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1991 ANNUAL REPORT

Graduate Research Center
Dept. of Urban & Regional Planning
The University of Wisconsin-Madison

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

SERVING THE COUNTIES OF
KENOSHA • MILWAUKEE • OZAUKEE • RACINE • WALWORTH • WASHINGTON • WAUKESHA

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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THIRTY-FIRST ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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July 1992

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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July 31, 1992

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

In accordance with the requirements of Section 66.945 (8) (b) of the Wisconsin Statutes, this Commission each calendar year prepares and certifies an annual report to the Wisconsin Legislature and to the legislative bodies of the constituent county and local units of government within the Region. This, the 31st annual report of the Commission, summarizes the work of the Commission in calendar year 1991 and contains a statement of the financial position of the Commission as of the end of that calendar year, as certified by an independent auditor.

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

As do past annual reports, this report contains much useful information on development trends in the Region. In addition, this report summarizes the progress made during 1991 by the Commission in carrying out its three basic functions—data collection and dissemination, regional plan preparation, and promotion of plan implementation.

During 1991, the Commission, working closely with both Milwaukee and Walworth Counties, completed new park and open space plans for those counties as intended amendments to the regional park and open space plan. A new jurisdictional highway system plan was completed for Walworth County and a land use and transportation plan was completed for the Interstate Highway 94 South freeway corridor through Kenosha, Milwaukee, and Racine Counties. Also during 1991, the Commission completed a water quality management plan for Oconomowoc Lake in Waukesha County, a new sanitary sewer service area plan for the Walworth County Metropolitan Sewerage District, and the refinement of sanitary sewer service area plans for 13 sewage treatment plants. The sewer service area plans included plans for the Mequon-Thiensville area of Ozaukee County and the Brookfield-Elm Grove area of Waukesha County. Work continued on the preparation of local land use plans for the City of West Bend in Washington County, the City of Waukesha in Waukesha County, and the Village of Slinger in Washington County. At year's end, a third-generation regional land use plan was near completion and work continued on the preparation of a third-generation regional transportation system plan. These two efforts will extend their respective plans to the design year 2010. Progress in these and other plan development efforts, as well as in plan implementation efforts, is summarized in this annual report.

The Commission hopes that the constituent units and agencies of government concerned are pleased with the work of the Commission in 1991. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the state and federal agencies concerned, by continuing to provide the planning services required to address the areawide environmental and developmental problems facing southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

Frank F. Uttech

Frank F. Uttech
Chairman

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ABOUT THE COMMISSION

AUTHORITY

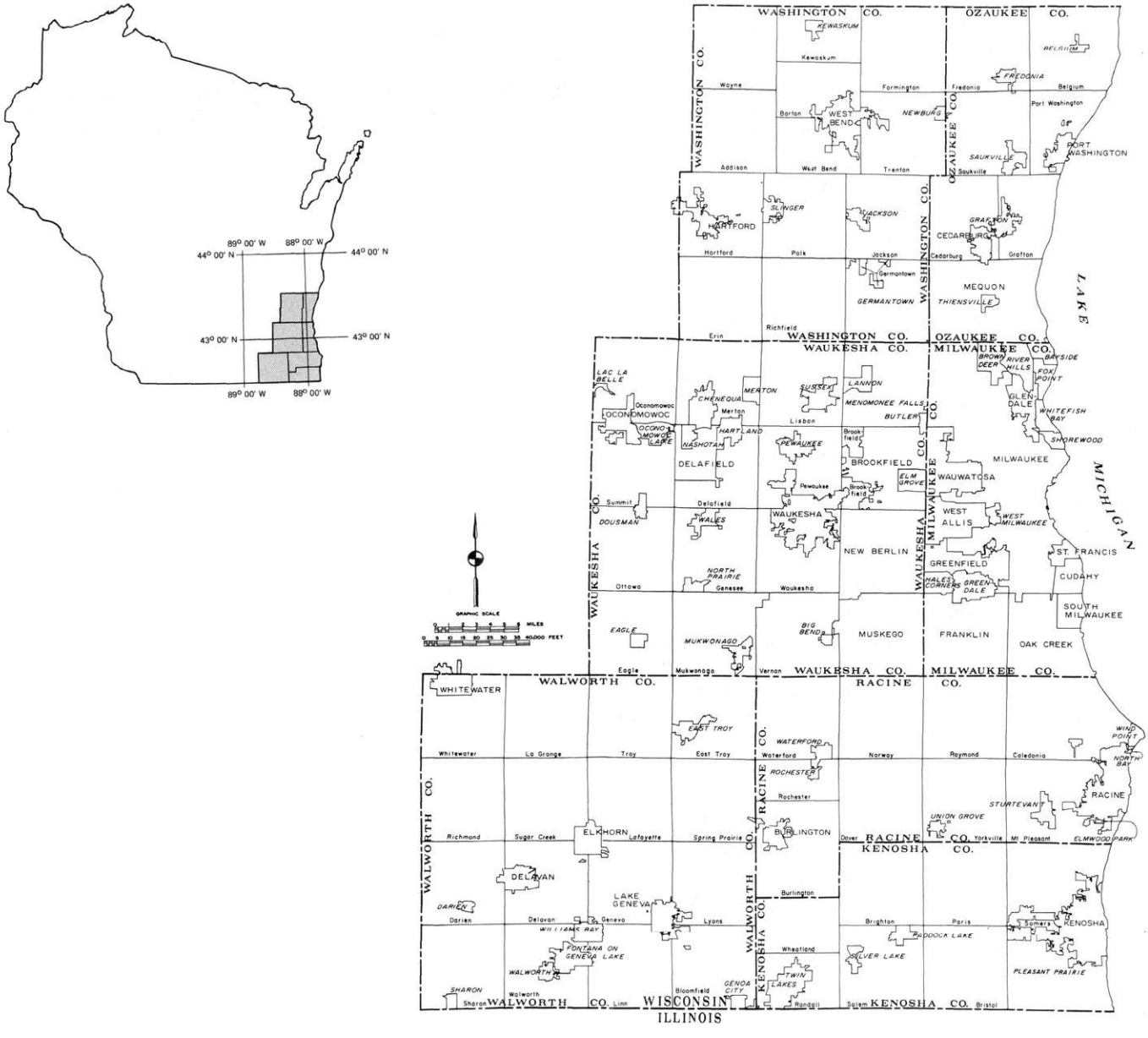
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.945 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning services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

AREA SERVED

The Commission serves a Region consisting of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 1.82 million persons, or about 37 percent of the total population of the State. The seven counties provide about 981,400 jobs, or about 39 percent of the total employment of the State,

Map 1

THE SOUTHEASTERN WISCONSIN REGION



and contain real property worth about $59.1 billion as measured in equalized valuation, or about 41 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

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

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

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

COMMISSION OFFICES
OLD COURTHOUSE
WAUKESHA COUNTY



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

BASIC FUNCTIONS

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

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

ORGANIZATION

The Commission consists of 21 members, three from each of the seven member counties, who serve without pay. One Commissioner from each county is appointed by the county board and is an elected county board supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county board.

The full Commission meets at least four times a year and is responsible for establishing overall policy, adopting the annual budget, and adopting regional plan elements. The Commission has four standing committees—Executive, Administrative, Planning and Research, and Intergovernmental and Public Relations. The Executive Committee meets monthly to oversee the work effort of the Commission and is empowered to act for the Commission in all matters except the adoption of the budget and the adoption of the regional plan elements. The Administrative Committee meets monthly to oversee the routine but essential housekeeping activities of the Commission. The Planning and Research Committee meets as necessary to review all of the technical work carried out by the Commission staff and its consultants. The Intergovernmental and Public Relations Committee serves as the Commission's principal arm in the communication process with the constituent county boards. The Committee meets as necessary to consider intergovernmental problems. The Commission and committee rosters are set forth in Appendix A. The Commission is assisted in its work by 28 technical, citizen, and intergovernmental coordinating and advisory committees. These committees include both elected and appointed public officials and interested citizens with knowledge in the Commission work areas. The committees perform a significant function in both the formulation and the execution of the Commission work programs. Membership on the advisory committees, which totals 572 persons, is set forth in Appendix B.

STAFFING

The Commission prepares an annual work program which is reviewed and approved by federal and state funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 1991, the staff totaled 140, including 66 full-time and 74 part-time employees. It should be noted that 53 of the part-time staff employed at the end of 1991 were temporary employees hired for the conduct of the new regional travel survey.

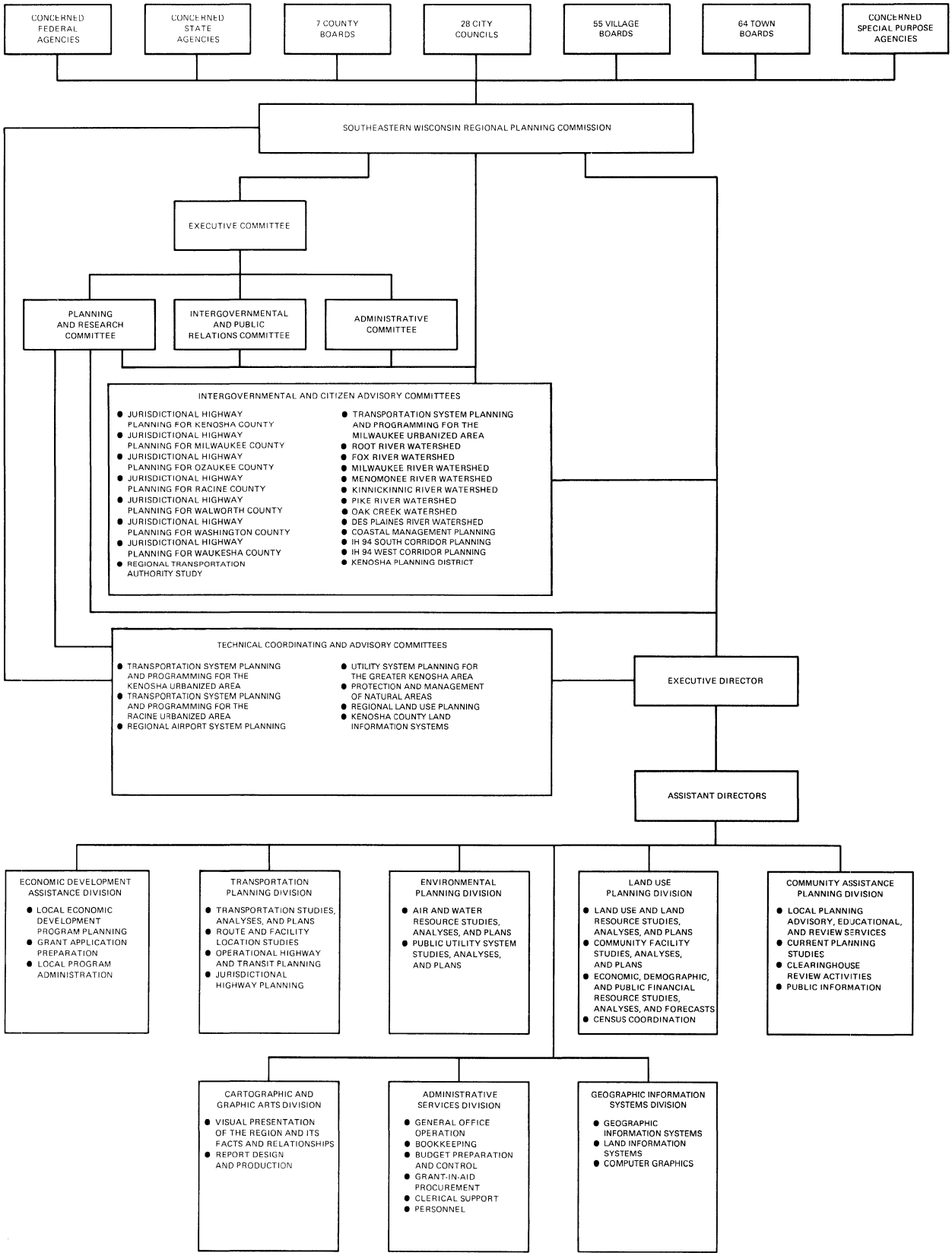
As shown in Figure 1 and in Appendix C, the Commission is organized into eight divisions. Five of these divisions—Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, and Economic Development Assistance—have direct responsibility for the conduct of the Commission's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

FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are supplemented by state and federal aids. Revenues received by the Commission during 1991 totaled about $4.4 million. County tax levies in 1991 totaled about $1.2 million, or about $0.64 per capita. The sources of this revenue for 1991 and the trend in funding since the inception of the Commission in 1960 are shown in Figures 2 through 5. It may be seen in Figure 2 that there has been little change in the tax levy for regional planning

Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE



1991 MEETINGS

COMMISSION AND ADVISORY COMMITTEE MEETINGS

Full Commission	6
Executive Committee	9
Administrative Committee	8
Planning and Research Committee	6
Intergovernmental and Public Relations Committee	0
Long-Range Planning and Development Committee	5
Technical Coordinating and Advisory Committee on Regional Airport System Planning	0
Technical Coordinating and Advisory Committees on Jurisdictional Highway Planning	
Kenosha County	0
Milwaukee County	0
Ozaukee County	2
Racine County	0
Walworth County	2
Washington County	0
Waukesha County	0
Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming	
Kenosha Urbanized Area	1
Milwaukee Urbanized Area	1
Racine Urbanized Area	1
Regional Transportation Authority Study Committee	1
Watershed Committees	
Root River	0
Fox River	0
Milwaukee River	0
Menomonee River	0
Kinnickinnic River	0
Pike River	1
Des Plaines River	2
Oak Creek	0
Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 South Freeway Corridor Development Plan	2
Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 West Freeway Corridor Development Plan	1
Technical Coordinating and Advisory Committee on Regional Land Use Planning	2
Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin	0
Technical Advisory Committee for the Protection and Management of Natural Areas in Southeastern Wisconsin	1
Technical Advisory Committee for the Kenosha County Automated Mapping and Land Information System	1
Greater Kenosha Area Utility Planning Committee	1
Kenosha Urban Planning District Prospectus Advisory Committee	2

STAFF TECHNICAL MEETINGS

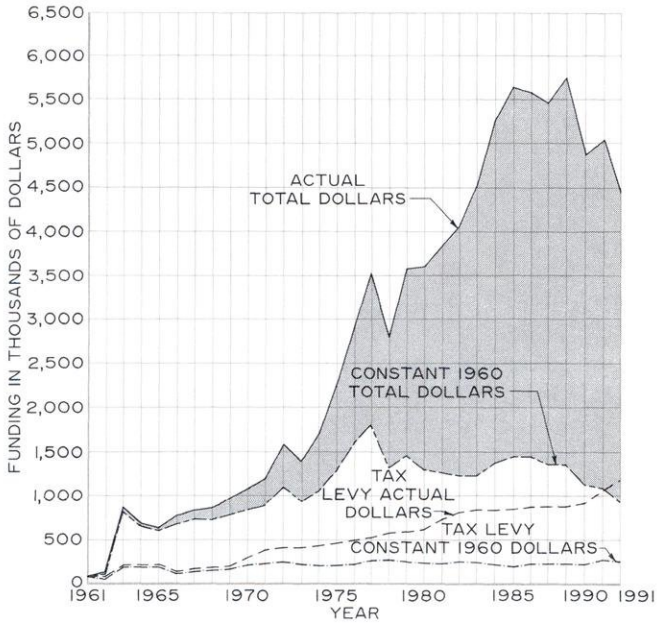
Executive Director	256
Assistant Directors	271
Cartographic and Graphic Arts Division	26
Community Assistance Planning Division	261
Environmental Planning Division	106
Land Use Planning Division	161
Transportation Planning Division	105
Economic Development Assistance Division	276
Geographic Information Systems Division	115

STAFF SPEAKING ENGAGEMENTS

Executive Director	48
Assistant Directors	22
Cartographic and Graphic Arts Division	1
Community Assistance Planning Division	2
Environmental Planning Division	17
Land Use Planning Division	19
Transportation Planning Division	8
Economic Development Assistance Division	2
Geographic Information Systems Division	2

Figure 2

FUNDING TREND: 1961-1991



since 1963 when that levy is expressed in constant 1960 dollars.

The Commission has a complete financial audit performed each year by a certified public accountant. The report of this audit for 1991 is set forth in full in Appendix E. Under the federal Single Audit Act of 1984, the Commission's audit is subject to the review and approval of the Commission's federal cognizant agency, the Federal Highway Administration.

DOCUMENTATION

Documentation in the form of published reports is considered very important, if not absolutely essential, to any public planning effort. Printed planning reports represent the best means for disseminating inventory data that have permanent historic value and for promulgating plan recommendations and alternatives to such recommendations. Published reports are intended

Figure 3

SOURCES OF REVENUES TREND: 1961-1991

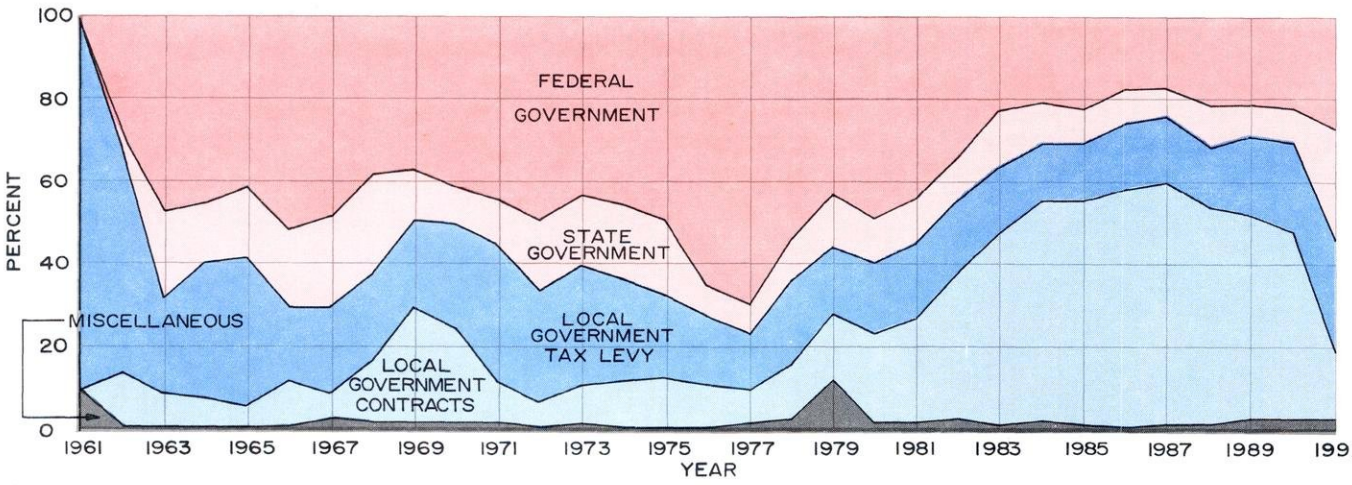
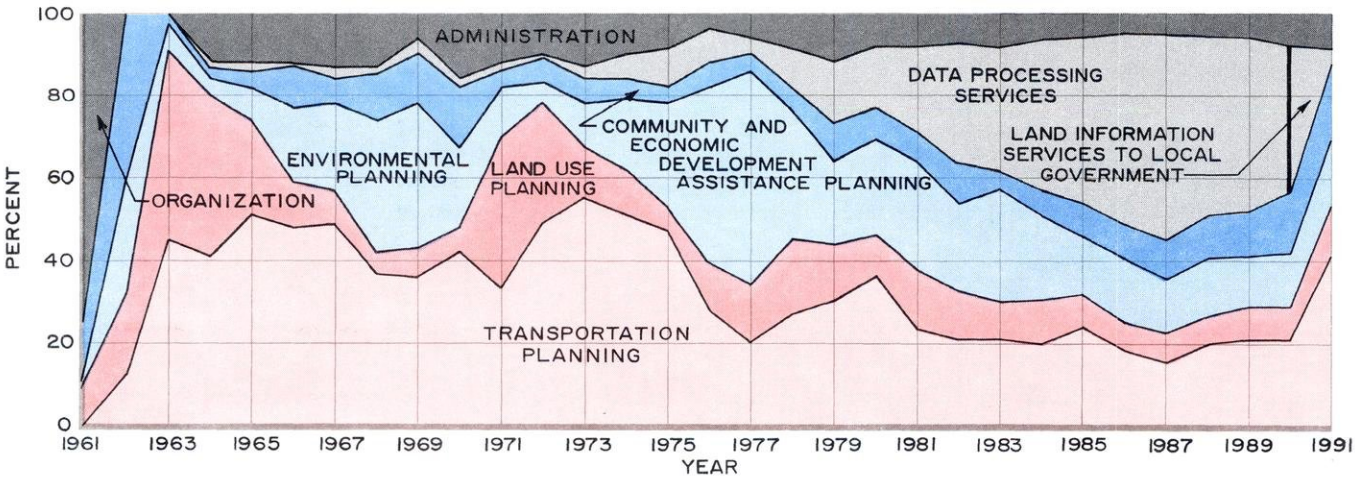


Figure 4

EXPENDITURES TREND: 1961-1991



to serve as important references for public officials at the federal and state levels, as well as at the local level, when considering important development decisions. Perhaps most importantly, however, published reports are intended to provide a focus for generating enlightened citizen interest in, and action on, plan recommendations. Accordingly, the Commission has established a series of published reports.

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

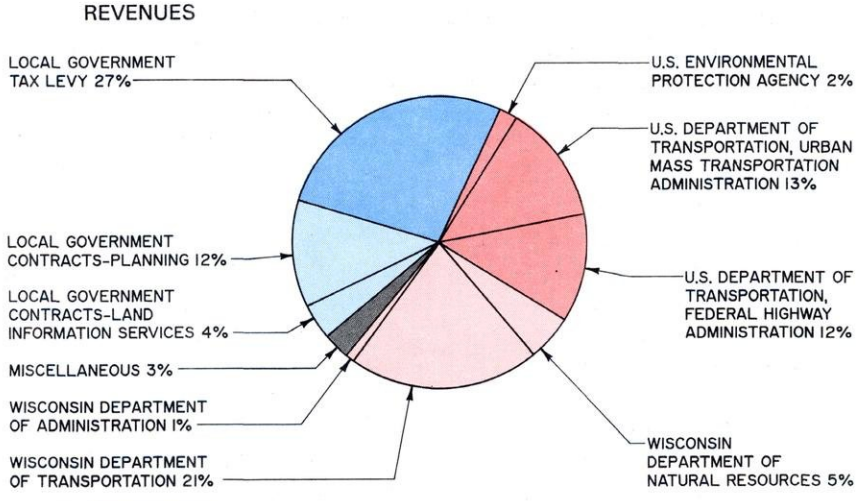
The second type of report in the series is the planning guide. Planning guides are intended to constitute manuals of local planning practice. As such, planning guides are intended to help improve the overall quality of public planning within the Region, and thereby to promote sound community development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

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

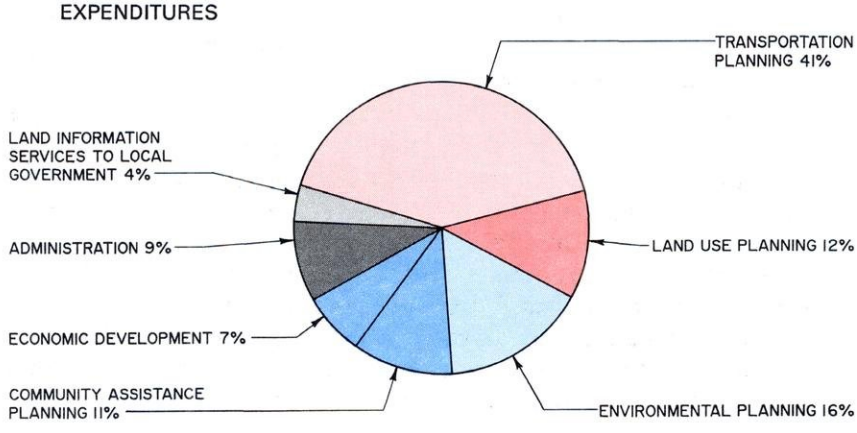
Figure 5

REVENUES AND EXPENDITURES: 1991

Federal Government	$1,178,000	27%
State Government	1,187,089	27%
Local Government Tax Levy	1,174,150	27%
Local Government Contracts	722,582	16%
Miscellaneous	163,355	3%
Total	$4,425,176	100%



Transportation Planning	$1,806,607	41%
Land Use Planning	541,216	12%
Environmental Planning	701,344	16%
Community Assistance Planning	466,222	11%
Economic Development Assistance	297,862	7%
Land Information Services to Local Governments	191,534	4%
Administration	420,391	9%
Total	$4,425,176	100%



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

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

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

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

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

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

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

COMMISSION ADOPTS LONG-RANGE STRATEGIC PLAN

During 1991, the Commission adopted a long-range strategic plan for its own operation. This plan was prepared by a Long-Range Planning and Development Committee created by the Commission in response to concerns regarding: 1) the need to retain key personnel, 2) a growing concern about the ability of the Commission to

complete all of its work efforts in a timely way, 3) reluctance of constituent county boards to support the Commission financially to the full extent permitted by state law, 4) the decline, which began in about 1980, in federal and state funding in support of regional planning efforts, and 5) increasing requests from county and local governments for local planning and support services. The Committee examined the basic mission of the Commission as defined by its statutory charge, the expectations of constituent county and local governments, the functional tasks it undertakes, its current special designations, and its policy-making and staff structures. The Committee evaluated Commission operations, analyzing present levels of funding support for the Commission's various functional tasks, the strengths and weaknesses of the Commission's internal operating environment, and the perceived problems and opportunities existing in the Commission's external operating environment.

The strategic plan as prepared by the Committee recommended that the Commission: 1) reaffirm its present staff and committee structure, 2) recommit to continuing all six basic functional work programs now being undertaken, as well as to the willingness to continue to carry out the responsibilities derived from its special designations with regard to metropolitan transportation planning, water quality management planning, and intergovernmental grant and federal project review, 3) recognize the desirability of strengthening staff capabilities as resources may permit, as well as recognize the need to remain competitive with respect to staff salaries, 4) increase its visibility and image as an agency whose primary functions include the protection and preservation of the environment of Southeastern Wisconsin, 5) strengthen its commitment to public information and education efforts by contracting with the University of Wisconsin-Extension Service, and 6) seek the fiscal resources needed to carry out its work programs properly.

THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

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

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

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

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

ADOPTED PLAN ELEMENTS: 1991

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

By the end of 1991, the adopted regional plan consisted of 23 individual plan elements. These plan elements are identified in Table 1. Four of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, and the regional park and open space plan.

Table 1

THE ADOPTED REGIONAL PLAN: 1991

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan[a]	Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 19, 1977
	Amendment—Kenosha County	Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin	June 17, 1982
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin	June 16, 1983
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin	December 1, 1983
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin	March 11, 1985
	Regional Library Facilities and Services Plan	Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, A Regional Housing Plan for Southeastern Wisconsin	June 5, 1975
	Regional Park and Open Space Plan	Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, A Park and Open Space Plan for Ozaukee County	September 14, 1987
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, A Park and Open Space Plan for Racine County	March 6, 1989
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136, A Park and Open Space Plan for Washington County	March 7, 1990
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, A Park and Open Space Plan for Waukesha County	March 7, 1990
Transportation Planning	Regional Transportation Plan[b]	Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	June 1, 1978
	Amendment—Lake Freeway South Corridor	Amendment to the Regional Transportation Plan—2000, Lake Freeway South Corridor	June 18, 1981
	Amendment—Milwaukee Area Primary Transit System	Planning Report No. 33, A Primary Transit System Plan for the Milwaukee Area	June 17, 1982
	Amendment—Racine County	Amendment to the Regional Transportation Plan—2000, Racine County	December 2, 1982
	Amendment—Waukesha County	Amendment to the Regional Transportation Plan—2000, Waukesha County	December 2, 1982
	Amendment—Milwaukee Northwest Side/ Ozaukee County	Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area	September 8, 1983
	Amendment—Lake Freeway North/Park Freeway East	Amendment to the Regional Transportation Plan—2000, Lake Freeway North/Park Freeway East	December 1, 1983
	Amendment—Stadium Freeway South Corridor	Amendment to the Regional Transportation Plan—2000, Stadium Freeway South Corridor	March 11, 1985

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Waukesha County	Amendment to the Regional Transportation Plan—2000, Waukesha County	June 20, 1988
	Amendment—Washington County	Amendment to the Washington County Jurisdictional Highway System Plan—2000	June 20, 1990
	Amendment—Racine County	Amendment to the Racine County Jurisdictional Highway System Plan—2000	December 5, 1990
	Amendment—Kenosha County	Amendment to the Regional Transportation Plan—2000, Kenosha County	December 5, 1990
	Racine Area Transit Development Plan	Community Assistance Planning Report No. 3, Racine Area Transit Development Program: 1975-1979	September 12, 1974
	Regional Airport System Plan[c]	Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010	June 15, 1987
	Kenosha Area Transit[d] Development Plan	Community Assistance Planning Report No. 101, Kenosha Area Transit System Plan and Program: 1984-1988	March 11, 1985
	Transportation Systems Management Plan	Community Assistance Planning Report No. 50, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981	December 4, 1980
	Amendment—Milwaukee Northwest Side/ Ozaukee County	Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area	September 8, 1983
	Amendment—Milwaukee Area	Planning Report No. 39, A Freeway Traffic Management System Plan for the Milwaukee Area	December 5, 1988
	Elderly-Handicapped Transportation Plan	Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Racine Area	Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Three, Racine Urbanized Area	September 11, 1980
	Amendment—Racine Area	Memorandum Report No. 24, A Public Transit Program for Handicapped Persons—City of Racine Transit System	December 7, 1987
	Amendment—Milwaukee County	Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Two, Milwaukee Urbanized Area/Milwaukee County	June 20, 1980
	Amendment—Milwaukee County	Memorandum Report No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System	December 7, 1987
	Amendment—Kenosha Area	Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume One, Kenosha Urbanized Area	September 11, 1980
	Amendment—Kenosha Area	Memorandum Report No. 23, A Public Transit Program for Handicapped Persons—City of Kenosha Transit System	December 7, 1987
	Amendment—Waukesha County	Community Assistance Planning Report No. 39, A Public Transit System Accessibility Plan, Volume Four, Milwaukee Urbanized Area/Waukesha County	September 11, 1980
	Amendment—Waukesha County	Memorandum Report No. 22, A Public Transit Program for Handicapped Persons—Waukesha County Transit System	December 7, 1987
	Amendment—City of Waukesha	Amendment to the Public Transit Accessibility Plan for the Milwaukee Urbanized Area/ Waukesha County, City of Waukesha Transit System Utility	June 18, 1981
	Amendment—City of Waukesha	Memorandum Report No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility	December 7, 1987
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha, 1988-1992	June 20, 1990

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, A Comprehensive Plan for the Root River Watershed	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	Amendment to the Comprehensive Plan for the Fox River Watershed	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, Floodland Management Plan for the Village of Pewaukee	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Community Assistance Planning Report No. 13 (2nd Edition), Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, A Comprehensive Plan for the Kinnickinnic River Watershed	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Water Quality Management Plan[e]	Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan	July 12, 1979
	Amendment—Root River Watershed	Community Assistance Planning Report No. 37, A Nonpoint Source Water Pollution Control Plan for the Root River Watershed	March 6, 1980
	Amendment—Walworth County Metropolitan Sewerage District	Community Assistance Planning Report No. 56 (2nd Edition), Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin	December 4, 1991
	Amendment—Cities of Brookfield and Waukesha	Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield and Waukesha	December 3, 1981
	Amendment—Kenosha County	Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin	June 17, 1982
	Amendment—City of Muskego	Community Assistance Planning Report No. 64 (2nd Edition), Sanitary Sewer Service Area for the City of Muskego	March 3, 1986

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Okauchee Lake, Waukesha County	Community Assistance Planning Report No. 53, A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, A Water Quality Management Plan for Lac La Belle, Waukesha County, Wisconsin	September 9, 1982
	Amendment—North Lake, Waukesha County	Community Assistance Planning Report No. 54, A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin	December 2, 1982
	Amendment—City of West Bend	Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin	December 2, 1982
	Amendment—Village of Grafton	Amendment to the Regional Water Quality Management Plan—2000, Village of Grafton	December 2, 1982
	Amendment—City of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin	June 16, 1983
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin	June 16, 1983
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin	September 8, 1983
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—City of Port Washington	Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—Pewaukee	Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin	December 1, 1983
	Amendment—Belgium Area	Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan	December 1, 1983
	Amendment—Geneva Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities	December 1, 1983
	Amendment—Village of Butler	Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin	March 1, 1984
	Amendment—City of Hartford	Community Assistance Planning Report No. 92, Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin	June 21, 1984
	Amendment—Mukwonago Area	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago	June 21, 1984
	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin	September 13, 1984
	Amendment—Village of East Troy	Community Assistance Planning Report No. 112, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin	September 13, 1984
	Amendment—City of Milwaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Milwaukee	September 13, 1984
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin	March 11, 1985
	Amendment—Village of Belgium	Community Assistance Planning Report No. 97 (2nd Edition), Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin	June 15, 1987

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Town of Addison	Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin	March 11, 1985
	Amendment—Town of Yorkville	Amendment to the Regional Water Quality Management Plan—2000, Town of Yorkville	March 11, 1985
	Amendment—Village of Williams Bay	Amendment to the Regional Water Quality Management Plan—2000, Village of Williams Bay/Walworth County Metropolitan Sewerage District	March 11, 1985
	Amendment—Town of Trenton City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/ Town of Trenton	March 11, 1985
	Amendment—Village of Hartland	Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin	June 17, 1985
	Amendment—Village of Jackson	Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin	June 17, 1985
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin	June 17, 1985
	Amendment—City of Waukesha	Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin	December 2, 1985
	Amendment—Village of Slinger	Community Assistance Planning Report No. 128, Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin	December 2, 1985
	Amendment—Delafield/ Nashotah Area	Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin	December 2, 1985
	Amendment—Kenosha Area	Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin	December 2, 1985
	Amendment—Town of Eagle	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District	December 2, 1985
	Amendment—Town of Salem	Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin	March 3, 1986
	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin	March 3, 1986
	Amendment—Waterford/ Rochester Area	Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/ Rochester Area, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Waukesha/ Town of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/ Town of Pewaukee	December 1, 1986
	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin	December 1, 1986
	Amendment—Racine Area	Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin	December 1, 1986

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Town of Lyons	Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District/Town of Lyons	March 2, 1987
	Amendment—Village of Silver Lake	Community Assistance Planning Report No. 119, Sanitary Sewer Service Area, Village of Silver Lake, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Village of Twin Lakes	Community Assistance Planning Report No. 149, Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Cedarburg/ Grafton Area	Community Assistance Planning Report No. 91, Sanitary Sewer Service Area, City of Cedarburg, Village of Grafton, Ozaukee County, Wisconsin	June 15, 1987
	Amendment—Town of Walworth	Amendment to the Regional Water Quality Management Plan—2000, Town of Walworth Utility District No. 1/Walworth County Metropolitan Sewerage District	June 15, 1987
	Amendment—City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend	June 15, 1987
	Amendment—City of Whitewater	Community Assistance Planning Report No. 94, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin	September 14, 1987
	Amendment—Town of Lyons	Community Assistance Planning Report No. 158, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin	September 14, 1987
	Amendment—City of Hartford	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 14, 1987
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Amendment—City of New Berlin	Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin	December 7, 1987
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	December 7, 1987
	Amendment—Kenosha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Kenosha and Environs	December 7, 1987
	Amendment—Village of Kewaskum	Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin	March 7, 1988
	Amendment—Town of Darien	Amendment to the Regional Water Quality Management Plan—2000, Town of Darien/ Walworth County Metropolitan Sewerage District	June 20, 1988
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	June 20, 1988
	Amendment—Village of Darien	Community Assistance Planning Report No. 123, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin	June 20, 1988
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 12, 1988
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	December 5, 1988
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	December 5, 1988
	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin	March 6, 1989
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin	March 6, 1989

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Germantown	Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown	March 6, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	March 6, 1989
	Amendment—Upper Fox River Watershed	Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants	May 15, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	June 19, 1989
	Amendment—Lake Geneva Area	Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs	June 19, 1989
	Amendment—Town of Geneva	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	November 6, 1989
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	December 4, 1989
	Amendment—Delavan Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District	December 4, 1989
	Amendment—East Troy Area	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy	December 4, 1989
	Amendment—Waukesha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha	June 20, 1990
	Amendment—Village of Silver Lake	Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin	September 12, 1990
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Village of Dousman	Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Towns of Yorkville and Mt. Pleasant	Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant	December 5, 1990
	Amendment—Town of Bristol	Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol	March 6, 1991
	Amendment—Village of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee	March 6, 1991
	Amendment—Town of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas	March 6, 1991
	Amendment—Delavan Area	Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin	June 19, 1991

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan—2000, Town of Salem	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	June 19, 1991
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Town of Rochester	Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Brookfield/Elm Grove Area	Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin	December 4, 1991
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	December 4, 1991
	Amendment—Pewaukee Lake Area	Amendment to the Regional Water Quality Management Plan: 2000, Lake Pewaukee Sanitary District	December 4, 1991
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan: 2000, City of West Bend/Town of West Bend	December 4, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan: 2000, Town of Salem	December 4, 1991
	Regional Air Quality Plan	Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, A Comprehensive Plan for the Pike River Watershed	June 16, 1983
	Amendment—Town of Mt. Pleasant	Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers	June 15, 1987
	Oak Creek Watershed Plan	Planning Report No. 36, A Comprehensive Plan for the Oak Creek Watershed	September 8, 1986
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances	June 5, 1975

[a]*The regional land use plan is a second-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990.*

[b]*The regional transportation plan is a second-generation plan. The initial regional transportation plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990, and was subsequently amended by the adoption on June 4, 1970, of the Milwaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County; the adoption on March 2, 1972, of the Milwaukee area transit plan set forth in the document entitled Milwaukee Area Transit Plan; the adoption on March 4, 1973, of the Walworth County jurisdictional highway system plan documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County; the adoption on March 7, 1974, of the Ozaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County; the adoption on June 5, 1975, of the Waukesha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County; the adoption on September 11, 1975, of the Washington County jurisdictional highway system plan documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway*

(Footnotes continued on Page 20)

Footnotes to Table 1 (continued)

System Plan for Washington County; the adoption on September 11, 1975, of the Kenosha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County.

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

[d]*The Kenosha area transit development plan is a second-generation plan. The initial plan was adopted by the Commission on June 3, 1976, and documented in SEWRPC Community Assistance Planning Report No. 7, Kenosha Area Transit Development Plan: 1976-1980.*

[e]*The regional water quality management plan is a second-generation plan. The initial plan was adopted by the Commission on May 13, 1974, and documented in SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin.*

Seven of the plan elements relate to transportation. These consist of the regional transportation plan (highway and transit), the regional airport system plan, the transportation systems management plan, the elderly and handicapped transportation plan, and detailed transit development plans for the Kenosha, Racine, and Waukesha urban areas.

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

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

During 1991, the Commission adopted 18 amendments to the previously adopted regional water quality management plan. One of these amendments took the form of a water quality management plan for Oconomowoc Lake in Waukesha County; the other 17 dealt with changes to sanitary sewer service areas at various locations throughout the Region. As appropriate, each of these plan elements and amendments is discussed in a subsequent section of this Annual Report.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

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

By the end of 1979, the second cycle of areawide systems planning for land use, transportation, and water quality management programs had been completed. The resultant plans represent "second-generation" plans for the Region, incorporating the "feedback" from the intensive project and facilities planning efforts completed by local agencies after, and in implementation of, the first-generation areawide system plans.

The second-generation regional land use plan is based upon the same three basic concepts underlying the initial regional land use plan; namely, the centralization of new urban land development to the greatest degree practicable, the preservation and protection of primary environmental corridor lands, and the preservation and protection of prime agricultural lands.

While the second-generation regional land use plan is thus conceptually identical to the original regional land use plan, it does differ in the detailed application of these concepts throughout the seven-county Southeastern Wisconsin Region, taking into account land use decisions that were made following adoption of the initial plan, sometimes at variance with that plan, as well as forecasts of reduced regional population and household growth. This second-generation regional land use plan for the design year 2000 was adopted in December 1977.

The second-generation regional transportation plan differs in some important respects from the first-generation regional transportation plan, reflecting decisions made during the project planning phase of the first cycle of planning. For example, planned freeway segments, the Park Freeway-West in its entirety and the Stadium Freeway-North in its entirety, the Bay Freeway from Pewaukee to Whitefish Bay, the Metropolitan Belt Freeway in its entirety, and the Racine Loop Freeway, as well as one major transit proposal, the exclusive freeway in the east-west travel corridor of Milwaukee County, were deleted from the second regional transportation plan. This second-generation transportation plan for the design year 2000 was adopted in June 1978.

The initial cycle of water quality management planning consisted of the regional sanitary sewerage system plan adopted by the Commission in 1974 and the project level planning carried out by local water quality management agencies since that time. In July 1979 the Commission adopted a second-generation regional water quality management plan, taking into account the results of the project and facility level planning efforts of the first cycle. This second-generation plan differed from the first-generation plan primarily in scope and complexity, the second-generation plan dealing with such areas as regional sludge management and the control of water pollution from nonpoint sources, as well as with the control of water pollution from point sources, which was the focus of the first systems level planning effort.

PLAN ELEMENTS UNDER PREPARATION

At the end of 1991, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of a third-generation regional land use plan. This plan will be based upon new forecasts of regional population and economic activity to the design year 2010.

- The preparation of a third-generation regional transportation system plan. As with the land use plan, this work effort would extend the transportation plan to the design year 2010. Work is being done first on a subregional basis, with particular concentration on county-level and corridor studies, all intended to be integrated into a new regional plan. An updated jurisdictional highway system plan for Walworth County was completed at the end of the year, as was a corridor plan for the IH 94 South freeway in Kenosha, Milwaukee, and Racine Counties. Work continued during 1991 on an updated jurisdictional highway system plan for Ozaukee County, as well as on a corridor plan for the IH 94 West freeway in Waukesha County.

- The preparation of new plans for providing paratransit service to persons with disabilities for the five public entities operating fixed-route public transit systems in the Region: Milwaukee and Waukesha Counties and the Cities of Kenosha, Racine, and Waukesha. The plans were being designed to help bring these public transit systems into conformance with federal regulations regarding implementation of the Americans with Disabilities Act of 1990.

- An update of the regional park and open space plan being carried out by preparing seven individual but coordinated county park and open space plans. By the end of 1991, such new plans had been completed for all seven counties of the Region. At year's end, only two of the new plans had not yet been adopted by the Commission, the Milwaukee County plan, adopted by the Milwaukee County Board in 1991, and the Walworth County plan, scheduled for adoption by the County in 1992.

- Additional sanitary sewer service area plans being prepared to refine, detail, and

amend the regional water quality management plan. At the end of 1991, such locally focused planning efforts were under way for the Eagle Lake area in Racine County, the Newburg area of Ozaukee and Washington Counties, and the Delafield-Nashotah area of Waukesha County.

- The preparation of coordinated sanitary sewer and water supply system plans for the greater Kenosha and Racine areas. When complete, these plans can be expected to refine, detail, and amend the regional water quality management plan and also the comprehensive plans for the Kenosha and Racine urbanized areas.

- The preparation of a comprehensive plan for the protection and management of the remaining unique and outstanding natural resources and critical species habitats in the Region. The planning effort, funded by the seven counties of the Region and by the Wisconsin Department of Natural Resources, was proposed in a 1989 Commission prospectus.

FUTURE WORK PROGRAMS

The Commission is committed to carrying out a series of continuing planning efforts designed to ensure that the already adopted plan elements are both kept current and extended in terms of design year. Thus, the Commission annually carries on a continuing regional land use planning program designed in part to update and extend the regional land use and regional park and open space plans; a continuing regional transportation planning program designed to update and extend the regional highway, transit, and airport system plans; and a continuing regional environmental planning program designed to update, amend, and extend the series of watershed plans and the regional water quality management plan.

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus and/or study design prior to undertaking any major new planning efforts.

As reported in the 1990 Annual Report, the Commission in 1990 completed, at the request of the City of Kenosha, the Village of Pleasant Prairie, and the Town of Somers, a prospectus for the preparation of a new comprehensive plan for the Kenosha Urban Planning District east of IH 94 in Kenosha County. The prospectus recommends that a new comprehensive plan be prepared to replace the plan prepared by the Commission and adopted by the local units of government concerned in 1972. In 1991, the prospectus was being considered for funding by Kenosha County and by the three municipalities concerned.

Also during 1991, the Commission completed a prospectus calling for the conduct of a comprehensive watershed study for the Des Plaines River watershed. At year's end, the prospectus had been transmitted to the Kenosha and Racine County Boards for their consideration. Details regarding this prospectus are contained in the "Environmental Planning Division" section of this report.

LAND USE PLANNING DIVISION

DIVISION FUNCTIONS

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

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

In an attempt to provide answers to these and similar questions, the Land Use Planning Division, during 1991, conducted a number of activities in three identifiable areas: economic and demographic base data collation and analysis, land use planning, and park and open space planning.

ECONOMIC AND DEMOGRAPHIC BASE ANALYSIS

During 1991, the Division continued to monitor secondary data sources on changes in population, employment, and school enrollment levels and to provide pertinent socioeconomic data in support of the work of the Land Use, Transportation, and Environmental Planning Divisions.

Number of Available Jobs

An important measure of economic activity within the Region is the number of available jobs. Since jobs are enumerated at their location, they are often referred to in terms of "place-of-work" employment data. It should be noted that the enumeration of jobs does not distinguish between full- and part-time jobs or indicate

Figure 6

LAND USE PLANNING DIVISION

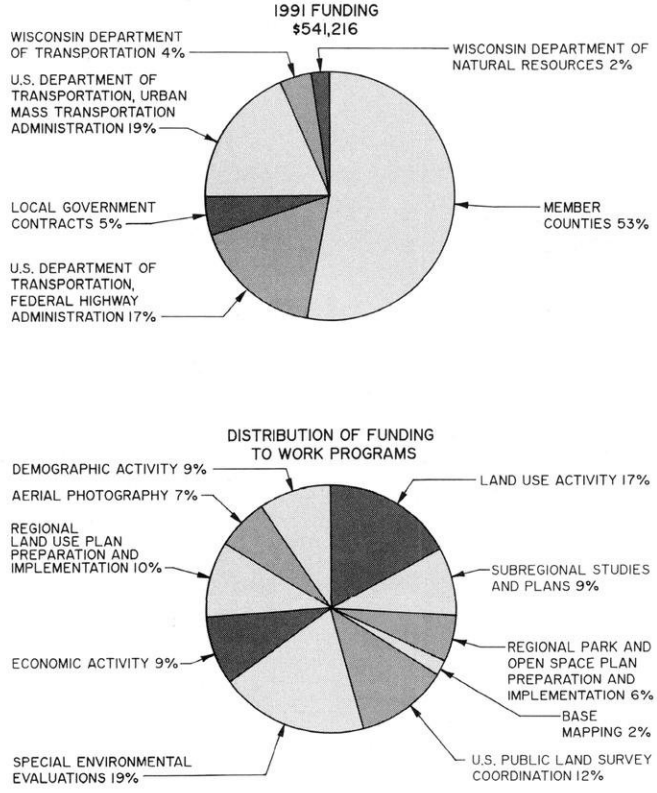


Table 2

REGIONAL EMPLOYMENT BY CATEGORY: 1980, 1990, AND 1991

Employment Category	1980	1990[a]	1991	1980-1990 Change		1990-1991 Change	
				Number	Percent	Number	Percent
Agriculture	12,800	9,800	9,400	-3,000	-23.4	-400	-4.1
Construction	25,800	32,500	30,600	6,700	26.0	-1,900	-5.8
Manufacturing							
Food and Kindred Products	20,900	17,000	16,600	-3,900	-18.7	-400	-2.4
Printing and Publishing	16,300	23,500	23,500	7,200	44.2	0	0.0
Primary Metals	16,600	11,700	11,300	-4,900	-29.5	-400	-3.4
Fabricated Metals	31,800	27,500	26,400	-4,300	-13.5	-1,100	-4.0
Nonelectrical Machinery	73,100	57,100	53,500	-16,000	-21.9	-3,600	-6.3
Electrical Machinery	40,100	24,000	23,200	-16,100	-40.1	-800	-3.3
Transportation Equipment	21,500	8,700	8,500	-12,800	-59.5	-200	-2.3
Other Manufacturing	41,500	57,600	55,900	16,100	38.8	-1,700	-3.0
Manufacturing Subtotal	261,800	227,100	218,900	-34,700	-13.3	-8,200	-3.6
Transportation, Communication, and Utilities	39,600	40,900	41,500	1,300	3.3	600	1.5
Wholesale Trade	43,500	50,900	50,800	7,400	17.0	-100	-0.2
Retail	131,900	155,700	154,300	23,800	18.0	-1,400	-0.9
Finance, Insurance, and Real Estate	41,200	49,900	50,400	8,700	21.1	500	1.0
Services	158,200	218,700	219,700	60,500	38.2	1,000	0.5
Government and Education	120,700	139,500	141,300	18,800	15.6	1,800	1.3
Self-Employed, Except Farm	46,200	63,000	62,300	16,800	36.4	-700	-1.1
Miscellaneous[b]	2,500	2,300	2,200	-200	-8.0	-100	-4.3
Total Jobs	884,200	990,300	981,400	106,100	12.0	-8,900	-0.9

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

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

whether or not the job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The number of jobs available in the Region in the years 1980, 1990, and 1991 is set forth in Table 2 by employment category.

The number of jobs in the Region in 1991 was estimated at 981,400, a decrease of 8,900 jobs, or about 1 percent, from the 1990 level of 990,300 jobs. As shown in Table 2, a majority of the employment sectors provided fewer jobs in 1991 than in 1990, with only the transportation, communication, and utilities; finance, insurance, and real estate; services; and government and education employment sectors providing more jobs. In terms of jobs lost, the largest decrease in employment between 1990 and 1991 occurred in the manufacturing sector, a decrease of 8,200 jobs, or about 4 percent.

Employment distribution by county is shown in Table 3. In five counties, Kenosha, Ozaukee, Walworth, Washington, and Waukesha, there were more jobs in 1991 than in 1990, with the largest increase, 6,000 jobs, occurring in Waukesha County. In Milwaukee and Racine Counties, there were about 18,900, or about 3 percent, and 2,500, or about 3 percent, fewer jobs, respectively, available in 1991 than in 1990.

Comparison of Estimated and Projected Employment Levels

As reported in the Commission's 1984 Annual Report, the Commission in 1984 developed a new set of projections of regional employment change. These projections were prepared for the design year 2010 and will provide one of the bases upon which adopted regional plan ele-

Table 3

REGIONAL EMPLOYMENT BY COUNTY: 1980, 1990, AND 1991

County	1980	1990	1991	1980-1990 Change		1990-1991 Change	
				Number	Percent	Number	Percent
Kenosha	50,100	46,500	48,200	-3,600	-7.2	1,700	3.7
Milwaukee	542,300	578,200	559,300	35,900	6.6	-18,900	-3.3
Ozaukee	25,600	32,200	34,500	6,600	25.8	2,300	7.1
Racine	76,100	82,200	79,700	6,100	8.0	-2,500	-3.0
Walworth	31,100	37,100	39,100	6,000	19.3	2,000	5.4
Washington	31,400	41,800	42,300	10,400	33.1	500	1.2
Waukesha	127,600	172,300	178,300	44,700	35.0	6,000	3.5
Region	884,200	990,300	981,400	106,100	12.0	-8,900	-0.9

ments, particularly the adopted regional land use, regional transportation system, and regional water quality management plans, will be reappraised and extended to the design year 2010. These projections are documented in SEWRPC Technical Report No. 10 (2nd Edition), The Economy of Southeastern Wisconsin.

Because of the increasing uncertainty surrounding future population levels, the Commission adopted an "alternative futures" approach in preparing a set of projections of regional employment levels for the year 2010. Three alternative regional economic scenarios were developed. Two of these were intended to represent "low-growth" and "high-growth" extremes of future regional employment levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes. While carried out under an alternative futures approach, the regional employment projections presented in Technical Report No. 10 were developed using an approach similar to that used successfully by the Commission in its previous employment projection efforts, that is, by preparing a range of projections for each of the dominant and subdominant industry groups within the Region in order to arrive at projections of total regional employment levels to the year 2010 under the high-growth and low-growth futures that could be reasonably envisioned for the economy of southeastern Wisconsin. This range of employment projections allows for the development of system plans at the regional level, as well as facility plans at the local level, that may be expected to remain viable under greatly varying future conditions.

Employment in the Region in 1991 was anticipated to total 1,000,860 jobs under the high-growth scenario; 888,990 jobs under the intermediate-growth scenario; and 813,960 jobs under the low-growth scenario. The estimated 1991 level of 981,400 jobs lies about 2 percent below the level anticipated under the high-growth scenario and about 10 percent and 21 percent, respectively, above the levels anticipated under the intermediate-growth and low-growth scenarios. The 1991 employment levels projected for the Region and each of its seven counties under each of the three alternative futures and the 1991 estimated employment levels for the Region and its counties are set forth in Table 4 and Figure 7.

Civilian Labor Force Levels

Another important measure of economic activity within the Region is the composition of the Region's civilian labor force. By definition, the civilian labor force of an area consists of all of its residents 16 years of age and older who are either employed at one or more jobs or temporarily unemployed. Civilian labor force data are often referred to as "place-of-residence" employment data. Because of the different definitions and estimation procedures utilized in their preparation, place-of-work and place-of-residence employment data for a particular geographic area will often differ in absolute values, but generally exhibit similar trends, as shown in Figure 8. In addition to providing information about regional economic activity, comparisons between place-of-work and place-of-residence employment data can provide important insights

Table 4

ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 1991

County	Estimated 1991 Jobs	Projected 1991 Jobs		
		Low-Growth Scenario	Intermediate-Growth Scenario	High-Growth Scenario
Kenosha	48,200	45,600	50,640	57,300
Milwaukee	559,300	484,240	520,000	576,860
Ozaukee	34,500	23,680	26,840	32,620
Racine	79,700	72,560	82,970	96,860
Walworth	39,100	30,160	35,140	41,540
Washington	42,300	32,020	36,840	42,760
Waukesha	178,300	125,700	136,560	152,920
Region	981,400	813,960	888,990	1,000,860

into such characteristics of the resident population of the Region as labor force participation and work trip commutation, and, when compared with changes in population levels, can provide indirect evidence of population migration.

The regional civilian labor force was estimated at 938,700 persons in 1991. Between 1990 and 1991, the civilian labor force decreased by about 2,500 persons, or less than 1 percent, from a 1990 level of 941,200 persons.[1] During the same time period, the number of employed members of the civilian labor force decreased from about 903,400 in 1990 to about 892,600 in 1991, a decrease of 10,800 persons, or about 1 percent. The number of unemployed members of the civilian labor force increased from about 37,800 in 1990 to about 46,100 in 1991, an increase of about 8,300, or about 22 percent. The unemployment rate in 1991 was 4.9 percent, compared to 4.0 percent in 1990.

Actual Population Levels

The size of the resident population of the Region increased from about 1,764,800 residents in 1980 to about 1,810,300 residents in 1990, an increase of about 45,500 residents, or about 3 percent.[2] This increase was considerably larger than the increase of 8,700 residents, or less than 1 percent, from 1970 to 1980, but still much smaller than the increases of 333,000 residents, or about 27 percent, from 1950 to 1960, and 182,500 residents, or about 12 percent, from 1960 to 1970.

The Wisconsin Department of Administration estimates of 1991 resident population levels for the Region and its counties are set forth in

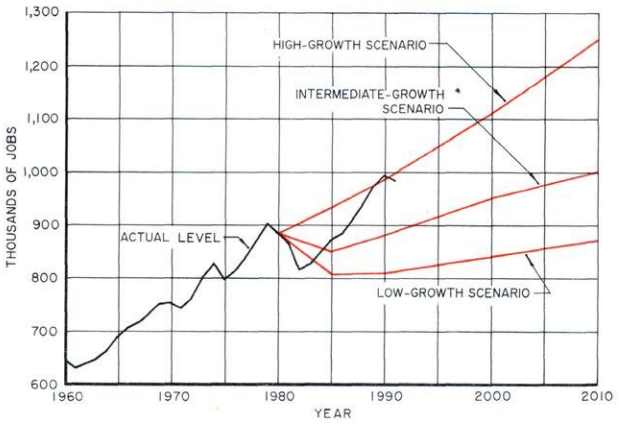
[1] *The 1990 total, employed, and unemployed civilian labor force estimates previously set forth in the Commission's 1990 Annual Report were revised by the U. S. Bureau of Labor Statistics during 1991. The revised 1990 data are presented in this Annual Report. The revised 1990 total civilian labor force level of 941,200 as presented in this Annual Report is 11,700, or about 1.2 percent, less than the original estimate of 952,900 presented in the 1990 Annual Report. Similarly, the revised 1990 employed civilian labor force level of 903,400 is 12,200, or about 1.3 percent, less than the original estimate of 915,600 and the revised 1990 unemployed civilian labor force level of 37,800 is 500, or about 1.3 percent, greater than the original estimate of 37,300.*

[2] *The 1990 total resident population level for Kenosha County previously set forth in the Commission's 1990 Annual Report was revised by the U. S. Bureau of the Census during 1991. These revised data for 1990 are presented in this Annual Report. The revised 1990 population level for Kenosha County of 128,091, as presented in this Annual Report, is 90 persons, or less than 1 percent, less than the originally reported population level of 128,181.*

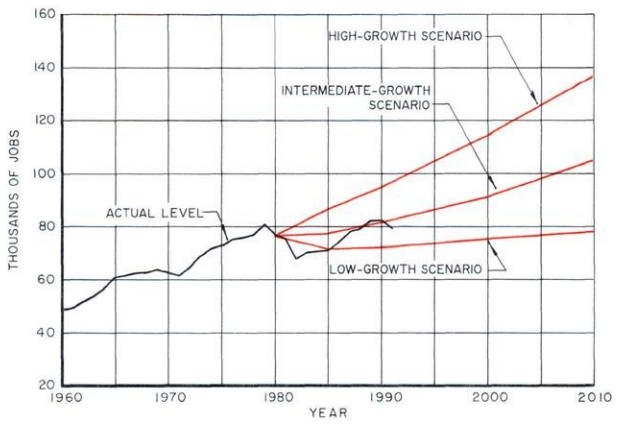
Figure 7

ACTUAL AND ALTERNATIVE FUTURE NUMBER OF AVAILABLE JOBS FOR THE REGION AND ITS COUNTIES: 1960-2010

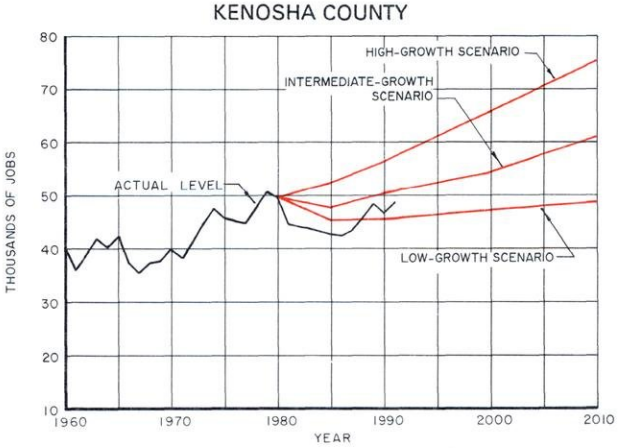
REGION



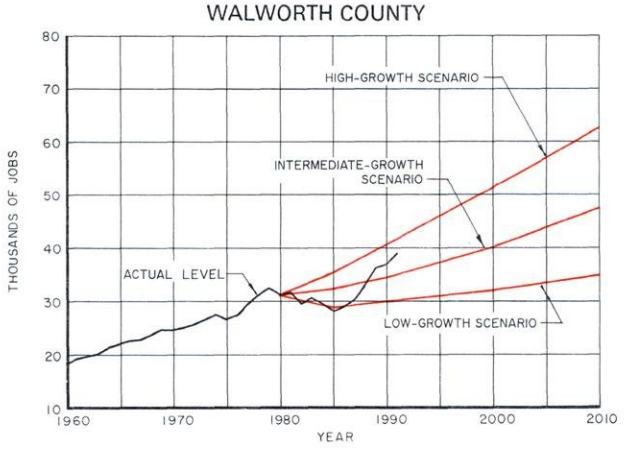
RACINE COUNTY



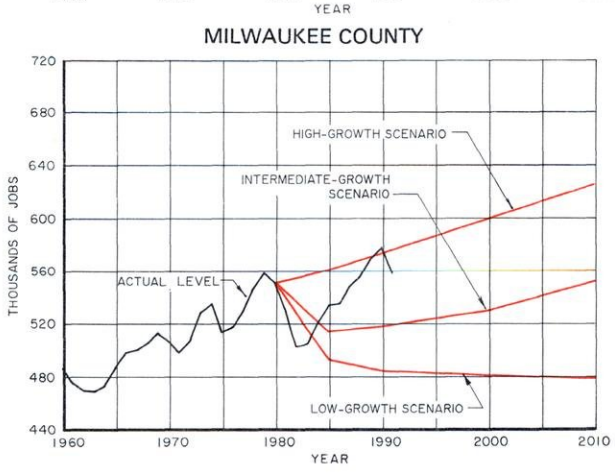
KENOSHA COUNTY



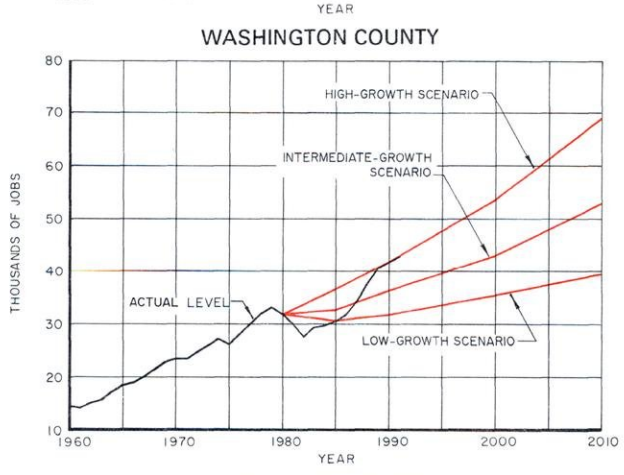
WALWORTH COUNTY



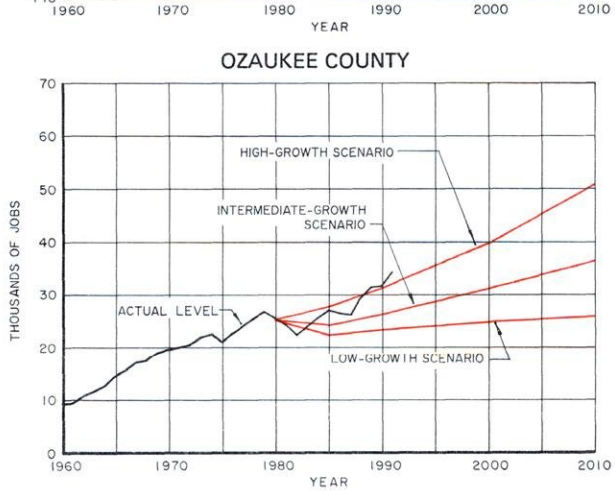
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

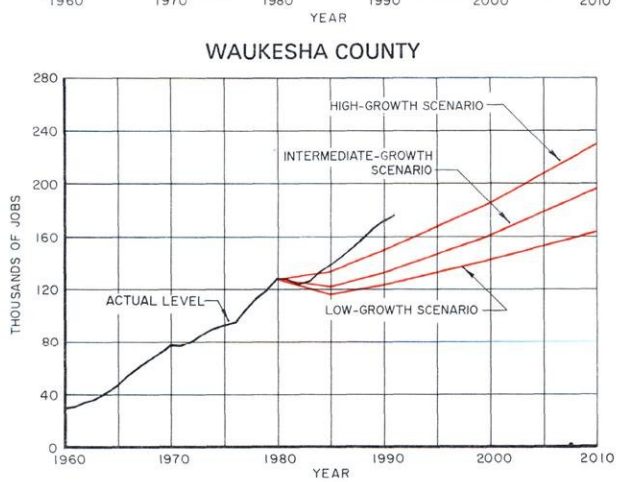
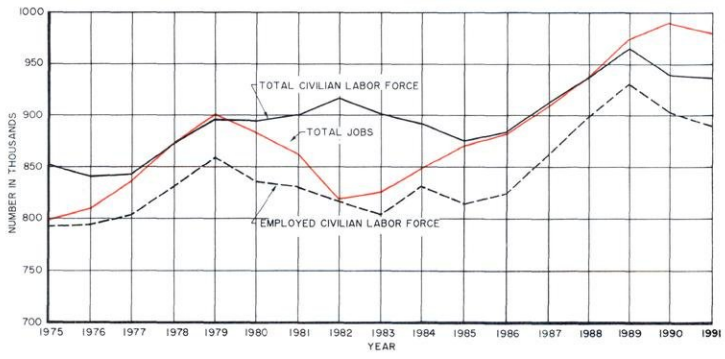


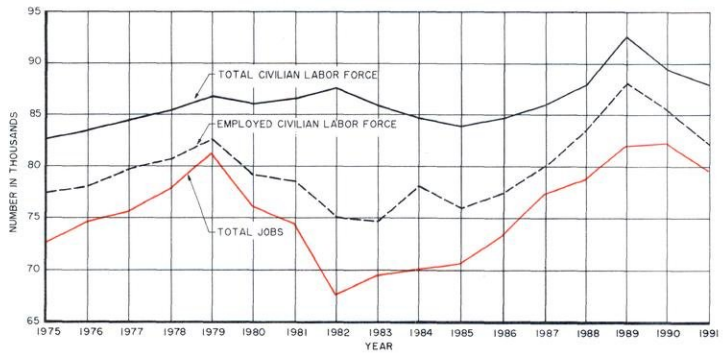
Figure 8

TRENDS IN SELECTED MEASURES OF EMPLOYMENT FOR THE REGION AND ITS COUNTIES: 1975-1991

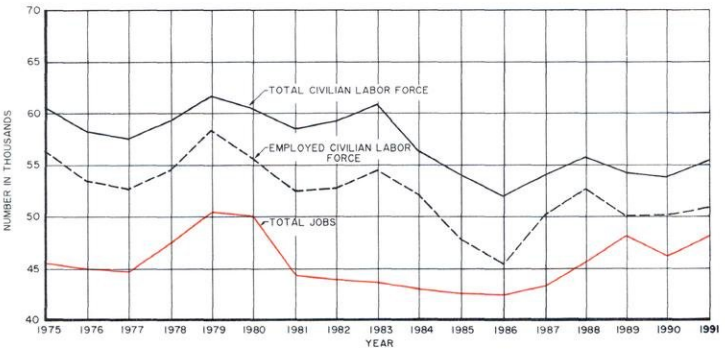
REGION



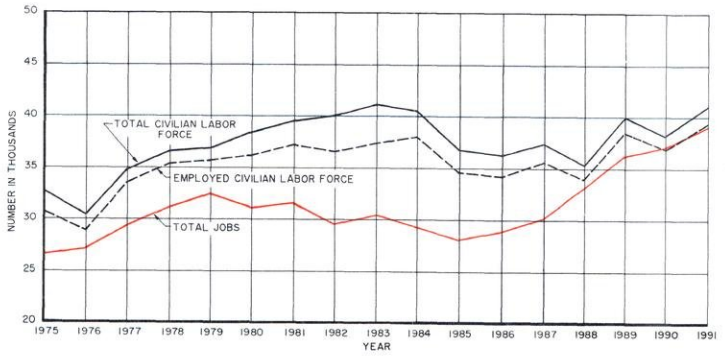
RACINE COUNTY



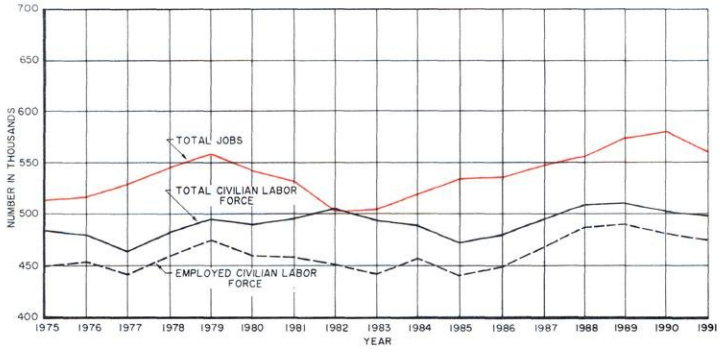
KENOSHA COUNTY



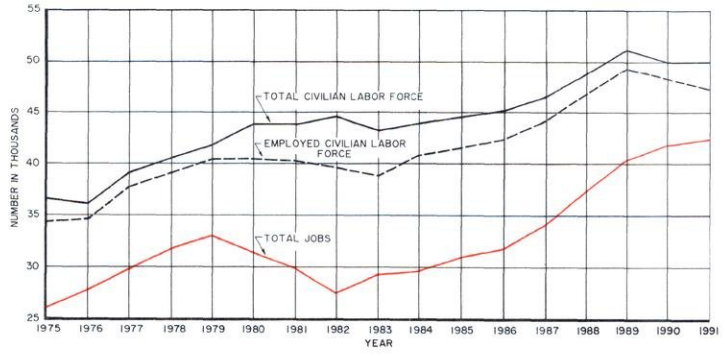
WALWORTH COUNTY



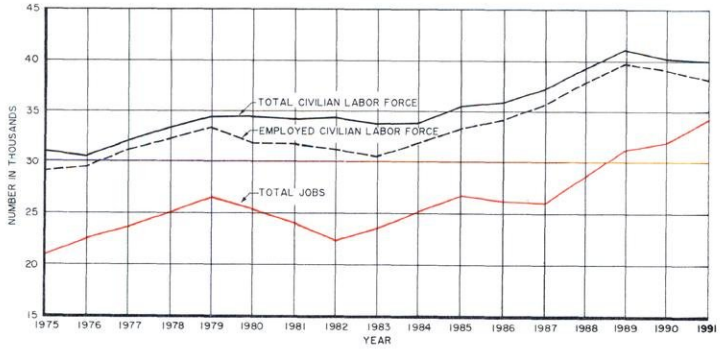
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

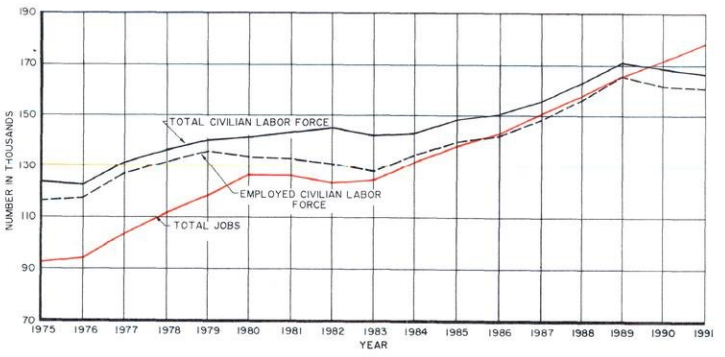


Table 5

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1980, 1990, AND 1991

County	Population			1980-1990 Change		1990-1991 Change	
	1980 Census	1990 Census	1991 Estimate	Number	Percent	Number	Percent
Kenosha	123,100	128,100	129,400	5,000	4.1	1,300	1.0
Milwaukee	965,000	959,300	961,900	-5,700	-0.6	2,600	0.3
Ozaukee	67,000	72,800	73,500	5,800	8.7	700	1.0
Racine	173,100	175,100	176,300	2,000	1.2	1,200	0.7
Walworth	71,500	75,000	75,800	3,500	4.9	800	1.1
Washington	84,900	95,300	96,900	10,400	12.2	1,600	1.7
Waukesha	280,200	304,700	308,200	24,500	8.7	3,500	1.1
Region	1,764,800	1,810,300	1,822,000	45,500	2.6	11,700	0.6

Table 5. The Department has statutory responsibility for preparing intercensal population estimates as a basis for distributing state shared taxes to local units of government. These estimates are based upon symptomatic indicators of population change, including automobile registrations, the number of persons filing income tax returns, and the dollar value for exemptions for dependents claimed on income tax returns. In 1991, the resident population of the Region was estimated by the Department to be about 1,822,000 persons, an increase of about 11,700 persons, or about 1 percent, over the 1990 census population level. Every county in the Region experienced population increases between 1990 and 1991 ranging from a low of about 700 persons, or about 1 percent, in Ozaukee County to a high of about 3,500 persons, or about 1 percent, in Waukesha County.

The population of an area such as southeastern Wisconsin is constantly changing with the occurrence of vital events such as births and deaths, and through the inflow and outflow of persons migrating from one area to another. Population increases result from births and in-migration of persons; population decreases result from deaths and out-migration of persons. Thus, population change is not a simple phenomenon but consists of four major components: births, deaths, in-migration, and out-migration. The balance between births and deaths is termed "natural increase" and the balance between in-migration and out-migration is termed "net migration." Trends in natural increase and net migration over time provide one important basis for the evaluation of changes in resident population levels.

The measurement of natural increase is straightforward and subject to relatively little error since the registration of births and deaths is virtually complete in Wisconsin. The measurement of migration, however, is indirect, since there are no records kept on the movement of persons between places. For small areas such as counties, migration generally must be measured as the net difference between total population change from a given date to a subsequent date and the computed natural increase between the two dates.

Between the census date of April 1, 1990, and January 1, 1991, the total population increase of 11,700 persons resulted from a natural increase of about 10,300 persons and a net in-migration of about 1,400 persons. Natural increase in the Region has been relatively stable since 1980, ranging from about 10,000 to 14,000 persons yearly. Since 1980, Milwaukee County has recorded a net out-migration of about 3,300 persons, while all other counties in the Region have recorded net in-migration, ranging from a low of about 300 persons in Racine County to a high of about 1,900 persons in Waukesha County.

Comparison of Actual and Projected Population Levels

As reported in the Commission's 1984 Annual Report, the Commission in 1984 developed a new set of projections of regional population change. Like the previously described employment projections, these projections are for the design year 2010, and will provide one of the bases upon which all adopted regional plan elements, particularly the adopted regional land use and

Table 6

ACTUAL AND PROJECTED RESIDENT POPULATION LEVELS BY COUNTY: 1991

County	1991 Population	Projected 1991 Population		
		Low-Growth Scenario	Intermediate-Growth Scenario	High-Growth Scenario
Kenosha	129,400	109,400	117,400	137,400
Milwaukee	961,900	858,700	917,900	967,600
Ozaukee	73,500	60,300	70,800	86,200
Racine	176,300	152,300	165,400	190,200
Walworth	75,800	66,700	79,700	87,700
Washington	96,900	77,800	99,900	116,500
Waukesha	308,200	267,400	308,800	360,900
Region	1,822,000	1,592,600	1,759,900	1,946,500

regional transportation system plans, will be reappraised and extended to the year 2010. These projections are documented in SEWRPC Technical Report No. 11 (2nd Edition), The Population of Southeastern Wisconsin.

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

Under the high-growth scenario, the population level of the Region was anticipated to be 1.95 million persons in 1991. The 1991 regional population level of 1.82 million persons noted previously is about 7 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be 1.59 million persons in 1991. The 1991 population level is about 14 percent above this level. The regional population level of about 1.76 million persons anticipated in 1991 under the intermediate-growth scenario differs from the 1991 regional population level by about 3 percent. The 1991 population levels projected for each of the Region's seven counties under each of the three alternative futures and the 1991 county population levels are set forth in Table 6 and Figure 9.

School Enrollment

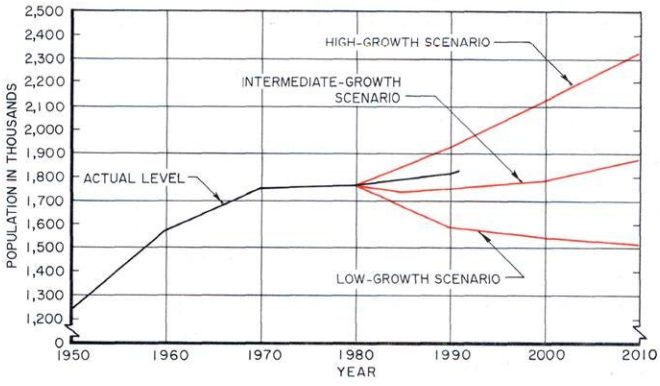
Enrollment in public and nonpublic schools within the Region totaled 356,100 students in 1991, representing an increase of about 7,200 students, or about 2 percent, over the 1990 level of 348,900 students, as indicated in Table 7. Enrollment in public schools was about 288,800 students in 1991, about 5,600 students, or 2 percent, above the 1990 level of 283,200. Enrollment in nonpublic schools was about 67,300 students in 1991, about 1,600 students, or 2 percent, above the 1990 level of 65,700.

Map 2 shows public school enrollment changes between 1990 and 1991 for public high school districts operating wholly or partially within the Region. Union high school districts and their constituent feeder K-8 school districts have been combined into a single district for the purpose of preparing this map. Some 49 districts, or 89 percent of the public K-12 and the combined union high school and K-8 districts, have experienced enrollment increases since 1990. The remaining six districts, Grafton, Greendale, Kewaskum, Nicolet, Norris, and Northern Ozaukee, experienced enrollment decreases during this period.

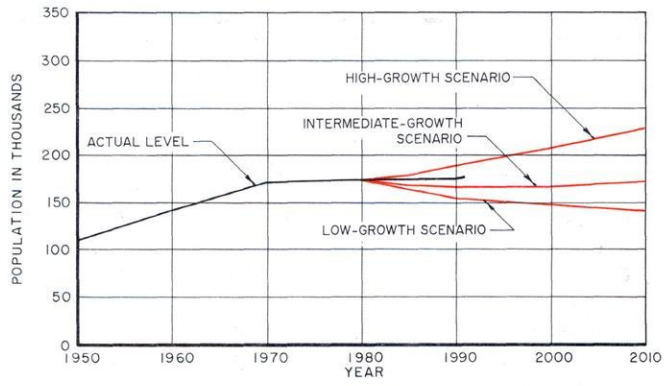
Figure 9

ACTUAL AND ALTERNATIVE FUTURE POPULATION LEVELS FOR THE REGION AND ITS COUNTIES: 1950-2010

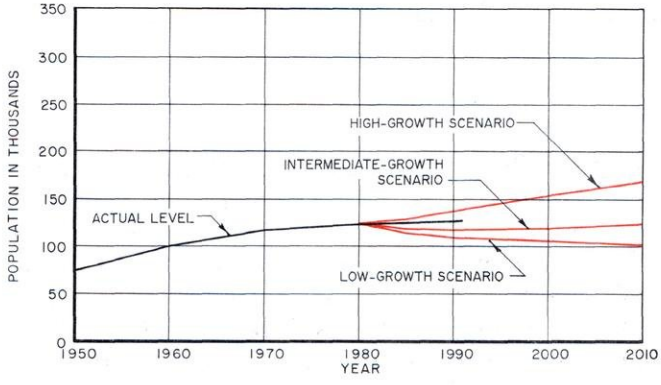
REGION



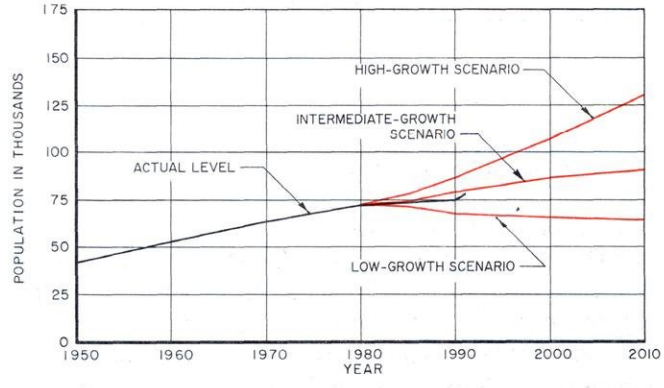
RACINE COUNTY



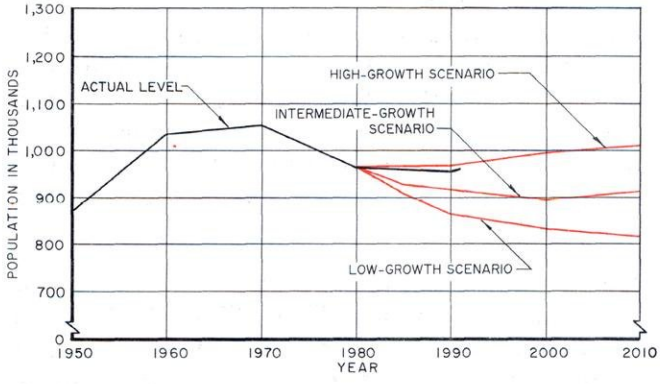
KENOSHA COUNTY



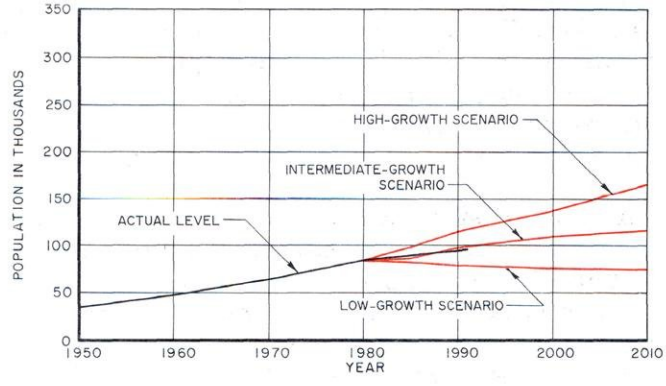
WALWORTH COUNTY



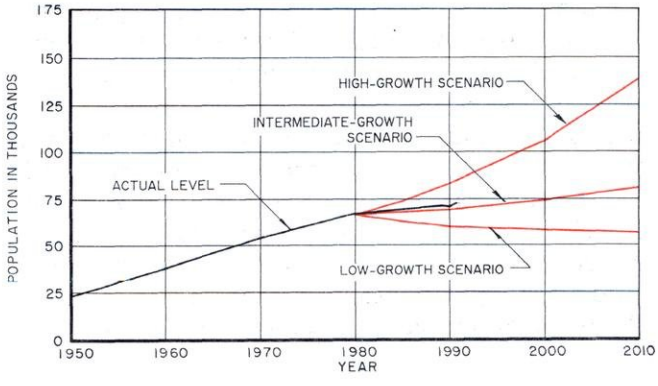
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

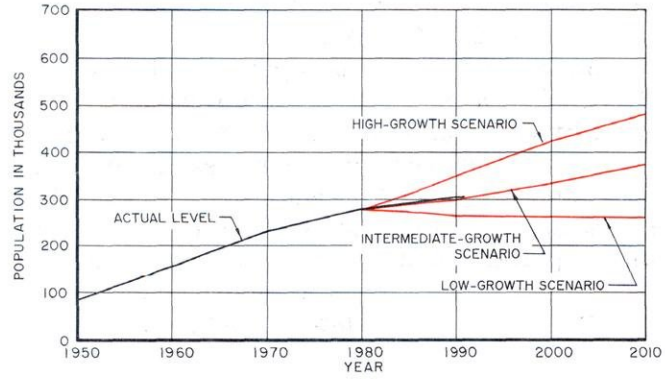


Table 7

REGIONAL SCHOOL ENROLLMENT BY COUNTY: 1980, 1990, AND 1991

County	1980	1990	1991	Difference			
				1980-1990		1990-1991	
				Number	Percent	Number	Percent
Kenosha	26,700	25,000	25,600	-1,700	-6.4	600	2.4
Milwaukee	184,900	178,700	181,200	-6,200	-3.4	2,500	1.4
Ozaukee	15,000	13,700	14,200	-1,300	-8.7	500	3.6
Racine	38,800	35,200	35,600	-3,600	-9.3	400	1.1
Walworth	13,700	13,200	13,900	-500	-3.6	700	5.3
Washington	21,500	20,000	21,000	-1,500	-7.0	1,000	5.0
Waukesha	68,700	63,100	64,600	-5,600	-8.2	1,500	2.4
Region	369,300	348,900	356,100	-20,400	-5.5	7,200	2.1

Census Coordination

The Commission serves a coordinating function for the U. S. Bureau of the Census in the seven-county Southeastern Wisconsin Region. Under agreements between the Commission and the Census Bureau, the Commission provides staff services to Census Statistical Areas Committees in each county. In this regard, the Commission serves as the census "Key Person" for Kenosha, Ozaukee, Walworth, Washington, and Waukesha Counties; provides direct staff support services to the census Key Person for Racine County; and serves as a member of the Census Statistical Areas Committee for Milwaukee County.

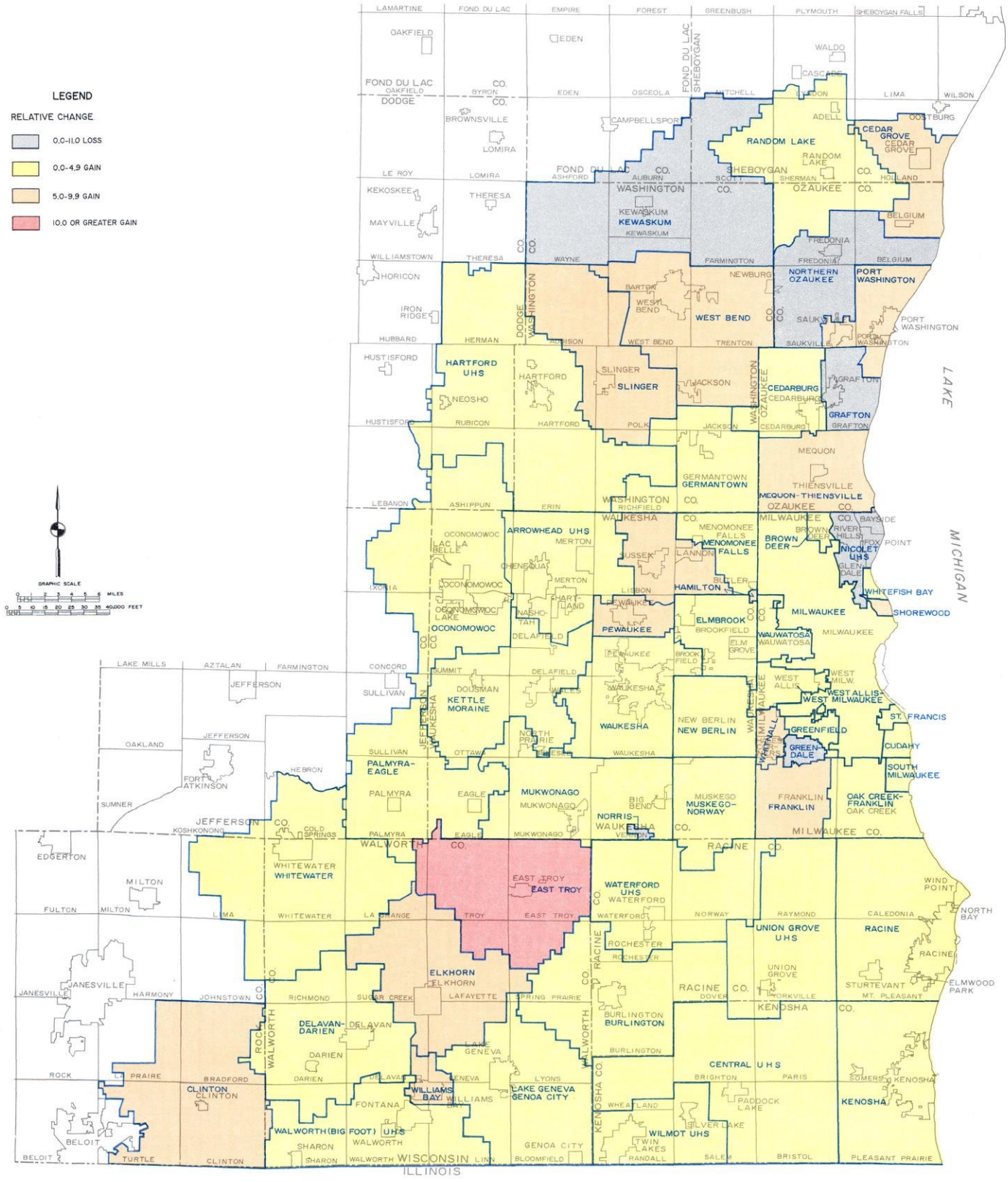
The Commission also participates in the U. S. Census Bureau State Data Center Program, a nationwide program under which the governor of each state designates an agency or group of agencies within the state government to serve as the lead agency within that state, the State Data Center, for the dissemination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

During 1991, the Applied Population Laboratory of the University of Wisconsin-Extension prepared the Wisconsin Local Redistricting System (WISLR) computer program to assist local units of government in the preparation of local legislative redistricting plans. The WISLR computer program, together with attendant data files for southeastern Wisconsin produced from the U. S. Bureau of the Census Public Law 94-171 data series, were provided by the Applied Population Laboratory to the Commission. The Commission in turn reproduced copies of the computer program and data which were transmitted upon request to 20 local units of government. Commission staff also provided technical assistance regarding the use of the WISLR program as requested.

The Commission acquired the U. S. Bureau of the Census Summary Tape File 1A (STF1A) data. This file contained 100 percent-count, not sample, data for all persons and housing units within the Southeastern Wisconsin Region. Population items included age, race, sex, marital status, Hispanic origin, household type, and household relationship. Population items were cross-tabulated by age, race, Hispanic origin, or sex. Housing items included occupancy/vacancy status, tenure, units in structure, contract rent, value, and number of rooms in housing unit. Housing data were cross-tabulated by race or Hispanic origin of household, age of householder, or by tenure. Data are presented in a Commission-prepared 17-page report consisting

Map 2

RELATIVE CHANGES IN PUBLIC SCHOOL ENROLLMENT IN THE REGION: 1990-1991



of 51 separate population and housing unit data tables. Sixty-four local units of government in the Region were provided with a complimentary set of data tables setting forth STF1A data for the community or county, as appropriate.

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

LAND USE PLANNING

During 1991, the Division efforts in land use planning were directed toward implementation of the regional land use plan through the application of regional land use plan data to subregional and local planning programs being prepared by the Commission and by local units of government in the Region. The Division also continued work on updating the regional land use inventory. In addition, the Division continued to monitor residential subdivision platting and farmland preservation activity within the seven-county Region during 1991.

Regional Land Use Plan: An Overview

The second-generation regional land use plan, documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume Two, Alternative and Recommended Plans, was formally adopted by the Commission in December 1977, published in the spring of 1978, and subsequently certified to various units and agencies of government for adoption and implementation.

The recommended regional land use plan for the year 2000 is shown in graphic summary form on Map 3. The basic concepts underlying the land use plan are essentially the same as those underlying the first-generation regional land use plan for the year 1990, adopted by the Commission in 1966. Like the year 1990 plan, the year 2000 land use plan advocates a return to the historic development trends that were evident within the Region prior to 1950, with new urban development proposed to occur largely in concentric rings along and outward from the full periphery of the established urban centers of the Region.

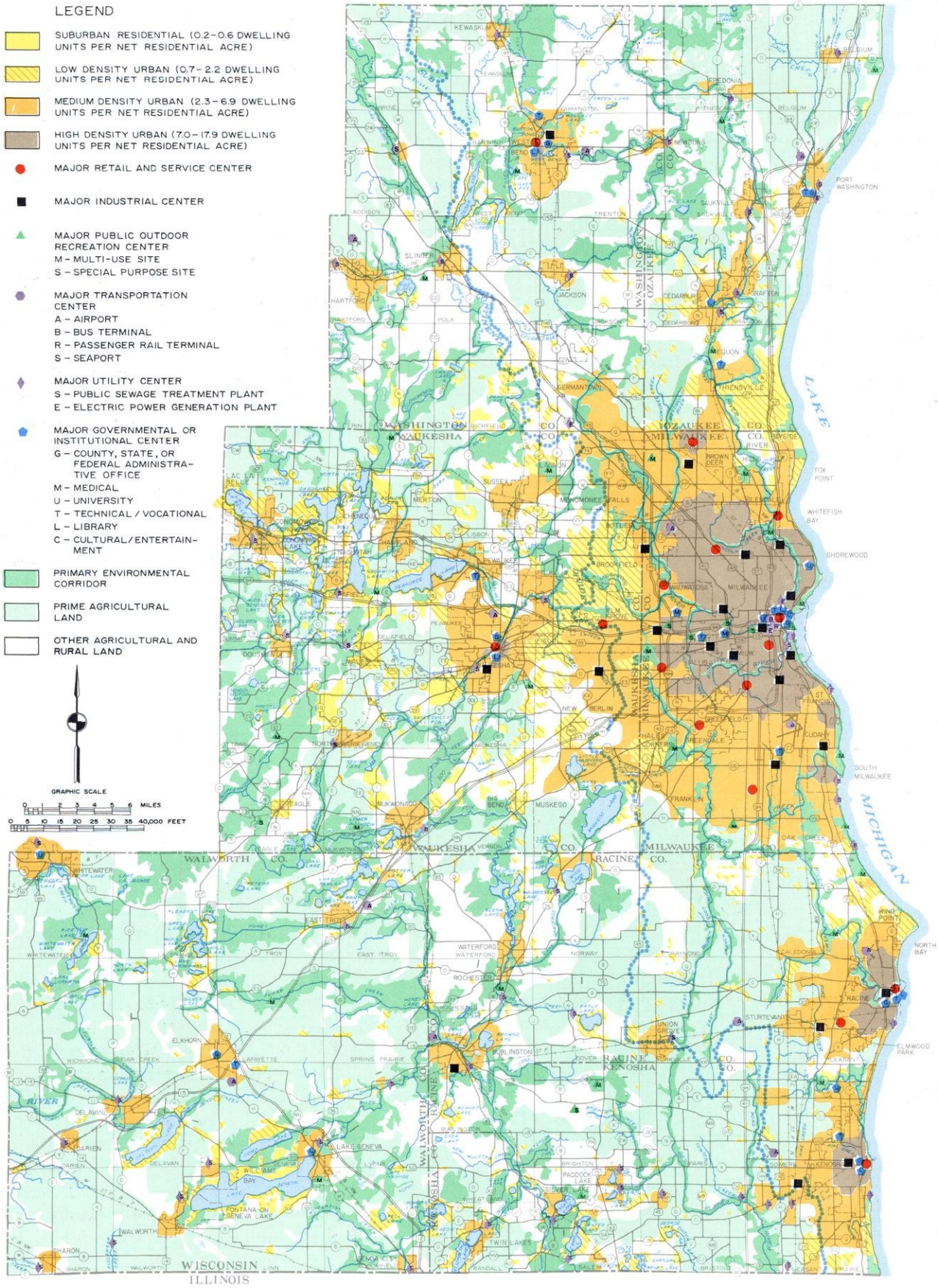
The recommended land use plan seeks 1) to centralize land use development to the greatest degree practicable, 2) to encourage new urban development to occur at densities consistent with the provision of public centralized sanitary sewer, water supply, and mass transit facilities and services, 3) to encourage new urban development to occur only in areas covered by soils well suited to urban use and not subject to special hazards such as flooding and erosion, and 4) to encourage new urban development and redevelopment to occur in areas in which essential urban facilities and services are available, particularly the existing urban centers of the Region, or into which such facilities and services can be readily and economically extended. In short, the plan seeks to promote a more orderly and economic settlement pattern, to avoid the intensification of existing and the creation of new areawide developmental and environmental problems, and generally to guide the operation of market forces into conformance with sound areawide land use development activities.

The recommended regional land use plan envisions converting about 113 square miles of land from rural to urban use from 1970 through 2000, less than half of the approximately 235 square miles that would have to be converted if decentralization of urban development were allowed to continue unrestrained. It seeks to encourage new urban development to occur primarily in planned neighborhood development units at medium-density population levels, that is, about four dwelling units per net residential acre, or about 5,000 persons per gross square mile. The plan envisions that by the year 2000, about 92 percent of all urban land and 93 percent of all the people in the Region will be served with public sanitary sewer service.

The most important elements of the natural resource base of the Region, including the best remaining woodlands; wetlands; wildlife habitat areas; surface waters and associated shorelands and floodlands; areas covered by organic soils;

Map 3

ADOPTED REGIONAL LAND USE PLAN FOR SOUTHEASTERN WISCONSIN: 2000



areas containing rough topography and significant geological formations; scenic, historic, and scientific sites; groundwater recharge and discharge areas; existing park sites; and potential park and related open space sites, have been found to occur largely together in linear patterns termed primary environmental corridors by the Commission. Like the year 1990 regional land use plan, the design year 2000 regional land use plan proposes that these environmental corridors be protected and preserved in essentially natural, open uses. Such protection and preservation is considered essential to the protection and wise use of the natural resource base, to the preservation of the Region's cultural heritage and natural beauty, and to the enrichment of the physical, intellectual, and spiritual development of the resident population. In addition, protecting and preserving the natural resource base serves to prevent the creation of new problems such as flooding and water pollution. The topography, soils, and flood hazards existing in these corridors, moreover, make them poorly suited to intensive urban development of any kind, but well suited to recreational and conservancy uses. The intrusion of urban development into these corridors may be expected to result in costly environmental and developmental problems, including flooding; water pollution; failing foundations for buildings, pavements, and other structures; wet basements; excessive operation of sump pumps; and excessive infiltration of clear water into sanitary sewers. Together, the primary environmental corridors encompass about 500 square miles, or about one-fifth of the total area of the Region.

Like the year 1990 regional land use plan, the design year 2000 regional land use plan also proposes to preserve, to the greatest extent practicable, those areas identified as prime agricultural lands. In 1970 these lands totaled about 746 square miles, or 28 percent of the area of the Region. The year 2000 plan proposes that only those prime agricultural lands that have already been, in effect, committed to urban development because of their proximity to expanding concentrations of urban uses and the prior commitment of heavy capital investments in utility extensions be converted to urban uses. Only about 13 square miles, or 2 percent, of the prime agricultural lands would be converted to urban use under the plan.

By the end of 1991, the regional land use plan had been adopted by the Kenosha, Milwaukee, Racine, Walworth, Washington, and Waukesha County Boards of Supervisors. At the municipal level of government, the regional land use plan had been adopted by the local plan commissions and/or the local governing bodies of 15 cities, 20 villages, and 18 towns, reinforcing the actions of the county boards. This includes communities where the local plan commission and/or governing body formally adopted the certified regional land use plan as well as communities where the local plan commission and/or governing body, in lieu of such adoption, prepared in cooperation with the Commission and adopted a community-level land use plan which refined and detailed the regional plan. In addition, the plan had been endorsed by the U. S. Department of the Interior; the U. S. Department of Housing and Urban Development; the U. S. Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration (now the Federal Transit Administration); the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Environmental Protection Agency; the Wisconsin Departments of Natural Resources and Transportation; and the Wisconsin Board of Soil and Water Conservation Districts (now the Wisconsin Land Conservation Board).

Preservation of Farmland

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

Table 8

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1990

County	Participants				Acres of Farmland			
			Total				Total	
	Zoning Certificates	Long-Term Agreements	Number	Percent of Region	Zoning Certificates	Long-Term Agreements	Number	Percent of Region
Kenosha	37	7	44	3.3	4,710	1,424	6,134	3.4
Milwaukee	4	0	4	0.3	263	0	263	0.1
Ozaukee	266	1	267	19.8	32,442	80	32,522	17.8
Racine	26	3	29	2.1	5,048	547	5,595	3.1
Walworth	715	0	715	53.2	100,581	0	100,581	55.0
Washington	127	25	152	11.3	16,776	3,134	19,910	10.9
Waukesha	130	4	134	10.0	17,223	540	17,763	9.7
Region	1,305	40	1,345	100.0	177,043	5,725	182,768	100.0

NOTE: The total number of agreements by county as shown in this table may differ from figures shown on Map 4 in cases where a single agreement pertains to lands located in more than one civil division.

Wisconsin Farmland Preservation Program

The Wisconsin Farmland Preservation Program provides property tax relief in the form of state income tax credits to eligible owners of farmland who decide to participate. Owners of farmland in "urban" counties, including all counties in southeastern Wisconsin, are eligible to participate in the program if their land has been placed in a state-certified exclusive agricultural zoning district and if certain other program eligibility requirements are met. For example, the farm must be at least 35 acres in size and must have produced farm product with a value of at least $6,000 in the last year or $18,000 in the past three years. In addition, all participants in the program are required to adhere to sound soil conservation practices. A farmland owner who claims a farmland preservation tax credit on the basis of exclusive agricultural zoning must include in his or her state income tax return a certificate from the local zoning administrator verifying that his or her land is located within an exclusive agricultural zoning district.

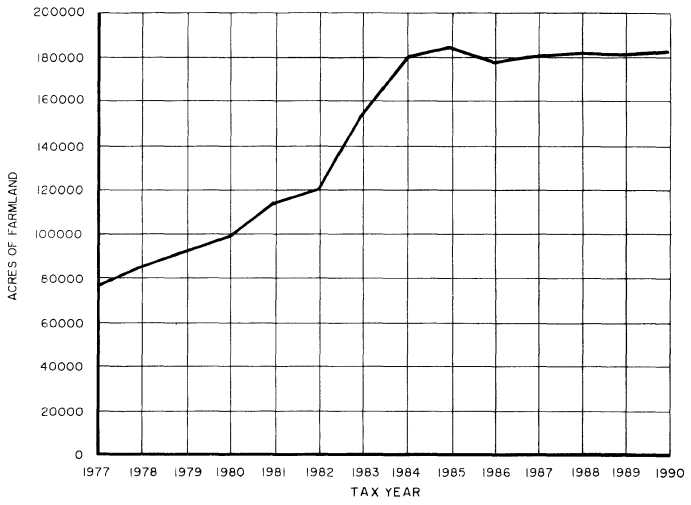
Program changes enacted in 1988 provided an opportunity for farmers in urban counties to participate on the basis of long-term agreements with the State that limit the use of their land to agricultural use. Farmers in urban counties could apply for such agreements between July 1, 1988, and June 30, 1991. After that period, for farmers who do not sign such an agreement, the requirement of exclusive agricultural zoning for tax credit eligibility in urban counties is once again in effect.

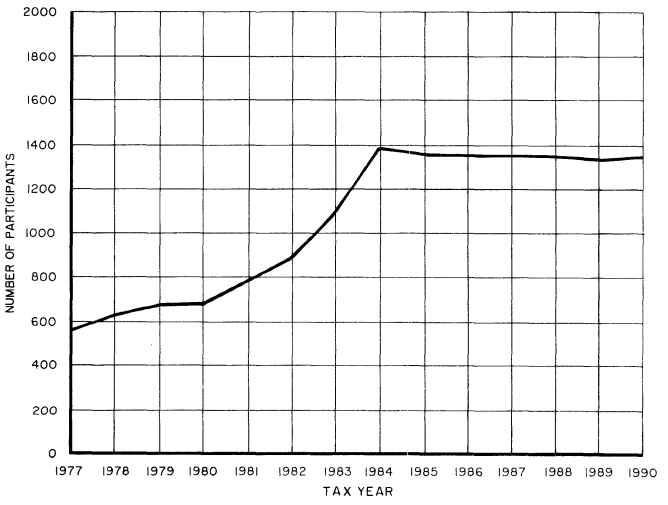
Under the Wisconsin Farmland Preservation Program, the level of income tax credit for which a farmland owner is eligible is determined in part by a formula which takes into account the owner's household income and the property tax on his or her farm. In general, the higher the property tax and the lower the household income, the higher the income tax credit. The level of tax relief for which a farmland owner is eligible is also dependent upon planning and zoning actions taken by county and local units of government to preserve agricultural lands. The highest tax credits are available where a county has prepared and adopted a farmland preservation plan and implemented that plan through the application of exclusive agricultural zoning.

The level of participation in the Wisconsin Farmland Preservation Program for tax year 1990 is presented in Table 8, Figure 10, and Map 4. Based upon the number of zoning certificates issued and the number of long-term preservation agreements in effect, a total of 1,345 farms encompassing 182,768 acres were included in the program in tax year 1990. Among the seven counties of the Region, Walworth County had the highest level of participation: 715 farms encompassing 100,581 acres.

Figure 10

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM FOR THE REGION: TAX YEARS 1977-1990





The vast majority of participants in the program qualified on the basis of exclusive agricultural zoning. Thus, a total of 1,305 zoning certificates for farms encompassing 177,043 acres were issued in the Region for tax year 1990. In contrast, long-term farmland preservation agreements were in effect on only 40 farms encompassing 5,725 acres for tax year 1990.

In tax year 1990, the average tax credit for participating landowners in southeastern Wisconsin was $1,227, or almost 27 percent of the average property tax of $4,582. Among the seven counties of the Region, the average tax credit level ranged from $474 in Milwaukee County to $1,614 in Racine County (see Table 9).

Farmland Preservation Planning

Considerable progress has been made in planning for the preservation of farmland within the Southeastern Wisconsin Region since the passage of the Wisconsin Farmland Preservation Act by the Wisconsin Legislature in 1977. Six counties in the Southeastern Wisconsin Region, Kenosha, Ozaukee, Racine, Walworth, Washington, and Waukesha, have adopted farmland preservation plans which were subsequently certified by the Wisconsin Land Conservation Board (see Map 5).

Table 9

AVERAGE TAX CREDIT LEVELS UNDER THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1990

County	Average Property Tax	Average Tax Credit	
		Amount	Percent of Property Tax
Kenosha	$4,572	$1,437	31.4
Milwaukee	2,630	474	18.0
Ozaukee	4,591	1,054	23.0
Racine	5,102	1,614	31.6
Walworth	4,546	1,277	28.1
Washington	4,754	1,138	23.9
Waukesha	4,810	1,404	29.2
Region	$4,582	$1,227	26.8

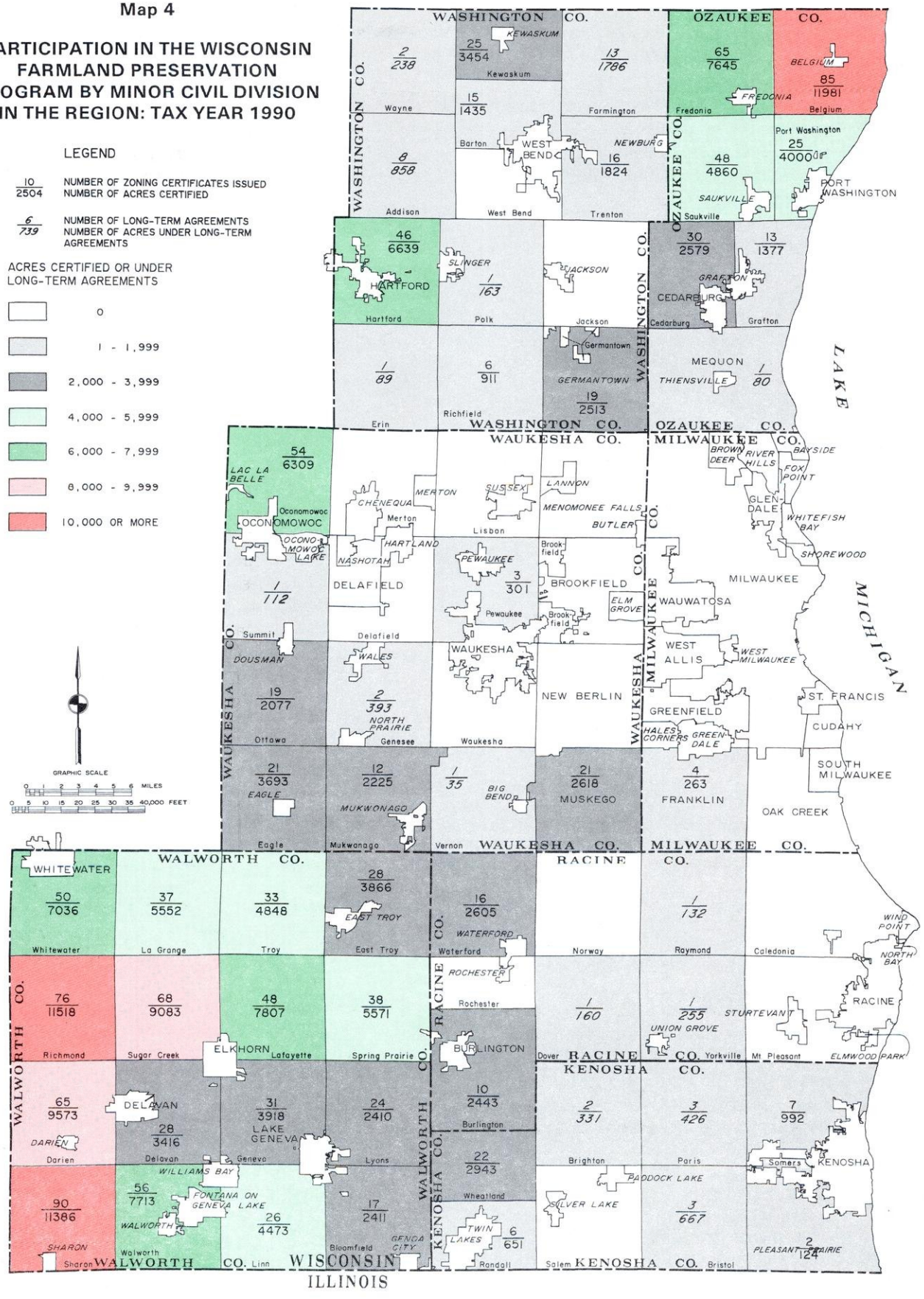
NOTE: Levels of taxes and tax credits presented in this table are based upon the county of residence of the landowner, which may be different from the county in which the land is located. Data for corporate landowners are not included.

Farmland Preservation Zoning

Under Chapter 91 of the Wisconsin Statutes, exclusive agricultural zoning is defined as zoning which limits the use of land to agricultural use, specifies a minimum parcel size of 35

Map 4

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM BY MINOR CIVIL DIVISION IN THE REGION: TAX YEAR 1990



acres for a residence or farm operation, and prohibits structures or improvements on the land unless consistent with agricultural uses. By the end of 1991, exclusive agricultural zoning ordinances certified by the Wisconsin Land Conservation Board were in effect in 41 local units of government in the Region. Twenty-three towns, three in Kenosha County, two in Racine County, 16 in Walworth County, and two in Waukesha County, have adopted exclusive agricultural zoning under county-enacted zoning ordinances. Fourteen towns, six in Ozaukee County, five in Washington County, and three in Waukesha County, have applied exclusive agricultural zoning under town-enacted zoning ordinances. The City of Franklin in Milwaukee County, the City of Muskego in Waukesha County, the Village of Germantown in Washington County, and the Village of Pleasant Prairie in Kenosha County have also adopted exclusive agricultural zoning in conformance with the standards of the Wisconsin Farmland Preservation Act (see Map 5).

Regional Land Use Inventory

Reliable basic planning and engineering data, collected on a uniform, areawide basis, are essential to the formulation of workable development plans and monitoring the implementation of such plans. Particularly important for land use planning is up-to-date information regarding the amount and spatial distribution of the various categories of land use in the Region. Such data were initially developed by the Commission in 1963, with reinventories completed in 1970, 1975, 1980, and 1985. In 1991, the Land Use Division continued work on a reinventory of land use in the Region based upon new aerial photography taken in the spring of 1990. The inventory update involves a visual comparison of 1990 aerial photographs and corresponding 1985 photographs and delineation of any changes, field inspection of areas as necessary to ensure accurate identification of new land uses, and encoding of all identified changes on the Commission computer graphics system. Such encoding allows for automated reproduction of land use inventory maps and related data analysis functions.

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activities in the Region. A total of 3,821 residential lots were created in the Region during 1991 through subdivision plats, compared with 3,218 lots platted in 1990. Of the residential lots created in 1991, 3,328 lots, or about 87 percent, were served by public sanitary sewers, and the remaining 493 lots, or 13 percent, were designed to be served by onsite septic tank sewage disposal systems (see Table 10 and Map 6). In the seven counties in southeastern Wisconsin, the number of residential lots created through subdivision plats in 1991 ranged from a low of 148 lots in Walworth County to a high of 1,433 lots in Waukesha County. The historic trend in residential platting activity since 1960 is shown for the Region and by county in Figure 11.

PARK AND OPEN SPACE PLANNING

On December 1, 1977, the Commission adopted a regional park and open space plan for southeastern Wisconsin consisting of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consists of recommendations for the preservation of primary environmental corridors and prime agricultural land. The outdoor recreation element consists of: 1) a resource-oriented outdoor recreation plan, which provides recommendations for the number and location of large parks, recreation corridors to accommodate trail-oriented activities, and water-access facilities to enable the recreational use of rivers, inland lakes, and Lake Michigan, and 2) an urban outdoor recreation plan, which provides recommendations for the number and distribution of local parks and outdoor recreational facilities required in urban areas of the Region. The plan is documented in SEWRPC Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, and is graphically summarized on Map 7.

The regional park and open space plan was certified to various governmental units and agencies for adoption and implementation early in 1978. Five of the seven constituent counties in southeastern Wisconsin, Kenosha, Milwaukee, Racine, Washington, and Waukesha Counties, adopted the regional plan as their county plan in 1978. In addition, the Commission prepared a refinement of the regional plan as it relates specifically to Ozaukee County. That plan was adopted by Ozaukee County in 1978. Thus, all the counties in southeastern Wisconsin except Walworth County have adopted the regional

Map 5

CERTIFICATION STATUS OF FARMLAND PRESERVATION PLANS AND EXCLUSIVE AGRICULTURAL ZONING IN THE REGION TAX YEAR 1991

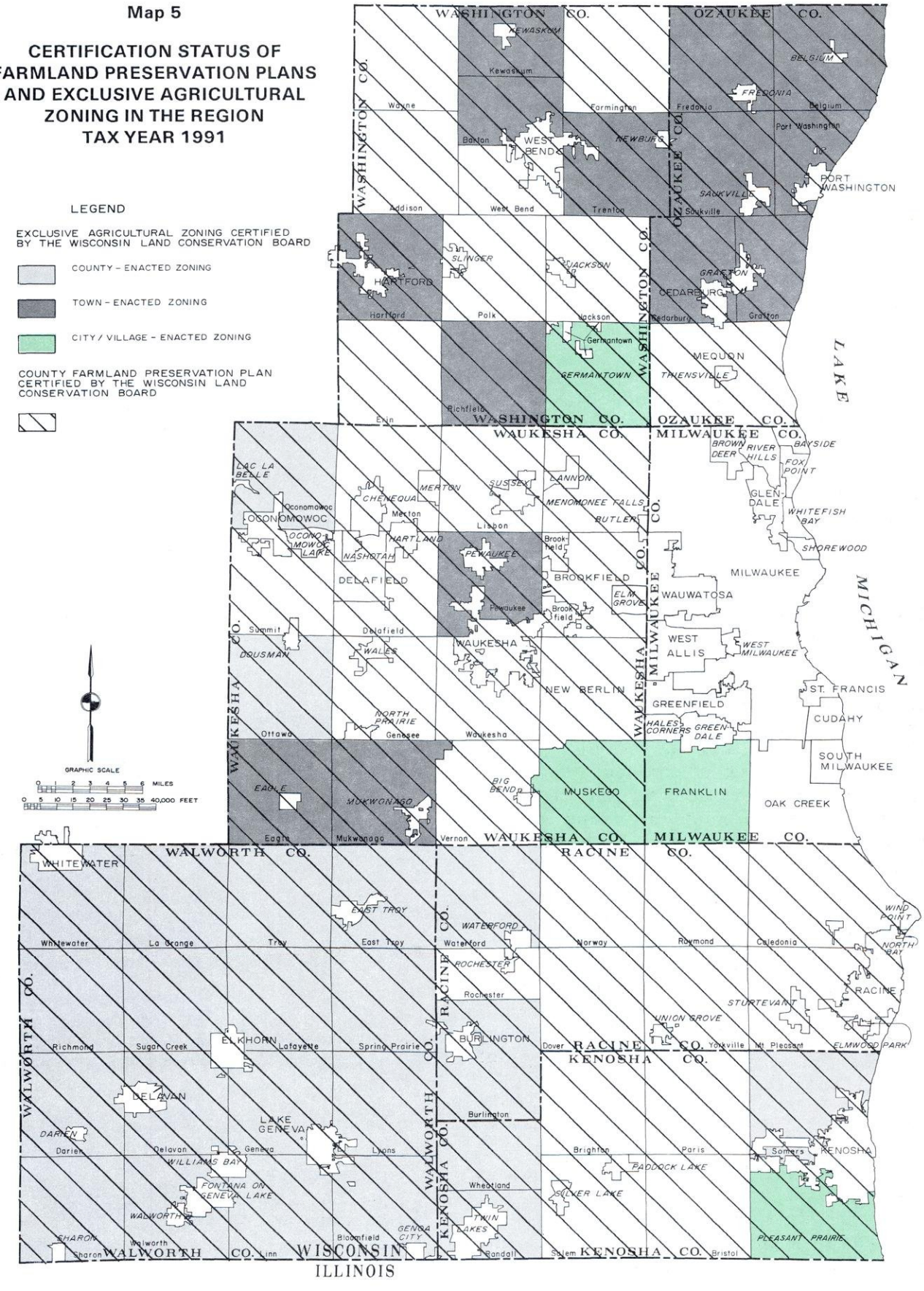


Table 10

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1991

County	Sewered Lots		Unsewered Lots		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	646	97.6	16	2.4	662	17.3
Milwaukee	635	100.0	0	- -	635	16.6
Ozaukee	295	97.7	7	2.3	302	7.9
Racine	312	100.0	0	- -	312	8.2
Walworth	112	75.7	36	24.3	148	3.9
Washington	189	57.4	140	42.6	329	8.6
Waukesha	1,139	79.5	294	20.5	1,433	37.5
Region	3,328	87.1	493	12.9	3,821	100.0

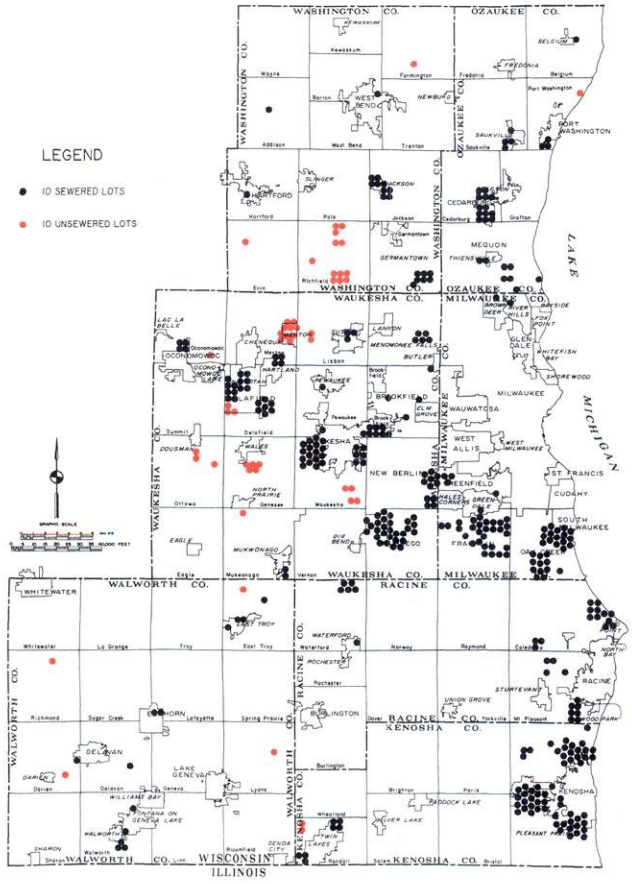
park and open space plan or a refinement of that plan. In addition, the plan was endorsed by the Wisconsin Natural Resources Board in January 1979.

During 1991, Division efforts on park and open space planning were directed primarily toward the implementation of the regional park and open space plan. Implementation activities consisted of preparing detailed local park and open space plans consistent with the guidelines provided by the regional plan. These local plans are documented in SEWRPC community assistance planning reports and contain a set of park and open space preservation, acquisition, and development objectives and supporting standards relative to the needs of the citizens of the local community, present pertinent information on the supply of and need for park and open space sites in the community, and identify the actions required to meet park and open space needs.

Specifically, during 1991 the Commission published SEWRPC Community Assistance Planning Report No. 108, A Park and Open Space Plan for the City of Brookfield, Waukesha County, Wisconsin, and SEWRPC Community Assistance Planning Report No. 199, A Park and Open Space Plan for the Town of Mt. Pleasant, Racine County, Wisconsin. Also during 1991, the Commission published SEWRPC Community Assistance Planning Report No. 144, A Development Plan for the City of Cedarburg: 2010. A detailed park and open space plan for the City is presented in Chapter X of that report. Adoption of such plans by the local communities and approval of the plans by the Wisconsin Department of Natural Resources make the local units

Map 6

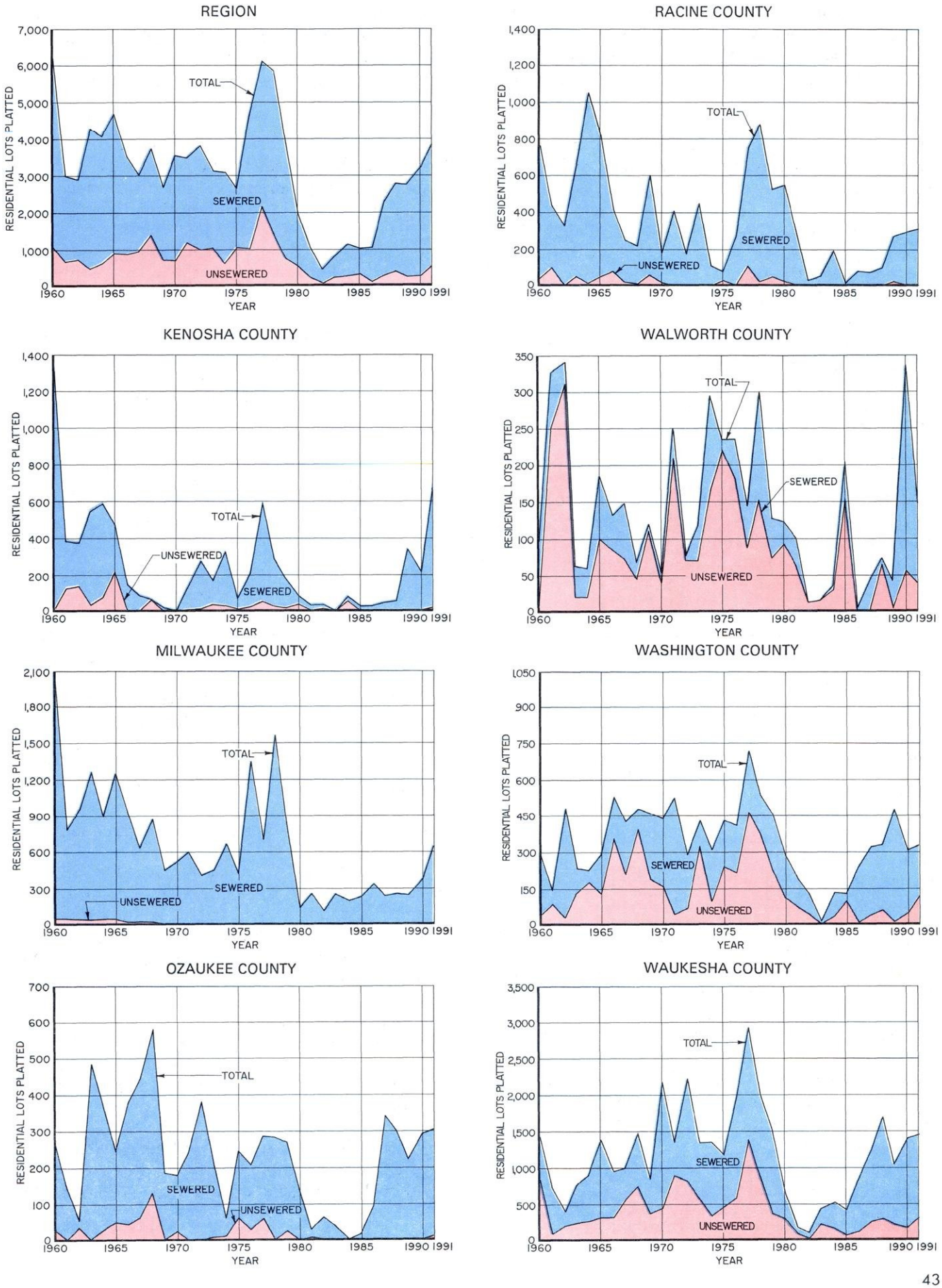
RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 1991



of government eligible to apply for up to 50 percent state and federal assistance for the acquisition and development of the outdoor recreation and open space sites and related facilities proposed in the plans.

Figure 11

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-1991



The Commission also continued work on the refinement of the regional park and open space plan as that plan relates to the county and state levels and agencies of government. A preliminary draft of each individual county park and open space plan was completed in 1986 and transmitted to the respective county park agencies and the Wisconsin Department of Natural Resources for review. The county plans are being documented in a series of seven community assistance planning reports. The Ozaukee County plan was published and adopted in 1987; the Kenosha County plan was published and adopted in 1988; the Racine County plan was published in 1988 and adopted in 1989; and the Washington and Waukesha County plans were published in 1989 and adopted in 1990. In 1991, both the Milwaukee County plan, documented in SEWRPC Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County, and the Walworth County plan, documented in SEWRPC Community Assistance Planning Report No. 135, A Park and Open Space Plan for Walworth County, were published; the Milwaukee County plan was adopted by the Milwaukee County Board of Supervisors. The Walworth County plan is scheduled for adoption by the County in 1992, and both plans are scheduled for adoption by the Commission in 1992.

DATA PROVISION AND TECHNICAL ASSISTANCE

Economic and Demographic Data

The Land Use Division directs considerable time each year to answering requests for demographic, economic, and related data. This function includes the provision of technical assistance to local units of government, public agencies, and school districts in the conduct of special data acquisition activities and in the analysis of data. During 1991, the Division prepared letter responses to 276 requests for population, economic, and related information from the Commission data files. In addition, 67 requests were handled by telephone and 47 requests were accommodated through personal visits to the Commission offices. These requests came from county and local units of government, federal and state agencies, private firms, and individual citizens. The following are some examples of Division activity during 1991 in performing this function:

- Provision of existing land use data and maps, 1990 census data, and forecast population data to the City of Franklin for use in preparing a water supply system plan.
- Provision of existing population and land use data for the portion of the Des Plaines River watershed lying within the Region to the U. S. Army Corps of Engineers for use in the preparation of a water quality analysis.
- Provision of zoning data to the Wisconsin Taxpayers Alliance for use in a statewide study.
- Provision of existing and planned population, household, and employment level data, as well as existing land use data, to a consultant preparing a proposal for the incorporation of the Powers Lake area in Kenosha and Walworth Counties.
- Provision of existing and forecast population data to the Elmbrook School District, Racine School District, Slinger School District, and the Waukesha School District for use in the facilities planning programs under way in each district.
- Provision of 1990 census data on population by age to the Waukesha County Economic Development Corporation and data on tenure and group quartered population levels to the City of Hartford for use in preparing a labor force study and a Wisconsin Housing and Economic Development Authority grant application, respectively.

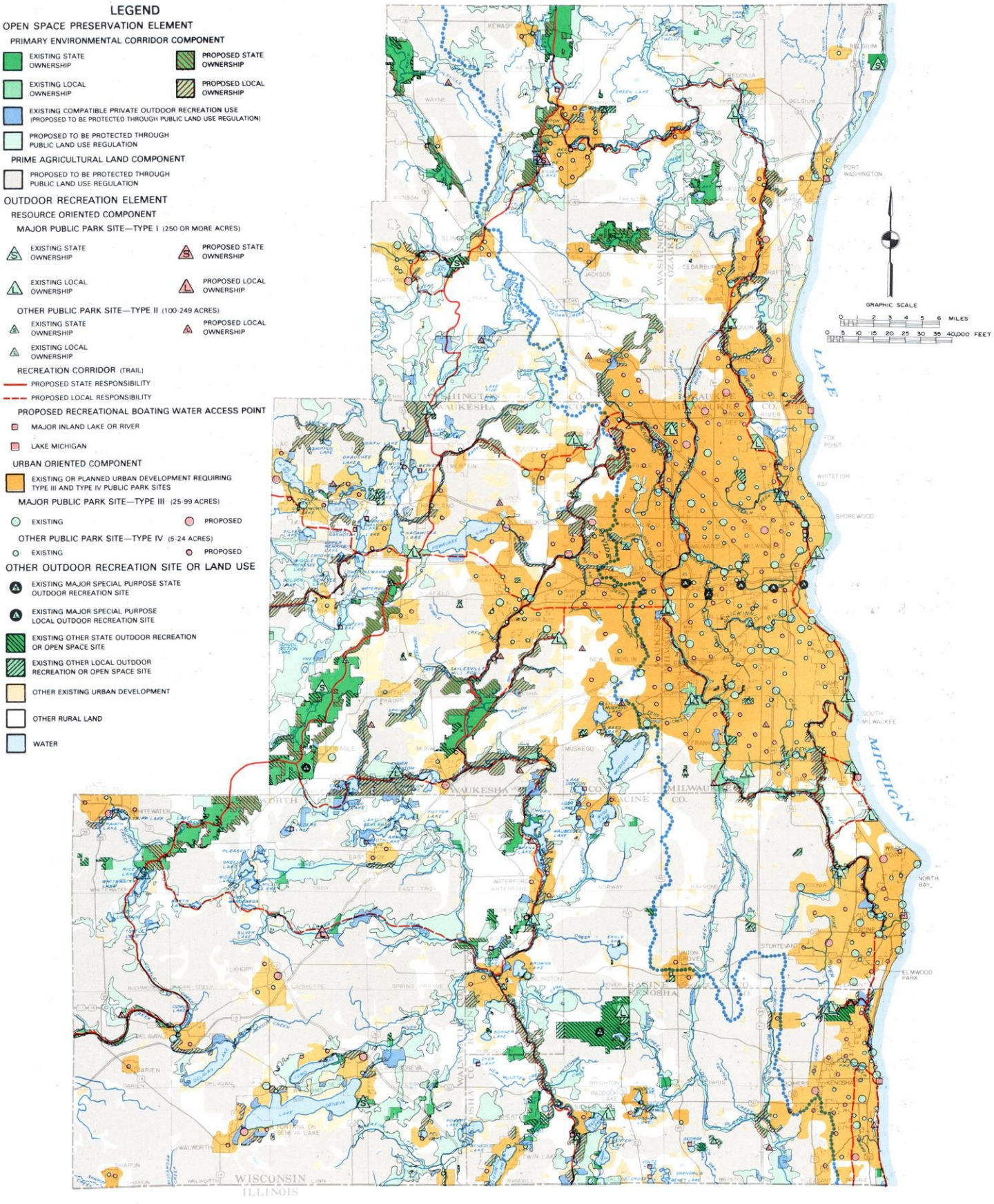
Land Use and Park and Open Space Data

The land use and park and open space files are used extensively by state, county, and local governmental units and agencies and by private interests. Examples of the provision of land use and park and open space data during 1991 include the following:

- Provision of technical assistance to the City of Burlington in the preparation of a site analysis and general development plan for an undeveloped city park site along the Fox River.
- Provision of data on wetlands, woodlands, and other natural resources to the Wisconsin Department of Natural Resources for

Map 7

REGIONAL PARK AND OPEN SPACE PLAN: 2000



use in the preparation of the master plans for Harrington Beach State Park and the Kettle Moraine State Forest.

- Provision of land use inventory and plan data to the Town of Bristol Land Use Committee for use in the preparation of a comprehensive town land use plan.

- Provision of historical data on wetlands in the Kinnickinnic, Menomonee, and Milwaukee River watersheds to the Wisconsin Department of Natural Resources for use in the preparation of the remedial action plan for the Milwaukee harbor estuary, a plan requested by the International Joint Commission on the Great Lakes.

- Provision of existing land use and natural resource data to the Town of Linn Plan Commission for use in the preparation of a park and open space plan for the Town.

- Provision of existing land use data to the Racine County Department of Planning and Development for use in the preparation of a land use plan for the Village of Waterford.

Special Environmental Inventories, Assessments, and Evaluations

A growing demand is being placed upon the Commission to help federal, state, and local units and agencies of government in evaluating and assessing the environmental significance and quality of specific development sites throughout the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. During 1991, the Commission fulfilled a total of 147 requests for such information. Most of this work effort may be divided into the following categories:

- Requests for the field identification and staking of wetland and/or primary environmental corridor boundaries in order to facilitate sound consideration by local governments of proposals for private development. During 1991, 119 such requests were fulfilled at sites in the City of Kenosha, the Village of Pleasant Prairie, and the Towns of Bristol and Salem in Kenosha County; in the Cities of Franklin, Milwaukee, and Oak Creek in Milwaukee County; in the Cities of Cedarburg and Mequon and the Town of Cedarburg in Ozaukee County; in the City of Burlington, the Village of Waterford, and the Towns of Burlington, Caledonia, Dover, Mt. Pleasant, Norway, Raymond, Rochester, and Waterford in Racine County; in the City of Delavan, the Village of East Troy, and the Towns of Darien, LaFayette, and Lyons in Walworth County; in the Cities of Hartford and West Bend, the Village of Germantown, and the Towns of Addison, Barton, and Hartford in Washington County; and in the Cities of Brookfield, Muskego, New Berlin, and Waukesha, the Villages of Hartland, Menomonee Falls, Mukwonago, Oconomowoc Lake, Pewaukee, and Sussex, and the Towns of Brookfield, Delafield, Pewaukee, and Vernon in Waukesha County. Each of these 119 requests was made by a county or local planner or engineer who needed detailed field information in order to carry out local planning and land use control responsibilities properly. Once staked in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the landowner and/or developer and the results of the survey were placed on the face of subdivision plats, certified survey maps, and plats of survey. Of the 119 stakings during this period, three requests were made for restakings of wetlands in the Town of Dover, the City of Franklin, and the Village of Pleasant Prairie.

- Requests for the field identification and evaluation of environmentally sensitive sites associated with transportation improvement projects. During 1991, four such project-related requests were fulfilled, with requests coming from the Wisconsin Air National Guard, the Wisconsin Department of Transportation, and the Milwaukee and Waukesha County Departments of Public Works. These four requests were related to proposed bridge improvements or replacements in the Oak Creek Parkway in the City of South Milwaukee, review of existing wetlands on the Air National Guard Refueling Group lands in the City of Milwaukee, Milwaukee County; inventory and delineation of the wetlands on the Crites Field, Waukesha County Airport lands, for proposed airport expansion and runway and facility improvements in the

Town of Pewaukee, and the inventory and staking of the wetlands along CTH D at School Section Creek for proposed roadway straightening improvements and creek crossing location selection in the Town of Ottawa, Waukesha County.

- Requests for the field evaluation, identification, and delineation of wetlands and/or primary environmental corridors in order to facilitate sound land use planning prior to any detailed development proposals, or to determine whether there are environmentally sensitive areas of concern prior to detailed land use planning or development considerations. During 1991, 15 such requests were fulfilled at the following sites: a parcel of land adjacent to Whitnall Park Creek, Village of Hales Corners, Milwaukee County; Grasslyn Park and a proposed soccer club site in the City of Mequon, Ozaukee County; a residential parcel of land in the City of Burlington, the Waubeesee Lake Estates Subdivision and the Kitzke property in the Town of Norway, and the Ricco parcel in the Town of Waterford, Racine County; residential properties and development parcels in the City of Brookfield to assist in the preparation of a wetland zoning map, the Dragotta property in the City of New Berlin, a pond location review in the City of New Berlin, and a proposed enhancement for parts of Sussex Creek in the Village of Sussex, Waukesha County.

In addition to the foregoing, the Commission worked closely with Milwaukee County in carrying out an environmental assessment process attendant to proposals from the private sector for the acquisition of lands acquired in past years by Milwaukee County for park and parkway purposes. This environmental assessment process is intended to ensure that the County Board and County Executive have all available information before any County-owned lands are declared excess and sold for private development. In carrying out this assessment, the Commission staff not only conducts biological field surveys of the land parcel concerned but also compiles information attendant to the subject parcel from the Commission data bank. Furthermore, the Commission is responsible under the process for soliciting the comments of other parties concerned, including the Milwaukee Public Museum, the State Historical Society of Wisconsin, and the Bureau of Endangered Resources in the Wisconsin Department of Natural Resources. During 1991, four specific environmental assessments and reviews were conducted by the Commission at the request of Milwaukee County: 1) a parcel located at E. Lafayette Place along the Milwaukee River, City of Milwaukee, 2) a parcel located in the Root River Parkway in the vicinity of the intersection of W. Rawson Avenue and S. 68th Street in the City of Franklin, 3) a parcel of land located in Grobschmidt Park in the City of Franklin, and 4) a 0.8-acre potential lease site of Milwaukee County parkway lands along the Milwaukee River near the interchange of W. Silver Spring Drive and IH 43 in the City of Glendale.

Finally, the Commission fulfills requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether or not any rare, threatened, or endangered species are on the subject site. During 1991, six such requests made by federal and state agencies as well as county and local governments were fulfilled. These consisted of field inspections of the Mequon Business Park woods and the Fromm Brothers, Inc., parcel at the request of the City of Mequon, Ozaukee County; review of the potential habitat for amphibians and reptiles likely on the Van Der Bosch farm in the Town of LaGrange, Walworth County, at the request of the Wisconsin Department of Natural Resources, Bureau of Endangered Species; the Melvin Ellis property at the request of the Village of Big Bend, Waukesha County; and the Denoon Lake Estates proposed detention basin site and the Muskego High School proposed nature area at the request of the City of Muskego and Muskego High School, respectively, Waukesha County.

TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

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

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

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 1991 conducted a number of activities in eight identifiable areas: data collection, collation, and development; long-range planning; transportation systems management planning and traffic engineering; transportation planning for the elderly and disabled; transportation improvement programming; railway transportation planning; air transportation planning; and data provision and technical assistance.

As the official metropolitan planning organization for transportation planning in the Southeastern Wisconsin Region, the Commission not only conducts transportation planning work programs with its own staff and with consultants, but also oversees related subregional transportation planning by other governmental agencies. In 1991, Milwaukee County undertook such planning work related to transit operations. The Commission is ultimately responsible for all transportation-related planning work funded by federal agencies. Accordingly, all transportation planning activities bearing upon the Commission's overall work program are reported herein, irrespective of whether or not they are directly conducted by the Commission.

DATA COLLECTION, COLLATION, AND DEVELOPMENT

During 1991, the Division continued to monitor secondary data sources for changes in automobile and truck availability, mass transit ridership, carpool parking facility capacity and use, and traffic volumes.

Figure 12

TRANSPORTATION PLANNING DIVISION

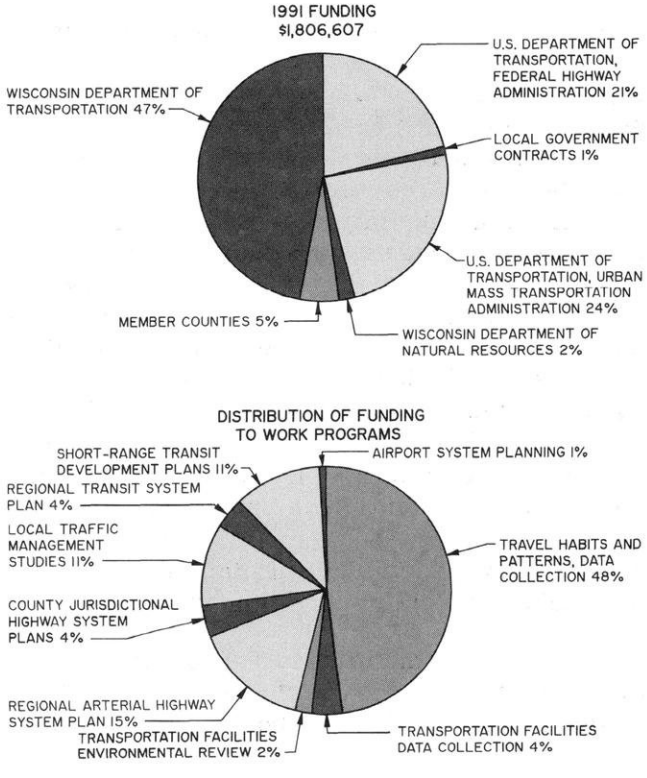


Table 11

AUTOMOBILE AVAILABILITY

County	1963	1972	1990	1991
Kenosha	35,160	48,010	66,900	68,180
Milwaukee	304,120	397,690	454,050	455,070
Ozaukee	14,320	24,430	42,200	43,180
Racine	47,580	68,270	91,660	93,050
Walworth	19,440	27,430	42,660	43,600
Washington	16,240	27,030	50,970	53,250
Waukesha	61,900	102,910	178,690	184,300
Total	498,760	695,770	927,130	940,630

Automobile and Truck Availability

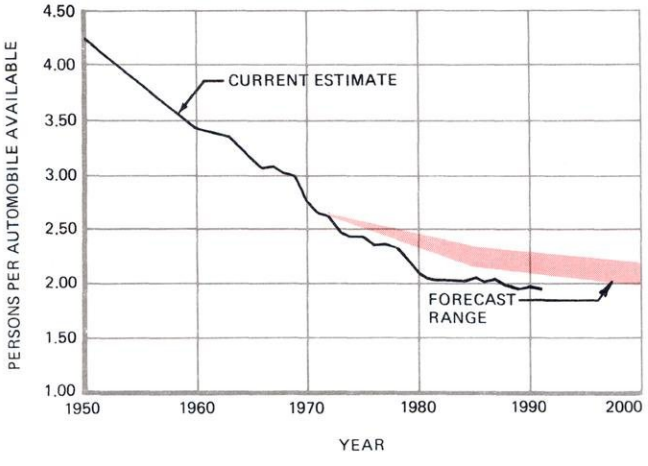
The number of automobiles available to residents of the Region in 1991 totaled about 940,630. This represents an increase of 13,500, or about 1.5 percent, over the 1990 level of 927,130 (see Table 11). Increases in automobile availability in 1991 occurred in each county in the Region, continuing the generally steady, long-term trend of continued increases in the number of automobiles available to residents of the Region over the past 30 years. The average annual rate of growth in automobile availability within the Region from 1963 through 1991 was 2.3 percent.

The number of persons per automobile within the Region was estimated to be 1.94 in 1991, slightly lower than the estimated 1.95 in 1990, as shown in Figure 13. The estimated number of automobiles available within the Region in 1991 may be compared to the forecast range of automobile availability as developed under the long-range regional transportation system plan, as shown in Figure 14, which depicts the historical and forecast growth in automobile availability. The 1991 forecast automobile availability ranged from 955,000 under the adopted regional transportation system plan to 971,000 under the "no build" alternative. Thus, the 1991 regional automobile availability of 940,630 was about 3.1 percent lower than the "no build" forecast, and about 1.5 percent lower than the automobile availability envisioned under the adopted regional transportation system plan.

The number of motor trucks available in the Region during the year totaled about 184,820, an increase of about 6,890, or about 3.9 percent, over

Figure 13

PERSONS PER AUTOMOBILE



the 1990 level of 177,930 trucks (see Table 12 and Figure 15). The increase in 1991 motor truck availability follows the trend of annually increasing vehicle availability in spite of declines observed in 1961, 1962, and 1985. Light trucks accounted for about 57 percent of all trucks in 1960, 60 percent of all trucks in 1970, 74 percent of all trucks in 1980, 78 percent of all trucks in 1990, and 79 percent of all trucks in 1991. The number of light trucks available in 1991 totaled about 145,510, an increase of 6,280, or about 4.5 percent, over the number of light trucks available in 1990. The number of heavy trucks and municipal trucks totaled 39,310 in 1991, an increase of about 610 trucks, or about 1.6 percent, from the 1990 level of 38,700. The average annual rate of growth in motor truck availability within the Region from 1963 to 1991 was 4.4 percent.

Table 12

TRUCK AVAILABILITY

County	1963	1972	1990	1991
Kenosha	4,860	7,040	17,100	18,150
Milwaukee	25,870	33,350	62,830	64,190
Ozaukee	2,290	3,290	8,030	8,380
Racine	6,200	9,140	21,330	22,270
Walworth	4,490	6,430	14,560	15,230
Washington	3,410	5,400	14,190	15,020
Waukesha	8,280	15,060	39,890	41,580
Total	55,400	79,710	177,930	184,820

Figure 14

FORECAST RANGE OF AUTOMOBILE AVAILABILITY

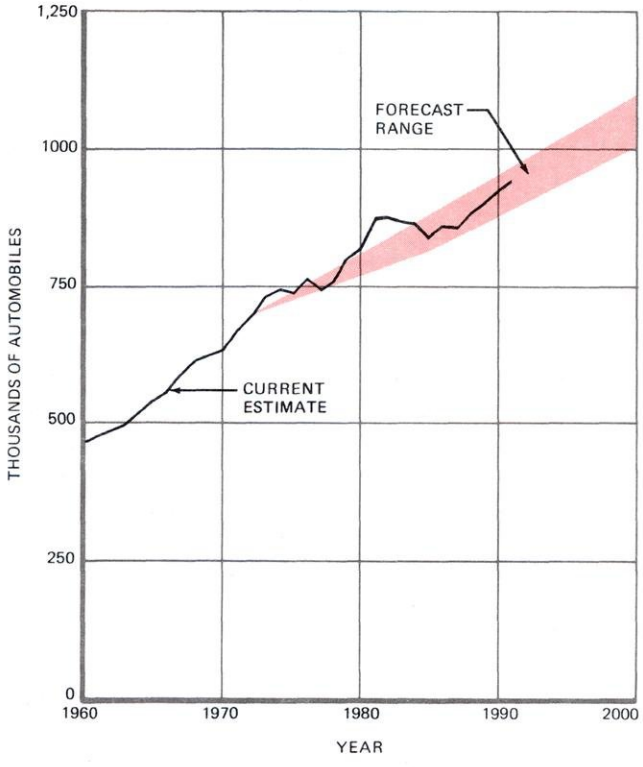
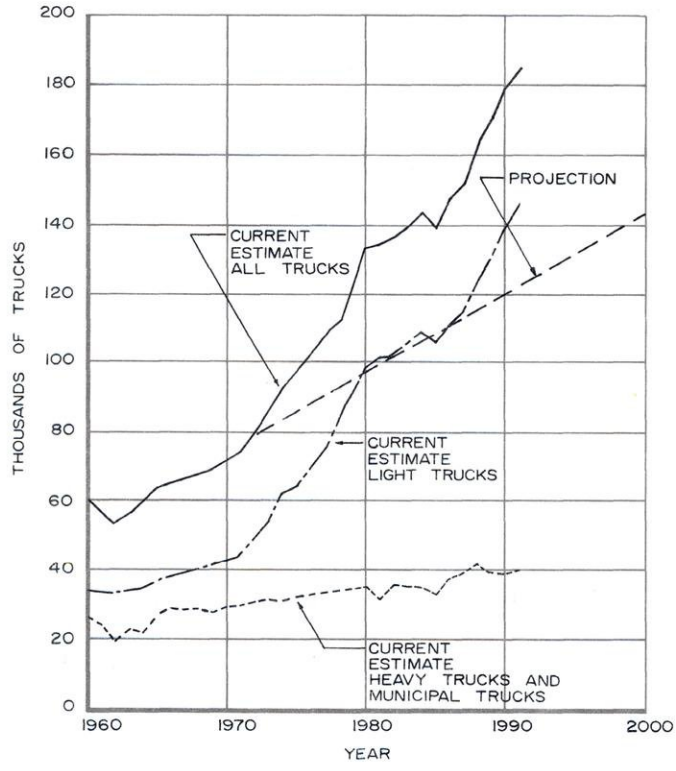


Figure 15

TRUCK AVAILABILITY



Public Transit Ridership

Publicly owned mass transit service is provided in the Region in the Kenosha, Racine, and Milwaukee urbanized areas, and in nonurbanized portions of the Region in the Cities of Hartford and Whitewater (see Table 13 and Figure 16).

Kenosha Urbanized Area

In the Kenosha urbanized area, ridership on the fixed-route public transit system serving the City of Kenosha decreased during 1991 (see Figure 17). Ridership during the year approximated 1,128,000 revenue passengers, a decrease of about 3.5 percent from the 1990 ridership level of

Table 13

PUBLIC TRANSIT RIDERSHIP

Transit Operators By Area	1963	1972	1990	1991	Percent Change 1990-1991
Urbanized Areas					
Kenosha					
City of Kenosha	1,876,000	503,000	1,169,000	1,128,000	-3.5
Milwaukee					
Milwaukee County	88,546,000	52,141,000	48,477,700	46,460,300	-4.2
Waukesha County	--	--	303,000	290,400	-4.2
City of Waukesha	451,000	227,000	397,100	434,400	9.4
Subtotal	88,997,000	52,368,000	49,177,800	47,185,100	-4.1
Racine					
City of Racine					
Local Bus	2,907,000	526,000	1,941,000	1,827,800	-5.8
Commuter Bus	165,000	153,000	73,600	82,000	11.4
Subtotal	3,072,000	679,000	2,014,600	1,909,800	-5.2
Urbanized Area Total	93,945,000	53,550,000	52,361,400	50,222,900	-4.1
Nonurbanized Areas					
City of Hartford	--	--	9,500	8,100	-14.7
City of Whitewater	--	--	36,600	37,900	3.6
Nonurbanized Area Total	--	--	46,100	46,000	-0.2
Total Region	93,945,000	53,550,000	52,407,500	50,268,900	-4.1

about 1,169,000 revenue passengers. The number of bus miles operated in revenue service totaled about 735,300, an increase of about 2 percent from the 724,300 bus miles operated during 1990. The basic fare for the Kenosha system was $0.60, unchanged from 1990.

To assist in the public operation of the transit system, the Commission prepared, at the request of the City, a five-year transit development plan in 1976 for the years 1976 to 1980.[1] Many of the plan's recommendations regarding transit route layout and scheduling were implemented in the mid-1970s as ridership increased on the system. In 1984, the Commission completed work on another transit development plan for the City of Kenosha transit system for the period from 1984 to 1988.[2] Virtually all of the routing changes recommended under the new plan were implemented by the transit system in late December 1984. During 1991, the Commission completed work on a transit development plan for the period from 1991 to 1995. That plan is described later in this chapter.

Racine Urbanized Area

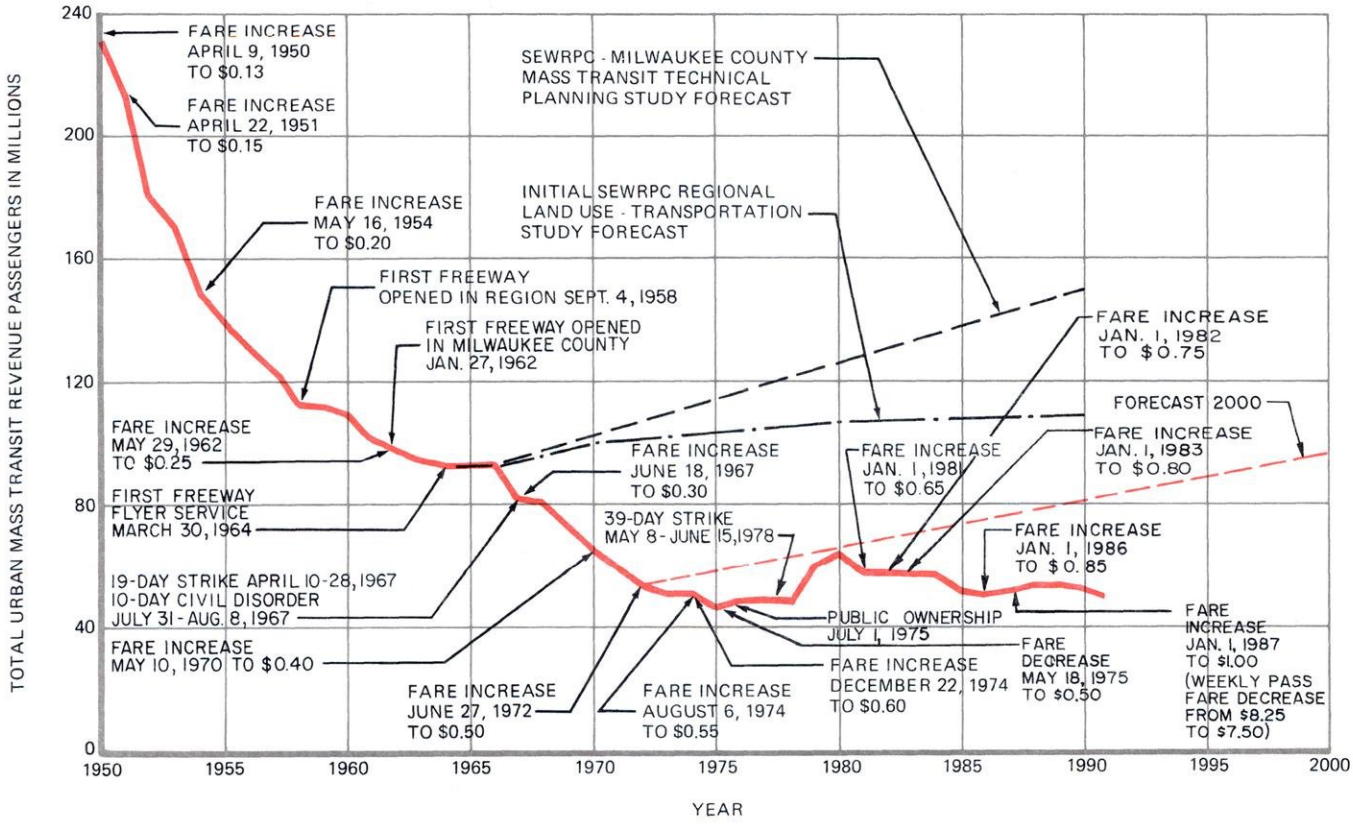
During 1991, ridership on the fixed-route public transit system serving the City of Racine decreased approximately 6 percent, from the 1990 level of approximately 1,941,000 revenue passengers to about 1,827,800 revenue passengers in 1991. The number of bus miles operated in revenue service increased by less

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

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

Figure 16

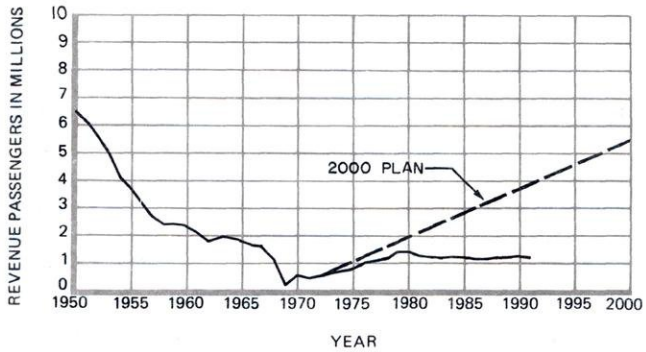
HISTORICAL TREND IN MASS TRANSIT RIDERSHIP IN THE REGION



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

Figure 17

MASS TRANSIT RIDERSHIP KENOSHA URBANIZED AREA



than 1 percent during 1991, from about 1,251,400 bus miles in 1990 to about 1,258,500 bus miles in 1991. The basic fare for the Racine transit system increased from $0.50 in 1990 to $0.60 in 1991.

Transit ridership declines on the City of Racine transit system during 1982 and 1983 and again during the years 1985 through 1991 broke a trend of increasing ridership which began in July 1975 upon the public acquisition and operation of the formerly privately operated system. To guide the public acquisition of the system and its initial years of operation, the Commission prepared, at the request of the City of Racine, a transit development plan covering the years 1975 to 1979.[3] Nearly all the plan recommendations for transit route layout, schedule, fare structure, and service levels were implemented in the first years of public operation. In 1984, the Commission completed work

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

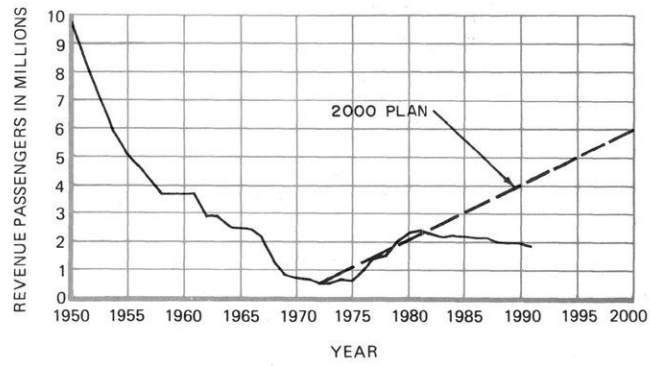
on another transit development program for the City of Racine transit system for the period 1984 to 1988.[4] Several of the routing changes recommended under the new plan were implemented by the transit system by December 1985.

During 1991, the City of Racine, in a joint effort with the City of Kenosha and Racine and Kenosha Counties, also provided commuter bus service between downtown Milwaukee and the aforementioned two cities. The commuter bus service was provided by a private transit operator, Wisconsin Coach Lines, Inc. Until 1984, the route was operated without public subsidy; the passenger and freight revenues were sufficient to offset the operating costs. More recently, however, the operation of the route suffered a loss. During 1984, the company approached the four governmental units and asked for financial subsidy for the operation of the route. As a result, the four local units of government joined to help provide the company with the necessary financial assistance, through the State of Wisconsin, to operate the bus service.

The City of Racine has assumed responsibility as the lead agency for the commuter bus project by acting as the applicant/grantee for the state urban transit assistance funds needed to subsidize the operation of the commuter service. State transit assistance funds are the only public monies being used to subsidize the operating costs of the service. Ridership on the service approximated 82,000 revenue passengers during 1991, an increase of about 11 percent over the 1990 ridership level of about 73,600 revenue passengers. The number of bus miles operated in revenue service increased from 213,900 bus miles in 1990 to 253,300 bus miles in 1991, an increase of about 18 percent. Total transit ridership within the Racine urbanized area, including the City of Racine transit system and the special commuter bus service, decreased about 5 percent, from the 1990 ridership level of 2,014,600 revenue passengers to about 1,909,800 revenue passengers in 1991 (see Figure 18).

Figure 18

MASS TRANSIT RIDERSHIP RACINE URBANIZED AREA



Milwaukee Urbanized Area

In the Milwaukee urbanized area, publicly subsidized, fixed-route transit service was provided during 1991 by the Milwaukee County Transit System, Waukesha County, and the City of Waukesha.

During 1991, ridership on the Milwaukee County Transit System decreased by about 4 percent from the 1990 level of about 48,477,700 revenue passengers to 46,460,300 revenue passengers. The basic cash fare for the Milwaukee County Transit System remained unchanged at $1.00 in 1991; the price of a weekly pass or a book of 10 tickets remained unchanged at $8.50 in 1991.

During 1991, Waukesha County provided six regular bus routes between Waukesha and Milwaukee Counties. Waukesha County contracts for all elements of their operation from two transit operators in the Milwaukee area. Four of the routes are operated by Wisconsin Coach Lines, Inc., and the remaining two routes are operated by Milwaukee County as part of the Milwaukee County Transit System. The routes operated by Wisconsin Coach Lines include three routes in the Oconomowoc-Waukesha-Milwaukee travel corridor, sponsored by Waukesha County since 1977, and a freeway flyer route operated between Oconomowoc and downtown Milwaukee, initiated by Waukesha County in 1981. The two routes operated by the Milwaukee County Transit System were also initiated in 1981 and include one freeway flyer bus route operated between the Village of Menomonee Falls and downtown Milwaukee and one provid-

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

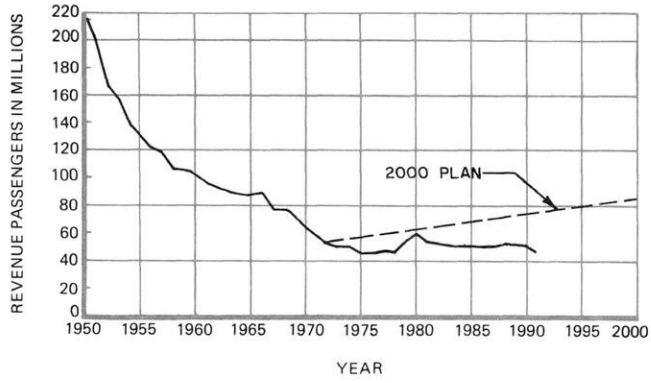
ing local bus service from Milwaukee County to the Brookfield Square Shopping Center. The bus routes initiated during 1981 were three of seven new routes implemented by Waukesha County on April 1, 1981. The Commission identified these seven routes in 1980 at the request of Waukesha County and proposed that service be implemented on a trial basis.[5] Additional service changes were made in 1988 based on the analyses and recommendations presented in a new transit service plan for Waukesha County completed by the Commission in that year.[6]

During 1991, ridership on the Waukesha County transit system decreased by about 4 percent, from 303,000 trips in 1990 to 290,400 trips in 1991. Transit fares on the Waukesha County Transit System, which are distance-related, were between $1.00 and $2.50 in 1991, a decrease from the 1990 fares of between $1.25 and $2.50.

Local bus service was reestablished in the City of Waukesha in August 1981, when the City placed into full-scale operation a new fixed-route transit system. The community had previously been without public transit service since June 1976, when local bus service provided by a private transit operator was discontinued. The reinstitution of transit service was guided by a transit development plan prepared by the Regional Planning Commission in 1980 at the request of the City of Waukesha.[7] The new Waukesha transit system and its routes, schedule, service levels, and fare structure, were implemented essentially as recommended by that plan. In December 1989 the Commission completed work on another transit development plan for the period 1988 to 1992.[8] During calendar 1991, the system carried approximately 434,400 revenue passengers, an increase of about 9 percent over the 397,100 revenue passengers carried on the system during 1990. This relatively large increase in ridership may be attributed to more frequent bus service and the addition of a new route in late 1990. The basic fare for the City of Waukesha transit system was $0.60, unchanged from 1990.

Figure 19

MASS TRANSIT RIDERSHIP MILWAUKEE URBANIZED AREA



The number of bus miles operated in revenue service in the Milwaukee urbanized area during the year totaled about 18.06 million, an increase of less than 1 percent over the approximately 17.91 million bus miles operated during 1990. Total transit ridership within the Milwaukee urbanized area decreased by about 4 percent in 1991, from about 49.2 million revenue passengers in 1990 to about 47.2 million in 1991 (see Figure 19). This ridership decrease may be attributed primarily to the decrease in ridership on the Milwaukee County Transit System.

During 1991, rapid transit service in the Milwaukee urbanized area was provided by freeway flyer bus service operated by both Milwaukee and Waukesha Counties from 19 outlying parking terminals to the Milwaukee central business district. Ridership on the freeway flyer bus

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

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

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

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

Figure 20

MILWAUKEE URBANIZED AREA
FREEWAY FLYER RIDERSHIP

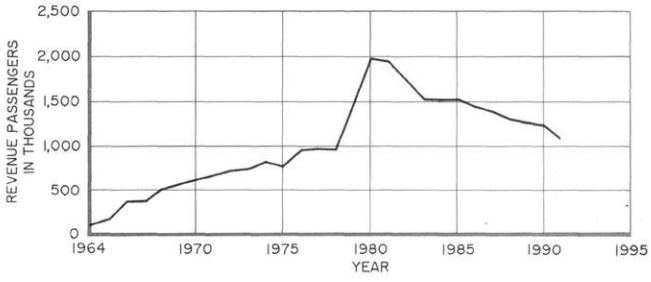
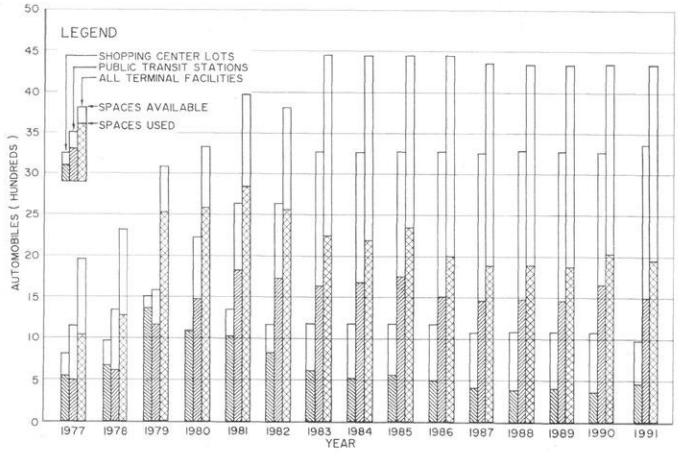


Figure 21

FREEWAY FLYER PARKING LOT USE
FOURTH QUARTER: 1977-1991



service totaled about 1,090,890 passengers in 1991, representing a decrease of about 11 percent from the 1,232,600 passengers carried in 1990 (see Figure 20). This decrease in freeway flyer ridership may be attributed in part to continued low fuel prices and the continuing decentralization of homes and jobs to outlying communities.

Progress in providing the public transit stations recommended in the adopted year 2000 transportation plan is summarized on Map 8. During 1991, one new public transit station was constructed to add to those which existed during 1990. In December 1991, a new publically constructed park-ride lot was opened at the intersection of N. 85th Street and W. Beatrice Court, replacing the lot that had been located at the Northridge Shopping Center. Table 14 and Figure 21 provide data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 1991 at all transit stations by patrons of freeway flyer bus service and carpoolers. As shown in the table, transit service was provided at 13 of the 15 public transit/park-ride stations and at six shopping center lots. The total of 21 freeway flyer terminal facilities represents no change from the number of facilities that existed in 1990. The number of spaces available at public transit/park-ride stations increased to 3,350 spaces in 1991 from 3,250 spaces in 1990, and at shopping center lots, decreased to 975 spaces in 1991 from 1,075 spaces in 1990 due to the opening of the new Northridge public transit station in 1991. The total number of spaces available remained unchanged.

Of the 3,350 spaces available at the 15 public transit/park-ride stations, 1,492 spaces were used on an average weekday during the fourth quarter of 1991, a utilization rate of about 45 percent. Of the 975 spaces available at the six shopping center lots, 451 spaces were utilized during the last quarter of 1991, a utilization rate of about 46 percent. In total, about 45 percent of all available parking spaces were used on an average weekday during the last quarter of 1991.

Nonurbanized Areas

Publicly operated transit service was also provided in the nonurbanized portion of the Region during 1991 by the City of Hartford in Washington County, which operated a shared-ride taxicab service through the City of Hartford Municipal Recreation Department. The taxicab service was initiated in 1981 and is available to the public seven days a week for travel primarily within the City of Hartford and environs. A special commuter bus service which had been initiated in late 1982 to shuttle passengers from Hartford and West Bend to and from a transit stop used by an intercity bus operator serving the Milwaukee urbanized area was discontinued in 1991. During 1991, the Hartford transit service carried approximately 8,100 revenue passengers and operated about 24,700 total vehicle miles. These figures represent a decrease of about 15 percent from the 9,500 revenue passengers carried in 1990, and a decrease of about 41 percent from the 41,800 total vehicle miles operated during 1990. The large decrease in total vehicle miles was due to the elimination of bus service between Hartford and West Bend.

Map 8

PRIMARY TRANSIT SYSTEM PLAN FOR THE REGION: 2000

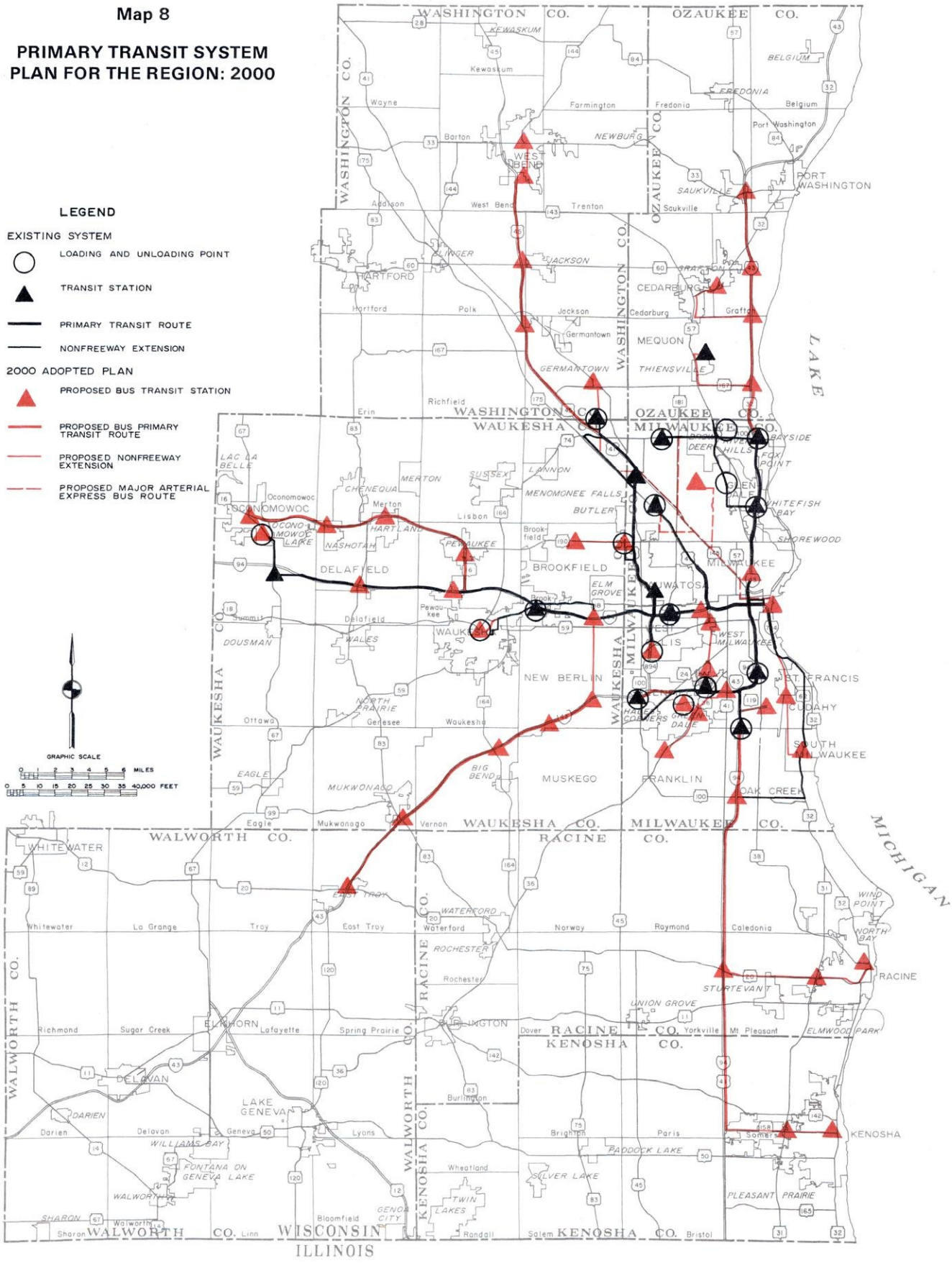


Table 14

USE OF PARKING AT FREEWAY FLYER TERMINALS: FOURTH QUARTER 1991

Location	Available Parking Spaces	Autos Parked on an Average Weekday—Fourth Quarter: 1991	Percent of Spaces Used
Public Transit Stations			
W. College Avenue (Milwaukee)	530	287	54
W. Watertown Plank Road (Wauwatosa)	200	96	48
North Shore (Glendale)	175	79	45
Brown Deer (River Hills)	250	137	55
Goerkes Corners (Brookfield)	250	107	43
Milwaukee Area Technical College (Mequon)	200	4[a]	2[a]
W. Holt Avenue (Milwaukee)	240	103	43
Whitnall (Hales Corners)	370	272	74
Pilgrim Road (Menomonee Falls)	65	54	83
STH 67 and IH 94 (Summit)	80	46	58
State Fair Park (West Allis)	200	137	69
Timmerman Field (Milwaukee)	140	42	30
W. Loomis Road (Greenfield)	415	96	23
W. Good Hope Road (Milwaukee)	135	12[a]	9[a]
Northridge (Milwaukee)	100	20	20
Subtotal	3,350	1,492	45
Shopping Center Lots			
Silver Mill (Milwaukee)	100	23	23
Kohl's (West Allis)	250	127	51
Phar-Mor (Brookfield)	200	138	69
Southridge (Greendale)	250	88	35
Target (Brown Deer)	125	75	60
Olympia (Oconomowoc)	50	--[b]	--[b]
Subtotal	975	451	46
Total	4,325	1,943	45

[a] *Public transit service to this station was not provided during 1991. The number of autos parked represents use by carpoolers.*

[b] *Data not available.*

In January 1986, the City of Whitewater in Walworth County initiated operation of a shared-ride taxicab service. Operated by Brown's Cab Service, based in Fort Atkinson, the taxicab service is available seven days a week for travel primarily within the Whitewater area. Adult fares for the service were established at $2.00 per one-way trip, with a half-fare program provided for students and elderly and disabled users. The service was initiated using federal funds available for capital and operating assistance under the federal Section 18 rural transportation assistance program. During 1991, the Whitewater taxicab service carried approximately 37,900 revenue passengers, an increase of about 4 percent from the 36,600 revenue passengers carried in 1990, and operated about 78,900 total vehicle miles, an increase of about 3 percent from the 76,600 total vehicle miles operated in 1990.

Transit operating subsidies in the Region during 1991 totaled about $54.0 million, as compared with about $52.5 million during 1990, as shown in Table 15. The overall public operating subsidy per ride in the Kenosha urbanized area

Table 15

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 1990-1991

Area	Public Transit Operating Assistance (dollars)							
	1990 Actual				1991 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Urbanized Areas								
Kenosha								
City of Kenosha	576,800	821,600	409,100	1,807,500	547,300	851,900	309,200	1,708,400
Milwaukee								
Milwaukee County	5,244,400	30,183,600	10,122,500	45,550,500	5,179,700	30,167,400	11,518,200	46,865,300
Waukesha County	289,100[a]	485,100[a]	216,100[a]	990,300[a]	295,300	540,700	234,300	1,070,300
City of Waukesha	174,000	452,400	344,100	970,500	188,500	511,100	403,100	1,102,700
Subtotal	5,707,500	31,121,100	10,682,700	47,511,300	5,663,500	31,219,200	12,155,600	49,038,300
Racine								
City of Racine								
Local Bus	868,700	1,353,500	423,300	2,645,500	857,100	1,394,800	414,700	2,666,600
Commuter Bus	--	221,500[a]	129,700[a]	351,200[a]	--	257,300	161,200	418,500
Subtotal	868,700	1,575,000	553,000	2,996,700	857,100	1,652,100	575,900	3,085,100
Urbanized Area Subtotal	7,153,000	33,517,700	11,644,800	52,315,500	7,067,900	33,723,200	13,040,700	53,831,800
Nonurbanized Areas								
City of Hartford	37,400[a]	50,500[a]	21,200[a]	109,100[a]	26,100	37,200	14,500	77,800
City of Whitewater	18,700	39,300	--	58,000	24,300	44,100	4,200	72,600
Subtotal	56,100	89,800	21,200	167,100	50,400	81,300	18,700	150,400
Total	7,209,100	33,607,500	11,666,000	52,482,600	7,118,300	33,804,500	13,059,400	53,982,200

Area	Operating Subsidy per Ride (dollars)							
	1990 Actual				1991 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Urbanized Areas								
Kenosha								
City of Kenosha	0.49	0.70	0.36	1.55	0.49	0.76	0.26	1.51
Milwaukee								
Milwaukee County	0.11	0.62	0.21	0.94	0.11	0.65	0.25	1.01
Waukesha County	0.95[a]	1.60[a]	0.72[a]	3.27[a]	1.02	1.86	0.81	3.69
City of Waukesha	0.44	1.14	0.86	2.44	0.43	1.18	0.93	2.54
Average	0.12	0.63	0.22	0.97	0.12	0.66	0.26	1.04
Racine								
City of Racine								
Local Bus	0.45	0.70	0.21	1.36	0.47	0.76	0.23	1.46
Commuter Bus	0.00[a]	3.01[a]	1.76[a]	4.77[a]	0.00	3.14	1.96	5.10
Average	0.43	0.78	0.28	1.49	0.45	0.87	0.30	1.62
Nonurbanized Areas								
City of Hartford	3.94[a]	5.32[a]	2.22[a]	11.48[a]	3.22	4.59	1.79	9.60
City of Whitewater	0.51	1.07	--	1.58	0.64	1.16	0.11	1.91
Nonurbanized Area Average	1.22	1.95	0.45	3.62	1.10	1.77	0.40	3.27

[a] *Estimated.*

Figure 22

MASS TRANSIT OPERATING SUBSIDIES IN THE KENOSHA URBANIZED AREA: 1975-1991

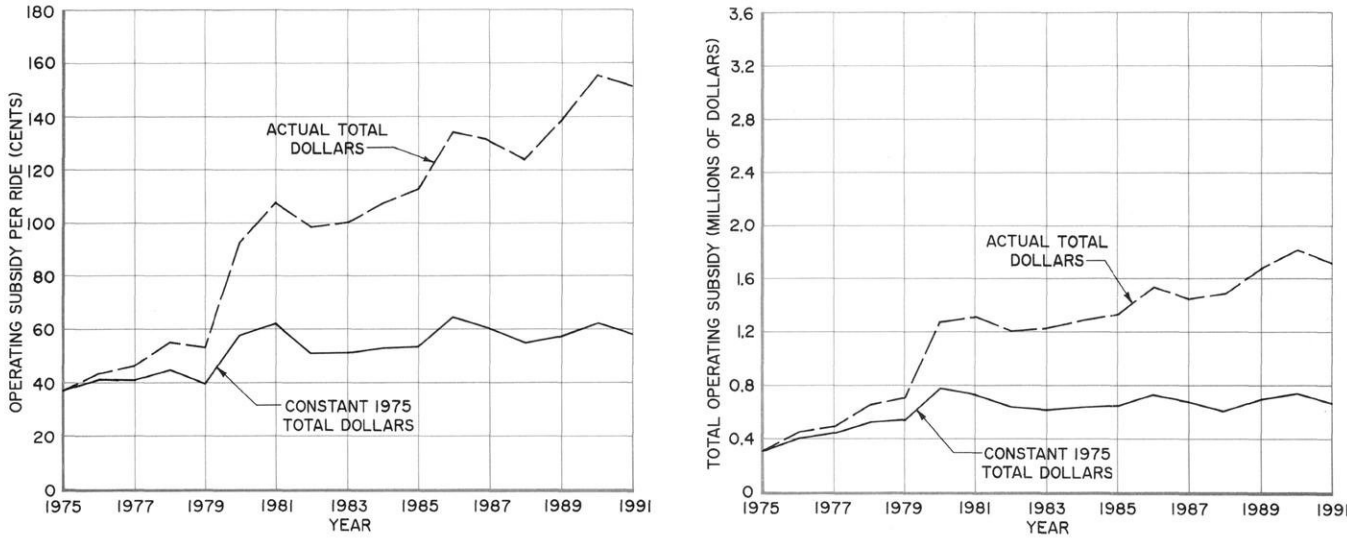
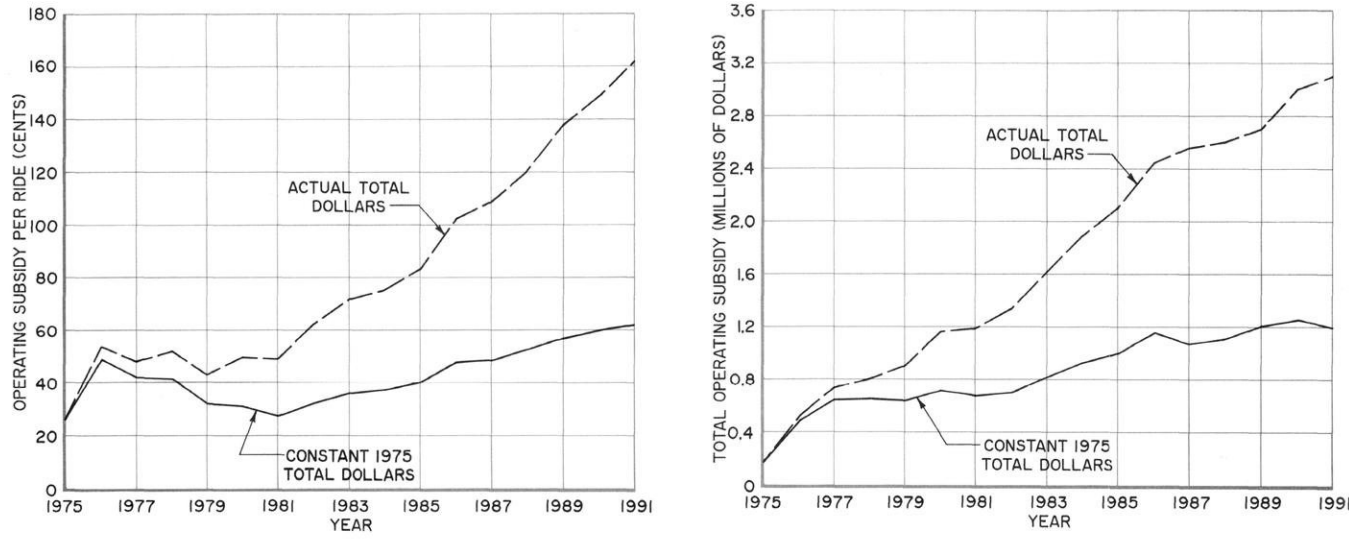


Figure 23

MASS TRANSIT OPERATING SUBSIDIES IN THE RACINE URBANIZED AREA: 1975-1991



decreased slightly from $1.55 in 1990 to $1.51 in 1991 (see Figure 22). In the Racine urbanized area, the overall operating subsidy per ride increased from about $1.49 in 1990 to about $1.62 in 1991 (see Figure 23). In the Milwaukee urbanized area, the overall operating subsidy per ride increased from about $0.97 in 1990 to about $1.04 in 1991 (see Figure 24). By individual operator in the Milwaukee urbanized area, the per-ride subsidies in 1990 and 1991 were as follows: Milwaukee County Transit System, $0.94 and $1.01, respectively; Waukesha County, $3.27 and $3.69; and City of Waukesha, $2.44 and $2.54. The overall operating subsidy per ride for the taxicab and shuttle bus services operated by the City of Hartford decreased from $11.48 per ride in 1990 to $9.60 per ride in 1991 (see Figure 25). In Whitewater, the per-ride subsidy increased from $1.58 in 1990 to $1.91 in 1991 (see Figure 26).

Figure 24

MASS TRANSIT OPERATING SUBSIDIES IN THE MILWAUKEE URBANIZED AREA: 1975-1991

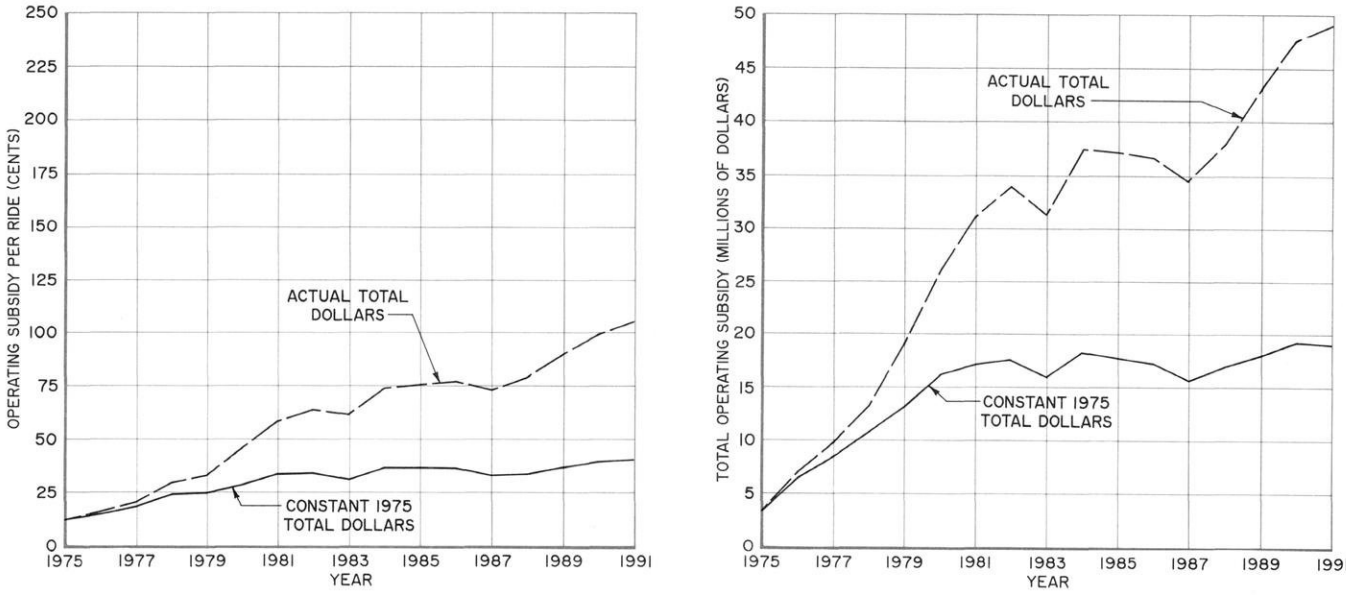


Figure 25

MASS TRANSIT OPERATING SUBSIDIES IN THE CITY OF HARTFORD: 1981-1991

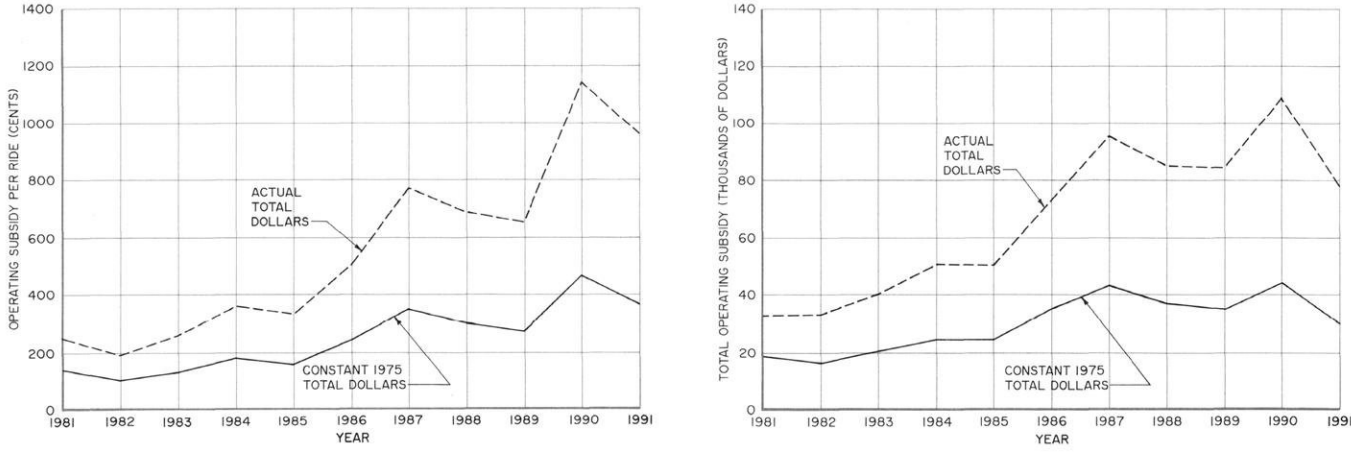


Figure 26

MASS TRANSIT OPERATING SUBSIDIES IN THE CITY OF WHITEWATER: 1986-1991

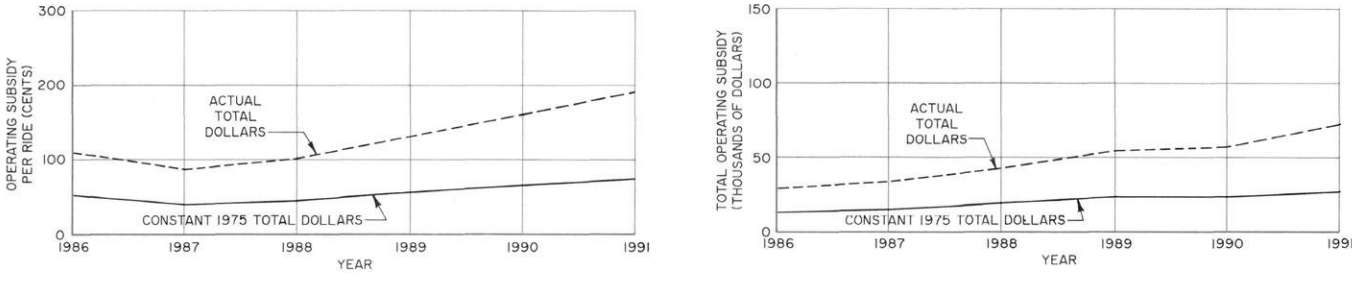


Table 16

USE OF PARKING SUPPLY AT CARPOOL PARKING LOTS: FOURTH QUARTER 1991

Location	Available Parking Spaces	Autos Parked on an Average Weekday Fourth Quarter 1991	Percent of Spaces Used
Ozaukee County			
IH 43 and STH 32/STH 84 (Port Washington)	50	3	6
IH 43 and STH 57 (Saukville)	100	14	14
IH 43 and CTH C (Grafton)	50	34	68
STH 57 and STH 84 (Fredonia)	10	6	60
Washington County			
USH 41 and CTH Y (Germantown)	100	20	20
STH 60 and CTH P (Jackson)	30	13	43
Waukesha County			
STH 16 and CTH C (Nashotah)	50	15	30
STH 16 and STH 83 (Chenequa)	65	15	23
IH 94 and STH 67 (Oconomowoc)	80	46	58
STH 16 and CTH P (Oconomowoc)	45	19	42
IH 94 and CTH CC (Delafield)	30	19	63
IH 94 and CTH G (Pewaukee)	50	22	44
IH 94 and STH 164 (Pewaukee)	80	57	71
IH 43 and STH 83 (Mukwonago)	95	42	44
IH 43 and STH 164 (Big Bend)	100	27	27
IH 43 and CTH Y (New Berlin)	60	18	30
IH 43 and CTH O (New Berlin)	200	27	14
USH 41 and Pilgrim Road (Menomonee Falls)	80	54	68
Total	1,275	451	35

Carpool Parking Facilities

During 1991, the Commission collected data on the use of available parking supply at carpool parking facilities within the Region. As shown in Table 16, 18 publicly owned carpool parking facilities were in operation at key freeway interchanges in the outlying areas of the Region in 1991. During the fourth quarter of 1991, about 451 of the total 1,275 parking spaces available were used on an average weekday (see Figure 27). This represents a utilization rate of 35 percent in 1991, a rate unchanged from that of 1990. The progress in providing the carpool parking lots recommended in the adopted year 2000 regional transportation plan is summarized on Map 9.

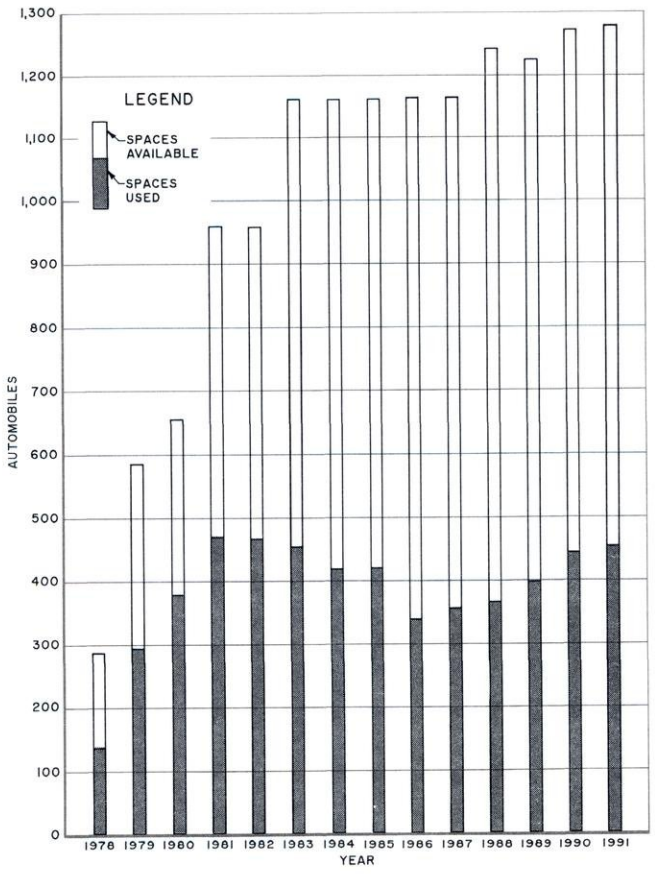
Traffic Count Data

During the year, the Commission conducted traffic counts for use in the analysis and planning activities of the community assistance and traffic engineering services provided to municipalities within the Region. At selected sites, data were collected on vehicle classification, turning movements, peak-hour factors, and other traffic engineering considerations.

An estimate of the amount of travel occurring on the arterial street and highway system within the Region was prepared for the year 1988 using collated traffic count data. For purposes of comparison, the historic and forecast levels of travel measured in terms of vehicle miles of travel per average weekday are shown on Table 17 and Figure 28. The data indicated that traffic on the arterial street and highway system has exceeded forecast levels. Arterial street and highway traffic in southeastern Wisconsin, measured in terms of vehicle miles of travel per average weekday, increased between 1972 and 1988 at an average annual rate of 2.7 percent, as

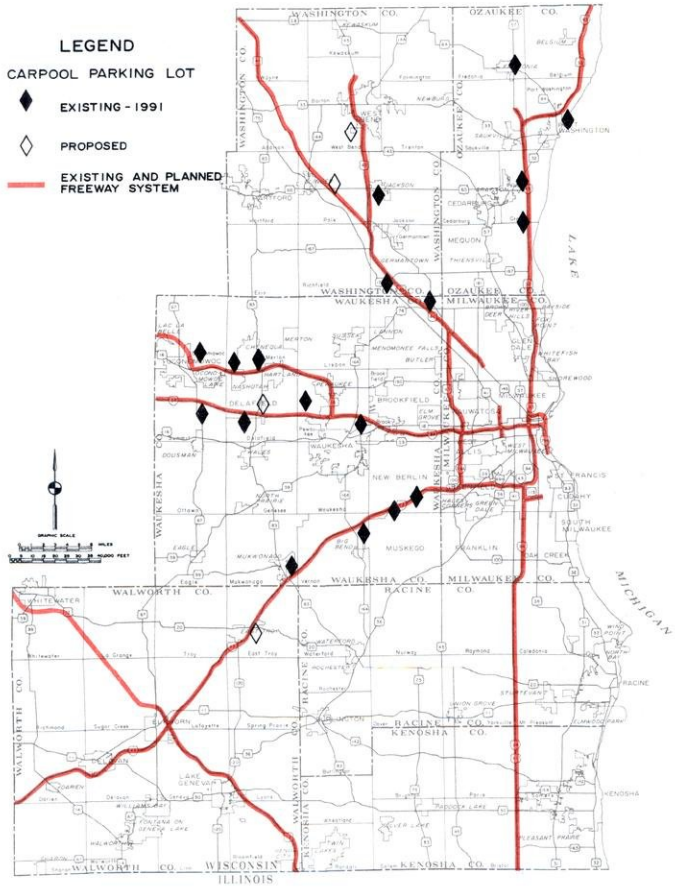
Figure 27

CARPOOL PARKING LOT USE: 1978-1991



Map 9

EXISTING 1991 AND PROPOSED CARPOOL PARKING LOTS



opposed to the forecast rate of 1.5 percent. As a result, arterial traffic in the Region has reached a level not anticipated to occur until the year 2000. In particular, freeway system traffic and traffic congestion have grown rapidly since 1972, as shown on Maps 10 and 11 and in Table 18.

The faster-than-anticipated growth in arterial street and highway traffic since 1972 may be attributed in part to the failure to implement the transit system improvements recommended in the adopted regional transportation system plan; in part to a decline in carpooling and vanpooling and in automobile occupancy, which may, in turn, be attributed to a failure to implement recommended carpooling and vanpooling incentives and promotion; and the continuing occurrence of some land use development in the Region at variance with the adopted regional land use plan, principally suburban sprawl and the growth of unplanned major commercial centers in freeway corridors.

It is important to note that the higher-than-forecast levels of arterial traffic are not a result of overall economic and demographic growth in the Region exceeding forecast levels. Analyses show that actual levels of household and employment growth in the Region from 1970 to 1988 closely conformed to forecast levels. Also, estimated total person-trip generation on an average weekday within southeastern Wisconsin has increased as forecast, that is, from about 4.5 million person-trips in 1972 to about 5.0 million person-trips in 1988. This current level of trip-making is below the forecast year 2000 level of 5.7 million person-trips and is about the level that was projected to occur in 1988. Also, the higher-than-planned levels of highway traffic are not a result of unanticipated increases in suburb-to-suburb traffic. Such increases were

Table 17

HISTORIC AND FORECAST ARTERIAL STREET AND HIGHWAY SYSTEM VEHICLE MILES OF TRAVEL ON AN AVERAGE WEEKDAY IN SOUTHEASTERN WISCONSIN

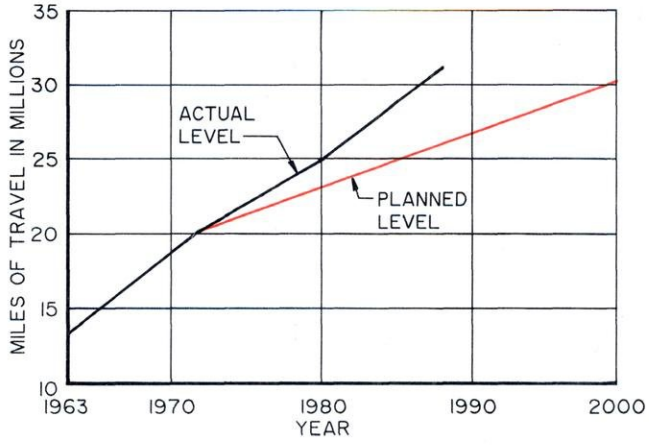
Facility Type	Average Weekday Vehicle Miles of Travel				Average Annual Rate of Increase		
	Estimated Actual						
	1963 (thousands)	1972 (thousands)	1988 (thousands)	Planned 2000 (thousands)	Actual 1963-1972 (percent)	Actual 1972-1988 (percent)	Planned 1972-2000 (percent)
Kenosha County							
Freeway	204	382	582	881	7.2	2.7	3.0
Standard Arterial	734	1,046	1,520	1,948	4.0	2.4	2.2
Subtotal	938	1,428	2,102	2,829	4.8	2.4	2.5
Milwaukee County							
Freeway	531	3,977	6,295	5,894	25.1	2.9	1.4
Standard Arterial	6,817	6,718	8,341	6,477	-0.2	1.4	-0.1
Subtotal	7,348	10,695	14,636	12,371	4.3	2.0	0.5
Ozaukee County							
Freeway	20	223	711	682	30.7	7.5	4.1
Standard Arterial	464	627	925	837	3.4	2.5	1.0
Subtotal	484	850	1,636	1,519	6.5	4.2	2.1
Racine County							
Freeway	203	415	634	1,177	8.3	2.7	3.8
Standard Arterial	922	1,398	2,012	1,903	4.7	2.3	1.1
Subtotal	1,125	1,813	2,646	3,080	5.4	2.4	1.9
Walworth County							
Freeway	0	56	338	1,236	--	11.9	11.7
Standard Arterial	685	817	1,198	1,214	2.0	2.4	1.4
Subtotal	685	873	1,536	2,450	2.7	3.4	3.8
Washington County							
Freeway	0	190	462	852	--	5.7	5.5
Standard Arterial	696	961	1,441	1,147	3.6	2.6	0.6
Subtotal	696	1,151	1,903	1,999	5.8	3.2	2.0
Waukesha County							
Freeway	159	970	2,149	1,887	22.2	5.1	2.4
Standard Arterial	1,637	2,344	4,255	3,997	4.1	3.8	1.9
Subtotal	1,796	3,314	6,404	5,884	7.0	4.2	2.1
Region							
Freeway	1,117	6,213	11,171	12,609	21.0	3.7	2.6
Standard Arterial	11,955	13,911	19,692	17,523	1.7	2.2	0.8
Total	13,072	20,124	30,863	30,132	4.9	2.7	1.5

specifically foreseen in the first-generation plan, adopted in 1966. Nearly 80 percent of the residential development in the Region and most of the commercial and industrial development has taken place in conformance with the adopted regional land use plan, and the adopted transportation plan was carefully designed to serve that plan. Thus, the first- and second-generation transportation system plans anticipated a substantial increase in traffic in the outlying portions of Milwaukee County and the adjacent portions of Ozaukee, Washington, and Waukesha Counties, and in portions of Racine and Kenosha Counties as well.

The particularly substantial increase in freeway traffic may be attributed in part to factors already noted: lack of public transit and travel demand management plan implementation; the variance of some land use development from the

Figure 28

HISTORIC AND FORECAST ARTERIAL STREET AND HIGHWAY SYSTEM VEHICLE MILES OF TRAVEL ON AN AVERAGE WEEKDAY IN SOUTHEASTERN WISCONSIN



adopted regional land use plan; and, importantly, the failure to date to implement many required arterial street improvements recommended in the adopted regional transportation plan. Such improvements include the extension of the Lake Arterial in Racine and Milwaukee Counties; the improvement of Ryan Road and Rawson Avenue in Milwaukee County; the improvement of Moorland Road and Pilgrim Road in Waukesha County; the improvement of Racine Avenue and extensions of Barker Road in Waukesha County; the completion of the Waukesha area bypass in Waukesha County; the improvement of Capitol Drive and Greenfield Avenue in Waukesha County; the improvement of Mequon Road in Washington and Ozaukee Counties; the improvement of Wauwatosa Road in Ozaukee County; and the improvement of STH 164 and of CTH K in Waukesha and Racine Counties. The improvement of these arterials was recommended in the regional plan to provide attractive standard arterial street alternatives to the area freeway system. Lack of implementation of plans for these arterials has resulted in such traffic being too highly concentrated on the freeway system.

LONG-RANGE PLANNING

Long-Range Transportation System Plan

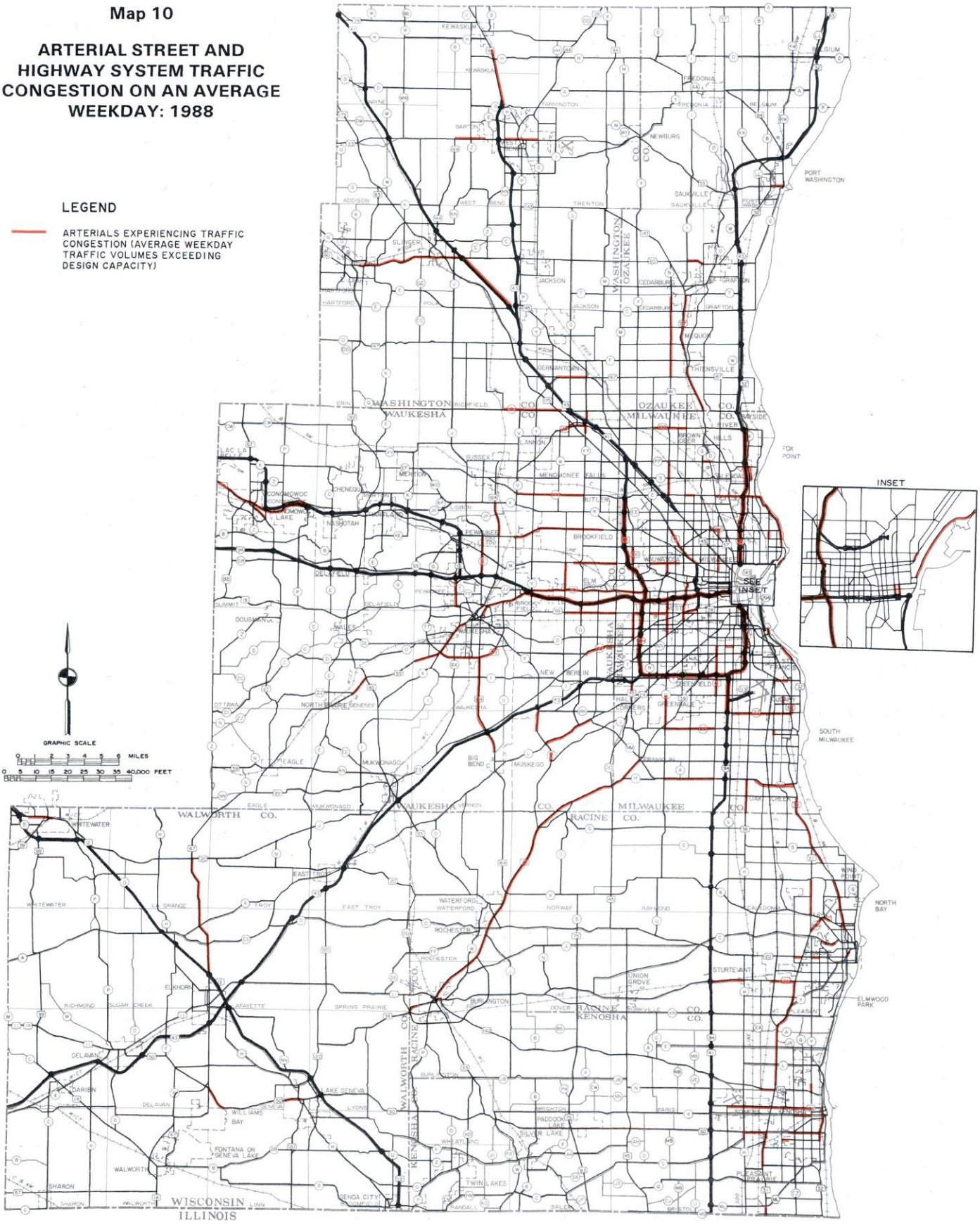
On June 1, 1978, the Commission adopted a long-range regional transportation system plan for the design year 2000. This plan is documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume Two, Alternative and Recommended Plans. The plan extends and amends the regional transportation system plan for the design year 1990 adopted in 1966. The adopted plan is graphically summarized on Map 12. The long-range regional transportation system plan was prepared to accommodate the existing and probable future travel demand in the Region. Such demand is expected to increase by about 27 percent, from a total of about 4.5 million person-trips per average weekday in 1972 to about 5.7 million such trips by the year 2000. Total vehicle mileage of travel on an average weekday is anticipated to increase by more than 49 percent, from about 20.1 million to about 30.1 million. The design year 2000 regional transportation system plan seeks to provide the Region with a safe, efficient, and economical transportation system which can effectively serve the existing and probable future travel demand within the Region, which will meet the recommended regional transportation system development objectives, and which will serve and promote implementation of the adopted regional land use plan.

The plan did not include a number of previously planned freeways, such as the Milwaukee Metropolitan Belt Freeway, the Bay Freeway from Pewaukee to Whitefish Bay, the Stadium Freeway-North, the Park Freeway-West, and the Racine Loop Freeway. It did, however, include the following freeways: the West Bend Freeway (USH 45), the USH 41 Freeway conversion in Washington County, the STH 16 Freeway in Waukesha County, the USH 12 Freeway in Walworth County, the Lake Freeway-South, the Milwaukee Downtown Loop Freeway, and the Stadium Freeway-South.

In 1981, the plan was amended to replace the Lake Freeway-South with a four-lane, limited-access surface arterial. In 1983, the plan was further amended to remove the Milwaukee Downtown Loop Freeway and to add in its place a connection of the Park Freeway-East leg of that loop to N. Jefferson Street and a permanent connection of the East-West Freeway and Lake Freeway-North to N. Harbor Drive. Construction of the recommended permanent treatments at the end of the Park Freeway-East and the Lake Freeway-North and East-West Freeway to the

Map 10

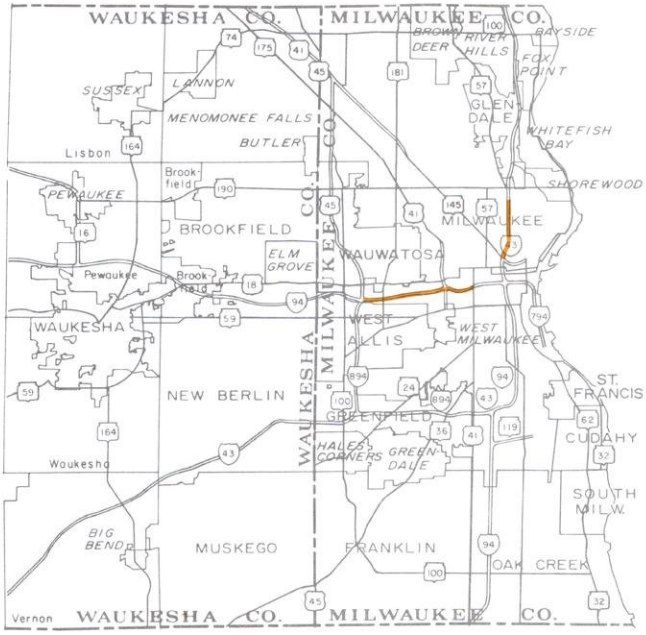
ARTERIAL STREET AND HIGHWAY SYSTEM TRAFFIC CONGESTION ON AN AVERAGE WEEKDAY: 1988



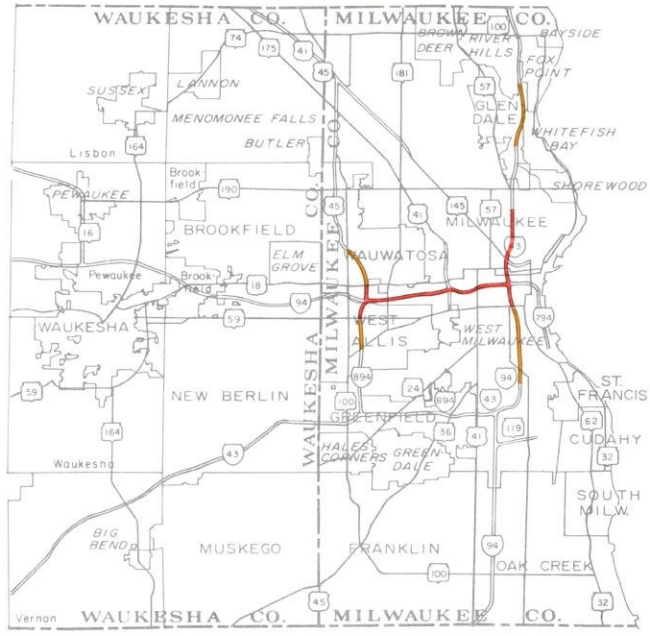
Map 11

HISTORIC TRENDS IN REGIONAL FREEWAY SYSTEM TRAFFIC CONGESTION: 1972, 1980, AND 1988

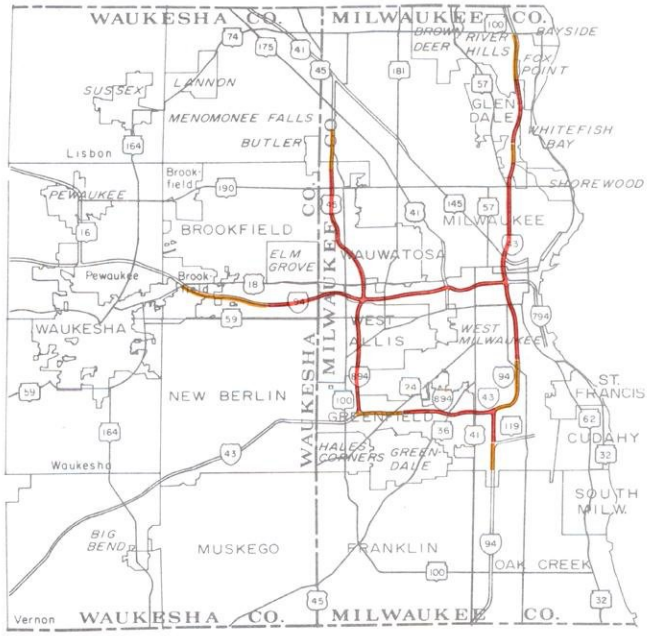
1972



1980



1988



LEGEND

TRAFFIC CONGESTION

- MODERATE (TRAFFIC VOLUMES OVER DESIGN CAPACITY)
- SEVERE (TRAFFIC VOLUMES SUBSTANTIALLY OVER DESIGN CAPACITY AND AT OR APPROACHING MAXIMUM CAPACITY)

NOTE: TRAFFIC CONGESTION OCCURS WHEN ARTERIAL FACILITIES CARRY TRAFFIC VOLUMES WHICH EXCEED THEIR DESIGN CAPACITY. SUCH TRAFFIC CONGESTION TYPICALLY OCCURS ONLY DURING THE MORNING AND EVENING PEAK TRAFFIC HOURS OR, IN SOME CASES, DURING THE THREE-HOUR MORNING AND EVENING PEAK TRAFFIC PERIODS. DURING MIDDAY, EVENING, AND EARLY MORNING HOURS, THERE WILL GENERALLY BE LITTLE, IF ANY, TRAFFIC CONGESTION AND DELAY. ALSO, ON MOST URBAN ARTERIAL HIGHWAYS, WEEKEND TRAFFIC PEAKS WILL BE LESS THAN WEEKDAY TRAFFIC PEAKS.

FREEWAYS WHICH CARRY TRAFFIC VOLUMES WHICH MODESTLY EXCEED THEIR DESIGN CAPACITY—BY 10 TO 15 PERCENT OR LESS—TYPICALLY EXPERIENCE REDUCED SPEEDS OF ABOUT 40 TO 50 MILES PER HOUR. SUCH FREEWAYS ALSO EXPERIENCE SEVERE LIMITATIONS ON FREEDOM TO MANEUVER, AND MINOR INCIDENTS CAN CAUSE STOP-AND-GO TRAFFIC. FREEWAYS WHICH CARRY TRAFFIC VOLUMES WHICH SUBSTANTIALLY EXCEED THEIR DESIGN CAPACITY—BY 15 PERCENT OR MORE—EXPERIENCE STOP-AND-GO TRAFFIC AND AVERAGE SPEEDS OF 30 TO 40 MILES PER HOUR OR LESS.

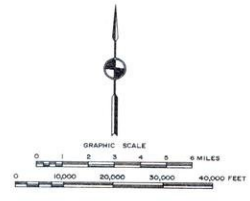


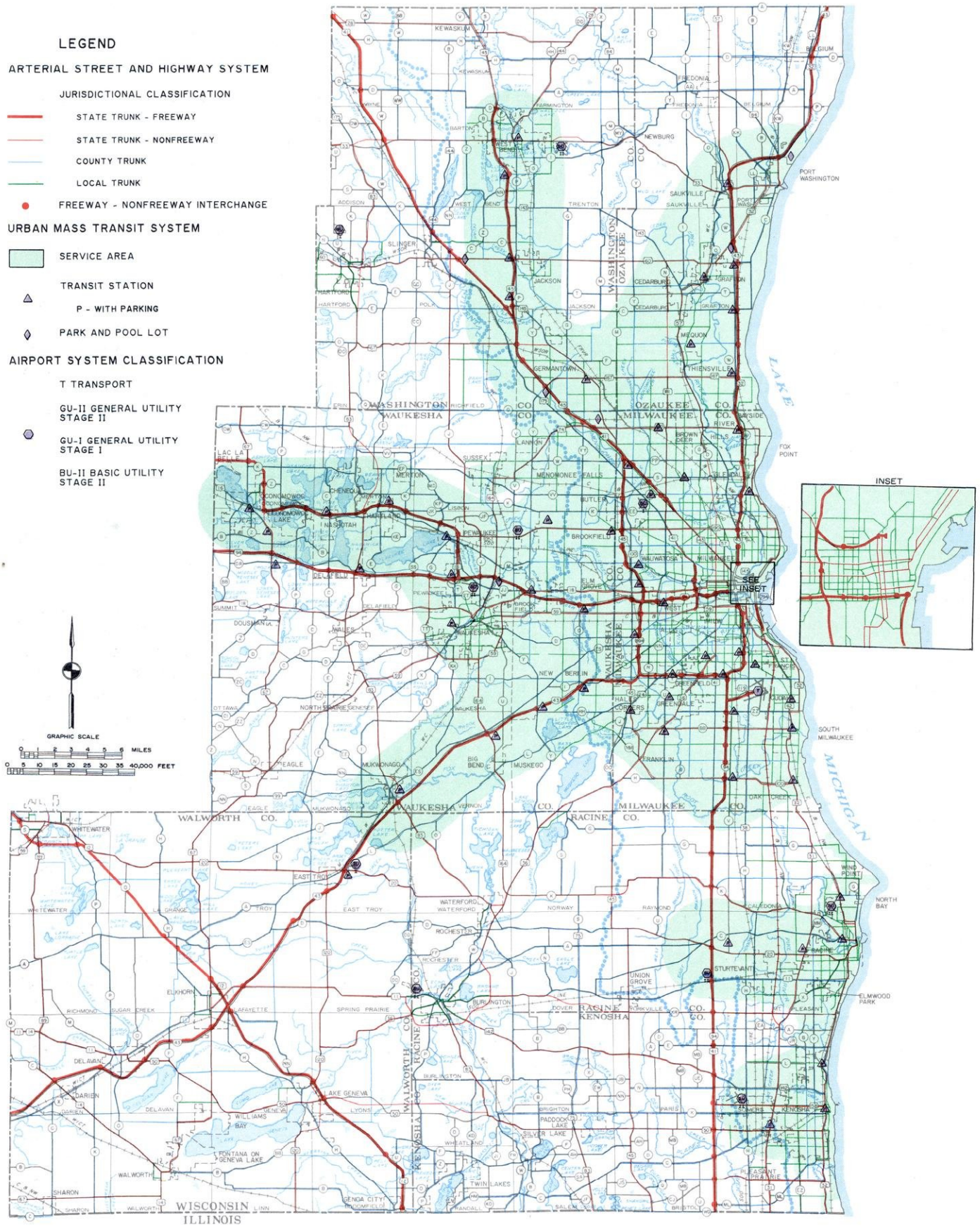
Table 18

ARTERIAL STREET AND HIGHWAY SYSTEM TRAFFIC CONGESTION ON AN AVERAGE WEEKDAY: HISTORIC 1963, 1982, AND 1988 AND PLANNED 2000

Facility Type	Arterial Facilities Carrying Average Weekday Traffic Volumes Exceeding Design Capacity and Experiencing Traffic Congestion							
	Historical and Existing						Planned 2000	
	1963		1972		1988			
	Mileage	Percent of Total System	Mileage	Percent of Total System	Mileage	Percent of Total System	Mileage	Percent of Total System
Kenosha County								
Freeway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Standard Arterial	13.5	5.0	22.0	8.2	20.8	6.5	3.2	1.0
Subtotal	13.5	4.8	22.0	7.9	20.8	6.3	3.2	0.9
Milwaukee County								
Freeway	0.0	0.0	5.3	8.3	41.2	60.4	5.3	7.8
Standard Arterial	116.3	14.9	55.7	8.3	55.9	8.2	26.3	3.7
Subtotal	116.3	14.7	61.0	8.3	97.1	12.9	31.6	4.1
Ozaukee County								
Freeway	0.0	0.0	0.0	0.0	0.0	0.0	1.9	7.2
Standard Arterial	8.3	3.1	5.5	2.3	12.6	4.6	0.0	0.0
Subtotal	8.3	3.1	5.5	2.2	12.6	4.2	1.9	0.6
Racine County								
Freeway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Standard Arterial	13.6	4.0	20.3	6.0	31.5	8.0	0.0	0.0
Subtotal	13.6	3.9	20.3	5.8	31.5	7.7	0.0	0.0
Walworth County								
Freeway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Standard Arterial	5.3	1.3	4.8	1.2	11.1	2.8	0.0	0.0
Subtotal	5.3	1.3	4.8	1.2	11.1	2.5	0.0	0.0
Washington County								
Freeway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Standard Arterial	0.0	0.0	9.1	2.7	22.5	5.3	0.0	0.0
Subtotal	0.0	0.0	9.1	2.7	22.5	5.1	0.0	0.0
Waukesha County								
Freeway	0.0	0.0	0.0	0.0	5.3	9.3	0.0	0.0
Standard Arterial	34.8	5.0	42.9	7.0	66.3	9.8	9.2	1.3
Subtotal	34.8	5.0	42.9	6.6	71.6	9.7	9.2	1.2
Region								
Freeway	0.0	0.0	5.3	3.3	46.5	19.3	7.2	2.5
Standard Arterial	191.8	6.1	160.3	5.6	220.7	6.9	38.7	1.2
Total	191.8	6.0	165.6	5.5	267.2	7.8	45.9	1.3

Map 12

REGIONAL TRANSPORTATION SYSTEM PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2000



surface arterial system began in 1984. The connections of the Lake Freeway-North and East-West Freeway were opened to traffic in December 1985.

In March 1985, the Commission further amended the plan to incorporate recommended changes in the Stadium Freeway-South corridor. These changes consist of the deletion from the plan of the Stadium Freeway-South from W. National Avenue to the Airport Freeway and the addition of a freeway "stub end" improvement at W. National Avenue, consisting of a new at-grade intersection directly connecting to S. 43rd Street. From that intersection, S. 43rd Street would be improved to a divided boulevard section south to W. Lincoln Avenue. These Stadium Freeway-South improvements are more fully described in the 1984 Annual Report, and were opened to traffic late in 1988.

After review of alternatives and their estimated impacts, a 28-member Task Force created by the Commission acted to recommend construction of a four-lane arterial connection from the southern end of the Hoan Bridge to and along the Chicago & North Western Railway right-of-way to a connection with S. Pennsylvania Avenue at E. Layton Avenue. The new facility, as proposed by the Task Force, would be developed with special attention to aesthetics, including extensive plantings of trees and shrubs and the use of stone facings on structures and retaining walls. The work of the Task Force and its recommendations are presented in SEWRPC Memorandum Report No. 6, Report of the Hoan Bridge South Task Force, Milwaukee County, Wisconsin.

At the request of the Wisconsin Department of Transportation, and working with an advisory committee of local public officials established by the Department, the Commission in 1991 completed the first phase of a detailed study of the proposed Lake Arterial extension in Milwaukee, Racine, and Kenosha Counties. The results of this work effort are set forth in SEWRPC Memorandum Report No. 64, Lake Arterial Extension Planning Study. The report documents the findings of the first, or facility planning, phase of the study. The second phase of the study, the conduct of preliminary engineering, is now being carried out by the Wisconsin Department of Transportation.

The facility planning phase of the study reviewed alternative ways in which to provide additional arterial street capacity in the Lake Arterial corridor. After examining six basic alternative alignments for providing such capacity, it was concluded that the preliminary engineering phase should give detailed consideration to three basic alternatives: 1) the long-planned alignment of the Lake Arterial on new right-of-way paralleling the Chicago & North Western Transportation Company freight line right-of-way; 2) an alignment that would follow the long-planned Lake Arterial route in Racine County, with a connection to S. Pennsylvania Avenue in Milwaukee County; and 3) an alignment following the long-planned Lake Arterial route in Racine County, with a connection to STH 38 (S. Howell Avenue) in Milwaukee County. The preliminary engineering study will focus on these three alignments. That study is scheduled for completion in June 1993.

New Travel Survey for Southeastern Wisconsin

As described earlier, the Commission in 1966 adopted regional land use and transportation system plans to guide development in the Region to the year 1990. The Commission completed the first major review, reevaluation, and revision of the adopted regional land use and transportation system plans in 1977, which extended the design year of the plans to the year 2000. The Commission now has under way a second major review, reevaluation, and revision of the adopted land use and transportation system plans, which will extend the design year of the plans to the year 2010.

In 1991, the Commission initiated a comprehensive travel survey to assist in the reevaluation of the existing regional transportation system plan and to aid in the design of a revised plan to serve transportation needs to the year 2010. Information collected as part of the new travel survey will be compared to data obtained during similar surveys conducted by the Commission in 1963, 1972, and, partially, in 1984. Such a comparison will allow the identification of long-term trends in travel characteristics and patterns. Detailed analysis can also be made of emerging travel and transportation issues, including multi-stop travel; two-worker household travel; jobs requiring the use of an automobile or multiple trips during the work day; and

the travel characteristics of households located in planned urban service areas versus those located outside such areas.

The data collected through the survey will also be used to update, test, and, if necessary, recalibrate the travel simulation models for the Region. These models, which were developed with data now over 15 years old are essential for the preparation of forecasts of travel patterns and traffic volumes that may be expected to be carried on each existing and proposed highway and transit facility in the Region. Such travel data analysis and travel simulation modeling will be needed to properly evaluate transportation control measures required in response to the new federal Clean Air Act, to study light rail development in the greater Milwaukee area, to study commuter rail and express bus service in the Region, and to enable continuing study of highway, transit, and transportation system management measures.

The survey will consist of four major elements. Two elements, a survey of resident household travel and a survey of public transit travel, were completed in 1991. Surveys of truck travel and external travel will be completed in 1992. These four major elements, as well as other special surveys to be conducted as part of the comprehensive travel survey, are described in the following sections.

Household Travel Survey

One of the most important elements of the comprehensive travel survey is the survey of the Region's households, since travel by those households is estimated to represent about 90 percent of the total travel in the Region. One of the more important uses of the household survey will be the identification of current travel patterns and travel pattern trends for major subareas of the Region. The analysis of this survey data will, for example, permit establishing the trends in suburb-to-suburb travel and assist in identifying the need for, and location of, suburb-to-suburb and reverse commute transit and highway facilities. Another important use of the survey would be to characterize the travel patterns of certain socioeconomic groups, such as elderly households, one-worker families, and two-worker families.

The household travel survey was conducted during October and November 1991. Nearly 17,400 completed samples were obtained, comprising more than 133,000 internal personal trips. Coding of the sample data was started in December 1991. Survey data will be tabulated and analyzed in 1992.

Public Transit Travel Survey

Travel by public transit on the urban transit systems in the Region is estimated to represent about 3 percent of the total travel in the Region on an average weekday and about 6 percent of the total travel in Milwaukee County on an average weekday. A special on-board survey of transit travel was conducted as part of the comprehensive travel survey. A survey of riders on the City of Kenosha, City of Waukesha, and Waukesha County public transit systems was conducted in October 1991, and a survey of Milwaukee County transit system riders was conducted in November 1991. The results of an earlier, separate survey of the City of Racine transit system conducted in April 1991 will be incorporated into the current travel survey. In all, about 10,600 completed on-board bus surveys were obtained.

Truck Travel Survey

Commercial truck travel within the Region is estimated to represent about 8 percent of all intraregional travel. A truck travel survey of one of every six trucks, or about 16 percent of the trucks registered in the Region, will be conducted by mail in early 1992. Information obtained through the truck survey will be used to identify truck travel characteristics and patterns.

External Travel Survey

External travel, which includes trips originating and/or ending outside the Region, is believed to represent about 3 percent of the total travel in the Region on an average weekday. Although it represents a relatively low proportion of total travel, external travel can represent a substantial portion of travel on certain facilities, such as the interstate highways. Data obtained through the external travel survey will be used to validate and recalibrate external traffic models and to identify external traffic patterns. A

survey of external street and highway traffic will be conducted in mid-1992, and will consist of a roadside postcard survey.

Special Travel Surveys

Surveys of intercity train, airline, bus, and taxicab travel are also necessary components of a comprehensive origin and destination survey. A survey of passenger train (Amtrak) travel westbound from Milwaukee is planned to be conducted in mid-1992. An earlier survey of Amtrak travel southbound from Milwaukee was conducted in 1990 and will be incorporated into the current survey, as will a survey of airline travel conducted in 1989. Surveys of intercity bus travel and of taxicab travel, not conducted since 1972, are proposed to be conducted in mid-1992.

New County Highway System Plan Completed for Walworth County

A new, second-generation, jurisdictional highway system plan for Walworth County was completed in 1991. The new plan updates the recommendations contained in the original plan, adopted in 1973, documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County. Preparation of this plan was requested in 1989 by the Walworth County Highway Commissioner and guided by the 32-member Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County. In May 1991, the Advisory Committee recommended adoption of the plan to the Walworth County Board and to the Regional Planning Commission following a public hearing on the plan in March 1991. Recommended changes in jurisdictional responsibility to the jurisdictional highway system plan adopted in 1973 are listed in Table 19.

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

Changes recommended by the Advisory Committee include the addition of a new interchange at the intersection of IH 43 and CTH O and the widening of STH 50 to provide four travel lanes between IH 43 and Geneva Street in the City of Delavan, the Town of Delavan, and the Town of Geneva. The Advisory Committee also recommended a bypass for STH 67 around the communities of Walworth, Fontana on Geneva Lake, and Williams Bay.

The Advisory Committee reaffirmed the need for the proposed STH 120 bypass in the Lake Geneva area to provide relief to both existing STH 50 and STH 120, and the need for the extension of the USH 12 freeway from the City of Elkhorn to the Walworth-Jefferson County line in the Whitewater area. It is anticipated that the USH 12 improvement would be implemented in stages, beginning with a two-lane bypass of the City of Whitewater, followed by the construction of the remaining segment of the USH 12 extension as a two-lane facility, followed in turn by the addition of two lanes to provide a four-lane expressway, and, ultimately, the improvement of the expressway to a freeway through controlled access with grade-separated interchanges.

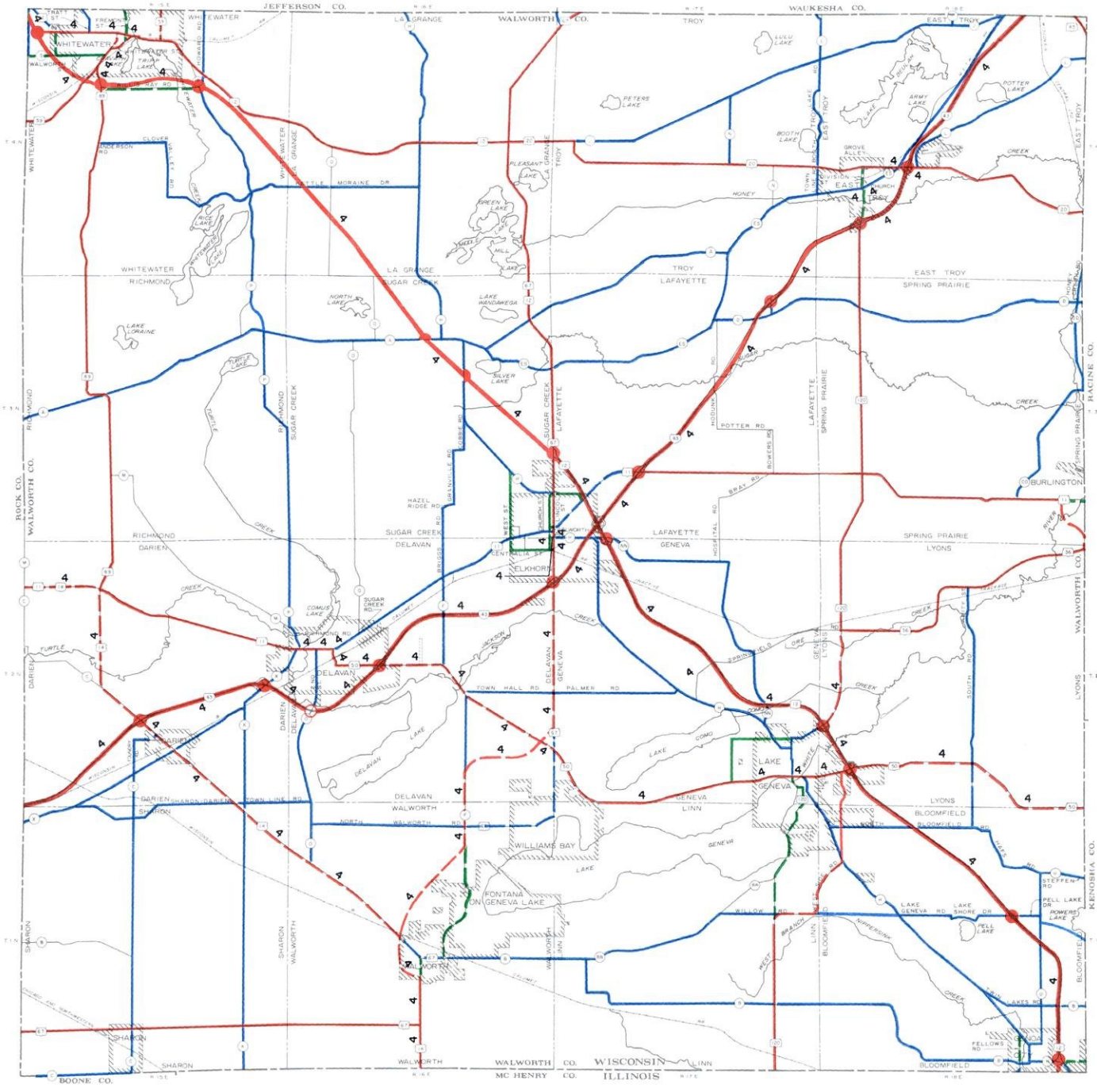
As part of the new plan, the Advisory Committee requested that the peak traffic demand problems associated with concerts at the Alpine Valley Music Theater in the Town of LaFayette be addressed. At times, concert-oriented traffic overwhelms the capacity of the arterial highway system and sometimes results in long queues extending back onto IH 43. This has caused some concertgoers to park their vehicles along the freeway and walk to concerts.

In order to alleviate the problems caused by such peak demand, the new plan recommends operational changes associated with the existing parking lots, improvement of the Bowers Road interchange with IH 43, provision of an additional traffic lane on CTH D by paving the existing shoulder between Bowers Road and STH 120, and widening the road approaches at the intersection of STH 120 and CTH D.

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

Map 13

RECOMMENDED NEW WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



LEGEND

CURRENT PLAN

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

NEW PLAN AMENDMENTS

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- INTERCHANGE
- 4 — NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

NOTE: USH 12 BYPASS ALIGNMENT SHOWN TO SOUTH. A PRELIMINARY ENGINEERING STUDY WILL DETERMINE WHETHER THE ALIGNMENT WILL BE TO THE NORTH OR SOUTH OF WHITEWATER.

GRAPHIC SCALE
0 1 2 MILES
0 4,000 8,000 16,000 FEET

Table 19

CHANGES IN HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL NEW WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN[a]

Unit of Government	Planned	Existing	Facility	From	To	Distance (miles)	Included in First-Generation Plan
Town of Bloomfield	State trunk highway	New facility	New facility	N. Bloomfield Road	West Side Road	0.86	Yes
	State trunk highway	Local nonarterial	West Side Road	New Facility	Town of Linn	0.85	No
	County trunk highway	Local nonarterial	N. Bloomfield Road	CTH H	Hafs Road	3.43	Yes
	County trunk highway	Local nonarterial	Clover Road	Lake Geneva Road	Lake Shore Drive	0.10	Yes
	County trunk highway	Local nonarterial	Darling Road	CTH H	Twin Lakes Road	0.57	Yes
	County trunk highway	Local nonarterial	Hafs Road	N. Bloomfield Road	CTH U	1.72	Yes
	County trunk highway	Local nonarterial	Lake Geneva Road	CTH H	Clover Road	1.20	Yes
	County trunk highway	Local nonarterial	Lake Shore Drive	Clover Road	Orchid Drive	0.54	Yes
	County trunk highway	Local nonarterial	Orchid Drive	Lake Shore Drive	Pell Lake Drive	0.15	Yes
	County trunk highway	Local nonarterial	Pell Lake Drive	Orchid Drive	CTH U	1.40	Yes
	County trunk highway	Local nonarterial	Powers Lake Road	CTH U	Kenosha County	1.00	Yes
	County trunk highway	Local nonarterial	South Road	N. Bloomfield Road	Town of Lyons	0.52	Yes
	County trunk highway	Local nonarterial	Twin Lakes Road	Darling Road	CTH U	0.76	Yes
	County trunk highway	New facility	New facility	West Side Road	CTH H	1.90	Yes
Town of Darien	County trunk highway	Local nonarterial	Darien-Sharon Town Line Road	CTH X	Town of Delavan	2.54	Yes
	County trunk highway	Local nonarterial	Foundry Road	CTH X	Westbound lane	0.80	Yes
	County trunk highway	Local nonarterial	Westbound lane	Foundry Road	Village of Darien	0.25	No
	Local trunk highway	County trunk highway	CTH C	USH 14	Town of Richmond	3.45	Yes
	Local trunk highway	County trunk highway	CTH M	City of Delavan	Town of Richmond	3.47	Yes
Town of Delavan	State trunk highway	New interchange	IH 43	CTH O	--	--	No
	State trunk highway	County trunk highway	CTH F	Bailey's Road	Town of Walworth	0.91	No
	State trunk highway	Local nonarterial	Bailey's Road	CTH F	New facility	1.32	No
	State trunk highway	New facility	Bailey's Road extension	Bailey's Road	STH 67	0.90	No
	County trunk highway	State trunk highway	STH 11	City of Delavan	City of Elkhorn	3.72	Yes
	County trunk highway	State trunk highway	STH 67	New facility	Village of Williams Bay	0.77	No
	County trunk highway	Local nonarterial	Briggs Road	Town of Sugar Creek	STH 11	0.87	Yes
	County trunk highway	Local nonarterial	Darien-Sharon Town Line Road	Town of Darien	CTH O	0.24	Yes
	County trunk highway	Local nonarterial	Town Hall Road	STH 50	Town of Geneva	2.06	Yes
	Local nonarterial	County trunk highway	CTH O	Town of Sugar Creek	City of Delavan	1.85	Yes
Town of East Troy	County trunk highway	Local nonarterial	Booth Lake Road	STH 20	New facility	0.22	Yes
	County trunk highway	New facility	Booth Lake Road extension	Booth Lake Road	St. Peter's Road	0.30	Yes
	County trunk highway	Local nonarterial	Booth Lake Road	CTH J	St. Peter's Road	0.57	Yes
	County trunk highway	Local nonarterial	Honey Creek Road	Racine County	Town of Spring Prairie	0.13	Yes
	Local trunk highway	County trunk highway	CTH G	Village of East Troy	IH 43	0.14	Yes
Town of Geneva	County trunk highway	State trunk highway	STH 67	New facility	Village of Williams Bay	0.58	No
	County trunk highway	State trunk highway	STH 120	Sheridan Street	City of Lake Geneva	0.24	Yes
	County trunk highway	Local trunk highway	Palmer Road	STH 67	CTH H	2.80	Yes
	Local trunk highway	New facility	New facility	City of Lake Geneva	STH 50	1.42	Yes
Town of LaFayette	County trunk highway	State trunk highway	STH 11	IH 43	City of Elkhorn	1.22	No
	County trunk highway	Local trunk highway	Bowers Road	IH 43	CTH D	0.45	Yes
Town of Linn	State trunk highway	Local nonarterial	West Side Road	Town of Bloomfield	Willow Road	0.46	No
	State trunk highway	Local nonarterial	Willow Road	STH 120	West Side Road	1.05	No
	County trunk highway	Local nonarterial	Willow Road	CTH BB	STH 120 bypass	1.59	Yes
	Local trunk highway	State trunk arterial	STH 120	City of Lake Geneva	STH 120 bypass	1.78	No
Town of Lyons	State trunk highway	New facility	STH 120 bypass	City of Lake Geneva	Town of Bloomfield	0.25	Yes
	County trunk highway	Local nonarterial	Amity Street	STH 36	Spring Valley Road	0.80	Yes
	County trunk highway	Local nonarterial	South Road	Spring Valley Road	Town of Bloomfield	4.28	Yes
Town of Richmond	County trunk highway	New facility	CTH P extension	Territorial Road	CTH A	0.85	Yes
	Local nonarterial	County trunk highway	CTH M	STH 89	Town of Darien	2.20	Yes
	Local nonarterial	County trunk highway	CTH M	Rock County	Town of Darien	0.20	Yes
	Local nonarterial	County trunk highway	CTH P	Territorial Road	CTH A	0.97	Yes
Town of Sharon	County trunk highway	Local nonarterial	Darien-Sharon Town Line Road	CTH X	Town of Walworth	2.53	Yes
	Local nonarterial	County trunk highway	CTH B	Rock County	CTH C	2.60	Yes
Town of Spring Prairie	State trunk highway	New facility	Burlington bypass	STH 11	STH 36	1.06	Yes
	County trunk highway	Local nonarterial	Honey Creek Road	Town of East Troy	CTH D	0.50	Yes
	Local trunk highway	State trunk highway	STH 11	Burlington bypass	Racine County Line	0.50	Yes
Town of Sugar Creek	State trunk highway	New facility	USH 12 freeway	Town of LaGrange	STH 67	5.91	Yes
	County trunk highway	Local nonarterial	Briggs Road	Hazel Ridge Road	Town of Delavan	0.66	Yes
	County trunk highway	Local nonarterial	Cobbie Road	CTH H	Sugar Creek Road	0.68	Yes
	County trunk highway	Local nonarterial	Granville Road	Sugar Creek Road	Hazel Ridge Road	1.25	Yes
	County trunk highway	Local nonarterial	Hazel Ridge Road	Briggs Road	Granville Road	0.28	Yes
	County trunk highway	Local nonarterial	Sugar Creek Road	Granville Road	Cobbie Road	0.26	Yes
	Local nonarterial	County trunk arterial	CTH O	Town of LaGrange	Town of Delavan	6.54	Yes

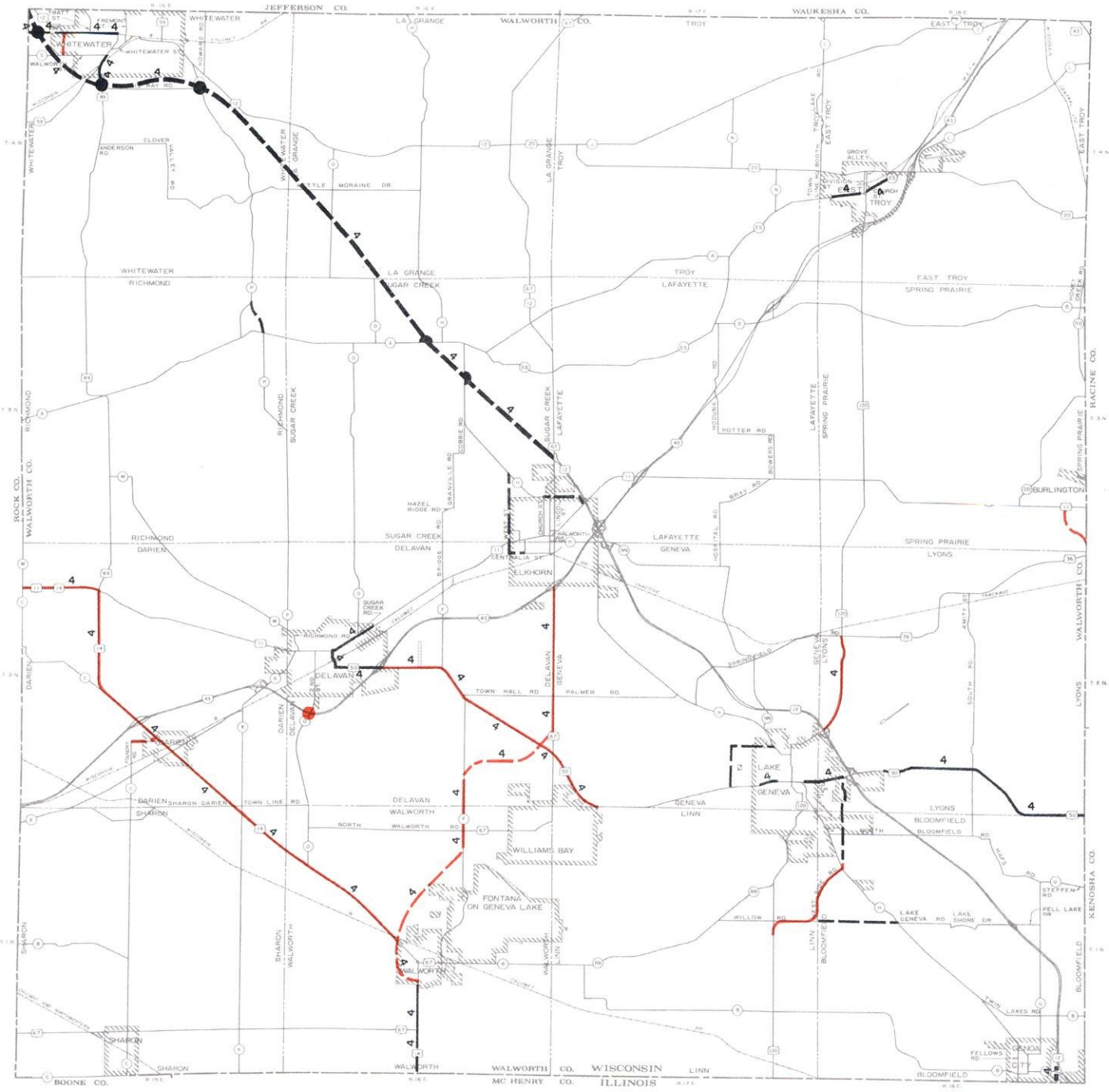
Table 19 (continued)

Unit of Government	Planned	Existing	Facility	From	To	Distance (miles)	Included in First-Generation Plan
Town of Troy	County trunk highway	Local nonarterial	Booth Lake Road	CTH J	St. Peter's Road	1.28	Yes
	County trunk highway	Local nonarterial	Booth Lake Road	St. Peter's Road	STH 20	0.22	Yes
	County trunk highway	Local nonarterial	Palmyra Road	Waukesha County	STH 67	0.26	No
	County trunk highway	Local nonarterial	Town Line Road	STH 20	CTH ES	0.31	Yes
Town of Walworth	State trunk highway	New facility	STH 67 bypass	STH 67	USH 14	2.48	No
	State trunk highway	County trunk highway	CTH F	Town of Delavan	STH 67 bypass	0.67	No
	County trunk highway	State trunk highway	STH 67	CTH F	Theatre Road	1.01	No
	County trunk highway	Local nonarterial	N. Walworth Road	CTH O	STH 67	3.50	Yes
	Local trunk highway	State trunk highway	STH 67	Village of Walworth	Village of Fontana	0.13	No
	Local trunk highway	State trunk highway	STH 67	STH 67 bypass	Village of Fontana	0.74	No
Town of Whitewater	State trunk highway	New facility	USH 12 freeway	Rock County	Town of LaGrange	7.38	Yes
	County trunk highway	State trunk highway	USH 12	Jefferson County	CTH S	0.71	Yes
	County trunk highway	Local nonarterial	Anderson Road	STH 89	Clover Valley Road	0.83	Yes
	County trunk highway	Local nonarterial	Clover Valley Road	Anderson Road	Kettle Moraine Drive	2.81	Yes
	County trunk highway	Local nonarterial	Howard Road	Jefferson County	USH 12	1.48	Yes
	County trunk highway	Local nonarterial	Kettle Moraine Drive	Clover Valley Road	Town of LaGrange	2.30	Yes
	County trunk highway	New facility	Howard Road extension	USH 12	CTH P	0.63	Yes
	County trunk highway	New facility	Main Street extension	Rock County	USH 12 freeway	0.25	Yes
	County trunk highway	Local nonarterial	Warner Road	Jefferson County	CTH S	1.06	Yes
	Local trunk highway	County trunk highway	CTH S	Rock County	City of Whitewater	0.78	Yes
Village of Darien	County trunk highway	Local nonarterial	Madison Street	Town of Darien	USH 14	0.32	No
Village of East Troy	County trunk highway	Local nonarterial	Town Line Road	STH 20	CTH ES	0.31	Yes
	Local trunk arterial	County trunk arterial	CTH G	CTH ES	Town of East Troy	0.60	No
	Local trunk arterial	Local nonarterial	Division Street	STH 20	CTH ES	0.46	No
Village of Fontana	Local trunk highway	State trunk highway	STH 67	Town of Walworth	Village of Walworth	1.13	No
Village of Genoa City	County trunk highway	Local nonarterial	Fellows Road	CTH B	McHenry County	0.20	No
	Local trunk highway	Local nonarterial	Fellows Road	CTH H	CTH B	0.68	No
	Local trunk highway	Local nonarterial	South Road	USH 12	Kenosha County	0.56	No
	County trunk highway	State trunk highway	USH 12	Freeway terminus	McHenry County	0.30	Yes
	State trunk highway	New facility	USH 12 freeway extension	CTH H	McHenry County	0.23	Yes
Village of Walworth	State trunk highway	New facility	STH 67 bypass	USH 14	Town of Walworth	1.46	No
	County trunk highway	State trunk highway	USH 14	Town of Walworth	STH 67	0.71	No
	County trunk highway	State trunk highway	STH 67	USH 14	CTH B	0.52	No
	Local trunk highway	State trunk highway	USH 14	STH 67	Town of Walworth	0.68	No
	Local trunk highway	State trunk highway	STH 67	Village of Fontana	CTH B	0.61	No
Village of Williams Bay	Local trunk highway	State trunk highway	STH 67	Town of Delavan	Theatre Road	1.66	No
City of Delavan	County trunk highway	State trunk highway	STH 11	STH 50	Town of Delavan	1.04	Yes
	County trunk highway	Local trunk highway	Beloit Street	STH 11	Creek Road	0.61	Yes
	County trunk highway	Local trunk highway	Richmond Road	Town of Delavan	STH 11	0.60	Yes
	County trunk highway	Local trunk highway	2nd Street	STH 11	Town of Delavan	10.1	Yes
	Local nonarterial	County trunk highway	CTH M	Town of Delavan	CTH P	0.03	Yes
	Local nonarterial	County trunk highway	CTH O	Town of Delavan	A point 0.01 mile north	0.01	Yes
City of Elkhorn	State trunk highway	Local trunk highway	Lincoln Street	Wisconsin Street	Geneva Street	0.97	Yes
	County trunk highway	State trunk highway	STH 11	Town of Delavan	STH 67	0.89	Yes
	County trunk highway	State trunk highway	STH 11	Lincoln Street	Town of Lafayette	1.13	Yes
	County trunk highway	New facility	CTH H extension	Church Street	STH 67	0.26	Yes
	Local trunk highway	State trunk highway	STH 11	STH 67	CTH H	1.16	Yes
	Local trunk highway	State trunk highway	STH 67	Lincoln Street	STH 11	0.79	Yes
	Local trunk highway	New facility	New facility	STH 67	STH 11	0.79	Yes
	Local trunk highway	New facility	Centralia Street extension	STH 11	Devendorf Street	0.67	Yes
	Local trunk highway	New facility	West Street extension	CTH H	Court Street	1.26	Yes
City of Lake Geneva	State trunk highway	Local nonarterial	Edwards Boulevard	STH 50	End of Edwards Boulevard	0.05	Yes
	State trunk highway	New facility	STH 120 bypass	End of Edwards Boulevard	Town of Lyons	0.20	Yes
	State trunk highway	New facility	STH 120 bypass	Town of Bloomfield	N. Bloomfield Road	0.40	Yes
	County trunk highway	State trunk highway	STH 120	USH 12	STH 50	1.42	Yes
	Local trunk highway	State trunk highway	STH 120	STH 50	Town of Linn	1.83	No
	Local trunk highway	New facility	Grant Street extension	Town of Geneva	CTH H	0.50	Yes
City of Whitewater	State trunk highway	New facility	Main Street extension	USH 12 freeway	City of Whitewater	0.25	Yes
	State trunk highway	Local trunk facility	Whitewater Street	Fremont Street	USH 12	0.22	No
	County trunk highway	Local trunk highway	Tratt Street	Jefferson County	USH 12	0.69	Yes
	Local trunk highway	County trunk highway	CTH S	Town of Whitewater	Pleasant Street	0.25	Yes
	Local trunk highway	New facility	New facility	USH 12	CTH S	0.28	Yes

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

Map 14

CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE FINAL NEW WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



LEGEND

4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

CURRENT PLAN

- INTERCHANGE
- EXISTING LOCATION (WIDENING)
- NEW LOCATION

NEW PLAN AMENDMENTS

- INTERCHANGE
- EXISTING LOCATION (WIDENING)
- NEW LOCATION

NOTE: USH 12 BYPASS ALIGNMENT SHOWN TO SOUTH. A PRELIMINARY ENGINEERING STUDY WILL DETERMINE WHETHER THE ALIGNMENT WILL BE TO THE NORTH OR SOUTH OF WHITEWATER.

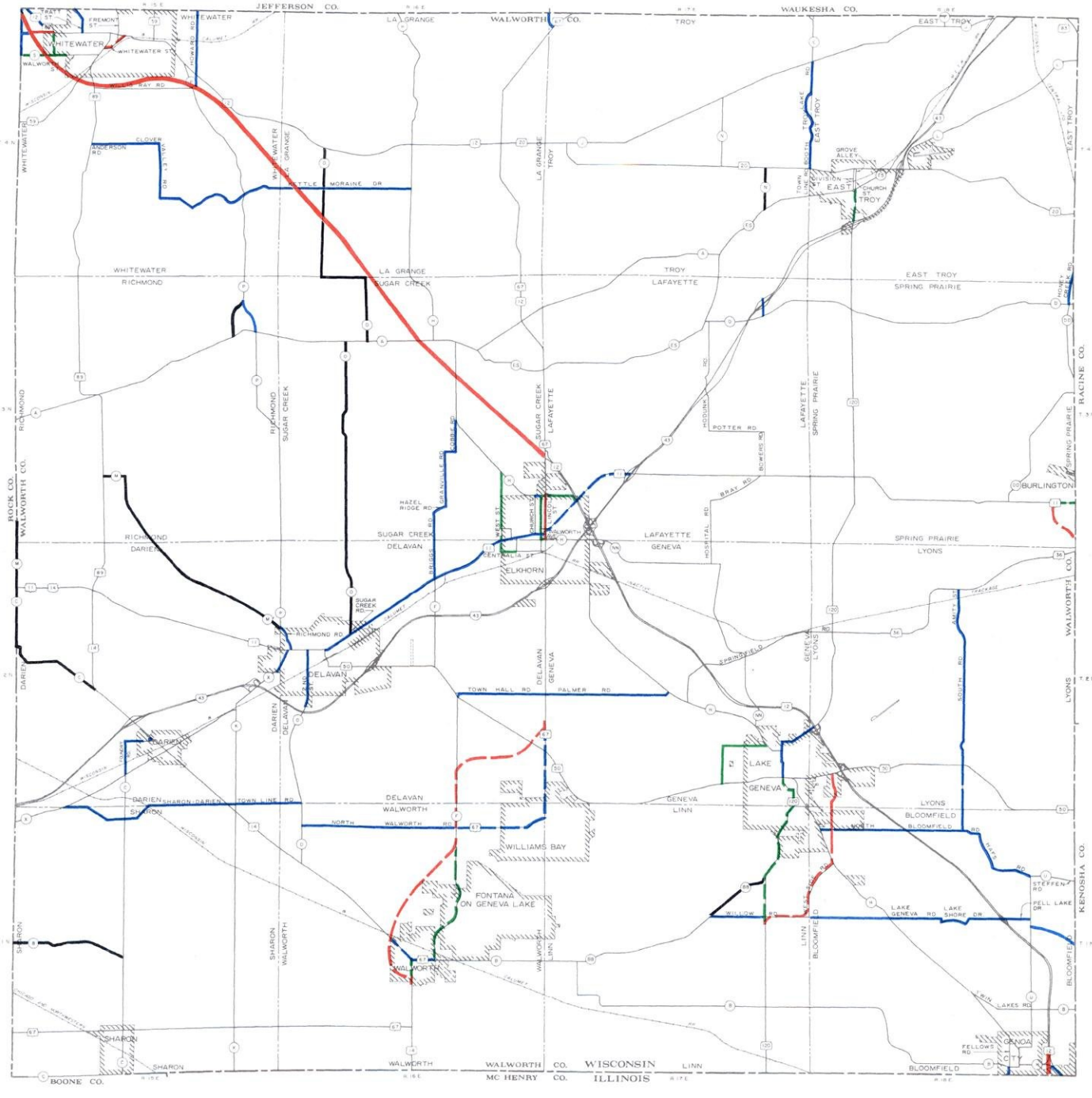
GRAPHIC SCALE

0 1/2 1 2 MILES

0 4,000 8,000 16,000 FEET

Map 15

CHANGES IN HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY RECOMMENDED UNDER THE FINAL NEW WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



LEGEND

CURRENT PLAN TRANSFERS TO:

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

NEW PLAN AMENDMENT TRANSFERS TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM

NOTE: USH 12 BYPASS ALIGNMENT SHOWN TO SOUTH. A PRELIMINARY ENGINEERING STUDY WILL DETERMINE WHETHER THE ALIGNMENT WILL BE TO THE NORTH OR SOUTH OF WHITEWATER.

GRAPHIC SCALE

0 1/2 1 2 MILES

0 4,000 8,000 16,000 FEET

In the year 2010, the design year of the new plan, the recommended arterial system would consist of 484 miles of streets and highways, or about 33 percent of the 1,475-mile total street and highway system in the County. The recommended state trunk highway element of the plan would consist of 223 miles of arterial facilities, or about 46 percent of the 484-mile planned arterial system. The recommended county trunk highway element of the plan would consist of 240 miles of arterial facilities, or about 50 percent of the planned arterial system. The recommended local trunk element of the plan would consist of 21 miles of arterial facilities, or about 4 percent of the planned arterial system. Under the recommended plan, the total mileage of state trunk highways in the County would decrease from 224 to 223 miles, the total mileage of county trunk highways would decrease from 244 miles to 240 miles, and the total mileage of local trunk highways would increase from 18 miles to 21 miles.

Of the total 484 miles of the planned arterial facilities, 408 miles would require only preservation, that is, resurfacing and reconstruction; 43 miles would require improvement, that is, widening to provide additional traffic lanes; and 33 miles would consist of new facilities. Of the 43 miles of facility requiring improvement, 39 miles, or 91 percent, would be on the planned state trunk highway system; four miles, or 9 percent, would be on the planned county trunk highway system; and 0.2 mile, or less than 1 percent, would be on the planned local trunk highway system. Of the 33 miles of proposed new arterial facilities, 26 miles, or 79 percent, would be state trunk highways; two miles, or 6 percent, would be county trunk highways; and five miles, or 15 percent, would be local trunk highways.

The report documenting the foregoing recommendations of the Advisory Committee was completed, published, and transmitted to the Walworth County Highway Committee. Published in October 1991, it is entitled Amendment to the Walworth County Jurisdictional Highway System Plan—2010. As of year's end, the plan awaited action from the Walworth County Board of Supervisors.

New County Highway System Plan for Ozaukee County Nears Completion

Work continued during 1991 on the task of updating the Ozaukee County jurisdictional highway system plan, adopted in 1973. The preparation of the new plan was undertaken at the request of the Ozaukee County Highway Committee and is being guided by the 19-member Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County.

During 1991, the Advisory Committee developed preliminary recommendations regarding the new plan, including the following changes to the existing plan: the widening of IH 43 between the Ozaukee-Milwaukee County line and STH 167 from four to six travel lanes; the easterly extension of Cold Springs Road across the Milwaukee River between CTH O and CTH W; the improvement of CTH W between the Ozaukee-Milwaukee County line and Highland Road from two to four travel lanes; and the improvement of STH 57 between IH 43 and the Sheboygan-Ozaukee County line from two to four travel lanes. Some of the preliminary recommendations regarding the extension of Cold Springs Road were revised as a result of a public hearing held on the proposed plan.

The Advisory Committee in 1991 also reaffirmed the need for a new freeway-to-surface arterial interchange on IH 43 at Highland Road to provide relief to STH 167 and CTH W and the need for the jurisdictional transfer to the state trunk highway system and the improvement from two to four travel lanes of Wauwatosa Road and CTH N between STH 167 and STH 143.

The preliminary recommendations of the Advisory Committee were taken to public hearing on October 23, 1991. The Advisory Committee is expected to meet in early 1992 to consider the record of the meeting and to make any necessary changes to the preliminary plan. The plan will then be forwarded to the Ozaukee County Board of Supervisors for adoption.

Development Plan Completed for the IH 94 South Corridor

A land use and supporting transportation system plan for the IH 94 South corridor was completed in 1991. The plan was prepared in response to requests received by the Commission from Kenosha and Racine Counties and pertains to a six-mile-wide corridor lying on either side of IH 94, extending from General Mitchell International Airport on the north to the Wisconsin-

Illinois state line on the south. The corridor extends through Milwaukee, Racine, and Kenosha Counties and encompasses portions of four cities, three villages, and seven towns. Work on this subregional planning effort was overseen by a 25-member Intergovernmental Coordinating and Technical Advisory Committee, made up of representatives from all levels of government and from private businesses.

The Advisory Committee directed that an intermediate-centralized growth scenario be used as the basis for formulating the land use plan for the corridor; however, the recommended plan identifies land for future industrial and commercial use significantly beyond that which would be needed to accommodate the growth in economic activity anticipated under the intermediate-centralized scenario. The plan recommends that commercial and industrial development occur at strategic locations along the freeway in order to avoid continuous strip development along the 30-mile stretch of freeway. The recommended year 2010 land use plan for the IH 94 South corridor is shown on Map 16.

The recommended land use pattern was used as a basis for preparing a highway and transit system plan for the corridor. The recommended year 2010 arterial street and highway system plan for the IH 94 South corridor is shown on Map 17. In addition to several recommended arterial street and highway widening projects, the plan recommends the following key arterial street and highway improvements:

1. The widening of IH 94 throughout the entire corridor to provide eight through travel lanes instead of the present six lanes.

2. The unbraiding, or separation, of all freeway on- and off-ramps from the network of frontage roads except where environmental constraints make such unbraiding infeasible. In those cases, the plan recommends converting limited sections of the frontage road network to one-way operation.

3. The addition of new interchanges on IH 94 at Puetz Road and Drexel Avenue in the City of Oak Creek and at CTH ML in the Village of Pleasant Prairie and Town of Bristol.

4. The reconstruction for additional capacity of the following interchanges: CTH ZZ (College Avenue) in Milwaukee County; CTH K, STH 20, CTH KR, STH 158, and STH 50 in Racine County; and CTH Q in Kenosha County.

5. The construction of the Lake Arterial through the Milwaukee County and Racine County portions of the corridor.

The plan also recommends the provision of bus-based rapid transit service over the IH 94 South corridor connecting the Cities of Kenosha, Racine, and Oak Creek with the Milwaukee central business district, as well as the provision of three proposed new park-ride lots. The bus-on-freeway service, under the plan, would serve as a precursor to the eventual provision of commuter rail service along a route east of the corridor, if the need for, and feasibility and cost-effectiveness of, such commuter rail service is demonstrated.

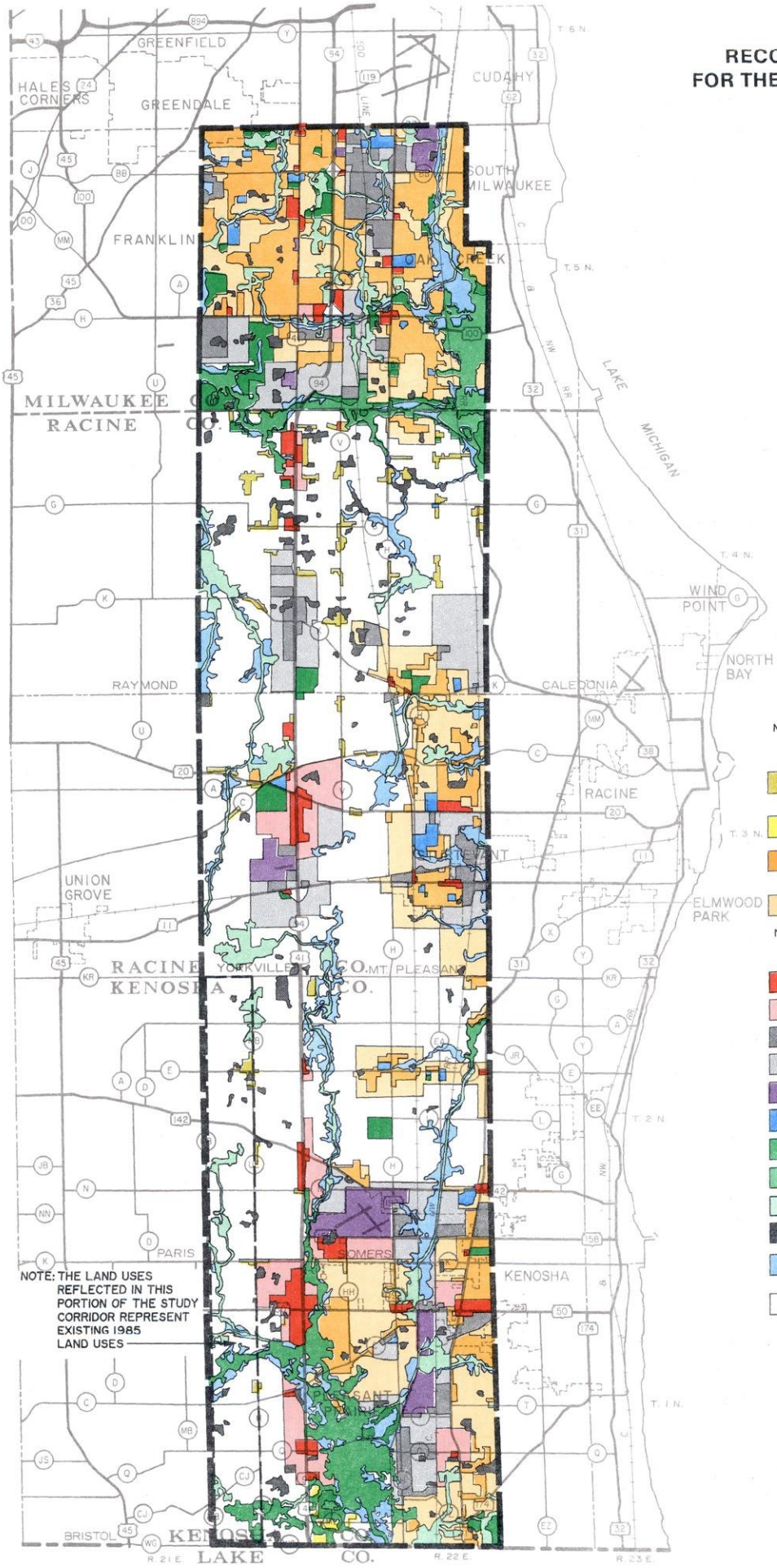
Development Plan for the IH 94 West Corridor

Work continued during 1991 on the preparation of a land use and supporting transportation system plan for the IH 94 West corridor in Waukesha County. The corridor extends west from the CTH T interchange in the City of Waukesha and Town of Pewaukee to the Waukesha-Jefferson County line. The study is being undertaken at the request of the Wisconsin Department of Transportation. The Department's request was precipitated by concerns at the state level that land use changes were occurring rapidly in this corridor, that such changes were contributing to increased traffic congestion in the corridor, and that there was a need to seek cooperative agreement among Waukesha County and the several local governments concerned as to future land use patterns for the corridor. Based upon that future land use pattern, supporting arterial highway and transit system plans would be developed, giving due consideration to the need for additional freeway interchanges and the reconfiguration of existing freeway interchanges and frontage roads.

Work on this subregional planning effort is being overseen by a 14-member Intergovernmental Coordinating and Technical Advisory Committee. During 1990, the Advisory Committee met to consider initial report materials developed by Commission staff setting forth inventory findings regarding natural resources; existing

Map 16

RECOMMENDED LAND USE PLAN FOR THE IH 94 SOUTH CORRIDOR: 2010



NOTE: THE LAND USES REFLECTED IN THIS PORTION OF THE STUDY CORRIDOR REPRESENT EXISTING 1985 LAND USES

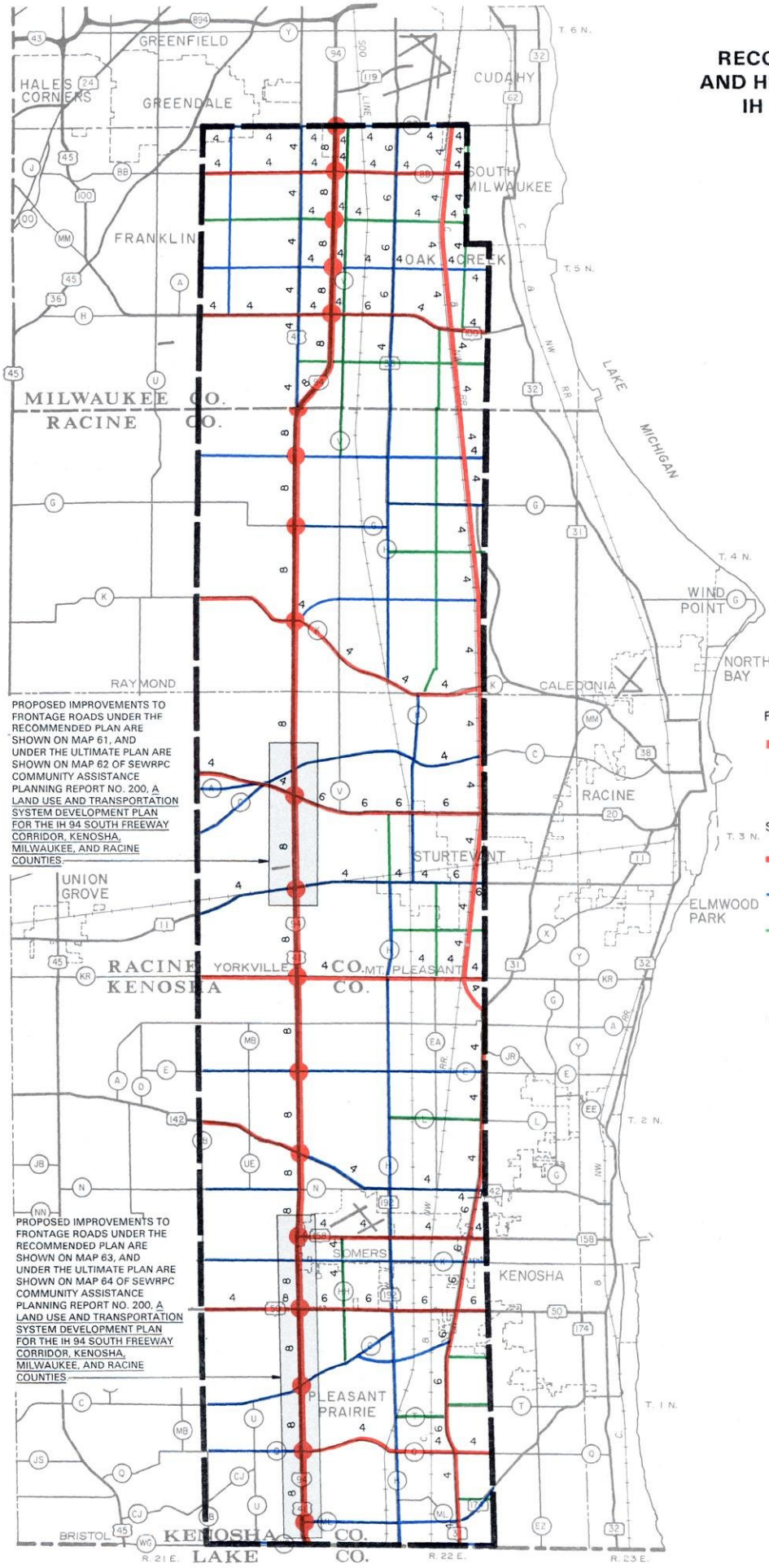
LEGEND

NONE	PREDOMINANTLY SUBURBAN RESIDENTIAL (0.2-0.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)
	PREDOMINANTLY LOW DENSITY RESIDENTIAL (0.7-2.2 DWELLING UNITS PER NET RESIDENTIAL ACRE)
	LOW DENSITY RESIDENTIAL RESERVE
	PREDOMINANTLY MEDIUM DENSITY RESIDENTIAL (2.3-6.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
	MEDIUM DENSITY RESIDENTIAL RESERVE
NONE	PREDOMINANTLY HIGH DENSITY RESIDENTIAL (7.0-17.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
	COMMERCIAL
	COMMERCIAL RESERVE
	INDUSTRIAL
	INDUSTRIAL RESERVE
	TRANSPORTATION, COMMUNICATION, AND UTILITY
	GOVERNMENTAL AND INSTITUTIONAL
	PARK AND RECREATION
	PRIMARY ENVIRONMENTAL CORRIDOR
	SECONDARY ENVIRONMENTAL CORRIDOR
	ISOLATED NATURAL AREA
	FLOODPLAINS BEYOND ENVIRONMENTAL CORRIDORS
	AGRICULTURAL, OPEN, AND RURAL RESIDENTIAL LAND

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 FEET

Map 17

RECOMMENDED ARTERIAL STREET AND HIGHWAY SYSTEM PLAN FOR THE IH 94 SOUTH CORRIDOR: 2010



PROPOSED IMPROVEMENTS TO FRONTAGE ROADS UNDER THE RECOMMENDED PLAN ARE SHOWN ON MAP 61, AND UNDER THE ULTIMATE PLAN ARE SHOWN ON MAP 62 OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 200, A LAND USE AND TRANSPORTATION SYSTEM DEVELOPMENT PLAN FOR THE IH 94 SOUTH FREEWAY CORRIDOR, KENOSHA, MILWAUKEE, AND RACINE COUNTIES.

PROPOSED IMPROVEMENTS TO FRONTAGE ROADS UNDER THE RECOMMENDED PLAN ARE SHOWN ON MAP 63, AND UNDER THE ULTIMATE PLAN ARE SHOWN ON MAP 64 OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 200, A LAND USE AND TRANSPORTATION SYSTEM DEVELOPMENT PLAN FOR THE IH 94 SOUTH FREEWAY CORRIDOR, KENOSHA, MILWAUKEE, AND RACINE COUNTIES.

LEGEND

FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE
- PARTIAL INTERCHANGE

STANDARD ARTERIAL

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)

NOTE: In addition to the arterial highway improvements and expansions attendant to the network shown on this map, which improvements and expansions are identified on Map 68 of SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, the recommended plan includes the definition and reservation of the rights-of-way required to provide for prospective arterial street widenings and new arterial streets under the "ultimate" land use plan as shown on Map 66 of SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties.

GRAPHIC SCALE
0 1 2 MILES
0 4000 8000 12000 FEET

land uses and land use regulations; and existing and forecast population, housing, and employment data. The Committee also reviewed proposed objectives and standards for land use development within the corridor. During 1991, the Committee met to review and consider alternative land use development plans for the corridor for the design year 2010. Anticipated transportation impacts associated with each of the alternative land use plans were to be reviewed by the Committee in 1992, and a recommended land use plan prepared for Committee review.

Regional Transportation Authority Study

At the request of Milwaukee County and the City of Milwaukee, the Commission in 1990 undertook and completed a study of the possible creation of a regional transportation authority (RTA) for southeastern Wisconsin. To oversee the requested study, the Commission created the Regional Transportation Authority Study Committee. The Committee included prominent elected officials of each of the seven counties and the Secretary of the Wisconsin Department of Transportation. The Committee was chaired by Mr. Richard W. Cutler, a former Regional Planning Commissioner from Milwaukee County. The Committee's findings and recommendations were documented in SEWRPC Memorandum Report No. 38, A Regional Transportation Authority Feasibility Study for Southeastern Wisconsin, and were summarized in a widely distributed Commission Newsletter.

At the end of 1990, the recommendations were formally transmitted by the Committee to each county and local unit of government in the Region, to State Legislators representing the Region, and to the Governor. Since that time, the counties and many of the local units of government in the Region have given consideration to this matter. While there appears to be considerable support for the creation of such an authority, particularly if property tax relief were to be provided through such an authority, there is also some opposition and concern among elected local officials in the Region over the specific way in which such an authority would be created and governed.

In the spring of 1991, Governor Tommy G. Thompson included an RTA initiative in the "Mobility 2000" transportation proposal he sent to the Legislature for consideration. The following are the key elements of the Governor's proposal:

- The RTA would encompass the entire seven-county Southeastern Wisconsin Region. This is consistent with the recommendation made by the SEWRPC Committee.

- The governing body of the RTA would consist of 11 members. Seven members would be appointed by the Governor, one from each county within the Region. An eighth member would be the Wisconsin Secretary of Transportation or his designee. The remaining three members would also be appointed by the Governor, but would be "at large," and not representing any particular county. This differs from the SEWRPC Committee recommendation that the governing body consist of nine members appointed by the Governor, one from each of the seven counties and two at large. This change should not, however, be inconsistent with the principle of balanced geographic representation for such a governing body.

- The RTA would have responsibilities for both highways and mass transit. This is consistent with the recommendation made by the SEWRPC Committee.

- Upon its creation, the RTA would intensively study its potential functional responsibilities in the highway and transit areas. Initial administrative support to the RTA would be provided by the Wisconsin Department of Transportation under a state appropriation of $150,000 annually for a two-year period. The study would have to be completed by November 15, 1992, and submitted to the Governor and the Legislature. As a part of the study, the RTA would have to address questions concerning the coordination and prioritization of the expenditure of funds in the Region for arterial highways; concerning what functional responsibilities for highways the authority should be given; concerning how the funding of an expanded public transit system should be achieved; concerning how the authority should relate to the Wisconsin Department of Transportation, to the county and local governmental units with responsibility for highways and transit, and to the Regional Planning

Commission; concerning how the authority should be funded on a permanent basis, including consideration of sales taxes and user fees that would be imposed within the Region; and concerning a recommendation by the authority itself as to whether it should continue in existence after September 30, 1993.

- The seven counties in the Region would have the six-month period from July 1 through December 31, 1993, to withdraw from the authority.

In effect, then, the Governor's proposal, if it is accepted by the Legislature, would create an RTA and have that authority carefully reexamine all the substantive issues addressed by the SEWRPC Committee in the fall of 1990. This would include such issues as funding levels and sources, including property tax relief; it would also include those issues attendant to safeguarding county and local needs and prerogatives, including allocation of available funds between highways and transit, the distribution of funds to individual counties, and the relationship of RTA spending to the adopted regional transportation system plan. Importantly, the Governor's proposal provides that individual counties can "opt out" of the authority once the permanent nature of the authority and its operational responsibilities and relationships are made known.

City of West Bend Transportation System Plan

The City of West Bend Transportation System Plan Advisory Committee, with the assistance of the Commission, initiated work in 1991 on a detailed transportation system plan for the City. The plan will have a design year of 2010. The Committee, during a meeting with Commission staff, identified issues of concern such as the treatment of intersections, including the possible need for dedicated turn lanes, channelization, and signalization; the possible need for medians and identification of appropriate median spacing; and standards for the spacing and location of driveways. The Commission staff began collecting data related to the existing transportation system in the City and began preparation of a preliminary draft report.

Reverse Commute Study

The Commission initiated work in 1990 on a study of reverse commutation intended to estimate the potential number of unemployed or underemployed Milwaukee County residents who would take advantage of employment opportunities in Waukesha County if transportation were made available. The study was also intended to identify the costs and benefits of transportation alternatives to serve this traffic demand and to recommend actions to meet potential reverse commuting needs.

During 1990, the Commission staff met with staff from the Wisconsin Job Service to identify the number and characteristics of the unemployed in Milwaukee County to establish the potential size of the labor force that might be involved in reverse commuting. In 1991, the Commission staff compiled a mailing list of employers of five or more persons in Waukesha County and notified each of these employers by mail that the study was under way. Each employer was encouraged to provide the Waukesha Job Service with information relating to its employment needs. This information was tabulated by Commission staff on the basis of geographic area and then a meeting was held to discuss the results with prospective employers. Preparation of a study report was begun in late 1991.

TRANSPORTATION SYSTEMS MANAGEMENT PLANNING AND TRAFFIC ENGINEERING

During 1991, the Commission continued a work effort to carry out transportation systems management studies for communities in southeastern Wisconsin. Four such studies were completed during the year and are described in the following sections. In addition, work efforts attendant to ridesharing and transit system short-range planning were carried out.

A Land Use-Transportation Study of the N. 76th Street Corridor

In response to a request received in August 1990 from the City of Milwaukee Commissioner of Public Works, the Commission, in cooperation with the City of Milwaukee Department of City Development and the Bureau of Traffic Engineering and Electrical Services, conducted a study of land use and transportation within the N. 76th Street corridor in the City of Milwaukee. The

study findings are documented in SEWRPC Memorandum Report No. 63, A Land Use-Transportation Study of the N. 76th Street Corridor.

The corridor extends from W. County Line Road on the north to W. Silver Spring Drive on the south and from N. 60th Street on the east to N. 91st Street on the west. The purpose of the study was to identify the cumulative long-term traffic volume and congestion impacts of potential unplanned commercial development throughout the N. 76th Street corridor.

Substantial traffic congestion currently occurs in the corridor on an average weekday. An estimated 8.0 miles, or 28 percent, of the arterial streets in the corridor were determined to be carrying traffic volumes in excess of their design capacity and an additional 5.5 miles, or 19 percent, of the arterial streets in the corridor were determined to be carrying traffic volumes that are approaching their design capacity.

Year 2010 forecasts of average weekday traffic volume and congestion for the arterial streets in the corridor were prepared for two alternative land use scenarios, the City's adopted northwest side land use plan, shown on Map 18, and a land use scenario that accommodates current landowner and land developer proposals for commercial development. The proposals are generally inconsistent with the City's adopted land use plan.

Two traffic forecasts were prepared for each of the two alternative future land use scenarios. The first assumed that no transportation system improvement and expansion projects would be carried out within the corridor or the Region, and the second assumed implementation of the adopted regional transportation system plan. Within the N. 76th Street corridor, the adopted regional plan envisions substantial expansion of current local bus service and development of a rapid transit system; extension of additional parking prohibitions on stretches of W. Good Hope Road, N. 76th Street, and W. Brown Deer Road; and the construction of a new north-south arterial street between N. 60th Street and N. 76th Street between W. Brown Deer Road and W. Mill Road. Maps 19 and 20 depict the recommended public transit and arterial highway elements of the adopted regional transportation system plan as they relate to the N. 76th Street corridor.

Based on a comparative evaluation of the traffic forecasts prepared for each of the two alternative land use scenarios considered, it was recommended that the City of Milwaukee reaffirm its adopted land use plan for the corridor. Applicants proposing changes to the plan should be required to demonstrate, prior to project approval, that the traffic generated by the changed use would be less than the traffic generated under planned development conditions. The report also recommended that implementation of the adopted regional transportation system plan be pursued aggressively, including substantial improvement and expansion of the public transit services in the corridor and implementation of travel demand management measures to discourage single-occupant automobile use. The study report was transmitted to the City in August 1991 for its consideration and implementation.

Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay

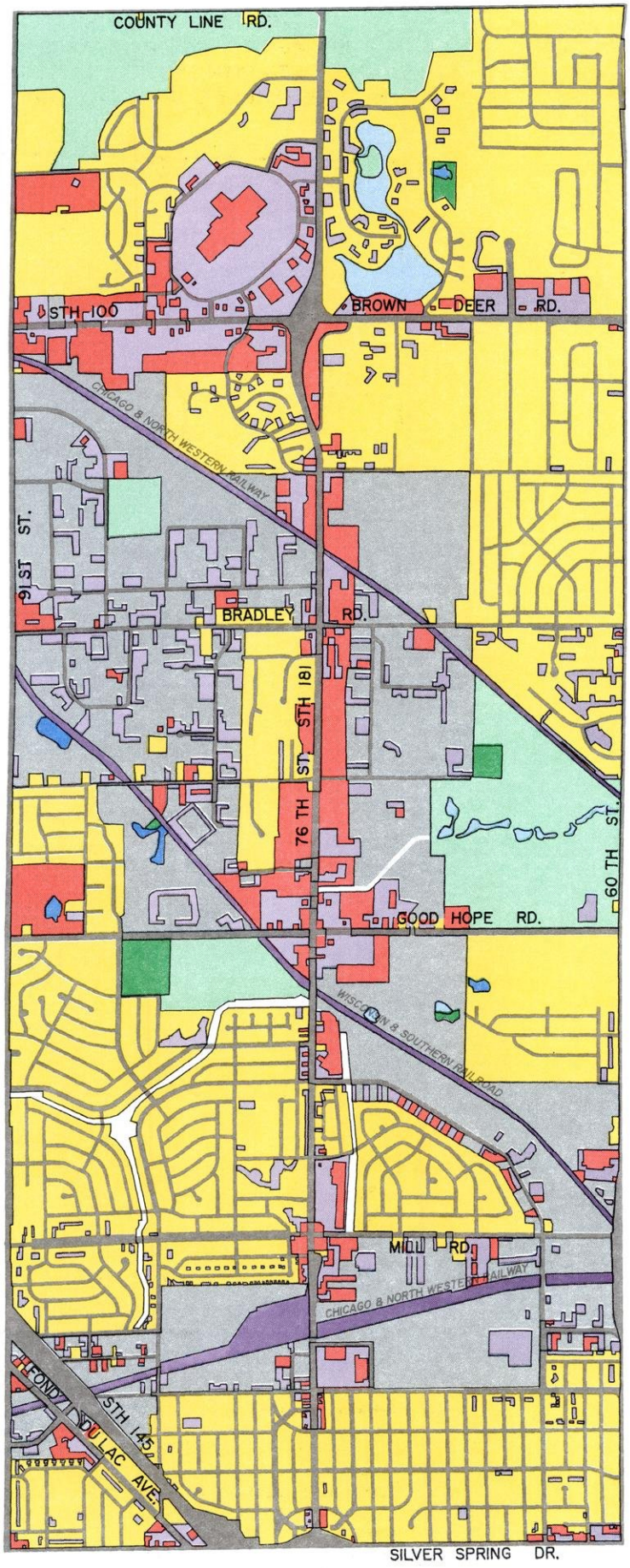
In October 1989, the Village of Whitefish Bay requested that the Commission staff conduct a traffic engineering study of E. Birch Avenue between N. Marlborough Drive and N. Lake Drive in the Village. Local residents and elected officials had become increasingly concerned about the perceived volume of through traffic and attendant vehicle speed on E. Birch Avenue. The study, including analysis of alternatives and recommendations, is documented in SEWRPC Memorandum Report No. 54, Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay.

The Commission conducted 24-hour machine counts on E. Birch Avenue in August 1989 and again in April and May 1990. The average weekday traffic volume and average daily traffic volume were about 570 and 530 vehicles, respectively. The estimated average weekday traffic volume of 570 vehicles is substantially less than the 1,500 vehicles per average weekday that is typically considered to be the maximum desirable volume of traffic on a land access street.

A license plate survey was conducted by the Commission to determine the extent to which the study segment was being used by arterial and collector traffic. The survey determined that the study segment of E. Birch Avenue functions as a collector facility for about 180 vehicles per average weekday and as an arterial facility for about 130 vehicles per average weekday.

Map 18

ADOPTED CITY OF MILWAUKEE LAND USE PLAN WITHIN THE N. 76TH STREET CORRIDOR STUDY AREA



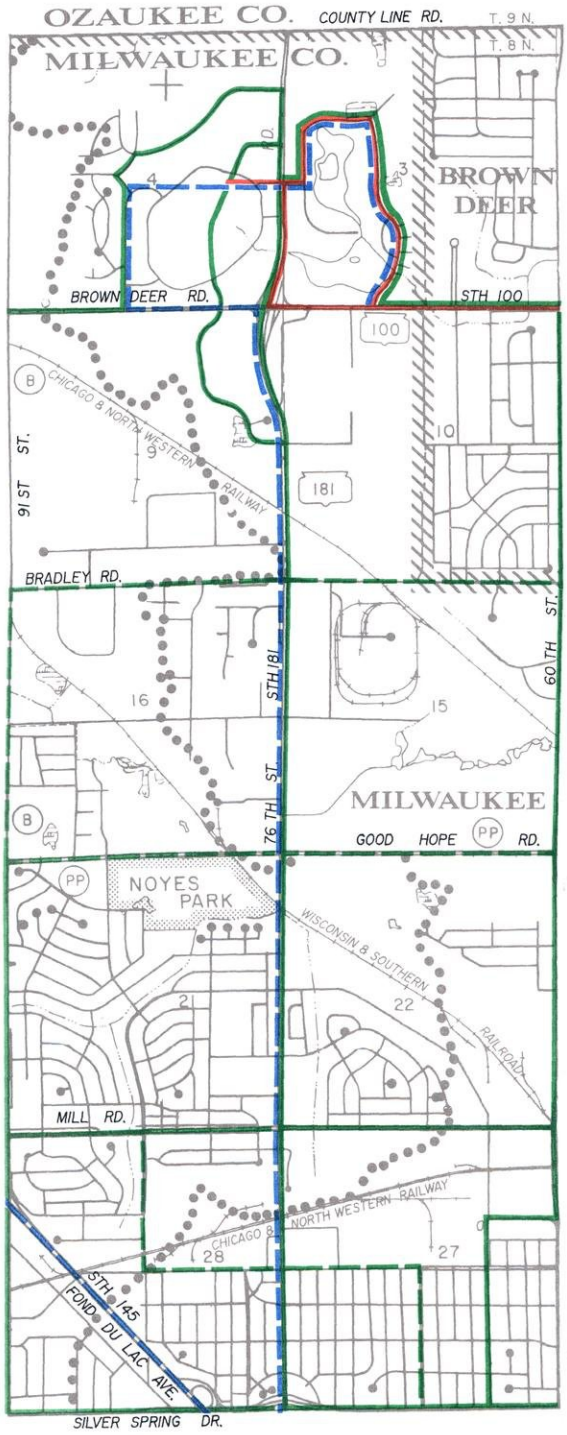
LEGEND

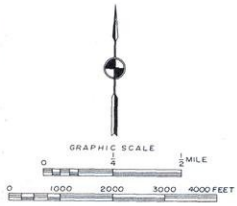
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- STREET / HIGHWAY
- PARKING
- UTILITY
- RECREATION
- WATER
- WETLAND
- WOODLAND
- OPEN SPACE

GRAPHIC SCALE
0 1/8 1/4 MILE
0 1000 2000 FEET

Map 19

RECOMMENDED PUBLIC TRANSIT SYSTEM ELEMENT OF ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN WITHIN THE N. 76TH STREET CORRIDOR STUDY AREA





LEGEND

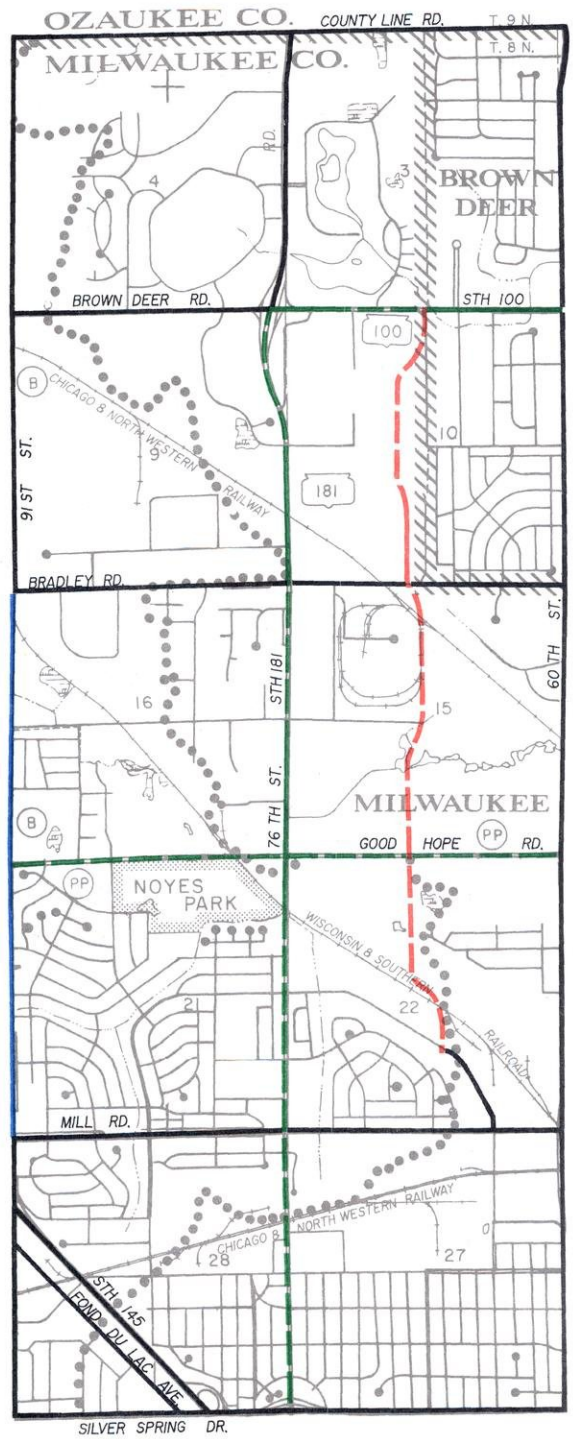
LOCAL BUS
- EXISTING
- RECOMMENDED

RAPID / EXPRESS TRANSIT
- (NONE) EXISTING
- RECOMMENDED

FREEWAY FLYER BUS
- EXISTING
- (NONE) RECOMMENDED

Map 20

ARTERIAL HIGHWAY SYSTEM ELEMENT OF ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN WITHIN THE N. 76TH STREET CORRIDOR STUDY AREA



LEGEND
- OTHER ARTERIAL STREETS AND HIGHWAYS

RECOMMENDED ADDITIONAL ON-STREET PARKING PROHIBITION
- IMPLEMENTED
- REMAINS TO BE IMPLEMENTED

RECOMMENDED WIDENING OF AN ARTERIAL STREET SEGMENT
- IMPLEMENTED
- (NONE) REMAINS TO BE IMPLEMENTED

RECOMMENDED CONSTRUCTION OF A NEW ARTERIAL STREET SEGMENT
- IMPLEMENTED
- REMAINS TO BE IMPLEMENTED

Spot speed studies conducted by the Village Police Department determined that about 53 percent of the E. Birch Avenue traffic in the nonpeak hours and about 66 percent in the peak hours travel above the speed limit. The travel speeds observed on the study segment were judged to be typical of the prevailing travel speeds on continuous land access residential streets in the Village. To alleviate the problem of motorists exceeding the speed limit, the Commission recommended that the Village consider increased law enforcement on a random basis between 6:00 a.m. and 6:00 p.m.

The Commission staff identified nine alternative traffic measures that could be used to divert the arterial and collector traffic from the study segment. These alternatives included prohibiting left turns from N. Lake Drive at E. Birch Avenue, restricting portions of E. Birch Avenue to one-way travel, constructing traffic diverters, and vacating portions of E. Birch Avenue. The report noted that any actions taken to reduce traffic on E. Birch Avenue would largely divert traffic to other local streets in the Village, including E. Lexington Boulevard, E. Lake Forest Avenue, and N. Danbury Road, whose residents have expressed concern about the effects of the increased traffic. While the expected levels of traffic on the other streets to which traffic would be diverted may be anticipated to remain within a desirable range of traffic volume for land access streets, the study segment of E. Birch Avenue likewise does not require diversion of traffic to achieve a desirable range of traffic volume.

The study report was transmitted to the Village in January 1991 for its consideration and implementation.

Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls

In May 1989, the Village of Menomonee Falls requested that the Commission staff conduct a traffic engineering study of W. Fond du Lac Avenue in the Village of Menomonee Falls. The study was to address concerns raised by local officials and residents about pedestrian safety and excessive vehicular speeds on the roadway and to evaluate roadway capacity with respect to existing and forecast year 2010 traffic volumes. The study is documented in SEWRPC Memorandum Report No. 51, Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls between N. 124th Street (STH 145) and W. Main Street (STH 74), Waukesha County, Wisconsin.

A traffic count of W. Fond du Lac Avenue conducted in July 1989 determined that the facility is functioning as an arterial and that existing traffic volumes are well below the average weekday design capacity of the facility. The average weekday traffic volume on W. Fond du Lac Avenue between Main Street and N. Lilly Road was about 4,400 vehicles, and about 3,830 vehicles between N. Lilly Road and N. 124th Street.

A spot speed study conducted by the Commission determined that motorist compliance with the posted speed limits is generally low. A review of motor vehicle accident history indicated that a number of single-vehicle off-road accidents had occurred along the study segment. Excessive vehicular speeds and a substandard roadway cross-section were likely contributors to the accidents.

A number of low-cost, short-range traffic engineering improvements were considered and recommended for implementation to abate the traffic problems identified on the study segment. The recommendations included the installation of signs, pavement markings, lowering the speed limit in certain areas, random law enforcement, and improving corner sight distances. Construction of sidewalks to separate pedestrian and vehicular traffic was also recommended to reduce the potential for pedestrian-vehicular conflicts. In the long term, reconstruction of the existing roadway to a two-lane urban cross-section to serve the forecast travel demand in the year 2010 was recommended.

The study report was transmitted to the Village in January 1991 for its consideration and implementation.

Analysis of the Intersection of S. Pine Street and E. State Street in the City of Burlington

In August 1990, the City of Burlington Street Committee requested that the Commission staff study the operation of the intersection of S. Pine Street (STH 83) and E. State Street (STH 83). In addition to this analysis, it was requested that

the Commission staff evaluate the impacts of rerouting northbound STH 83 between the intersection of S. Pine Street with E. Adams Street and the intersection of E. State Street with S. Dodge Street. The proposed alternative route for STH 83 to be considered was E. Adams Street between S. Pine Street and S. Dodge Street and S. Dodge Street between E. Adams Street and E. State Street. Figure 29 shows the location of these streets. The results of the study are documented in SEWRPC Memorandum Report No. 65, Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin.

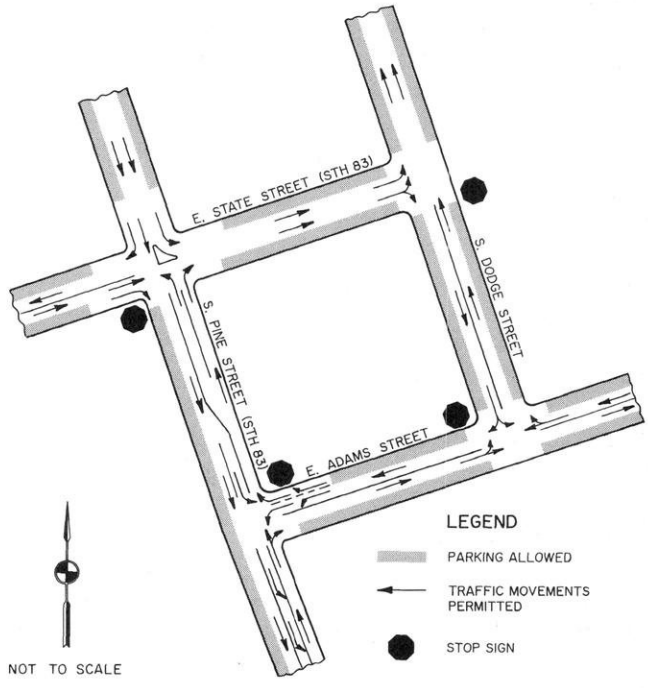
In May 1991, a count of traffic using the study segments was taken. S. Pine Street, between its intersections with E. State Street and E. Adams Street, was found to be operating in excess of its design capacity. Intersection hourly turning movement counts conducted as part of the study determined that the eastbound through traffic movement at the intersection of S. Pine Street and E. State Street was operating over capacity. The remaining traffic movements at the intersection were found to be operating under their design capacity, although the northbound left-turning movement was observed to experience periodic congestion.

Traffic accident data were also collected to identify any recurring traffic accident problems. The predominant type of accident at the intersection is the right-angle collision, which potentially suggests excessive vehicle speed, restricted sight distance, and a lack of adequate gaps in the S. Pine Street traffic stream.

A total of five traffic engineering actions and two other actions to improve the operating conditions in the study area were identified and evaluated. As a result of the evaluation, the following three measures were recommended for further consideration by the City Street Committee: 1) the installation of traffic signals at the intersection of S. Pine Street with E. State Street, 2) the elimination of 50 feet of on-street parking stalls on the west side of S. Pine Street and the south side of E. State Street at the intersection of the two streets, and 3) the relocation of the mail-drop boxes on E. State Street. It was also recommended that the City seek implementation of the recommended Burlington bypass, which could potentially alleviate traffic problems in the Burlington area in both the short and long term. Rerouting of northbound STH 83 would not be expected to improve operating conditions at any study area intersection substantially or to improve traffic safety at the intersection of S. Pine Street and E. State Street. It was not recommended for further consideration by the City Street Committee.

Figure 29

LANE CONFIGURATION, DIRECTION OF TRAVEL, AND PARKING AREAS ON STREETS NEAR THE INTERSECTION OF S. PINE STREET AND E. STATE STREET IN THE CITY OF BURLINGTON: 1991



Ridesharing Programs

One of the recommendations of the regional transportation systems management plan is the continued promotion of ridesharing. A formal Milwaukee-area carpooling program was conducted by Milwaukee County from April 1975 to April 1976. The Commission assisted in that effort, conducting an evaluation of the effectiveness of the carpooling project and determining the extent of carpooling in the Milwaukee metropolitan area. The results of that initial effort are presented in SEWRPC Technical Report No. 20, Carpooling in the Metropolitan Milwaukee Area. That initial carpooling effort

indicated a sufficient latent demand for carpooling programs and concluded that a continued carpool promotional program would be effective in reducing motor fuel consumption and automobile traffic.

Late in 1979, Milwaukee County received approval of a funding request for federal urban aid funds to conduct a three-year continuing carpool promotional program. This program included media promotion of ridesharing activities, direct contact with major employers to encourage carpooling on an industry-by-industry basis, and a computerized matching program for potential carpoolers. The Commission assisted in that effort by providing the computer facilities necessary to conduct the matching program. In addition, near the end of the third year of the program, the Commission conducted an assessment of the program to determine the changes in the extent of ridesharing over the duration of the three-year program, the characteristics of rideshare participants, factors influencing the decision not to rideshare, the impact of ridesharing on traffic user costs and energy conservation, the latent demand for ridesharing, and the awareness of the Milwaukee Area Rideshare Program among commuters.

Based on the survey findings, it was recommended that the program be continued, since the benefits derived from the program substantially outweighed its modest cost. It was further recommended that the program be extended to residents of Kenosha, Racine, and Walworth Counties; that techniques be employed to improve the timeliness of response to rideshare requests; that the use of public park-ride and park-and-pool lots be promoted for ridesharing purposes; that the promotion of the use of vanpools, buspools, and taxipools be expanded; and that a diversified marketing program be developed to reach a broader spectrum of employed persons. The findings and recommendations of the survey are documented in SEWRPC Technical Report No. 28, Evaluation of the Milwaukee Area Rideshare Program: 1979-1982.

Early in 1983, Milwaukee County received approval of a funding request for federal urban aid funds to conduct a two-year ridesharing promotional program. This program includes media promotion of ridesharing activities, continuation of a computerized matching program for potential carpoolers with the additional feature of staff contact with persons who have requested services, development of a marketing program to focus on employers and employees in the Milwaukee central business district, promotion of park-ride lots for carpool use, and erection of 35 additional rideshare information signs. Late in 1984, federal funding was provided to extend the promotional program through 1989. In April 1987, administrative responsibilities for the conduct of the rideshare program were transferred from Milwaukee County to the Wisconsin Department of Transportation, District 2. The Commission has continued to assist in this effort by providing the computer facilities necessary to conduct the matching program.

During 1991, a total of 180 inquiries were made to the Wisconsin Department of Transportation concerning carpooling. Of this total, 70 matches were found in the computerized file maintained by the Commission, and the requesting individual was provided with a list of potential carpoolers.

Transit System Development Plans

Kenosha Transit System Development Plan

In October 1989, the City of Kenosha requested the assistance of the Regional Planning Commission in the preparation of a new five-year development plan for the City's public transit system. The plan, which was completed in 1991, is intended to provide direction in the operation and development of the City of Kenosha transit system for the period 1991 through 1995 and to update the transit development plan completed by the Commission for the City in 1983. To advise and assist the Commission staff in the preparation of the plan, the City created a Kenosha Public Transit Planning Advisory Committee, composed of elected and appointed public officials, business people, and citizens. The plan is set forth in SEWRPC Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995.

The Kenosha transit system is owned and operated by the City of Kenosha. The regular bus routes primarily serve the City, but one regular bus route extends into the Town of Somers to serve the University of Wisconsin-Parkside. In addition, the City operates two

special shuttle bus routes: one designed to serve persons employed at companies located in the LakeView Corporate Park, and one designed to serve the Dairyland Greyhound Park and Factory Outlet Centre.

The planning effort included consideration of the land use, socioeconomic, and travel characteristics of the study area and the development of a set of transit service objectives by which the performance of the existing transit system could be evaluated. These objectives envision a transit system that will serve the social and economic needs of the City effectively while minimizing associated costs. The evaluation of the existing transit system made under these standards indicated that changes in the route configuration of the existing system would be needed if the City is to maintain its policy of providing complete geographic coverage to all areas of the City, including areas proposed for new urban development, some of which have recently been annexed by the City.

The resulting recommended plan sets forth a series of service and capital improvements designed to provide effective and efficient public transit service consistent with available financial resources. It recognizes the importance of the Kenosha central business district as a potential major retail and service center within the Region and the proposed improvement of commuter rail service in the Kenosha-Racine-Milwaukee travel corridor set forth in the adopted regional transportation system plan.

The plan for the City's fixed-route transit system, shown on Map 21, recommends a number of changes in existing routes to expand transit service to areas of new and expanding residential, commercial, and industrial development; to provide for more direct crosstown routing; and to eliminate or reduce service on existing route segments with low ridership. The plan proposes modification of all seven existing regular routes in the transit system plus the creation of an eighth regular route serving the northern half of the City. This new route would permit the City to extend transit service on a contract basis to residents of the Town of Somers. The plan also proposes changes to the two existing shuttle routes and the creation of a third shuttle route to serve the Lakeside Marketplace Shopping Center in the Village of Pleasant Prairie. The plan also recommends that the regular routes of the transit system continue to use a central transfer terminal located in the central business district, but recommends the relocation of the existing transfer station because of recently proposed changes in the downtown street system.

The City of Kenosha bears most of the responsibility for implementation of the recommended transit plan. This responsibility includes refining recommended routing and service changes, applying for federal and state transit assistance funds, and satisfying the various administrative requirements associated with the receipt and use of federal transit assistance funds.

City of West Bend Transit System Feasibility Study

In February 1990, the Common Council of the City of West Bend requested the assistance of the Commission in the conduct of a feasibility study of, and the preparation of a plan for, the provision of transit service within the City of West Bend. This request stemmed from concerns over the ability of the limited taxicab and specialized transportation services available within the City to serve the growing population adequately, particularly the growing elderly segment of the population in need of public transportation. The feasibility study was to identify the transit needs of the resident population of the City, identify alternative transit services which could be provided in response to the identified needs, and prepare a plan that could be used to guide the development of an appropriate level of transit service in the West Bend area.

Working under the guidance of an Advisory Committee created by the City of West Bend, the Commission staff began the conduct of the study in the fall of 1990. By the end of the year work on the study had progressed to include completion of the definition of transit system development objectives and standards, the identification of existing land uses and travel patterns within the West Bend study area, the description and evaluation of the existing transit services, and the identification of relevant federal, state, and local legislation and regulations impacting on the funding or operation of potential transit services for the area. Work had also begun on the identification and evaluation of alternative transit system development plans, a process which was completed in 1991.

In order to evaluate fully the feasibility of providing improved transit service in the West Bend area, a number of alternative management structures and operational techniques for providing transit service were examined and evaluated. The management structures that were examined included: 1) municipal ownership and operation of the transit system, 2) municipal ownership of the transit system and operation by a private management team under a competitively awarded contract, and 3) private ownership of the transit system under a competitively awarded contract. The Advisory Committee recommended that any public transit system ultimately established be operated by a private transit operator selected on the basis of competitive bids. The Committee also recommended that the equipment and facilities needed to operate the system be purchased and owned by the City and leased back to the private transit operator.

The three service alternatives evaluated as part of the transit feasibility study were: 1) do nothing to encourage or support improved local transit service, 2) provide fixed-route transit service, and 3) provide demand-responsive transit service. Subalternatives representing different levels of service area coverage and periods of operation under Alternatives 2 and 3 were also developed and evaluated. The results of the analysis and evaluation of the alternatives considered indicated that institution of either a fixed-route or shared-ride taxicab transit service would be feasible in the West Bend area. The Advisory Committee recommended the adoption of the shared-ride taxicab system because of the higher quality of service and the lower costs associated with that alternative.

The results of the study are set forth in SEWRPC Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996. The report recommends the establishment of a publicly supported demand-responsive shared-ride taxicab service in the City of West Bend and environs. The Advisory Committee recommended that service be provided for all trips beginning or ending in the City of West Bend, although, in the interests of equity, higher fares would be charged for trips made to and from locations outside the City. The report includes detailed recommendations regarding system management, operation, and financing. The recommendations were approved by the Common Council of the City of West Bend on April 22, 1991.

Following adoption of the plan, the City prepared and submitted to the Wisconsin Department of Transportation a combined application for federal and state transit operating assistance. A grant application for federal transit capital assistance was also prepared and submitted during 1991.

Milwaukee County Short-Range Transit Planning

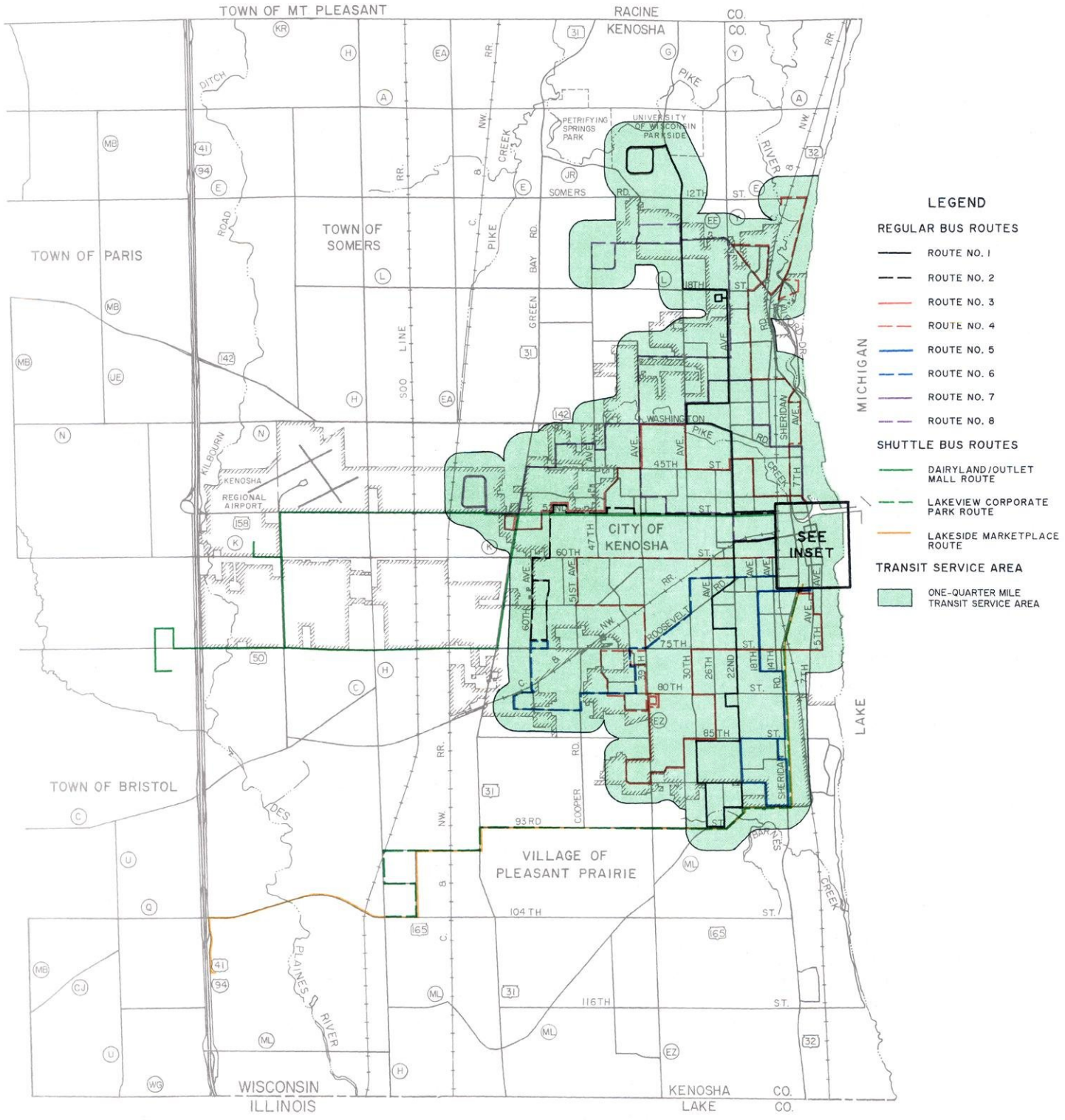
During 1991, short-range transit planning activities for the Milwaukee County Transit System were conducted by the staff of that system and the Milwaukee County Department of Public Works. Through this planning effort, the following major activities were carried out during the year: development of the annual element of the regional transportation improvement program, preparation of a Title VI assessment evaluating the provision of transit service to special population groups, and updated programs for the inclusion of business enterprises operated by the disadvantaged, minorities, and women in the provision of transit service.

TRANSPORTATION PLANNING FOR THE ELDERLY AND DISABLED

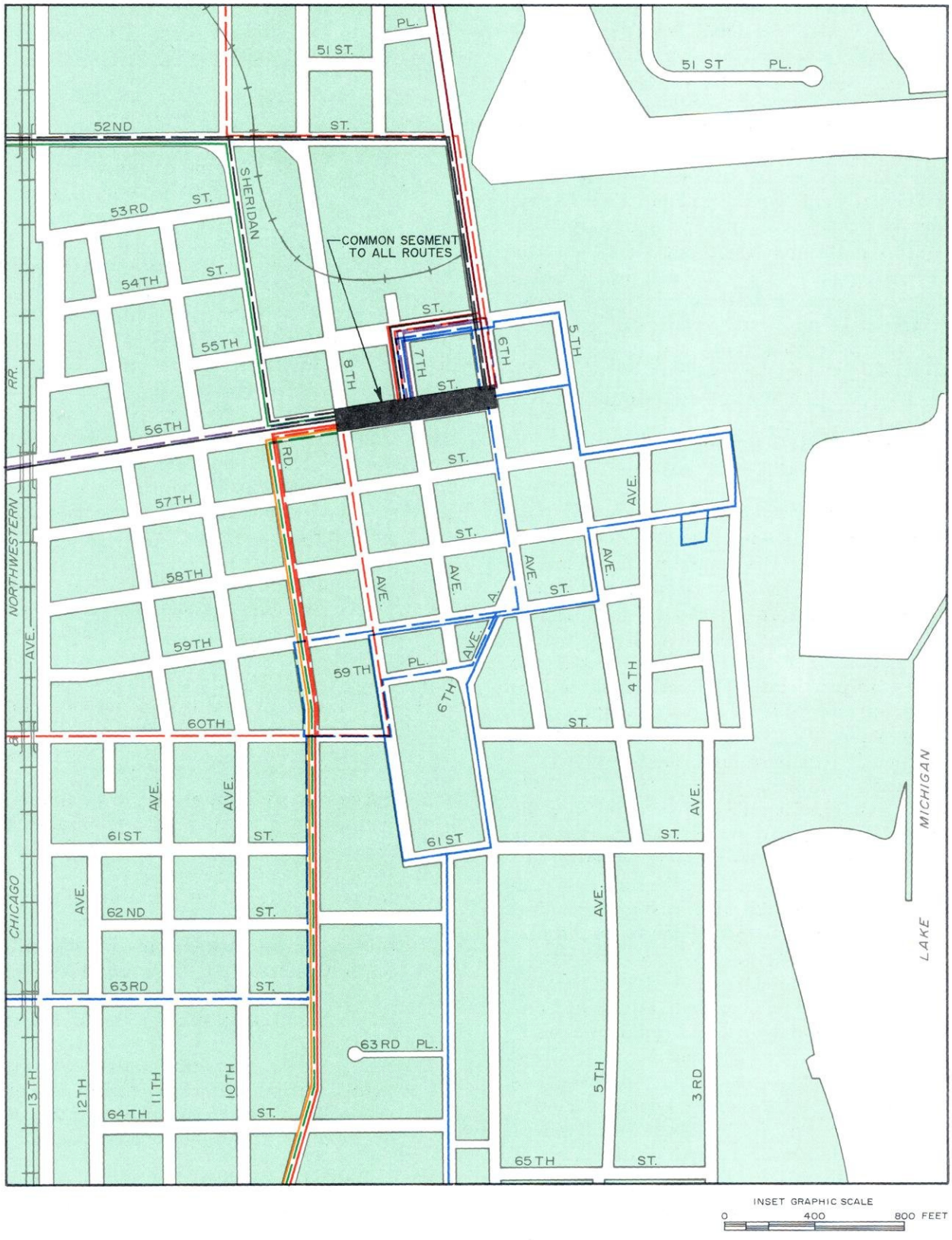
In 1978, the Commission adopted a transportation plan for transportation-handicapped people in the Region. The plan is documented in SEWRPC Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982. The plan is designed to reduce, and sometimes to eliminate, the existing physical and/or economic barriers to independent travel by transportation-handicapped individuals. In accordance with the thrust of the federal rules then in effect, the plan recommended that the local bus systems serving the Milwaukee, Kenosha, and Racine urbanized areas be equipped with wheelchair lifts and ramps or other conveniences to the extent that the nonpeak-hour bus fleets would be fully accessible to wheelchair users and semiambulatory persons. For those transportation-handicapped persons in the three urbanized areas who would continue to be unable to use public bus systems, the institution of a

Map 21

RECOMMENDED REGULAR AND SHUTTLE BUS ROUTES FOR THE CITY OF KENOSHA TRANSIT SYSTEM



Map 21 Inset


51 ST
PL.
52ND
ST.
53RD
ST.
SHERIDAN
COMMON SEGMENT
TO ALL ROUTES
54TH
ST.
55TH
56TH
57TH
58TH
59TH
60TH
61ST
62 ND
63RD
64TH
63RD PL.
65TH
RR.
NORTHWESTERN
AVE.
CHICAGO
13TH
12TH
11TH
10TH
8TH
7TH
6TH
5TH
4TH
3RD
RD.
AVE.
PL.
LAKE
MICHIGAN
INSET GRAPHIC SCALE
0
400
800 FEET

user-side subsidy program was recommended. Such a program would enable eligible transportation-handicapped persons to arrange for their own transportation by taxi or private wheelchair van carrier, with the local transit operator subsidizing the cost of the trip. For transportation-handicapped persons living outside the three major urban areas, the plan recommended that each county implement a demand-responsive transportation service administered through the county and operated by either an interested privately owned transportation service provider or a social service transportation provider. The plan also recommended that the transportation services provided by existing social service agencies in each county be coordinated to make more efficient use of their transportation-related facilities and services, with the county board in each county given the responsibility of effecting such coordination.

Section 504 Public Transit Programs for Disabled Persons

The adopted transportation plan for the transportation-handicapped was amended during 1987 following the completion of public transit plans for disabled persons for each of the urban public transit operators within the Region. These planning efforts were designed to identify actions necessary to ensure that the planning and provision of public transit service in the Region is fully in accordance with Section 504 of the federal Rehabilitation Act of 1972 and is implementing regulations issued by the U. S. Department of Transportation in 1986. The 1986 regulations required that each recipient's public transportation program make services available to disabled persons through one of three service options: 1) providing some form of demand-responsive and specialized transportation service which is accessible to wheelchair-bound and semiambulatory persons, 2) providing fixed-route bus service which is accessible to wheelchair-bound and semiambulatory persons over the regular routes operated by the recipient, or 3) providing a mix of accessible specialized transportation and accessible bus services. The recommended public transit programs for each transit operator are documented in SEWRPC Memorandum Reports No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility; No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System; No. 22, A Public Transit Program for Handicapped Persons—Waukesha County Transit System; No. 23, A Public Transit Program for Handicapped Persons—City of Kenosha Transit System; and No. 24, A Public Transit Program for Handicapped Persons—City of Racine Transit System.

Americans with Disabilities Act

On July 26, 1990, the Americans with Disabilities Act (ADA) was signed into law. The Act can be characterized as an omnibus civil rights law for persons with disabilities. With respect to public transit service, the ADA includes two provisions that will have a significant impact on the operation of public transit services. One provision requires all vehicles used in providing fixed-route transit for which purchase or lease contracts are entered into after August 26, 1990, to be accessible to persons with disabilities, including those using wheelchairs. A second provision requires all public entities that provide fixed-route transit service to provide comparable paratransit service to disabled persons unable to use the fixed-route system.

Regulations designed to implement the paratransit service provisions of the ADA were issued by the U. S. Department of Transportation on September 6, 1991. The 1991 regulations amended previous federal regulations pertaining to the provision of paratransit services to the disabled. Specifically, the comparable paratransit service provided by each public entity must:

1. Serve any individual with a permanent or temporary disability who is unable independently to board, ride, or disembark from the buses used to provide fixed-route transit service; or is capable of using an accessible bus providing fixed-route transit service, but no accessible bus is available for the desired trip; or is unable to travel to or from the boarding or disembarking location on the fixed-route transit system.

2. Serve all trip origins and destinations within three-quarters of a mile on either side of the regular noncommuter bus routes operated by the public transit agency.

3. Provide service on a desired day in response to a request made before the end of normal business hours on the previous day, and make reservation service avail-

able during both normal weekday business hours and during similar hours on weekends and holidays preceding a normal service day.

4. Limit fares for disabled individuals to no more than twice the full fare for fixed-route transit service.

5. Eliminate fares for needed personal care attendants.

6. Eliminate restrictions based on trip purpose.

7. Provide service during the same hours and on the same days as the fixed-route service.

8. Eliminate capacity constraints, such as restrictions on the number of trips an individual can take, waiting lists, consistent denial of trip requests on the basis of insufficient capacity, and consistent untimeliness with respect to scheduled pickup times or trip durations.

The five public entities in the Region that operate fixed-route transit systems, Milwaukee and Waukesha Counties and the Cities of Kenosha, Racine, and Waukesha, each requested Commission assistance in preparing plans to comply with the new federal regulations. Summaries of each of the existing systems, recommended changes, and expected costs of the recommended ADA modifications are provided in the following sections.

Milwaukee County

Under Milwaukee County's current paratransit service, the County subsidizes door-to-door specialized transportation services for disabled persons. One private taxicab company and 10 private van carriers were under contract to participate in the program during 1991. The service area for the program includes all of Milwaukee County. Generally, taxicab service is available seven days a week, 24 hours a day, and wheelchair van carrier service is available seven days a week between 7:00 a.m. and 12:00 midnight. Taxicab service is generally available within 30 minutes of a request for service; however, wheelchair van carrier service generally requires an advance reservation of 24 to 48 hours. Disabled persons have been required to register for the program, pay an annual registration fee of $7.00, and obtain a certification form from the Milwaukee County Department of Public Works.

Recommended modifications to the existing program are set forth in SEWRPC Memorandum Report No. 58, A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System. The major recommendations include:

1. Expansion of eligibility to provide paratransit service to all disabled persons identified by the new regulations as eligible.

2. Expansion of wheelchair van service hours to match the hours of operation of the fixed-route system.

3. Establishment of a "next-day," seven-day-a-week reservation system for wheelchair van carrier service.

4. Limiting one-way fares charged eligible recipients to no more than $2.00 within the ADA-required service area and eliminating fares for personal care attendants.

5. Elimination of the annual registration fee.

It is anticipated that, because of significantly expanded eligibility, the number of one-way trips taken each year on the paratransit service will increase from an estimated 389,000 in 1991 to about 1,380,000 in 1996, an increase of about 255 percent. The projected increase in demand is a major factor behind the anticipated increase in the cost of the program. The annual operating deficit is expected to increase from the 1991 level of about $4,205,000 to about $19,277,000 in 1996, an increase of about 358 percent. After subtracting projected state and federal subsidies, the annual cost to the County is expected to rise from the 1991 level of about $1,855,000 to about $9,306,000 in 1996, an increase of about 400 percent.

Waukesha County

The current Waukesha County paratransit service is designed to provide mobility for persons with disabilities unable to use the regular noncommuter bus services provided by private operators under contract to the County. Under this program, the County offers door-to-door, lift-equipped van service to eligible individ-

uals on an advance-reservation basis for trips with origins and destinations within one mile on either side of the three County-subsidized bus routes providing all-day service in the major travel corridor between the central business districts of the Cities of Waukesha and Milwaukee. Eligible users of the existing paratransit service include all physically disabled Waukesha County residents 18 years of age and older who would have normally used the regular County-subsidized bus service if the buses providing the service were accessible.

Recommended modifications to the existing program are set forth in SEWRPC Memorandum Report No. 62, A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System. Major plan recommendations include:

1. Expansion of eligibility to provide paratransit service to all disabled persons identified as eligible by the new regulations.

2. Expansion of service hours to match the hours of operation of the fixed-route system.

3. Establishment of a "next-day," seven-day-a-week reservation system.

4. Limiting one-way fares charged eligible recipients to $2.00 within the ADA-required service area and eliminating fares for personal care attendants.

5. Elimination of rules giving priority to medical, nutritional, and work-related trips, as well as the rule limiting trips into Milwaukee County to five per year for each user.

It is anticipated that the expanded eligibility requirements, combined with decreased fares and expanded service hours, will result in an increase in the number of one-way trips taken annually on the system from an estimated 1,200 in 1991 to an estimated 2,600 in 1996. This expected 117 percent increase in ridership is expected to result in an increase in the annual operating deficit for the program from the 1991 level of about $8,700 to about $65,000 by 1996, an increase of about 647 percent. After subtracting expected state and federal funding, the annual operating cost to the County is expected to increase from the 1991 level of about $8,700 to about $35,000 by 1996, an increase of about 302 percent.

The new paratransit plan also recommends that the County purchase a 15-passenger van equipped with a wheelchair lift or ramp in 1993. It is expected that federal funding will cover about 90 percent of the cost of the van, with the County's share estimated at about $3,400.

City of Kenosha

The City of Kenosha, in addition to providing a limited amount of on-call accessible bus service for wheelchair users on the City's regular fixed bus routes, participates in, and contributes funds toward, operation of the Countywide Care-A-Van program. The door-to-door Care-A-Van service is available to persons 60 years of age and older and to all disabled persons who do not have access to the City's fixed-route transit system. Both services are available on an advance-reservation basis. The accessible fixed-route service is provided between 6:00 a.m. and 6:00 p.m. Monday through Saturday. The Care-A-Van program is generally provided between 7:30 a.m. and 7:00 p.m. on weekdays and from 9:00 a.m. to 7:00 p.m. on Saturdays.

Recommended modifications to the existing program are set forth in SEWRPC Memorandum Report No. 59, A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System. Major plan recommendations include:

1. Establishment of "next-day" service, with reservation service available on all days preceding a normal service day.

2. Provision of sufficient capacity to accommodate anticipated demand for the program, which had been experiencing lack of available space prior to the new federal requirements.

The projected ridership for the Care-A-Van program is expected to increase from an estimated 13,700 one-way trips in 1991 to about 14,500 one-way trips in 1996, an increase of about 6 percent. With the recommended service changes, the annual operating deficit for the program is expected to increase from the 1991 level of about $156,000 to about $205,000 by 1996, an increase of about 31 percent. After subtract-

ing expected state and county funding, the annual required funding from the City of Kenosha is expected to increase from the 1991 level of about $60,000 to about $89,000 by 1996, an increase of about 48 percent.

City of Racine

The City of Racine currently contracts with the Racine County Human Services Department to provide an accessible door-to-door paratransit service for disabled persons unable to use the City's fixed-route system. The paratransit system service area includes all the area served by the City's fixed-route system, which, as a result of its service to and from the University of Wisconsin-Parkside, extends into the northeastern portion of Kenosha County.

The service provided under the current program is available on an advance-reservation basis between 7:00 a.m. and 6:30 p.m. Mondays through Thursdays and between 7:00 a.m. and 10:00 p.m. on Fridays and Saturdays. These hours are somewhat more restrictive than those of the fixed-route system.

Recommended modifications to the existing program are set forth in SEWRPC Memorandum Report No. 60, A Paratransit Service Plan for Disabled Persons—City of Racine Transit System. Major plan recommendations include:

1. Establishment of "next-day" service, with reservation service available on all days preceding a normal service day.

2. Elimination of fares for personal care attendants.

3. Expansion of service hours to more closely match the hours of operation of the fixed-route system.

The projected number of annual one-way trips on the paratransit service is expected to increase slightly from an estimated 19,000 in 1991 to about 20,000 in 1996, an increase of about 5 percent. With the recommended service changes, the annual operating deficit for the program is expected to increase from the 1991 level of about $160,000 to about $210,000 by 1996, an increase of about 31 percent. After subtracting expected federal, state, and county funding, the annual operating cost to the City of Racine is expected to increase from the 1991 level of about $144,000 to about $156,000 by 1996, an increase of about 8 percent.

City of Waukesha

The City of Waukesha currently provides paratransit service through the Waukesha Transit System Utility program known as METROLIFT. The program provides door-to-door service on an advance-reservation basis to all areas within one-quarter mile of the City's regular bus routes. The service is available to all disabled persons who are unable to use the regular bus service provided by the Utility. METROLIFT service is available between 6:00 a.m. and 6:15 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. These hours and days of operation are the same as those of the fixed-route bus system.

Recommended modifications to the existing program are set forth in SEWRPC Memorandum Report No. 61, A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility. Major plan recommendations include:

1. Establishment of "next-day" service, with reservation service available on all days preceding a normal service day.

2. Limiting one-way fares charged eligible recipients to $1.20, and eliminating fares for personal care attendants.

3. Provision of service to all trip origins and destinations within three-quarters of a mile on either side of the fixed bus routes operated by the Utility.

The projected ridership for the paratransit program is expected to increase from an estimated 12,000 one-way trips in 1991 to about 20,600 one-way trips in 1996, an increase of about 72 percent. With the recommended service changes, the annual operating deficit for the program is expected to increase from the 1991 level of about $81,000 to about $183,000 by 1996, an increase of about 126 percent. After subtracting expected federal and state funding, the annual operating cost to the City of Waukesha is expected to increase from the 1991 level of about $38,000 to about $75,000 by 1996, an increase of about 97 percent.

The plan also recommended that the City undertake two capital projects for the program, the purchase of a photo identification card camera system in 1992 and of three small buses in 1993. The City's anticipated share of the cost of these items is $33,400.

Adoption Status

At the end of 1991, all the paratransit plans described above had been completed and were being published by the Commission. The City of Waukesha Common Council adopted its paratransit plan on December 3, 1991. The paratransit plans for the remaining communities were scheduled to be acted upon by each community and by the Commission in January 1992.

TRANSPORTATION IMPROVEMENT PROGRAMMING

In October 1991, the Commission completed an updated five-year transportation improvement program (TIP) for the Kenosha, Milwaukee, and Racine urbanized areas of the Region, as required by the U. S. Department of Transportation. This program is set forth in a document entitled A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996. The program was developed with the assistance of the Wisconsin Department of Transportation staff and through the cooperation of various local units and agencies of government in the three urbanized areas of the Region; and the Cities of Kenosha, Milwaukee, and Racine, and the Counties of Milwaukee and Waukesha as the operators of special mass transportation systems in these areas.

The 1992-1996 TIP document identifies all highway and mass transportation projects in the three urbanized areas programmed for implementation during this five-year period with the aid of U. S. Department of Transportation funds administered through the Federal Highway Administration (FHwA) and the Urban Mass Transportation Administration (UMTA). Following approval of the 1992-1996 TIP by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas, the Regional Planning Commission formally adopted the program on October 30, 1991.

The 1992-1996 TIP authorizes funding for many important projects essential to maintaining the existing highway system, including the resurfacing of the East-West Freeway (IH 94) from the Milwaukee-Waukesha County line to the Marquette Interchange, a bridge deck overlay for the Hoan Bridge, and reconditioning of the Zoo Freeway (IH 894) between IH 94 and IH 43. The TIP also authorizes funding for key transit maintenance projects, including the construction of a centralized transfer station for the City of Kenosha transit system and the purchase of security vehicles for the Milwaukee County Transit System. In addition, the TIP authorizes projects essential to the improvement of the Region's highway and transit systems. For example, included in the TIP are the reconstruction of the Silver Spring Interchange on IH 43 in Milwaukee County, as well as reconstruction of STH 190 between Brookfield Road and 145th Street in Waukesha County.

Within the three urbanized areas of the Region, the program contains 544 projects for the five-year programming period, representing a total potential investment in transportation improvement and services of about $1.3 billion. Of this total, $527 million, or about 41 percent, is proposed to be provided in federal funds; $461 million, or about 35 percent, in state funds; and $316 million, or about 24 percent, in local funds.

While the entire five-year program is an important planning tool, it is the annual element which is of primary interest, for it represents those projects that are intended to be implemented during the 12- to 24-month period beginning January 1, 1992, with the longer period to be used for federally assisted transit operation improvement projects and the shorter period for federally assisted transit capital improvement projects. The annual element for the federal aid highway funding support is a 21-month element designed to match the federal fiscal year funding allocation, and is broken into the first nine months of calendar year 1992 and the federal 1992 fiscal year beginning October 1, 1992, and extending through September 30, 1993. Proposed annual element expenditures in the three urbanized areas total $439,457,100 and include 204 highway improvement and 99 transit projects. A cost summary for these projects is shown in Table 20.

Table 20

COST SUMMARY OF PROJECTS WITHIN ANNUAL ELEMENT OF TRANSPORTATION IMPROVEMENT PROGRAM BY URBANIZED AREA: CALENDAR YEAR 1992 AND FEDERAL FISCAL YEAR 1992

Funding	Kenosha	Milwaukee	Racine	Total
Federal	$ 4,436,000	$175,978,600	$ 7,217,400	$187,632,000
State	10,110,900	138,240,700	5,300,600	153,652,200
Local	2,922,700	91,199,400	4,050,800	98,172,900
Total	$17,469,600	$405,418,700	$16,568,800	$439,457,100

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the three urbanized areas, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities, 2) highway improvement, or reconstruction of existing facilities to expand present capacities, 3) highway expansion, or construction of new facilities, 4) highway safety, 5) highway-related environmental enhancement projects, 6) highway improvement off the federal aid system, 7) transit preservation, 8) transit improvement, and 9) transit expansion projects. Figure 30 reflects graphically the proposed expenditures in the annual element of these nine project categories for each of the three urbanized areas. At least three of the expenditure patterns apparent in the figures deserve comment:

- A significant portion, 62 percent, of financial resources is to be devoted to the preservation of the existing transportation facilities and services in the 1992 annual element. This allocation of resources is especially notable when it is realized that virtually none of the funding for routine highway maintenance activities such as snow plowing, ice control, grass cutting, power for street lighting, and litter pickup is included in the TIP.

- The expenditure of funds for highway expansion is a small portion of the total expenditures in the urbanized areas of the Region. No expenditures for this purpose are proposed in the Kenosha urbanized area, about 6 percent of the total expenditures in the Milwaukee urbanized area is proposed for this purpose, and about 6 percent in the Racine urbanized area is thus proposed.

- A significant portion of financial resources is devoted to public transit projects, which account for about 43 percent of the resources in the Milwaukee urbanized area annual element, about 57 percent of the resources in the Racine urbanized area annual element, and about 38 percent of the resources in the Kenosha urbanized area annual element.

A comparison of the 1992 annual element of the TIP with the 1991 annual element of the 1991-1995 TIP, as reported in the Commission's 1990 Annual Report, indicates the following:

- The expenditures for highway improvement are relatively substantial, approximately $80 million in the annual element, or 18 percent of total expenditures. This compares to the $125 million programmed for expenditures on highway preservation.

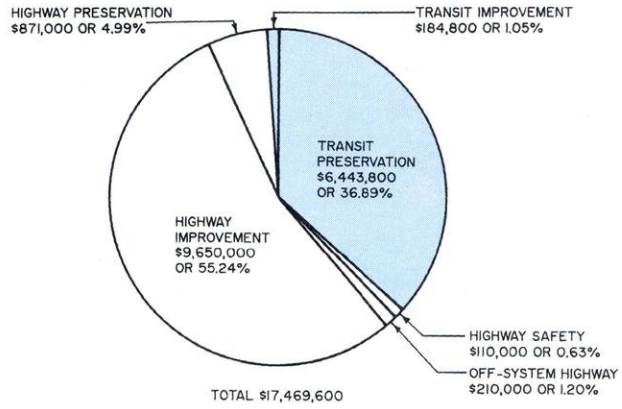
- In the Kenosha urbanized area, total expenditures are proposed to decrease by about 36 percent, from about $27.5 million in 1991 to about $17.5 million in 1992. Expenditures for highways, which constituted about 77 percent of total expenditures in 1991, are proposed to total about 62 percent of total expenditures in 1992. Expenditures for transit were about 23 percent of total expenditures in 1991 and are proposed to account for about 38 percent of expenditures in 1992.

- In the Milwaukee urbanized area, total expenditures are proposed to increase by about 7 percent, from about $379.5 million

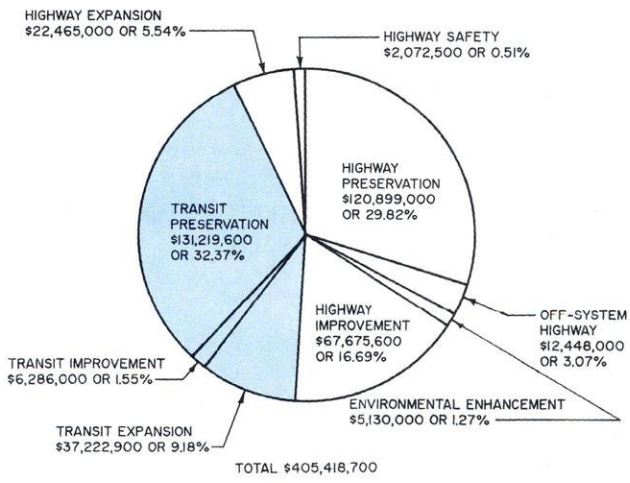
Figure 30

DISTRIBUTION OF EXPENDITURES IN THE 1992 ANNUAL ELEMENT OF THE 1992-1996 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY

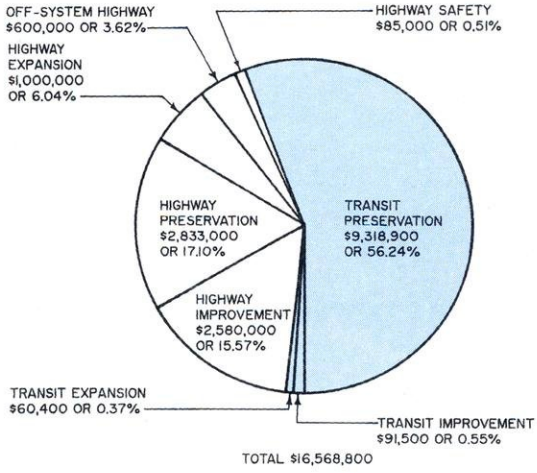
KENOSHA URBANIZED AREA



MILWAUKEE URBANIZED AREA



RACINE URBANIZED AREA



to about $405.4 million. Expenditures for highways, which made up about 60 percent of total expenditures in 1991, are proposed to constitute about 57 percent of expenditures in 1992. Expenditures for transit were about 40 percent of total expenditures in 1991 and are proposed to account for about 43 percent of expenditures in 1992.

- In the Racine urbanized area, total expenditures are proposed to decrease by about 7 percent, from about $17.8 million to about $16.6 million. Expenditures for highways, which made up about 58 percent of total expenditures in 1991, are proposed to account for about 43 percent of total expenditures in 1992. Expenditures for transit were about 42 percent of total expenditures in 1991 and are proposed to account for about 57 percent of expenditures in 1992.

RAILWAY TRANSPORTATION PLANNING

The Regional Planning Commission participates in railway planning by monitoring the status of railway service within the Southeastern Wisconsin Region, proposals for service changes and related issues that may affect the Region, and by providing technical assistance to local communities as requested.

As of December 31, 1991, railway freight service was being provided within southeastern Wisconsin over a total of 504 miles of active railway line by seven railroad companies. Three of the seven carriers operated about 76 percent of the total railway miles in the Region: the Chicago & North Western Transportation Company, which operated 175 miles, or 35 percent of the railway mileage in the Region; Wisconsin Central Limited, which operated 109 miles, or 22 percent of the railway miles in the Region; and the Soo Line Railroad Company, which operated 96 miles, or 19 percent of the railway miles in the Region. Operation of the remaining 24 percent of the railway mileage in the Region was divided among four other carriers: the Wisconsin & Calumet Railroad Company, Inc., 57 miles; the Fox River Valley Railroad Company, 27 miles; the Wisconsin & Southern Railroad Company, 34 miles; and the Municipality of East Troy Wisconsin Railroad, six miles.

Table 21

ACTIVE COMMON-CARRIER RAILWAY MAINLINE MILEAGE IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1991

County	Chicago & North Western Transportation Company		Wisconsin Central Limited		Soo Line Railroad Company		Wisconsin & Calumet Railroad Company, Inc.		Fox River Valley Railroad Company		Wisconsin & Southern Railroad Company		Municipality of East Troy Wisconsin Railroad		Total	
	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region	Mileage	Percent of Total in Region
Kenosha	28.5	5.6	10.2	2.0	12.2	2.4	--	--	--	--	--	--	--	--	50.9	10.1
Milwaukee	61.2	12.1	4.7	0.9	32.5	6.4	--	--	--	--	9.1	1.8	--	--	107.5	21.3
Ozaukee	25.8	5.1	25.1	5.0	--	--	--	--	--	--	--	--	--	--	50.9	10.1
Racine	24.5	4.9	13.5	2.7	25.2	5.0	--	--	--	--	--	--	--	--	63.2	12.5
Walworth	3.8	0.8	4.0	0.8	--	--	37.1	7.4	--	--	--	--	5.0	1.0	49.9	9.9
Washington	--	--	25.3	5.0	--	--	--	--	27.3	5.4	22.5	4.5	--	--	75.1	14.9
Waukesha	31.2	6.2	26.5	5.2	25.6	5.1	19.8	3.9	0.1	0.0	2.4	0.5	1.3	0.3	106.9	21.2
Total	175.0	34.7	109.3	21.6	95.5	18.9	56.9	11.3	27.4	5.4	34.0	6.8	6.3	1.3	504.4	100.0

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

Intercity passenger service in the Region is provided by the National Railroad Passenger Corporation, or Amtrak, between Chicago and Minneapolis-St. Paul over Soo Line Railroad Company trackage, with stops in southeastern Wisconsin at Milwaukee and Sturtevant. Commuter rail service is provided between Kenosha and Chicago, with intermediate stops throughout the north shore suburbs of northeastern Illinois. This service is operated by the Chicago & North Western Transportation Company under an agreement with the Northeast Illinois Railroad Corporation, or Metra, the commuter rail division of the Regional Transportation Authority (RTA) in northeastern Illinois.

The locations of the common-carrier railway lines in southeastern Wisconsin are shown on Map 22. The extent of railway mileage in each of the seven counties is set forth in Table 21. At the end of 1991, two railway line segments were identified as potential candidates for future abandonment. Both segments are operated by the Soo Line Railroad Company and have served very few customers in recent years. One is a 15-mile-long segment of railway line located between the east side of the City of Burlington and the station referred to as Sylvania in the Town of Yorkville. The other is an 0.8-mile-long segment located between N. Richards Street and E. Chambers Street in the City of Milwaukee on the Soo Line's Chestnut Street Line.

AIR TRANSPORTATION PLANNING

During 1991, Commission activities in air transportation and airport planning included the continued monitoring of aviation activities within the Region through secondary data sources, the continued monitoring of, and provision of technical assistance to, airport master planning activities, and other related airport planning activities. The adopted airport system plan for southeastern Wisconsin is documented in SEWRPC Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010, and is shown on Map 23.

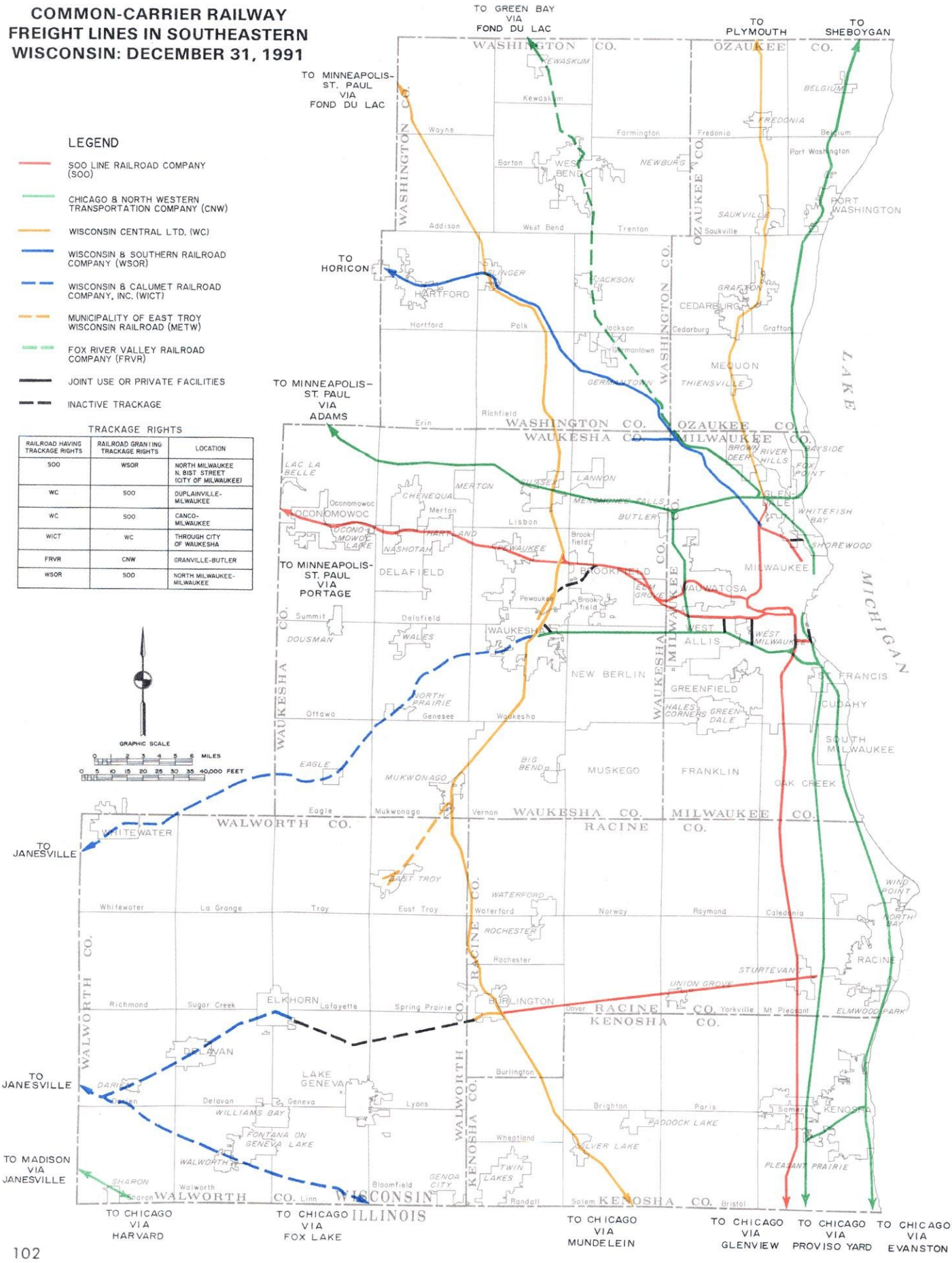
Aviation Activity

The Commission staff continued to monitor aviation activity within the Region during 1991. General trends in the level of aviation activity within southeastern Wisconsin are indicated by the number of aircraft operations at, and passengers using, General Mitchell International Airport. General Mitchell International Airport is the largest and busiest airport in the Region, and the only airport within the Region with scheduled air carrier service. As shown in Figure 31, in 1991 aircraft operations of all types at Mitchell International totaled about 202,000, a decrease of about 4,700, or about 2 percent, from the 206,700 operations in 1990. This total is about 6 percent above the 191,300 operations forecast to occur at Mitchell International during 1991 under the regional airport system plan.

Total aircraft operations at Mitchell International can be divided into three categories: air carrier, general aviation, and military. Air carrier operations during 1991 totaled about 116,200, about a 5 percent decrease from the 1990

Map 22

COMMON-CARRIER RAILWAY FREIGHT LINES IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1991



Map 23

REGIONAL AIRPORT SYSTEM PLAN: 2010

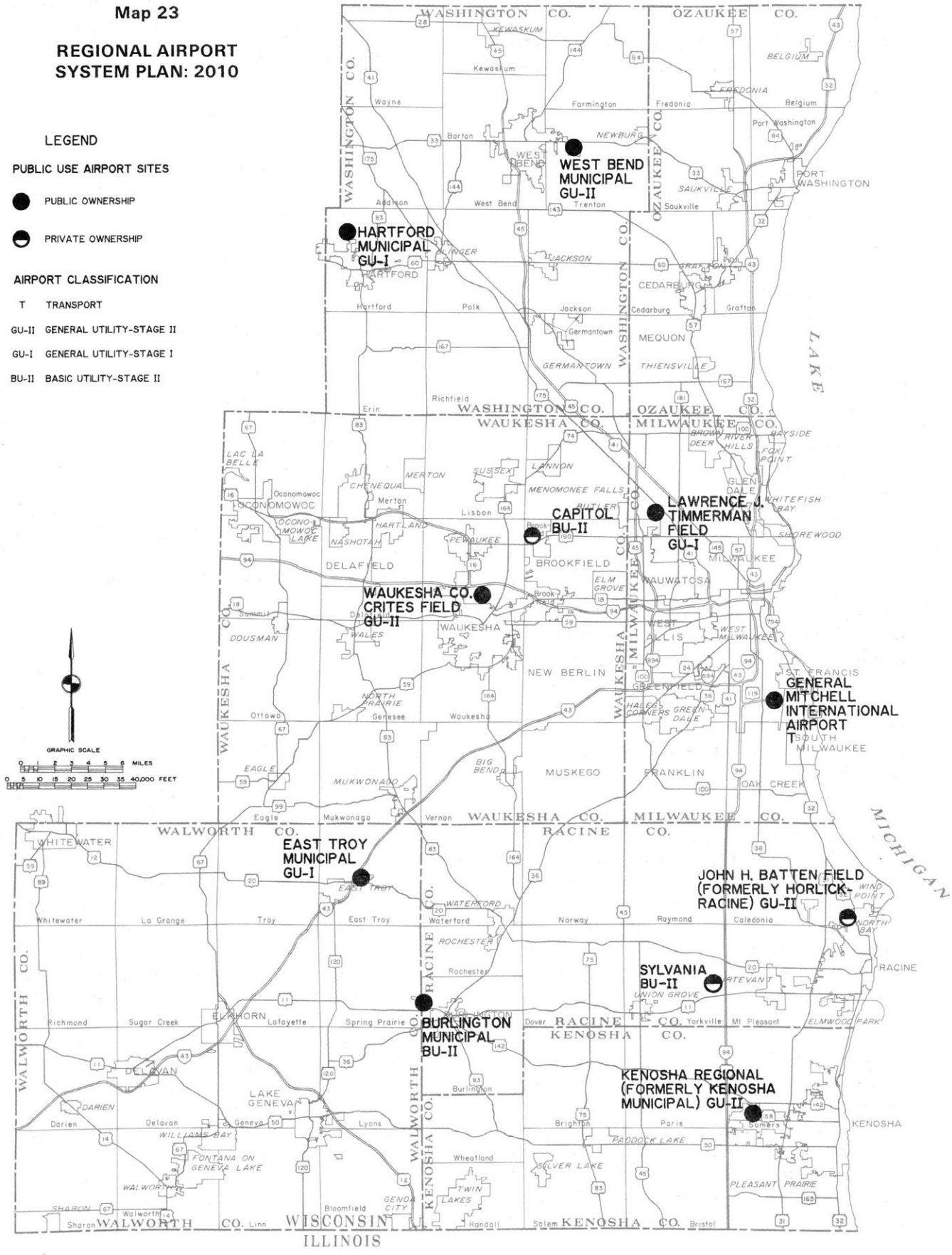
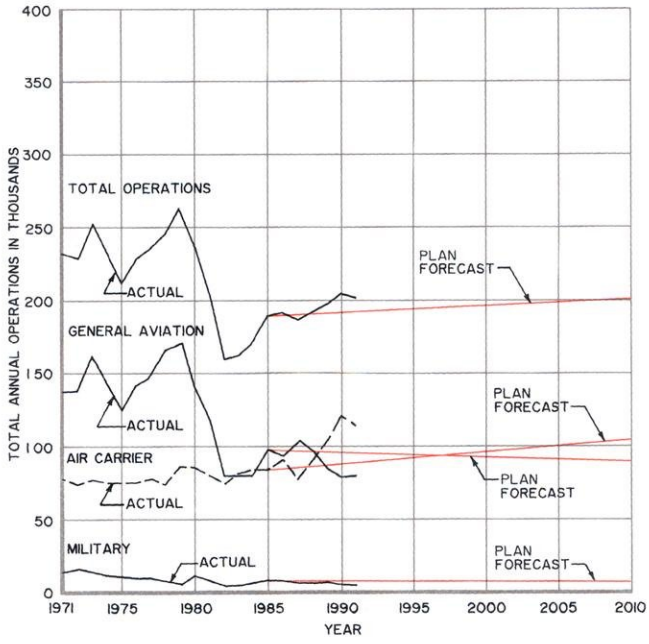


Figure 31

ANNUAL AIRCRAFT OPERATIONS AT GENERAL MITCHELL INTERNATIONAL AIRPORT, MILWAUKEE



level of 122,900 operations. General aviation operations at Mitchell International Airport totaled about 79,900 during 1991, an increase of about 3 percent from the 1990 level of 77,700 operations. Military aircraft operations at Mitchell International Airport during 1991 totaled about 5,900, a decrease of about 3 percent from the 1990 level of 6,100 operations.

From 1990 to 1991, the number of air carrier enplaning and deplaning passengers at General Mitchell International Airport decreased by about 374,000 to about 4,114,000 passengers, or about 8 percent below the 1990 level of about 4,488,000 passengers. The 1991 level was about 538,000, or about 15 percent, greater than the 3,576,000 passengers forecast for 1991 under the regional airport system plan, as shown in Figure 32.

General aviation activity can also be measured in terms of the number of aircraft based within southeastern Wisconsin. A total of 1,446 aircraft were based in the Region in 1991, representing an decrease of 22 aircraft, or about 1 percent, from the number of aircraft based in the Region during 1990, as shown in Figure 33 and Table 22. The number of aircraft based in the Region during 1991 was about 20 percent lower than the total of 1,818 forecast for 1991 under the regional airport system plan.

Airport Master Plans

Airport master plans are intended to refine the recommendations of the adopted regional airport system plan and, in fact, are prepared as the next step toward implementation of the regional airport system plan adopted by the Commission in 1987. Specifically, an airport master plan is intended to specify precise land-area requirements for acquisition and protection, provide a detailed airport layout plan, provide an analysis of financial feasibility and set forth a capital improvement budget, provide environmental impact information, and provide for local citizen participation in the work effort. The preparation of airport master plans, which are primarily the responsibility of the local implementing governmental agency, establishes eligibility for federal financial aid under the Airport and Airway Improvement Act of 1982 as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987.

As noted in previous annual reports, airport master plans have been completed for, and adopted by, the local governing bodies for the Kenosha, West Bend, and Hartford Municipal Airports and Waukesha County-Crites Field. In addition, airport layout plans, an important element of the airport master planning process, have been completed for John H. Batten Field (formerly Horlick-Racine Airport) in the City of Racine and East Troy Municipal Airport. During 1991, work was begun on an updated airport master plan for the Kenosha Regional Airport (formerly the Kenosha Municipal Airport) and work continued on an initial airport master plan for Capitol Airport, in the City of Brookfield. Preparation of an airport master plan for this Waukesha County airport was recommended in the regional airport system plan. Consideration by local officials was also given to making significant improvements at Hartford Municipal Airport, West Bend Municipal Airport, Waukesha County-Crites Field, East Troy Municipal Airport, and John H. Batten Field in Racine. During 1991, the Commission staff continued to provide planning data, technical information, and other assistance to these local efforts.

Table 22

GENERAL AVIATION AIRCRAFT BASED IN THE REGION

County	1960	1965	1970	1975	1980	1985	1990	1991
Kenosha	28	60	76	148	123	112	195	200
Milwaukee	338	362	356	371	388	373	358	357
Ozaukee	19	13	32	28	29	27	28	27
Racine	65	89	108	151	179	207	228	208
Walworth	23	31	48	82	98	121	127	126
Washington	45	63	118	136	158	165	191	192
Waukesha	118	163	243	255	304	350	341	336
Total	636	781	981	1,171	1,279	1,355	1,468	1,446

Figure 32

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

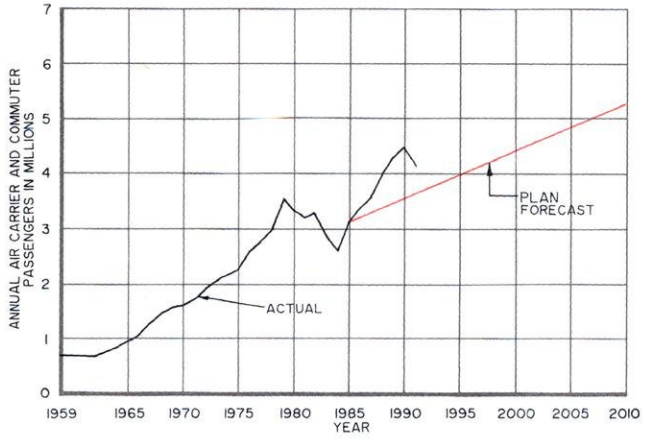
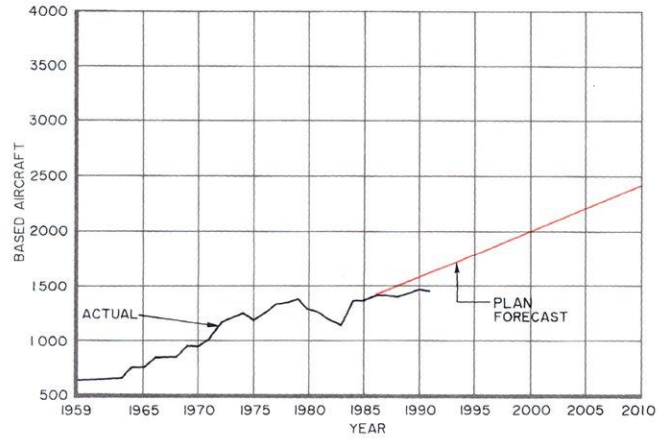


Figure 33

GENERAL AVIATION AIRCRAFT BASED IN THE REGION



In 1977, all technical work was completed on an airport master plan for General Mitchell International Airport in Milwaukee, but the plan has yet to be adopted by the Milwaukee County Board of Supervisors. During 1987, Milwaukee County began an update of the as yet unadopted master plan for Mitchell International, with specific consideration being given to the potential need for additional airfield capacity. The Commission staff has participated in the planning effort by providing technical data and information and by reviewing various elements of the study as requested by the Wisconsin Department of Transportation and Milwaukee County. This work continued during 1991. The Commission staff also provided technical information and data to the consulting firm responsible for preparing the new, updated version of the FAR Part 150 noise compatibility study for Mitchell International.

Other Airport Planning Activities

At the request of the Wisconsin Department of Transportation and Milwaukee County, the Commission staff has been monitoring the progress of, and providing technical assistance to, a detailed study of potential new airport sites in the Chicago metropolitan area. This planning effort is known as the Illinois-Indiana regional airport site selection and master plan study, and was recommended under the Chicago airport

capacity study as the next logical step toward investigating the need for additional airport capacity in the Chicago metropolitan area. The Chicago area airport capacity study was discussed in the SEWRPC 1988 Annual Report. The Commission staff served as a member of the support group to the Technical Advisory Committee for the Illinois-Indiana Airport Study.

During 1991, the Commission staff continued to attend meetings of the study's technical advisory committee, to review materials prepared as part of the study, and to respond to requests for southeastern Wisconsin travel data, socioeconomic data, and other transportation system information.

Also in 1991, the Commission continued work on a special study to assess the need for a general aviation airport in the immediate area of Elkhorn and to determine whether or not such an airport should be included in the regional airport system plan for southeastern Wisconsin and the Wisconsin state airport system plan. During the year, work efforts were directed at completing the estimate of existing and future demand for general aviation airport facilities and services in the Elkhorn area, identifying any deficiencies in the level of service provided to the Elkhorn area by the current regional airport system plan, and identifying and screening basic airport alternatives that would serve to reduce or eliminate such deficiencies.

DATA PROVISION AND TECHNICAL ASSISTANCE

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

The following is a sample listing of the assistance provided by the Division in 1991:

- Traffic forecasts were provided to the Village of Newburg for STH 33, CTH I, and CTH Y and to the City of Greenfield for W. Howard Avenue between S. 84th Street and S. 108th Street. A traffic impact analysis was conducted for the City of Whitewater for a proposed multi-family development project on Walton Drive.

- At the request of the Village of Whitefish Bay, the Commission staff conducted a review of the existing traffic control at the intersection of N. Berkeley Boulevard and E. Montclaire Avenue. The Commission staff also completed a traffic safety study on that segment of N. Berkeley Boulevard between E. School Road and E. Montclaire Avenue in response to a fatal accident that had occurred there in early 1991.

- A traffic engineering study was initiated for Keup Road in the City and Town of Cedarburg and the Village of Grafton. A number of inventories were conducted to determine the physical and operational characteristics of the existing roadway, including inventories of pavement and shoulder widths, horizontal and vertical roadway alignments, sight distances, and signing and pavement marking. Data were also gathered on current average weekday traffic volumes, vehicular operating speeds, and traffic accidents.

- At the request of the City of Brookfield, the Commission staff began work on a traffic engineering study of three local streets in the Canterbury Hills subdivision to address residents' concerns regarding excessive vehicle speeds and through traffic on the study segments. Data on the physical and operational characteristics of the study segments were collected. A license plate survey was also conducted to determine the proportion of through traffic using subdivision streets.

- At the request of the Towns of Somers and Bristol, the Commission staff assisted in the conduct of roadway condition monitoring programs. Assistance to the local governments included acquiring basic roadway inventory data, installing microcomputer software, training local staff in the rating of roadway pavements and use of computer programs, assisting in surveying roadway pavements, and preparing and presenting reports of findings.

- At the request of the Wisconsin Department of Transportation, the Commission staff assisted in the preparation of an access plan for the segment of STH 36 between the City of Burlington and STH 100 in the City of Franklin. Meetings were held with planning staffs in Racine County, the City of Franklin, and the City of Muskego to discuss the study area, existing and planned land uses in the corridor, and potential alternative alignments for a reconstructed STH 36.

- In May 1991, the City of Milwaukee requested that the Commission conduct an on-board survey of passengers using the Amtrak Milwaukee-Chicago service. A similar survey of the Milwaukee-Chicago service conducted by the Commission in 1989 resulted in a significant expansion of Amtrak service in the corridor. The purpose of the 1991 survey was to provide an updated data base to reflect operation of the expanded service for use in identifying the best times to run trains and other possible service improvements.

  The survey was conducted on Thursday, June 13, and Saturday, June 15, 1991, so that data from a typical weekday and a weekend day could be collected. The survey consisted of a 100-percent sample of all passengers using Amtrak's Milwaukee-Chicago service who boarded or deboarded trains at Milwaukee or Sturtevant. In all, about 1,700 usable forms were returned from about 1,900 passengers who used the trains on the two survey days, resulting in a response rate of almost 90 percent. Special preliminary tabulations of departure time data were prepared and transmitted to the Wisconsin Department of Transportation in July.

- The Commission staff conducted an on-bus survey of transit passengers using the City of Racine's Belle Urban System on April 16, 17, and 18. The purpose of the study was to gather information on the transit system users' socioeconomic characteristics and travel patterns. Counts of passengers boarding and deboarding were also conducted during the survey. The information collected will be used in preparing a new transit system development plan for the City.

- At the request of the City of Brookfield, the Commission staff initiated a study of public transit needs and service alternatives within the Blue Mound Road corridor. During 1991, six special surveys were conducted by the Commission staff to identify the need for public transit service within the corridor. Surveys of employers, retailers, public institutions, and major office and retail centers were conducted in August. A survey of employees at a sample of employers was conducted in September; a survey of a sample of shoppers was conducted in November.

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

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

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

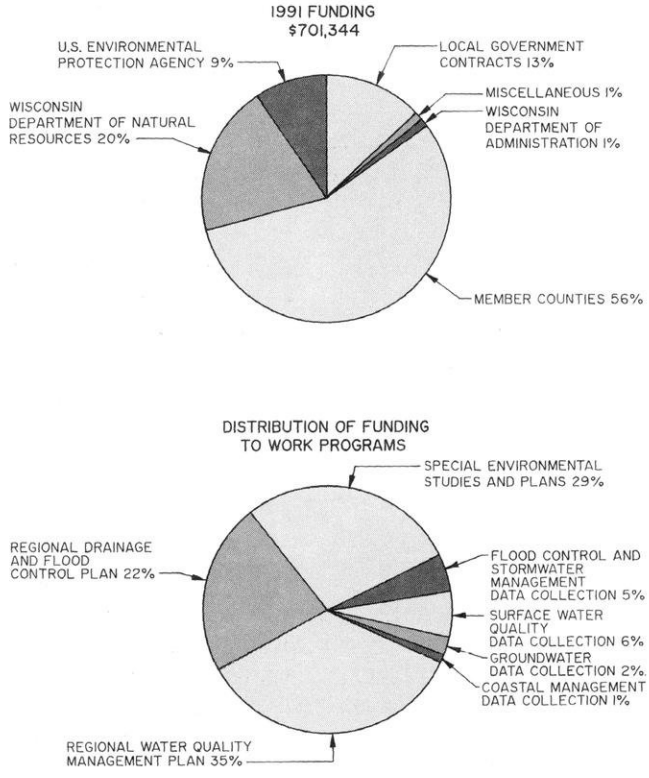
In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 1991 in four identifiable program areas: water quality management planning; watershed, floodland, and stormwater management planning; coastal management planning; and solid waste management planning.

WATER QUALITY MANAGEMENT PLANNING

During 1991, Commission water quality planning efforts continued to be focused primarily on activities relating to implementation of the adopted regional water quality management plan. Such activities included providing assistance and coordination in the preparation of more detailed and refined nonpoint source pollution abatement plans, providing assistance in the preparation of inland lake water quality management plans, and preparing local sanitary sewer service area plans. In addition, the

Figure 34

ENVIRONMENTAL PLANNING DIVISION



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

The Regional Water Quality Management Plan

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

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

Nonpoint Source Pollution Abatement Planning

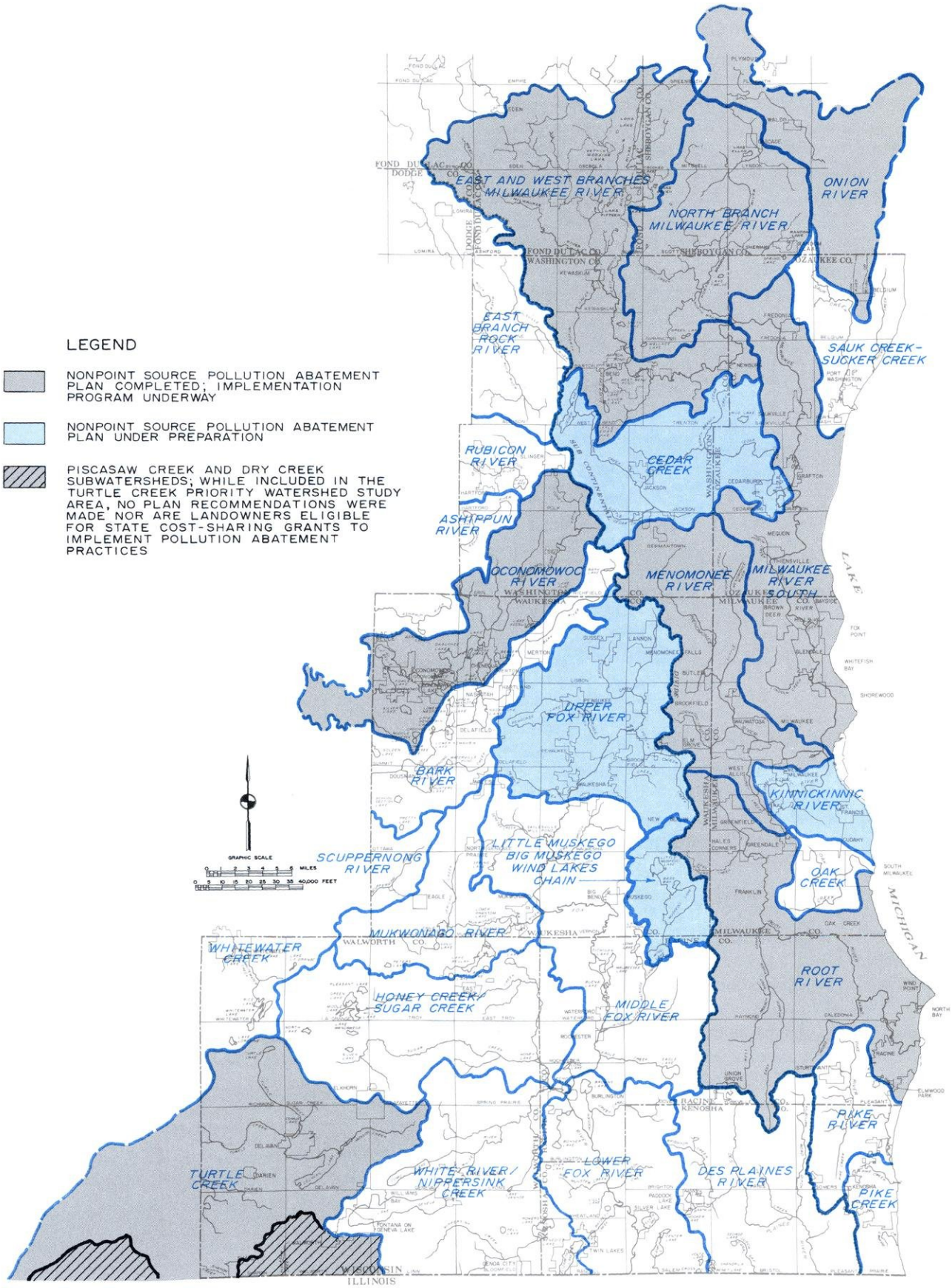
The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans. Such plans are to identify the nonpoint source pollution control practices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

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

For nonpoint source detailed planning and plan implementation purposes, the Department of Natural Resources has divided the Southeastern Wisconsin Region into 28 "priority" watersheds, as shown on Map 24. Prior to 1991, priority watershed nonpoint source pollution abatement plans had been completed for the Root River watershed, lying primarily in Racine and Milwaukee Counties; for the Onion River watershed, a small portion of which lies in Ozaukee County and which drains north out of the Region through Sheboygan County; for the Turtle Creek watershed, a major portion of which lies in Walworth County and which drains west out of the Region through Rock County; for the Oconomowoc River watershed, major portions of which lie within Washington and Waukesha Counties

Map 24

STATUS OF PRIORITY WATERSHEDS IN SOUTHEASTERN WISCONSIN: 1991



and which drains west out of the Region through Jefferson County; and for the East and West Branches of the Milwaukee River priority watershed and the North Branch of the Milwaukee River priority watershed, both of which lie partly within Ozaukee and Washington Counties. The East and West Branches of the Milwaukee River priority watershed also includes portions of Dodge, Fond du Lac, and Sheboygan Counties lying north of the Region, while the North Branch watershed includes portions of Fond du Lac and Sheboygan Counties. During 1991, such plans were completed for the Menomonee River priority watershed, which lies in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Milwaukee River South priority watershed, which lies in Ozaukee and Milwaukee Counties. Also during 1991, work continued on the preparation of a plan for the Upper Fox River watershed in Washington and Waukesha Counties and on the plan for the Cedar Creek watershed in Ozaukee and Washington Counties. Work was initiated on the preparation of plans for the Kinnickinnic River watershed in Milwaukee County, as well as the Little Muskego-Big Muskego-Wind Lakes chain subwatershed, which was designated as a priority watershed.

Each of these detailed plans includes specific recommendations for nonpoint source water pollution abatement in urban areas, including construction site erosion control, improved street sweeping and vegetative debris collection and disposal, roadside and streambank erosion control, landfill site runoff control, stormwater runoff control, and the installation of spent-oil disposal stations. For rural areas, the plans include specific recommendations for improved cropping practices, better livestock waste management, streambank erosion control, and stormwater runoff control. Each of the priority watershed projects includes a detailed planning phase which lasts from 18 to 24 months, a project "sign-up" phase which begins at the completion of the plan and ends from three to five years later, and a project completion phase which ends five years after the end of the project sign-up phase.

The respective implementation periods of the completed priority watershed plans are summarized in Table 23. For the Root River and Onion River priority watersheds, the full project implementation period has ended. As shown in Table 23, the project implementation end dates for the other priority watersheds with completed detailed plans range from April 1992 to October 1999.

The Wisconsin Department of Natural Resources is continuing with the preparation of four other priority watershed plans. It is anticipated that plans for the Cedar Creek and the Upper Fox River watersheds will be completed in 1992. The Kinnickinnic River watershed and the Little Muskego-Big Muskego-Wind Lakes chain subwatershed plans are expected to be completed in 1993.

During 1991, the Commission continued to assist the Department of Natural Resources in its data collection, analysis, and report production efforts for the priority watersheds. The Commission staff attended interagency coordinating meetings with the Department and completed final report mapping indicating pollution sources, status of erosion control ordinances, existing urban land uses, and areas planned for urban development for incorporation into the Milwaukee River South and Menomonee River priority watershed plans. In addition, base mapping and existing and planned land use data and mapping were provided to the Waukesha County Land Conservation Department and the Wisconsin Department of Natural Resources for use in the Upper Fox River priority watershed planning program.

Also during 1991, the Commission, working under a cooperative agreement with the Wisconsin Department of Natural Resources, completed a study of the cost of urban nonpoint source water pollution control measures. The findings of that study are documented in SEWRPC Technical Report No. 31, Costs of Urban Nonpoint Source Water Pollution Control Measures. The primary purpose of this report is to provide data useful in stormwater management system and facility planning. To this end, the report provides data on capital and annual operation and maintenance costs of urban nonpoint source water pollution control measures, including such data for wet detention basins, infiltration trenches, infiltration basins, grassed swales, vegetated filter strips, porous pavement, catch basin cleaning, and street sweeping. Cost data are also presented for nine temporary construction erosion control measures: filter fabric fences, straw bale barriers, diversion swales, inlet protection devices, temporary seeding,

Table 23

IMPLEMENTATION PERIODS OF COMPLETED AND APPROVED PLANS IN SOUTHEASTERN WISCONSIN: 1991

Watershed	Counties	Date Selected	Date Plan Completed	Project Sign-Up End Date	Project Implementation End Date
Root River	Racine Milwaukee Waukesha Kenosha	1979	1980	December 1984	December 1989
Onion River	Ozaukee Sheboygan	1980	1981	June 1984	June 1989
Turtle Creek	Walworth Rock	1982	1984	April 1987	April 1992
Oconomowoc River	Washington Waukesha Jefferson Dodge	1983	1986	April 1989	April 1994
East and West Branches of the Milwaukee River	Washington Ozaukee Fond du Lac Sheboygan Dodge	1984	1989	June 1992[a,b]	June 1997
North Branch of the Milwaukee River	Washington Ozaukee Sheboygan Fond du Lac	1984	1989	July 1992[a,b]	July 1997
Menomonee River	Washington Waukesha Milwaukee Ozaukee	1984	1991	October 1994[b]	October 1999
Milwaukee River South	Ozaukee Milwaukee	1984	1991	October 1994[b]	October 1999

[a]*Consideration is being given to extending the project sign-up end date in the East and West Branches and North Branch watersheds.*

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

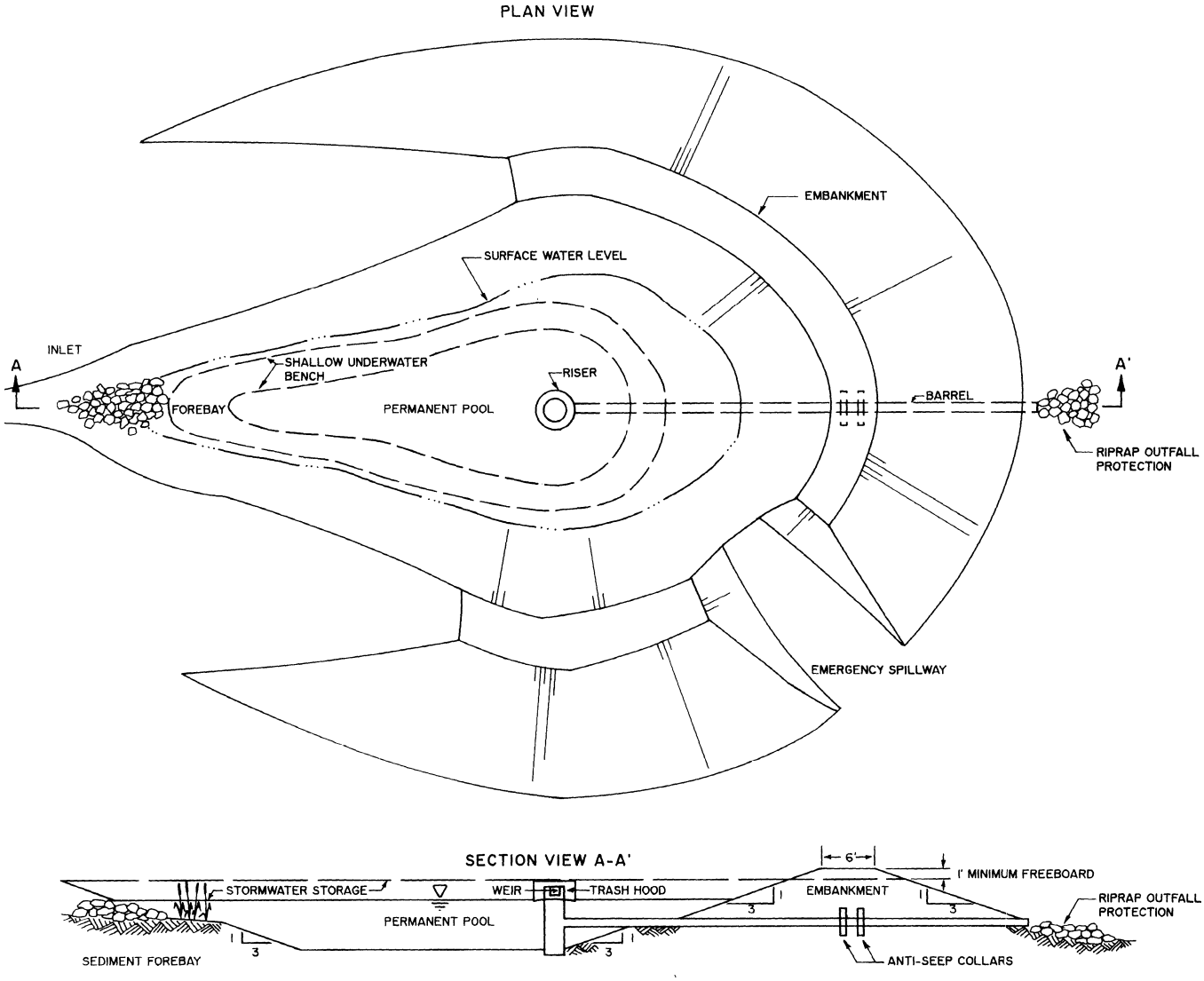
mulching, sodding, sediment traps, and sedimentation basins.

The report includes general design guidelines and pollutant removal effectiveness data, such as those shown in Figures 35 and 36 and Table 24 for detention basins. Cost data are presented in tabular form as well as graphic form, as shown in Figures 37 and 38 for detention basins.

In 1991, the Commission also updated a staff memorandum documenting an assessment and ranking of the 16 watersheds within southeastern Wisconsin which were not yet included in the priority watershed planning program. This report also includes a ranking of relatively small subwatersheds and lake subwatersheds which are currently eligible for inclusion in the nonpoint source priority watershed pollution abatement program. This assessment and rating effort

Figure 35

TYPICAL WET DETENTION BASIN



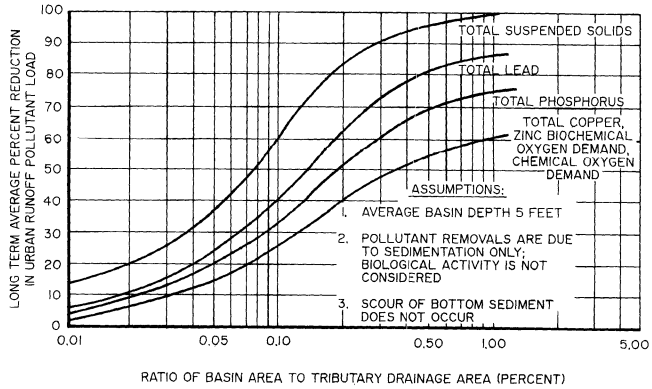
was carried out using procedures developed by the Wisconsin Department of Natural Resources which are applied statewide. The results of the effort are intended to be used in the priority watershed, small-scale, and lakes project selection process over the next several years.

Also during 1991, the Commission continued to assist the counties and other local units of government of the Region in establishing sound nonpoint source pollution abatement measures. The following are examples of such work:

- At the request of the City of Muskego and the Lake Denoon Association, the Commission staff prepared hydrologic and nonpoint

Figure 36

POLLUTANT REMOVAL EFFECTIVENESS OF WET DETENTION BASINS IN THE GREAT LAKES AREA



Source: G. Driscoll, Nationwide Urban Runoff Program Retention Basin Anaylsis, 1983, and SEWRPC.

Table 24

RECOMMENDED DESIGN GUIDELINES FOR ENHANCING THE PERFORMANCE OF WET DETENTION BASINS

Design Factor	Guidelines
Area	• Minimum: 0.25 acres • Select based on needed level of pollutant removal (see Figure 36 or use comparable technique)
Volume	• Minimum: 2.5 times the runoff volume generated by a mean storm event
Depth	• Basin depth when constructed: five to 10 feet • Dredge basin to maintain a minimum depth of three feet • Construct shallow underwater bench, with a minimum width of three feet, around basin perimeter for safety • Water depth should be shallower near inlet (unless a sediment forebay is provided) and deeper near outlet
Shape	• Wedge-shaped; narrowest at inlet and widest at outlet • Minimum length-to-width ratio: 3:1 • Irregular shape preferred
Excavated Side Slopes	• Minimum: 20:1 • Maximum: 3:1 for sand; 1:1 for peat; 2:1 for other soils • Flatter slope on shallow bench around perimeter
Outfall Design	• For a one-inch storm, basin should have average detention time of at least 24 hours • Minimum pipe diameter: four inches • Install trash racks or hoods to reduce clogging • Allow access for easy debris removal and maintenance • For lower maintenance, concrete pipes are preferred over corrugated metal pipes • Protect channel banks below basin to prevent erosion
Vegetated Buffer Strip	• Minimum width: 25 feet • Use water-tolerant, low-maintenance vegetation • Establish artificial marsh vegetation near inlet and around at least 50 percent of basin perimeter
Embankment	• Overfill embankment by at least 5 percent to allow subsidence and settling • Provide at least one foot of freeboard above water surface with emergency spillway flowing at design depth. The minimum difference in elevation between the crest of the emergency spillway and the top of the embankment should be two feet • Use anti-seep collars to prevent seepage around outlet pipe • Minimum top width: six feet • Maximum side slopes: 2:1
Drainage Area	• Minimum: 10 acres
Site Access	• Reserve access site at least 10 feet wide, on a slope of 5:1 or less and stabilized to withstand the passage of heavy equipment

source pollution analyses of the subwatershed northwest of and tributary to Lake Denoon after a single-family residential development was proposed to be located there. In addition, stormwater management alternatives were developed, including alternatives which would avoid allowing any nonpoint source pollution control facilities in natural wetlands.

- At the request of Kenosha County, review comments and recommendations were made to incorporate stormwater management nonpoint source pollution controls and

Figure 37

WET DETENTION BASIN CAPITAL COSTS: 1989

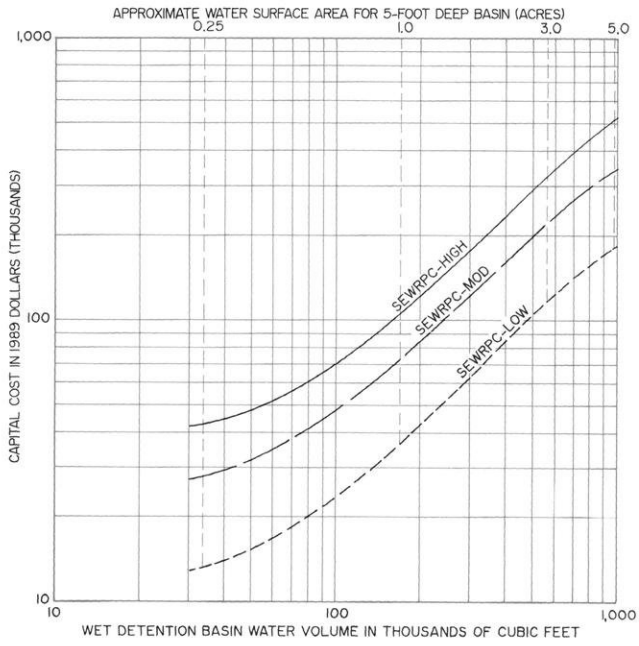
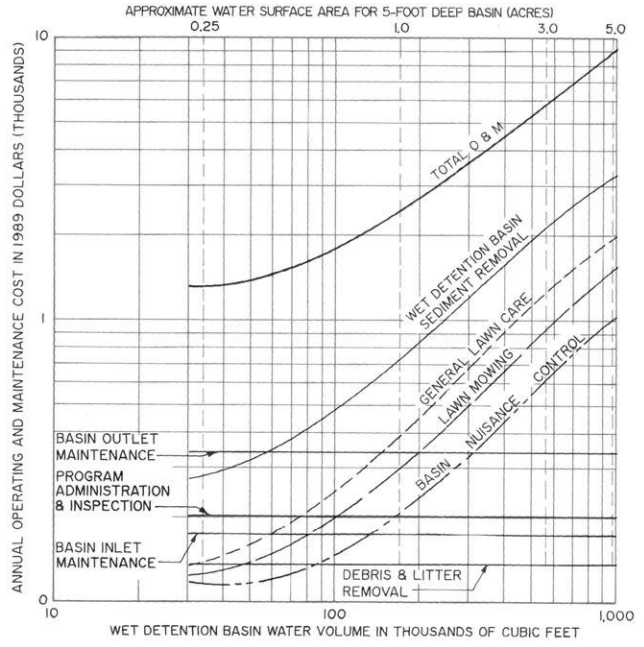


Figure 38

WET DETENTION BASIN AVERAGE ANNUAL OPERATION AND MAINTENANCE COSTS: 1989



construction erosion controls into the plans for two commercial developments in the Town of Bristol.

- The Commission reviewed and recommended design modification for the stormwater management facilities, including detention ponds for nonpoint source pollution control, proposed to be constructed for the Ambrosia Chocolate Company plant under construction in the City of Milwaukee. These recommendations were intended to limit stormwater management facility impacts on the primary environmental corridor adjacent to the plant site.

- At the request of the Wisconsin Department of Transportation, the Commission staff provided recommendations related to a detention basin proposed to collect runoff from a "Park and Ride" lot to be constructed along an unnamed tributary to Oak Creek and adjacent to IH 94 in the City of Oak Creek. Recommendations were provided regarding floodland management and the control of nonpoint source pollution from the site.

Lake Water Quality Management Planning

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

Prior to 1991, comprehensive lake water quality management plans were completed for the following lakes: Ashippun, La Belle, Pewaukee,

North, Oconomowoc, and Okauchee in Waukesha County; Geneva Lake in Walworth County; Friess Lake in Washington County; and Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake in Racine County. These plans were adopted by the Commission as amendments to the regional water quality management plan. During 1991, lake management plans were completed for Wind Lake in Racine County and Powers Lake in Kenosha and Walworth Counties.

In addition to these comprehensive lake water quality management plans, the Commission continued to provide technical assistance to certain lake districts and associations. During 1991, the Commission participated in lake association or district meetings for Lake Keesus and Waubeesee Lake. Technical assistance relating to selected lake management needs was provided to lake associations or districts for Cravath Lake, Tripp Lake, Bohner Lake, and Waubeesee Lake. Data provided included shore protection measure descriptions and costs, water quality and biological monitoring descriptions, and assistance in planning for sewerage system evaluations.

Wind Lake Management Plan

The lake water quality plan for Wind Lake is documented in SEWRPC Community Assistance Planning Report No. 198, A Management Plan for Wind Lake, Racine County, Wisconsin. The planning effort was undertaken through a cooperative effort by the Wind Lake Management District, the Wisconsin Department of Natural Resources, the U. S. Geological Survey, Waukesha and Racine Counties, and the Regional Planning Commission. The planning effort included the design and conduct from October 1987 through September 1989 of an intensive water quality sampling program including sampling for quality of not only the lake water itself but of the lake inflows and outflows. Also conducted were inventories and analyses of the existing land use pattern, the physiography and natural resource base of the drainage area, the recreational use of the Lake, the sediment characteristics of the lake bottom, the sources of water pollution, and the management practices of the watershed. The objectives of the plan are to provide for a level of water quality in Wind Lake suitable for full body-contact recreational use and the maintenance of healthy communities of warmwater fish and other aquatic life, to reduce the severity of nuisance conditions caused by excessive macrophytic and algal growth, and to improve opportunities for water-based recreational activities.

Analyses of water quality and biological conditions indicated that the general condition of water quality in Wind Lake was marked by limited water clarity, periodic algae blooms, and excessive macrophyte growth which increasingly rendered the Lake poorly suited for swimming and impaired other recreational and navigational uses of the Lake. The inventories and analyses indicated that the water quality of Wind Lake had been degraded by the contributions of pollutants from Big Muskego Lake, which discharges water to Wind Lake via the Muskego Canal, as well as by stormwater runoff from urban and rural lands, by atmospheric sources, and by recycling of phosphorus from the lake bottom sediments. The plan was accordingly designed to address specifically the impacts of pollutant discharges from the Muskego Canal on the water quality of Wind Lake, as well as the other sources of pollution. Thus, in order to reduce pollutant loadings to Wind Lake, the planning effort considered alternative means of improving the water quality of Big Muskego Lake and the Muskego Canal, as well as of Wind Lake itself.

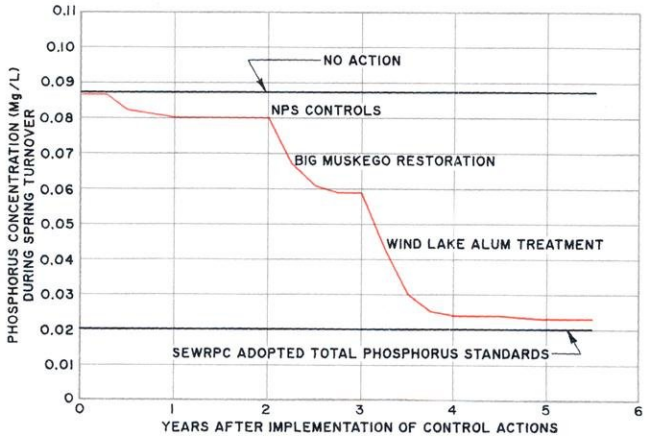
As part of the planning effort, 30 alternative management techniques, including watershed, lake rehabilitation, and in-lake measures, were evaluated based on effectiveness, cost, and technical feasibility. The alternative measures eliminated from further consideration, after careful evaluation, included: channel and pipe diversion, treatment of the Muskego Canal inflow, dredging of Big Muskego Lake, aeration of Wind and Big Muskego Lakes and Bass Bay, nutrient inactivation in Big Muskego Lake and Bass Bay, lake bottom covering, and chemical plant control.

The phosphorus concentration in Wind Lake is directly related to the phosphorus load contributed to the Lake by the Muskego Canal inflow, stormwater runoff from urban and rural lands, atmospheric sources, and recycling of phosphorus from the lake bottom sediments. To reach the recommended in-lake phosphorus concentration of 0.02 milligrams per liter (mg/l), a 75 to

80 percent reduction in the internal and external phosphorus loads to Wind Lake is required. As shown in Figure 39, nonpoint source control of the watershed, a 75 percent or greater reduction in the nutrient export from Big Muskego Lake, and an alum treatment to the bottom sediments of Wind Lake would all need to be implemented to drastically improve Wind Lake. Failure to implement management measures in the Wind Lake watershed may be expected to result in continued excessive phosphorus levels and a resulting further decline in water quality and water use potential. In addition to water quality management measures, the plan also contains recommendations for related land use, land management, and shore protection measures for Wind Lake. The recommended plan measures are graphically summarized on Maps 25 and 26 and were developed within the framework of the adopted regional water quality management plan and the county soil erosion control plans.

Figure 39

WIND LAKE RECOVERY RATE UNDER ALTERNATIVE POLLUTION CONTROL ACTIONS



Source: Wisconsin Department of Natural Resources and SEWRPC.

Powers Lake Management Plan

The lake management plan for Powers Lake is documented in SEWRPC Community Assistance Planning Report No. 196, A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin. The preparation of this plan was a cooperative effort by the Regional Planning Commission, the Powers Lake Management District, the U. S. Geological Survey, Kenosha and Walworth Counties, and private consultants. The planning effort included the design and conduct, from October 1986 to October 1991, of a water quality sampling program including sampling for quality of not only the lake water itself but of the lake inflows and outflows. In addition, there were also inventories and analyses of the existing land use pattern, the physiography and natural resource base of the drainage area, the recreational use of the Lake, and the management practices of the watershed. The objectives of the plan are to provide for the protection and enhancement of water quality conditions; the management of recreational opportunities; the protection and enhancement of fishery and other aquatic resources, of wildlife habitat, and of woodland and wetland areas; and the control of excessive water level fluctuations and the reduction of shore erosion.

Analyses of water quality and biological conditions indicated that the general condition of water quality in Powers Lake is still good but reduction of external pollutant loads from rural and urban areas and the preservation of certain important elements of the natural resource base will be necessary to maintain the existing level of water quality. Water-based recreational activities are constrained by excessive powerboat traffic and by increasing numbers of jet skis, which create unsafe conditions during weekends and conflict with other recreational activities.

About 35 lake management measures were evaluated as part of the planning process. The final recommended plan was selected after review of the alternatives and consideration of the comments made on the preliminary plan by the Lake District residents at and subsequent to the annual meeting of the District. The management recommendations for Powers Lake, as shown on Maps 27 and 28, were developed within the framework of the adopted regional water quality management plan, the Kenosha County soil erosion control plan, and the Kenosha County park and open space plan.

Local Sewerage Facilities Planning

During 1991, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the federal Clean Water Act, the requirements of the Wisconsin Fund established by the Wisconsin Legislature in 1978

and administered by the Wisconsin Department of Natural Resources, and good engineering practice. Work activities during 1991 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local sewerage facility planning efforts in 1991:

- The continued extension of technical assistance to several local units of government that are considering the provision of centralized sanitary sewer service to existing urban development in areas surrounding inland lakes. By the end of 1991, detailed facility planning was under way by the Towns of Randall and Wheatland in Kenosha County and the Town of Bloomfield in Walworth County for the Powers Lake area; the Town of Wheatland, Kenosha County, for the Lilly Lake area and other areas of existing development in the Town; the Town of Burlington and Bohner Lake Sanitary District, Racine County, for the Bohner Lake area; and the Silver Lake Sanitary District in the Town of West Bend, Washington County. The detailed planning studies are designed to ascertain the need for sewerage facilities and the probable cost of installing such facilities. These facility planning programs are currently being conducted by consultants using funding provided by the Wisconsin Department of Natural Resources based upon grant application materials prepared by the Commission. During 1991, the Commission continued to assist in these efforts through the provision of needed data for use in these facility plans and by review of draft plan materials.

- Continued work on the preparation of coordinated sanitary sewerage and water supply system plans for the greater Kenosha area. At year's end, the study consultant had completed the report chapters documenting the study objectives, standards, and design criteria; detailed inventories of the study area, including the existing sanitary sewer and water supply systems; and alternative and recommended sewerage and water supply systems. These chapters were reviewed by a Technical Advisory and Intergovernmental Coordinating Committee guiding the study. Work continued on the report chapters setting forth detailed plan implementation recommendations, including user fee and intermunicipal cooperative arrangements. Three advisory committee meetings were held during 1991 to review draft report materials.

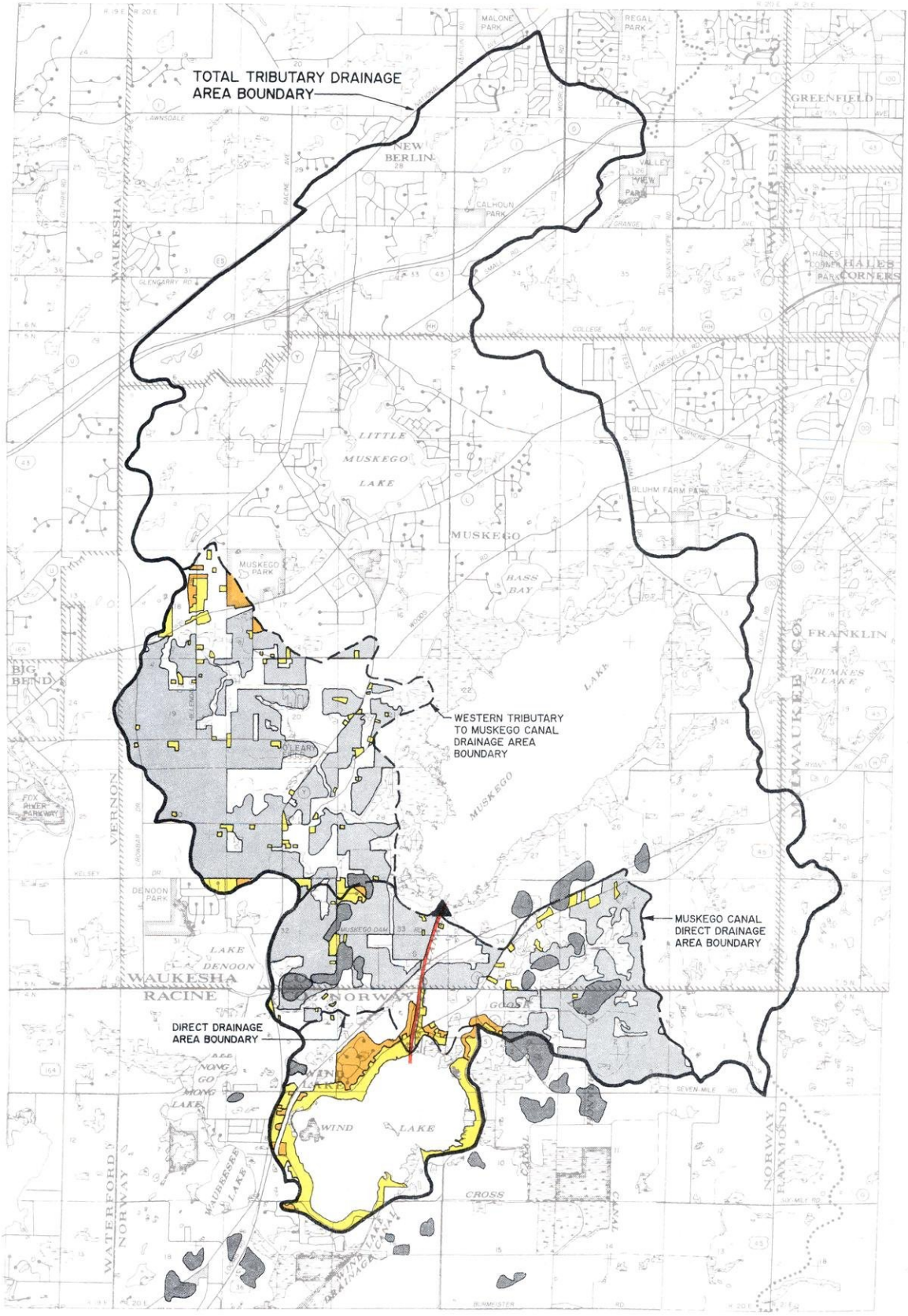
- Continued work on the preparation of a coordinated sewerage and water supply system plan for the greater Racine area. At year's end, the study consultant had completed the report chapters documenting the study objectives, standards, and design criteria; detailed inventories of the study area, including the existing sanitary sewer and water supply systems; and alternative and recommended sewerage and water supply systems. These chapters were reviewed by the Greater Racine Area Utility Planning Committee guiding the study. Work continued on the report chapters setting forth detailed plan implementation recommendations, including user fee and intermunicipal cooperative arrangements. Six advisory committee meetings were held during 1991 to review draft report materials.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

The adoption during 1979 of a regional water quality management plan for southeastern Wisconsin set into motion a process whereby, under rules promulgated by the Wisconsin Department of Natural Resources, the Commission must review and comment on all proposed public sanitary sewer extensions. Such review and comment must relate a proposed public sewer extension to the sanitary sewer service areas identified in the adopted plan. Under Section NR 110.08 (4) of the Wisconsin Administrative Code, the Wisconsin Department of Natural Resources may not approve public sanitary sewer extensions unless such exten-

Map 25

RECOMMENDED WIND LAKE WATERSHED MANAGEMENT PLAN: 1990-2010



LEGEND

WATERSHED MANAGEMENT

- AGRICULTURAL NONPOINT SOURCE CONTROL
- EXISTING URBAN NONPOINT SOURCE CONTROL
- PLANNED YEAR 2010 URBAN NONPOINT SOURCE CONTROL

DRAWDOWN OF BIG MUSKEGO LAKE

- BIG MUSKEGO LAKE DAM OPERATION AND WATER LEVEL MONITORING
- DREDGE MUSKEGO CANAL
- POTENTIAL DREDGE SPOILS DISPOSAL SITES

NOTE: THE BIG MUSKEGO LAKE TEMPORARY DRAWDOWN WOULD BE ACCOMPLISHED OVER A ONE-YEAR PERIOD. AS PART OF THE RECOMMENDED PLAN, A FISH MANAGEMENT PROGRAM, INCLUDING AN INITIAL FISH ERADICATION, WOULD BE CARRIED OUT. DURING AND FOLLOWING THE DRAWDOWN, A WILDLIFE HABITAT MANAGEMENT PROGRAM, INCLUDING AQUATIC MACROPHYTE MANAGEMENT, IS ALSO RECOMMENDED.

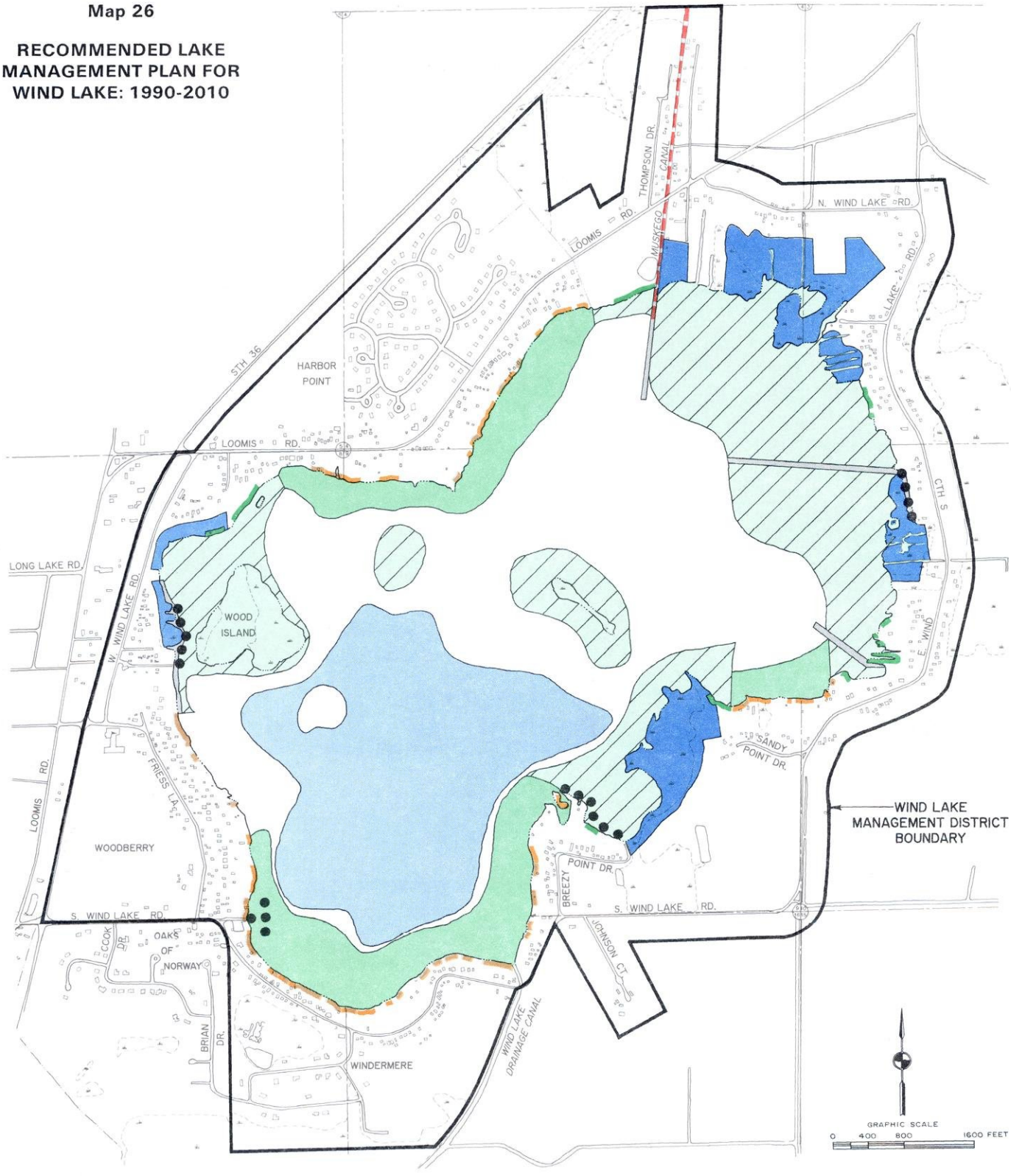
GRAPHIC SCALE

0 1/2 1 MILE

0 2000 4000 6000 8000 FEET

Map 26

RECOMMENDED LAKE MANAGEMENT PLAN FOR WIND LAKE: 1990-2010



LEGEND

WATER QUALITY

- NUTRIENT INACTIVATION FOR WATER DEPTHS GREATER THAN 15 FEET

ENVIRONMENTAL PROTECTION

- VALUABLE AQUATIC HABITAT AREA SLOW NO-WAKE BOATING ONLY LIMIT DREDGING TO AREA FOR BOAT ACCESS
- ADJACENT WETLAND AND WILDLIFE HABITAT AREA MAINTAIN AND ENHANCE

AQUATIC PLANT MANAGEMENT

- MECHANICALLY HARVEST TEN FOOT WIDE AND FIVE FOOT DEEP CHANNELS AT 300-FOOT INTERVALS OUTSIDE OF VALUABLE HABITAT AREA
- MECHANICALLY HARVEST THREE CHANNELS THIRTY FEET WIDE AND FIVE FEET DEEP WITHIN THE NORTHEASTERN VALUABLE AQUATIC HABITAT AREA AND ONE CHANNEL WEST OF WOOD ISLAND WITHIN THE VALUABLE AQUATIC HABITAT AREA

SHORELINE PROTECTION

- REVEGETATE UNSTABLE UNPROTECTED SHORELINE WITHIN THE VALUABLE AQUATIC HABITAT AREA
- PROTECT UNSTABLE UNPROTECTED SHORELINE OUTSIDE OF VALUABLE AQUATIC HABITAT AREAS: USE VEGETATION FOR 75% AND RIPRAP REVETMENTS OR BEACHES FOR 25%
- RECONSTRUCT EXISTING STRUCTURES IN NEED OF REPAIR WHICH LIE OUTSIDE VALUABLE AQUATIC HABITAT AREAS

BOATING ACCESS

- SLOW NO-WAKE BOATING ONLY
- DREDGE EAST CHANNEL, DNR BOAT LAUNCH, BREEZY BAY, AND WOOD ISLAND CHANNEL TO IMPROVE BOATING ACCESS
- DREDGE MUSKEGO CANAL AND THE WIND LAKE INLET TO IMPROVE BOATING ACCESS, TO INCREASE THE HYDRAULIC CAPACITY OF THE CANAL, AND TO INSURE THAT THE DRAWDOWN OF BIG MUSKEGO LAKE BE COMPLETED BETWEEN OCTOBER AND MID-JANUARY

Map 27

RECOMMENDED LAKE USE PLAN FOR POWERS LAKE



LEGEND

ENVIRONMENTALLY VALUABLE AREA PROTECTION

- ● NO WEED HARVESTING OR HERBICIDE USE
  ● LIMIT PIER AND DOCK CONSTRUCTION
  ● LIMIT DREDGING
- WETLAND AREA CONSIDERED FOR REZONING FROM R-3 URBAN SINGLE-FAMILY RESIDENTIAL TO C-1 LOWLAND RESOURCE CONSERVANCY
- ISOLATED NATURAL AREA CONSIDERED FOR REZONING FROM B-5 COMMERCIAL-RECREATIONAL BUSINESS TO C CONSERVATION

SHORELINE PROTECTION

- MAINTAIN EXISTING STABLE, UNPROTECTED SHORELINE

WITHIN ENVIRONMENTALLY VALUABLE AREAS:

- PROTECT EXISTING, UNPROTECTED, AND UNSTABLE SHORELINE WITH VEGETATION
- MAINTAIN EXISTING STRUCTURES OR REPLACE WITH VEGETATION

OUTSIDE ENVIRONMENTALLY VALUABLE AREAS:

- PROTECT UNSTABLE AND UNPROTECTED AREAS USING VEGETATION AND STRUCTURES
- REPAIR AND MAINTAIN EXISTING PROTECTION STRUCTURES

RECREATIONAL USE MANAGEMENT

- SLOW NO-WAKE BOATING ONLY
- FAST BOATING AND WATERSKIING ALLOWED 10:00 AM TO SUNSET
- BUOY PLACEMENT TO BE DETERMINED BY THE POWERS LAKE WATER POLICE AND BLOOMFIELD AND RANDALL TOWN BOARDS
- ▲ POST ORDINANCES, PROVIDE SUMMER AND WINTER RECREATIONAL USE FACT SHEETS, AND PROVIDE WASTE DISPOSAL CONTAINERS AT PUBLIC ACCESS SITES
  ● INCREASE WEEKEND ENFORCEMENT OF BOATING ORDINANCE
  ● CONDUCT SURVEYS OF WEEKEND RECREATIONAL USE
- LIMITED DREDGING FOR BOAT ACCESS

PUBLIC ACCESS

- RECOMMENDED AREA FOR A PUBLIC ACCESS SITE WITH LIMITED PARKING
- ● POTENTIAL PARKING AREA FOR A PUBLIC ACCESS SITE

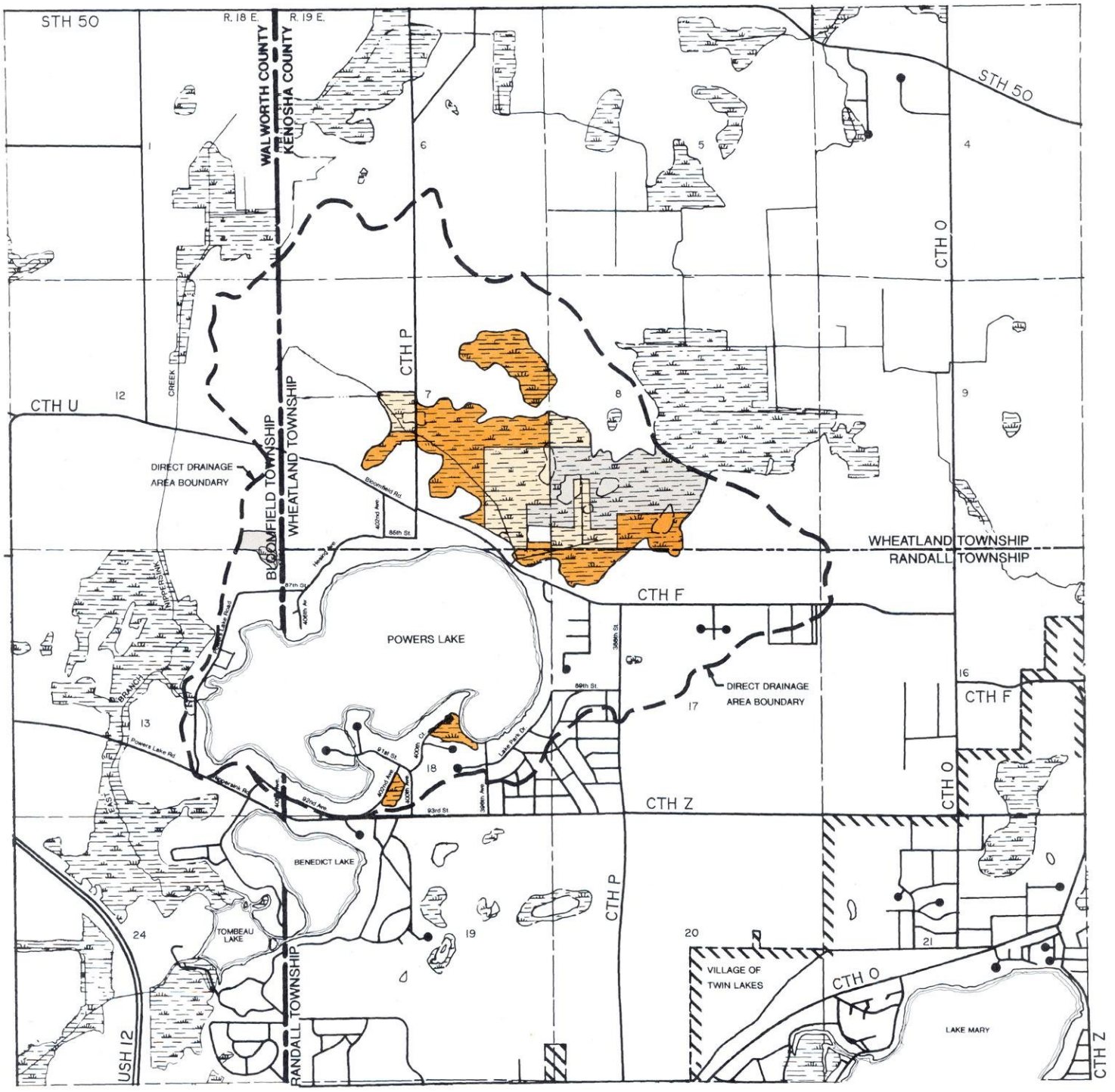
MONITORING PROGRAM

- ● CONDUCT FISH SURVEY
  ● CONDUCT AQUATIC MACROPHYTE SURVEY
  ● CONTINUE WATER QUALITY SAMPLING

GRAPHIC SCALE
0 400 800 1200 FEET

Map 28

WETLAND ACQUISITION PRIORITIES FOR THE POWERS LAKE DRAINAGE AREA



LEGEND

- VERY HIGH PRIORITY
- HIGH PRIORITY
- MODERATE PRIORITY

GRAPHIC SCALE
0 1/8 1/4 MILE
0 1000 2000 FEET

sions are found to be in conformance with an adopted areawide water quality management plan. In addition, rule changes promulgated by the Wisconsin Department of Industry, Labor and Human Relations during 1985 require the Commission to comment on certain private sanitary sewer extensions and large onsite sewage disposal systems and holding tanks relative to the Commission's adopted areawide water quality management plan. Under Section ILHR 82.20 (4) of the Wisconsin Administrative Code, the Wisconsin Department of Industry, Labor and Human Relations may not approve private main sewer or building sewer extensions unless such extensions are found to be in conformance with an adopted areawide water quality management plan.

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

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

By the end of 1991, the recommended plan refinement process had been completed for 64 of the 85 initially identified sanitary sewer service areas. Fifty-seven of these refinements had been completed and adopted both by the local governments concerned and by the Commission prior to 1991. During 1991, such detailed planning efforts were completed for seven additional areas: the Mequon and Thiensville areas in Ozaukee County; the Lake Como and Williams Bay areas in Walworth County; and the Brookfield East, Brookfield West, and Elm Grove areas in Waukesha County. The plans for these areas were adopted locally and by the Commission during 1990-1991. The refinement process has resulted in a redefinition and combination of certain areas so that, upon completion of the refinement of the 64 areas, only 61 such areas remain.

In addition to the refinement of previously delineated sanitary sewer service areas, the planning process followed since adoption of the regional water quality management plan in 1979 has resulted in the creation of seven new sanitary sewer service areas. The refined sewer service area plans for these seven service areas, Alpine Valley, Army Lake, the Country Estates Sanitary District, and Geneva National-Interlaken, all located in Walworth County; Eagle Spring Lake Sanitary District and Mukwonago County Park in Waukesha County; and Rainbow Springs, lying in both Waukesha and Walworth Counties, were completed prior to 1991.

The existing status of all planned sanitary sewer service areas is summarized in Table 25 and on Map 29. The table identifies the originally defined 85 sewer service areas and the relationship of those areas to the 64 initially identified sewer service areas for which the recommended plan refinement process was completed at the

Table 25

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 1991

County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Kenosha	Bristol-George Lake	Bristol	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin
	Bristol IH 94 Pleasant Prairie North	Bristol/Pleasant Prairie	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin
	Camp-Center Lakes Cross Lake Rock Lake Wilmot	Salem South	March 3, 1986	SEWRPC Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin
	Hooker-Montgomery Lakes	Salem North	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin
	Kenosha Pleasant Park Somers	Kenosha	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin
	Paddock Lake	Paddock Lake	December 1, 1986	SEWRPC Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin
	Pleasant Prairie South	Pleasant Prairie South	December 2, 1985	SEWRPC Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin
	Silver Lake	Silver Lake	June 15, 1987	SEWRPC Community Assistance Planning Report No. 119, Sanitary Sewer Service Area for the Village of Silver Lake, Kenosha County, Wisconsin
	Twin Lakes	Twin Lakes	June 15, 1987	SEWRPC Community Assistance Planning Report No. 149, Sanitary Sewer Service Area for the Village of Twin Lakes, Kenosha County, Wisconsin

Table 25 (continued)

County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Milwaukee	Milwaukee Metropolitan Sewerage District (portion)	Franklin	December 5, 1990	SEWRPC Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin
	Milwaukee Metropolitan Sewerage District (portion)	--	--	--
	South Milwaukee	--	--	--
Ozaukee	Belgium	Belgium	June 15, 1987	SEWRPC Community Assistance Planning Report No. 97, 2nd Edition, Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin
	Cedarburg Grafton	Cedarburg Grafton	June 15, 1987	SEWRPC Community Assistance Planning Report No. 91, Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin
	Fredonia Waubeka	Fredonia Waubeka	September 13, 1984	SEWRPC Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin
	Lake Church	--	--	--
	Mequon Thiensville	Mequon-Thiensville	September 12, 1990	SEWRPC Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin
	Port Washington	Port Washington	December 1, 1983	SEWRPC Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin
	Saukville	Saukville	December 1, 1983	SEWRPC Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin
Racine	Burlington	Burlington	June 16, 1986	SEWRPC Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin
	Eagle Lake	--	--	--

Table 25 (continued)

County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Racine (continued)	Racine Caddy Vista	Racine Caddy Vista	December 1, 1986	SEWRPC Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin
	Southern Wisconsin Center	Southern Wisconsin Center	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin
	Union Grove	Union Grove	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin
	Waterford/Rochester Tichigan Lake	Waterford/Rochester	June 16, 1986	SEWRPC Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin
	Wind Lake	- -	- -	- -
	Yorkville	- -	- -	- -
Walworth	- -	Alpine Valley	December 4, 1989	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy
	- -	Country Estates Sanitary District	March 3, 1987	Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District, Town of Lyons
	Darien	Darien	June 20, 1988	SEWRPC Community Assistance Planning Report No. 123, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin
	Delavan Delavan Lake Elkhorn Walworth County Institutions Lake Como Williams Bay	Delavan-Delavan Lake Elkhorn Lake Como Williams Bay	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District
	East Troy Potter Lake - -	East Troy Potter Lake Army Lake	September 13, 1984	SEWRPC Community Assistance Planning Report No. 112, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin
	Fontana	- -	- -	- -

Table 25 (continued)

County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	--	Geneva National-Interlaken	November 6, 1989	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District
	Genoa City	Genoa City	March 6, 1989	SEWRPC Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin
	Lake Geneva	--	--	--
	Lyons	Lyons	September 14, 1987	SEWRPC Community Assistance Planning Report No. 158, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin
	Sharon	--	--	--
	Walworth	--	--	--
	Whitewater	Whitewater	September 14, 1987	SEWRPC Community Assistance Planning Report No. 94, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin
Washington	Allenton	Allenton	March 11, 1985	SEWRPC Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin
	Hartford	Hartford	June 21, 1984	SEWRPC Community Assistance Planning Report No. 92, Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin
	Jackson	Jackson	June 17, 1984	SEWRPC Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin
	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin
	Newburg	--	--	--

Table 25 (continued)

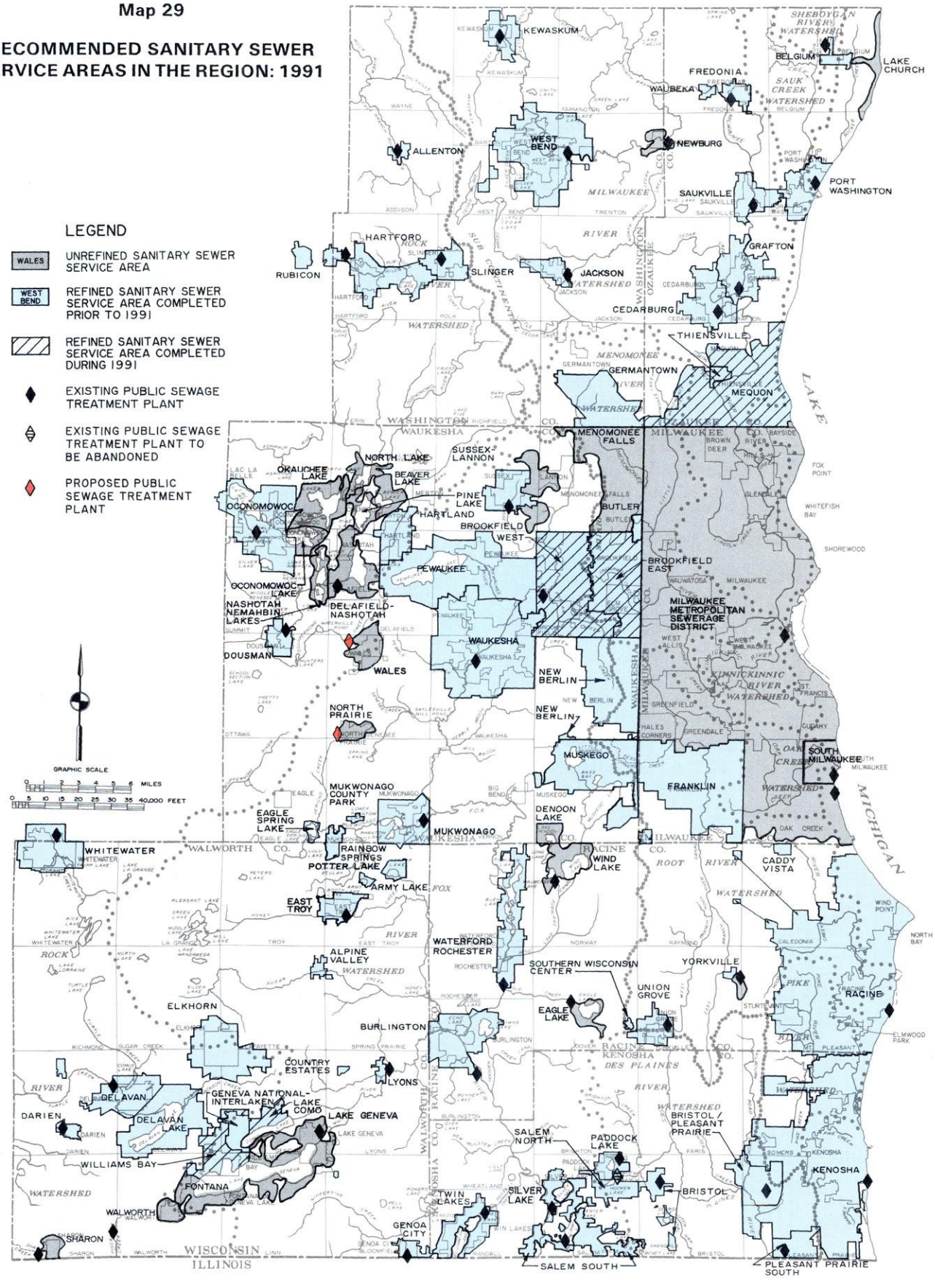
County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	Slinger	Slinger	December 2, 1985	SEWRPC Community Assistance Planning Report No. 128, Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin
	West Bend	West Bend	December 2, 1982	SEWRPC Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin
Waukesha	Beaver Lake	--	--	--
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin
	Delafield-Nashotah	--	--	--
	Dousman	Dousman	December 5, 1990	SEWRPC Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin
	--	Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin
	Menomonee Falls	--	--	--
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin
	--	Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago
	Muskego	Muskego	June 17, 1982	SEWRPC Community Assistance Planning Report No. 64, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin

Table 25 (continued)

County	Name of Initially Defined Sanitary Sewer Service Area(s)	Name of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Nashotah-Nemahbin Lakes	--	--	--
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin
	North Lake	--	--	--
	North Prairie	--	--	--
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	March 6, 1989	SEWRPC Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin
	Oconomowoc Lake	--	--	--
	Okauchee Lake	--	--	--
	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin
	Pine Lake	--	--	--
	--	Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago
	Sussex-Lannon	Sussex	June 16, 1983	SEWRPC Community Assistance Planning Report No. 84, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin
	Wales	--	--	--
	Waukesha	Waukesha	December 2, 1985	SEWRPC Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin

Map 29

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 1991



end of 1991, as well as the 52 redefined areas and the eight new sewer service areas mentioned above. It also identifies the documents setting forth each refined and detailed sewer service area and the date on which the Commission adopted that document as an amendment to the regional water quality management plan.

Additional sewer service area refinement plans were under way at the end of 1991, including plans for the Eagle Lake area of Racine County; the Newburg area of Ozaukee and Washington Counties; and the Delafield-Nashotah area of Waukesha County.

Pending the completion of such plan refinement studies in cooperation with the local units of government concerned, the Commission must use the more general sewer service area recommendations set forth in the adopted regional water quality management plan as a basis for reviewing and commenting on individual proposed sanitary sewer extensions. During 1991, such review comments were provided on 262 public sanitary sewer extensions and 222 private main sewers or building sewer extensions, distributed by county as shown in Table 26.

Table 26

SANITARY SEWER EXTENSION REVIEWS: 1991

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha	40	20	60
Milwaukee	45	41[a]	86
Ozaukee	24	13	37
Racine	32	25	57
Walworth	26	28	54
Washington	24	43	67
Waukesha	71	52	123
Total	262	222	484

[a] *The Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 1991, 337 reviews of building sewer extensions were conducted by the City.*

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 1991, Commission efforts in watershed, floodland, and stormwater management consisted of ongoing work on stormwater management plans for the City of West Bend and the Village of Menomonee Falls; the publication of a prospectus for a Des Plaines River watershed study; the provision of technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; the provision of hydrologic and hydraulic data, including flood-flow and stage data, to consulting engineers and governmental agencies; and the conduct of a cooperative stream-gaging program. Map 30 indicates the coverage of the watershed studies conducted by the Commission through 1991.

Stormwater and Floodland Management Planning

During 1991, the Commission staff provided technical assistance to state and local governmental agencies in resolving stormwater and floodland management problems. Both stormwater drainage and flood control deal with problems of disposal of unwanted water, and the distinction between these two concepts is not always clear-cut. The Commission defines flood control as the prevention of damage from the overflow of natural streams and watercourses. In contrast, drainage is defined by the Commission as the disposal of excess stormwater on the land surface before such water has entered defined stream channels. While the Commission continues to be extensively involved in flood control planning, its work efforts in recent years have been increasingly directed toward stormwater management planning.

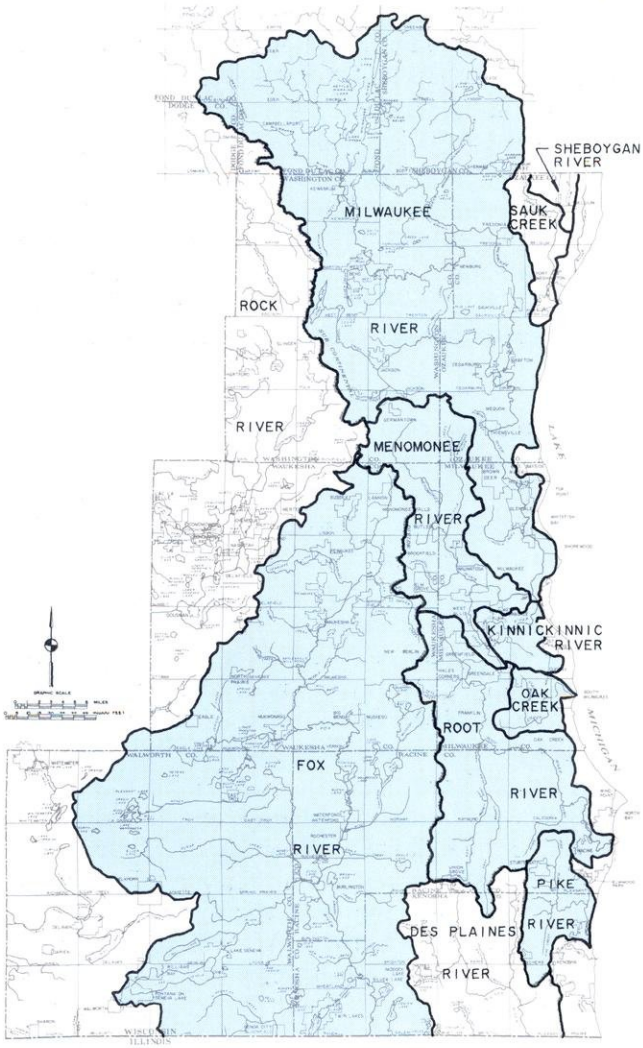
In 1991, the Commission undertook a number of stormwater and floodland management planning activities at the request of local units of government. The following are examples of such work:

- At the request of Kenosha County, stormwater management and construction erosion control aspects of five development projects were reviewed and recommendations for improving the projects were made by Commission staff. The projects were located in the Des Plaines, Fox, and Pike River watersheds and included commercial, multi-family residential, and single-family residential development.

- A draft report documenting a stormwater drainage and flood control study for Grantosa Creek, which is a tributary to the

Map 30

SEWRPC WATERSHED STUDIES COMPLETED: 1991



Menomonee River located in the Cities of Milwaukee and Wauwatosa, was completed and provided to Milwaukee County for review.

- At the request of Milwaukee County, the Commission staff conducted a hydraulic analysis of a proposed replacement bridge for the Oak Creek Parkway Drive over Oak Creek in the City of South Milwaukee.

- At the request of Racine County, the Commission staff conducted a review of the impacts on 100-year recurrence interval flood flows and stages of a proposal to place fill in the floodplain of the Wind Lake Drainage Canal for the construction of a recycling collection center. The project provided for compensatory excavation to offset the proposed floodplain filling. It was concluded that the project as proposed would not increase the 100-year recurrence interval flood stage and would, therefore, meet the requirements of the Wisconsin Administrative Code and the County Zoning Ordinance.

- At the request of Waukesha County, the Commission staff reviewed the floodland management aspects of a request to rezone a proposed development site located partly within the floodplain of Poplar Creek.

- At the request of the City of Franklin, the Commission staff reviewed the floodland management and park and open space aspects of a proposed rezoning and special use request to expand the stockpile and operations area for a quarry located along the Root River. A portion of the quarry is located on lands recommended in the Milwaukee County park and open space plan to be acquired by the County as part of the Root River parkway.

- At the request of the City of Kenosha, a stormwater management plan was prepared for a portion of the area included in the Kenosha CTH HH corridor land use plan prepared for the City by the Commission.

- At the request of the City of Kenosha, the Commission staff conducted hydrologic and hydraulic analyses of the Kenosha Branch subwatershed of the Pike River watershed. Those analyses were documented in a staff memorandum which served as the basis for an amendment to the Pike River watershed plan.

- The hydraulic analysis of three proposed replacement bridges, as requested by the City of Milwaukee, was completed. The replacement bridges are to be located over the Menomonee River at N. 124th Street, the Little Menomonee River at W. Bradley Road, and the Dretzka Park Tributary at W. Bradley Road.

- Work continued on the preparation of a stormwater management plan for the City of West Bend. The draft plan for the Wingate

Creek subwatershed was completed and provided to the City for review. Work also continued on the inventory and analysis phases of the portion of the plan addressing stormwater management in the Milwaukee River direct drainage area. That work is being documented in a third volume of the report.

- At the request of the Village of Elm Grove, the Commission staff performed a hydraulic analysis of a proposal to excavate and fill in the floodway of Underwood Creek in order to enable the division of an existing undeveloped land parcel into two residential lots. It was concluded that the proposed filling would increase the 100-year recurrence interval flood stage upstream of the site and that it would be inconsistent with the adopted Menomonee River watershed plan.

- At the request of the Village of Menomonee Falls, the Commission staff performed hydraulic analyses of several alternative bridge designs for crossings of the Fox River at Custer Lane and at a proposed private driveway downstream of Custer Lane.

- Work continued on the preparation of a stormwater management and flood control plan for the Lilly Creek subwatershed in the Village of Menomonee Falls. The stormwater management and flood control plan is scheduled to be completed in 1992.

- At the request of Kenosha County, the Commission prepared and published in 1991 a prospectus calling for the conduct of a comprehensive watershed study for the Des Plaines River watershed. The preparation of the prospectus was guided by the Des Plaines River Watershed Committee, composed of 19 local and state officials and concerned citizen leaders from throughout the watershed. This Committee was formed to assist the Commission in its study of the problems of the watershed. The Committee identified five serious resource-related problems that exist within the watershed and that require comprehensive, areawide study for sound resolution. The five major problems are: flooding and stormwater drainage; water pollution; changing land use; deterioration and destruction of the natural resource base; and soil erosion. These five problems are inextricably interrelated, a fact which precludes their individual study. Consequently, the prospectus proposes that a comprehensive watershed planning program be mounted for the Des Plaines River watershed as soon as possible, a program which would have as its objective the preparation of a plan that can serve as a basis for action programs directed toward resolving the identified problems of the watershed. The scope, techniques, time sequence, staff and committee structure, and cost allocation for the study are set forth in the prospectus.

- The Commission staff routinely provides hydrologic and hydraulic data to federal, state, and local units of government and to private consultants for use in the design of bridges and other structures over and adjacent to streams in the Region. During 1991, data were provided for: Oak Creek in the City of Franklin, the Milwaukee River in the City of Glendale, the Menomonee River and Lincoln Creek in the City of Milwaukee, and the Root River in the City of Oak Creek, all in Milwaukee County; the Pike River in the City of Racine, Husher Creek in the Town of Caledonia, and Nelson Creek in the Town of Mount Pleasant, all in Racine County; the Milwaukee River in the City of West Bend and the Menomonee River in the Village of Germantown, both in Washington County; and Deer Creek in the City of Brookfield, the Fox River in the City of Waukesha, the Bark River in the Villages of Dousman and Hartland, the Mukwonago River in the Village of Mukwonago, the Pewaukee River in the Town of Pewaukee, and the South Branch of Sussex Creek in the Village of Sussex, all in Waukesha County.

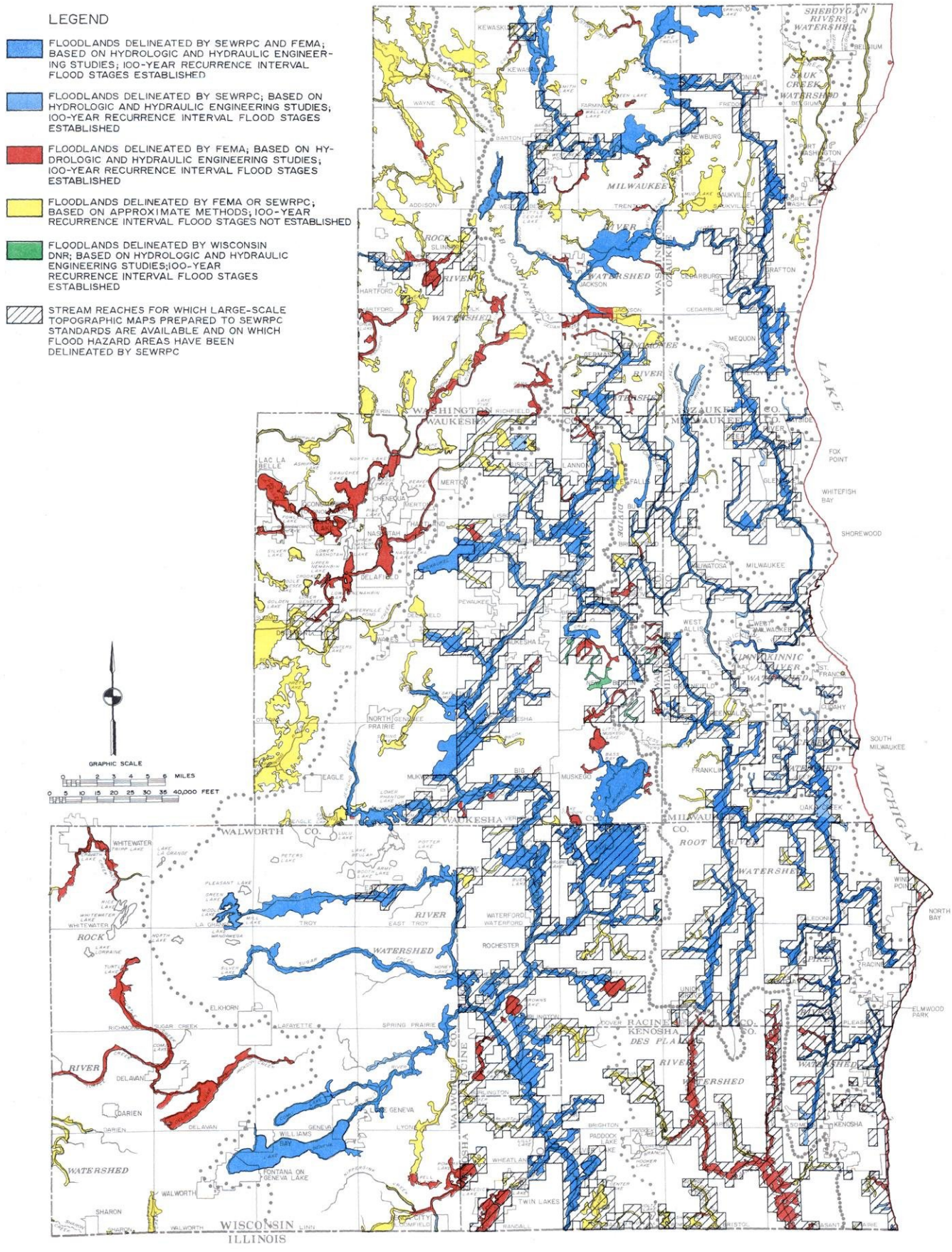
In 1992, the Commission will continue its involvement in stormwater management and floodland management activities, maintaining a staff capability to respond to requests for assistance from local governmental units and state agencies.

Floodplain Data Availability

The status of existing flood hazard data in the Region is shown on Map 31. The Commission has completed comprehensive watershed studies for the Fox, Kinnickinnic, Menomonee, Milwaukee, Root, and Pike River watersheds, and for the

Map 31

DELINEATION OF FLOODLANDS: 1991



Oak Creek watershed, resulting in the development of flood hazard data for about 699 miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of flood hazard data for a total of about 56 additional miles of stream channel, with data for seven miles of that total having been developed in 1991. Large-scale flood hazard maps prepared to Commission specifications are available for the riverine areas along about 517 miles of stream channel for which the Commission, the Wisconsin Department of Natural Resources, and the Federal Emergency Management Agency have developed flood hazard data. The large-scale mapping total represents a 13 percent increase over the 1990 total.

Flood Insurance Rate Studies

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

Federal flood insurance studies are carried out individually for incorporated cities and villages and for the remaining unincorporated areas of counties. The status of flood insurance rate studies in the Region at the end of 1991 is shown on Map 32. During 1991, a second study of Poplar Creek in the City of New Berlin was being conducted by the U. S. Army Corps of Engineers. It is the intent of the Federal Emergency Management Agency to update older studies depending upon need and funding availability.

As shown on Map 32, as of 1991, there was a total of 24 cities or villages in the Region for which the Federal Emergency Management Agency had not conducted a flood insurance rate study. In eight cases, the Agency has instead published a "flood hazard boundary map," which shows the approximate location of floodlands without the support of detailed engineering studies. The remaining 16 cities or villages in the Region are not considered by the Agency to contain flood hazard areas. In one of those 16, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was identified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

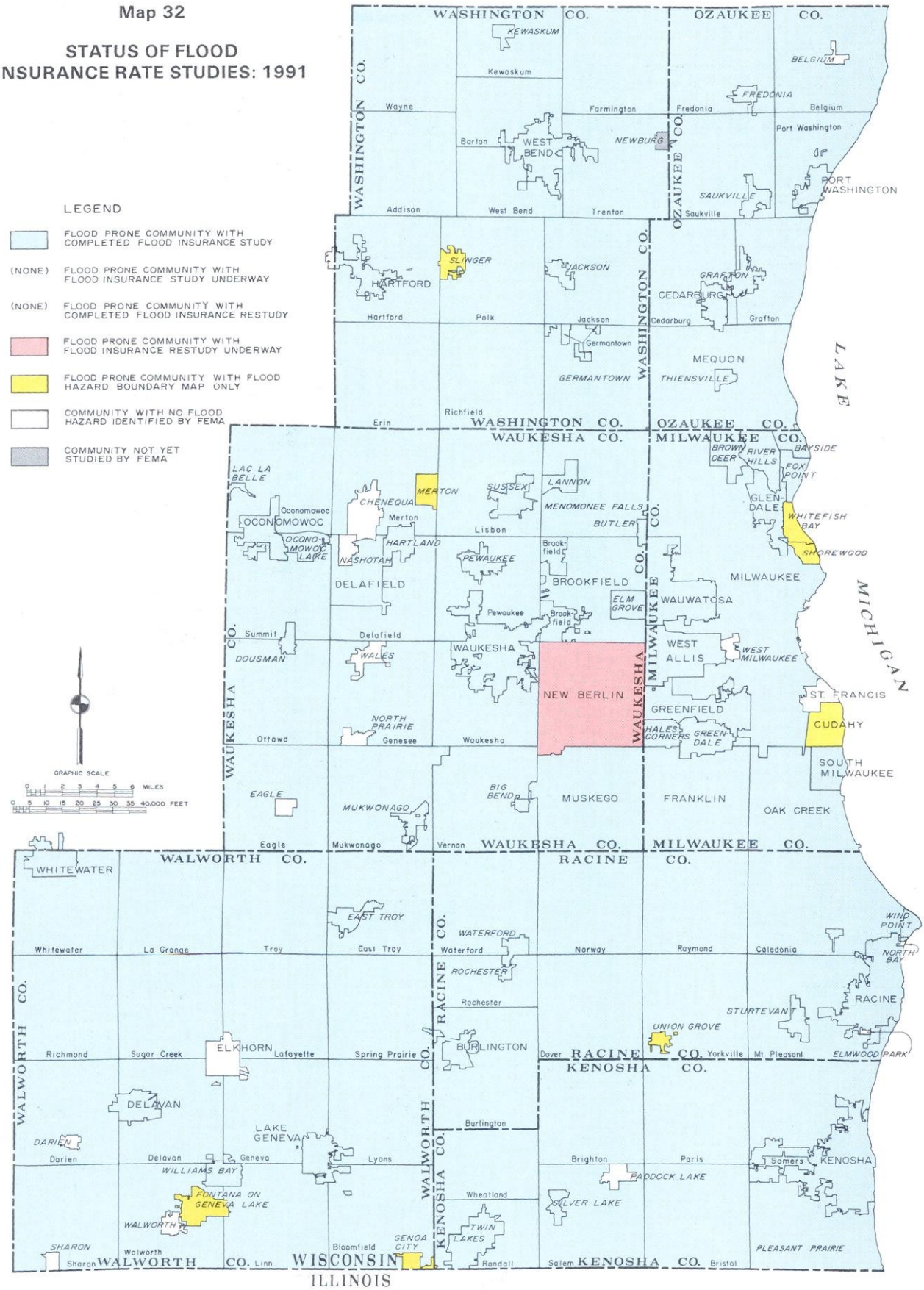
Besides providing available data from the Commission files to the contractors conducting such studies for the Federal Emergency Management Agency, the Commission staff helps to delineate regulatory floodways and attends meetings with local officials and citizens to discuss the results of flood insurance rate studies. Under its community assistance program, the Commission also assists local communities in enacting sound floodland regulations as required for participation in the Federal Flood Insurance Program.

Stream Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous recording streamflow gages were in operation on the entire regional stream network. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more comprehensive streamflow gaging program (see Map 33). In 1991, there was a total of 18 continuous recording

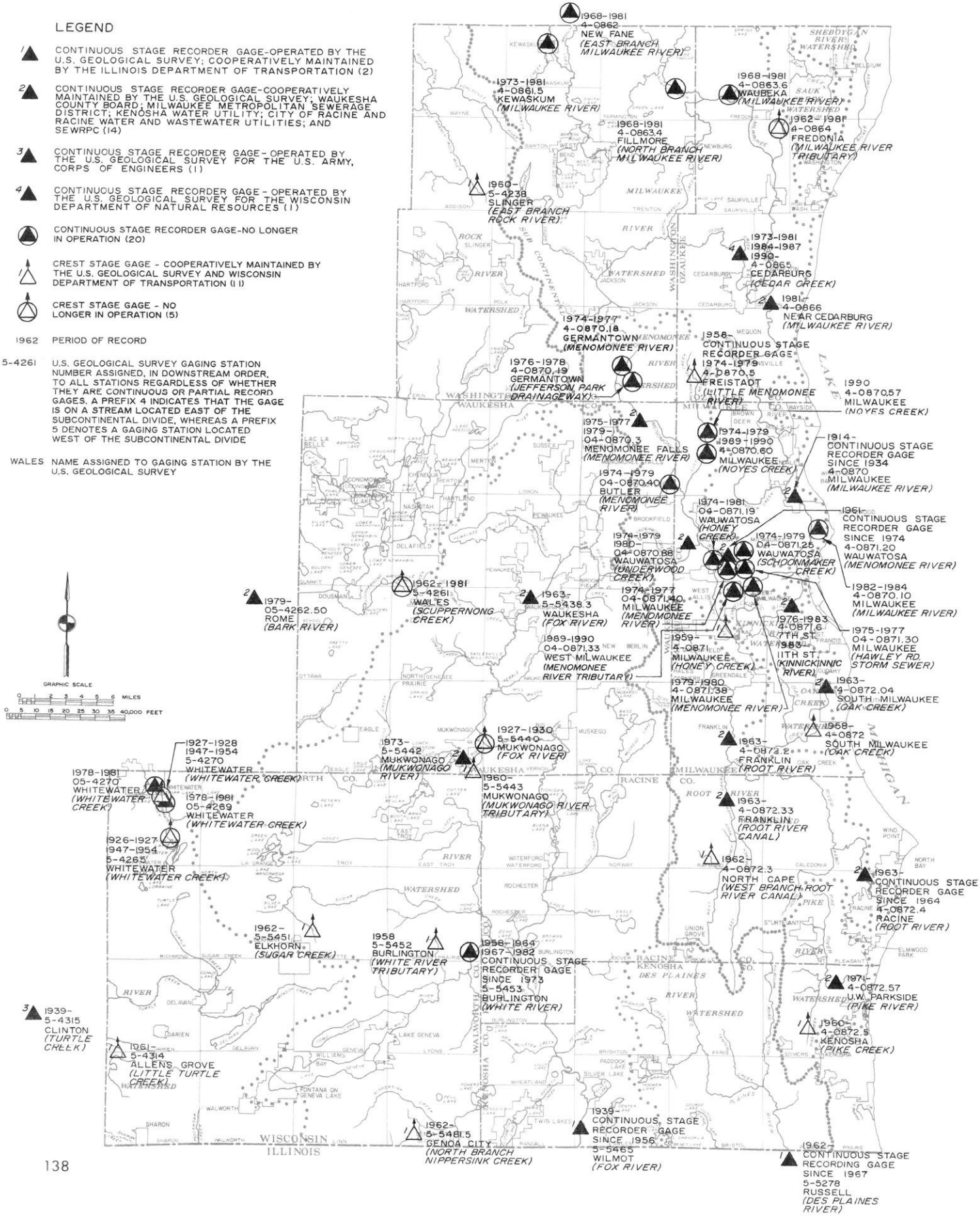
Map 32

STATUS OF FLOOD INSURANCE RATE STUDIES: 1991



Map 33

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM GAGING STATIONS



streamflow gages in operation in the Region, three less than in 1990. Of that total, 14 were financially supported by the Waukesha County Board of Supervisors, the Milwaukee Metropolitan Sewerage District, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission's cooperative program. In addition, one gage was supported by the Wisconsin Department of Natural Resources, one was supported by the U. S. Army Corps of Engineers, and two were supported by the Illinois Department of Transportation. Three gages supported by the Wisconsin Department of Natural Resources were discontinued in 1991. Two of those gages were located on Noyes Creek, a tributary to the Little Menomonee River. The third discontinued gage was located on the Menomonee River tributary located in West Milwaukee and known as Woods Creek. The U. S. Geological Survey annually publishes the data collected under this streamflow monitoring program.

COASTAL MANAGEMENT PLANNING

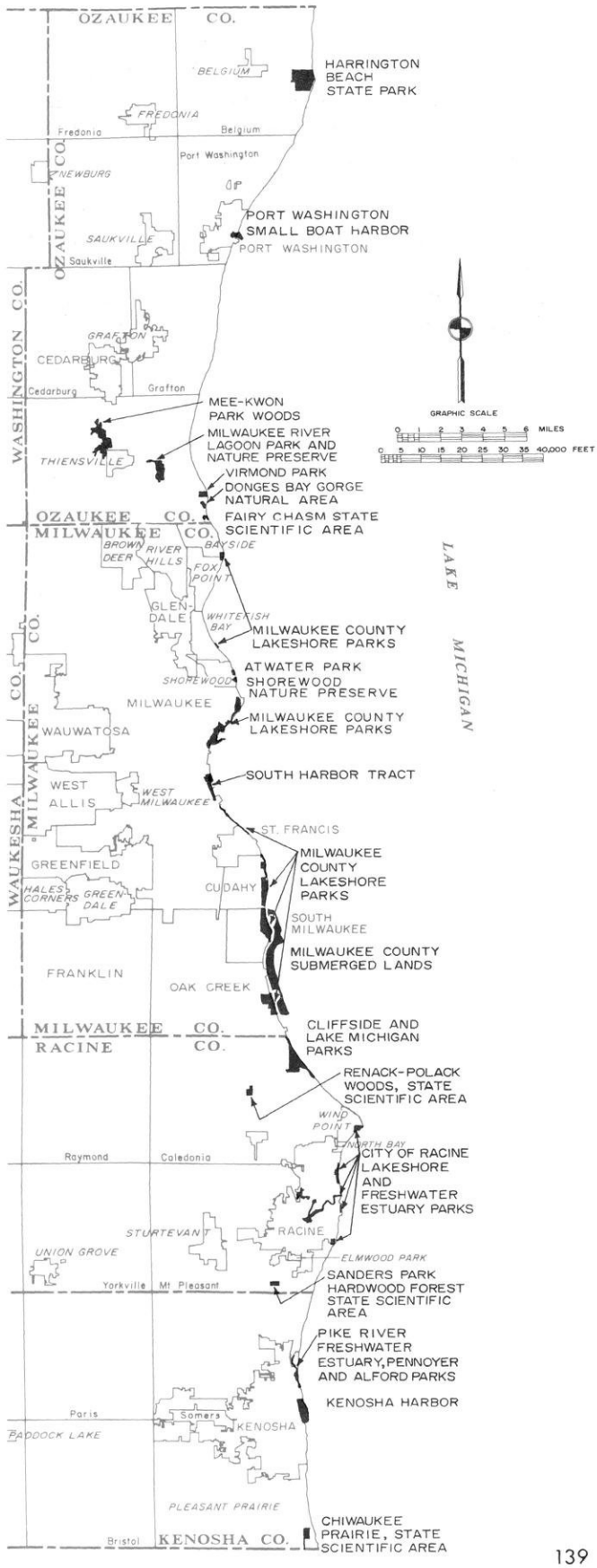
During 1991, the Commission continued to provide assistance to the Wisconsin Department of Administration's Bureau of Energy and Coastal Policy Analysis in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities toward achieving the objective of better management of the resources of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State of Wisconsin pursuant to the federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

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

One of the continuing functions of the Commission under the coastal management program is the designation of special coastal areas. In 1991, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 34. These special areas have

Map 34

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 1991



natural, scientific, economic, cultural, or historic importance. Designation by the Wisconsin Coastal Management Council as a special coastal area ensures eligibility for financial or technical assistance for special coastal area management activities through the Wisconsin coastal management program and focuses attention on a valuable coastal resource.

In 1991, the Commission continued to assist local units of government in the implementation of locally developed shoreline erosion control plans. Comprehensive plans have been developed cooperatively by the Commission for Milwaukee and Racine Counties. These plans were described, respectively, in the 1989 and 1982 Annual Reports.

SOLID WASTE MANAGEMENT PLANNING

During 1991, the Commission continued to assist counties in the Region in the preparation and implementation of locally developed, county-oriented solid waste management plans. Prior annual reports have summarized such plans for Kenosha, Milwaukee, and Walworth Counties. These plans were described, respectively, in the 1989, 1987, and 1982 Annual Reports. Also during 1991, at the request of the Walworth County Solid Waste Management Board, a work plan was prepared to update the Walworth County solid waste plan.

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION

DIVISION FUNCTIONS

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

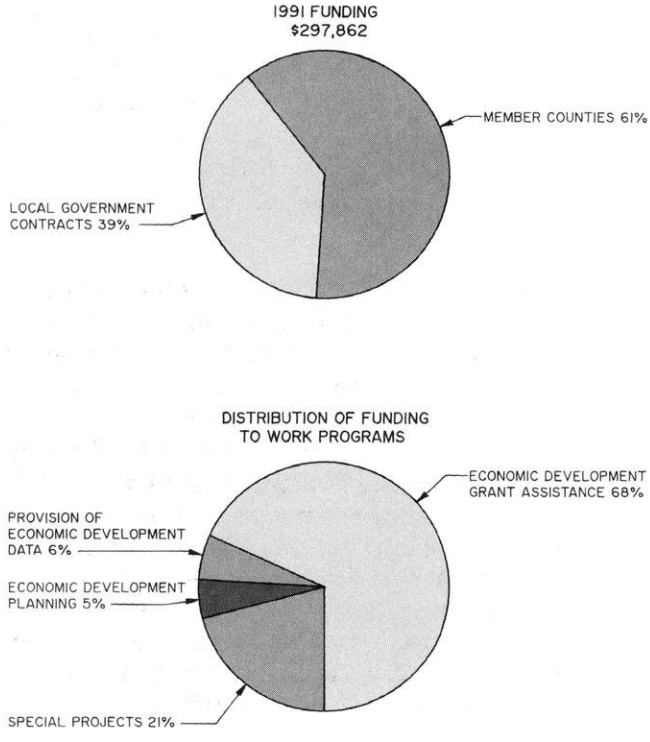
LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING

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

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

Figure 40

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION



During 1991, the Commission engaged in the following local economic development program planning efforts:

- Initiation of the preparation of a City of Cudahy overall economic development program (OEDP) plan and a City of Cudahy economic development fact book. These are scheduled for completion in 1992.

- Provision of the demographic and socioeconomic data necessary to enable preparation of updated county economic development program plans for Kenosha, Washington, and Waukesha Counties. These plans serve to maintain county eligibility for federal public works grants and revolving loan fund programs to further economic development.

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic development-related data. This function also includes the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 1991, the Division prepared written responses from the Commission files to 70 requests for economic development-related data. In addition, the Division responded to approximately 325 requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, federal and state agencies, local development organizations, businesses, and individual citizens. The following are some examples of Division activity in performing this function during 1991:

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

- Provision of assistance to the City of Brookfield on the availability of public and private financial resources available for public facility improvements and direct loans to businesses.

- Provision of assistance to local community staff and representatives of businesses interested in locating or expanding in communities in southeastern Wisconsin, utilizing information on state and federal business loan programs. This assistance was provided on 66 separate occasions at locations in each of the Region's seven counties.

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

Economic development project planning involves conducting detailed economic development planning studies for local units of government, development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 1991, the following representative project planning services were provided:

- In 1991, the Commission staff, in cooperation with the Wisconsin Electric Power Company, updated the series of community economic profiles for communities in southeastern Wisconsin. The profiles, originally prepared in 1984 and updated in 1988 with the assistance of the Wisconsin Electric Power Company, are intended to be used by local units of government and private development organizations in efforts to attract and retain industrial and commercial development. The profiles, prepared in a succinct, easy-to-read format, provide information on resident population, personal income, employment and labor force statistics, financial and educational institutions, public and private utilities and public services, transportation facilities, housing stock, health facilities and services, and media outlets. In addition, each profile is illustrated with a map of the community and of the Southeastern Wisconsin Region. The 1991 update includes new community profiles for the Region, the Milwaukee metropolitan area, each of the constituent seven counties, and 57 cities, villages, and towns within the Region. Figure 41 shows an example of an

Figure 41

EXAMPLE OF COMMUNITY ECONOMIC DEVELOPMENT PROFILE

ECONOMIC PROFILE

City of Waukesha, WI
OCTOBER 1990

Population

Year	Number	Percent Change
1960	30,004	—
1970	39,695	32.3
1980	50,365	26.9
1990*	56,586	12.4

**1990 data are preliminary and therefore subject to change.*

Source: U. S. Bureau of the Census.

Housing

Year	Total Units	Percent Change	Persons per Unit
1960	8,983	—	3.3
1970	12,062	34.2	3.3
1980	18,347	52.1	2.8
1990*	21,084	14.9	2.6

**1990 data are preliminary and therefore subject to change.*

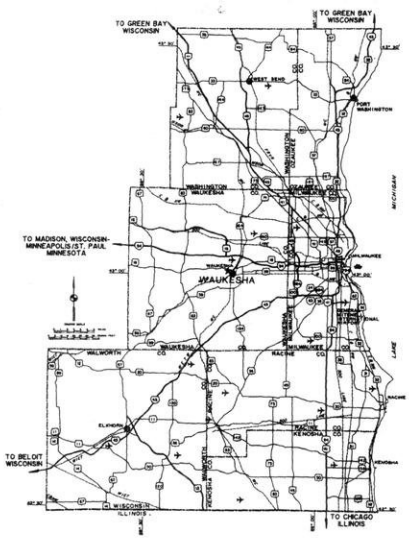
Source: U. S. Bureau of the Census and SEWRPC.

Income

1987 Per Capita Income

City of Waukesha	$12,472
Waukesha County	14,837
Southeastern Wisconsin Region	12,823
Wisconsin	11,417

Source: U. S. Bureau of the Census.



Transportation

Highways
IH 94 is located immediately north, STH 190 is four miles to the north, and STH 83 is five miles west of the City. USH 18, STH's 59 and 164, and CTH's D, T, U, X, Y, and XX also serve the City.

Trucking
There are 202 trucking and warehousing establishments located in Waukesha County.

Water Transportation Facilities
The City is located 17 miles west of the Port of Milwaukee.

Public Transit
The City owns and operates Waukesha Metro Transit, which provides bus service within the City of Waukesha, and is also served by commuter-oriented bus service provided between the City and downtown Milwaukee. Finally, the City is served by several specialized transportation programs for elderly and handicapped county residents.

Railway Service
The City is served by the Chicago & North Western Transportation Company, the Wisconsin Central Limited, and the Wisconsin & Calumet Railroad Company.

Air Service
The City of Waukesha is served by two general aviation airports that are capable of handling a wide variety of business aircraft. These are: Waukesha County-Crites Field, located within the City, and Capitol Airport, located six miles northeast of the City. General Mitchell International Airport, the nearest scheduled air carrier airport, is located 25 miles to the southeast in the City of Milwaukee. Chicago's O'Hare International Airport is located 90 miles to the southeast.

Labor and Wages

WAUKESHA COUNTY EMPLOYMENT: 1989*

Employment by Industry	Number of Persons Employed	Percent of Persons Employed
Agriculture, Forestry, and Fishing	1,000	0.7
Construction	7,200	5.1
Manufacturing	44,000	31.1
Transportation, Communications	6,000	4.2
Wholesale Trade	12,200	8.6
Retail Trade	22,700	16.1
Finance, Insurance, Real Estate	6,000	4.2
Services	28,900	20.4
Government	13,400	9.5
Total	141,400	100.0

**Not included: Self-employed, unpaid family workers, and private household workers.*

Source: Wisconsin Department of Industry, Labor and Human Relations, March 1989; and SEWRPC.

MILWAUKEE SMSA CIVILIAN LABOR FORCE

Total Labor Force	773,800
Employed Labor Force	744,200
Unemployed Labor Force	29,600

Source: Wisconsin Department of Industry, Labor and Human Relations—Average for 1989.

MEDIAN HOURLY WAGES FOR SELECTED OCCUPATIONS: 1988

Occupational Category	Service Delivery Area 12*
Executive, Administrative, and Managerial	$15.00
Professional	11.69
Technical	8.85
Sales	5.00
Administrative Support (including clerical)	7.05
Service Occupations	6.00
Mechanics and Repair Workers	10.30
Construction	14.34
Precision Production	10.96
Production Workers	8.62
Transportation and Material Workers	9.30
Handlers, Equipment Cleaners, and Laborers	7.50

**Wage rates are for Service Delivery Area 12 (which includes Ozaukee, Washington, and Waukesha Counties), and may vary in specific locations within the three-county area.*

Source: Wisconsin Department of Industry, Labor and Human Relations, 1988; and SEWRPC.

Manufacturing

MAJOR MANUFACTURING EMPLOYERS IN THE CITY OF WAUKESHA

Machinery Except Electrical
H. W. Akerman, Inc.
Hein-Werner Corporation
Industrial Clutch Corporation
Plastic Molded Concepts, Inc.
The Sullivan Corporation
Watersoft
Waukesha Cutting Tools
Waukesha Engine Division-Dresser Industries, Inc.

Fabricated Metal Products
Alloy Products Corporation
Amron Corporation
Atlas Metal Parts Company, Inc.
Universal Welding & Engineering

Printing and Publishing
Waukesha County Freeman

Furniture and Fixtures
Aeroshade, Inc.

Primary Metal Industries
Castalloy Corporation
Gartland Foundries, Inc.
Navistar International Corporation, Waukesha Plant
Quality Aluminum Casting Company
Wisconsin Centrifugal, Inc.

Rubber and Miscellaneous Plastics Products
Waukesha Rubber Company, Inc.

Miscellaneous Manufacturing Industries
Schaefer Brush Manufacturing Company, Inc.

Electric and Electronic Equipment
Cooper Power Systems
General Electric Medical Systems Group
Magnetek Electric Corporation

Food and Kindred Products
Holsum Foods
Sanofi Bio Ingredients, Inc.

Source: 1990 Classified Directory of Wisconsin Manufacturers, the City of Waukesha, and SEWRPC.

Government Services

The City of Waukesha has a mayor/city council form of government.

Police and Fire
Police Department: 121 full-time personnel
Fire Department: 90 full-time fire fighters
Fire Underwriters' Rating: 3

Other
The City provides street maintenance, snow removal, refuse collection, and mercury vapor and high-pressure sodium street lighting.

Health

The City of Waukesha is served by Waukesha Memorial Hospital (297 beds), and by the Moreland Medical Center and Southside Medical Clinic. Also, the five other hospitals and seven other clinics located in Waukesha County are all readily accessible to city residents.

Financial

Bank One
831 N. Grand Avenue
Waukesha, Wisconsin 53186
Telephone: (414) 542-2511

F & M Bank
2424 N. Grandview Boulevard
Waukesha, Wisconsin 53188
Telephone: (414) 549-5212

First Wisconsin Bank of Waukesha
101 E. Sunset Drive
Waukesha, Wisconsin 53186
Telephone: (414) 544-5471

M & I Marshall & Ilsley Bank
2110 E. Moreland Boulevard
Waukesha, Wisconsin 53186
Telephone: (414) 549-1020

Waukesha State Bank
100 Bank Street
Waukesha, Wisconsin 53187
Telephone: (414) 549-8500

First Federal Savings Bank of Wisconsin
134 Wisconsin Avenue
Waukesha, Wisconsin 53186
Telephone: (414) 542-4448

First Financial Bank
704 N. Grand Avenue
Waukesha, Wisconsin 53186
Telephone: (414) 547-9100

North Shore Bank
400 E. Broadway
Waukesha, Wisconsin 53186
Telephone: (414) 544-1750

St. Francis Bank
2116 E. Moreland Boulevard
Waukesha, Wisconsin 53186
Telephone: (414) 542-6767

Wauwatosa Savings & Loan Association
1710 Paramount Drive
Waukesha, Wisconsin 53186
Telephone: (414) 549-5960

Education

Number of Schools in the District*

High Schools	2
Junior High	3
Elementary	17
Private Elementary and Secondary Schools	9

Public and Private School Enrollment in the District

PK-8	10,193
9-12	4,559
Total Enrollment 1989-1990 School Year	14,750

**The City of Waukesha is served by the Waukesha School District.*

Source: Wisconsin Public and Nonpublic School Directories, 1989-1990; and SEWRPC.

Standardized Test Results
Based upon the mean scores reported in the nation, Wisconsin students ranked above the national average on the Scholastic Aptitude Test (SAT) and the American College Test (ACT) during the 1988-1989 testing period.

The following post-secondary educational facilities are located within Waukesha County:

Colleges and Universities
Carroll College, City of Waukesha
University of Wisconsin-Waukesha, City of Waukesha

Technical and Vocational Schools
Waukesha County Technical College,
Village of Pewaukee campus
Village of Menomonee Falls campus
City of Waukesha campus

Library
The Waukesha Public Library is a member of the Waukesha County Federated Library System.

Industrial Sites/Business Incubator

Industrial Parks (August 1990)
Acres

Name	Total	Sold	Contact Person
Waukesha Industrial Park	375	375	For both sites: Mr. Frank M. Hedgcock Director of Community Development Telephone: (414) 524-3750
Waukesha Industrial Park-South	80	80	

Source: The City of Waukesha and SEWRPC.

Waukesha Incubator
Description
The Waukesha Area Chamber of Commerce Incubator Committee will provide access to various forms of expertise (i.e., legal, accounting, marketing, etc.) to all individuals seeking assistance locating within the City.

Contact Person
Ms. Lynn Revoy
Waukesha County Technical College
800 Main Street
Pewaukee, Wisconsin 53072
Telephone: (414) 691-5566

Source: Waukesha Area Chamber of Commerce, the City of Waukesha, and SEWRPC.

Utilities

Electric Power
Wisconsin Electric Power Company
Waukesha Service Center
2330 W. Blue Mound Road
Waukesha, Wisconsin 53186
Service Information: (414) 544-7000

Telephone
Wisconsin Bell
A Division of Ameritech, Inc.
Business Service Information:
In State—1-800-924-2000
Out of State—1-800-447-7738

Sanitary Sewerage
City of Waukesha Sewerage Plant
Average Annual Hydraulic Loading: 12 million gallons per day
Average Hydraulic Design Capacity: 16 million gallons per day
Adequate Capacity for New Industry
Rate Information: Waukesha Water Utility—(414) 542-6643

Solid Waste
The City operates a solid waste incinerator. The heat from the process is converted to steam and distributed to industrial users in the adjacent industrial park.

Water
City of Waukesha Water Utility
Source: Deep wells
Pumping Capacity: 15.8 million gallons
Average Daily Consumption: 8.9 million gallons
Adequate Capacity for New Industry
Rate Information: Waukesha Water Utility—(414) 542-6643

Natural Gas
Wisconsin Natural Gas Company
1830 S. West Avenue
Waukesha, Wisconsin 53186
Service Information: (414) 549-1100

Media

Newspapers
Waukesha County Freeman,
Daily except Sunday
200 Park Place
Waukesha, Wisconsin 53186

Milwaukee Journal, Daily
217 Wisconsin Avenue
Waukesha, Wisconsin 53186

Milwaukee Sentinel, Daily
c/o County Courthouse
515 Moreland Boulevard
Waukesha, Wisconsin 53188

USA Today, Weekdays
2900 Swenson Drive, Suite 600
Waukesha, Wisconsin 53186

Broadcasting Stations
Milwaukee

Television Stations	Channel
WCGV (Fox)	24
WISN (ABC)	12
WITI (CBS)	6
WTMJ (NBC)	4
WVTV (Independent)	18
WMVS (PBS)	10
WMVT (PBS)	36
WDJT (Independent)	58
W08BY (Independent)	8
W43AV (Independent)	43
W65BT (Independent)	65
WVCY (Independent)	30

Cable TV: Paragon Cable Television, Inc.

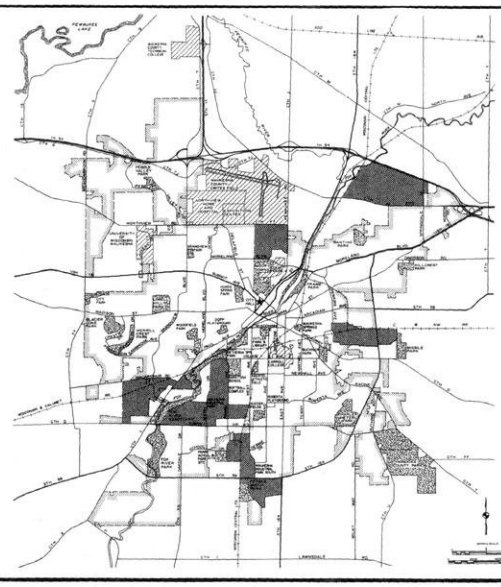
Radio Stations — Waukesha County
Four commercial radio stations are located in Waukesha County. In addition, there are several radio stations located in nearby communities, with a total of 39 stations serving the four-county Milwaukee Metropolitan Statistical Area.

Taxes

Local Property Taxes, 1989
--Assessment Ratio: 0.8992
--Net Rate/$1,000: $27.48
--Total Equalized Value: $1,903,461,100

Source: The City of Waukesha.

City of Waukesha



Contacts

For industrial, commercial, or business information about the City of Waukesha contact:

Local Contacts
- Community Development Director
  City Hall
  201 Delafield Street
  Waukesha, Wisconsin 53188
  Telephone: (414) 524-3750
  Telecopier: (414) 524-3888
- Waukesha Area Chamber of Commerce
  223 Wisconsin Avenue
  Waukesha, Wisconsin 53186
  Telephone: (414) 542-4249
  Telecopier: (414) 542-8068
- Finer Waukesha Committee
  P. O. Box 7
  Waukesha, Wisconsin 53187
  Telephone: (414) 542-2501 Ext. 86
- Waukesha County Economic Development Corporation
  N14 W23777 Stone Ridge Drive, Suite 170
  Waukesha, Wisconsin 53188
- Manager-Economic Development
  Wisconsin Electric Power Company
  231 W. Michigan Street
  P. O. Box 2046
  Milwaukee, Wisconsin 53203
  Telephone: (414) 221-3842
  Telecopier: (414) 221-3853

State Contacts
- Wisconsin Department of Development
  Business Development Service
  P. O. Box 7970
  Madison, Wisconsin 53707
  Telephone: (608) 266-1018
  Telecopier: (608) 267-2829
- Forward Wisconsin, Inc.
  633 W. Wisconsin Avenue, Suite 1001
  Milwaukee, Wisconsin 53203
  Telephone: (414) 223-3999
  Telecopier: (414) 223-3987

P. O. Box 1607
Old Courthouse
Waukesha, Wisconsin
53187-1607
(414) 547-6721

Wisconsin Electric POWER COMPANY

This profile is one in a series of regional, county, and community profiles prepared by the Southeastern Wisconsin Regional Planning Commission in cooperation with the Wisconsin Electric Power Company as a community service.

economic development profile, reduced for the purpose of reproduction here. The communities for which updated profiles have been prepared are shown on Map 35 and are listed in Appendix D.

- At the request of the Racine County Economic Development Corporation, the Commission staff provided technical assistance in survey design and data analysis for a countywide business retention survey and a Burlington Area Chamber of Commerce wage survey, as well as technical assistance in the preparation of fact sheets for a Racine County marketing brochure.

- Commission staff assisted the Waukesha Area Chamber of Commerce in survey design, data analysis, and report generation for a community assessment survey.

- Commission staff provided assistance to the Racine County Economic Development Corporation in the preparation of a City of Burlington application for the Wisconsin Department of Development Main Street Program, approved in November 1991.

- Commission staff served on the Advisory Board for the Center for Urban Economic Development at the University of Wisconsin-Milwaukee and the Waukesha Area Chamber of Commerce Economic Development Committee.

- Commission staff prepared a directory of industrial and business parks in the Southeastern Wisconsin Region.

- The Commission provided staff assistance to the Village of West Milwaukee in conducting a Housing Assistance Ombudsman Program. Activities during 1991 included assisting residents in applying for state and local housing rehabilitation loans, and marketing a local home improvement loan program established with the assistance of the Commission in 1989. The Commission also provided staff assistance to the Village in the implementation of commercial and industrial redevelopment projects. This included the preparation of proposals for the Milwaukee County Community Development Block Grant program assistance to the staff of the Village regarding building and zoning code enforcement.

ECONOMIC DEVELOPMENT, HOUSING, AND PUBLIC FACILITY GRANT ASSISTANCE

The Commission staff provides assistance to local units of government in the preparation of state and federal economic development, housing, and public facility grant applications and in the administration of the programs after issuance of a grant award. The grant applications seek state or federal funding to provide below-market-interest-rate loans to businesses in an effort to expand employment opportunities and to increase the community tax base, to provide for the rehabilitation of existing housing for low- and moderate-income persons, and to improve deficient public facilities serving low- and moderate-income persons.

Grant Preparation

The following list describes successful economic development and housing grant applications prepared with the assistance of the Commission in 1991.

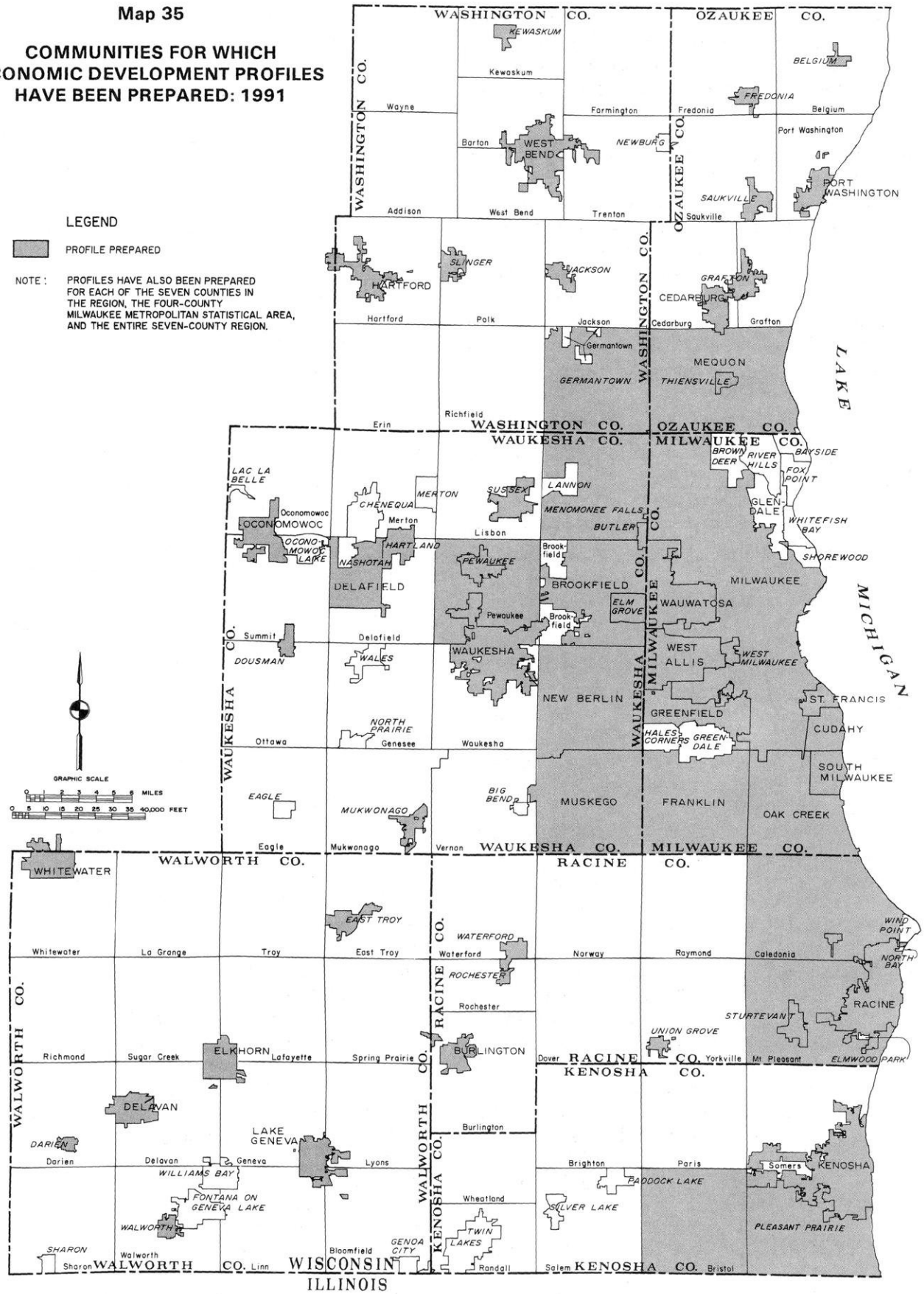
- The Town of Bristol, Kenosha County, was the recipient of a $372,000 Wisconsin Development Fund-Economic Development grant award on behalf of Northlake Engineering, Inc. The loan will be used to purchase machinery and equipment and to provide working capital to an existing manufacturer of custom-designed transformers and related electronic components. The firm will be relocating its manufacturing operations from Antioch, Illinois, to the Town of Bristol Industrial Park. The loan is expected to result in 16 new jobs and generate $1.3 million in private investment.

- Kenosha County was awarded a $747,000 Wisconsin Development Fund-Economic Development grant award on behalf of Nitro-Bar, Ltd. The loan will be used to purchase machinery and equipment and finance the working capital needs of a start-up metal heat treating facility in the Village of Pleasant Prairie. The loan is expected to result in 38 new jobs and to generate $1.8 million in private investment.

- The Village of Belgium was the recipient of a $223,500 Wisconsin Development Fund-Economic Development grant award on behalf of Lakeside Supply, Inc. The loan

Map 35

COMMUNITIES FOR WHICH ECONOMIC DEVELOPMENT PROFILES HAVE BEEN PREPARED: 1991



will be used to assist the firm in constructing a new warehouse and office facility in the Village. The loan is expected to result in 12 new jobs and generate $223,500 in private investment.

- The Town of Grafton, Ozaukee County, received a $367,000 Wisconsin Development Fund-Economic Development grant award on behalf of Advanced Manufacturing Technologies, Inc. The loan will be used to assist the firm in acquiring the assets of Ozaukee Tool, Inc., a manufacturer of precision-machined parts located in the Town. The loan is expected to result in 18 new jobs and generate $1.7 million in private investment.

- The City of Port Washington obtained a $605,000 Wisconsin Development Fund-Development grant award on behalf of Smith Brothers Food Service, Inc. The loan will be used to assist the firm in constructing a new fish processing and distribution facility in the City. The loan is expected to result in five new jobs, allow the retention of 29 existing jobs, and generate $605,000 in private investment.

- The City of Hartford was granted a $372,500 Wisconsin Development Fund-Economic Development grant award on behalf of Phoenix Precision Products, Inc. The loan will be used to assist an existing manufacturer of fabricated metal products, located in the Hartford Innovation Center, in purchasing machinery and equipment and in financing its working capital needs. The loan is expected to result in 20 new jobs and generate $375,000 in private investment.

- The Village of Menomonee Falls was the recipient of a $448,000 Wisconsin Development Fund-Economic Development grant award on behalf of the Children's Community Center, Inc. The loan will be used to assist the nonprofit corporation in constructing a new day-care facility in the Village. The loan is expected to result in five new jobs, allow the retention of 17 existing jobs, and generate $1.2 million in private investment.

- The Village of Sussex received a $207,000 Wisconsin Development Fund-Economic Development grant award on behalf of the Infographix Corporation. The loan will provide assistance in financing the working capital needs of an existing manufacturer of micrographic viewers/printers. The loan is expected to result in 11 new jobs and generate $207,000 in private investment.

- The City of Hartford was the recipient of a Wisconsin Housing Cost Reduction Initiative program grant in the amount of $60,000. This grant application was approved by the Wisconsin Department of Administration. The monies obtained will be used to assist low- and moderate-income home buyers with down payments and closing costs, and low- and moderate-income renters with rent subsidies and first-month rent and security deposits.

The Commission staff also worked with the City of Hartford on the preparation of an application for a housing rehabilitation program grant from the Small Cities Community Development Block Grant program administered by the Wisconsin Department of Administration. The application, in the amount of $500,000, was under preparation at the end of 1991, and, if approved, the monies obtained would be used to continue the owner- and renter-occupied housing rehabilitation program for low- and moderate-income persons in the City.

The Commission staff provided the following technical assistance to communities: 1) assistance to the Village of Slinger in determining the feasibility of submitting a Wisconsin Development Fund application for the installation of sanitary sewer service in areas not presently being served in the Village, 2) assistance to the City of West Bend in determining the feasibility of submitting a Wisconsin Development Fund application for the Barton Dam Rehabilitation Project, 3) review of applications and submission of letters of support for six Wisconsin Community-Based Economic Development grant awards for neighborhood groups in the City of Milwaukee: the East Side Housing Action Coalition, Inc.; Lisbon Avenue Neighborhood Development; the Northwest Side Community Development Corporation; the Sherman Park Community Association; the United Community Center; and the West End Development Corporation, and 4) the preparation and distribution of a summary of the new Wisconsin Development Fund-Public Facilities for Economic Development program administered by the Wisconsin Department of Development.

Grant Administration

In addition to helping local communities apply for available federal and state funds, the Commission will, upon request, contract with successful applicants for the administration of the grant awards and for the administration of revolving loan funds financed with repayments on loans to businesses and home owners. A number of activities are involved in administering the grant awards, including ensuring that the terms of each grant award are met. During 1991, the Commission provided contract services to administer the following federal and state grant awards:

- A Wisconsin Development Fund-Economic Development grant award in the amount of $425,000 obtained by the Village of Menomonee Falls with the assistance of the Commission in 1989. The grant funds were used to provide a business loan to CAAP, Inc., an asbestos abatement contractor. The loan is intended to result in the creation of 42 new jobs and $425,000 in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $174,750 obtained by Washington County with the assistance of the Commission in 1990. The grant funds were used to provide a business loan to Craft-Cast Company, Inc., a precision investment casting foundry. The loan is expected to result in the creation of nine new jobs and $177,750 in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $197,000 obtained by the City of Whitewater with the assistance of the Commission in 1990. The grant funds were used to provide a business loan to Whitewater Hospitality, Inc., for construction of a new motel in the City. The loan resulted in the creation of 10 new jobs and $1.2 million in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $207,000 obtained by the Village of Sussex with the assistance of the Commission in 1991. The grant funds were used to provide a business loan to the Infographix Corporation to finance working capital needs. The loan is expected to result in the creation of 11 new jobs and $207,000 in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $448,000 obtained by the Village of Menomonee Falls with the assistance of the Commission in 1991. The grant funds were used to provide a business loan to the Children's Community Center, Inc., for the construction of a new day-care facility in the Village. The loan is expected to result in the creation of five new jobs, the retention of 17 existing jobs, and the expenditure of $1.2 million in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $372,500 obtained by the City of Hartford with the assistance of the Commission in 1991. The grant funds were used to provide a business loan to Phoenix Precision Products, Inc., for the purchase of machinery and equipment and the financing of working capital needs. The loan is expected to result in the creation of 20 new jobs and $375,000 in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $747,000 obtained by Kenosha County with the assistance of the Commission in 1991. The grant funds were used to provide a business loan to Nitro-Bar, Ltd., for the purchase of machinery and equipment and the financing of working capital needs. The loan is expected to result in the creation of 38 new jobs and $1.8 million in private investment.

- A Wisconsin Development Fund-Economic Development grant award in the amount of $372,000 obtained by the Town of Bristol, Kenosha County, with the assistance of the Commission in 1991. The grant funds were used to provide a business loan to Northlake Engineering, Inc., for the purchase of machinery and equipment and the financing of working capital needs. The loan is expected to result in the creation of 16 new jobs and $1.3 million in private investment.

- A Wisconsin Development Fund housing grant award in the amount of $558,000 obtained by Kenosha County with the assistance of the Commission in 1990. The

grant funds were used to finance the continuation of the housing rehabilitation program in the County outside the City of Kenosha. The grant funds are being used to provide low- or no-interest loans to low- and moderate-income persons to rehabilitate 44 owner-occupied units, six renter-occupied units, and four vacant rental units; to provide accessibility improvements for persons with disabilities to six housing units; to defray the cost of installing sanitary sewer laterals to 15 housing units; and to defray the cost of removing three blighted properties owned by Kenosha County.

- A Wisconsin Department of Administration Housing Cost Reduction Initiative program grant award in the amount of $60,000 obtained by the City of Hartford with the assistance of the Commission in 1991. The Commission will be assisting the City with the implementation of that portion of the program that provides down payments and closing costs for low- and moderate-income home buyers.

Finally, the Commission provided technical assistance in the administration of revolving loan fund programs established through repayments on Wisconsin Development Fund grant awards through the following activities: 1) revision of the Village of East Troy revolving loan fund plan and provision of administrative support for the program, 2) assistance to the City of Oconomowoc with the partial assumption by QF&C Foot Apparel, Ltd., of a Wisconsin Development Fund-Economic Development loan initially made to the Musebeck Shoe Company, 3) provision of technical assistance to the City of Whitewater Community Development Authority in the administration of the City's revolving loan fund program, 4) assistance to the City of Hartford in reviewing an application for funds from the City's revolving loan fund program, and 5) assistance to the Kenosha County Housing Authority with the administration of its housing rehabilitation revolving loan fund program capitalized with loan repayments from Wisconsin Development Fund grant awards obtained with the assistance of the Commission in 1985 and 1988. In addition, the Commission provided technical assistance to the Waukesha County Economic Development Corporation in reviewing applications for business loans from the Waukesha County Community Development Block Grant program.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

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

EDUCATIONAL SERVICES

Educational services are provided by the Division staff to local units of government and citizen groups on request, and are directed at explaining the need for, and purposes of, continuing local, regional, and state planning programs, as well as the relationships that should exist among these different levels of planning. In addition, these efforts are directed at encouraging the creation, organization, staffing, and financing of local planning programs. During 1991, educational efforts included:

- Presentations regarding the general scope of work done by the Commission and the details of specific work programs to local governmental, professional, civic, and student groups, including the Village Board of the Village of Belgium; the Town Board of the Town of Vernon; classes at the University of Wisconsin-Milwaukee, the University of Wisconsin-Parkside, and Waukesha County Technical College; University Extension Agents in Southeastern Wisconsin; the Milwaukee Library Council; Southeast Wisconsin Council on Aging; Mukwonago Rotary Club; Racine County Sierra Club; North Shore Men's Club; and the Waukesha County Board of Realtors.

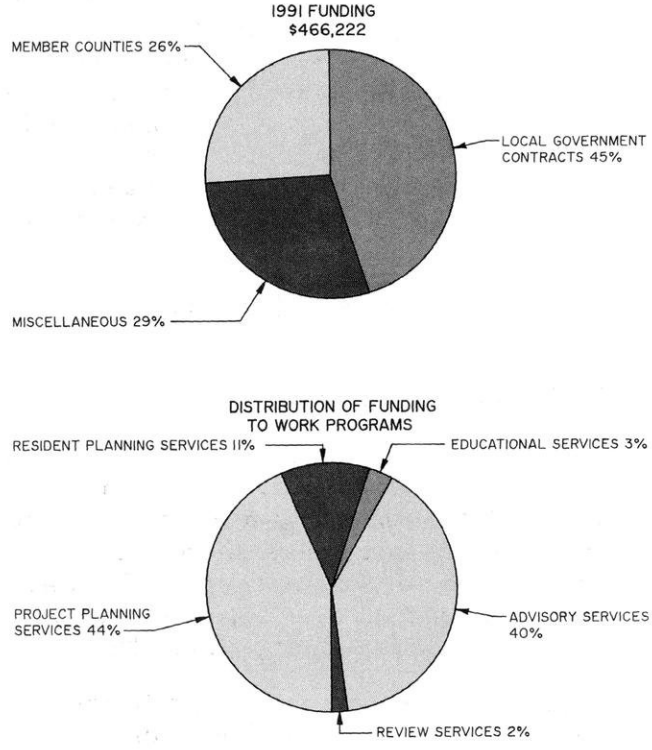
- Conduct of presentations on automated land records management and attendant demonstrations to the Kenosha County Land Conservation Committee; the Racine County Land Information Committee; staffs of St. Louis County, Missouri; Winnebago County, the Kenosha County Real Estate Lister's Office, the Milwaukee County Public Works Department, the City of Oconomowoc, the City of Oshkosh, and the Village of Brown Deer; classes at the University of Wisconsin-Parkside and Waukesha County Technical College; and to the ORACLE Users' Group.

- Presentations regarding the general scope of work done by the Commission and extensive demonstrations of Commission mapping and planning techniques for a delegation of planners and engineers from the People's Republic of China.

- Conduct of wetland preservation presentations to classes at the University of Wisconsin-Milwaukee and the University of

Figure 42

COMMUNITY ASSISTANCE PLANNING DIVISION



Wisconsin-Whitewater; to staff of the Wisconsin Department of Natural Resources Southeast District Office; to members of Citizens for a Better Environment, Ecofocus, and The Nature Conservancy; to a gathering at Retzer Nature Center; to the Waterloo Airport Women's Pilot Association; and to Wisconsin Sustainable Farmers.

- A presentation on prairie development at the Lake Wissota State Park in Fall Creek, Wisconsin, and a presentation on snakes and reptiles to the Riveredge Nature Center Bird Club.

- Participation in a television panel discussion concerning growth in Waukesha County.

- Participation in the national conference of the American Farmland Trust in Washington, D. C.

- Preparation of six Commission newsletters discussing Commission planning programs and related activities. The newsletters are distributed to about 1,500 public officials and interested citizens.

- Preparation and distribution to newspapers and to radio and television stations of seven news releases concerning the conduct of public hearings on new jurisdictional highway system plans for Ozaukee and Walworth Counties and announcing the conduct of bus ridership surveys in the Cities of Racine and Kenosha and in Milwaukee County; special surveys of potential transit user groups within the Blue Mound Road corridor; and a travel survey of Southeastern Wisconsin residents.

- Preparation of the Commission's 1990 Annual Report.

ADVISORY SERVICES

Advisory services consist of making basic planning and engineering data in the Commission's files available to local units of government and private interests, and providing, on an ad hoc basis, technical planning and engineering assistance to local communities. Representative advisory services performed during 1991 included:

- Discussion of sign regulations in the Villages of Kewaskum and Thiensville.

- Interpretation of wetland zoning regulations in the City of Cedarburg and the Village of Oconomowoc Lake.

- Development of work programs for the preparation of a land use plan for the Town of Wheatland and of a neighborhood unit development plan for the Endicott neighborhood in the City of Brookfield.

- Preparation of a work program for developing detailed floodplain information in the Village of Slinger.

- Assistance to the Village of Germantown in the preparation of a "Request for Proposals" document to solicit land use plan proposals from private consultants.

- Preparation of a work program for Racine County that would result in the preparation of a series of 1-inch-equals-400-feet scale aerial photographs depicting shoreland and nonshoreland wetlands as well as Commission-delineated environmental corridors for the County.

- Provision of data to Racine County and the Town of Mount Pleasant regarding requirements of parkland dedication in selected Southeastern Wisconsin communities.

- Provision of information to the Village of East Troy and the Town of Waukesha on the regulation of bed-and-breakfast establishments.

- Review of floodplain development proposals in the Cities of Wauwatosa and Whitewater and the Village of Dousman.

- Participation in a public hearing before the Village of Fontana-on-Geneva Lake which resulted in the adoption of an Environmental Corridor Protection District.

REVIEW SERVICES

Review services are intended to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation. Three basic types of review services are per-

formed: review of local plans, plan implementation devices, and development proposals; review of federal and state grant applications; and review of environmental impact statements, reports, and assessments. The following is a representative sample of review services in the first review category provided by the Division staff in 1991:

- Review of, and comment on, 60 preliminary land subdivision plats, including five plats at the request of Kenosha County for subdivisions located in the Towns of Bristol, Salem, and Somers; 16 plats at the request of Racine County for subdivisions located in the Towns of Caledonia, Mount Pleasant, Norway, and Waterford; six plats at the request of Walworth County for subdivisions located in the Towns of Darien, Delavan, Lyons, Richmond, and Walworth; three plats at the request of the City of Burlington; three plats at the request of the City of Delafield; two plats at the request of the City of Hartford; two plats at the request of the City of Kenosha; six plats at the request of the City of Muskego; four plats at the request of the City of Waukesha; three plats at the request of the Village of Germantown; one plat at the request of the Village of Menomonee Falls; one plat at the request of the Village of Pewaukee; one plat at the request of the Village of Pleasant Prairie; one plat at the request of the Village of Saukville; one plat at the request of the Village of Slinger; one plat at the request of the Village of Sussex; one plat at the request of the Town of Belgium; one plat at the request of the Town of Cedarburg; one plat at the request of the Town of Delafield; and one plat at the request of the Town of Pewaukee.

- Review of, and comment on, 11 certified survey maps, including the review of four certified survey maps in the City of Burlington and seven certified survey maps in the Town of Somers.

- Review and comment on 32 petitions to rezone lands, including five rezoning petitions in the City of Burlington; seven rezoning petitions in the Village of Menomonee Falls; four rezoning petitions in the Village of Slinger; one rezoning petition in the Village of Sussex; and 15 rezoning petitions in the Town of Somers.

Commission activities regarding the review of federal and state grant applications are summarized in Table 27. In total, review comments were provided for 122 applications for federal and state grants, loans, or mortgage insurance guarantees, requesting in the aggregate more than $315 million in federal and state financial assistance. Of the 122 requests, 14 were found to be in conformance with, and to serve to implement, the adopted regional plan elements, and 108 were found to be not in conflict with the adopted regional plan elements. None was found to be in conflict with the adopted regional plan elements.

Division activities regarding the review of environmental impact statements, reports, and assessments are summarized in Table 28. Comments are provided, when required, relating the proposed projects and the data contained in the environmental impact statements to the adopted regional plans.

PROJECT PLANNING SERVICES

Project planning services involve the conduct for local member units of government, at cost, of detailed planning studies resulting in the preparation of local plans and plan implementation devices. During 1991, the following representative project planning efforts were conducted:

- Completion of a land use plan for the City of Cedarburg. This plan, as set forth in SEWRPC Community Assistance Planning Report No. 144, A Development Plan for the City of Cedarburg: 2010, refines and details the adopted regional land use plan.

  The plan provides guidelines for land use development in the City to assist the City Plan Commission in making day-to-day development decisions. The plan also seeks to preserve the strong historic heritage of the City of Cedarburg area. The land use plan for the City is shown in graphic summary form on Map 36.

  The plan also contains an analysis of park needs in the City and provides a park and recreation plan which makes specific recommendations for the provision of needed new parks and also contains recommendations for a network of recreational trails and corridors.

Table 27

STATE AND FEDERAL GRANT REVIEWS: 1991

Review Category	Number of Reviews	Aggregate Amount of Federal and/or State Grant, Loan, or Mortgage Insurance Requests
Community Action	35	$136,163,215
Community Development	6	2,179,798
Community Facilities	5	3,360,000
Conservation	39	144,754,577
Historic Programs	1	918,044
Housing	11	12,108,800
Law Enforcement	1	27,957
Park and Open Space	5	525,360
Solid Waste	2	5,015,995
Transportation	17	10,227,593
Total	122	$315,281,339

Table 28

ENVIRONMENTAL IMPACT STATEMENTS REVIEWED: 1991

Document Reviewed	Requesting Agency
Environmental Impact Statement for the School of Business Administration Building at the University of Wisconsin-Milwaukee	University of Wisconsin-Milwaukee
Environmental Impact Statement for Improvements at the Greater Peoria Regional Airport	182nd Tactical Air Support Group of the Air National Guard

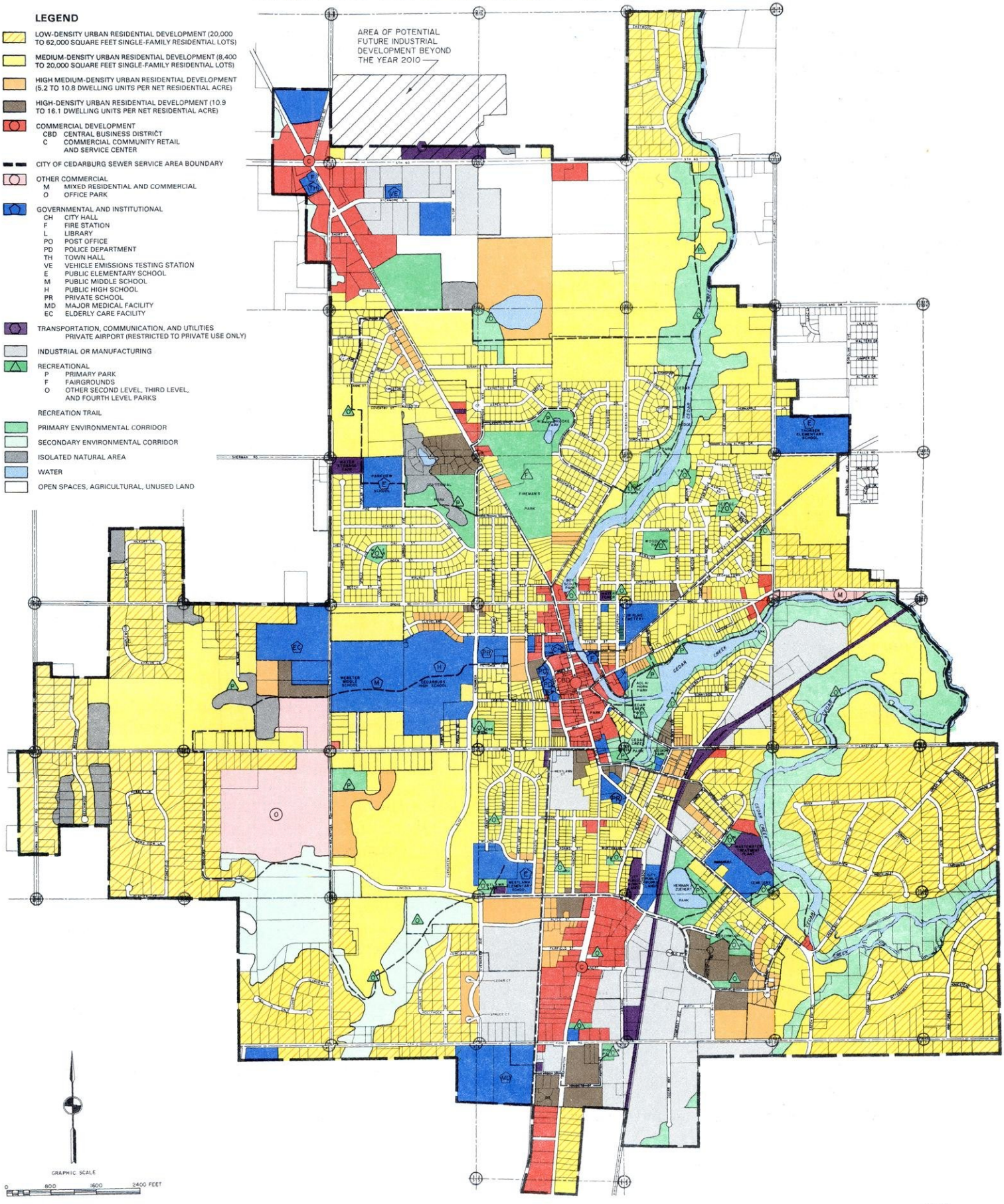
- Completion of a land use plan for the Town of LaGrange. This plan, as set forth in SEWRPC Community Assistance Planning Report No. 168, A Land Use Plan for the Town of LaGrange: 2010, refines and details the adopted regional land use plan.

  The plan provides guidelines for land use development in the rural Walworth County town, where only limited development is expected to occur over the next two to three decades. The plan is intended to assist the Town Plan Commission in making day-to-day development decisions that will ensure the preservation of the Town's rich agricultural base and the protection of its environmental corridors. The plan also makes recommendations for the protection of water quality in the Lauderdale Lakes chain and reviews several administrative and governance options for protecting the lakes.

  The plan recommends extensive zoning changes intended to preserve the rural character of the Town. The land use plan for the Town of LaGrange is shown on Map 37.

Map 36

THE ADOPTED CITY OF CEDARBURG LAND USE PLAN: 2010



- Completion of a land use and platting plan for the CTH HH corridor in the City of Kenosha. The CTH HH plan was one of several detailed plans the Commission staff worked on for the City of Kenosha in 1991. The plan follows the long-standing objective and recommendation of the regional land use plan that urban areas should be formed of, and developed in, a number of individual cellular units rather than as a single, large, formless mass. As much as possible, these cellular, or neighborhood, units should be bounded by arterial streets, major parks, bodies of water, or other natural or cultural features that physically separate one neighborhood unit from another.

  The neighborhood unit is that area most associated with the daily activities of family life. Residential neighborhoods should provide housing for that population that will support one elementary school. The neighborhood should further provide a broad range of housing types as well as a full complement of public and semipublic facilities needed by the families in the neighborhood, such as church, neighborhood park, and neighborhood shopping facilities.

  The neighborhood design provides for the location of future collector and minor land access streets, recommends attendant block and lot configurations as well as areas best suited for residential, commercial, institutional, and recreational use within the neighborhood, and identifies those areas which should be protected from intensive development for environmental reasons. The recommended CTH HH plan is shown on Map 38.

- Completion of a zoning ordinance and related zoning map for the Village of Elm Grove. This ordinance is intended to address contemporary land development issues in the Village. The ordinance is further intended to implement state-mandated programs concerning the preservation and protection of wetlands and floodlands.

- Completion of a series of wetland and woodland preservation text amendments to the City of Brookfield Zoning Ordinance and of a series of attendant wetland and woodland preservation maps prepared at a 1-inch-equals-100-feet scale.

- Completion of mandated wetland zoning regulations for the Villages of Pewaukee and Thiensville.

RESIDENT PLANNING SERVICES

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

During 1991, resident planning assistance was provided on a contractual basis to the Cities of Burlington and New Berlin; to the Villages of Menomonee Falls, Saukville, and Sussex; and to the Town of Somers. Collectively these services required Division staff attendance at and participation in a total of 115 plan commission, town board, village board, and city council meetings. Representative examples of services provided include:

- Preparation of three zoning text amendments to the City of Burlington Zoning Ordinance regarding landscaping of parking lots, child-care centers, temporary uses, and housing for the elderly in business districts.

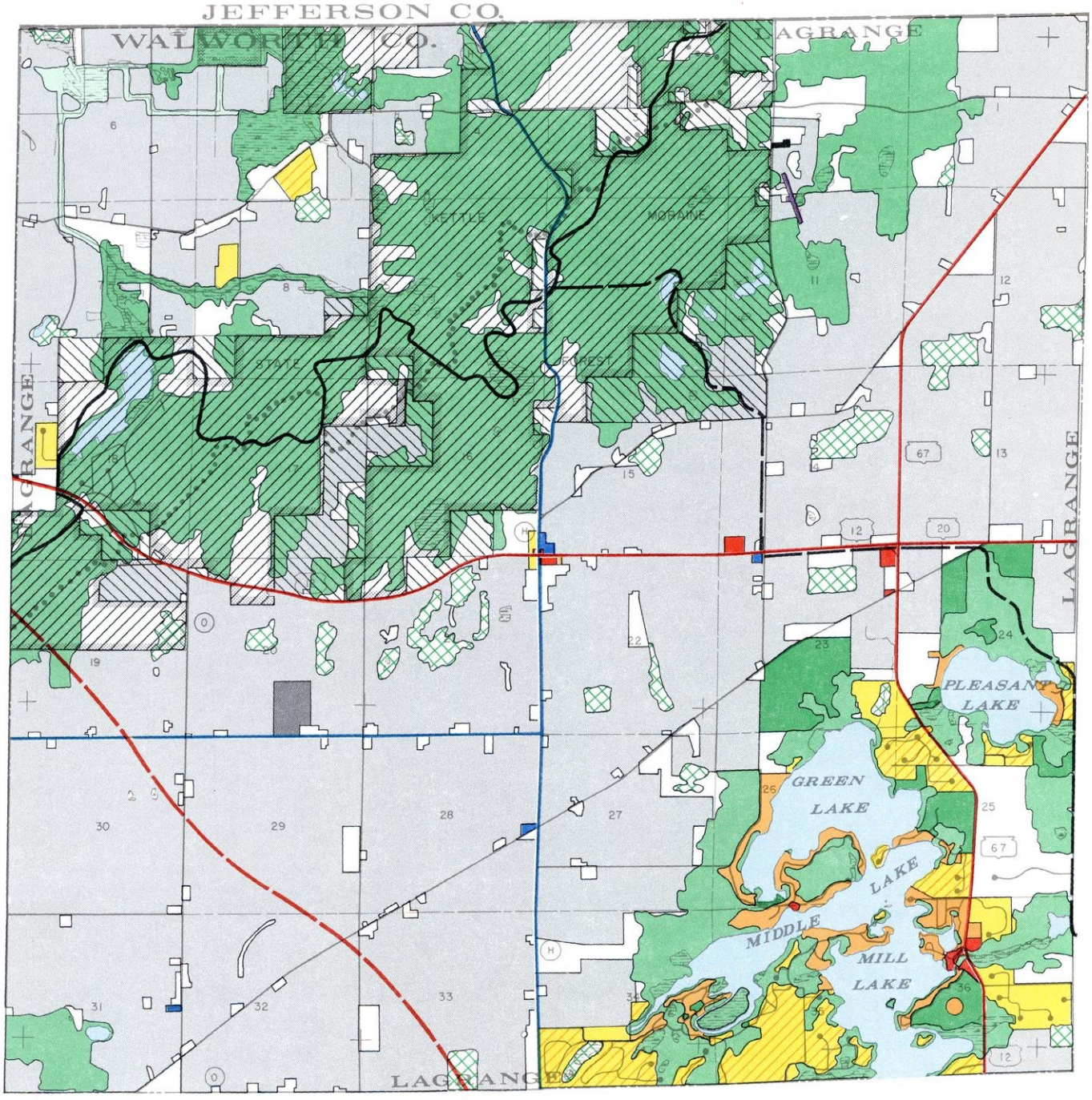
  Review of, and comment on, 15 site development plans, seven conditional-use permit applications, one street vacating, and one annexation for the City.

- Review of, and comment on, a multi-family residential development project in the City of New Berlin.

- Preparation of a zoning text amendment to the Village of Menomonee Falls Zoning Ordinance to assure continued compliance with the Wisconsin floodplain management program. The Commission staff also reviewed and commented on two conditional-use permit applications.

Map 37

THE RECOMMENDED LAND USE PLAN FOR THE TOWN OF LAGRANGE



LEGEND

- SUBURBAN RESIDENTIAL (65,341-217,800 SQ. FT. PER DWELLING UNIT)
- LOW-DENSITY RESIDENTIAL (18,981-65,340 SQ. FT. PER DWELLING UNIT)
- MEDIUM-DENSITY RESIDENTIAL (6,230-18,980 SQ. FT. PER DWELLING UNIT)
- RESIDENTIAL / RECREATIONAL
- COMMERCIAL
- AGRICULTURAL INDUSTRIAL
- EXTRACTIVE AND LANDFILL
- TRANSPORTATION, COMMUNICATIONS, AND UTILITIES
- GOVERNMENTAL AND INSTITUTIONAL
- PARKS AND RECREATION
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL AREA
- PRIME AGRICULTURAL LANDS
- SURFACE WATER
- OTHER AGRICULTURAL AND OPEN LANDS
- KETTLE MORAINE STATE FOREST
- KETTLE MORAINE STATE FOREST PROPOSED ACQUISITION
- EXISTING RECREATIONAL TRAIL
- PROPOSED RECREATIONAL TRAIL

ARTERIAL STREET AND HIGHWAY SYSTEM

- PLANNED STATE TRUNK - FREEWAY
- STATE TRUNK - NON FREEWAY
- COUNTY TRUNK

GRAPHIC SCALE

0 1/4 1/2 MILE

0 2000 4000 FEET

- Preparation of two zoning text amendments to the Village of Saukville Zoning Ordinance regarding accessory uses and permitting use of certain wetlands and floodlands in calculating residential density.

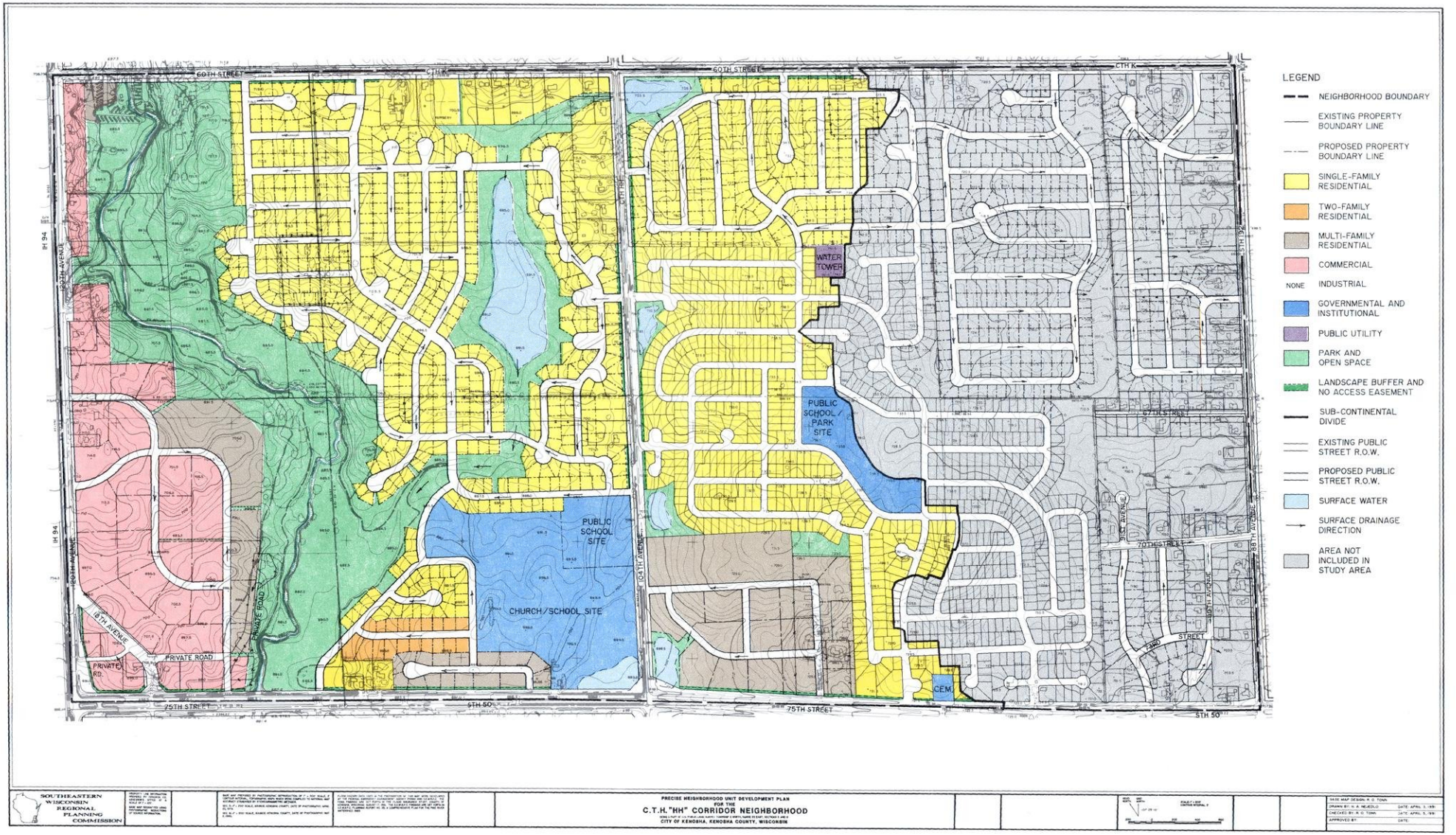
- Preparation of five zoning text amendments to the Village of Sussex Zoning Ordinance regarding residential parking standards, commercial parking standards, modifications for alternative parking, accessory tennis courts, buffer yards, regulation of private swimming pools, and accessory uses, and permitting use of certain wetlands and floodlands in calculating residential density.

- Review of, and comment on, a conditional-use permit application to operate a child-care center in the Village of Sussex industrial park. The Commission also prepared alternative population forecasts for the Village of Sussex/Town of Lisbon Joint Planning Committee. The Commission staff also met with the Maple Avenue Zoning Task Force.

- Review of, and comment on, three conditional-use permit applications and seven applications for zoning variances in the Town of Somers. The Commission staff also provided data on park/school dedication fees in selected Southeastern Wisconsin and Northeastern Illinois communities, reviewed and commented on an amendment to the adopted sanitary sewer service area, and reviewed and commented on the Town of Somers street map.

Map 38

THE RECOMMENDED CTH HH CORRIDOR LAND USE PLAN



SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

PRECISE NEIGHBORHOOD UNIT DEVELOPMENT PLAN FOR THE
C.T.H. "HH" CORRIDOR NEIGHBORHOOD
CITY OF KENOSHA, KENOSHA COUNTY, WISCONSIN

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

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

The Division also serves as a regional coordinating center for the conduct of large-scale topographic and cadastral mapping efforts and the collation of horizontal and vertical survey control data. This function includes the preparation, upon request, of contracts and specifications for large-scale mapping efforts by county and local units of government. Another Division function, begun in 1984, is the indexing and filing of records of all land surveys completed in Milwaukee County. Finally, a major Division function involves final report production, including editing, type composition, proofreading, illustration preparation, offset printing, and binding.

BASE MAPPING

During 1991, work continued on the updating of the Commission's 1-inch-equals-2,000-feet-scale county planning base maps, using 1990 ratioed and rectified aerial photography and Wisconsin Department of Transportation state aid mileage summary maps. In 1991, this updating effort included updating of planimetric features and changing civil division corporate limit lines to reflect recent annexations and incorporations.

TOPOGRAPHIC MAPPING AND SURVEY CONTROL

The Commission prepares and encourages county and local units of government in the Region to prepare 1-inch-equals-100-feet-scale and 1-inch-equals-200-feet-scale, two-foot-contour-interval topographic maps based on a Commission-recommended monumented control survey network, relating the U. S. Public Land Survey System to the State Plane Coordinate System. The Division assists counties and local communities in the preparation of contracts and specifications for these programs. All of the horizontal and vertical control survey data obtained as part of these mapping efforts are compiled by the Division. The Commission thus serves as a center for the collection, collation, and coordination of control survey data throughout the Region.

In 1976, Racine County completed a pioneering program which resulted in the completion of large-scale topographic maps and the attendant relocation, monumentation, and coordination of all U. S. Public Land Survey corners within the County. That work was done in accordance with specifications prepared by the Commission. In 1988, Kenosha County completed a similar program. The County Board assigned the responsibility for the preparation of the necessary contract documents and specifications and for the supervision of the work to the Executive Director of the Commission, a responsibility which included the field inspection of the completed control survey monumentation and the quality control of the land survey, control survey, and topographic mapping work, as well as assistance in obtaining available state grants in partial support of the work. In 1981, Waukesha County undertook a similar countywide program and asked that the Commission staff provide the necessary supervision and assistance. In 1991, Milwaukee County undertook a countywide program under which the land survey and control survey work was completed

and the topographic mapping work was started with the Commission staff providing the necessary supervision and assistance. These county-level surveying and mapping programs represent model programs of national interest.

Map 39 shows those areas of the Region for which, by the end of 1991, large-scale topographic maps have been or are being prepared to Commission-recommended standards. As shown in Figure 43 and Table 29, this area totals 1,449 square miles, or about 54 percent of the total area of the Region. A total of 7,344 U. S. Public Land Survey corners in the Region have been or are being relocated, monumented, and coordinated, representing about 62 percent of all such corners in the Region. The utility of the control survey data developed and collated by the Commission is indicated by the fact that the Commission received over 500 inquiries for such data during 1991 alone.

PROVISION OF OTHER SURVEY-RELATED DATA

The Commission provides, on request, information on the latitude and longitude of specific sites. Such requests come primarily from industrial and institutional establishments. In 1991, requests for such information were fulfilled for 19 sites, bringing to 164 the total number of sites for which information has been provided since 1980. This kind of information has been required in the past primarily for the location of radio transmitters. The need for this kind of information may be expected to increase somewhat in the future as the U. S. Environmental Protection Agency requires the submittal of industrial hazardous and toxic waste data for integration into a national data bank.

MILWAUKEE COUNTY LAND SURVEY RECORDS

In 1984, legislation was enacted which in part requires that in a county having a population of 500,000 or more, where there is no county surveyor, a copy of each land survey plat prepared by a land surveyor be filed in the office of the regional planning commission, the executive director of which is to act in the capacity of county surveyor for the county. Under this act, the commission is also made responsible for perpetuating corners of the U. S. Public Land Survey which may be subject to destruction, removal, or cover-up through construction or other activities and for maintaining a record of the surveys required for such perpetuation. This act became effective on May 28, 1984.

In 1991, under the requirements of the new legislation, the Division received, indexed, and filed 1,609 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria. This brings the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 15,719.

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

1. Numerically by U. S. Public Land Survey township, range, section, quarter section, and record of survey.
2. Alphabetically by minor civil division (city or village).
3. Alphabetically by the property owner or client for whom the survey was completed.
4. Alphabetically by the name of the land surveyor employed by the property owner or client.
5. Chronologically by the date of the survey.

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

Since 1961, the Commission has maintained records on U. S. Public Land Survey corners within the entire Region. However, as already noted, since 1984 the Commission has been responsible for the perpetuation of the U. S. Public Land Survey System in Milwaukee County. In 1991, 81 corners of that system were perpetuated by remonumentation and referencing carried out by, or under the direction of, the

Map 39

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1991

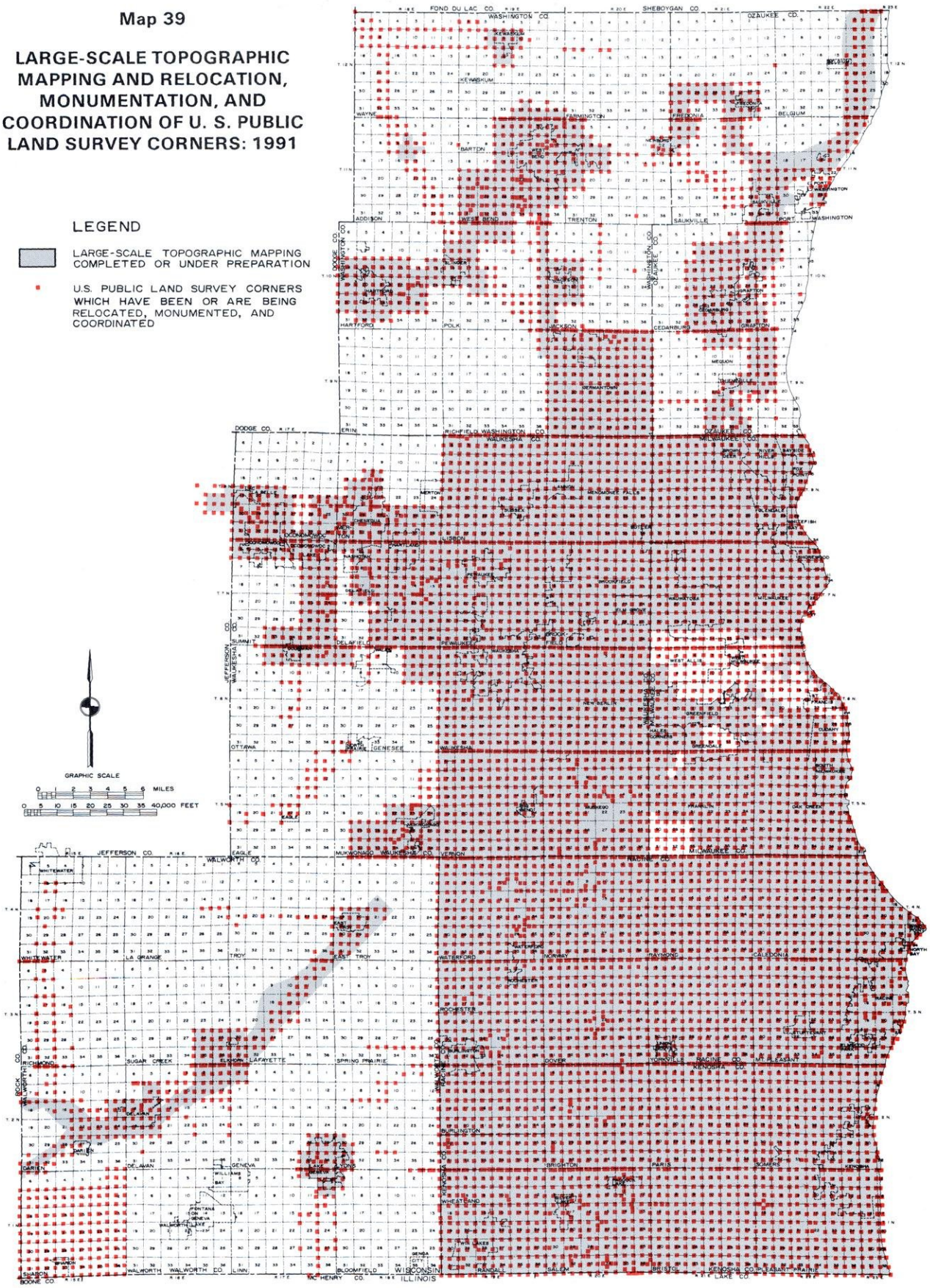
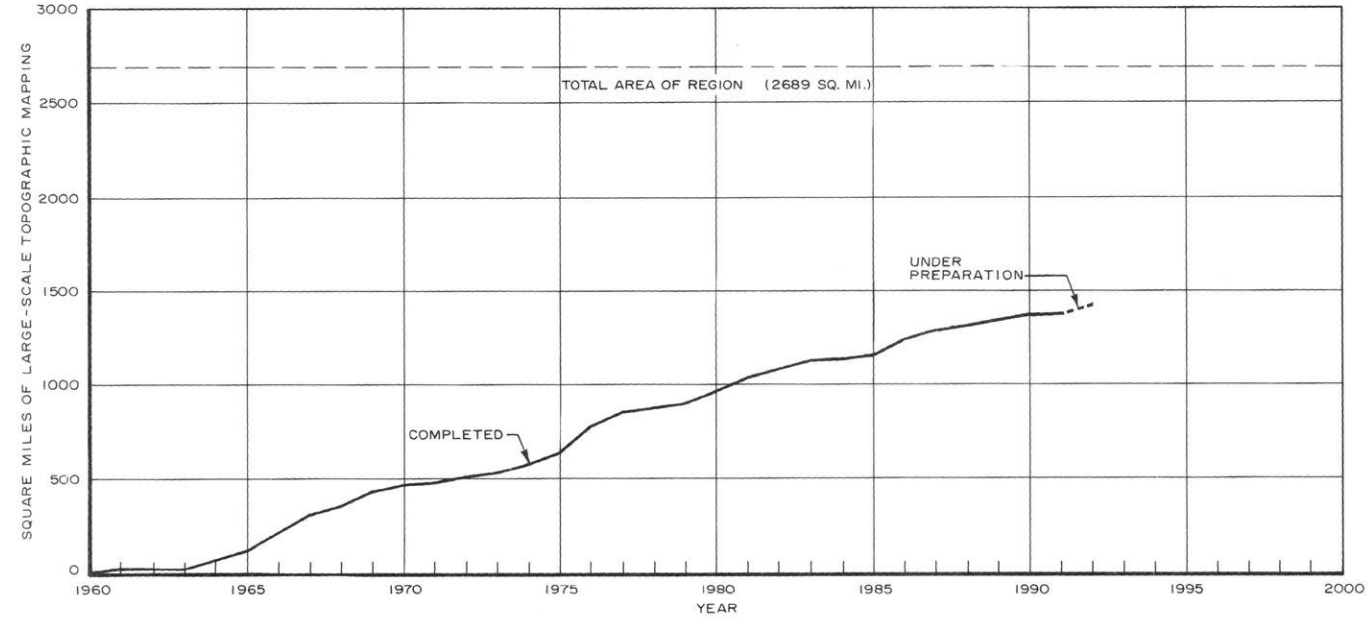
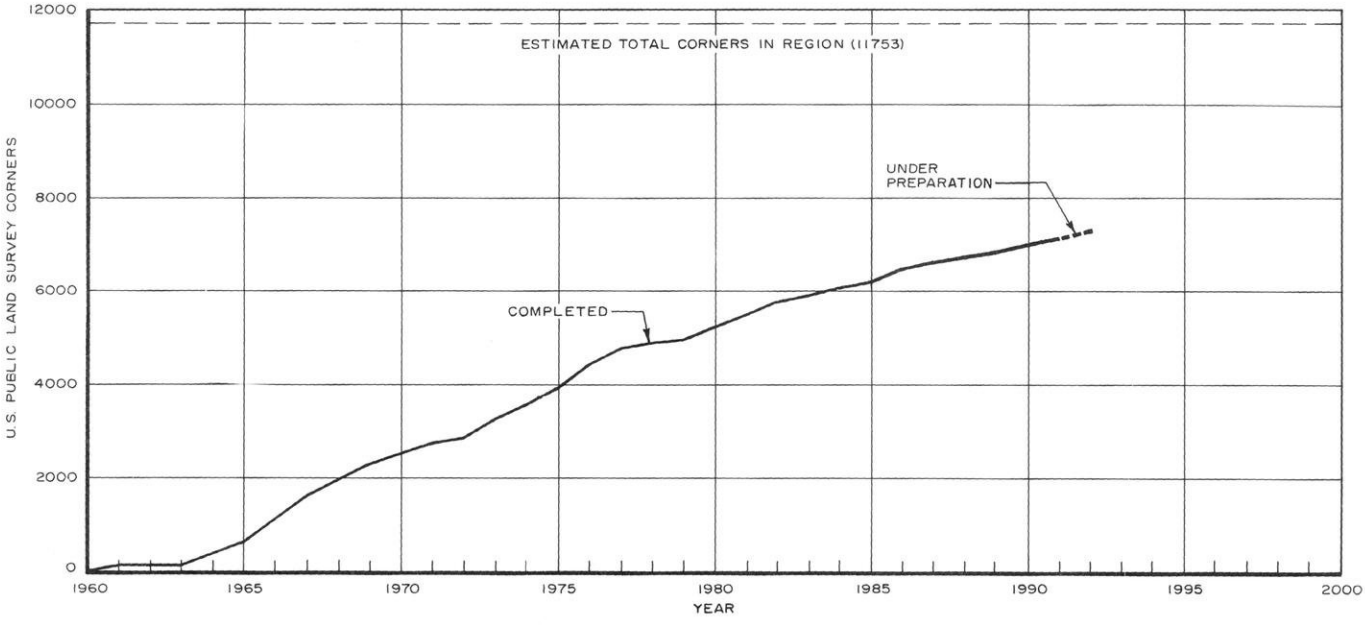


Figure 43

STATUS OF U. S. PUBLIC LAND SURVEY SECTION AND QUARTER-SECTION CORNER RELOCATION, MONUMENTATION, AND COORDINATION AND LARGE-SCALE TOPOGRAPHIC MAPPING IN THE REGION: 1991





Commission staff to replace damaged or substandard monumentation. This brings to 214 the total number of such corners so perpetuated in Milwaukee County since 1984. Also in 1991, dossier sheets were prepared for the 81 remonumented corners as well as for 73 corners which were referenced by the Commission staff subsequent to perpetuation by the Wisconsin Department of Transportation, the Milwaukee County Department of Public Works, and City Engi-

TYPICAL SEWRPC MONUMENT



Table 29

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1991

County	Total Area (square miles)	Area (square miles) of Large-Scale Topographic Mapping Completed or under Preparation							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[a]	Multi-Agency	Total	Percent
Kenosha	278	--	27.75	236.25	--	14.00	--	278.00	100.00
Milwaukee	242	--	11.00	60.75	49.50	77.00	2.50	200.75	82.95
Ozaukee	234	26.75	24.25	12.75	--	13.00	--	76.75	32.80
Racine	340	--	25.50	314.11	--	--	--	339.61	100.00
Walworth	578	30.25	--	--	--	24.00	--	54.25	9.39
Washington	436	1.50	22.75	--	--	89.25	--	113.50	26.03
Waukesha	581	1.25	78.75	160.50	--	145.25	--	385.75	66.39
Region	2,689	59.75	190.00	784.36	49.50	362.50	2.50	1,448.61	53.87

NOTE: Includes only those areas of the Region for which large-scale topographic maps have been or are being prepared and throughout which U. S. Public Land Survey corners have been or are being relocated, monumented, and coordinated utilizing SEWRPC-recommended procedures. Area shown indicates original large-scale topographic mapping programs. Of the 59.75 square miles originally mapped under WisDOT programs, 6.75 square miles have been updated by other agencies. Of the 190.00 square miles originally mapped under SEWRPC programs, 55.75 square miles have been updated by other agencies. Of the 784.36 square miles originally mapped under county programs, 2.00 square miles have been updated by other agencies. Of the 362.50 square miles originally mapped under local programs, 102.25 square miles have been updated by other agencies.

[a]*Includes 20 cities, 18 villages, and 3 towns.*

County	Estimated Total Corners	Number of U. S. Public Land Survey Corners Which Have Been or Are Being Relocated, Monumented, and Coordinated							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[a]	Multi-Agency	Total	Percent
Kenosha	1,203	58	168	914	--	63	--	1,203	100.00
Milwaukee	1,065	72	184	132	159	492	26	1,065	100.00
Ozaukee	1,064	133	179	69	3	72	--	456	42.86
Racine	1,478	--	172	1,306	--	--	--	1,478	100.00
Walworth	2,503	282	--	149	--	121	10	562	22.45
Washington	1,905	139	149	23	--	428	6	745	39.11
Waukesha	2,535	76	463	700	--	596	--	1,835	72.39
Region	11,753	760	1,315	3,293	162	1,772	42	7,344[b]	62.49

[a]*Includes 20 cities, 18 villages, and 3 towns.*

[b]*Because of the need to set witness corners, these 7,344 U. S. Public Land Survey corners, including the centers of the sections, are marked by 7,470 monuments.*

neers. This brings to 401 the total number of such corners so referenced in Milwaukee County since 1984.

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. A total of 10,628 prints of aerial photographs of portions of the Region were reproduced, along with 75 soil map prints and 509 prints of maps in the Commission base map series. Aerial photographs were purchased primarily by local units of government, utilities, real estate agents, retail businesses, and service

and manufacturing companies. Soil photo prints and base maps were purchased primarily by real estate agents, utilities, surveyors, engineers, and individual property owners.

FINAL REPORT PRODUCTION

During 1991 the Division was responsible for the production of the following Commission publications:

PROSPECTUSES

- Des Plaines River Watershed Planning Program Prospectus, September 1991, 62 pages
- Overall Work Program—1992 Southeastern Wisconsin Regional Planning Commission, December 1991, 239 pages

ANNUAL REPORTS

- 1990 Annual Report, July 1991, 198 pages

TECHNICAL REPORTS

- No. 31, Costs of Urban Nonpoint Source Water Pollution Control Measures, June 1991, 109 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin, November 1991, 88 pages
- No. 108, A Park and Open Space Plan for the City of Brookfield, Waukesha County, Wisconsin, August 1991, 119 pages
- No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991, 57 pages
- No. 132, A Park and Open Space Plan for Milwaukee County, November 1991, 129 pages
- No. 135, A Park and Open Space Plan for Walworth County, February 1991, 79 pages
- No. 139, A Land Information System Plan for Walworth County, September 1991, 73 pages
- No. 144, A Development Plan for the City of Cedarburg: 2010, February 1991, 255 pages
- No. 165, A Development Plan for the Burlington Industrial Park Neighborhood, City of Burlington, Racine County, Wisconsin, January 1991, 112 pages
- No. 168, A Land Use Plan for the Town of LaGrange: 2010, March 1991, 124 pages
- No. 183, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin, September 1991, 212 pages
- No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996, February 1991, 148 pages
- No. 193, A Land Information System Plan for Waukesha County, April 1991, 70 pages
- No. 194, A Land Information System Plan for Racine County, August 1991, 60 pages
- No. 196, A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin, November 1991, 180 pages
- No. 197, A Wildlife Habitat Management Plan for the General Electric Company, Medical Systems Group, Lands, City of Waukesha and Town of Pewaukee, Waukesha County, Wisconsin, June 1991, 51 pages
- No. 198, A Management Plan for Wind Lake, Racine County, Wisconsin, December 1991, 140 pages
- No. 199, A Park and Open Space Plan for the Town of Mt. Pleasant, Racine County, Wisconsin, November 1991, 68 pages
- No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, December 1991, 274 pages

MEMORANDUM REPORTS

- No. 14, Village of Menomonee Falls Economic Development Fact Book, September 1991, 136 pages

- No. 41, A Traffic Safety Study of N. Berkeley Boulevard between E. Montclaire Avenue and E. School Road in the Village of Whitefish Bay, Milwaukee County, Wisconsin, November 1991, 28 pages
- No. 48, Washington Avenue (STH 57) Traffic Study in the City of Cedarburg, Ozaukee County, Wisconsin, January 1991, 63 pages
- No. 51, Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls between N. 124th Street (STH 145) and W. Main Street (STH 74), Waukesha County, Wisconsin, January 1991, 16 pages
- No. 52, Traffic Impact Study of the Alpine Valley Music Theatre in the Town of LaFayette, January 1991, 10 pages
- No. 54, Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay, January 1991, 36 pages
- No. 63, A Land Use-Transportation Study of the N. 76th Street Corridor, August 1991, 20 pages
- No. 64, Lake Arterial Extension Planning Study, August 1991, 45 pages
- No. 65, Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin, September 1991, 26 pages

NEWSLETTERS

- Volume 31, Nos. 1-6, 200 pages

OTHER

- Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol, March 1991, 5 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee, March 1991, 9 pages
- Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas, March 1991, 4 pages
- Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area, March 1991, 6 pages
- Amendment to the Regional Water Quality Management Plan—2000, Town of Salem, June 1991, 9 pages
- Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia, June 1991, 2 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland, June 1991, 4 pages
- Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia, September 1991, 4 pages
- Amendment to the Regional Water Quality Management Plan—2000, Town of Norway, September 1991, 40 pages
- Amendment to the Regional Water Quality Management Plan—2000, Town of Norway, September 1991, 1 page
- Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester, September 1991, 1 page
- Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991, 318 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs, December 1991, 1 page
- Amendment to the Regional Water Quality Management Plan: 2000, Lake Pewaukee Sanitary District, December 1991, 6 pages
- Amendment to the Regional Water Quality Management Plan: 2000, City of West Bend/Town of West Bend, December 1991, 3 pages
- Amendment to the Regional Water Quality Management Plan: 2000, Town of Salem, December 1991, 11 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support services to all Commission planning divisions. The Division is responsible for maintaining a regional digital mapping and geographic information system capability that has been developed over a 16-year period. The Division is also responsible for the continuing extension of these data and for processing requests for retrieval of these data. Such requests come not only internally from other Commission divisions, but also externally from local units of government, state and federal agencies, and private interests. In addition, the Division provides technical support in the development of county and local automated land information systems throughout the Region.

Prior to the end of 1990, what is now the Geographic Information Systems Division was a part of the Commission's Information Systems Division. However, for reasons described in the 1990 Annual Report, the Commission determined to terminate its mainframe computer operations and its traditional data processing services program. At the end of 1990, the Information Systems Division was dissolved and the computer mapping and geographic information systems components of that division were retained as the Geographic Information Systems Division.

The Division maintains a master file of regional planning information on more than 600 reels of magnetic tape, representing more than 20,000 active data files. This permits the efficient filing, conversion, and retrieval of planning and engineering data essential to the execution of areawide comprehensive planning. The file's basic unit of geographic reference is the U. S. Public Land Survey section. This file is, however, also organized to permit retrieval of data for various other geographic units, such as civil divisions, census tracts, traffic analysis zones, special planning analysis areas, and watersheds.

COMPUTER MAPPING CAPABILITIES

The Commission has maintained a computer-assisted mapping capability since 1976. Two general types of computer software are currently available for computer-assisted mapping applications. These are computer-assisted drafting (CAD) software and geographic information systems (GIS) software. Superficially, these software products appear to operate in a similar fashion and to produce similar map products, but they are, in fact, quite different in design, operation, and function.

CAD software functions quite well in situations where the only need is for the creation, maintenance, and replication of maps. Where there is the additional need to extract, analyze, and report the information content of maps, or to synthesize map and map-related information, GIS software is a more appropriate tool. In addition, GIS software possesses the capability of simultaneously extracting information from more than one map, synthesizing and analyzing that information, and producing "new" information and "new" maps from the process. The ability to perform these types of operations is especially valuable to the Commission's areawide planning efforts.

The computer software necessary to establish and operate geographic information systems is complex and evolving. True GIS software has been commercially available only within the past several years; prior to 1987, the Commission utilized CAD-type software for its computer-assisted mapping applications. In 1986, the Commission staff evaluated a number of GIS software products then commercially available to identify a software system most suitable for its use. Also evaluated were several products in advanced stages of development, but not yet ready for commercial release. This evaluation led in 1987 to the acquisition by the Commission of the DELTAMAP software system. DELTAMAP, since renamed GENAMAP as the result of a change in ownership of the software company that originally developed the product, is a true GIS software product capable of supporting a wide variety of map digitizing, map production, and map-related analytical functions, including network- and land parcel-based functions.

The computer graphics hardware configuration upon which GENAMAP operates is based upon two networked Hewlett-Packard series 9000, Model 370, engineering work stations, each

having a 19-inch, 16-color monitor and two 571-megabyte disks. These work stations share a Hewlett-Packard 1600/6250 dual-density tape drive and a Hewlett-Packard high-resolution, eight-color pen plotter capable of handling A-size through E-size cut sheet media or 36-inch roll-feed media. The two work stations jointly serve as the support devices for seven Hewlett-Packard 12-inch, eight-color terminals, six of which are attached to Calcomp 44-by-60-inch, high-precision digitizing tables for interactive map data capture and editing. A Calcomp color electrostatic plotter is also available for off-line color map production. This device is capable of handling 44-inch roll-feed media, and can produce monochrome, color-line, and solid color-fill finished drawings at a resolution of 400 dots per inch.

DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

Since its inception, the Commission has recommended that county and local units of government in the Region prepare large-scale topographic and cadastral, or property-boundary, base maps founded upon a Commission-recommended monumented control survey network that precisely and accurately relates the U. S. Public Land Survey System to the State Plane Coordinate System. With the advent of computer-assisted mapping and geographic information systems, counties and local units of government in the Region are beginning to convert conventionally mapped data to digital, that is, computer-readable, form and also developing new mapping directly in digital form. Such mapping forms the foundation for modernized systems of land records management.

Previous annual reports have described early Commission efforts in this respect, beginning with a demonstration project completed by the Commission for Kenosha County in 1986. The findings of that demonstration project were reported in SEWRPC Technical Report No. 30, The Development of an Automated Mapping and Land Information System: A Demonstration Project for the Town of Randall, Kenosha County, September 1985. Based upon that demonstration project, Kenosha County has contracted with the Commission to build, over time, a countywide, multipurpose, automated land information system using state-of-the-art computer hardware and software technology. Such automated land information systems are intended ultimately to provide continuous, readily available, and comprehensive land-related information at the parcel level. Such systems use computer equipment and software for the conversion, storage, retrieval, manipulation, and analysis of land-related information which traditionally has been represented on "hard copy" maps.

During 1990, efforts to develop county-based land information systems were significantly enhanced by the initiation of the Wisconsin Land Information Program. This program, overseen by the Wisconsin Land Information Board, provides a focal point for land records modernization issues and efforts within Wisconsin. Under the program, it is envisioned that counties throughout the State will prepare and implement plans to modernize land records systems.

To help finance the preparation and implementation of such plans, the new state program increases Register of Deeds filing and recording fees, at least for an initial six-year period that began on July 1, 1990. Prior to this period, the fee for recording any eligible document entitled to be recorded in a Register of Deeds office in the State cost $4.00 for the first page and $2.00 for each additional page. Under the program, the filing and recording fee for the first page of any eligible document was increased from $4.00 to $8.00 during the period from July 1, 1990, through June 30, 1991. From July 1, 1991, through June 30, 1996, the filing and recording fee for the first page of any eligible document was further increased to $10.00. The fee of $2.00 per additional page remained unchanged. Any county meeting eligibility requirements regarding land records modernization programs, as set forth below, may retain $2.00 of the $4.00 increase in filing and recording fees that was in effect from July 1, 1990, through June 30, 1991, and $4.00 of the $6.00 increase in filing and recording fees in effect from July 1, 1991, through June 30, 1996. To be eligible to retain these monies, a county must have established a land information office, have developed a countywide land records modernization plan and have received approval of that plan by the Wisconsin Land Information Board within two years after the establishment of the land information office, and use the retained fees to develop, implement, and maintain the county's land records modernization plan. In all cases,

the remaining $2.00 of the increased recording and filing fees must be forwarded to the Wisconsin Land Information Board. Any county which does not meet the eligibility requirements must forward the entire increase to the Board.

The following summarizes the activities carried out during 1991 toward the development of county land information systems within the Region.

Kenosha County

The Commission continued to work with Kenosha County in 1991 in the development of the countywide automated mapping base defined and tested in the Town of Randall demonstration project. As reported in the 1990 Annual Report, the Kenosha County land records modernization plan, set forth in SEWRPC Community Assistance Planning Report No. 185, A Plan for the Creation of an Automated Mapping and Parcel-Based Land Information System for Kenosha County, recommended that the initial thrust of land records modernization in Kenosha County should be to extend the automated mapping base already under development by the County throughout the remainder of the County on a rapidly accelerated schedule. The accelerated schedule would be made possible by the additional funding that could be obtained through use of the retained document filing fees, possible grants from the Wisconsin Land Information Board, and additional funding from the Kenosha Water Utility. These new revenue sources, combined with the continued maintenance of the historic level of funding provided by Kenosha County, would enable the completion of the automated mapping base over a period of about three years.

The Kenosha County land records modernization plan, following its adoption by the Kenosha County Board of Supervisors and the County Executive during 1990, was forwarded to the Wisconsin Land Information Board for its review in the latter part of 1990. In January 1991, the plan was adopted by the Wisconsin Land Information Board, the second land records modernization plan adopted by the Board; the first was the Milwaukee County plan.

The following major steps were taken in 1991 toward implementation of the Kenosha County plan:

- Following the adoption of the plan by the Wisconsin Land Information Board, the County Advisory Committee overseeing the plan implementation effort met and developed a three-year work program for completion of the countywide automated mapping base. High priority in this work program was given to completion of the automated mapping base for that area of the County east of IH 94 and within the service territory of the Kenosha Water Utility, to enable the Utility to use the automated mapping base in the development of an automated water utility infrastructure mapping system.

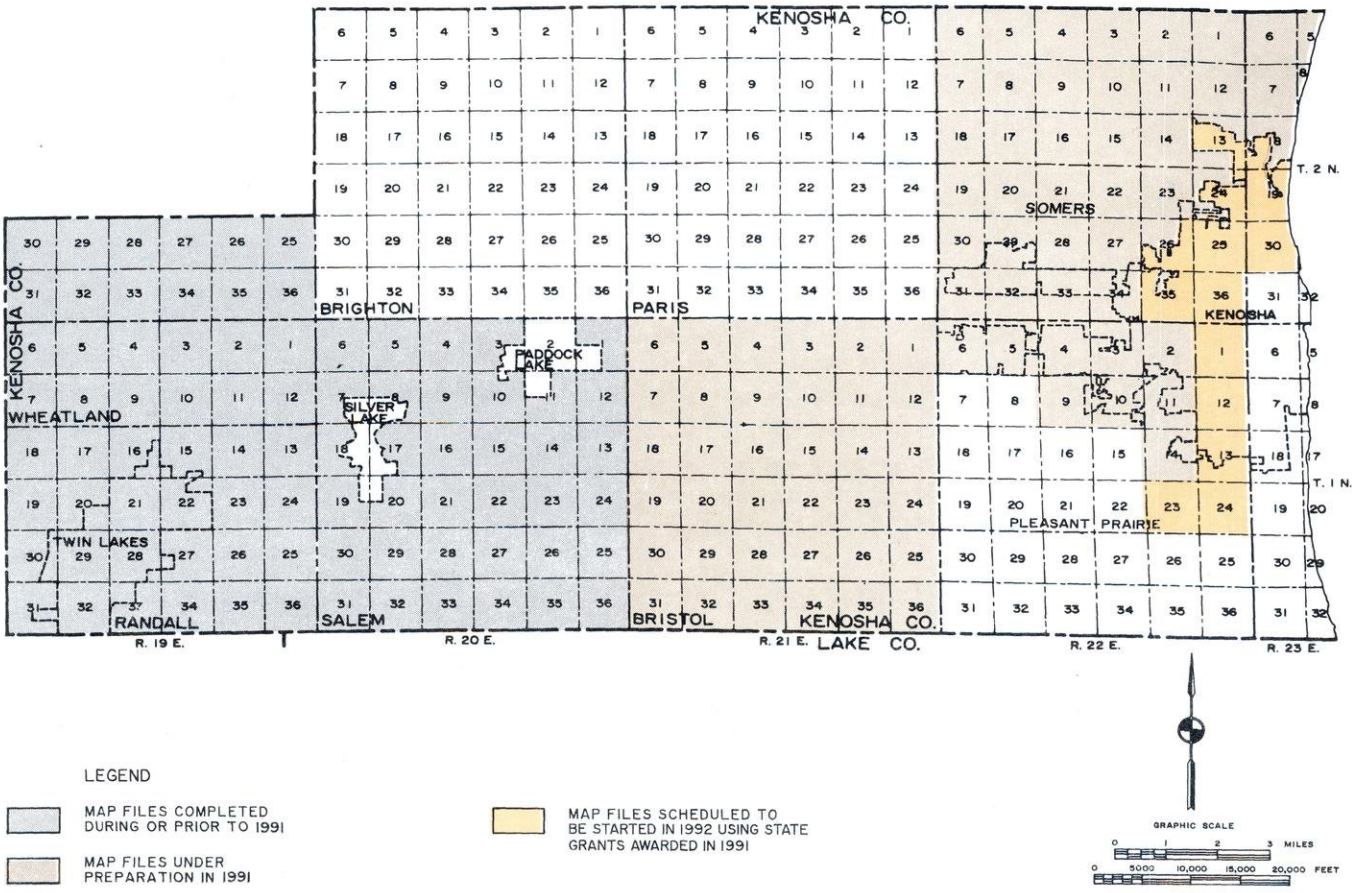
- The execution of an agreement between Kenosha County and the Regional Planning Commission for the extension of the automated mapping base into an additional project area of about 48 square miles containing an estimated 5,750 real property parcels. The funding for this project area, which consists of all of the Town of Bristol and portions of the City of Kenosha and the Village of Pleasant Prairie, is being provided by Kenosha County, the Kenosha Water Utility, and the retained document filing fees.

- The preparation and filing of a grant application with the Wisconsin Land Information Board during the October 1991 grant application period to enable the continued expansion of the countywide automated mapping base. This application, prepared with Commission staff assistance, resulted in an award to Kenosha County in the amount of $100,000. This amount, combined with some additional funding from the County, allowed scheduling of an additional project area of about 5 square miles containing an estimated 6,250 real property parcels consisting of portions of the City of Kenosha and the Village of Pleasant Prairie for automated base map development beginning early in 1992.

- The preparation and filing of a second grant application with the Wisconsin Land Information Board during the December 1991 grant application period. This application, also prepared with Commission staff assistance, resulted in an award to Kenosha County of $50,000. This award, combined with additional funding from Kenosha County, the Kenosha Water Utility, and the

Map 40

STATUS OF LAND INFORMATION SYSTEM AUTOMATED MAPPING BASE IN KENOSHA COUNTY: 1991



retained document filing fees, allowed scheduling of an additional project area for automated base map development later in 1992. This area of about 6 square miles contains an estimated 11,430 real property parcels and consists of a portion of the City of Kenosha.

The status of completion of the automated mapping base in Kenosha County is shown on Map 40. About 80 square miles, or about 29 percent of the area of Kenosha County, has a functional, up-to-date digital mapping base. In an additional 91 square miles, or about 33 percent of the County's area, the development of the automated mapping base was in progress during 1991 or scheduled to begin in 1992, with committed funding secured during 1991.

Milwaukee County

The Commission continued in 1991 to work with Milwaukee County in taking steps toward implementation of the Milwaukee County land records modernization plan. As reported in the 1989 Annual Report, the Milwaukee County plan, set forth in SEWRPC Community Assistance Planning Report No. 177, Feasibility Study for a Milwaukee County Automated Mapping and Land Information System, proposes the development of a countywide, multi-user system of digital maps and related products as the initial step in the development of a modern land records system within Milwaukee County. To implement the plan, a unique public-private partnership was formed in 1990 by Milwaukee County and the major private utilities serving

the County: the Wisconsin Gas Company, the Wisconsin Electric Power Company, and Wisconsin Bell. As part of this partnership effort, a Steering Committee of representatives of the public and private entities concerned has been created to serve as the executive body overseeing the plan implementation effort.

The Milwaukee County land records modernization plan, following its adoption by the Milwaukee County Board of Supervisors and the County Executive during 1990, was forwarded to the Wisconsin Land Information Board for its review in 1990. In January 1991, the plan was adopted by the Wisconsin Land Information Board, the first such county land records modernization plan to be adopted by the Board.

The following major steps were taken in 1991 toward implementation of the Milwaukee County plan:

- The Steering Committee overseeing the plan implementation effort retained the services of a private consultant, the firm of UGC Consulting, Englewood, Colorado, to prepare a detailed study design for the creation of the common digital map data structure that would be needed to implement the multi-user system of digital maps envisioned in the plan. This work entailed the design of a set of digital map feature definitions and specifications that could be used with the wide variety of digital map hardware and software already existing among the Steering Committee participants. This work also investigated the digital map data exchange mechanism that would be necessary to effect efficient digital map data exchange among participants and made recommendations in this area. The study design is set forth in a document entitled Milwaukee County Automated Mapping and Land Information System Implementation Plan, UGC Consulting, July 1991.

- Following completion of the detailed implementation study, the Steering Committee contracted for the preparation of digital planimetric and topographic mapping at a scale of one inch to 100 feet for an area of about 24 square miles in the northern quarter of Milwaukee County not previously mapped to the standards set forth in the adopted county plan, standards promulgated by the Regional Planning Commission since 1961. The Regional Planning Commission agreed to act as agent for the Steering Committee in obtaining this mapping.

- The Steering Committee entered into an agreement with the Regional Planning Commission whereby the Commission would serve as staff to the Steering Committee for the initial phase of the plan implementation work. Under this agreement, the Commission supplies project management services, writes specifications for digital map conversion from existing hard copy map products, arranges for actual digital map preparation either through its own resources or through subcontractors, assembles all digital map products into an integrated digital map data structure, and writes specifications for the acquisition by the Steering Committee of computer hardware and software.

- The Steering Committee entered into negotiations with the U. S. Geological Survey, U. S. Department of the Interior, for use in the Milwaukee County project of the Spatial Data Transfer Standard (SDTS) being developed by the Geological Survey. The SDTS is a neutral digital map data exchange mechanism designed to be computer hardware- and software-independent. Such a mechanism will be needed by the Steering Committee participants as the county plan is implemented. These negotiations were still ongoing at the end of 1991.

- Commission staff, acting on behalf of the Steering Committee, prepared and filed a grant application with the Wisconsin Land Information Board during the October 1991 grant application period. This application resulted in the award of $100,000 to Milwaukee County in support of the digital topographic mapping project noted above.

- Commission staff, again acting on behalf of the Steering Committee, prepared and filed a second grant application with the Wisconsin Land Information Board during the December 1991 grant application period. This application resulted in an award of $50,000, which the Steering Committee will use in partial support of additional digital planimetric and topographic mapping work during 1992. During this same grant application

period, the City of Milwaukee and the City of West Allis each received awards in the amount of $50,000. These funds were to be used by the two cities during 1992 in partial support of work projects that would help to implement the Milwaukee County plan.

Ozaukee County

In June 1991, the Ozaukee County Board of Supervisors requested the assistance of the Commission in the preparation of a plan for the modernization of land records within the County. Following receipt of that request, the Commission met with the Ozaukee County Land Information Committee to discuss possible approaches to preparation of the plan. By the end of 1991, an approach was selected by the Committee and work on the preparation of the plan had begun.

Racine County

During 1990, the Racine County Board of Supervisors adopted a resolution asking the Commission to help Racine County prepare a plan for land records modernization, focusing upon the development of an automated mapping and parcel-based land information system. The Commission met with an Advisory Committee appointed by the Racine County Board to discuss possible approaches to preparing the plan, and, by the end of 1990, an approach was selected by the Advisory Committee and work on the preparation of the plan had begun. The plan was adopted on September 9, 1991, by the Racine County Board of Supervisors, and published in SEWRPC Community Assistance Planning Report No. 194, A Land Information System Plan for Racine County.

The Advisory Committee reviewed the pertinent conclusions of previous research efforts in the area of land records modernization, including the reports of the National Research Council of the National Academy of Sciences, the reports of the Wisconsin Land Records Committee, the guidelines promulgated by the Wisconsin Land Information Board, and the long-standing recommendations of the Regional Planning Commission. The Advisory Committee also reviewed the accomplishments to date of public and private efforts to create automated mapping and land records systems covering all or portions of Racine County.

The Racine County Board concluded that a modernized land records system in the County could best be created by the implementation of a multipurpose, multi-user automated mapping and land information system, following the National Research Council model. The system would have five basic elements: a geodetic reference framework to identify the spatial location of all land-related data; large-scale planimetric and topographic base maps; overlays, including cadastral boundaries and boundaries of various cultural and natural areas; identifiers, including parcel numbers and codes associated with various cultural and natural areas; and nonspatial land information files, including cadastral parcel records and various cultural and natural resource data.

Under the plan, it is intended that the first four of the five elements of the multipurpose cadastre in Racine County, together with a portion of the fifth element, that dealing with zoning information, including floodplains and shorelands, will be provided by the County and that such elements will be made available in digital, that is, computer-readable, form. These elements collectively could constitute the automated mapping base. Building upon that base, Racine County, the local units of government in the County, and public and private utilities operating in the County can create the remainder of the fifth element of the multipurpose, parcel-based cadastre, namely, the supplemental land information files required to support the particular functions of the public and private agencies concerned.

The total cost of completing the entire automated mapping and land information system base for Racine County is estimated at $2.18 million. Of that total, $1.37 million is required to complete the mapping base for the eastern portion of Racine County, defined as all that area of Racine County east of a line nominally two miles west of IH 94. The remaining $0.81 million would be required to complete the western portion of the County. The Advisory Committee identified four potential sources of revenue to support the recommended work program. These include the supplemental Register of Deeds recording and filing fees mandated under the Wisconsin Land Information Program, potential state grants from the Wisconsin Land Information Board, contributions by local governments and utilities, and county tax levy

monies. The recording and filing fees are expected to total about $594,000 over the six-year planning period, or about $99,000 annually. State grants of up to $100,000 can also be sought on an annual basis.

Three alternative but cumulative work programs were formulated by the Advisory Committee for the six-year period from 1991 through 1996. Under a minimum program, defined as a work effort scaled against only the anticipated filing and recording fees, substantial progress would be made over the planning period in completing cadastral map compilation work and beginning the process of digitally converting available data. At the end of the planning period, however, there would not be an operational automated mapping base in place for any significant portion of Racine County.

Under the intermediate program, an assumption was made that Racine County would apply for and be successful in obtaining annual grants in the amount of $100,000 from the Wisconsin Land Information Board. When combined with the retained Register of Deeds filing and recording fees, sufficient funds would become available to permit the completion of a limited, but fully operational, automated mapping base for the eastern portion of Racine County by the end of the six-year planning period.

Under the maximum program, it is assumed that Racine County would not only retain its Register of Deeds filing and recording fees and be successful in receiving state grants in the amount of $100,000 annually from the Wisconsin Land Information Board, but would also levy an average annual property tax of about $165,000 over the six-year period. With such additional local monies, it would be possible to complete the entire automated mapping base for the whole County.

In considering these alternative programs, the Advisory Committee recommended that Racine County proceed with the intermediate program and seek all available state grants. In addition, the Advisory Committee recommended that the County Board and County Executive give careful consideration to funding additional work through a property tax levy in order to permit the completion of a fully functional automated mapping base for the whole County.

The Wisconsin Land Information Board approved the Racine County land information system plan on October 14, 1991. The approval of the county plan by the Wisconsin Land Information Board is a requirement which must be met before the County can expend the retained Register of Deeds filing fees on plan implementation activities.

In an effort to complete the remaining cadastral mapping for Racine County based upon the specifications set forth in the adopted Racine County land information system plan, the County prepared and filed a state grant application seeking $100,000 from the Wisconsin Land Information Board, to be utilized in 1992 in conjunction with additional sources of revenue from the Register of Deeds office and County tax levy monies. An award of $100,000 was subsequently made by the Board. Under the proposed 1992 project, funding will be allocated toward digitized-format, cadastral maps for the City of Racine, in the eastern portion of Racine County. This project will cover approximately 14 square miles and 27,100 parcels at an estimated cost of $298,650.

Walworth County

During 1990, the Walworth County Board of Supervisors requested that the Commission assist the County in the preparation of a land records modernization plan. Following receipt of that request, the Commission met with the Walworth County Land Information Committee to discuss possible approaches to preparation of the plan. By the end of 1990, an approach was selected by the Committee. The plan was completed in 1991; was adopted by the Walworth County Board of Supervisors on October 15, 1991; and was published in SEWRPC Community Assistance Planning Report No. 139, A Land Information System Plan for Walworth County.

The Land Information Committee reviewed pertinent conclusions of previous research efforts in the area of land records modernization, along with the reports of the National Research Council of the National Academy of Sciences, the reports of the Wisconsin Land Records Committee, the guidelines promulgated by the Wisconsin Land Information Board, and the long-standing recommendations of the Regional Planning Commission. The Land Information Committee

also reviewed the efforts and accomplishments to date of public and private automated mapping and land records systems whose operations cover all or portions of Walworth County.

The Land Information Committee concluded that a modernized land records system plan in Walworth County could best be created by the implementation of a multipurpose, multi-user automated mapping and land information system, following the National Research Council model. The system would have five basic elements: a geodetic reference framework to identify the spatial location of all land-related data; large-scale planimetric and topographic base maps; overlays, including cadastral boundaries and boundaries of various cultural and natural areas; identifiers, including parcel numbers and codes associated with various cultural and natural areas; and nonspatial land information files, including cadastral parcel records and various cultural and natural resource data.

Under the plan, it is intended that the first four of the five elements of the multipurpose cadastre in Walworth County ultimately be provided by the County and that such elements be made available in digital, that is, computer-readable, form. These elements collectively would constitute the automated mapping base. Building upon that base, Walworth County, the local units of government in the County, and public and private utilities operating in the County can create the fifth element of the cadastre, namely, the supplemental land information files required to support the particular functions of the public and private agencies concerned. It is also the goal of Walworth County to assist in the modernization of the land records system by creating an automated tract index and by establishing a parcel-identification system consistent with that recommended by the Wisconsin Land Information Board.

The recommended Walworth County land information system plan was prepared for the six-year period from 1991 through 1996. Although it would be desirable to complete the entire automated mapping base recommended for Walworth County by the end of 1996, the Land Information Committee recognized that there were fiscal constraints that would preclude reaching that goal by the end of this initial six-year planning period. The total cost of completing the entire recommended mapping and land information system base for Walworth County is estimated at $6.3 million.

The Land Information Committee identified four potential sources of revenue to support the recommended work program. These include the supplemental Register of Deeds recording and filing fees mandated under the Wisconsin Land Information Program, potential state grants from the Wisconsin Land Information Board, contributions by local governments and utilities, and county tax levy monies. The recording and filing fees are expected to total about $333,300 over the six-year planning period, or about $55,500 annually. State grants of up to $100,000 can be sought on an annual basis. Also, county tax levy monies in the amount of about $68,720 annually are being made available through the County Highway Department budget to the County Surveyor to recover, or relocate, and monument the U. S. Public Land Survey corners in the County and to maintain the recovered and monumented system.

The Wisconsin Land Information Board approved the Walworth County land information system plan on December 9, 1991. The approval of the plan by the Wisconsin Land Information Board is a requirement which must be met before the County can expend the retained Register of Deeds filing fees on plan implementation activities.

In an effort to begin completion of the geodetic reference framework for Walworth County based upon the specifications set forth in the adopted Walworth County land information system plan, the County requested Commission assistance in preparing a state grant application seeking $100,000 from the Wisconsin Land Information Board, to be utilized in 1992 in conjunction with additional sources of revenue from the Walworth County Highway Department and the Register of Deeds office. Under the proposed 1992 project, the geodetic reference framework would have been completed for the entirety of Township 1 North, Range 15 East, encompassing both the Town of Sharon and the Village of Sharon, as well as Section 31, Township 2 North, Range 15 East, located within the Town of Darien. However, the County received a grant award of $50,000 rather than the $100,000 requested, and the proposed project was scaled back to fit the reduced funding level made available. The entire

1992 project is the first stage of an ongoing plan implementation process. The initial stage of that process is scheduled to be completed over the period from January 1, 1992, through December 31, 1992.

Washington County

In March 1991, the Washington County Board of Supervisors adopted a resolution asking the Commission to help Washington County prepare a plan for land records modernization, focusing on the development of an automated mapping and parcel-based land information system. Following receipt of that request, the Commission met with the Washington County Land Information Committee to discuss possible approaches to preparation of the plan. By the end of 1991, an approach was selected by the Committee and work on preparation of the plan had begun.

Waukesha County

In March 1990, the Waukesha County Register of Deeds, acting on behalf of the Waukesha County Geoprocessing Committee, requested that the Commission assist that Committee in the preparation of a plan for the development of an automated mapping and land information system for the County. Following receipt of that request, the Commission met with the Waukesha County Geoprocessing Committee to discuss possible approaches to the preparation of the plan. The plan was completed in 1991, adopted by the Waukesha County Board of Supervisors on June 18, 1991, and published in SEWRPC Community Assistance Planning Report No. 193, A Land Information System Plan for Waukesha County.

Like Kenosha and Racine Counties, Waukesha County had previously established a conventional base mapping program using Commission-recommended specifications. Thus, the Geoprocessing Committee determined that the Waukesha County plan would build upon the program already in place, seeking to complete an automated mapping base for the entire County.

The Geoprocessing Committee reviewed the pertinent conclusions of previous research efforts in the area of land records modernization, including, importantly, the reports of the National Research Council of the National Academy of Sciences, the reports of the Wisconsin Land Records Committee, the guidelines promulgated by the Wisconsin Land Information Board, and the long-standing recommendations of the Regional Planning Commission. The Committee also reviewed accomplishments to date of public and private efforts to create automated mapping and land records systems covering all or portions of Waukesha County.

The Geoprocessing Committee concluded that a modernized land records system in Waukesha County could best be created by the implementation of a multipurpose, multi-user automated mapping and land information system, following the National Research Council model. The system would have five basic elements: a geodetic reference framework to identify the spatial location of all land-related data; large-scale planimetric and topographic base maps; overlays, including cadastral boundaries and boundaries of various cultural and natural areas; identifiers, including parcel numbers and codes associated with various cultural and natural areas; and nonspatial land information files, including cadastral parcel records and various cultural and natural resource data.

Under the plan, it is intended that the first four of the five elements of the multipurpose cadastre in Waukesha County be provided by the County and that such elements be made available in digital, that is, computer-readable, form. These four elements constitute the automated mapping base. Building upon that base, Waukesha County, the local units of government in the County, and public and private utilities operating in the County can create the fifth element of the cadastre, namely, the land information files required to support the particular functions of the public and private agencies concerned.

The recommended Waukesha County land information system plan was prepared for the six-year period from 1991 through 1996, a planning period corresponding with the state legislation which established the supplemental Register of Deeds recording and filing fees. Based on current state law, the additional filing fees expire at the end of state fiscal year 1996. Should sufficient fiscal resources become available, it is intended that the entire automated mapping base recommended for Waukesha County be completed by 1996. The costs necessary to

complete the recommended automated mapping and land information system base for Waukesha County have been estimated at $4.56 million. The projected average annual revenue to support the program totals $367,500. This revenue consists of an assumed $150,000 in county tax levy monies and $217,500 in document recording fees from the Register of Deeds office. The plan recommends that the County seek, on an annual basis over the period from 1991 through 1996, state grants in the amount of $100,000 in support of the work program set forth in the plan. Necessary matching monies would be available through the existing county appropriation for monumenting and base mapping. The plan also recommends that any state grant monies made available to Waukesha County be used first to accelerate the completion of the automated mapping base for the eastern portion of the County, and then, if sufficient monies are available, for any necessary mapping activities in the western portion of the County.

The Wisconsin Land Information Board approved the Waukesha County land information system plan on July 8, 1991. The approval of the plan by the Wisconsin Land Information Board is a requirement which must be met before the County can expend the retained Register of Deeds filing fees on plan implementation activities.

In an effort to complete the geodetic reference framework for Waukesha County based upon the specifications set forth in the adopted Waukesha County land information system plan, the County requested Commission assistance in preparing a state grant application seeking $100,000 from the Wisconsin Land Information Board, to be utilized for project years 1992 and 1993, in conjunction with additional sources of revenue from county tax levy monies, as well as from the Waukesha County Register of Deeds office. The requested amount of $100,000 was subsequently awarded to the County by the Land Information Board. The City of Waukesha also received a grant in the amount of $50,000 to be used in partial support of the plan implementation. Under the two proposed projects, significant progress will be made in 1992 in extending the geodetic reference framework, in preparing new digital topographic and planimetric maps, in compiling real property boundary-line maps, in converting real property boundary-line maps to computer-readable form, and in converting certain planimetric map features from existing conventional topographic maps to computer-readable form.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

The Commission's Administrative Services Division performs a number of functions supportive of the work of all of the other Commission divisions. These functions include financial management, consisting of accounting, bookkeeping, budget control, personnel management, and the implementation of affirmative action and equal opportunity programs; grant-in-aid procurement; purchasing and clerical support; and the sale and distribution of publications.

FINANCIAL MANAGEMENT AND PLANNING

One of the most important functions of the Division is managing the Commission's financial affairs. This includes maintaining a fund accounting system, preparing an annual Commission budget, preparing Commission payrolls, and processing accounts receivable and payable. Through the computerized accounting system, monthly financial management reports are prepared, including budget control, cash flow, and quarterly Treasurer's reports. These reports are utilized by the Commission, its committees, and the Executive Director to ensure that the financial integrity of the Commission is maintained.

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 1991 by maintaining a trust account with a minority-controlled bank within the Commission's service area. In addition, the Commission has established a business enterprise program, including the completion, maintenance, and expansion of a list of disadvantaged/women-owned businesses which are contacted as potential Commission vendors.

The Division is also responsible for preparing the Commission's annual budget. With the help of this document and an accompanying federally required overall work program, the Commission is able to plan and organize its work effort from a sound financial basis.

PERSONNEL ADMINISTRATION

Personnel recruitment, testing, and selection are centered in the Administrative Services Division. During 1991 the Commission continued to make progress in carrying out a comprehensive equal employment opportunity program in the areas of recruitment, employment, promotion, transferring, and training. Action was taken to better monitor applicant flow in order to gauge progress in attracting minority applicants as required in the affirmative action program. Efforts were continued toward attracting qualified minority and women applicants during the year.

GRANT-IN-AID PROCUREMENT

Along with accounting for the federal, state, and local funds received to operate the Commission, the Division is responsible for federal and state grant application preparation. This includes completing the necessary application forms, including supporting narratives describing proposed work programs, preparing budgets to carry out the work programs, and assisting in obtaining final grant approval. These grants provide a substantial portion of the working capital required to carry out the Commission's overall work program.

The Division also processes any claims for reimbursement of expenses incurred under each grant contract, prepares detailed financial status reports as required by federal and state funding agencies, and maintains detailed financial records for audit by grantor agencies.

The Commission's annual overall work program, a document, as already noted, required by federal regulation, is also prepared with the assistance of the Division. This report is an important vehicle for securing federal and state grants-in-aid, and serves as a guide to the financial management of the Commission.

PURCHASING AND CLERICAL SUPPORT

The Administrative Services Division provides the Commission with purchasing services and

clerical staff support in the typing of reports, in addition to the typing of routine and specialized correspondence.

SALE AND DISTRIBUTION OF PUBLICATIONS

During 1991 the Division distributed a total of 47,769 copies of Commission publications. These included: 213 prospectuses, 97 planning reports, 653 amendments to planning reports, 213 technical reports, 2,179 community assistance planning reports, 529 memorandum reports, 48 technical records, 518 annual reports, 14,024 newsletters, 20 conference proceedings, 29,068 community economic development profiles, 65 lake use reports, 4 planning guides, 63 transportation improvement programs, 38 overall work programs, and 37 copies of the special publication entitled Twenty-five Years of Regional Planning. In addition, the Division distributed 10,628 aerial photographs, 75 soils maps, 192 topographic maps, 779 control survey station dossiers and control survey summary diagrams, and 579 maps from the Commission's base map series.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
COMMISSIONERS AND COMMITTEES AS OF DECEMBER 31, 1991

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
***Leon T. Dreger	1994
*Francis J. Pitts	1992
**Sheila M. Siegler	1992
MILWAUKEE COUNTY	
*John R. Bolden	1996
***William Ryan Drew	1996
**Thomas W. Meaux	1992
OZAUKEE COUNTY	
*Leroy A. Bley	1996
**Thomas H. Buestrin	1996
***Elroy J. Schreiner	1994
RACINE COUNTY	
***David B. Falstad	1992
**Martin J. Itzin	1994
*Jean M. Jacobson, Secretary	1996
WALWORTH COUNTY	
**John D. Ames	1996
***Anthony F. Balestrieri	1994
*Allen L. Morrison, Vice-Chairman	1994
WASHINGTON COUNTY	
**Daniel S. Schmidt	1992
*Patricia A. Strachota	1996
***Frank F. Uttech, Chairman	1994
WAUKESHA COUNTY	
***Richard A. Congdon	1992
*Robert F. Hamilton	1994
**William D. Rogan, Treasurer	1992

*County Board-appointed Commissioners.

**Appointed by the Governor from a County Board-approved list of candidates.

***Appointed by the Governor on his own motion without reference to any County Board-approved list.

COMMITTEES

EXECUTIVE COMMITTEE
Frank F. Uttech, Chairman
Allen L. Morrison, Vice-Chairman
Anthony F. Balestrieri
John R. Bolden
David B. Falstad
Robert F. Hamilton
Jean M. Jacobson
Thomas W. Meaux
Francis J. Pitts
William D. Rogan
Elroy J. Schreiner
Sheila M. Siegler

ADMINISTRATIVE COMMITTEE
Francis J. Pitts, Chairman
Jean M. Jacobson, Vice-Chairman
Anthony F. Balestrieri
Thomas H. Buestrin
Richard A. Congdon
David B. Falstad
Allen L. Morrison
William D. Rogan
Frank F. Uttech

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE
Robert F. Hamilton, Chairman
Allen L. Morrison, Vice-Chairman
Leroy A. Bley
Jean M. Jacobson
Thomas W. Meaux
Francis J. Pitts
William D. Rogan
Patricia A. Strachota
Frank F. Uttech

PLANNING AND RESEARCH COMMITTEE
Sheila M. Siegler, Chairman
Daniel S. Schmidt, Vice-Chairman
John D. Ames
Anthony F. Balestrieri
Leroy A. Bley
John R. Bolden
Leon T. Dreger
Martin J. Itzin
Jean M. Jacobson
Allen L. Morrison
William D. Rogan
Elroy J. Schreiner
Patricia A. Strachota
Frank F. Uttech

LONG-RANGE PLANNING AND DEVELOPMENT COMMITTEE
David B. Falstad, Chairman
John R. Bolden
Richard A. Congdon
Jean M. Jacobson
Allen L. Morrison
Francis J. Pitts
Daniel S. Schmidt
Elroy J. Schreiner

Appendix B

COMMISSION ADVISORY COMMITTEES: 1991

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

William D. Rogan . . . . . Commissioner, Southeastern Wisconsin Regional Planning Commission
Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
C. Barry Bateman . . . . . Airport Director, General Mitchell International Airport
Richard A. Bolte . . . . . Director of Transportation, Waukesha County
Edwin H. Daniels . . . . . Citizen Member, Darien
Dennis H. Eiler . . . . . Airport Director, Kenosha Regional Airport
George Gundersen . . . . . Director, Bureau of System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Major Reid M. Knutson . . . . . Base Civil Engineer, Wisconsin Air National Guard
Robert W. Kunkel . . . . . Director, Bureau of Aeronautics, Wisconsin Department of Transportation
Paul C. Leonard . . . . . Regional Vice-President, Central Region, Air Transport Association of America
Patrick Marchese . . . . . Director of Transportation, Milwaukee County
Paul E. Milewski . . . . . Director of Community Development, City of Oak Creek
Glen A. Orcutt . . . . . Airport Planner, U. S. Department of Transportation, Federal Aviation Administration
Sylvester N. Weyker . . . . . Highway Commissioner, Ozaukee County

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR KENOSHA COUNTY

Frederick J. Patrie . . . . . Highway Commissioner, Kenosha County
Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Gary Daniels . . . . . Chairman, Town of Brighton
Ralph L. Drinkwine, Jr. . . . . President, Village of Silver Lake
Raymond A. Forgianni, Jr. . . . . Director of City Development, City of Kenosha
Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Gerald K. Graff . . . . . Chairman, Town of Randall
Russell Hoel . . . . . Chairman, Town of Salem
Donald K. Holland . . . . . Administrator, City of Kenosha
David D. Holtze . . . . . Chairman, Town of Somers
Francis H. Kerkman . . . . . Chairman, Town of Wheatland
Norman H. Krueger . . . . . President, Village of Paddock Lake
George E. Melcher . . . . . Director of Planning and Development, Kenosha County
Patrick E. Moran . . . . . Mayor, City of Kenosha
Larry Oberhofer . . . . . President, Village of Twin Lakes
Robert R. Packee . . . . . District Director, Wisconsin Department of Transportation
Michael R. Pollocoff . . . . . Administrator, Village of Pleasant Prairie
Fred C. Schmalfeldt . . . . . Chairman, Kenosha County Highway and Parks Committee
Audrey J. Van Slochteren . . . . . Chairman, Town of Bristol
August Zirbel, Jr. . . . . Chairman, Town of Paris

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR MILWAUKEE COUNTY

Patrick Marchese . . . . . Director of Transportation, Milwaukee County
Chairman and Secretary
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
John A. Erickson . . . . . City Engineer, City of Milwaukee
Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR MILWAUKEE COUNTY (continued)

Gary J. Hamburg . . . . . Administrator, City of Wauwatosa
Robert R. Packee . . . . . District Director, Wisconsin Department of Transportation
Nick T. Paulos . . . . . Village Engineer, Village of Greendale
James St. John . . . . . Division Administrator, U. S. Department of Transportation, Federal Highway Administration
John E. Schumacher . . . . . City Engineer, City of West Allis
David M. Weis . . . . . City Engineer, City of Glendale

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR RACINE COUNTY

James F. Rooney . . . . . Commissioner, Racine County Highway Commission
Chairman
Cecil F. Mehring . . . . . Highway Engineer, Racine County
Secretary
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Arnold L. Clement . . . . . Planning and Development Director, Racine County
Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Richard J. Furst . . . . . Trustee, Village of Wind Point
Mark A. Gustafson . . . . . City Engineer, City of Burlington
Edmund Karczewski . . . . . Chairman, Town of Dover
John Korzilius . . . . . Trustee, Village of Union Grove
Lawrence M. Krautkramer . . . . . Chairman, Town of Waterford
Fred H. Larson . . . . . Commissioner of Public Works, City of Racine
Brian J. Lawler . . . . . Trustee, Village of Elmwood Park
Wayne A. Loppnow . . . . . Chairman, Town of Raymond
Myrtle A. Lovrine . . . . . Chairman, Town of Burlington
John L. Malchine . . . . . Chairman, Town of Norway
Clay E. Morgan . . . . . President, Village of Sturtevant
Alvin P. Nelson . . . . . Chairman, Town of Yorkville
Peter Nilles . . . . . President, Village of North Bay
Robert R. Packee . . . . . District Director, Wisconsin Department of Transportation
Richard G. Rehberg . . . . . Chairman, Town of Rochester
John P. Robbins . . . . . President, Village of Waterford
Antony Rogers . . . . . Trustee, Village of Rochester
Michael Weber . . . . . Development Coordinator, Town of Mt. Pleasant
Robert Wilson . . . . . Chairman, Town of Caledonia
Thomas N. Wright . . . . . Director of Community Development, City of Racine

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Sylvester N. Weyker . . . . . Highway Commissioner, Ozaukee County
Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Leland J. Allen . . . . . Chairman, Town of Port Washington
Lester A. Bartel, Jr. . . . . Chairman, Town of Grafton
Paul H. Brunquell . . . . . Supervisor, Town of Saukville
Donald C. Bystricky . . . . . President, Village of Belgium
Anthony R. Depies . . . . . City Engineer, City of Port Washington
Robert R. Dreblow . . . . . Director of Engineering and Public Works, City of Cedarburg

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY (continued)

Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Robert Gerke . . . . . Street Commissioner, Village of Thiensville
William S. Heimlich . . . . . Planning Supervisor, Wisconsin Department of Transportation
Frederick Kaul . . . . . Chairman, Ozaukee County Highway Committee
Francis J. Kleckner . . . . . Chairman, Town of Belgium
Jeffery P. Knight . . . . . President, Village of Saukville
Fred W. Koehler, Jr. . . . . Chairman, Town of Fredonia
D. Michael Mucha . . . . . Assistant City Engineer, City of Mequon
William Rathstack . . . . . President, Village of Fredonia
Kenneth A. Roell . . . . . Administrator, Town of Cedarburg
James R. Struck . . . . . Public Works Director, Village of Grafton

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WALWORTH COUNTY

Benjamin Coopman . . . . . Highway Commissioner, Walworth County
Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
James Bilskey . . . . . Chairman, Town of Darien
Gary W. Boden . . . . . City Manager, City of Whitewater
David Bollweg . . . . . Chairman, Town of Linn
Gerald E. Byrnes . . . . . Chairman, Town of Troy
James W. Byrnes . . . . . Chairman, Town of East Troy
Spyro Condos . . . . . Mayor, City of Lake Geneva
John E. Davis . . . . . Supervisor, Town of Delavan
Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Harold J. Friestad . . . . . President, Village of Williams Bay
Carl A. Gustafsen . . . . . Supervisor, Town of LaFayette
Craig A. Guthrie . . . . . Chairman, Town of Sugar Creek
William S. Heimlich . . . . . Planning Supervisor, Wisconsin Department of Transportation
Albert J. Jones . . . . . Trustee, Village of Walworth
Neal Kedzie . . . . . Chairman, Town of LaGrange
Paul Kitzman . . . . . Chairman, Town of Richmond
Richard H. Kraus . . . . . Chairman, Town of Whitewater
Dean Logertman . . . . . President, Village of Darien
Alfred Lynch . . . . . President, Village of Sharon
William R. Mangold . . . . . Chairman, Town of Lyons
James A. Mitchell . . . . . President, Village of East Troy
Allen L. Morrison . . . . . Chairman, Town of Sharon
Paul Ormson . . . . . Mayor, City of Elkhorn
Richard Ploch . . . . . Chairman, Town of Geneva
Joseph H. Schaefer . . . . . Chairman, Walworth County Highway Committee
Charles Schuren . . . . . President, Village of Genoa City
Lyle A. Smith . . . . . Public Works Director, City of Delavan
James Stowell . . . . . Chairman, Town of Spring Prairie
Robert W. Tilton . . . . . Chairman, Town of Bloomfield
William S. Turner . . . . . President, Village of Fontana on the Lake
James Van Dresser . . . . . Chairman, Town of Walworth

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY

Kenneth M. Pesch . . . . . City Engineer, City of West Bend
Chairman
George B. Allman . . . . . Chairman, Town of Kewaskum
Vice-Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Gerald E. Boldt . . . . . President, Village of Jackson
Howard O. Buth . . . . . Supervisor, Washington County
John B. Cappelle . . . . . Director of Community Development, City of West Bend
Peter Gonnering . . . . . Supervisor, Washington County
James E. Heipp . . . . . Supervisor, Town of West Bend
Willard Heppe . . . . . Chairman, Town of Polk
Gordon C. Hoffmann . . . . . Clerk, Town of Jackson
Carl Hohlweck . . . . . Chairman, Town of Wayne
Vernon Kauth . . . . . Trustee, Village of Germantown
John B. Kohl . . . . . Chairman, Town of Richfield
Paul J. Metz . . . . . Chairman, Town of Germantown
Michael R. Miller . . . . . Mayor, City of West Bend
Paul E. Mueller . . . . . Administrator, Land Use and Park Department, Washington County
Dean A. Otte . . . . . Clerk, Village of Slinger
Robert R. Packee . . . . . District Director, Wisconsin Department of Transportation
Merlin Prost . . . . . Chairman, Town of Barton
William Ripp . . . . . City Engineer, City of Hartford
James St. John . . . . . Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Franklin B. Scharrer . . . . . Commissioner, Washington County Highway Department
Reuben J. Schmahl . . . . . Chairman, Washington County Board
Daniel S. Schmidt . . . . . Administrator, Village of Kewaskum
Donald M. Shane . . . . . Citizen Member, Town of Trenton
Robert C. Skeen . . . . . Chairman, Town of Erin
John C. Spielmann . . . . . Economic Development Coordinator, City of Hartford
Maurice P. Strupp . . . . . Chairman, Town of Hartford
John Theusch . . . . . Chairman, Town of Farmington
Carl W. Vogt . . . . . Clerk, Town of Addison
Gary Wendorff . . . . . Member, Planning Commission, City of Hartford
Milton Wilkins . . . . . President, Village of Newburg
Arthur H. Zabel . . . . . Trustee, Village of Germantown

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY

Richard A. Bolte . . . . . Director of Transportation, Waukesha County
Chairman
Kurt W. Bauer . . . . . Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Robert T. Audley . . . . . Chairman, Town of Delafield
Marvin Becker . . . . . President, Village of Merton
James Behrend . . . . . Mayor, City of Delafield
Kathryn C. Bloomberg . . . . . Mayor, City of Brookfield
John W. Brunner . . . . . Chairman, Town of Waukesha
Randall A. Burr . . . . . President, Village of Elm Grove
Richard A. Ensslin . . . . . President, Village of Butler
Lawrence E. Farrell . . . . . President, Village of Pewaukee
Paul Fleischmann . . . . . President, Village of Sussex
Thomas L. Frank . . . . . Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Terry Gissal . . . . . President, Village of Lannon
James Hansen . . . . . President, Village of North Prairie
Donald R. Holt . . . . . Chairman, Town of Lisbon
Vytautas Janusonis . . . . . Chairman, Town of Ottawa
Rasmus Kalnes . . . . . President, Village of Eagle
Thomas Kraus . . . . . Chairman, Town of Merton
Craig H. Lake . . . . . President, Village of Big Bend
David C. Lamerand . . . . . President, Village of Hartland
Robert A. Macur . . . . . Chairman, Town of Vernon

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY (continued)

Joe C. Marchese . . . . . .Chairman, Waukesha County Public Works Committee
Robert R. Packee . . . . . .District Director, Wisconsin Department of Transportation
Brent Redford . . . . . .Chairman, Town of Pewaukee
Edwin H. Rohloff . . . . . .Chairman, Town of Summit
Joseph St. Thomas . . . . . .Chairman, Town of Oconomowoc
Wayne G. Salentine . . . . . .Mayor, City of Muskego
Gordon Scheuneman . . . . . .President, Village of Nashotah
Robert N. Schreiber . . . . . .Chairman, Town of Genesee
Robert J. Steliga . . . . . .President, Village of Menomonee Falls
George Stumpf . . . . . .President, Village of Lac La Belle
Bryce Styza . . . . . .Trustee, Village of Chenequa
Edmond Templeton . . . . . .President, Village of Oconomowoc Lake
Eugene Tenges . . . . . .Supervisor, Town of Brookfield
Duane Thornton . . . . . .Trustee, Village of Mukwonago
Timothy Tully . . . . . .Mayor, City of New Berlin
Paul G. Vrakas . . . . . .Mayor, City of Waukesha
Jay Weinkauf . . . . . .President, Village of Dousman
Michael J. Wettstein . . . . . .President, Village of Wales
Florence Whalen . . . . . .Mayor, City of Oconomowoc
Don Wilton . . . . . .Chairman, Town of Eagle
Gilbert Yerke . . . . . .Chairman, Town of Mukwonago

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

James F. Rooney . . . . . .Director of Public Works, Racine County
Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
James J. Blazek . . . . . .City Engineer, City of Racine
Jon J. Dederich . . . . . .Plan Commissioner, Village of Elmwood Park
Joel P. Ettinger . . . . . .Area Director, U. S. Department of Transportation, Urban Mass Transportation Administration
Richard J. Furst . . . . . .Trustee, Village of Wind Point
George Gundersen . . . . . .Director, Bureau of System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Janice R. Hand . . . . . .Chairman, Town of Mt. Pleasant
Michael L. Hansen . . . . . .Chairman, Wisconsin Coach Lines, Inc.
Wolfgang H. Klassen . . . . . .Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Dennis C. Mahoney . . . . . .President, Village of North Bay
Douglas E. McIntosh . . . . . .Traffic Engineer, City of Racine
Clay E. Morgan . . . . . .President, Village of Sturtevant
Toya M. Nelson . . . . . .Director, Bureau of Transit, Wisconsin Department of Transportation
Cheryl L. Newton . . . . . .Environmental Protection Specialist, Region V, U. S. Environmental Protection Agency
Robert R. Packee . . . . . .District Director, Wisconsin Department of Transportation
James St. John . . . . . .Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Frederick J. Patrie . . . . . .Highway Commissioner, Kenosha County
Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Joel P. Ettinger . . . . . .Area Director, U. S. Department of Transportation, Urban Mass Transportation Administration
George Gundersen . . . . . .Director, Bureau of System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Michael L. Hansen . . . . . .Chairman, Wisconsin Coach Lines, Inc.
Donald K. Holland . . . . . .City Administrator, City of Kenosha

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA (continued)

Edward A. Jenkins . . . . . .Director, Department of Transportation, City of Kenosha
Wolfgang H. Klassen . . . . . .Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Toya M. Nelson . . . . . .Director, Bureau of Transit, Wisconsin Department of Transportation
Cheryl L. Newton . . . . . .Environmental Protection Specialist, Region V, U. S. Environmental Protection Agency
Robert R. Packee . . . . . .District Director, Wisconsin Department of Transportation
Francis J. Pitts . . . . . .Commissioner, Southeastern Wisconsin Regional Planning Commission
James St. John . . . . . .Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Lawrence J. Kenny . . . . . .Supervisor, Milwaukee County Board
Chairman
F. Thomas Ament . . . . . .County Board Chairman, Milwaukee County
John R. Bolden . . . . . .Commissioner of Public Works, City of Milwaukee
Richard A. Bolte . . . . . .Director of Transportation, Waukesha County
Daniel Cupertino, Jr. . . . . .Supervisor, Milwaukee County Board
Ricardo Diaz . . . . . .Commissioner, Department of City Development, City of Milwaukee
Brian G. Du Pont . . . . . .Acting City Engineer, City of Oak Creek
John A. Erickson . . . . . .City Engineer, City of Milwaukee
Patrick Marchese . . . . . .Director of Public Works and Development, Milwaukee County
Mitchell Metz . . . . . .Office of the Mayor, City of Milwaukee
Nick T. Paulos . . . . . .Village Engineer, Village of Greendale
John E. Schumacher . . . . . .City Engineer, City of West Allis
Kevin Soucie . . . . . .Director of Intergovernmental Relations, Milwaukee County
Paul G. Vrakas . . . . . .Mayor, City of Waukesha
Robert J. Welch . . . . . .Director, Department of Fiscal Liaison, City of Milwaukee
S. Howard Young . . . . . .Engineering and Operations Administrator, City of Wauwatosa
Representative (vacant) . . . . . .Local Government, Ozaukee/Washington Counties
Representative (vacant) . . . . . .North Shore Suburbs
Representative (vacant) . . . . . .Waukesha County Suburbs

Ex Officio Nonvoting Members

Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Joel P. Ettinger . . . . . .Area Director, U. S. Department of Transportation, Urban Mass Transportation Administration
Michael L. Hansen . . . . . .Chairman, Wisconsin Coach Lines, Inc.
Wolfgang H. Klassen . . . . . .Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Thomas P. Kujawa . . . . . .Managing Director, Milwaukee County Transit System
Toya M. Nelson . . . . . .Director, Bureau of Transit, Wisconsin Department of Transportation
Robert R. Packee . . . . . .District Director, Wisconsin Department of Transportation
James St. John . . . . . .Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Ernest Wittwer . . . . . .Director, Bureau of Program Management, Wisconsin Department of Transportation

REGIONAL TRANSPORTATION AUTHORITY STUDY COMMITTEE

Richard W. Cutler . . . . . .Attorney, Milwaukee
Chairman
L. Chris Crawley . . . . . .Executive Director, Congress
Vice-Chairman for a Working America
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Norman G. Bauernfeind . . . . . .Racine County Board Supervisor
Kathryn C. Bloomberg . . . . . .Mayor, City of Brookfield
John R. Collins . . . . . .Kenosha County Executive
Ronald R. Fiedler . . . . . .Secretary, Wisconsin Department of Transportation
William F. Kachel . . . . . .Ozaukee County Board Supervisor
Lawrence J. Kenny . . . . . .Milwaukee County Board Supervisor
James A. Luebke . . . . . .Waukesha County Board Supervisor
Louise I. Principe . . . . . .Kenosha County Board Supervisor
James F. Rooney . . . . . .Public Works Director, Racine County
Joseph H. Schaefer . . . . . .Walworth County Board Supervisor
Frank B. Scharrer . . . . . .Washington County Highway Commissioner
David F. Schulz . . . . . .Milwaukee County Executive
Robert R. Spitzer . . . . . .President, Milwaukee School of Engineering
John B. Torinus . . . . . .Chief Executive Officer, Serigraph, Inc.
Sylvester N. Weyker . . . . . .Ozaukee County Highway Commissioner

ROOT RIVER WATERSHED COMMITTEE

M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture,
Chairman Milwaukee County
Thomas N. Wright . . . . . .Director of Community
Vice-Chairman Development, City of Racine
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
John M. Bennett . . . . . .City Engineer, City of Franklin
James J. Blazek . . . . . .City Engineer, City of Racine
Alvin E. Czysh . . . . . .City Engineer, City of Oak Creek
N. Owen Davies . . . . . .Mayor, City of Racine
Raymond T. Dwyer . . . . . .City Engineer, City of Greenfield
Ruth Hilfiker . . . . . .Natural Resources Agent, Racine County
Orville L. Kurth . . . . . .District Conservationist, U. S. Soil Conservation
Service, Milwaukee and Waukesha Counties
Neal T. O'Reilly . . . . . .Water Resources Planner, Southeast District,
Wisconsin Department of Natural Resources
Nick T. Paulos . . . . . .Village Engineer, Village of Greendale
Dale B. Richards . . . . . .Mayor, City of Oak Creek
James F. Rooney . . . . . .Director of Public Works, Racine County
James R. Ryan . . . . . .President, Village of Hales Corners
Wayne G. Salentine . . . . . .Mayor, City of Muskego
John E. Schumacher . . . . . .City Engineer, City of West Allis
Wallace White . . . . . .Executive Director, Milwaukee
Metropolitan Sewerage District

FOX RIVER WATERSHED COMMITTEE

William D. Rogan . . . . . .Commissioner, Southeastern
Chairman Wisconsin Regional Planning Commission
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Nolan Anderson . . . . . .Agricultural Agent, Walworth County
Gilbert B. Bakke . . . . . .President, Village of Waterford
Jack A. Bierman, Sr. . . . . .President, Village of Rochester
Kathryn C. Bloomberg . . . . . .Mayor, City of Brookfield
William Burmeister . . . . . .Chairman, Norway-Dover Drainage District
Arnold L. Clement . . . . . .Planning and Development Director,
Racine County
Steven J. David . . . . . .Mayor, City of Burlington
Frank H. Dobbs . . . . . .Director, Walworth County Planning,
Zoning and Sanitation Department
George S. Hardie . . . . . .Chairman, Western Racine County Sewerage District
Robert E. Harvey . . . . . .Citizen Member, Town of Mukwonago
Ruth Hilfiker . . . . . .Resource Agent, UW-Extension,
Kenosha County and Racine County
Lloyd Human . . . . . .Chairman, Town of Norway
Ronald W. Kazmierczak . . . . . .Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
Francis Kerkman . . . . . .Chairman, Town of Wheatland
Lawrence M. Krautkramer . . . . . .Chairman, Town of Waterford
Orville L. Kurth . . . . . .District Conservationist,
U. S. Soil Conservation Service

FOX RIVER WATERSHED COMMITTEE (continued)

George E. Melcher . . . . . .Director, Office of Planning and
Development, Kenosha County
John H. Mielke . . . . . .Consulting Engineer, Ruekert & Mielke, Waukesha
Raymond J. Moyer, Jr. . . . . .Citizen Member, Town of Waterford
Sterling A. Peck . . . . . .Chairman, Town of Vernon
Cloyd A. Porter . . . . . .Wisconsin State Representative
Richard G. Rehberg . . . . . .Chairman, Town of Rochester
Herbert E. Ripley . . . . . .Health Officer, Waukesha County
Health Department
Wayne G. Salentine . . . . . .Mayor, City of Muskego
Phil Sander . . . . . .Executive Secretary, Southeastern
Wisconsin Sportsmen's Federation
Dr. Bruno E. Schiffleger . . . . . .Citizen Member, City of Elkhorn
Arthur Stratton . . . . . .Commissioner, Hoosier Creek Drainage District
Walter J. Tarmann . . . . . .Director, Waukesha County Park
and Planning Commission
Rodney M. Vanden Noven . . . . . .Director of Public Works, City of Waukesha
Stan Wilson . . . . . .Citizen Member, City of Burlington
John R. Zillmer . . . . . .Secretary, Ice Age Park and Trail
Foundation, Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler . . . . . .Attorney, Milwaukee
Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
John R. Bolden . . . . . .Commissioner of Public Works, City of Milwaukee
Lawrence Brumm . . . . . .President, Milwaukee River Restoration Council, Inc.
Randy J. Bukas . . . . . .Administrator, Village of Saukville
Delbert J. Cook . . . . . .Chairman, Cedar Creek Restoration Council
Arthur G. Degnitz . . . . . .Clerk, Washington County
James B. Esselman . . . . . .Chairman, Town of Trenton
Edward Frauenheim . . . . . .County Board Chairman, Sheboygan County
Lawrence W. Hillman . . . . . .Citizen Member
John Justen . . . . . .Citizen Member
Ronald W. Kazmierczak . . . . . .Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
Robert L. Konik . . . . . .Planner, Fond du Lac County
Paul E. Mueller . . . . . .Land Use and Park Administrator, Washington County
Steven Narveson . . . . . .Director, Ozaukee County
Department of Environmental Health
Donald A. Roensch . . . . . .Administrator/Engineer, City of Mequon
M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture,
Milwaukee County
Wallace White . . . . . .Executive Director, Milwaukee
Metropolitan Sewerage District
Richard E. Zarling . . . . . .Director of Elementary Education,
Kewaskum Community Schools

MENOMONEE RIVER WATERSHED COMMITTEE

John R. Bolden . . . . . .Commissioner of Public Works,
Chairman City of Milwaukee
Gordon Rozmus . . . . . .City Planner,
Vice-Chairman City of Wauwatosa
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Glenn H. Evans . . . . . .Citizens for Menomonee River Restoration
Richard Farrenkopf . . . . . .Manager, Village of Menomonee Falls
Frank S. Hartay . . . . . .Director of Manufacturing, Falk Corporation, Milwaukee
Edmund M. Henschel . . . . . .Manager, Village of Elm Grove
Ronald W. Kazmierczak . . . . . .Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
George C. Keller . . . . . .President, Wauwatosa State Bank
Raymond J. Kipp . . . . . .Former Dean, College of Engineering,
Marquette University
Donald A. Roensch . . . . . .Administrator/Engineer, City of Mequon
John E. Schumacher . . . . . .City Engineer, City of West Allis
M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture,
Milwaukee County
Walter J. Tarmann . . . . . .Director, Waukesha County Park
and Planning Commission
Lloyd L. Turner . . . . . .Director of Public Works, Village of Germantown
Clark E. Wangerin . . . . . .Special Projects Engineer, City of Brookfield
Wallace White . . . . . .Executive Director, Milwaukee
Metropolitan Sewerage District

KINNICKINNIC RIVER WATERSHED COMMITTEE

M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture, Milwaukee County
Chairman
John A. Erickson . . . . . .City Engineer, City of Milwaukee
Vice-Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Raymond T. Dwyer . . . . . .City Engineer, City of Greenfield
E. Craig Faucett . . . . . .Director of Engineering, City of Cudahy
Patrick Marchese . . . . . .Director of Transportation and Public Works, Milwaukee County
Stanley Polewski . . . . . .Proprietor, Polewski Pharmacy, Milwaukee
Rudolfo N. Salcedo . . . . . .Environmental Scientist, Department of City Development, City of Milwaukee
Frank Schultz . . . . . .District Engineer, Southeast District, Wisconsin Department of Natural Resources
John E. Schumacher . . . . . .City Engineer, City of West Allis
Frank J. Wabiszewski . . . . . .Vice-President, Maynard Steel Casting Company, Milwaukee
Wallace White . . . . . .Executive Director, Milwaukee Metropolitan Sewerage District

PIKE RIVER WATERSHED COMMITTEE

George E. Melcher . . . . . .Director of Planning and Development, Kenosha County
Chairman
Richard C. Christensen . . . . . .Chairman, Mt. Pleasant Stormwater Drainage District
Vice-Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Les Aspin . . . . . .Congressman, 1st District
Arnold L. Clement . . . . . .Planning and Development Director, Racine County
Raymond A. Forgianni, Jr. . . . . .Director of Development, City of Kenosha
Janice R. Hand . . . . . .Chairman, Town of Mt. Pleasant
Gerald L. Hebard . . . . . .District Conservationist, U. S. Soil Conservation Service, Racine County
Ruth Hilfiker . . . . . .Natural Resources Agent, Racine County
Donald K. Holland . . . . . .Director of Public Works, City of Kenosha
David D. Holtze . . . . . .Chairman, Town of Somers
Niels E. Ladine . . . . . .Director, Parks Department, Kenosha County
Fred H. Larson . . . . . .Director of Public Works, City of Racine
Leverett F. Leet . . . . . .Retired Farmer, Town of Somers
Chelvadurai Manogaran . . . . . .Associate Professor, Department of Geography, University of Wisconsin-Parkside
Clay E. Morgan . . . . . .President, Village of Sturtevant
O. Fred Nelson . . . . . .Manager, Kenosha Water Utility
Neal T. O'Reilly . . . . . .Water Resources Planner, Southeast District, Wisconsin Department of Natural Resources
Francis J. Pitts . . . . . .Commissioner, Southeastern Wisconsin Regional Planning Commission
Michael F. Weber . . . . . .Administrator, Town of Mt. Pleasant

OAK CREEK WATERSHED COMMITTEE

Norbert S. Theine . . . . . .Administrator, City of South Milwaukee
Chairman
Paul E. Milewski . . . . . .Director of Community Development, City of Oak Creek
Vice-Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
John M. Bennett . . . . . .City Engineer, City of Franklin
Thomas D. Borgwardt . . . . . .Airport Engineer, Milwaukee County Department of Public Works
John A. Erickson . . . . . .City Engineer, City of Milwaukee
Ronald W. Kazmierczak . . . . . .Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Richard A. Keyes . . . . . .Environmental Engineer, Department of Public Works, Milwaukee County
Charles G. Lambert . . . . . .Secretary, Milwaukee County Conservation Alliance
John D. St. John . . . . . .Supervisor, Milwaukee County
Douglas R. Sleight . . . . . .Member, South Milwaukee Yacht Club
M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture, Milwaukee County
Wallace White . . . . . .Executive Director, Milwaukee Metropolitan Sewerage District

DES PLAINES RIVER WATERSHED COMMITTEE

George E. Melcher . . . . . .Director of Planning and Development, Kenosha County
Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary
Nancy Braker . . . . . .Director of Science and Stewardship, The Nature Conservancy
Lawrence B. Christmas . . . . . .Executive Director, Northeastern Illinois Planning Commission
Arnold L. Clement . . . . . .Director of Planning and Development, Racine County
Raymond A. Forgianni, Jr. . . . . .Director, City Development, City of Kenosha
Richard E. Hart . . . . . .Kenosha County Board Supervisor; Member, Kenosha County Land Use Committee
David D. Holtze . . . . . .Chairman, Town of Somers
Leonard R. Johnson . . . . . .Kenosha County Board Supervisor; Chairman, Kenosha County Land Conservation Committee
Wayne E. Koessl . . . . . .WISPARK Corporation
Norman H. Krueger . . . . . .President, Village of Paddock Lake
Gary L. Nelson . . . . . .Supervisor, Water Regulation and Zoning Program, Wisconsin Department of Natural Resources
O. Fred Nelson . . . . . .Manager, City of Kenosha Water Utility
Michael R. Pollocoff . . . . . .Administrator, Village of Pleasant Prairie
Phil Sander . . . . . .Southeast Wisconsin Sportsmen's Federation
Carroll Schaal . . . . . .Planner, Lake County Stormwater Management Commission
Audrey J. Van Slochteren . . . . . .Chairman, Town of Bristol
Pamela A. Wallis . . . . . .Kenosha County Conservationist
August Zirbel, Jr. . . . . .Chairman, Town of Paris

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN

Dr. Norman P. Lasca . . . . . .Professor, Department of Geological Sciences, University of Wisconsin-Milwaukee
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M. Brigid Sullivan . . . . . .Director of Parks, Recreation and Culture, Milwaukee County
Vice-Chairman
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Secretary
Hubert J. Albert . . . . . .Port Washington Yacht Club
Carl W. Birks . . . . . .Director, Engineering, Environment and Energy, Milwaukee County
John R. Bolden . . . . . .Commissioner of Public Works, City of Milwaukee
Josephine Boucher . . . . . .Member, North Shore League of Women Voters
Benjamin C. Chapla . . . . . .Citizen Member, Town of Caledonia
Noreen R. Cook . . . . . .Manager, Village of Fox Point
Mark D. Dybdahl . . . . . .Mayor, City of Port Washington
E. Craig Faucett . . . . . .Director of Engineering, City of Cudahy
Ruth Hilfiker . . . . . .Natural Resource Agent, Racine County
Dr. Harold M. Mayer . . . . . .Professor, Department of Geography, University of Wisconsin-Milwaukee
Gloria L. McCutcheon . . . . . .District Director, Southeast District, Wisconsin Department of Natural Resources
Dr. William G. Murphy . . . . . .Former Professor, Soils Mechanics, College of Engineering, Marquette University; Engineers and Scientists of Milwaukee
C. William Nelson . . . . . .Member, Great Lakes Sports Fisherman's Club
Mary C. Nelson . . . . . .City of South Milwaukee Shoreline Property Owner
Dr. William T. Painter . . . . . .President, Foundation Engineering, Inc., Milwaukee
Neil H. Palmer . . . . . .Senior Legislative Representative, Wisconsin Electric Power Company
James M. Phinney . . . . . .Resident, Village of Fox Point
Phil Sander . . . . . .Executive Secretary, Southeastern Wisconsin Sportsmen's Federation
Kenneth J. Szallai . . . . . .Port Director, Board of Harbor Commissioners, City of Milwaukee
Norbert S. Theine . . . . . .Administrator, City of South Milwaukee
Wallace White . . . . . .Executive Director, Milwaukee Metropolitan Sewerage District

GREATER KENOSHA AREA UTILITY PLANNING COMMITTEE

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Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Harvey D. Elmer . . . . . .Director of Public Works, City of Kenosha
Donald K. Holland . . . . . .Administrator, City of Kenosha
Ronald W. Kazmierczak . . . . . .Assistant District Director, Wisconsin
Department of Natural Resources
Wayne E. Koessl . . . . . .Senior Local Relations Representative, WEPCo;
Representative, WISPARK Corporation
George E. Melcher . . . . . .Director, Kenosha County Office of
Planning and Zoning Administration
O. Fred Nelson . . . . . .Manager, Kenosha Water Utility
Michael R. Pollocoff . . . . . .Administrator, Town of Pleasant Prairie
Michael J. Serpe . . . . . .Councilman, City of Kenosha
Audrey J. Van Slochteren . . . . . .Chairman, Town of Bristol
August Zirbel, Jr. . . . . .Chairman, Town of Paris

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING

Arnold L. Clement . . . . . .Director of Planning and
Chairman Development, Racine County
Harlan E. Clinkenbeard . . . . . .Administrator/Planner, Town of Pewaukee
Vice-Chairman
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
John B. Capelle . . . . . .Director of Community Development,
City of West Bend
Ricardo Diaz . . . . . .Commissioner, Department of City
Development, City of Milwaukee
Lewis R. Dixon . . . . . .Manager, Land Use Planning,
Wisconsin Energy Corporation
Francis H. Dobbs . . . . . .Director, Walworth County Planning,
Zoning, and Sanitation Department
David M. Drew . . . . . .Director of Engineering and
Development, City of Cedarburg
Daniel F. Ertl . . . . . .Director of Planning and Zoning, City of Brookfield
Raymond A. Forgianni, Jr. . . . . .Director of City Development, City of Kenosha
Frank M. Hedgcock . . . . . .Director of Community Development,
City of Waukesha
Gregory I. Igl . . . . . .District Conservationist, U. S. Soil
Conservation Service, Walworth County
James A. Johnson . . . . . .Director, Land and Water Resources Bureau,
Wisconsin Department of Agriculture,
Trade and Consumer Protection
Gordon M. Kacala . . . . . .Executive Director, Racine County
Economic Development Corporation
G. Andrew Larsen . . . . . .Director, Riveredge Nature Center
James J. Lynch . . . . . .Director of Community Development,
Village of Shorewood
Gloria L. McCutcheon . . . . . .District Director, Southeast District,
Wisconsin Department of Natural Resources
George E. Melcher . . . . . .Director of Planning and Development,
Kenosha County
Paul E. Milewski . . . . . .Director of Community Development,
City of Oak Creek
Paul E. Mueller . . . . . .Administrator, Washington County
Land Use and Park Department
Frederick J. Patrie . . . . . .Administrator, Village of West Milwaukee
David L. Peterson . . . . . .Attorney, Quarles and Brady
Gordon Rozmus . . . . . .City Planner, City of Wauwatosa
Brad Lee G. Steinke . . . . . .Director of Community Development, City of Mequon
M. Brigid Sullivan . . . . . .Director, Milwaukee County Department
of Parks, Recreation and Culture
Walter J. Tarmann . . . . . .Director, Waukesha County Park
and Planning Commission
Norbert S. Theine . . . . . .Administrator, City of South Milwaukee
Jean M. Werbie . . . . . .Planning and Zoning Administrator,
Village of Pleasant Prairie
Dan A. Wilson . . . . . .Resource/Horticulture Agent,
UWEX-Washington County
Lawrence P. Witzling . . . . . .Associate Dean of Architecture and Urban
Planning, University of Wisconsin-Milwaukee
Thomas N. Wright . . . . . .Director of City Development, City of Racine

INTERGOVERNMENTAL COORDINATING AND TECHNICAL ADVISORY COMMITTEE FOR THE IH 94 SOUTH FREEWAY CORRIDOR DEVELOPMENT PLAN

Arnold L. Clement . . . . . .Planning and Development Director,
Chairman Racine County
George E. Melcher . . . . . .Director, Office of Planning and
Vice-Chairman Development, Kenosha County
Paul E. Milewski . . . . . .Director, Department of Community
Secretary Development, City of Oak Creek
Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin
Recording Secretary Regional Planning Commission
Richard A. Abdoo . . . . . .Chairman, Chief Executive Officer,
and President, Wisconsin
Energy Corporation
John Bechler . . . . . .Director, Kenosha Area
Development Corporation
John M. Bennett . . . . . .City Engineer, City of Franklin
Thomas L. Frank . . . . . .Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration
George Gundersen . . . . . .Director, Bureau of System
Planning, Wisconsin Department
of Transportation
Donald K. Holland . . . . . .Administrator, City of Kenosha
David D. Holtze . . . . . .Chairman, Town of Somers
Gordon M. Kacala . . . . . .Executive Director, Racine County
Economic Development Corporation
Wayne A. Loppnow . . . . . .Chairman, Town of Raymond
Clay E. Morgan . . . . . .President, Village of Sturtevant
Alvin P. Nelson . . . . . .Chairman, Town of Yorkville
Allen C. Orth . . . . . .President, IH 94 Racine
County Business Association
Frederick J. Patrie . . . . . .Highway Commissioner,
Kenosha County
Michael R. Pollocoff . . . . . .Administrator, Village
of Pleasant Prairie
James F. Rooney . . . . . .Director of Public Works,
Racine County
Audrey J. Van Slochteren . . . . . .Chairman, Town of Bristol
Michael F. Weber . . . . . .Administrator, Town of Mt. Pleasant
Robert L. Wilson . . . . . .Chairman, Town of Caledonia
Thomas A. Winkel . . . . . .District Chief Transportation Assistance
and Planning Engineer, Wisconsin
Department of Transportation
Thomas N. Wright . . . . . .Director of City Development,
City of Racine
August Zirbel, Jr. . . . . .Chairman, Town of Paris

INTERGOVERNMENTAL COORDINATING AND TECHNICAL ADVISORY COMMITTEE FOR THE IH 94 WEST FREEWAY CORRIDOR DEVELOPMENT PLAN

William D. Rogan . . . . . .Commissioner, Southeastern
Chairman Wisconsin Regional Planning Commission
Kurt W. Bauer . . . . . .Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Robert T. Audley . . . . . .Chairman, Town of Delafield
James R. Behrend . . . . . .Mayor, City of Delafield
Harlan E. Clinkenbeard . . . . . .Administrator/Planner,
Town of Pewaukee
Paul A. Feller . . . . . .City Engineer, City of Waukesha
Thomas L. Frank . . . . . .Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration
Cheri A. Frederick . . . . . .Chair, Waukesha County Highway
and Transportation Committee
Robert F. Hamilton . . . . . .Supervisor, Waukesha County Board
Robert R. Packee . . . . . .District Director,
Wisconsin Department of Transportation
Frank M. Paulus . . . . . .Administrator, Village of Pewaukee
Edwin H. Rohloff . . . . . .Chairman, Town of Summit
Edmond Templeton . . . . . .President, Village of Oconomowoc Lake
Florence G. Whalen . . . . . .Mayor, City of Oconomowoc

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN

Dr. Forest W. Stearns . . . . . .Chairman, Wisconsin Scientific Areas Preservation Council; Professor Emeritus, Department of Biological Sciences, University of Wisconsin-Milwaukee
Chairman

Donald M. Reed . . . . . .Principal Biologist, Southeastern Wisconsin Regional Planning Commission
Secretary

Dr. Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission

John E. Bielefeldt . . . . . .Naturalist, Racine County Parks Department

Dr. Martyn J. Dibben . . . . . .Curator of Botany, Milwaukee Public Museum

Wesley Eisenhauer . . . . . .Director, Horticulture-Nature Division, Milwaukee County Department of Parks, Recreation and Culture

Steven H. Grabow . . . . . .Parks Facilities Manager, Milwaukee County Department of Parks, Recreation and Culture

Andrew A. Holschbach . . . . . .Land Conservation Director, Ozaukee County

Marlin P. Johnson . . . . . .Associate Professor, Department of Biological Sciences, University of Wisconsin-Waukesha Center

G. Andrew Larsen . . . . . .Director, Riveredge Nature Center, Ozaukee County

Paul E. Matthiae . . . . . .Chief, Natural Areas Section, Wisconsin Department of Natural Resources-Madison

Peter E. McKeever . . . . . .State Director, The Nature Conservancy, Wisconsin Chapter

James P. Morrissey . . . . . .Environmental Impact Coordinator, Wisconsin Department of Natural Resources-Southeast District

Robert M. Nichols . . . . . .Director, Schlitz Audubon Center

Dr. David F. Overstreet . . . . . .Principal Investigator, Great Lakes Archaeological Research Center

Jerry A. Schwarzmeier . . . . . .Park Naturalist, Retzer Nature Center, Waukesha County

Dr. S. Galen Smith . . . . . .Professor, Department of Biology, University of Wisconsin-Whitewater

David W. White . . . . . .Director, YWCA River Bend Nature Center, Racine

Dan A. Wilson . . . . . .Resources Agent, University of Wisconsin-Extension, Washington County

KENOSHA COUNTY AUTOMATED MAPPING AND LAND INFORMATION SYSTEMS TECHNICAL ADVISORY COMMITTEE

George E. Melcher . . . . . .Director of Planning and Development, Kenosha County
Chairman

Richard E. Ellison . . . . . .County Assessor, Kenosha County
Vice-Chairman

Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary

Ray G. Arbet . . . . . .Director of Management and Budget, Kenosha County

Ronald J. Betz . . . . . .Real Estate Information and Planning Administrator, Wisconsin Power & Light Company

Donna M. Dietman . . . . . .Register of Deeds, Kenosha County

Harvey D. Elmer . . . . . .Director of Public Works, City of Kenosha

Raymond A. Forgianni, Jr. . . . . .Director of City Development, City of Kenosha

Paul M. Hess . . . . . .Director of Emergency Services, Kenosha County

Kim G. House . . . . . .Chief MIS Consultant, Information Systems Department, Kenosha County

John A. Kilsdonk . . . . . .Vice-President of Operations, Wisconsin Southern Gas Company

O. Fred Nelson . . . . . .General Manager, City of Kenosha Water Utility

Frederick J. Patrie . . . . . .Highway Commissioner, Kenosha County

Michael R. Pollocoff . . . . . .Administrator, Village of Pleasant Prairie

Herman R. Reback . . . . . .General Superintendent—Technical Services, Wisconsin Electric Power Company

Roger J. Schoenfeld . . . . . .Chief Deputy Sheriff, Kenosha County

Robert L. Smith . . . . . .County Surveyor, Kenosha County

Kevin Walker . . . . . .Chief Engineer, Jones Intercable

Peggy A. Wilson . . . . . .Manager-Outside Plant, Distribution Services, Wisconsin Bell

Robert H. Zuehlsdorf . . . . . .Director of Facilities and Services, Kenosha Unified School District

KENOSHA URBAN PLANNING DISTRICT PROSPECTUS ADVISORY COMMITTEE

Anthony F. Bisciglia . . . . . .Superintendent, Kenosha Unified School District No. 1
Chairman

Kurt W. Bauer . . . . . .Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary

Raymond A. Forgianni, Jr. . . . . .Director of City Development, City of Kenosha

David G. Hinds . . . . . .Community Resource Development Agent, University of Wisconsin-Extension

David D. Holtze . . . . . .Chairman, Town of Somers

David M. Houghton . . . . . .Kenosha Area Development Corporation

George E. Melcher . . . . . .Director of Planning and Development, Kenosha County

Michael R. Pollocoff . . . . . .Administrator, Village of Pleasant Prairie

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 1991

EXECUTIVE DIVISION

Kurt W. Bauer, PE, RLS, AICP
Executive Director

Philip C. Evenson, AICP
Assistant Director

Kenneth R. Yunker, PE
Assistant Director

Margaret M. Shanley
Executive Secretary

Ruth D. Jaeger
Secretary

Holly V. Halbrucker
Secretary

Joan M. Starr
Secretary

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

Thomas D. Patterson
Geographic Information Systems Manager

John G. McDougall
Graphics Operations Supervisor

Richard L. Henley
Principal Programmer/Analyst

John T. Washburn
Senior Specialist

Karen J. Goralski
Lead Digitizer Operator

Diane L. Curtiss
Mark K. Harris
Daniel L. Hutter
Eva Dawn F. Kraemer
Christopher Petersen
Rosemary K. Wilcenski
Digitizer Operators

Brian W. Braithwaite
Cadastral Map Draftsman

COMMUNITY ASSISTANCE PLANNING DIVISION

Roland O. Tonn, AICP
Chief Community Assistance Planner

Richard R. Kania
Principal Planner

Nancy A. Holguin
Senior Planner

COMMUNITY ASSISTANCE PLANNING DIVISION (continued)

Robert S. McGonigal
Planner

Nancee A. Nejedlo
Senior Planning Draftsman

ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland
Chief Economic Development Planner

Philip L. Cosson
Principal Planner

Kevin S. Hall
Senior Planner

Paul E. Tonies
Senior Specialist

ADMINISTRATIVE SERVICES DIVISION

Joan A. Zenk
Administrative Officer

Rita L. Harasha
Administrative Assistant

Luella M. Fredrickson
Secretary

Sylvia Carlson
Receptionist

James M. Kocher
Office Clerk

ENVIRONMENTAL PLANNING DIVISION

Robert P. Biebel, PE
Chief Environmental Engineer

Michael G. Hahn, PE
Ronald J. Printz, PE
Principal Engineers

Donald M. Reed
Principal Specialist

Lawrence A. Leitner
Senior Specialist

Rachel E. Lang
Specialist

Irene A. Brown
Secretary

LAND USE PLANNING DIVISION

Bruce P. Rubin
Chief Land Use Planner

Gerald H. Emmerich, Jr.
William J. Stauber, AICP
Principal Planners

Donald G. Dittmar
David A. Schilling
Senior Specialists

Joyce G. Pariseau
Research Aide

Ann G. Arntson
Secretary

TRANSPORTATION PLANNING DIVISION

Donald R. Martinson
Chief Transportation Engineer

Robert E. Beglinger
Principal Engineer

Albert A. Beck
Otto P. Dobnick
Principal Planners

John D. Harasha
Principal Programmer/Analyst

John L. Zastrow
Principal Specialist

Peter C. Daniels
Senior Engineer

David C. Dryer
Rhonda A. Hosey
Engineers

Kathryn E. Sobottke
Research Analyst

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Leland H. Kreblin, RLS
Chief Planning Illustrator

Ronald H. Heinen
B. Lynn Nowak
Donald P. Simon
Principal Planning Draftsmen

Dean W. Boyer
Jean C. Johnson
Bergetta J. Ruehmer
Planning Draftsmen

Patricia M. Kokan
Typesetting Operator

Chad S. Brinkman
Randy T. Dvorak
Mark S. Stabo
Office Equipment Operators

Arno M. Klausmeier
Librarian

Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-DECEMBER 1991

PROSPECTUSES

Regional Planning Program, April 1962*
Root River Watershed Planning Program, March 1963*
Fox River Watershed Planning Program, October 1964*
Continuing Land Use-Transportation Study, October 1965
Milwaukee River Watershed Planning Program, September 1966*
Comprehensive Library Planning Program, April 1968
Community Shelter Planning Program, August 1968
Racine Urban Planning District Comprehensive Planning Program, November 1968
Regional Sanitary Sewerage System Planning Program, December 1968
Menomonee River Watershed Planning Program, November 1969
Comprehensive Regional Airport Planning Program, December 1969*
Regional Housing Study, December 1969
Deep Sandstone Aquifer Simulation Modeling Program, October 1972
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee Metropolitan Area, July 1973*
Kinnickinnic River Watershed Planning Program Prospectus, November 1974*
Regional Air Quality Maintenance Planning Program Prospectus, November 1974
Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975
Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program Prospectus, September 1978
Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978
Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus, November 1978
Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978
Pike River Watershed Planning Program Prospectus, April 1979
Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979
Oak Creek Watershed Planning Program Prospectus, December 1979
Prospectus for an Energy Emergency Contingency Plan for Southeastern Wisconsin, December 1983
Milwaukee River Priority Watersheds Program Prospectus, March 1985
Stormwater Drainage and Flood Control Planning Program Prospectus for the Milwaukee Metropolitan Sewerage District, March 1985
Infrastructure Study for the Southeastern Wisconsin Region, June 1986
Milwaukee High Lake Level Impact Study Prospectus, December 1987
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Kenosha Area, June 1988
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Racine Area, May 1989*
Natural Area Protection and Management Planning Program Prospectus, August 1989*
Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning District, December 1990
Des Plaines River Watershed Planning Program Prospectus, September 1991

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981, December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1978-1982, December 1977
Overall Work Program—1979 Southeastern Wisconsin Regional Planning Commission, October 1978
Overall Work Program—1980 Southeastern Wisconsin Regional Planning Commission, November 1979
Overall Work Program—1981 Southeastern Wisconsin Regional Planning Commission, November 1980
Overall Work Program—1982 Southeastern Wisconsin Regional Planning Commission, November 1981
Overall Work Program—1983 Southeastern Wisconsin Regional Planning Commission, October 1982
Overall Work Program—1984 Southeastern Wisconsin Regional Planning Commission, November 1983
Overall Work Program—1985 Southeastern Wisconsin Regional Planning Commission, October 1984
Overall Work Program—1986 Southeastern Wisconsin Regional Planning Commission, October 1985
Overall Work Program—1987 Southeastern Wisconsin Regional Planning Commission, September 1986
Overall Work Program—1988 Southeastern Wisconsin Regional Planning Commission, November 1987
Overall Work Program—1989 Southeastern Wisconsin Regional Planning Commission, November 1988
Overall Work Program—1990 Southeastern Wisconsin Regional Planning Commission, November 1989
Overall Work Program—1991 Southeastern Wisconsin Regional Planning Commission, November 1990
Overall Work Program—1992 Southeastern Wisconsin Regional Planning Commission, December 1991

STUDY DESIGNS

Study Design for the Continuing Regional Land Use-Transportation Study: 1970-1974*
Study Design for the Continuing Land Use-Transportation Study: 1972-1976*
Study Design for the Areawide Water Quality Planning and Management Program for Southeastern Wisconsin: 1975-1977*
Study Design for the Milwaukee Harbor Estuary Comprehensive Water Resources Planning Program, September 1981

PLANNING REPORTS

No. 1 - Regional Planning Systems Study, December 1962*
No. 2 - Regional Base Mapping Program, July 1963*
No. 3 - The Economy of Southeastern Wisconsin, June 1963*
No. 4 - The Population of Southeastern Wisconsin, June 1963*
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963*
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963*
No. 7 - The Land Use-Transportation Study
  Volume 1 - Inventory Findings: 1963, May 1965
  Volume 2 - Forecasts and Alternative Plans: 1990, June 1966
  Volume 3 - Recommended Regional Land Use and Transportation Plans: 1990, November 1966*
No. 8 - Soils of Southeastern Wisconsin, June 1966*
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966*
No. 10 - A Comprehensive Plan for the Kenosha Planning District
  Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967*
  Volume 2 - Implementation Devices, February 1967*
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969*
No. 12 - A Comprehensive Plan for the Fox River Watershed
  Volume 1 - Inventory Findings and Forecasts, April 1969*
  Volume 2 - Alternative Plans and Recommended Plan, February 1970

PLANNING REPORTS—continued

No. 13 - A Comprehensive Plan for the Milwaukee River Watershed
Volume 1 - Inventory Findings and Forecasts, December 1970*
Volume 2 - Alternative Plans and Recommended Plan, October 1971*
No. 14 - A Comprehensive Plan for the Racine Urban Planning District
Volume 1 - Inventory Findings and Forecasts, December 1970
Volume 2 - The Recommended Comprehensive Plan, October 1972
Volume 3 - Model Plan Implementation Ordinances, September 1972
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972
No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973
No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974
No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
No. 20 - A Regional Housing Plan for Southeastern Wisconsin, February 1975
No. 21 - A Regional Airport System Plan for Southeastern Wisconsin, December 1975
No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975
No. 23 - A Jurisdictional Highway System Plan for Washington County, October 1974*
No. 24 - A Jurisdictional Highway System Plan for Kenosha County, April 1975
No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, April 1975
Volume 2 - Alternative and Recommended Plans, May 1978
No. 26 - A Comprehensive Plan for the Menomonee River Watershed
Volume 1 - Inventory Findings and Forecasts, October 1976
Volume 2 - Alternative Plans and Recommended Plan, October 1976
No. 27 - A Regional Park and Open Space Plan for Southeastern Wisconsin, November 1977
No. 28 - A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000, June 1980
No. 29 - A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin, July 1978*
No. 30 - A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, September 1978*
Volume 2 - Alternative Plans, February 1979*
Volume 3 - Recommended Plan, June 1979*
No. 31 - A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978
No. 32 - A Comprehensive Plan for the Kinnickinnic River Watershed, December 1978
No. 33 - A Primary Transit System Plan for the Milwaukee Area, June 1982
No. 34 - A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area, August 1983
No. 35 - A Comprehensive Plan for the Pike River Watershed, June 1983
No. 36 - A Comprehensive Plan for the Oak Creek Watershed, August 1986
No. 37 - A Water Resources Management Plan for the Milwaukee Harbor Estuary
Volume 1 - Inventory Findings, March 1987
Volume 2 - Alternative and Recommended Plans, December 1987
No. 38 - A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987
No. 39 - A Freeway Traffic Management System Plan for the Milwaukee Area, November 1988

PLANNING GUIDES

No. 1 - Land Development, November 1963*
No. 2 - Official Mapping, February 1964
No. 3 - Zoning, April 1964*
No. 4 - Organization of Planning Agencies, June 1964*
No. 5 - Floodland and Shoreland Development, November 1968
No. 6 - Soils Development, August 1969*

TECHNICAL REPORTS

No. 1 - Potential Parks and Related Open Spaces, September 1965*
No. 2 - Water Law in Southeastern Wisconsin, January 1966*
No. 2 - 2nd Edition, Water Law in Southeastern Wisconsin, December 1977
No. 3 - A Mathematical Approach to Urban Design, January 1966*
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966*
No. 5 - Regional Economic Simulation Model, October 1966*
No. 6 - Planning Law in Southeastern Wisconsin, October 1966*
No. 6 - 2nd Edition, Planning Law in Southeastern Wisconsin, April 1977
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968*
No. 7 - 2nd Edition, Horizontal and Vertical Survey Control in Southeastern Wisconsin, August 1990
No. 8 - A Land Use Design Model
Volume 1 - Model Development, January 1968
Volume 2 - Model Test, October 1969
Volume 3 - Final Report, April 1973
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971
No. 10 - The Economy of Southeastern Wisconsin, December 1972*
No. 10 - 2nd Edition, The Economy of Southeastern Wisconsin, May 1984
No. 11 - The Population of Southeastern Wisconsin, December 1972*
No. 11 - 2nd Edition, The Population of Southeastern Wisconsin, June 1984
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin: 1972 and 1973, June 1972
No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974
No. 14 - An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin: 1975, June 1975
No. 15 - Household Response to Motor Fuel Shortages and Higher Prices in Southeastern Wisconsin, August 1976
No. 16 - Digital Computer Model of the Sandstone Aquifer in Southeastern Wisconsin: April 1976
No. 17 - Water Quality of Lakes and Streams in Southeastern Wisconsin: 1964-1975, June 1978
No. 18 - State of the Art of Water Pollution Control in Southeastern Wisconsin
Volume 1 - Point Sources, July 1977
Volume 2 - Sludge Management, August 1977
Volume 3 - Urban Storm Water Runoff, July 1977
Volume 4 - Rural Storm Water Runoff, December 1976
No. 19 - A Regional Population Projection Model, October 1980
No. 20 - Carpooling in the Metropolitan Milwaukee Area, March 1977
No. 21 - Sources of Water Pollution in Southeastern Wisconsin: 1975, September 1978*
No. 22 - Recent Population Growth and Change in Southeastern Wisconsin: 1970-1977, September 1979
No. 23 - Transit-Related Socioeconomic, Land Use, and Transportation Conditions and Trends in the Milwaukee Area, December 1980
No. 24 - State-of-the-Art of Primary Transit System Technology, February 1981
No. 25 - Alternative Futures for Southeastern Wisconsin, December 1980
No. 26 - Milwaukee Area Alternative Primary Transit System Plan Preparation, Test, and Evaluation, March 1982
No. 27 - Milwaukee Area Work Time Rescheduling Study, August 1981
No. 28 - Evaluation of the Milwaukee Area Rideshare Program: 1972-1982, May 1983
No. 29 - Industrial Land Use in Southeastern Wisconsin, November 1984
No. 30 - The Development of an Automated Mapping and Land Information System: A Demonstration Project for the Town of Randall, Kenosha County, Wisconsin, December 1985
No. 31 - Costs of Urban Nonpoint Source Water Pollution Control Measures, June 1991
No. 32 - General Mitchell International Airport Enplaning Passenger Survey Findings: 1989, August 1990

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No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973
No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond: 1990, January 1974
No. 3 - Racine Area Transit Development Program: 1975-1979, June 1974
No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974
No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975
No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975*
No. 7 - Kenosha Area Transit Development Program: 1976-1980, March 1976
No. 8 - Analysis of the Deployment of Paramedic Emergency Medical Services in Milwaukee County, April 1976
No. 9 - Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, October 1976
No. 9 - 2nd Edition, Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, March 1985
No. 10 - Land Use and Arterial Street System Plans, Village of Jackson, Washington County, Wisconsin, December 1976
No. 11 - Floodland Information Report for Sussex Creek and Willow Springs Creek, March 1977
No. 12 - Waukesha Area Transit Development Program: 1977-1981, January 1977*
No. 13 - Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1977
No. 13 - 2nd Edition, Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1983
No. 14 - Floodland Management Plan for the Village of Pewaukee, February 1978
No. 15 - Off-Airport Land Use Development Plan for General Mitchell Field and Environs: 1977, May 1977*
No. 16 - A Plan for the Whittier Neighborhood, City of Kenosha and Town of Pleasant Prairie, Kenosha County, Wisconsin, June 1977*
No. 17 - A Plan for the Jefferson Park Neighborhood, Village of Germantown, Washington County, Wisconsin, March 1978*
No. 18 - A Land Use Plan for the Town of Erin: 2000, July 1978*
No. 19 - Storm Water Storage Alternatives for the Crossway Bridge and Port Washington-Bayfield Drainage Area in the Village of Fox Point, August 1977*
No. 20 - A Rail Transportation Service Plan for the East Troy Area, September 1977
No. 21 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978, December 1977*
No. 22 - Alternative and Recommended Land Use Plans for the Town of Genesee: 2000, February 1978
No. 23 - A Park and Recreation Plan for Ozaukee County, August 1978*
No. 24 - A Park and Open Space Plan for the Village of Darien, December 1978*
No. 25 - A Plan for the Delrock Neighborhood, City of Delavan, Walworth County, Wisconsin, January 1979*
No. 26 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979, December 1978
No. 27 - A Park and Open Space Plan for the Town of Eagle, April 1979
No. 28 - Oconomowoc Area Traffic Management Plan, City of Oconomowoc, Waukesha County, Wisconsin, December 1979
No. 29 - A Development Plan for the Quarry Ridge Neighborhood, City of Burlington, Racine County, Wisconsin, July 1979*
No. 30 - Whitewater Area Rail Service Plan, August 1979*
No. 31 - Waukesha Area Transit Development Program: 1981-1985, February 1980*

COMMUNITY ASSISTANCE PLANNING REPORTS—continued

No. 32 - Recommended Electronic Data Processing and Transmittal System for Criminal Justice Agencies in Southeastern Wisconsin, September 1979*
No. 33 - A Land Use Plan for the Town of Fredonia: 2000, September 1979*
No. 34 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980, December 1979*
No. 35 - Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin, December 1982
No. 36 - A Land Use Plan for the Village of Germantown: 2000, Village of Germantown, Washington County, Wisconsin, July 1980
No. 37 - A Nonpoint Source Water Pollution Control Plan for the Root River Watershed, March 1980
No. 38 - A Land Use and Traffic Circulation Plan for the Village of Fredonia: 2000, Ozaukee County, Wisconsin, September 1980*
No. 39 - A Public Transit System Accessibility Plan
Volume 1 - Kenosha Urbanized Area, June 1980
Volume 2 - Milwaukee Urbanized Area, Milwaukee County, May 1980
Volume 3 - Racine Urbanized Area, June 1980
Volume 4 - Milwaukee Urbanized Area, Waukesha County, June 1980
No. 40 - Recommended Locations for Motor Vehicle Inspection and Emissions Test Facilities in the Southeastern Wisconsin Region, October 1980*
No. 41 - A Park and Open Space Plan for the Kenosha Planning District, December 1980*
No. 42 - A Park and Open Space Plan for the Town and Village of Pewaukee, Waukesha County, Wisconsin, October 1980
No. 43 - A Development Plan for the Woodview Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1980*
No. 44 - Proposed Public Transit Service Improvements: 1980, Waukesha County, Wisconsin, July 1980*
No. 45 - A Farmland Preservation Plan for Kenosha County, Wisconsin, June 1981
No. 46 - A Farmland Preservation Plan for Racine County, Wisconsin, August 1981
No. 47 - A Water Quality Management Plan for Lac La Belle, December 1980*
No. 48 - A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin, January 1982
No. 49 - A Land Use and Traffic Circulation Plan for the Village of Hartland: 2000, Waukesha County, Wisconsin, July 1981
No. 50 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981, June 1981
No. 51 - A Land Use Plan for the Village of Sussex: 2000, Waukesha County, Wisconsin, January 1982*
No. 52 - Housing Opportunities Guide for the Southeastern Wisconsin Region, December 1980*
No. 53 - A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin, August 1981
No. 54 - A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin, July 1982
No. 55 - A Land Use Plan for the Village of Darien: 2000, Walworth County, Wisconsin, December 1981
No. 56 - Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, August 1981
No. 56 - 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin, November 1991
No. 57 - A Development Plan for the Forest Hills Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1983*
No. 58 - A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin, March 1984

COMMUNITY ASSISTANCE PLANNING REPORTS—continued

No. 59 - A Development Plan for the Whitnall Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1985*
No. 60 - A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin, October 1985
No. 61 - A Public Transportation Service Plan for Washington County, October 1981*
No. 62 - A Traffic Circulation Plan for the West Bend Central Business District, August 1981*
No. 63 - A Development Plan for the Echo Lake Neighborhood, City of Burlington, Racine County, Wisconsin, August 1982*
No. 63 - 2nd Edition, A Development Plan for the Echo Lake Neighborhood, City of Burlington, Racine County, Wisconsin, August 1984*
No. 64 - Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, February 1982*
No. 64 - 2nd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, March 1986
No. 65 - A Public Transportation Service Plan for Walworth County, January 1982
No. 66 - A Park and Open Space Plan for the City of New Berlin, Waukesha County, Wisconsin, October 1981
No. 67 - A Traffic Circulation Plan for Lac La Belle, Waukesha County, Wisconsin, March 1982*
No. 68 - Upland Disposal Area Siting Study for Dredged Materials from the Port of Milwaukee, December 1981*
No. 69 - A Land Use and Urban Design Plan for the City of Elkhorn: 2000, Walworth County, Wisconsin, January 1985
No. 70 - Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
No. 71 - A Park and Open Space Plan for the Town of Waterford, Racine County, Wisconsin, January 1990
No. 72 - A Park and Open Space Plan for the City of Oconomowoc, Waukesha County, Wisconsin, November 1987
No. 73 - A Shoreland Development Management Study for Racine County, Wisconsin, January 1982
No. 74 - Kenosha County Overall Economic Development Program (OEDP) Update-1981, April 1982*
No. 74 - 2nd Edition, Kenosha County Overall Economic Development Program (OEDP) Plan-1986 Update, September 1986
No. 75 - A Solid Waste Management Plan for Walworth County, Wisconsin, September 1982
No. 76 - A Land Use Plan for the Town and Village of Pewaukee: 2000, December 1982*
No. 77 - A Wetland Protection and Management Plan for the City of Waukesha and Environs, February 1983*
No. 78 - Sanitary Sewer Service Area for the City of Burlington, April 1986*
No. 79 - Racine Area Transit System Plan and Program: 1984-1988, May 1984
No. 80 - A Lake Michigan Public Access Study for Racine County, Wisconsin, September 1982*
No. 81 - Hartford Area Traffic Management Plan, June 1983
No. 82 - A Central Transfer Site Location and Design Analysis for the City of Waukesha Transit System, December 1982
No. 83 - A Transit System Operations Analysis for the City of Waukesha Transit System, February 1983
No. 84 - Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, February 1983*
No. 85 - A Land Use Plan for the Village of Eagle: 2000, Waukesha County, Wisconsin, September 1983
No. 86 - A Lake Michigan Coastal Erosion Management Study for Racine County, Wisconsin, October 1982
No. 87 - A Farmland Preservation Plan for Ozaukee County, Wisconsin, May 1983
No. 88 - A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin, February 1985*

COMMUNITY ASSISTANCE PLANNING REPORTS—continued

No. 89 - A Stormwater Management Plan for the Village of Sussex, Waukesha County, Wisconsin, October 1983*
No. 90 - Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983
No. 91 - Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1987
No. 92 - Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin, March 1984
No. 93 - Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
No. 94 - Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, September 1987
No. 95 - Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, September 1983
No. 96 - Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, July 1984
No. 97 - Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin, November 1984*
No. 97 - 2nd Edition, Sanitary Sewer Service Area, Village of Belgium, Ozaukee County, Wisconsin, June 1987
No. 98 - A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin, August 1983
No. 99 - Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
No. 100 - Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, June 1985*
No. 101 - Kenosha Area Transit System Plan and Program: 1984-1988, June 1984
No. 102 - City of Whitewater Overall Economic Development Program Plan, January 1985
No. 103 - Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, September 1984
No. 104 - A Park and Open Space Plan for the City of West Bend, Washington County, Wisconsin, June 1985
No. 105 - Waukesha County Transit Plan: 1988-1992, September 1988
No. 106 - Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin, November 1985
No. 107 - East Moreland Boulevard Short-Range and Long-Range Highway Improvement Plan, April 1984
No. 108 - A Park and Open Space Plan for the City of Brookfield, Waukesha County, Wisconsin, August 1991
No. 109 - Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
No. 110 - A Lake Michigan Coastal Erosion and Related Land Use Management Study for the City of St. Francis, Wisconsin, August 1984
No. 111 - Land Use and Urban Design Plan for the City of New Berlin: 2010, April 1987
No. 112 - Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, August 1984
No. 113 - Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985*
No. 114 - Village of Shorewood Comprehensive Traffic Plan, Milwaukee County, Wisconsin, September 1984
No. 115 - A Fire Station Building Program and Site Analysis, Village of Sturtevant, Racine County, Wisconsin, September 1984

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No. 116 - Milwaukee County Overall Economic Development Program Plan, October 1985
No. 117 - Washington County Overall Economic Development Program Plan, December 1985
No. 118 - Waukesha County Overall Economic Development Program Plan, December 1985
No. 119 - Sanitary Sewer Service Area, Village of Silver Lake, Kenosha County, Wisconsin, May 1987
No. 120 - A Solid Waste Management Plan for Milwaukee County, Wisconsin, July 1987*
No. 121 - A Stormwater Management Plan for the Village of Hales Corners, Milwaukee County, Wisconsin, March 1986
No. 122 - A Park and Open Space Plan for the Town of Vernon, Waukesha County, Wisconsin, March 1985
No. 123 - Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, May 1988
No. 124 - Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin, May 1985
No. 125 - A Transportation Plan for the Village of Germantown: 2000, Washington County, Wisconsin, October 1985
No. 126 - A Development Plan for Kenosha County, Wisconsin, Volume One, Inventory Findings, May 1987
No. 127 - Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, October 1985
No. 128 - Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin, November 1985
No. 129 - A Solid Waste Management Plan for Kenosha County, Wisconsin, May 1989
No. 130 - A Stormwater Drainage and Flood Control Policy Plan for the Milwaukee Metropolitan Sewerage District, March 1986*
No. 131 - A Park and Open Space Plan for Kenosha County, November 1987
No. 132 - A Park and Open Space Plan for Milwaukee County, November 1991
No. 133 - A Park and Open Space Plan for Ozaukee County, July 1987
No. 134 - A Park and Open Space Plan for Racine County, September 1988*
No. 135 - A Park and Open Space Plan for Walworth County, February 1991
No. 136 - A Park and Open Space Plan for Washington County, March 1989
No. 137 - A Park and Open Space Plan for Waukesha County, December 1989
No. 138 - A Development Plan for the Franklin Industrial Park Neighborhood, City of Franklin, Milwaukee County, Wisconsin, July 1988
No. 139 - A Land Information System Plan for Walworth County, September 1991
No. 140 - A Park and Open Space Plan for the Town of Jackson, Washington County, Wisconsin, September 1986
No. 141 - Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin, May 1986
No. 143 - Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin, February 1986
No. 144 - A Development Plan for the City of Cedarburg: 2010, February 1991
No. 145 - Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
No. 146 - A Wildlife Habitat Management Plan for the Nicholson Wildlife Center, Town of Caledonia, Racine County, Wisconsin, May 1986
No. 147 - Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin, November 1986
No. 148 - A Park and Open Space Plan, Village of Walworth, Walworth County, Wisconsin, November 1986
No. 149 - Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin, May 1987
No. 150 - A Rapid Transit Facility Plan for the Milwaukee Northwest Corridor, January 1988
No. 151 - A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987

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No. 152 - A Stormwater Drainage and Flood Control System Plan for the Milwaukee Metropolitan Sewerage District, December 1990
No. 153 - Traffic Management and Control Plan for the Village of Whitefish Bay, July 1988
No. 154 - A Transit System Development Plan for the City of Waukesha: 1988-1992, December 1989
No. 155 - A Lake Michigan Shoreline Erosion Management Plan for Northern Milwaukee County, Wisconsin, December 1988
No. 156 - Waukesha County Animal Waste Management Plan, August 1987
No. 157 - Sanitary Sewer Service Area, City of New Berlin, Waukesha County, Wisconsin, November 1987
No. 158 - Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, November 1987
No. 159 - Waukesha County Agricultural Soil Erosion Control Plan, June 1988
No. 160 - Racine County Agricultural Soil Erosion Control Plan, July 1988
No. 161 - Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, December 1988
No. 162 - A Land Use and Transportation System Plan for the Village of Menomonee Falls: 2010, April 1990
No. 163 - A Lake Michigan Shoreline Erosion Management Plan for Milwaukee County, Wisconsin, October 1989
No. 164 - Kenosha County Agricultural Soil Erosion Control Plan, April 1989
No. 165 - A Development Plan for the Burlington Industrial Park Neighborhood, City of Burlington, Racine County, Wisconsin, January 1991
No. 166 - A Park and Open Space Plan for the Village of Sussex, Waukesha County, Wisconsin, September 1988
No. 168 - A Land Use Plan for the Town of LaGrange: 2010, March 1991
No. 170 - Washington County Agricultural Soil Erosion Control Plan, March 1989
No. 171 - Ozaukee County Agricultural Soil Erosion Control Plan, February 1989
No. 172 - Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, February 1989
No. 173 - A Stormwater Management Plan for the City of West Bend, Washington County, Wisconsin
Volume One - Inventory Findings, Forecasts, Objectives, and Design Criteria, October 1989
Volume Two - Alternatives and Recommended Plan for the Silver Creek Subwatershed, June 1990
No. 174 - An Evaluation of Alternative Means for the Governance of the Delavan Lake Area, Walworth County, Wisconsin, March 1989
No. 175 - Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, February 1989
No. 176 - Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
No. 177 - Feasibility Study for a Milwaukee County Automated Mapping and Land Information System, October 1989
No. 178 - A Park and Open Space Plan for the Village of Grafton, Ozaukee County, Wisconsin, March 1989
No. 179 - A Park and Open Space Plan for the Town of Caledonia, Racine County, Wisconsin, November 1989
No. 180 - Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
No. 181 - A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin, March 1990
No. 182 - A Water Use Management Plan for Waubeesee Lake and the Anderson Canal, Racine County, Wisconsin, December 1990*
No. 183 - Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin, September 1991

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No. 185 - A Plan for the Creation of an Automated Mapping and Parcel-Based Land Information System for Kenosha County, August 1990
No. 189 - A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996, February 1991
No. 191 - Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
No. 192 - Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, December 1990
No. 193 - A Land Information System Plan for Waukesha County, April 1991
No. 194 - A Land Information System Plan for Racine County, August 1991
No. 196 - A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin, November 1991
No. 197 - A Wildlife Habitat Management Plan for the General Electric Company, Medical Systems Group, Lands, City of Waukesha and Town of Pewaukee, Waukesha County, Wisconsin, June 1991
No. 198 - A Management Plan for Wind Lake, Racine County, Wisconsin, December 1991
No. 199 - A Park and Open Space Plan for the Town of Mt. Pleasant, Racine County, Wisconsin, November 1991
No. 200 - A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, December 1991

MEMORANDUM REPORTS

No. 1 - Cedarburg Central Business District Parking Study, City of Cedarburg, Ozaukee County, Wisconsin, December 1986
No. 2 - Courthouse Parking Study, Ozaukee County, Wisconsin, December 1986
No. 3 - Alternative Industrial Park Site Location and Cost Estimate Analysis, City of Oconomowoc, Waukesha County, Wisconsin, December 1986*
No. 4 - Pilgrim Parkway Traffic Study, Village of Elm Grove, Waukesha County, Wisconsin, December 1986*
No. 5 - Capital Improvements Program: 1987-1991, Village of East Troy, Walworth County, Wisconsin, December 1986*
No. 6 - Report of the Hoan Bridge South Task Force, Milwaukee County, Wisconsin, December 1986
No. 7 - Public Transit Ridership Trends in Southeastern Wisconsin: 1975-1986, May 1987
No. 8 - Assessment of Transportation Needs of Elderly and Handicapped Residents of Ozaukee County, June 1987
No. 9 - An Arterial Highway System Plan for Eastern Racine County, April 1987
No. 10 - City of Elkhorn Fact Book, Walworth County, Wisconsin, November 1986
No. 11 - City of Elkhorn Overall Economic Development Program Plan, Walworth County, Wisconsin, December 1986*
No. 12 - Economic Development Fact Book, City of Oconomowoc, Waukesha County, Wisconsin, March 1987
No. 13 - Overall Economic Development Program Plan, City of Oconomowoc, Waukesha County, Wisconsin, March 1987
No. 14 - Village of Menomonee Falls Economic Development Fact Book, September 1991
No. 15 - Overall Economic Development Program Plan, Village of Menomonee Falls, Waukesha County, Wisconsin, September 1987
No. 16 - Unpolluted Dredge Materials Disposal Plan for the Port Washington Harbor, City of Port Washington, Ozaukee County, Wisconsin, May 1987
No. 17 - A Public Transit Program for Handicapped Persons-City of Waukesha Transit System Utility, May 1987*
No. 18 - A Central Public Works Facility Building Program, Site Location Analysis, and Site Development Plan for the City of New Berlin, May 1987

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No. 19 - Overall Economic Development Program Plan, City of Burlington, Racine County, Wisconsin, March 1988
No. 20 - CTH N Traffic Study, City of Cedarburg, Ozaukee County, Wisconsin, February 1987
No. 21 - A Public Transit Program for Handicapped Persons-Milwaukee County Transit System, June 1987
No. 22 - A Public Transit Program for Handicapped Persons-Waukesha County Transit System, June 1987
No. 23 - A Public Transit Program for Handicapped Persons-City of Kenosha Transit System, June 1987
No. 24 - A Public Transit Program for Handicapped Persons-City of Racine Transit System, June 1987
No. 25 - Traffic Impact Study of Proposed Development along Paradise Drive between the USH 45 Bypass and S. Main Street, City of West Bend, Washington County, Wisconsin, September 1987*
No. 26 - Official Map, City of Burlington, Racine County, Wisconsin, December 1987
No. 27 - Village of Mukwonago Industrial Park Development Plan, Waukesha County, Wisconsin, March 1988
No. 28 - Streams and Watercourses for Which the Milwaukee Metropolitan Sewerage District Has Assumed Jurisdiction for Drainage and Flood Control Purposes, August 1987
No. 29 - A Plan for the Abatement of Through Traffic Problems in the Village of West Milwaukee, March 1988
No. 30 - Overall Economic Development Program Plan, City of South Milwaukee, Milwaukee County, Wisconsin, March 1988
No. 31 - Analysis of the Conversion from One-Way to Two-Way Operation of Pine Street from State Street to Jefferson Street, City of Burlington, Racine County, Wisconsin, January 1988
No. 32 - Traffic Engineering Study of West and North Beach Roads in the Village of Oconomowoc Lake, Waukesha County, Wisconsin, January 1991
No. 33 - Traffic Engineering Study of Robinhood Drive in the Village of Menomonee Falls, Waukesha County, Wisconsin, December 1989
No. 34 - Overall Economic Development Program Plan, City of West Allis, Milwaukee County, Wisconsin, September 1988
No. 35 - A Stormwater Management Plan for the Crayfish Creek Subwatershed, City of Oak Creek, Milwaukee County, Wisconsin, June 1988
No. 36 - Traffic Engineering Study of Milwaukee Avenue (STH 36) between the Central Business District and the Northern Corporate Limits of the City of Burlington, Racine County, Wisconsin, August 1988
No. 37 - Economic Development Fact Book, City of South Milwaukee, Milwaukee County, Wisconsin, May 1988
No. 38 - A Regional Transportation Authority Feasibility Study for Southeastern Wisconsin, November 1990
No. 39 - A Flood Control Plan for a Portion of the Menomonee River Estuary Area, June 1989
No. 40 - An Inventory of Vacant or Underutilized Lands in the Riverine Areas of Central Milwaukee County, May 1989
No. 41 - A Traffic Safety Study of N. Berkeley Boulevard between E. Montclaire Avenue and E. School Road in the Village of Whitefish Bay, Milwaukee County, Wisconsin, November 1991
No. 42 - Traffic Engineering Study of Grandview Boulevard—CTH T—from Northview Road to Fatima Drive, Waukesha County, Wisconsin, July 1989
No. 43 - Amtrak Milwaukee-Chicago Passenger Survey Findings: May 1989, August 1989
No. 44 - Town of Lisbon Southeast Area Quarry Operations—Environmental Impact Evaluation, September 1990
No. 45 - Overall Economic Development Program Plan, Village of Slinger, Washington County, Wisconsin, October 1989

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No. 46 - Traffic Impact Study of the Interchange of STH 33 and CTH LL, Ozaukee County, Wisconsin, September 1989
No. 47 - Economic Development Fact Book, City of West Allis, Milwaukee County, Wisconsin, October 1989
No. 48 - Washington Avenue (STH 57) Traffic Study in the City of Cedarburg, Ozaukee County, Wisconsin, January 1991
No. 49 - Overall Economic Development Program Plan, City of Brookfield, Waukesha County, Wisconsin, December 1989
No. 50 - Traffic Engineering Study of County Line Road (CTH Q) between the Intersection with Appleton Avenue (STH 175) and USH 41/45, December 1990
No. 51 - Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls between N. 124th Street (STH 145) and W. Main Street (STH 74), Waukesha County, Wisconsin, January 1991
No. 52 - Traffic Impact Study of the Alpine Valley Music Theatre in the Town of LaFayette, January 1991
No. 54 - Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay, January 1991
No. 63 - A Land Use-Transportation Study of the N. 76th Street Corridor, August 1991
No. 64 - Lake Arterial Extension Planning Study, August 1991
No. 65 - Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin, September 1991

ECONOMIC DEVELOPMENT PROFILES

Economic Development Profiles have been prepared for the Southeastern Wisconsin Region, for each of the seven counties in the Region, for the Milwaukee Metropolitan Statistical Area, and for the following communities within each of the seven counties:

Kenosha County
- City of Kenosha
- Village of Pleasant Prairie
- Town of Bristol

Milwaukee County
- City of Cudahy
- City of Franklin
- City of Greenfield
- City of Milwaukee
- City of Oak Creek
- City of St. Francis
- City of South Milwaukee
- City of Wauwatosa
- City of West Allis
- Village of West Milwaukee

Ozaukee County
- City of Cedarburg
- City of Mequon
- City of Port Washington
- Village of Belgium
- Village of Fredonia
- Village of Grafton
- Village of Saukville
- Village of Thiensville

Racine County
- City of Burlington
- City of Racine
- Village of Rochester
- Village of Sturtevant
- Village of Union Grove
- Village of Waterford
- Town of Caledonia
- Town of Mt. Pleasant

Walworth County
- City of Delavan
- City of Elkhorn
- City of Lake Geneva
- City of Whitewater
- Village of Darien
- Village of East Troy
- Village of Walworth

Washington County
- City of Hartford
- City of West Bend

Washington County (continued)
- Village of Germantown
- Village of Jackson
- Village of Kewaskum
- Village of Slinger

Waukesha County
- City of Brookfield
- City of Delafield
- City of Muskego
- City of New Berlin
- City of Oconomowoc
- City of Waukesha
- Village of Butler
- Village of Dousman
- Village of Elm Grove
- Village of Hartland
- Village of Menomonee Falls
- Village of Mukwonago
- Village of Pewaukee
- Village of Sussex
- Town of Pewaukee

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County
- No. FX-40, Benedict Lake
- No. FX-12, Camp Lake
- No. FX-27, Center Lake
- No. FX-35, Cross Lake
- No. FX-45, Dyer Lake
- No. FX-7, Elizabeth Lake
- No. FX-34, Lilly Lake
- No. FX-17, Marie Lake
- No. FX-13, Powers Lake
- No. FX-11, Silver Lake
- No. FX-45, Voltz Lake

Racine County
- No. FX-25, Bohner Lake
- No. FX-15, Browns Lake
- No. FX-9, Eagle Lake
- No. FX-42, Echo Lake
- No. FX-32, Kee Nong Go-Mong Lake
- No. FX-29, Long Lake
- No. FX-6, Waterford-Tichigan Lakes
- No. FX-26, Waubeesee Lake
- No. FX-5, Wind Lake

Walworth County
- No. FX-41, Army Lake
- No. FX-40, Benedict Lake
- No. FX-7, Beulah Lake
- No. FX-31, Booth Lake
- No. FX-4, Como Lake
- No. FX-1, Lake Geneva
- No. FX- Lauderdale Lakes
  (17, Green Lake,
  20, Middle Lake,
  18, Mill Lake)
- No. FX-39, Lulu Lake
- No. FX-21, North Lake
- No. FX-37, Pell Lake
- No. FX-43, Peters Lake
- No. FX-25, Pleasant Lake
- No. FX-24, Potters Lake
- No. FX-38, Silver Lake
- No. FX-30, Wandawega Lake

Waukesha County
- No. FX-3, Big Muskego Lake
- No. FX-23, Denoon Lake
- No. FX-19, Eagle Spring Lake
- No. FX-10, Little Muskego Lake
- No. FX-14, Lower Phantom Lake
- No. FX-2, Pewaukee Lake
- No. FX-34, Spring Lake
- No. FX-33, Upper Phantom Lake

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County
- No. ML-2, Long Lake
- No. ML-9, Auburn Lake
- No. ML-21, Forest Lake
- No. ML-12, Mauthe Lake
- No. ML-18, Mud Lake
- No. ML-5, Kettle Moraine Lake

Ozaukee County
- No. ML-4, Mud Lake
- No. ML-17, Spring Lake

Sheboygan County
- No. ML-6, Random Lake*
- No. ML-10, Crooked Lake
- No. ML-7, Lake Ellen

Washington County
- No. ML-3, Little Cedar Lake
- No. ML-14, Green Lake
- No. ML-19, Lake Twelve
- No. ML-13, Lucas Lake
- No. ML-11, Smith Lake
- No. ML-20, Wallace Lake*
- No. ML-15, Barton Pond
- No. ML-1, Big Cedar Lake*
- No. ML-8, Silver Lake
- No. ML-16, West Bend Pond

TECHNICAL RECORDS

Volume 1-No. 1, October-November 1963*

Regional Planning in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director
The SEWRPC Land Use-Transportation Study
by J. Robert Doughty, Study Director
Home Interview Sample Selection - Part I
by Kenneth J. Schlager, Chief Systems Engineer
Truck and Taxi Sample Selection
by Thomas A. Winkel, Urban Planning Supervisor
A Backward Glance: Early Toll Roads in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 2, December 1963-January 1964

Arterial Network and Traffic Analysis Zones
by Richard B. Sheridan, Chief Transportation Planner
Conducting the Household Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the Home Interview Survey
by Sheldon W. Sullivan, Administrative Officer
Aerial Photographs and Their Use in the Land Use Inventory
by Harlen E. Clinkenbeard, Land Use Planning Chief
A Backward Glance: The U. S. Public Land Survey in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 3, February-March 1964

Conducting the Truck and Taxi Survey
by Sheldon W. Sullivan, Administrative Officer
Conducting the Truck and Taxi Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the External Survey
by William E. Creger, P.E., Traffic Operations Engineer
Rail and Transit Inventory and Design of the Transit Network
by David A. Kuemmel, P.E., Transportation Planning Engineer
A Backward Glance: The Man-Made Ice Age
by Richard E. Rehberg, Editor

Volume 1-No. 4, April-May 1964*

The Application of Soil Studies to Regional Planning
by Kurt W. Bauer, Executive Director
Coding
by Wade G. Fox, Cartography and Design Supervisor, and
Robert L. Fisher, Coding Supervisor
Inventory of Existing Outdoor Recreation Facilities
and Historic Sites in Southeastern Wisconsin
by Theodore F. Lauf, Research Analyst
Inventory of Potential Park and Related Open Space Sites
by Karl W. Holzwarth, Landscape Architect
A Backward Glance: The Electric Interurban Railway
by Richard E. Rehberg, Editor

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

Reconciliation of Sample Coverage in the Internal O & D Surveys
by Eugene G. Muhich, P.E., Transportation Planning Engineer
The Contingency Check Program
by Wade G. Fox, Cartography and Design Supervisor
Inventory of the Arterial Street Network
by William T. Wambach, Jr., P.E.
A Backward Glance: The Milwaukee and Rock River Canal
by James E. Seybold, Editor

Volume 1-No. 6, August-September 1964

Checking the Network Description for Arterial Highway and Transit Networks
by Richard B. Sheridan, Chief Transportation Planner
A Study of the Water Quality and Flow of Streams in Southeastern Wisconsin
by Roy W. Ryling, Hydrologist
Expanding the Origin-Destination Sample
by Richard B. Sheridan, Chief Transportation Planner, and
Wade G. Fox, Cartography and Design Supervisor
A Backward Glance: Greendale-Garden City in Wisconsin
by Kurt W. Bauer, Executive Director

Volume 2-No. 1, October-November 1964*

Simulation Models in Urban and Regional Planning
by Kenneth J. Schlager, Chief Systems Engineer

Volume 2-No. 2, December 1964-January 1965

Capacity of Arterial Network Links
by Richard B. Sheridan, Chief Transportation Planner
The ABC Method of Current Population Estimating
by Donald L. Gehrke, Economics and Population Analyst, and
Orlando E. Delogu, Financial Resources and Legal Analyst
O & D Surveys Accuracy Checks
by Eugene G. Muhich, P.E., Transportation Planning Engineer
A Backward Glance: Railroad Transportation in Southeastern Wisconsin
by Patricia J. Tegge, Editor

Volume 2-No. 3, February-March 1965

Determination of Historical Flood Frequency for the Root River of Wisconsin
by James C. Ringenoldus, P.E., Harza Engineering Company
The Regional Multiplier
by Kenneth J. Schlager, Chief Systems Engineer
A Backward Glance: The Street Railway in Milwaukee
by Henry M. Mayer, Administrative Assistant,
Milwaukee & Suburban Transport Corporation

TECHNICAL RECORDS—continued

Volume 2-No. 4, April-May 1965*

Determination of Runoff for Urban Storm Water Drainage System Design
by Kurt W. Bauer, Executive Director

Volume 2-No. 5, June-July 1965

Screen Line Adjustment of Trip Data
by Richard B. Sheridan, P.E., Chief Transportation Planner
Inventory of Land Development Regulations in Southeastern Wisconsin
by William J. Kockelman, Chief Community Assistance Planner
A Backward Glance: Highway Development in Southeastern Wisconsin-Part I
by Jean C. Meier, Librarian and Research Assistant

Volume 2-No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin
by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards
by Edward Weiner, Transportation Planning Engineer
Modified Rapid Transit Service in the Southeastern Wisconsin Region
by Sheldon W. Sullivan, Administrative Officer
A Backward Glance: Highway Development in Southeastern Wisconsin-Part II
by Jean C. Meier, Research Assistant, and
Sheldon W. Sullivan, Administrative Officer

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District
by Sheldon W. Sullivan, Administrative Officer
Computing the Center of Population and the Geographic Center
by Wayne H. Faust, Associate Planner
A Backward Glance: Downtown Yesterdays
by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

Hydrogeologic Considerations in Liquid Waste Disposal,
with a Case Study in Southeastern Wisconsin
by Martha J. Ketelle, Department of Geology and Geophysics,
University of Wisconsin-Madison

Volume 3-No. 4, September 1971

Characteristics of Air and Ground Travel Generated by
General Mitchell Field Airport Terminal: May 1968
by Sheldon W. Sullivan, Chief of Data Collection
Shifts in Centers of Population within the Region: 1960-1970
by Wayne H. Faust, Associate Planner
A Backward Glance: The Development of General Mitchell Field
by Sheldon W. Sullivan, Chief of Data Collection

TECHNICAL RECORDS—continued

Volume 3-No. 5, March 1973*

Freeway Flyer Service in Southeastern Wisconsin-A Progress Report: 1964-1971
by Sheldon W. Sullivan, Chief of Data Collection
Development of Equations for Rainfall Intensity-Duration-Frequency Relationship
by Stuart G. Walesh, Water Resources Engineer
A Backward Glance: The American Automobile-A Brief History of the Development of the American Automobile and the Growth of Automobile Registrations in the United States, Wisconsin, and the Southeastern Wisconsin Region: 1896-1970
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 6, April 1976*

Floodland Management: The Environmental Corridor Concept
by Stuart G. Walesh, SEWRPC Water Resources Engineer
Characteristics of Travel in the Milwaukee Central Business District: 1963 and 1972
by Sheldon W. Sullivan, SEWRPC Chief of Data Collection, and
Jean Lusk, SEWRPC Research Analyst
The Changing Factorial Ecology of Milwaukee's Black Ghetto
by Harold McConnell, Richard A. Karsten, and Marilyn Ragusa
A Backward Glance: Environmental Corridors of Yesterday and Today
by Dr. Jeremy M. Katz, Research Psychologist, and
Jeanne Sollen, Editor

Volume 4-No. 1, March 1978*

A Backward Glance: Milwaukee's Water Story
by Milwaukee Water Works
Is There a Groundwater Shortage in Southeastern Wisconsin?
by Douglas A. Cherkaver and Vinton W. Bacon,
University of Wisconsin-Milwaukee
An Overview of the Sources of Water Pollution in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director, SEWRPC
The Effect of Sample Rate on Socioeconomic and Travel Data Obtained through Standard Home Interview
by Jean Lusk, SEWRPC Planner

Volume 4-No. 2, March 1981

Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin
by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and
Gerald H. Emmerich, Jr., Senior Planner, SEWRPC
Water Quality and Quantity Simulation Modeling for the Areawide Water Quality Management Planning Program for Southeastern Wisconsin
by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC
Evaluation of a Water Quality Standard for Total Phosphorus in Flowing Streams in Southeastern Wisconsin
by David B. Kendziorski, Senior Planner, SEWRPC
Bibliography of Lake Michigan Shore Erosion and Nearshore Process Studies
by Norman P. Lasca, Professor, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee, and
David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists, Department of Geological Sciences and Center for Great Lakes Studies, University of Wisconsin-Milwaukee
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

TECHNICAL RECORDS—continued

Volume 4-No. 3, February 1982

Preservation of Scientifically and Historically Important Geologic Sites in Milwaukee County, Wisconsin
by Donald G. Mikulic, Staff Geologist, Illinois State Geological Survey, and Joanne Kluessendorf, Geologic Research Assistant, Illinois State Geological Survey, Champaign, Illinois
Inventory of Solid Waste Management Facilities in Southeastern Wisconsin: 1980
by Robert P. Biebel, Principal Engineer, SEWRPC, and Joseph E. Stuber, Senior Engineer, SEWRPC
Inventory Findings of Cannonball Passenger Surveys: 1980 and 1971
by Jean M. Lusk, SEWRPC Planner
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 4, February 1984

Characteristics of Travel in Six Major Attractors in the Southeastern Wisconsin Region
by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist
Shopping Centers: Characteristics of Travel-1963-1972
by Jean M. Lusk, SEWRPC Planner, and John L. Zastrow, SEWRPC Senior Specialist
A Backward Glance: Historic Evolution of the Local Governmental Structure in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 5, December 1989

Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. Kendziorski, SEWRPC Principal Planner
Lake Levels and Datum Differences
by Kurt W. Bauer, SEWRPC Executive Director
A Backward Glance—A History of Storm Damage and Protective Measures in Milwaukee Harbor
by Bruce W. Jordan, M.A.

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CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961*
2nd Regional Planning Conference, November 4, 1962*
3rd Regional Planning Conference, November 20, 1963*
4th Regional Planning Conference, May 12, 1965*
5th Regional Planning Conference, October 26, 1965*
6th Regional Planning Conference, May 6, 1969
7th Regional Planning Conference, January 19, 1972
8th Regional Planning Conference, October 16, 1974
Regional Conference on Sanitary Sewerage System User and Industrial Waste Treatment Recovery Charges, July 18, 1974
9th Regional Planning Conference, April 14, 1976

CONFERENCE PROCEEDINGS—continued

10th Regional Planning Conference, March 15, 1978
11th Regional Planning Conference, April 19, 1979
12th Regional Planning Conference, January 31, 1980
13th Regional Planning Conference, November 9, 1983
14th Regional Planning Conference, May 13, 1985
15th Regional Planning Conference, November 14, 1988

NEWSLETTERS

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TRANSPORTATION IMPROVEMENT PROGRAMS

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979-1983, December 1978*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980-1984, December 1979*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1983-1987, December 1982*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1984-1988, December 1983*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1985-1989, December 1984*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1986-1990, December 1985*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1988-1992, December 1987*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991

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Twenty-Five Years of Regional Planning, December 1985

*Out of print.

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MEMBER
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AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS

August 26, 1992

To the Commissioners of
Southeastern Wisconsin
Regional Planning Commission
Waukesha, Wisconsin

We have audited the accompanying general purpose financial statements of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1991, and for the year then ended. The information included in these general purpose financial statements are the responsibility of the Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that the audit be planned and performed to provide reasonable assurance that the general purpose financial statements are free of material misstatement. The audit included examining, on a test basis, evidence supporting the amounts and disclosures in the general purpose financial statements. The audit also included assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1991, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

Victor L. Young S.C.

VICTOR L. YOUNG, S.C.

Southeastern Wisconsin Regional Planning Commission

Combined Balance Sheet - All Fund Types and Account Groups

December 31, 1991

Assets	Governmental Fund Types: General	Governmental Fund Types: Special Revenue	Account Groups: General Fixed Assets	Totals (Memorandum Only): 1991	Totals (Memorandum Only): 1990
Treasurer's cash	$ 725,174.12	$	$	$ 725,174.12	$ 1,098,610.55
Due from service agreements	82,300.16			82,300.16	282,578.44
Other receivable		1,058.00		1,058.00	
Grants receivable		341,418.86		341,418.86	270,036.00
Contracts receivable	73,320.00	158,740.27		232,060.27	225,413.93
Service agreements receivable	305,215.86			305,215.86	324,126.93
Prepaid expense	19,357.50			19,357.50	31,583.80
Fixed assets			1,089,180.59	1,089,180.59	1,885,612.22
Due from/(to) other funds	458,602.24	(458,602.24)			
Total Assets	$ 1,663,969.88	$ 42,614.89	$ 1,089,180.59	$ 2,795,765.36	$ 4,117,961.87
Liabilities					
State sales tax	$ 587.28	$	$	$ 587.28	$ 437.84
Accounts payable	142,009.61	42,614.89		184,624.50	407,670.85
Vacation accrual	107,930.23			107,930.23	107,930.23
Notes payable					225,819.47
Total Liabilities	250,527.12	42,614.89		293,142.01	741,858.39
Fund Equity					
Investment in fixed assets			1,089,180.59	1,089,180.59	1,659,792.75
Fund balances - designated	883,195.00			883,195.00	229,956.00
- undesignated	530,247.76			530,247.76	1,486,354.73
Total Fund Equity	1,413,442.76	-	1,089,180.59	2,502,623.35	3,376,103.48
Total Liabilities and Fund Equity	$ 1,663,969.88	$ 42,614.89	$ 1,089,180.59	$ 2,795,765.36	$ 4,117,961.87

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balances - All Governmental Fund Types

For the Year Ended December 31, 1991

Revenues	Governmental Fund Types: General	Governmental Fund Types: Special Revenue	Total (Memorandum Only): 1991	Total (Memorandum Only): 1990
Contributions from counties	$ 1,174,150.00	$	$ 1,174,150.00	$ 1,001,210.00
Grant revenues		2,001,215.74	2,001,215.74	1,240,760.00
Contract revenues	990,974.22	574,473.99	1,565,448.21	1,229,840.48
Service grants	271,779.85		271,779.85	2,106,515.04
Interest on invested funds	83,090.29		83,090.29	91,042.69
Other income	339,517.64	3,245.00	342,762.64	67,397.21
Total Revenues	2,859,512.00	2,578,934.73	5,438,446.73	5,736,765.42
Expenditures				
Salaries and fringe benefits	1,765,070.24	1,409,934.20	3,175,004.44	2,887,151.21
Office and other expenses				
Technical consultants	524,676.73	524,760.13	1,049,436.86	827,627.20
Office supplies	36,507.19	27,309.20	63,816.39	65,897.33
Insurance, audit, legal fees	30,734.78	24,995.53	55,730.31	32,751.00
Library acquisition and dues	11,929.67	9,934.85	21,864.52	22,266.88
Reprographics and publication	107,432.42	92,558.44	199,990.86	140,475.59
Newsletter	3,321.14	3,294.67	6,615.81	4,056.77
Postage expense	10,089.16	58,914.82	69,003.98	17,210.11
Travel expense	52,663.96	87,367.96	140,031.92	50,317.99
Telephone expense	48,111.93	25,541.47	73,653.40	28,450.05
Rent	63,087.65	57,043.15	120,130.80	175,541.52
D.P. computer graphics/equipment supplies	444,181.78	165,307.90	609,489.68	997,530.38
Annual report	3,353.91	3,327.19	6,681.10	880.45
Other operating expenses	7,270.69	28,506.30	35,776.99	5,620.03
Unemployment compensation expense				10,855.48
Auto/office equipment maintenance	12,014.78	13,354.72	25,369.50	122,315.61
Capital outlay	88,718.44		88,718.44	29,844.16
Total Expenditures	3,209,164.47	2,532,150.53	5,741,315.00	5,418,791.76
Excess (Deficit) Revenues Over Expenditures	(349,652.47)	46,784.20	(302,868.27)	317,973.66
Operating Transfers in (out)	46,784.20	(46,784.20)		
Fund Balance - beginning of year	1,716,310.73		1,716,310.73	1,398,337.07
Fund Balance - end of year	$ 1,413,442.76	$ -	$ 1,413,442.46	$ 1,716,310.73

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual - All Governmental Fund Types

For the Year Ended December 31, 1991

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	$ 1,174,150.00	$ 1,174,150.00	$
Grant revenues	1,394,880.00	2,001,215.74	606,335.74
Contract revenues	5,000.00	1,565,448.21	1,560,448.21
Service grants	752,450.00	271,779.85	(480,670.15)
Interest on invested funds		83,090.29	83,090.29
Other income		342,762.64	342,762.64
Total Revenues	3,326,480.00	5,438,446.73	2,111,966.73
Expenditures			
Salaries and fringe benefits	2,427,500.00	3,175,004.44	(747,504.44)
Office and other expenses			
Technical consultants	33,000.00	1,049,436.86	(1,016,436.86)
Office supplies	30,315.00	63,816.39	(33,501.39)
Insurance, audit, legal fees	27,000.00	55,730.31	(28,730.31)
Library acquisition and dues	18,300.00	21,864.52	(3,564.52)
Reprographics and publication	130,120.00	199,990.86	(69,870.86)
Newsletter	5,700.00	6,615.81	(915.81)
Postage expense	18,000.00	69,003.98	(51,003.98)
Travel expense	42,265.00	140,031.92	(97,766.92)
Telephone expense	20,000.00	73,653.40	(53,653.40)
Rent	105,450.00	120,130.80	(14,680.80)
D.P. computer graphics/equipment and supplies	369,670.00	609,489.68	(239,819.68)
Annual report	5,560.00	6,681.10	(1,121.10)
Other operating expenses	10,000.00	35,776.99	(25,776.99)
Unemployment compensation expense	4,500.00		4,500.00
Auto/office equipment/maintenance	53,220.00	25,369.50	27,850.50
Capital outlay	25,880.00	88,718.44	(62,838.44)
Total Expenditures	3,326,480.00	5,741,315.00	(2,414,835.00)
Excess Revenues Over Expenditures		(302,868.27)	(302,868.27)
Fund Balance - beginning of year	-	1,716,310.73	-
Fund Balance - end of year	$ -	$ 1,413,442.46	$ -

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1991

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of the Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds and account groups, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds and account groups are used by the Commission:

Governmental Funds

General Fund - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Funds - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1991

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Account Groups

General Fixed Asset Group - Used to account for fixed assets not accounted for in any other fund.

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type and account groups. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balances and account groups balancing accounts have not been eliminated.

Budget

The Commissions annual budget is prepared principally on the cash basis and represents departmental appropriations as authorized and any authorized revisions during the year to reflect changes in programs and activities. The budget cash basis differs from generally accepted accounting principles (GAAP). Actual amounts in the accompanying budgetary comparison statement are presented on the modified accrual basis.

Cash and Cash Equivalents

In addition to bank accounts and petty cash, this classification includes all short-term investments.

Basis of Accounting

The modified accrual basis of accounting is followed by the governmental funds. Under the modified accrual basis those items of revenue for which a valid receivable can be determined in advance of their due date should be recognized on the accrual basis. All other items are recognized on the cash basis because the time of collection generally coincides with the determination of the amount. Expenditures are recognized when a liability to be met from fund assets is incurred.

Fixed Assets

Governmental general fixed assets acquired during the year ended December 31, 1991 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost in the general fixed assets account group.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1991

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Accrued Vacation

The commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 20 days.

Fund Balances

The Commission classifies its fund equity as follows:

Designated Fund Balances - indicates that portion of fund equity, which has been segregated for specific purposes.

Undesignated Fund Balances - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset Group

Fixed Assets as of December 31 are as follows:

	1991	1990
Desks	$ 14,205.60	$ 14,205.60
Chairs	23,021.98	17,407.82
Calculators and adding machines	13,588.90	13,588.90
Filing cabinets	41,693.43	41,693.43
Typewriters	22,078.77	21,815.97
Book cases	19,847.78	19,010.53
Tables	29,536.17	19,285.27
Data processing equipment	657,966.94	1,540,538.01
Major equipment	118,057.42	98,493.38
Automobiles	108,502.10	68,112.10
Miscellaneous	40,681.50	31,461.21
	$1,089,180.59	$1,885,612.22

Note 3 - Employee Retirement Plan

The Commission is a participant in the State of Wisconsin Retirement System covering substantially all full-time employees on a non-contributory basis. The annual employer's contribution rate, which is actuarially determined by the State of Wisconsin, provides for funding of prior service costs. Information concerning the amount, if any, of the excess of the actuarially computed value of vested benefits over the total assets available in the pension fund is not maintained by individual participant units. Retirement plan expenses, which include amortization of prior service costs, for the year 1991 were $229,149.49.

All employees expected to work over 600 hours a year are eligible to participate in the Wisconsin Retirement System. Covered employees are required by statutes to contribute 6.1% of their salary to the plan. Employers may make these contributions to the plan on behalf of the employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. The total contributions for the year ending December 31, 1991 was $229,149.49. This amount was paid by Southeastern Wisconsin Regional Planning Commission.

Employees who retire at or after age 65, are entitled to receive an unreduced retirement benefit. The benefit is calculated as 1.6% of final average earnings for each year of creditable service. Final average earnings is the average of the employees three highest years' earnings. Employees may retire at age 55 and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefit. Benefits are fully vested upon entry into the Wisconsin Retirement System.

The Wisconsin Retirement System also provides death and disability benefits for employees. Eligibility for and the amount of all benefits is determined under Chapter 40 of the Wisconsin Statutes.

Wisconsin Act 13, Laws of 1989, effective May 16, 1989, made significant benefit changes in participant requirements, interest crediting, early retirement actuarial reduction, asset valuation, vesting requirements and actuarial assumptions. Some of these changes were not effective until 1990.

The System utilizes the "Entry Age Normal with Frozen Initial Liability" actuarial method in establishing employer contribution rates. Under this method the Unfunded Accrued Actuarial Liability is affected only by the monthly amortization payments, compound interest, the added liability created by new employer units, and any added liabilities caused by changes in benefit provisions.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1991

Note 3 Employee Retirement Plan (Cont'd)

All acturial gains or losses arising from the difference between actual and assumed experience are reflected in the determination of the normal costs. The unfunded accrued actuarial liability is being amortized over a 40-year period beginning January 1, 1990. The unfunded liability for Southeastern Wisconsin Regional Planning Commission as of December 31, 1991 was $580,107.98 or .029% of the total system's unfunded liability of $1.98 billion.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for the effects of projected salary increases, estimated to be payable in the future as a result of employee service to date and disregarding the Wisconsin Retirement System funding objective of maintaining stable contribution rates over the long-term future. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the Wisconsin Retirement System's funding status on a going concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and measurements of assets and pension benefit obligation of individual employers. The Wisconsin Retirement System does not make separate measurements of assets and pension benefit obligation for individual employers. The pension benefit obligations as of December 31, 1991 for the Wisconsin Retirement System as a whole, determined through an actuarial valuation performed as of that date, was $20,874.0 million. The Wisconsin Retirement System's net assets available for benefits on that date were $23,597.6 million, leaving assets in excess of pension benefit obligation of $2,723.6 million.

Ten year historical trend information showing the Wisconsin Retirement System's progress in accumulating sufficient assets to pay benefits when due is presented in the Wisconsin Retirement System's June 30, 1992 Comprehensive Annual Financial Report.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1991

Note 4 - Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit	$ 406,107.71
Temporary cash investments	319,066.41
Total	$ 725,174.12

Note 5 - Cognizant Agency

The cognizant agency for the Single Audit report is the Wisconsin Department of Transportation.

Note 6 - Commitments

Rent

The Commission leases space from Waukesha County under a lease agreement that runs through December 31, 1994. The Commission has the option of renewing the lease for two successive periods of three years each. The minimum lease payments are as follows:

1992	$ 129,685.00
1993	$ 135,739.00
1994	$ 135,739.00

Note 7 - Designated Funds

The Commission has designated the following funds for future purposes:

Equipment replacement	$ 50,000.00
Unemployment Compensation Trust	50,000.00
Errors and Omissions Insurance	100,000.00
Computer Graphics Reserve Account	350,000.00
Stream Gaging	13,195.00
Office Computer Reserve Account	320,000.00
	$ 883,195.00



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