . . . . Chairman, Town of Mt. Pleasant Plan Commission
Lester O. Hoganson . . . . . City Engineer, City of Racine
Karl B. Holzwarth . . . . . Park Director, Racine County
Steven R. Horvath . . . . . Chairman, Town of Caledonia
LeRoy H. Jerstad, Jr. . . . . President, Village of North Bay
Edward A. Krenzke . . . . . City Attorney, City of Racine
Richard E. LaFave . . . . . Chairman, Racine County Board of Supervisors
John Margis, Jr. . . . . Supervisor, Racine County; Commissioner, SEWRPC
Cecil F. Mehring . . . . . County Highway Engineer, Racine County
Edward Mickelson, Jr. . . . . President, Village of Sturtevant
Helen F. Patton . . . . . Alderman, City of Racine
Stephen F. Olsen . . . . . Mayor, City of Racine
Henry J. Olson . . . . . President, Village of Wind Point
Henry Rohner . . . . . Chairman, Town of Mt. Pleasant
Virgil Schulz . . . . . Trustee, Village of Sturtevant
Mrs. Beryl Streiff . . . . . President, Village of Elmwood Park
Carl E. Thomsen . . . . . Alderman, City of Racine
Willard Walker . . . . . Executive Vice-President, Walker Forge, Inc.
Thomas N. Wright . . . . . Director of Planning, City of Racine

RACINE MASS TRANSIT DEVELOPMENT PROGRAM TECHNICAL COORDINATING AND ADVISORY COMMITTEE

William J. Murin, Chairman . . . . . Associate Professor, Political Science Department, University of Wisconsin-Parkside
Kurt W. Bauer . . . . . Executive Director, SEWRPC
Ed Benter . . . . . Demographer Planner, Unified School District No. 1, Racine
Eual Bodenbach . . . . . Town Coordinator, Town of Mt. Pleasant
Arnold L. Clement . . . . . Planning Director and Zoning Administrator, Racine County
Marcel A. Dandeneau . . . . . Supervisor, Town of Caledonia
Jubentino Gonzales . . . . . Director, Racine Spanish Center
Lenard Grimmer, Sr. . . . . Citizen Member, City of Racine
John M. Hartz . . . . . Chief, Mass Transit Assistance Section, Division of Planning, Wisconsin Department of Transportation
Thomas N. Harvey . . . . . Regional Representative, U. S. Department of Transportation, Urban Mass Transportation Administration, Chicago
Robert G. Heck . . . . . Alderman, City of Racine
James Kucharski . . . . . Trustee, Village of Sturtevant
Richard E. LaFave . . . . . Chairman, Racine County Board
Raymond Mathews . . . . . Executive Director, Urban League of Racine
Walter Neider . . . . . Member, Downtown Businessmen's Association, Racine
Eric Schroder . . . . . Vice-Chairman, Racine Urban Planning District Citizen Advisory Committee
Victor C. Tannehill . . . . . President, Manufacturers and Employers Association, Racine
Jack Taylor . . . . . President, Flash City Transit Company, Racine
Ray F. Truesdell . . . . . Vocational Rehabilitation Supervisor, Wisconsin Department of Health and Social Services, Division of Vocational Rehabilitation, Racine
Fred Wentorf . . . . . Coordinator of Trade and Industry in the Community Services Department, Gateway Technical Institute, Racine Campus
Darrell Wright . . . . . Executive Director, Racine Chamber of Commerce
Erwin Zuehlke . . . . . Director of Business Office, University of Wisconsin-Parkside

AIRPORT COMMUNITY ADVISORY COMMITTEE ON LAND USE PLANNING RELATED TO THE GENERAL MITCHELL FIELD MASTER PLANNING STUDY

Jack F. Roestel, Chairman . . . . . Citizen Member, City of Oak Creek
Norbert S. Theine, Vice-Chairman . . . . . City Administrator, City of South Milwaukee

AIRPORT COMMUNITY ADVISORY COMMITTEE ON LAND USE PLANNING RELATED TO THE GENERAL MITCHELL FIELD MASTER PLANNING STUDY (Continued)

Robert A. Anderson . . . . . Alderman, City of Milwaukee
John M. Bennett . . . . . City Engineer, City of Franklin
Louis M. Cook . . . . . Alderman, City of Greenfield
Raymond T. Dwyer . . . . . City Engineer, City of Greenfield
Ronald Fisco . . . . . Chairman, City of Franklin Airport Study Committee
Bill R. Hippenmeyer . . . . . Director of Planning and Industrial Development, City of Oak Creek
Lawrence P. Kelly . . . . . Mayor, City of Cudahy
Ray Klug . . . . . Alderman, City of St. Francis
Mrs. Marian Kroscher . . . . . Trustee, Village of Greendale
Allen F. Kujath . . . . . Alderman, City of Greenfield
J. Henry Kulinski . . . . . City Engineer, City of St. Francis
Edwin J. Laszewski, Jr. . . . . City Engineer, City of Milwaukee
Carl A. Lichte . . . . . Citizen Member, City of Milwaukee
Thomas Lisota . . . . . Alderman, City of Cudahy
Donald Lukas . . . . . Member, Greendale Village Plan Commission
Anthony L. Luljak . . . . . Alderman, City of Cudahy
David R. Mayer . . . . . Alderman, City of Franklin
Nick T. Paulos . . . . . Village Engineer, Village of Greendale
Carol F. Pfeifer . . . . . Alderman, City of St. Francis
Rodolfo N. Salcedo . . . . . Environmental Specialist, Division of Planning and Environmental Programs, City of Milwaukee
Oran Severson . . . . . Chief Special Projects Engineer, City of Milwaukee
Robert H. Thronson . . . . . Citizen Member, City of South Milwaukee
Allen H. Windschanz . . . . . Alderman, City of Oak Creek
Frank Zawacki, Jr. . . . . Alderman, City of South Milwaukee

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT PLANNING

William D. Rogan . . . . . County Agri-Business Agent, Waukesha County, Chairman
Kurt W. Bauer . . . . . Executive Director, SEWRPC, Secretary
John H. Batten . . . . . President, Twin Disc, Inc., Racine; Member, National Business Aircraft Association
Robert R. Brackett . . . . . Manager, Kenosha Municipal Airport; Member, Wisconsin Aviation Trades Association
Donald M. Cammack . . . . . Chief Planning Engineer, Division of Aeronautics, Wisconsin Department of Transportation
Arne L. Gausmann . . . . . Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation
Bill R. Hippenmeyer . . . . . Director of Planning, City of Oak Creek
Paul C. Leonard . . . . . Manager, Central Operations Regional Office, American Air Transport Association, Rosemont, Illinois
James F. Popp . . . . . Chief of Planning, U. S. Department of Transportation, Federal Aviation Administration, Great Lakes Region, Chicago
Joseph F. Sanek . . . . . Airport Director, Milwaukee County
Earl Stier . . . . . Manager, West Bend Airport
Henry B. Wildschut . . . . . County Highway Commissioner and Director of Public Works, Milwaukee County
Lt. Col. Fred R. Wylie . . . . . Civil Engineer, 128th Air Refueling Group, Wisconsin Air National Guard, Milwaukee

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF
1974

EXECUTIVE DIVISION

Kurt W. Bauer, P.E.
Executive Director

Harlan E. Clinkenbeard
Assistant Director

Keith W. Graham, P.E.
Assistant Director

Margaret M. Shanley
Executive Secretary

Linda S. Sorensen
Secretary

ADMINISTRATIVE SERVICES DIVISION

John A. Boylan
Administrative Officer

Patricia J. Danielson
Administrative Assistant

Gary W. Hanson
Bookkeeper

Luella M. Fredrickson
Secretary

Lena P. Caracci
Betty Gargan
Mary C. Morton
Joan A. Zenk
Clerk-Typists

ENVIRONMENTAL PLANNING DIVISION

William D. McElwee, P.E.
Chief Engineer

Stuart G. Walesh, P.E.
Water Resources Engineer

Jerome S. Chudzik, P.E.
Randolph M. Videkovich
Senior Engineers

Curtis W. Goff
Associate Engineer

Edward N. Erickson
Environmental Meteorologist

Richard F. Pierce
Signe K. Heide
Senior Planners

Donald M. Reed
Lois A. Kawatski
Planners

Pearle D. Plotzeck
Research Aide

Irene A. Brown
Clerk-Typist

TRANSPORTATION PLANNING DIVISION

Mark P. Green, P.E.
Chief Engineer

Donald R. Martinson
Senior Engineer

Kenneth R. Yunker
Associate Engineer

Charles E. Hillman
Robert C. Johnson
Planners

Edward F. Spaulding
William M. Hendricks
Research Analysts

James F. Graham
Research Aide

Linda S. Hubbard
Secretary

COMMUNITY ASSISTANCE PLANNING DIVISION

Philip C. Evenson
Chief Planner

Norbert R. Schappe
Ann E. Dretzka
Senior Planners

Ronald R. Knippel
Associate Planner

Ronald H. Heinen
Planning Illustrator

George E. Melcher
Research Analyst

Nancy F. Warner
Editor

Elaine I. Andersen
Secretary

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Leland H. Kreblin
Chief Planning Illustrator

Robert A. Ristow
B. Lynn Richardson
Planning Illustrators

Thomas R. Houston
Senior Planning Draftsman

Bergetta Ruehmer
Planning Draftsman

Diane F. Evans
Clerk

SYSTEMS ENGINEERING AND DATA PROCESSING DIVISION

John W. Ernst
Data Processing Manager

Richard A. Runte
Programming Supervisor

Robert J. Baier
Operations Supervisor

Paul A. Clavette
Systems Analyst

John D. Harasha
Programmer - Analyst

Richard H. Antonacci
Kenneth R. Knaack
Richard L. Henley
Computer Programmers

John C. Stelpflug
Craig A. Meunier
Computer Operators

L. Diane Fraley
Lead Data Entry Operator

Kristine M. Engelhardt
Susan D. Follet
Rosemary K. Wilcenski
Kary E. Olson
Data Entry Operators

Patricia A. Massino
Data Processing Clerk

LAND USE PLANNING AND HOUSING DIVISION

Bruce P. Rubin
Chief Planner

Gerald H. Emmerich, Jr.
Emile A. Jarreau
William J. Stauber
Edward J. Semrad
Senior Planners

Mark A. Becker
Thomas F. Todd
Planners

Marianne Doonan
Thomas J. McGrath
Research Analysts

Kristine L. Kingstad
Lon Scott
Joyce G. Pariseau
Diane R. Baker
Research Aides

Mary G. Jeske
Clerk-Stenographer

PLANNING RESEARCH DIVISION

Michael J. Keidel
Chief Planner

Hazel Reinhardt
Demographer

Phillip W. Uekert
Senior Planner

William E. Preboski
Associate Planner

William J. Steele, Jr.
Planner

Linda M. Pohl
Librarian

Julianne K. Comstock
Clerk-Stenographer

DATA COLLECTION DIVISION

Sheldon W. Sullivan
Chief of Data Collection

John L. Zastrow
Planner

INTERAGENCY STAFF ASSIGNMENTS

Richard Walrath
Civil Engineer III
District 2
Division of Highways
Wisconsin Department of Transportation

Robert G. Anderson
Planning Analyst
District 2
Division of Highways
Wisconsin Department of Transportation

Charles Brandt
Civil Engineer IV
District 9
Division of Highways
Wisconsin Department of Transportation

James H. Kasdorf
Civil Engineer IV
District 9
Division of Highways
Wisconsin Department of Transportation

Susan Bruss
Civil Engineer I
District 9
Division of Highways
Wisconsin Department of Transportation

Robert Serak
Chief Engineer III
District 9
Division of Highways
Wisconsin Department of Transportation

Wayne C. Steffen
Technician IV
District 9
Division of Highways
Wisconsin Department of Transportation

NORMAN E. SCHLEY
CERTIFIED PUBLIC ACCOUNTANT
P. O. BOX 985
WAUKESHA, WISCONSIN 53186

TELEPHONE (414) 542-8695

MEMBER
WISCONSIN SOCIETY C.P.A.'S.
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS
NAT'L ASS'N ACCOUNTANTS

July 9, 1975

To the Commissioners of
Southeastern Wisconsin Regional Planning Commission
916 No. East Avenue
Waukesha, Wisconsin 53186

Gentlemen:

We have examined the accompanying Balance Sheets, Statements of Revenues, and Expenditures, and Changes in Fund Balances for the year 1974 of the following funds of the Southeastern Wisconsin Regional Planning Commission:

1. General Fund
2. Continuing Regional Land Use - Transportation Study Fund
3. Regional Airport System Planning Program Fund
4. Regional Housing Study Fund
5. Menomonee River Watershed Planning Program Fund
6. Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund
7. Regional Air Quality, Maintenance Planning Program Fund
8. Origin and Destination Travel Survey Fund
9. Comprehensive Library Planning Program Fund
10. Racine Urban Planning District Program Fund
11. Regional Sanitary Sewer Study Fund
12. Land Use Plan Design Model Fund
13. Continuing Regional Environmental Engineering Planning Program Fund
14. Stream Gaging Program Custodian Fund
15. Kenosha County Photogrammetric Mapping Program Custodian Fund
16. Sandstone Aquifer Simulation Modeling Program Custodian Fund
17. Treasury Cash Fund
18. Equipment Account

Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. However, our examination did not include tests of compliance with policies, rules, and regulations of grantor agencies. Although revenues are related to general project categories, we did not attempt to identify specific expenditures with related grants.

In our opinion, these statements fairly present the financial position of the above funds at December 31, 1974, and the results of their financial operations during 1974, subject to adjustments that may be imposed by grantor agencies as a result of any future compliance audits, in accordance with generally accepted accounting principles.

Respectfully submitted,

Norman E. Schley
Certified Public Accountant

NES/ecs
Wis. '75 - Cert. 642
Ill. '74-'76 - Cert. 65-4351

EXHIBIT A-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

General Fund

As at December 31, 1974

Revenues			
Federal Grants			
Dept. of Housing & Urban Development	$	$ 2,467.36	$
State Grants			
Wis. Dept. of Local Affairs & Dev.(Note 1)		40,177.00	
Counties Contribution		234,188.00	
Other Income			
Community Assistance Agreements	22,041.03		
Sale of Publication	4,982.10		
Sale of Aerial Photos	11,738.24		
Interest on Invested Funds	1,391.38		
Flood Plain Hazard Determination	125.00		
Total Other Income		40,277.75	
Total Revenues			317,110.11
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	16,378.49		
Transportation	563.41		
Land Use and Housing	932.71		
Administrative	40,701.04		
Cartography	48,384.20		
Planning Research	428.16		
Environmental Planning	17,352.52		
Community Assistance	83,490.41		
Data Collection	278.94		
Total Salaries and Fringe Benefits		208,509.88	
Office and Other Expense			
Unemployment Compensation	445.91		
Disability Insurance	99.49		
Technical Consultants	1,000.00		
Annual Report Publication	2,897.33		
Newsletter Publication	6,196.53		
Office Drafting & Duplicating Supplies	2,720.20		
Library Acquisition and Dues	2,307.49		
Reproduction and Publication	5,735.10		
Printing Cost	4,358.22		
Travel Expense	6,504.26		
Auto Equipment and Maint.	1,172.89		
Equipment Service Agreements	1,559.23		
Rent Expense	12,360.75		
Telephone Expense	2,824.48		
Postage Expense	3,543.69		
Liability and Fire Insurance	597.17		
Audit Expense	2,288.24		
Legal Expense	180.60		
Regional Conference	770.63		
Staff Conference	159.27		
Other Operating Expense	2,007.07		
Total Office and Other Expense		59,728.55	
Total Expenditures			268,238.43
Excess Revenues over Expenditures (Carried Forward)			48,871.68

EXHIBIT A-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

General Fund

As at December 31, 1974

Total Brought Forward	$	$	$ 48,871.68
Fund Balance - Beginning of Year			28,807.18
Add: 1973 Health Ins. Payable Cancelled	148.69		
1973 Additional Revenue from HUD on A-95 Project	1,156.51		
Close-out of Fund Balances From Menomonee River Watershed Planning Program	2,567.67		
From Regional Park, Outdoor Recreation and Related Open Space Planning Program Fund	86.72		
From Land Use Plan, Design Model Fund	.46		
January and February, 1974 Health Ins. Premium Prepaid in 1973	6,672.42	10,632.47	
Less: Contributions to Other Funds (Note 2)			
Regional Sanitary Sewer Study Fund	25,668.50		
Continuing Regional Environmental Engineering Planning Program Fund	22,083.15		
Comprehensive Library Planning Program Fund	8,533.24		
Continuing Regional Land Use - Transportation Study Fund	4,402.38		
Equipment Account	10,009.53		
Office Furniture, Equipment and Leasehold Improvements at Nominal Value	1.00		
1973 Acct. Rec. from Racine Jurisdictional Phase - Uncollectible	132.25	70,830.05	(60,197.58)
Fund Balance - End of Year			$ 17,481.28

The notes which follow are an integral part of this statement.

* * * * *

EXHIBIT A-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

General Fund

	December 31, 1974		December 31, 1973	
Assets				
Equity in Treasury Fund	$	$ 62,490.86	$	$ 51,223.76
Accounts Receivable				
Federal Grants - Housing and Urban Development	-		28,602.50	
Non-Federal - Department of Local Affairs and Development	3,289.00		-	
Non-Federal - Community Assistance	12,659.77		8,975.11	
Racine Jurisdictional Phase	-		132.25	
Total Receivables		15,948.77		37,709.86
Prepaid Expenses		2,701.49		-
Office Furniture, Equipment and Leasehold Improvements at Nominal Value		-		1.00
Total Assets		$ 81,141.12		$ 88,934.62
Liabilities				
Payroll Taxes				
State Withholding Tax	3,719.92			
FICA Tax	22,163.18			
Total Payroll Taxes		25,883.10		3,232.78
State Sales Tax		62.46		-
Accounts Payable		12,609.40		42,228.98
Due to Technical Consultants		7,000.00		-
Other (Note 3)		18,104.88		14,665.68
Total Liabilities		63,659.84		60,127.44
Fund Balance				
Unappropriated Fund Balance		17,481.28		28,807.18
Total Liabilities and Fund Balance		$ 81,141.12		$ 88,934.62

The notes which follow are an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Notes to Financial Statements

December 31, 1974

1. Wisconsin Dept. of Local Affairs and Development

Grant Revenue of $40,177.00 shown in the General Fund is part of a total award to all funds for $112,899.00 from the Department of Local Affairs and Development. The monies received were used to offset expenditures incurred for the printing of the monthly Newsletter, Annual Report, Community Assistance Programs, and A-95 Clearing House Review.

2. Contributions to Other Funds

The following program funds were reimbursed by the General Fund, fund balance for expenditures that exceeded revenues:

Regional Sanitary Sewer Study Fund	$ 25,668.50
Continuing Regional Environmental Engineering Planning Program Fund	22,083.15
Comprehensive Library Planning Program Fund	8,533.24
Continuing Regional Land Use - Transportation Study Fund	4,402.38
Equipment Account	10,009.53
Land Use Plan Design Model Fund	(.46)
	$ 70,526.06

3. Other Liabilities

The Southeastern Wisconsin Regional Planning Commission is acting agent for the U. S. Dept. of Housing and Urban Development in administering a grant to Community Relations - Social Development in Milwaukee County. The Southeastern Wisconsin Regional Planning Commission reimburses the Community Relations - Social Development on the basis of submitted vouchers that are subjected to U. S. Dept. of Housing and Urban Development approval.

* * * * *

EXHIBIT B-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Continuing Regional Land Use - Transportation Study Fund (Note 1)

As at December 31, 1974

Revenues			
Federal Grants			
Dept. of Housing & Urban Development	$	$191,219.09	$
State Grants			
Wis. Dept. of Transportation	438,425.00		
Wis. Dept. of Local Affairs & Dev.	25,522.00		
Total State Grants		463,947.00	
Counties Contribution		142,492.39	
Contribution from the General Fund		4,402.38	
Other Income			
Service Agreements (Note 5)	110,124.07		
Non Data Processing	20,237.89		
Interest on Invested Funds	1,032.06		
Total Other Income		131,394.02	
Total Revenues			933,454.88
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	80,225.49		
Data Processing	167,700.05		
Transportation	107,027.65		
Land Use and Housing	71,133.33		
Administrative	39,789.69		
Cartography	28,420.94		
Planning Research	91,184.31		
Environmental Planning	719.86		
Community Assistance	13,290.38		
Data Collection	37,230.19		
Total Salaries and Fringe Benefits		636,721.89	
Office and Other Expense			
Technical Consultants	200.00		
Services by Other Public Agencies	7,500.00		
Outside Salaries & Services	7,745.76		
Data Processing Machine Rental	165,946.18		
Annual Report Publication	5,794.67		
Office Drafting & Duplicating Supplies	32,650.63		
Reproduction and Publication	11,793.30		
Publication of Report	9,187.32		
Travel Expense	4,209.28		
Rent Expense	30,587.97		
Telephone Expense	7,950.10		
Postage Expense	2,449.59		
Liability and Fire Insurance	1,478.39		
Audit Expense	5,993.63		
Legal Expense	567.10		
Regional Conference	1,233.69		
Other Operating Expense	76.11		
Depreciation on Auto	1,908.72		
Project Inspection Fee	1,352.00		
Total Office and Other Expense		298,624.44	
Total Expenditures			935,346.33
Excess Expenditures over Revenue (Carried Forward)			$ (1,891.45)

EXHIBIT B-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Continuing Regional Land Use - Transportation Study Fund (Note 1)

As at December 31, 1974

Total Brought Forward	$	$	$ (1,891.45)
Fund Balance - Beginning of Year			671.16
Add: 1973 Additional Department of Housing and Urban Development Revenue	2,815.59		
Prior Year Voided Check (1972)	31.90	2,847.49	
Less: Disallowed Balance of 1973 Wisconsin Dept. of Transportation Receivable	1,626.20		
Office Furniture, Equipment and Leasehold Improvements at Nominal Value	1.00	1,627.20	1,220.29
Fund Balance - End of Year			$ -

The notes which follow are an integral part of this statement.

* * * * *

EXHIBIT B-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Assets	December 31, 1974		December 31, 1973	
Accounts Receivable				
Net Earned Federal Grants - HUD (Note 2)	$ -	$	$ 65,892.17	$
Non-Federal - Dept. of Local Affairs and Development Grant (Note 3)	8,358.00		-	
Net Earned Non-Federal Grants - Wis. & U. S. Dept. of Transportation (Note 4)	-		84,402.61	
Net Earned Counties	-		297.71	
Due from Service Agreements (Note 5)	38,313.08		28,141.25	
Total Receivables		46,671.08		178,733.74
Office Furniture, Equipment and Leasehold Improvements at Nominal Value		-		1.00
Total Assets		$ 46,671.08		$178,734.74
Liabilities				
Accounts Payable		34,720.11		29,047.65
Other Payables (Note 6)		6,787.14		
Equity in Treasury Fund		5,163.83		149,015.93
Total Liabilities		46,671.08		178,063.58
Fund Balance				
Unappropriated Fund Balance		-		671.16
Total Liabilities and Fund Balance		$ 46,671.08		$178,734.74

The notes which follow are an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund

Notes to Financial Statements

December 31, 1974

1. The Continuing Regional Land Use - Transportation Study is a continuing planning program directed towards the monitoring of and recommendation for land use development and supporting transportation facility development within the Region.

2. Net Earned Federal Grants - Department of Housing and Urban Development

   Continuing Regional Land Use - Transportation Study Fund was awarded a grant from the U. S. Dept. of Housing and Urban Development in the amount of $164,534.00 out of a total award to all funds of $243,311 during 1974. The $164,534.00 was earned during 1974. As of January 1, 1974, $51,247.85 was shown as unearned grant revenue from prior years. During 1974, $26,685.09 of this amount was earned. The balance of $24,562.76 was written off as an accounting adjustment. As of December 31, 1974, all U. S. Dept. of Housing and Urban Development grants to this fund were recognized as earned, and therefore no unearned portion appears in this statement.

3. Non-Federal - Wisconsin Department of Local Affairs and Development Grant

   Continuing Regional Land Use - Transportation Study Fund 1974 award of $25,522.00 represents a portion of the total award given to Southeastern Wisconsin Regional Planning Commission of $112,899.00 from the Wisconsin Department of Local Affairs and Development. At the end of the 1974 calendar year all grants from the Wisconsin Department of Local Affairs and Development shown in this fund were earned.

4. Net Earned Non-Federal Grant - Wisconsin Department of Transportation and United States Department of Transportation

   An original award of $469,925.00 was given to the Continuing Regional Land Use - Transportation Study Fund for the 1974 calendar year. This award was later reduced to $438,425.00 by the Departments of Transportation. The January 1, 1974 unearned grant balance of $587.84 from prior years was disallowed by the Wisconsin Department of Transportation auditor. As of December 31, 1974 all grants from the Departments of Transportation shown in this fund were earned.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund

Notes to Financial Statements - Continued

December 31, 1974

5. Due from Service Agreements

Continuing Regional Land Use - Transportation Study Fund of Southeastern Wisconsin Regional Planning Commission leases an IBM 370 computer and offers electronic data processing services to schools, municipalities and other agencies within the region. As of December 31, 1974, 54 schools, municipalities and other agencies owed $38,313.08 to Southeastern Wisconsin Regional Planning Commission for data processing services rendered.

6. Other Payables - Non-Federal Wisconsin Department of Transportation and United States Department of Transportation

As of December 31, 1974, Southeastern Wisconsin Regional Planning Commission had submitted vouchers exceeding receivables by $6,787.14. The payables were reimbursed by Southeastern Wisconsin Regional Planning Commission during May, 1975.

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EXHIBIT C-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Airport System Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
State Grants			
Wis. Dept. of Transportation	$	$ 64,252.82	$
Other Income			
Interest on Invested Funds		13.10	
Total Revenues			64,265.92
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	16,086.51		
Transportation	2,630.99		
Land Use and Housing	7.19		
Administrative	1,882.23		
Cartography	1,307.94		
Planning Research	539.29		
Environmental Planning	572.48		
Community Assistance	1,274.49		
Data Collection	7,923.58		
Total Salaries and Fringe Benefits		32,224.70	
Office and Other Expense			
Technical Consultants	26,550.00		
Outside Salaries and Services	141.53		
Data Processing Services	1,526.00		
Office Drafting & Duplicating Supplies	207.53		
Reproduction and Publication	219.13		
Publication of Report	223.50		
Travel Expense	329.69		
Rent Expense	1,850.86		
Telephone Expense	419.58		
Liability and Fire Insurance	71.64		
Audit Expense	377.52		
Legal Expense	27.70		
Depr. on Auto and Equipment	96.54		
Total Office and Other Expense		32,041.22	
Total Expenditures			64,265.92
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			$ -

The note which follows is an integral part of this statement.

* * * * *

EXHIBIT C-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Regional Airport System Planning Program Fund (Note 1)

Assets	December 31, 1974		December 31, 1973	
Accounts Receivable				
Non-Federal - Wis. and U. S. Dept. of Transportation	$ 48,738.82	$	$ 48,738.82	$
Less: Unearned Wis. and U. S. Dept. of Transportation	43,694.88	5,043.94	-	48,738.82
Grants from Counties		-		21,200.00
Total Assets		$ 5,043.94		$ 69,938.82
Liabilities				
Accounts Payable		166.53		-
Equity in Treasury Fund		4,877.41		(38,008.88)
Unearned Grants		-		107,947.70
Total Liabilities		5,043.94		69,938.82
Fund Balance				
Fund Balance		-		-
Total Liabilities and Fund Balance		$ 5,043.94		$ 69,938.82

The note which follows is an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport System Planning Program Fund

Note to Financial Statements

December 31, 1974

1. The Regional Airport System Planning Program is a study being conducted to develop a sound and workable plan to guide the staged improvement of adequate public airport facilities and to coordinate airport facility development within the Region.

* * * * *

EXHIBIT D-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Housing Study Fund (Note 1)

As at December 31, 1974

Revenues			
Federal Grants			
Dept. of Housing and Urban Development	$	$ 54,145.01	$
State Grants			
Wis. Dept. of Local Affairs & Dev.(Note 3)		27,714.91	
Counties Contribution		9,039.96	
Other Income			
Interest on Invested Funds		6.62	
Total Revenues			90,906.50
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	4,031.59		
Transportation	302.83		
Land Use and Housing	53,368.09		
Administrative	1,707.61		
Cartography	3,302.16		
Planning Research	1,666.82		
Environmental Planning	25.25		
Community Assistance	1,468.54		
Data Collection	51.64		
Total Salaries and Fringe Benefits		65,924.53	
Office and Other Expense			
Technical Consultants	14,600.00		
Outside Salaries and Services	29.91		
Data Processing Services	2,735.54		
Office Drafting & Duplicating Supplies	423.53		
Reproduction and Publication	465.37		
Publication of Report	440.42		
Travel Expense	748.04		
Rent Expense	3,404.02		
Telephone Expense	853.78		
Liability and Fire Insurance	143.35		
Audit Expense	702.56		
Legal Expense	56.70		
Depreciation on Auto	191.75		
Project Inspection Fee	192.00		
Total Office and Other Expense		24,986.97	
Total Expenditures			90,911.50
Excess Expenditures over Revenue (Carried Forward)			(5.00)

EXHIBIT D-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Regional Housing Study Fund (Note 1)

	December 31, 1974		December 31, 1973	
Assets				
Equity in Treasury Fund	$	$ 27,818.05	$	$(21,277.09)
Accounts Receivable				
Net Earned Fed. Grants(HUD)(Note 2)				39,770.92
Non-Federal - Dept. of Local Affairs and Development	20,000.00		3,333.00	
Less: Unearned Dept. of Local Affairs and Development (Note 3)	13,545.09	6,454.91	50.41	3,282.59
Total Assets		$ 34,272.96		$ 21,776.42
Liabilities				
Accounts Payable		12,640.00		21,600.00
Unearned Grant - Counties		23,765.11		-
Total Liabilities		36,405.11		21,600.00
Fund Balance				
Fund Balance		(2,132.15)		176.42
Total Liabilities and Fund Balance		$ 34,272.96		$ 21,776.42

The notes which follow are an integral part of this statement.

* * * * *

EXHIBIT D-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Housing Study Fund (Note 1)

As at December 31, 1974

Total Brought Forward	$	$	$ (5.00)
Fund Balance - Beginning of Year			176.42
Add: 1973 Dept. of Local Affairs and Development Grant, earned in 1973 but not recorded on 1973 books	23,172.00		
1973 Dept. of Local Affairs and Development Unearned Grant, shown as $3,282.59 and should have been $3,300.00	17.41	23,189.41	
Less: Reconcile 1973 Dept. of Housing and Urban Development Unearned Grant to actual receipts	2,314.85		
Reconcile 1973 Unearned Grant of Counties to actual receipts	23,178.13	25,492.98	(2,303.57)
Fund Balance - End of Year			$ (2,132.15)

The notes which follow are an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Study Fund

Notes to Financial Statements

December 31, 1974

1. The Regional Housing Study is a study being conducted to provide uniform areawide information on the supply of and demand for housing within the Region.

2. Unearned Grants - Department of Housing and Urban Development (HUD)

   The Regional Housing Study Fund was awarded a grant from the Department of Housing and Urban Development in the amount of $23,251.00 out of a total award to several funds of $243,311 during 1974. The Department of Housing and Urban Development also increased the 1973 original grant of $37,443.00 to $82,922.00 on August 26, 1974. As of December 31, 1974, both awards were earned.

3. Unearned Grants - Department of Local Affairs and Development

   The Regional Housing Study Fund 1974 award was $41,260.00, which represents a portion of the total Southeastern Wisconsin Regional Planning Commission award of $112,899.00 from the Wisconsin Department of Local Affairs and Development. As of December 31, 1974, $27,714.91 was earned, and $13,545.09 remained to be earned.

* * * * *

EXHIBIT E-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Menomonee River Watershed Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
Federal Grants			
Dept. of Housing & Urban Development	$ 24,771.23	$	$
U. S. Environmental Protection Agency	43,961.80		
Total Federal Grants		68,733.03	
State Grants			
Wis. Dept. of Natural Resources		41,449.70	
Counties Contribution		15,422.42	
Other Income			
Interest on Invested Funds		272.30	
Total Revenues			125,877.45
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	2,000.00		
Land Use and Housing	170.83		
Administrative	2,683.05		
Cartography	285.08		
Planning Research	1,207.09		
Environmental Planning	42,397.82		
Community Assistance	18.13		
Total Salaries and Fringe Benefits		48,762.00	
Office and Other Expense			
Technical Consultants	49,351.92		
Services by Other Public Agencies	18,850.00		
Outside Salaries and Services	375.00		
Data Processing Services	2,096.81		
Office Drafting & Duplicating Supplies	312.38		
Reproduction and Publication	726.76		
Publication of Report	423.99		
Travel Expense	1,142.54		
Rent Expense	2,313.49		
Telephone Expense	600.33		
Liability and Fire Insurance	91.24		
Audit Expense	443.99		
Legal Expense	41.90		
Depr. on Auto and Equipment	217.10		
Project Inspection Fee	128.00		
Total Office and Other Expense		77,115.45	
Total Expenditures			125,877.45
Excess Revenue over Expenditures (Carried Forward)			-

EXHIBIT E-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Menomonee River Watershed Planning Program Fund (Note 1)

As at December 31, 1974

Total Brought Forward	$	$	$ -
Fund Balance - Beginning of Year			3,039.67
Add: Reconcile Environmental Protection Agency 1973 unearned balance with actual receipts	48.99		
Reconcile Dept. of Natural Resources 1973 unearned balance with actual receipts	82.07	131.06	
Less: Overstatement of 1973 Dept. of Housing and Urban Development Revenue	4,707.37		
Reconcile Counties Contribution 1973 unearned balance with actual receipts	53.68	4,761.05	(4,629.99)
Fund Balance - End of Year			$ (1,590.32)

The notes which follow are an integral part of this statement.

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EXHIBIT E-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Menomonee River Watershed Planning Program Fund (Note 1)

	December 31, 1974		December 31, 1973	
Assets				
Equity in Treasury Fund	$	$ 15,690.08	$	$ 50,669.84
Accounts Receivable				
Federal Grants - HUD (Note 2)	2,617.44		27,936.68	
Less: Unearned HUD Grant	-	2,617.44	23,463.45	4,473.23
Federal - Dept. of Interior Environmental Protection Agency	42,869.91		68,142.00	
Less: Unearned Dept. of Interior Environmental Protection Agency	19,352.14	23,517.77	63,518.99	4,623.01
Total Assets		$ 41,825.29		$ 59,766.08
Liabilities				
Accounts Payable		18,732.71		-
Advances - Wisconsin Dept. of Natural Resources		-		56,726.41
Unearned - Dept. of Natural Resources		18,357.58		-
Unearned - Counties		6,325.32		-
Total Liabilities		43,415.61		56,726.41
Fund Balance				
Unappropriated Fund Balance		(1,590.32)		3,039.67
Total Liabilities and Fund Balance		$ 41,825.29		$ 59,766.08

The notes which follow are an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Watershed Planning Program Fund

Notes to Financial Statements

December 31, 1974

1. The Menomonee River Watershed Planning Program is a study being conducted to develop a workable plan to guide the staged development of multi-purpose water control facilities and related land use and resource conservation and management programs within the Menomonee River watershed.

2. Federal Grants - Department of Housing and Urban Development

   The Menomonee River Watershed Planning Program Fund was awarded a grant from the Department of Housing and Urban Development in the amount of $15,526.00 out of a total award to all funds of $243,311.00 during 1974. As of January 1, 1974, $23,463.45 was shown as unearned grants from prior years, and during the year this balance was increased to $24,771.23 to equal payments received. All Department of Housing and Urban Development grants were earned as of December 31, 1974.

* * * * *

EXHIBIT F-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
Federal Grants			
Dept. of Housing and Urban Development	$	$ 58,342.30	$
State Grants			
Wis. Dept. of Natural Resources		14,585.58	
Counties Contribution		14,585.58	
Other Income			
Interest on Invested Funds		100.80	
Total Revenues			87,614.26
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	63.91		
Transportation	5.59		
Land Use and Housing	60,853.03		
Administrative	1,441.50		
Cartography	886.91		
Planning Research	780.68		
Environmental Planning	34.37		
Community Assistance	1,198.71		
Data Collection	272.43		
Total Salaries and Fringe Benefits		65,537.13	
Office and Other Expense			
Data Processing Services	8,024.83		
Office Drafting & Duplicating Supplies	443.15		
Reproduction and Publication	1,093.27		
Publication of Report	1,801.13		
Travel Expense	2,777.46		
Rent Expense	3,648.24		
Telephone Expense	840.92		
Postage Expense	1,850.00		
Liability and Fire Insurance	165.88		
Audit Expense	677.28		
Legal Expense	56.30		
Other Operating Expense	50.23		
Depr. on Auto and Equipment	320.44		
Project Inspection Fee	328.00		
Total Office and other Expense		22,077.13	
Total Expenditures			87,614.26
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			309.64
Fund Balance - End of Year			$ 309.64

The notes which follow are an integral part of this statement.

EXHIBIT F-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund (Note 1)

Assets	December 31, 1974		December 31, 1973	
Accounts Receivable				
Federal Grants - HUD	$ 11,166.90	$	$ 31,738.11	$
Less: Unearned Grant (Note 2)	4,704.17	6,462.73	24,243.92	7,494.19
Total Assets		$ 6,462.73		$ 7,494.19
Liabilities				
Accounts Payable		282.00		245.75
Equity in Treasury Fund		2,813.29		824.32
Unearned Grants				
Dept. of Natural Resources (Note 3)		1,528.90		6,114.48
Counties		1,528.90		-
Total Liabilities		6,153.09		7,184.55
Fund Balance				
Fund Balance		309.64		309.64
Total Liabilities and Fund Balance		$ 6,462.73		$ 7,494.19

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund

Notes to Financial Statements

December 31, 1974

1. The Regional Park, Outdoor Recreation, and Related Open Space Planning Program is a study being conducted to develop a sound and workable plan to guide the staged acquisition and development of lands needed for public park, outdoor recreation, and related natural resource conservation purposes within the Region.

2. Unearned Grants - Department of Housing and Urban Development

   Park and Open Space Fund was awarded a grant from the Department of Housing and Urban Development in the amount of $40,000.00 out of a total award to all funds of $243,111 during 1974. As of January 1, 1974, $24,243.92 was shown as unearned from prior years, of which $1,197.45 was unused and cancelled out by December 31, 1974. At December 31, 1974 the $4,704.17 balance remaining was the unearned portion of the latest grant of $40,000.00.

3. Unearned Grants - Department of Natural Resources

   The Department of Natural Resources awarded during 1974 a grant of $10,000.00 to the Regional Park, Outdoor Recreation and Related Open Space Planning Program Fund. As of January 1, 1974 there was a prior year unearned grant of $6,114.48. The balance at December 31, 1974 of $1,528.90 represents that portion of the $10,000.00 grant which was unused at the end of the year.

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EXHIBIT G-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Air Quality Maintenance Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
Federal Grants			
U. S. Environmental Protection Agency	$	$ 15,958.16	$
State Grants			
Wis. Dept. of Transportation	5,319.38		
Wis. Dept. of Natural Resources	5,319.38		
Total State Grants		10,638.76	
Total Revenues			26,596.92
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	592.59		
Transportation	509.44		
Administrative	38.39		
Cartography	946.09		
Environmental Planning	20,530.71		
Community Assistance	236.22		
Total Salaries and Fringe Benefits		22,853.44	
Office and Other Expense			
Outside Salaries and Services	1,010.00		
Data Processing Services	670.42		
Office Drafting & Duplicating Supplies	133.48		
Reproduction and Publication	169.70		
Travel Expense	446.00		
Rent Expense	975.48		
Telephone Expense	283.69		
Depr. on Auto and Equipment	54.71		
Total Office and Other Expense		3,743.48	
Total Expenditures			26,596.92
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			$ -

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EXHIBIT G-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Balance Sheet

Regional Air Quality Maintenance Planning Program Fund (Note 1)

As at December 31, 1974

Assets		
Federal - Dept. of Interior		
Environmental Protection Agency	$ 57,810.00	$
Less: Unearned - Dept. of Interior		
Environmental Protection Agency (Note 2)	41,851.84	15,958.16
Non-Federal - Wis. and U. S.		
Dept. of Transportation	19,270.00	
Less: Unearned Wis. and U. S.		
Dept. of Transportation (Note 3)	13,950.62	5,319.38
Non-Federal - Wis. Dept. of Natural Resources	19,270.00	
Less: Unearned - Dept. of Natural		
Rsources (Note 4)	13,950.62	5,319.38
Total Assets		$ 26,596.92
Liabilities		
Equity in Treasury Fund		26,596.92
Total Liabilities		26,596.92
Fund Balance		
Fund Balance		-
Total Liabilities and Fund Balance		$ 26,596.92

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund

Notes to Financial Statements

December 31, 1974

1. The Regional Air Quality Maintenance Planning Program is a study being conducted to develop a sound and workable long-range plan for meeting established ambient air quality objectives and supporting standards within the Region.

2. Unearned - Environmental Protection Agency

   The Regional Air Quality Maintenance Planning Program was awarded from the Environmental Protection Agency a two (2) year grant of $115,620.00, of which $57,810.00 (or one-half) was recognized as possible 1974 revenue. The balance remaining at December 31, 1974 of $41,851.84 is the unearned portion on the recognized portion of the total award.

3. Unearned - Wisconsin Dept. of Transportation and the United States Dept. of Transportation

   The Dept. of Transportation award for two (2) years totaled $38,540.00, of which one-half or $19,270.00 was recognized as possible 1974 revenue. As of December 31, 1974, the $13,950.62 unearned grant is the balance of one-half of the total grant award.

4. Unearned - Dept. of Natural Resources

   The Dept. of Natural Resources award for two (2) years totaled $38,540.00, of which one-half or $19,270.00 was recognized as possible 1974 revenue. As of December 31, 1974, the $13,950.62 unearned grant is the balance of one-half of the total grant award.

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EXHIBIT H-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Origin and Destination Travel Survey Fund

As at December 31, 1974

Revenues		
Other Income		
Interest on Invested Funds	$ 4.30	$
Total Revenues		4.30
Expenditures		
Salaries and Fringe Benefits by Divisions		
Transportation	4.30	
Total Expenditures		4.30
Excess Revenue over Expenditures		-
Fund Balance - Beginning of Year		-
Fund Balance - End of Year		$ -

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EXHIBIT I-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Comprehensive Library Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
State Grants			
Wis. Dept. of Public Instruction	$	$ 6,691.71	$
Contribution from General Fund		8,533.24	
Total Revenues			15,224.95
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	657.89		
Land Use and Housing	49.05		
Administrative	217.91		
Cartography	7,415.78		
Planning Research	131.48		
Community Assistance	1,803.79		
Total Salaries and Fringe Benefits		10,275.90	
Office and Other Expense			
Office Drafting & Duplicating Supplies	171.51		
Reproduction and Publication	1,430.56		
Publication of Report	2,284.29		
Travel Expense	47.53		
Rent Expense	695.53		
Telephone Expense	138.10		
Liability and Fire Insurance	52.81		
Audit Expense	94.33		
Legal Expense	8.80		
Depr. on Auto and Equipment	25.59		
Total Office and Other Expense		4,949.05	
Total Expenditures			15,224.95
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			$ -

The note which follows is an integral part of this statement.

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EXHIBIT I-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Comprehensive Library Planning Program Fund (Note 1)

	Dec.31,1974	Dec.31,1973
Assets		
Equity in Treasury Fund	$ 16.00	$ 6,691.71
Total Assets	$ 16.00	$ 6,691.71
Liabilities		
Accounts Payable	16.00	-
Unearned - Wis. Dept. of Public Instruction	-	6,691.71
Total Liabilities	16.00	6,691.71
Fund Balance		
Fund Balance	-	-
Total Liabilities and Fund Balance	$ 16.00	$ 6,691.71

The note which follows is an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comprehensive Library Planning Program Fund

Note to Financial Statements

December 31, 1974

1. The Comprehensive Library Planning Program is a study which was conducted to develop a comprehensive plan for the provision of adequate public library facilities and services within the Region.

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EXHIBIT J-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Racine Urban Planning District Program Fund

As at December 31, 1974

Revenues		
Other Income		
Interest on Invested Funds	$ 14.09	$
Total Revenues		14.09
Expenditures		
Salaries and Fringe Benefits by Divisions		
Community Assistance	14.09	
Total Expenditures		14.09
Excess Revenue over Expenditures		-
Fund Balance - Beginning of Year		-
Fund Balance - End of Year		$ -

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EXHIBIT K-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Regional Sanitary Sewer Study Fund

As at December 31, 1974

Revenues		
Other Income		
Interest on Invested Funds	$ 4.35	$
Total Revenues		4.35
Expenditures		-
Excess Revenue over Expenditures		4.35
Fund Balance - Beginning of Year		(4.35)
Fund Balance - End of Year		$ -

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EXHIBIT L-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Land Use Plan Design Model Fund

As at December 31, 1974

Revenues	
Other Income	
Interest on Invested Funds	$ .46
Total Revenues	.46
Expenditures	-
Excess Revenue over Expenditures	.46
Fund Balance - Beginning of Year	-
Transfer Balance to General Fund	(.46)
Fund Balance - End of Year	$ -

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EXHIBIT M-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

As at December 31, 1974

Revenues			
Wis. Dept. of Administration	$	$ 2,434.29	$
U. S. Environmental Protection Agency		8,257.27	
Wis. Dept. of Natural Resources		10,434.59	
Counties Contributions		36,966.00	
Contributions from General Fund		22,083.15	
Total Revenues			80,175.30
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	1,989.73		
Transportation	26.28		
Administrative	208.55		
Cartography	1,332.13		
Environmental Planning	66,710.59		
Community Assistance	601.03		
Total Salaries and Fringe Benefits		70,868.31	
Office and Other Expense			
Data Processing Services	2,252.44		
Office Drafting & Duplicating Supplies	449.63		
Reproduction and Publication	510.98		
Travel Expense	403.69		
Rent Expense	3,620.95		
Telephone Expense	902.11		
Liability and Fire Insurance	176.85		
Audit Expense	685.95		
Legal Expense	60.90		
Depreciation on Auto	243.49		
Total Office and Other Expense		9,306.99	
Total Expenditures			80,175.30
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			$ -

The notes which follow are an integral part of this statement.

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EXHIBIT M-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Balance Sheet

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

As at December 31, 1974

Assets		
Receivables		
Non-Federal - Wis. Dept. of Administration	$ 26,060.00	$
Less: Unearned Wis. Dept. of Administration	23,625.71	2,434.29
Non-Federal - Dept. of Interior - Environmental Protection Agency	85,405.00	
Less: Unearned Dept. of Interior - Environmental Protection Agency	77,147.73	8,257.27
Non-Federal - Wis. Dept. of Natural Resources	5,495.00	
Less: Unearned Wis. Dept. of Natural Resources	4,060.41	1,434.59
Total Assets		$ 12,126.15
Liabilities		
Equity in Treasury Fund		6,186.15
Unearned Dept. of Local Affairs & Development		5,940.00
Total Liabilities		12,126.15
Fund Balance		
Unappropriated Fund Balance		-
Total Liabilities and Fund Balance		$ 12,126.15

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund

Notes to Financial Statements

December 31, 1974

1. The Continuing Regional Environmental Engineering Planning Program is a continuing program conducted to provide for the protection and enhancement of the environment through the implementation of adopted watershed and regional sanitary sewerage system plans, preparation and compilation of floodland data, and water quality related research efforts.

2. Unearned - Department of Local Affairs and Development

   The Department of Local Affairs and Development awarded Continuing Regional Environmental Engineering $5,940.00 during 1974 out of a total grant of $112,899.00. As of December 31, 1974, the total amount remains unearned because the money was designated for coastal zone management, and no expenditures for this purpose were incurred in 1974. In 1975, a separate fund was set up to account for the expenditures of this grant.

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EXHIBIT N-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Stream Gaging Program Custodian Fund (Note 1)

As at December 31, 1974

Revenues		
Counties Contribution (Note 2)	$ 16,900.00	$
Total Revenues		16,900.00
Expenditures		
Services by Other Public Agencies	27,800.00	
Total Expenditures		27,800.00
Excess Expenditures over Revenue		(10,900.00)
Custodian Fund Balance - Beginning of Year		16,300.00
Custodian Fund Balance - End of Year		$ 5,400.00

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Custodian Fund

Notes to Financial Statements

December 31, 1974

1. The Stream Gaging Program is a cooperative program among the U. S. Geological Survey, the Wisconsin Department of Natural Resources, the Metropolitan Sewerage Commission of the County of Milwaukee, the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors, and the University of Wisconsin-Parkside to monitor river flows and provide data essential for management of the water resources of Southeastern Wisconsin administered by the Southeastern Wisconsin Regional Planning Commission as a custodian account.

2. The 1974 contributions to the Stream Gaging Program were as follows:

Fond du Lac	$ 1,350.00
Milwaukee	4,050.00
Racine	2,725.00
Washington	2,625.00
U. W. - Parkside	1,350.00
Waukesha	2,700.00
Ozaukee	2,100.00
	$ 16,900.00

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EXHIBIT N-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Stream Gaging Program Custodian Fund (Note 1)

	Dec.31,1974	Dec.31,1973
Assets		
Equity in Treasury Fund	$ 18,931.25	$ 13,900.00
Accounts Receivable	-	2,400.00
Total Assets	$ 18,931.25	$ 16,300.00
Liabilities		
Accounts Payable	13,531.25	-
Total Liabilities	13,531.25	-
Fund Balance		
Unappropriated Fund Balance	5,400.00	16,300.00
Total Liabilities and Fund Balance	$ 18,931.25	$ 16,300.00

The notes which follow are an integral part of this statement.

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EXHIBIT O-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Kenosha County Photogrammetric Mapping Program Fund (Note 1)

As at December 31, 1974

Revenues	
Other Income	
Interest on Invested Funds	$ 771.02
Total Revenues	771.02
Expenditures	-
Excess Revenue over Expenditures	771.02
Fund Balance - Beginning of Year	15,134.48
Fund Balance - End of Year	$ 15,905.50

The notes which follow are an integral part of this statement.

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EXHIBIT O-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Kenosha County Photogrammetric Mapping Program Fund (Note 1)

	Dec.31,1974	Dec.31,1973
Assets		
Equity in Treasury Fund	$ 15,905.50	$ 15,134.48
Total Assets	$ 15,905.50	$ 15,134.48
Liabilities		
Liabilities	-	-
Fund Balance		
Unappropriated Fund Balance (Note 2)	15,905.50	15,134.48
Total Liabilities and Fund Balance	$ 15,905.50	$ 15,134.48

The notes which follow are an integral part of this statement.

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EXHIBIT P-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Sandstone Aquifer Simulation Modeling Program Custodian Fund (Note 1)

As at December 31, 1974

Revenues		
Other Income		
Interest on Invested Funds	$ 202.40	$
Total Revenues		202.40
Expenditures		
Technical Consultants	4,500.00	
Total Expenditures		4,500.00
Excess Expenditures over Revenue		(4,297.60)
Fund Balance - Beginning of Year		9,191.76
Less: Prior Year Adjustments due to no participation by some of the utilities in the area served (Note 4)		(1,328.00)
Fund Balance - End of Year		$ 3,566.16

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kenosha County Photogrammetric Mapping Program Fund

Notes to Financial Statements

December 31, 1974

1. The Kenosha County Photogrammetric Mapping Program is a custodian account contributed to by the Town of Somers, the City of Kenosha, and Kenosha County, to be administered by the Southeastern Wisconsin Regional Planning Commission by procuring consultant services to provide for the preparation of property boundary line maps for the approximate 12 square mile area comprising the environs of the University of Wisconsin-Parkside in Kenosha County.

2. The future of this fund is undetermined, because no consultants could be contracted within the monetary limits of the fund. Therefore, Southeastern Wisconsin Regional Planning Commission has a contingent liability as of December 31, 1974 as follows:

Town of Somers	$ 5,301.84
City of Kenosha	5,301.83
Kenosha County	5,301.83
	$ 15,905.50

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EXHIBIT P-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Balance Sheet

Sandstone Aquifer Simulation Modeling Program Custodian Fund (Note 1)

	Dec.31,1974	Dec.31,1973
Assets		
Equity in Treasury Fund	$ 2,452.16	$ 6,499.76
Accounts Receivable		
Municipal Water Utilities (Note 2)	1,114.00	2,692.00
Total Assets	$ 3,566.16	$ 9,191.76
Liabilities		
Liabilities	-	-
Fund Balance		
Custodian Fund Balance (Note 3)	3,566.16	9,191.76
Total Liabilities and Fund Balance	$ 3,566.16	$ 9,191.76

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Modeling Program Custodian Fund

Notes to Financial Statements

December 31, 1974

1. The Sandstone Aquifer Simulation Modeling Program is a study conducted by the U. S. Geological Survey in cooperation with the Wisconsin Geological and Natural History Survey and the Southeastern Wisconsin Regional Planning Commission designed to develop a digital computer model of the deep sandstone aquifer underlying the Southeastern Wisconsin Region.

2. Accounts Receivable - Municipal Water Utilities

The following municipalities will contribute to Southeastern Wisconsin Regional Planning Commission as of December 31, 1974, these monies:

City of Delavan	$ 424.00
City of Elkhorn	310.00
City of Lake Geneva	380.00
	$ 1,114.00

3. Custodian Fund Balance

As of December 31, 1974, Southeastern Wisconsin Regional Planning Commission had a contingent liability of $4,500.00 to technical consultants per contract agreement.

4. Participating Municipal Water Utilities have indicated that they will contribute the necessary funds to offset the fund balance adjustment in the amount of $1,328.00.

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EXHIBIT R-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Statement of Revenues, and Expenditures, and Changes in Fund Balance

Equipment Account

As at December 31, 1974

Revenues		
Rental Usage Charge	$ 3,058.34	
Contribution from the General Fund	10,009.53	
Total Revenues		13,067.87
Expenditures		
Depreciation Expense	4,246.69	
Total Expenditures		4,246.69
Excess Revenue over Expenditures		8,821.18
Fund Balance - Beginning of Year		22,045.23
Fund Balance - End of Year		$ 30,866.41

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EXHIBIT Q

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Balance Sheet

Treasury Cash Fund

As at December 31, 1974

Assets		
Treasurer's Cash Account	$	$ 78,212.11
Treasurer's Savings Account		19,454.19
		97,666.30
Accounts Receivable - Overdrafts		
Due from - Continuing Regional Land Use - Transportation Study Fund	5,163.83	
- Regional Airport System Planning Program Fund	4,877.41	
- Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund	2,813.29	
- Continuing Regional Environmental Engineering Planning Program Fund	6,186.15	
- Regional Air Quality Maintenance Planning Program Fund	26,596.92	45,637.60
Total Assets		$143,303.90
Liabilities		
Due to - General Fund		62,490.86
- Regional Housing Study Fund		27,818.05
- Menomonee River Watershed Planning Program Fund		15,690.08
- Comprehensive Library Planning Program Fund		16.00
- Stream Gaging Program Custodian Fund		18,931.25
- Kenosha County Photogrammetric Mapping Program Custodian Fund		15,905.50
- Sandstone Aquifer Simulation Modeling Program Custodian Fund		2,452.16
Total Liabilities		$143,303.90

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EXHIBIT R-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Balance Sheet

Equipment Account

As at December 31, 1974

Assets		
Desks	$ 11,524.55	$
Less: Allowance for Depreciation	5,626.13	5,898.42
Chairs	6,134.43	
Less: Allowance for Depreciation	4,520.58	1,613.85
Calculator and Adding Machine	7,966.85	
Less: Allowance for Depreciation	4,271.76	3,695.09
Filing Cabinets	11,340.48	
Less: Allowance for Depreciation	8,953.99	2,386.49
Typewriter and Dictating Equipment	7,732.50	
Less: Allowance for Depreciation	2,503.43	5,229.07
Bookcases and Shelves	3,892.12	
Less: Allowance for Depreciation	1,755.33	2,136.79
Tables	4,830.79	
Less: Allowance for Depreciation	2,777.88	2,052.91
Other Major Equipment	6,165.58	
Less: Allowance for Depreciation	3,077.61	3,087.97
Autos	10,345.76	
Less: Allowance for Depreciation	6,269.95	4,075.81
Miscellaneous	1,523.82	
Less: Allowance for Depreciation	833.81	690.01
Total Assets		$ 30,866.41
Fund Balance		$ 30,866.41

Method of Depreciation

Autos are depreciated over five (5) years on the straight-line method with a 10% salvage value used.

Equipment is depreciated over ten (10) years on the straight-line method.

* * * * *

KURT W. BAUER
EXECUTIVE DIRECTOR

OLD COURTHOUSE
P. O. BOX 769
916 N. EAST AVE.
WAUKESHA, WISCONSIN
53186
PHONE(414)547-6721