

Twelfth annual report. June 1973

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W-Regional planning - S.E.

1972 ANNUAL REPORT



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TWELFTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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June 7, 1973

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

In accordance with the requirements of Section 66.945(8)(b) of the Wisconsin Statutes, the Commission each calendar year prepares, publishes, and certifies an annual report to the State Legislature of Wisconsin and to the Legislative Bodies of the Local Units of Government within the Region. This, the 12th Annual Report of the Commission, summarizes the accomplishments of the Commission for the calendar year 1972 and contains a statement of the financial position of the Commission as certified by an independent auditor.

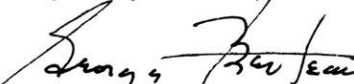
The Commission Annual Report is intended to serve a number of functions in addition to meeting the specific legislative requirement noted above. As a publication documenting activities conducted during the year under the continuing regional land use-transportation study, a study carried out pursuant to the areawide planning requirements of the 1962 Federal Aid Highway Act and the 1964 Federal Urban Mass Transportation Act, it serves as an annual report to the Federal and State Departments of Transportation. In addition, the Annual Report is intended to meet certain requirements of the U. S. Department of Housing and Urban Development, including an annual report on the progress of establishing an areawide housing plan element and the preparation of an overall program design, together with a work program for the next calendar year. Most importantly, however, the Commission Annual Report is intended to provide local public officials and interested citizens with a comprehensive overview of current and proposed Commission activities and to thereby provide a focal point for the promotion of regional plan preparation and implementation.

During 1972, the Commission initiated a second major inventory of travel in the Region which, when completed and combined with the data from the 1963 inventory of travel, will provide the largest and most comprehensive bank of transportation planning information obtained to date in this Region, and probably in any region of the United States. A second major work effort undertaken in 1972 was a comprehensive three-year study of the Menomonee River watershed.

Regional plan element adoptions by the Commission in 1972 include adoption of the comprehensive plan for the Milwaukee River watershed, the comprehensive plan for the Kenosha Planning District, and the Milwaukee Area Transit Plan. Also completed during 1972 was a short-range action housing program, which identified sites suitable for the immediate construction of 2,000 units of low- and moderate-income housing and recommended allocation of these units to subareas of the Region; a jurisdictional highway system plan for Walworth County; and a comprehensive plan for the Racine Urban Planning District. Work continued on preparation of a long-range regional housing plan.

The Commission believes that remarkable progress has been made in gathering and maintaining in a current form the planning and engineering data required to make sound areawide development decisions within the Region, in cooperatively preparing and adopting key elements of a comprehensive plan for the development of the Region, and in working toward the implementation of those plan elements to create a better environment for working and living within the Region. A renewed commitment on the part of the Commission as well as the constituent local units of government and State and Federal agencies to cooperative intergovernmental, areawide planning, however, is vital to ensure the continuation of such planning.

Respectfully submitted,



George C. Berteau
Chairman

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REGIONAL PLANNING HIGHLIGHTS--1972

The year 1972 was one of considerable progress in the four major work areas to which the Regional Planning Commission addressed itself—planning for protection of the environment, planning for the movement of people and goods, planning for land use and housing, and planning for community development. During 1972 the Commission, in addition to conducting certain ongoing work programs, initiated a second major regional inventory of travel, initiated its fourth watershed planning program, and adopted several additional major elements of the comprehensive plan for the seven-county Southeastern Wisconsin Region. The following is a summary of progress in the four major problem areas.

PLANNING FOR PROTECTION OF THE ENVIRONMENT

- The Commission completed and formally adopted a comprehensive plan for the Milwaukee River watershed. This plan contains recommendations for water pollution abatement, flood control, water supply, park and open space reservation, and land use development within this important drainage basin. With the adoption of the plan, the Commission has completed comprehensive plans for three of the twelve watersheds in the Region covering about 58 percent of the total area of the Region (see p. 92).
- A comprehensive three-year study of the Menomonee River watershed was begun. This study is intended to find sound solutions to problems of flooding, water pollution, industrial water use and supply, reservation of land for parks and open space, and changing land use in the watershed (see p. 95).
- A total of 11 of the 17 major utilities which use groundwater as a major source of supply had agreed by the end of 1972 to participate in funding the development of a digital computer model of the deep sandstone aquifer. This aquifer is the source for most high-capacity industrial and municipal wells in the Region, and the model will provide an invaluable water supply planning tool for the Region (see p. 103).
- A sanitary sewerage system to serve urban development around Browns Lake in the Town of Burlington was placed into operation. This system is connected to the City of Burlington sewage treatment facility as recommended in the Fox River watershed plan (see p. 90).

PLANNING FOR THE MOVEMENT OF PEOPLE AND GOODS

- A second comprehensive inventory of travel (origin-destination study) was undertaken, which included for the first time special surveys of mass transit use, interregional rail and bus travel, major traffic generators, weekend travel, and goods movement, as well as additional surveys which were part of the 1963 inventory (see p. 25).
- The Commission adopted the Milwaukee Area Transit Plan, which reaffirms original Commission findings that a flexible, rubber-tire transit system is the best means for providing a high level of rapid transit service within the Region (see p. 61).
- The recommended jurisdictional highway system plan for Walworth County was published by the Commission. The plan refines the previously adopted regional transportation plan as it applies to Walworth County, and contains specific recommendations for the improvement of state, county, and local arterial highways (see p. 61).
- Local, state, and federal highway officials, in a reevaluation of the need for the proposed Lake Freeway segment between the south end of the Harbor Bridge and the proposed interchange with the Belt Freeway in Oak Creek, reaffirmed the recommendation in the regional transportation plan that the segment was a needed improvement (see p. 71).
- At a special public hearing on the need for the Stadium Freeway North and Park Freeway West, the Commission testified that failure to construct these two freeways would seriously impair the viability of the partially completed freeway system; intensify problems of traffic congestion, air pollution, and urban disruption in the Mil-

waukee area; impair and increase the tendency to urban sprawl in the Region; and require considerable reconstruction of existing freeway segments, interchanges, and surface arterials (see p. 72).

PLANNING FOR LAND USE AND HOUSING

- A review of land use changes showed that between 1963 and 1970 urban sprawl continued within the Region contrary to adopted land use plan recommendations, primarily in Ozaukee, Washington, and Waukesha Counties (see p. 32).
- A short-range action housing program primarily designed to locate sites for the construction of 2,000 units of low and moderate income housing was completed by the Commission. This program includes a "fair share" allocation formula for the distribution of low and moderate income housing throughout the Region. The program is part of a regional housing study scheduled to be completed in 1973 (see p. 80).
- A technical and citizen advisory committee was formed as a first step in initiation of a study on regional park, outdoor recreation, and related open space planning expected to begin in 1973 (see p. 84).
- The Commission set a new plan design target year of 2000, and prepared new population and employment forecasts to that year. The new 2000 population forecast is about 3 percent below the initial 1990 forecast, and the 2000 employment forecast is 6 percent above the initial 1990 forecast (see pp. 41 and 43).

PLANNING FOR COMMUNITY DEVELOPMENT

- The Commission formally adopted the Comprehensive Plan for the Kenosha Planning District, the first such plan for an urban subregion in southeastern Wisconsin (see p. 108).
- Work was completed on preparation of a comprehensive plan for the Racine Urban Planning District (see p. 108).

ABOUT THE COMMISSION

AUTHORITY

The Southeastern Wisconsin Regional Planning Commission was established in 1960 under the provisions of Section 66.945 of the Wisconsin Statutes and upon the unanimous petition of the seven county boards concerned. It is one of nine regional planning commissions created in Wisconsin to date under the state regional planning enabling act, of which six are truly intrastate regional—that is, multi-county—agencies.

AREA SERVED

The Region is comprised of the seven southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Together these seven counties have an area of 2,689 square miles, or about 5 percent of the total area of the state; an estimated population (1972) of 1,793,000 persons, or about 40 percent of the total population of the state; an estimated employment of 748,800, or about 40 percent of the total employment of the state; and contain \$16,549,214,900 of equalized valuation, or about 40 percent of all the tangible wealth of the state as measured by equalized valuation. The seven-county Region thus comprises the urban and industrial heart of Wisconsin. There are 11 major watersheds within the Region, which is traversed by the subcontinental divide separating the Great Lakes-St. Lawrence River drainage system from the Mississippi River drainage system. There are 153 general purpose local units of government within the Region and 106 public school districts. All but two of the general-purpose local units of government—the Village of West Milwaukee and the Town of Vernon—are participating in the work of the Commission, and the participating units together represent 98.7 percent of the area of the Region and 99.6 percent of the population.

ORGANIZATION

The Commission consists of 21 members—three from each member county—who serve without pay. One Commissioner from each county is appointed by the county board; and two from each county are appointed by the Governor, with one such appointee being from a list certified by the county board to the Governor. The full Commission meets regularly on a quarterly basis and is governed in its operation by the state regional planning enabling act and by its own duly adopted bylaws. The Com-

mission elects its own officers, consisting of a Chairman, Vice-Chairman, Secretary, and Treasurer. An Executive Committee, an Administrative Committee, and a Planning and Research Committee hold regular monthly meetings to actively direct the Commission work. The Executive Committee is empowered to act for the full Commission on all matters except the adoption of an annual budget and the adoption of regional plan elements. In addition, an Intergovernmental and Public Relations Committee, consisting of the Commission Chairman, the Treasurer, and the seven county board appointed Commissioners, meets on call to consider all important policy matters, including work programs and financing. The Commission is authorized to employ a staff and to levy a tax of up to 0.003 percent of the equalized assessed valuation of the Region to support its operation, the tax being apportioned among the seven counties in proportion to equalized assessed valuation.

FUNCTIONS

Regional planning as conceived by the Commission has three principal functions:

1. Inventory—the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis so that, in light of such data, the various levels and agencies of government and private investors operating within the Region can better make decisions concerning areawide and local community development.
2. Plan Design—the preparation of a framework of long-range plans for the physical development of the Region, these plans being limited to those functional elements having areawide significance. To this end the Commission is charged by law with the function and duty of "making and adopting a master plan for the physical development of the Region." The permissible scope and content of this plan, as outlined in the 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 the supporting transportation and utility facilities.
3. Plan Implementation—the promotion of regional plan implementation through the provision of a center for the coordination

of the many planning and plan implementation activities carried out on a day-to-day basis by the various levels and agencies of government operating within the Region.

POLICIES

In order to provide a firm policy framework within which the Commission functions can be properly and efficiently carried out, the Commission has adopted certain formal statements of policy. Three of these formal statements of policy are discussed in other sections of this report. These include a work program initiation procedure whereby no major work programs requiring local funding are mounted until a detailed prospectus is prepared and county board approval of the prospectus is obtained (see "Prospective Commission Work Programs—A Forward Glance"); a community assistance policy (see "Community Assistance Program"); and a federal grant and loan application review policy (see "Clearinghouse Grant Review Activities"). In addition, the Commission has consistently followed a policy of seeking the active participation of the local units of government within the Region in the regional planning program. This participation has been obtained in part through an extensive advisory committee structure, through the interagency assignment of staff personnel, through public informational meetings and public hearings on proposed plan elements and alternatives thereto, and through the Commission's community assistance program. Advisory committees have been formed to provide direction to every major Commission work program, with representation drawn from elected public officials, knowledgeable local technicians, and citizen leaders as appropriate. The current advisory committee structure and membership are set forth in Appendix C of this report and illustrate the breadth of interests represented. The Commission, having been created on the petition of the seven constituent county boards, has also as a matter of policy operated within the legislative framework in which it was created and has not sought any changes in this framework. Finally, although the State Statutes permit—upon the approval of the member counties—local tax levies for regional planning purposes in excess of 0.003 percent of the equalized assessed valuation, the Commission has never as a matter of policy requested funds from the constituent counties in excess of the 0.003 percent level.

CONCEPTS UNDERLYING REGIONAL PLANNING

Within the last decade, regional planning has become increasingly accepted as a necessary governmental function in most of the large urbanizing areas of the United States. This acceptance has come about through a growing awareness that certain pressing problems of physical and economic development and of environmental deterioration do, in fact, transcend corporate limits as well as fiscal capabilities of local units of government, and require the cooperative efforts of all of the units and agencies of government concerned for sound resolution.

The term region, as it is used in this context, applies to an area larger than a county but smaller than a state, united by economic interests, geography, and the common areawide developmental and environmental problems brought about by rapid urbanization and changing regional settlement patterns. Planning on a regional basis is absolutely essential—although not sufficient—to any meaningful guidance of physical development in the public interest today. This is true because many of the most pressing problems of our society—problems of physical and economic development and of environmental deterioration—require an areawide approach for sound resolution.

A regional basis for physical planning is unquestionably necessary to provide a meaningful technical approach to the sound development of such areawide public works systems as highway and transit, sewerage and water supply, and park and related outdoor recreation facilities. A regional basis is also necessary to any sound approach to the resolution of such areawide problems of environmental deterioration as flooding, air and water pollution, deterioration or destruction of the underlying and sustaining natural resource base, and to the far more basic problem of rapidly changing land use. Yet state, community, and private interests are all vitally affected by such areawide problems and by proposed solutions to these problems. It appears neither desirable nor possible for any one level or agency of government to impose the decisions required to solve these areawide problems. Such decisions can better come from a consensus among the various levels and agencies of government and private interests concerned, based upon a common interest in the welfare of the entire Region. Regional planning

is absolutely essential to promote such a consensus and the necessary cooperation between urban and rural, local and state, and private and public interests.

Within the traditional framework of government in Wisconsin, regional groups with strong local representation can probably best encourage and promote planning activities at all levels of government. Regional planning thus seeks to encourage local and individual initiative, balance urban and rural interests, preserve and appreciate variety, and maintain local responsibility in relation to state and federal responsibilities and private responsibilities in relation to public responsibilities.

The Southeastern Wisconsin Regional Planning Commission represents an attempt to provide the areawide planning services necessary to solve areawide problems in southeastern Wisconsin on a voluntary, cooperative basis. The Commission does not regard regional planning as a substitute for federal, state, and local public planning or for private planning but, rather, regards regional planning as a vital supplement to such planning. Because the work of the Commission is strictly advisory and because the Commission is pledged to maintain this role, the regional planning program has emphasized the promotion of close cooperation between the various governmental agencies concerned with land use development and with the design, construction, operation, and maintenance of supporting public works facilities. The work of the Commission is visualized as a continuing planning process, providing many outputs of use throughout the Region in the making of development decisions by public and private agencies, and provides for the periodic reevaluation of any plans produced, as well as for the extension of planning information and advice necessary to convert the plans into action programs.

The Commission believes that the highest form of areawide planning is that in which the quality of the technical work performed, the validity and accuracy of the data collected, and the cooperative, active participation in the planning effort by all public and private agencies concerned together form the basis for development decisions which will not only lead to more efficient physical development but which will ensure a more desirable regional environment in which to live and work.

THE REGIONAL PLANNING PROGRAM IN 1972

The Commission's 1972 work program was again extremely varied, and included major work efforts under each of the three principal regional planning functions of inventory, plan design, and the promotion of plan implementation activities by the various local, state, and federal units and agencies of government and by private agencies and individuals. While the early years of the Commission's existence were primarily directed at the establishment of a sound data base for regional planning and at the preparation of regional plan elements, the effort in recent years has been increasingly directed at the servicing of already adopted plan elements and the promotion of plan implementation activities. Moreover, as time elapses following plan preparation and adoption, it becomes necessary to conduct major reinventories in preparation for plan reappraisal efforts. Finally, it should be noted that one of the measures of the worth of planning is the extent to which those who prepared and adopted the plans are called upon to provide guidance and advice in development matters and to provide supporting data for plan implementation efforts, as well as to reevaluate plan recommendations. The Commission has found in recent years that a growing proportion of its work efforts must be directed toward the function of servicing already completed and adopted plan elements, while at the same time striving to meet local requests for additional plan elements, as well as meeting its responsibility to prepare those plan elements which are required to maintain eligibility for local units of government in the Region to receive grants-in-aid under many federal aid programs.

The Commission work program carried out to date, and as proposed for the five-year period 1973 through 1977, is set forth in summary form in Figure 1. Progress on the various work program elements during 1972 is described in this, the Twelfth Annual Report of the Southeastern Wisconsin Regional Planning Commission.

REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM

The first major work program of the Commission directed toward the preparation of a framework of advisory plans for the physical development of the Region was the regional land use-transportation

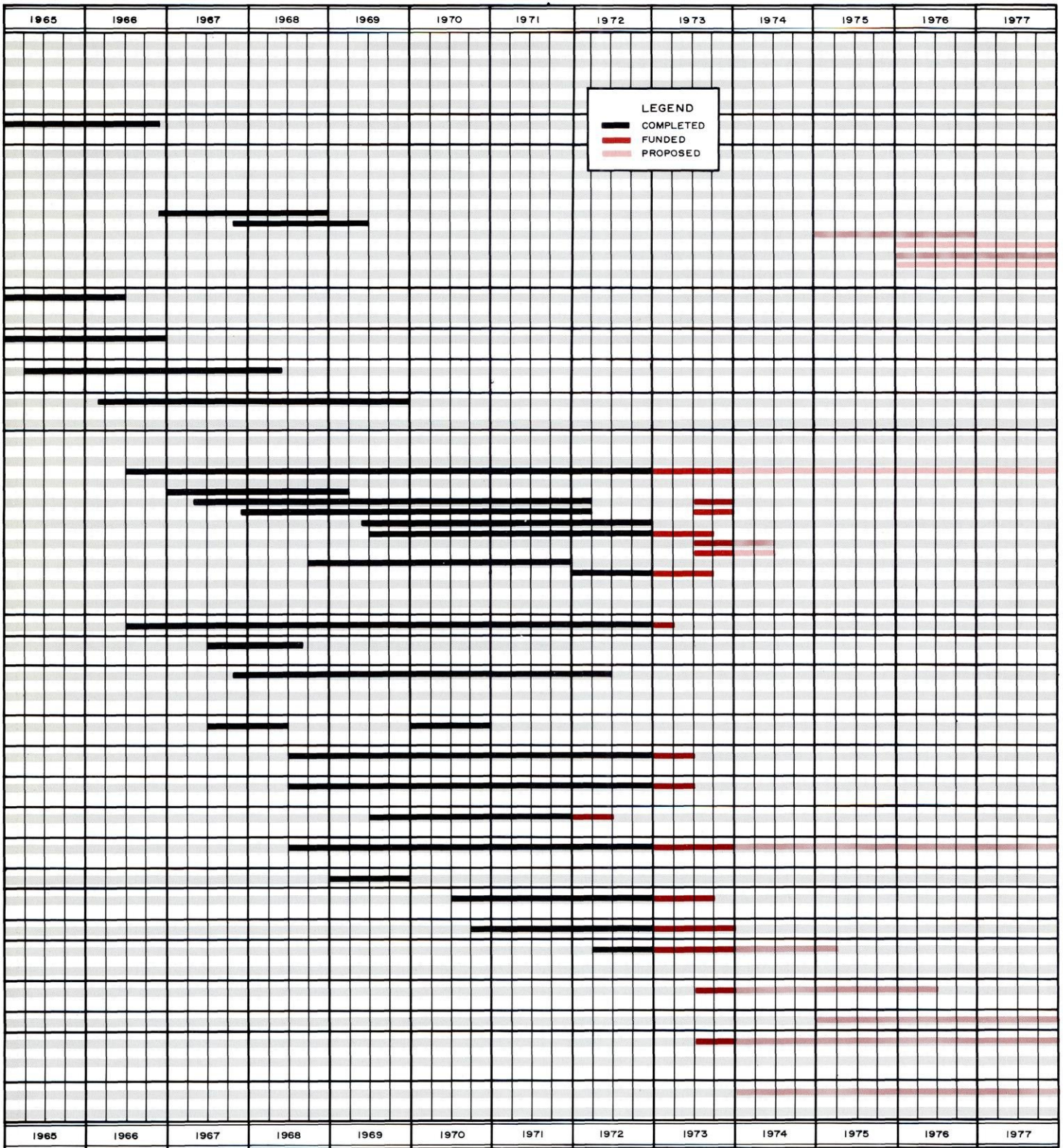
Figure 1

TIMING OF MAJOR WORK PROGRAM ELEMENTS
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
1961-1977

MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964
INITIAL WORK PROGRAM ¹ (WIS P-6) REGIONAL PLANNING SYSTEMS STUDY REGIONAL BASE MAPPING PROGRAM ECONOMIC BASE STUDY AND STRUCTURE POPULATION STUDY NATURAL RESOURCES INVENTORY PUBLIC UTILITIES INVENTORY	ESTABLISH DATA BASE				
INITIAL REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM ² (WIS P-23)	PREPARE REGIONAL LAND USE PLAN AND REGIONAL TRANSPORTATION PLAN (HIGHWAY AND TRANSIT)				
PREPARATION OF LOCAL PLANNING GUIDES ³ (WIS P-32, WIS P-77) LAND DEVELOPMENT GUIDE OFFICIAL MAPPING GUIDE ZONING GUIDE ORGANIZATION OF PLANNING AGENCIES FLOODLAND AND SHORELAND DEVELOPMENT GUIDE SOILS DEVELOPMENT GUIDE STORM WATER MANAGEMENT MANUAL COSTS AND REVENUES ASSOCIATED WITH RESIDENTIAL DEVELOPMENT ENVIRONMENTAL CORRIDOR PRESERVATION PRESERVATION OF AGRICULTURAL LANDS IN AN URBANIZING AREA	PREPARE LOCAL PLANNING MANUALS AND MODEL LAND USE CONTROL ORDINANCES				
ROOT RIVER WATERSHED PLANNING PROGRAM ⁴ (WIS P-40)	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED				
KENOSHA PLANNING DISTRICT PLANNING PROGRAM ¹ (WIS P-42)	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT				
INITIAL COMMUNITY ASSISTANCE PROGRAM ¹ (WIS P-53)	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST				
FOX RIVER WATERSHED PLANNING PROGRAM ² (WIS P-59)	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED				
CONTINUING REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM ² (WIS P-70, WIS P-130, WIS P-137) CONTINUING FUNCTIONS JURISDICTIONAL HIGHWAY SYSTEM PLANS MILWAUKEE COUNTY RACINE COUNTY OZAUKEE COUNTY WALWORTH COUNTY WAUKESHA COUNTY WASHINGTON COUNTY KENOSHA COUNTY MILWAUKEE COUNTY MASS TRANSIT STUDY NEW REGIONAL ORIGIN-DESTINATION STUDY	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SURVEILLANCE, REAPPRAISAL, SERVICE AND IMPLEMENTATION, PROCEDURAL DEVELOPMENT, AND DOCUMENTATION				
LAND USE PLAN DESIGN MODEL ³ (WIS PD-1)	PREPARE MATHEMATICAL MODEL FOR DESIGN OF LAND USE PLANS				
COMMUNITY SHELTER PLANNING RECONNAISSANCE STUDY ³	PREPARE PROSPECTUS FOR REGIONAL COMMUNITY SHELTER PLAN				
MILWAUKEE RIVER WATERSHED PLANNING PROGRAM ² (WIS P-89)	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED				
1970 CENSUS COORDINATION PROJECT ¹ AND DUAL INDEPENDENT MAP ENCODING PROGRAM ¹ (WIS P-90, WIS P-130)	PREPARE ADDRESS CODING GUIDE AND GEOGRAPHIC BASE FILE				
REGIONAL LIBRARY PLANNING PROGRAM ⁴ (LP-1)	PREPARE REGIONAL LIBRARY FACILITIES AND SERVICES PLAN				
REGIONAL SANITARY SEWERAGE SYSTEM PLANNING PROGRAM ¹ (WIS P-110, WIS P-130)	PREPARE REGIONAL SANITARY SEWERAGE SYSTEM PLAN				
RACINE URBAN PLANNING DISTRICT PLANNING PROGRAM ⁵	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT				
CONTINUING COMMUNITY ASSISTANCE PROGRAM ² (WIS P-115)	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST				
REGIONAL HOUSING STUDY PROSPECTUS ¹ (WIS P-116)	PREPARE PROSPECTUS FOR REGIONAL HOUSING STUDY				
REGIONAL HOUSING STUDY ¹ (WIS P-130, WIS P-137)	PREPARE REGIONAL HOUSING PLAN INCLUDING SHORT RANGE HOUSING ACTION PROGRAM				
REGIONAL AIRPORT SYSTEM PLANNING PROGRAM ² (WIS P-130, WIS P-137)	PREPARE REGIONAL AIRPORT SYSTEM PLAN				
MENOMONEE RIVER WATERSHED PLANNING PROGRAM ² (WIS P-137)	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED				
REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING PROGRAM ²	PREPARE REGIONAL PARK AND RELATED OPEN-SPACE PLAN				
REGIONAL WATER SUPPLY SYSTEM PLANNING PROGRAM ¹	PREPARE REGIONAL WATER SUPPLY SYSTEM PLAN				
CONTINUING REGIONAL HOUSING STUDY ²	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO MAINTENANCE OF A REGIONAL HOUSING MARKET INFORMATION FILE AND SERVICE AND IMPLEMENTATION OF REGIONAL HOUSING PLAN ELEMENT				
CONTINUING ENVIRONMENTAL ENGINEERING PLANNING PROGRAM ²	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SERVICE AND IMPLEMENTATION OF WATERSHED AND UTILITY PLAN ELEMENTS				
MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964

¹ PARTIALLY SUPPORTED BY FEDERAL GRANTS² PARTIALLY SUPPORTED BY STATE AND/OR FEDERAL GRANTS³ WHOLLY SUPPORTED BY FEDERAL GRANTS⁴ WHOLLY SUPPORTED BY STATE GRANTS⁵ WHOLLY SUPPORTED BY LOCAL FUNDS

Source: SEWRPC.



study initiated in January 1963. The completion of this study in December 1966 marked a most important accomplishment in the Commission's planning efforts. The study entailed almost four years of intensive planning effort and culminated in the production of two important components of a comprehensive plan for the physical development of the Region: a land use plan and a transportation (highway and mass transit) plan. These two plan elements provide the basic framework for more meaningful and more fully coordinated state and local planning and development efforts within the Region, as well as for the preparation of additional regional plan elements, such as regional utility and public facility plans, and additional subregional plan elements, such as comprehensive watershed and comprehensive urban planning district plans.

The recommended regional land use and transportation plans were adopted by the Commission on December 1, 1966, after intensive public review and evaluation of three alternative land use and transportation plans. The adopted plans were certified to the 153 local units of government within the Region and to certain concerned local, state, and federal agencies in March 1967. Since that time, the plans have been widely adopted by the key plan implementation agencies operating within the Region.

The completion, adoption, and certification of the land use and transportation plans by the Regional Planning Commission, together with the widespread acceptance of the plans by local, state, and federal units and agencies of government, represented a unique achievement in planning for the development of large urban regions in the United States. The adopted plans provide, for the first time within southeastern Wisconsin, a medium through which land use and transportation system development within the Region can be guided and shaped in the public interest on an areawide basis through the cooperative actions of the local, state, and federal units and agencies of government concerned. The adopted plans provide the basis for the formulation of action programs which can serve to abate the most pressing land use and transportation problems of the Region. The plans also provide a valuable framework for the extension of planning assistance by the Commission to local, state, and federal units and agencies of government and to private enterprise within the Region.

The plans serve as an essential basis for area-wide review by the Commission of applications by state and local units and agencies of government for federal grants in partial support of the construction of highway and transit facilities, of the acquisition and improvement of major park and related open-space sites, and of the construction of sewerage and water supply facilities as these facilities relate to areawide land use development. In addition, the plans serve as the basis for review by the Commission of major housing development projects submitted to the U. S. Department of Housing and Urban Development by public agencies and private developers.

Even before the completion of the initial regional land use-transportation planning effort, the Commission, its constituent local units of government, and the affected state and federal agencies gave consideration to the necessity for establishing a continuing regional land use-transportation planning effort within southeastern Wisconsin. On October 11, 1965, the Commission approved and published a Prospectus for a continuing regional land use-transportation study. Based upon this Prospectus, the seven constituent county boards agreed to provide the local funds necessary for the conduct of the continuing land use-transportation planning effort within southeastern Wisconsin. The State Highway Commission of Wisconsin, the U. S. Department of Housing and Urban Development, and the U. S. Department of Transportation, Federal Highway Administration, subsequently agreed to provide funds in partial support of the study based upon this Prospectus.

The continuing regional land use-transportation study became fully operational in 1967. The study is being conducted in accordance with a series of study designs published by the Commission in August 1967, December 1969, and December 1971. The latest study design constitutes a five-year work program for the period from January 1, 1972 through December 31, 1976. This study design provides for a major reappraisal of the adopted regional land use and transportation plans upon completion of certain major surveillance activities, including reinventories of land use and travel habits and patterns within the Region. The reinventory of land use has been completed and is currently being analyzed for its impact on the assumptions underlying the adopted regional land use-transportation plans. The major reinventory of travel habits and patterns was conducted during

1972 and the resulting data will be ready for analysis late in 1973. Major plan reappraisal efforts will take place over an approximate two-year period beginning in July 1973.

The continuing regional land use-transportation study, which is intended to comprise an integral part of the overall regional planning program in southeastern Wisconsin, has five specific objectives:

1. To meet the planning requirements of the Federal Aid Highway Act and the Federal Urban Mass Transportation Act so as to continue to qualify the constituent state and local units of government concerned for federal aids in partial support of the development of highway and transit facilities within the Region, and to assist the Commission in meeting the areawide planning and grant review requirements of U. S. Office of Management and Budget Circular A-95 on behalf of the state and local units and agencies of government. Upon completion of the regional airport system plan presently under preparation, the continuing land use-transportation study will also have to meet the continuing planning requirements of the Airport and Airway Development Act of 1970.

The 1962 Federal Aid Highway Act directly affects 58 of the cities, villages, and towns which comprise the Kenosha, Milwaukee, and Racine urbanized areas as those areas have been determined based on the 1970 U. S. Census of Population, as well as six of the seven counties comprising the Region and the Wisconsin Department of Transportation, Division of Highways (see Map 1). The number of communities affected by the 1962 Federal Aid Highway Act increased from 44 to 58 with the delineation of new urbanized areas based upon the 1970 Census. These additional communities, which consist of Washington County; the Villages of Big Bend, Germantown, Grafton, Sturtevant, Sussex, and Wind Point; and the Towns of Brookfield, Germantown, Grafton, Lisbon, Pewaukee, Norway, and Vernon, will be requested by the State Highway Commission to formally cooperate in the continuing regional land use-transportation planning effort by

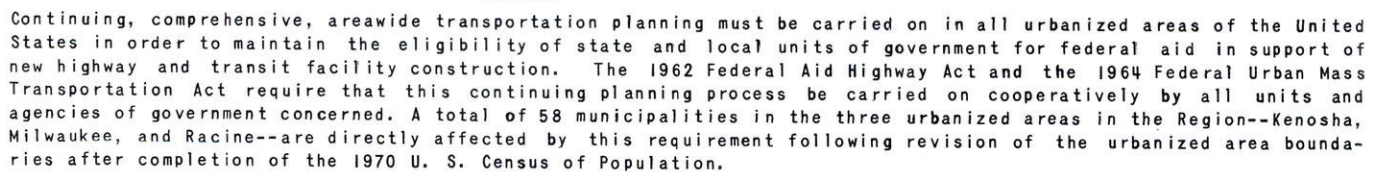
entering into a cooperative agreement with that Commission. Cooperative agreements were reached during 1972 between the State and the Village of Grafton in Ozaukee County, the Town of Norway in Racine County, and the Village of Sussex and Towns of Brookfield and Lisbon in Waukesha County.

2. To update and revise the basic planning and engineering data collected in, and the forecasts prepared under, the initial regional land use-transportation study so that the full value of these data and forecasts can be realized and development decisions within the Region can be made intelligently.
3. To periodically update and revise the plans prepared under the initial study effort in light of changing public values and conditions within the Region.
4. To provide for the continued integration of the land use and transportation planning efforts within the Region with other elements of the comprehensive regional planning effort, including the preparation of watershed development, sewerage and water supply, park and open-space, library, and housing elements.
5. Most importantly, to continue to convert the plans prepared under the initial study and maintained current under the continuing study into action programs for plan implementation.

Through the continuing land use-transportation study and other major planning studies conducted by the Commission, the land use and transportation plan recommendations initially adopted in 1966 have been refined, reevaluated, and amended through adoption of major planning reports by the Commission, and have subsequently been certified to appropriate local units of government and state and federal agencies.

The transportation plan documented in Planning Report No. 7, The Land Use-Transportation Study, was initially adopted by the Commission on December 1, 1966. The proposed 1990 regional freeway system and regional modified rapid transit system, as recommended in Planning

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



10

Report No. 7, Volume 3, Recommended Regional Land Use and Transportation Plans—1990, and amended through adoption of the jurisdictional highway system plan for Milwaukee County, is shown on Map 9. Planning documents containing subsequently adopted transportation plan elements which, together with Planning Report No. 7, delineate the recommended arterial street and highway and rapid and modified rapid transit systems that comprise the most important elements of the adopted transportation plan for the Region, include:

1. Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, published in February 1967 and adopted by the Commission on June 1, 1972, which documents refinements to the adopted regional transportation plan and delineates the recommended arterial street and highway system within the urban planning district.
2. Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County, published in March 1969 and adopted by the Commission on June 4, 1970, which documents refinement of the arterial street and highway system of the regional transportation plan and delineates the recommended arterial street and highway system within Milwaukee County (see Map 12).
3. Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, a two-volume report published in December 1970 and November 1972 and adopted by the Commission on March 2, 1972, which amends the adopted regional transportation plan by removing the proposed Milwaukee River parkway arterial facility and replacing it with a parkway pleasure drive.
4. The Milwaukee Area Transit Plan, published in June 1971 for the Milwaukee County Expressway and Transportation Commission by Barton-Aschman Associates, Inc., transportation consultants, and adopted by the Commission on March 2, 1972, which documents refinement of and delineates the recommended regional rapid and modified rapid transit system for the Milwaukee urbanizing area (see Map 10).

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

To meet the foregoing objectives, the continuing regional land use-transportation study must perform five basic functions: surveillance, reappraisal, service and plan implementation, procedural development, and documentation. Work progress on the continuing study in 1972 is reported herein under each of these five basic functions.

SURVEILLANCE

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

Not all aspects of regional development are monitored under the continuing study in any given calendar year. Some aspects, such as changes in land use, in the natural resource base, and in community plans and zoning ordinances, are monitored only once during the five-year study.

Other aspects, such as current population and employment estimates and automobile availability, are monitored on an annual basis. Other surveillance activities are coordinated with the biennial national transportation studies. These include definitive descriptions of the existing transportation facilities and measures of the use of these systems as determined by traffic counts and computation of vehicle miles of travel. The following discussion reports surveillance activities completed during calendar year 1972.

Base Mapping and Aerial Photography (3.1)¹

The Commission in 1972 continued its updating of the previously established base map series. All county planning base maps in the 1" = 2000' and 1" = 4000' scale series were updated utilizing 1970 aerial photographs, Wisconsin Department of Transportation state aid mileage summary maps, and Wisconsin Department of Transportation property ownership maps. The updating included the incorporation of changes in minor civil division corporate limit lines to reflect recent incorporations, annexations, or consolidations; the mapping of newly developed or extended street patterns; the revision of freeway system interchanges; and the addition of the 1972 completed portion of the Rock Freeway in Walworth and Waukesha Counties.

The updating also included revision of the 1" = 2 mile scale generalized regional base map to include a water separation, and the preparation of a new 1" = 8000' scale regional map showing civil division corporate limit lines and section lines and numbers. Upon completion of these maps, polyester film positive reductions were made to provide updated versions of the 1" = 4 mile and 1" = 8 mile scale regional base map series.

Thirty-four of the 64 towns in the Region have requested that the Commission prepare town base maps, useful to town boards, plan commissions, and zoning committees in local planning, zoning,

and related development decision-making. All 34 of these maps, which are prepared on an "at cost" basis under the Commission community assistance program, were updated in 1972. In conjunction with this updating, the Racine County Zoning Administrator asked the Commission to prepare, at cost, a zoning district overlay map at the 1" = 1000' scale for the Town of Norway. Certain special-purpose maps derived from the general base maps maintained by the Commission were also completed during 1972. To assist the Commission in the conduct of various land use and transportation analyses, special-purpose maps of six counties were prepared at a scale of 1" = 4000'. These maps show the refined arterial street and highway networks and related land uses to permit ready application of the jurisdictional highway system classification criteria.

As an aid in carrying out certain regional land use and transportation plan implementation recommendations, the Commission and constituent local units of government prepare from time to time 1" = 100' and 1" = 200' scale, 2-foot and 4-foot contour interval topographic maps and accompanying cadastral maps, based on a monumented control survey network relating the U. S. Public Land Survey system to the state plane coordinate system. Such a program of cadastral mapping was continued in 1972 for the City of Franklin. A total of 52 maps, prepared by quarter section at a scale of 1" = 100', have been completed under this program.

All horizontal and vertical control survey data collected as part of the Commission's large-scale mapping efforts under the initial and continuing regional land use-transportation studies and under its watershed studies, as well as such data collected by the Wisconsin Department of Transportation and by county and local units of government under compatible large-scale mapping efforts, have been published in SEWRPC Technical Report No. 7, Horizontal and Vertical Survey Control in Southeastern Wisconsin. While no new large-scale mapping and related control survey work were completed during 1972 under the continuing land use-transportation study, horizontal and vertical control survey data collected by the Commission under mapping efforts related to watershed studies and by county and local units of government were collated and prepared for publication by the Commission. New control survey summary diagrams were prepared for the Towns of Caledonia and Yorkville and the Wind Lake area

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

in Racine County, the Village of East Troy and for areas along the proposed Rock Freeway in Walworth County, along USH 16 from the City of Waukesha to the Village of Pewaukee and along USH 18 from the City of Waukesha to the Village of Wales in Waukesha County, and along certain reaches of the Fox River. The utility of the control survey data is indicated by the fact that almost 800 inquiries were received by the Commission in 1972 relating to such data. The revised survey data will be published in 1973 by the Commission in a second edition of SEWRPC Technical Report No. 7. The status of large-scale topographic mapping and horizontal and vertical control survey efforts in the Region are summarized in Table 1 and on Map 2.

Inventory of Transportation Facilities (3.2.1)

Transportation facilities are among the most critical elements influencing travel characteristics and shaping the spatial distribution of rural and urban development within an area. The availability or lack of a transportation facility will influence both the path and the mode, as well as

the frequency, of personal travel. Additionally, the accessibility provided by a transportation facility will influence the intensity and type of land use development which takes place. The continuing land use-transportation study must, therefore, include an evaluation of both the supply of and the demand for transportation facilities. Evaluation of the supply of transportation facilities is achieved by taking inventory of the location and capacity of the existing transportation system, while evaluation of demand is achieved by means of travel inventories.

Highway Facilities and Service Levels (3.2.1.1):

A complete inventory of the location and capacity of the existing arterial street and highway system within the Region was completed as part of the initial regional land use-transportation study. In order to maintain this information in a current status, the arterial street and highway system was reinventoried in 1967, 1970, and 1972. The detailed data required to calculate the capacity of each of the approximately 4,410 links comprising the 3,105-mile arterial street and highway system as it existed within the Region in 1972

Table 1

STATUS OF LARGE-SCALE TOPOGRAPHIC MAPPING AND HORIZONTAL
AND VERTICAL SURVEY CONTROL IN THE REGION BY COUNTY:
DECEMBER 31, 1972

County	Total Area (Square Miles)	Large Scale Topographic Mapping ¹					
		Area Completed		Area Under Preparation		Total	
		Square Miles	Percent	Square Miles	Percent	Square Miles	Percent
Kenosha.....	278	33.75	12.14	--	--	33.75	12.14
Milwaukee.....	242	68.25	28.20	6.25	2.58	74.50	30.78
Ozaukee.....	234	21.50	9.19	--	--	21.50	9.19
Racine.....	340	119.00	35.00	27.50	8.09	146.50	43.09
Walworth.....	578	--	--	10.50	1.82	10.50	1.82
Washington.....	436	67.50	15.48	--	--	67.50	15.48
Waukesha ²	581	110.75	19.06	--	--	110.75	19.06
Region Total	2,689	420.75	15.65	44.25	1.65	465.00	17.29

County	Horizontal and Vertical Survey Control ¹													
	Estimated Total Corners	U.S. Public Land Survey Corners						Area (Square Miles)						
		Completed		Under Preparation		Total		Total Area	Completed		Under Preparation		Total	
		Number	Percent	Number	Percent	Number	Percent		Area	Percent	Area	Percent	Area	Percent
Kenosha.....	1,183	198	16.74	--	--	198	16.74	278	34.00	12.23	--	--	34.00	12.23
Milwaukee.....	1,084	373	34.41	23	2.12	396	36.53	242	73.75	30.48	5.75	2.38	79.50	32.85
Ozaukee.....	1,070	248	23.18	80	7.48	328	30.65	234	37.25	15.92	12.75	5.45	50.00	21.37
Racine.....	1,534	786	51.24	76	4.95	862	56.19	340	149.75	44.04	17.50	5.15	167.25	49.19
Walworth.....	2,521	170	6.74	18	0.71	188	7.46	578	18.25	3.16	4.00	0.69	22.25	3.85
Washington.....	1,811	368	20.32	108	5.96	476	26.28	436	67.50	15.48	12.25	2.81	79.75	18.29
Waukesha ²	2,577	718	27.86	51	1.98	769	29.84	581	121.50	20.91	7.00	1.20	128.50	22.12
Region Total	11,780	2,861	24.29	356	3.02	3,217	27.31	2,689	502.00	18.67	59.25	2.20	561.25	20.87

¹Includes 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.

²Includes Oconomowoc bypass mapping in Jefferson County. This constitutes an area of 12 U.S. Public Land Survey one quarter sections within which 13 of a total of 20 U.S. Public Land Survey corners have been located, monumented, and coordinated; and of which 1.5 square miles have been mapped.

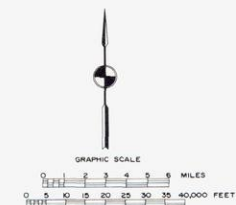
Source: SEWRPC.

Map 2

LARGE-SCALE TOPOGRAPHIC MAPPING AND CONTROL SURVEY COVERAGE IN THE REGION: DECEMBER 1972

LEGEND

- AREAS FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS HAVE BEEN PREPARED
- AREAS FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS ARE BEING PREPARED
- U. S. PUBLIC LAND SURVEY CORNERS WHICH HAVE BEEN RELOCATED, MONUMENTED AND COORDINATED
- ◻ U. S. PUBLIC LAND SURVEY CORNERS WHICH ARE BEING RELOCATED, MONUMENTED AND COORDINATED



A total of 2,861 U. S. Public Land Survey corners were relocated, monumented, and coordinated under surveying and mapping programs carried out by various local units of government, the State Highway Commission, and the Regional Planning Commission as of December 31, 1972. In addition, work was underway in 1972 to extend the survey control system into an additional 59 square miles, with an additional 356 corners in the process of being relocated, monumented, and coordinated.

Source: SEWRPC.

were obtained, including data pertaining to intersection approach widths, presence of right or left turn lanes, intersection approach gradients, type of facility, parking, and location within the urban area.

In 1972 the reinventory of the location and capacity of the existing arterial street and highway system was accomplished through the compilation of data from secondary sources and, only where absolutely necessary, from field surveys. Secondary sources included highway inventory files maintained by the Wisconsin Department of Transportation, Division of Highways; the street inventory maintained by the City of Milwaukee; and engineering data files maintained by the engineering staffs and consulting firms employed by the counties and other municipalities within the Region.

A complete inventory of the utilization of the existing arterial street and highway system within the Region was also completed as part of the initial regional land use-transportation study. To measure the demand upon the arterial street and highway system during 1972, traffic volume counts representing average weekday use were compiled for each link of the total arterial street and highway system. In addition to providing an accurate measure of the current use of the system, these traffic counts will be used to verify the travel habit and pattern data collected under the Commission's 1972 travel inventory. Traffic count data for 1972 were compiled from an extensive, cooperative counting program involving the City of Milwaukee, the Milwaukee County Expressway and Transportation Commission, and the Wisconsin Department of Transportation and certain other local municipalities as well as the Commission itself. Traffic counts were also obtained in conjunction with roadside personal interview surveys conducted by the Commission at the Region's boundary, and along the screenlines established through the Kenosha, Milwaukee, and Racine urbanizing areas as part of the 1972 travel inventory.

Summaries of the arterial street and highway system mileage, vehicle miles of travel, and volume-to-capacity ratios were developed on a system-wide basis from the inventory data. Table 2 provides a comparison of total street and highway system mileage and arterial system mileage by facility type within each county in the Region for 1963, 1967, 1970, and 1972. The table

indicates that, while total street and highway mileage within the Region increased from 8,943 miles in 1963 to 9,819 miles in 1972, the arterial mileage actually decreased from 3,188 miles in 1963, or nearly 36 percent of the total system, to 3,105 in 1972, or 32 percent of the total system. The increase in arterial system mileage from 1963 to 1967 shown in Table 2 reflects primarily the addition of new freeway facilities to the system. The overall reduction in total arterial system mileage between 1963 and 1972 reflects a reevaluation of the function of facilities comprising the total street and highway system on a county-by-county basis as part of the county jurisdictional highway system planning programs.

The original 1963 arterial street and highway system was delineated by the Commission's Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning, and was done initially without benefit of an adopted regional land use or transportation plan or of the traffic analyses attendant to plan preparation. The initiation of county jurisdictional highway planning programs in Milwaukee, Ozaukee, Racine, Walworth, and Waukesha Counties subsequent to adoption of the regional transportation plan in late 1966 was accompanied by a detailed reevaluation of the 1963 arterial street and highway system. The reevaluation was made in light of the adopted regional land use and transportation plans, with respect to the potential effects of proposed major new transportation facilities on the function of other arterials and particularly with respect to avoiding the penetration of neighborhood units and certain prime natural resource areas by arterial facilities. In most counties this process has resulted in an overall reduction in the number of miles of streets and highways classified as arterials. The construction of freeway facilities in particular has changed the basic function of certain surface arterials, thus permitting a reclassification to collector status.

Vehicle Miles of Travel: Arterial street and highway system use within the Region, as measured by vehicle miles of travel on an average weekday, increased about 53 percent from 1963 to 1972, from about 13.1 million to about 20.0 million vehicle miles (see Table 3). The largest increases in utilization occurred in Milwaukee and Waukesha Counties, with increases of about 3.3 million and 1.3 million vehicle miles of travel, respectively, over the nine-year period, and together accounted for about 66 percent of the

Table 2

**DISTRIBUTION OF STREET AND HIGHWAY MILEAGE WITHIN THE REGION BY
COUNTY AND TYPE OF FACILITY: 1963, 1967, 1970, and 1972**

County	Mileage by Type of Facility — 1963						
	Arterial				Collector and Minor Streets	Total ¹	Arterial Miles As Percent of Total
	Freeway and Expressway	Freeway and Expressway Ramps	Other	Total			
Kenosha	12.4 ²	8.5	260.6	281.5	547.1	828.6	34.0
Milwaukee	18.6	17.3	755.6	791.5	1,642.6	2,434.1	32.5
Ozaukee	2.5	1.7	260.7	264.9	366.9	631.8	41.9
Racine	11.6 ²	6.9	332.8	351.3	632.4	983.7	35.7
Walworth	—	—	399.7	399.7	824.2	1,223.9	32.7
Washington	28.3	3.7	370.3	402.3	688.0	1,090.3	36.9
Waukesha	13.8	11.9	671.3	697.0	1,054.0	1,751.0	39.8
Region Total	87.2	50.0	3,051.0	3,188.2	5,755.2	8,943.4	35.6
County	Mileage by Type of Facility — 1967						
	Arterial				Collector and Minor Streets	Total ¹	Arterial Miles As Percent of Total
	Freeway and Expressway	Freeway and Expressway Ramps	Other	Total			
Kenosha	12.4 ²	8.5	276.6	297.5	567.6	865.1	34.4
Milwaukee	55.3	32.7	761.8	849.8	1,696.0	2,545.8	33.4
Ozaukee	10.1	4.6	272.3	287.0	378.9	665.9	43.1
Racine	11.6 ²	6.9	353.0	371.5	658.6	1,030.1	36.1
Walworth	8.5	2.4	396.8	407.7	855.3	1,263.0	32.3
Washington	28.3	3.7	378.6	410.6	701.6	1,112.2	36.9
Waukesha	32.4	17.0	658.9	708.3	1,142.1	1,850.4	38.3
Region Total	158.6	75.8	3,098.0	3,332.4	6,000.1	9,332.5	35.7
County	Mileage by Type of Facility — 1970						
	Arterial				Collector and Minor Streets	Total ¹	Arterial Miles As Percent of Total
	Freeway and Expressway	Freeway and Expressway Ramps	Other	Total			
Kenosha	12.0 ²	8.5	269.5	290.0	586.2	876.2	33.1
Milwaukee	64.1	64.4	693.6	822.1	1,817.0	2,639.1	31.2
Ozaukee	13.0	3.9	230.9	247.8	455.6	703.4	35.2
Racine	12.0 ²	6.7	329.6	348.3	720.5	1,068.8	32.6
Walworth	19.1	4.3	379.4	402.8	895.9	1,298.7	31.0
Washington	28.5	5.6	299.0	333.1	815.0	1,148.1	29.0
Waukesha	42.1	23.3	592.4	657.8	1,305.2	1,963.0	33.5
Region Total	190.8	116.7	2,794.4	3,101.9	6,595.4	9,697.3	32.0
County	Mileage by Type of Facility — 1972						
	Arterial				Collector and Minor Streets	Total ¹	Arterial Miles As Percent of Total
	Freeway and Expressway	Freeway and Expressway Ramps	Other	Total			
Kenosha	12.0 ²	7.4	269.5	288.9 ³	591.6	880.5	32.8
Milwaukee	64.5	61.5	673.6	799.6 ⁴	1,847.8	2,647.4	30.2
Ozaukee	13.0	3.2	242.7	258.9 ⁴	461.3	720.2	35.9
Racine	12.0 ²	6.0	328.2	346.2 ⁴	737.2	1,083.4	32.0
Walworth	19.1	3.8	393.7	416.6 ⁴	892.3	1,308.9	31.8
Washington	28.5	5.6	299.0	333.1 ³	832.8	1,165.9	28.6
Waukesha	46.4	21.7	593.8	661.9 ⁴	1,350.8	2,012.7	32.9
Region Total	195.5	109.2	2,800.5	3,105.2	6,713.8	9,819.0	31.6

¹Total street and highway mileage does not include private streets and roads or roads in public park and institution lands.

²The arterial link data cards from which arterial street and highway mileage is computed were recoded in 1970 to more precisely determine actual freeway mileage within Kenosha and Racine Counties by recoding 0.4 mile of freeway from Kenosha County to Racine County.

³Arterial system mileage subject to further refinement under the county jurisdictional highway planning program.

⁴Reflects refinement of the arterial system under the county jurisdictional highway planning program between 1967 and 1972.

Source: Wisconsin Department of Transportation and SEWRPC.

total increase within the Region. The highest rate of increase in arterial system use occurred in Ozaukee County, which experienced nearly an 80 percent increase, followed by Waukesha and Washington Counties, which experienced rates of increase of 72 and 69 percent, respectively.

It is apparent that the growing freeway system is becoming the backbone of the arterial street and highway system within the Region in terms of the proportion of the total vehicle miles of travel carried. In 1963, freeways and expressways, comprising 4 percent of the then existing total

Table 3

**VEHICLE MILES OF TRAVEL ON THE ARTERIAL
STREET AND HIGHWAY SYSTEM ON AN
AVERAGE WEEKDAY IN THE REGION:
1963, 1967, 1970, and 1972**

County	1963 Average Weekday Vehicle Miles of Travel (000's)				Increment (000's)	
	Freeways and Expressways	Freeway and Expressway Ramps	Other Arterials	Total		
Kenosha	202	2	734	938	--	
Milwaukee	454	77	6,817	7,348	--	
Ozaukee	18	2	464	484	--	
Racine	202	1	922	1,125	--	
Walworth	--	--	685	685	--	
Washington	343	2	351	696	--	
Waukesha	147	12	1,637	1,796	--	
Region Total	1,366	96	11,610	13,072	--	
1967 Average Weekday Vehicle Miles of Travel (000's)					Increment (000's)	
					1963 To 1967	
County	Freeway and Expressway	Freeway and Expressway Ramps	Other Arterials	Total	Number	Percent
Kenosha	263	4	799	1,066	128	13.6
Milwaukee	1,904	138	6,398	8,440	1,092	14.9
Ozaukee	123	5	484	612	128	26.4
Racine	280	6	1,136	1,422	297	26.4
Walworth	20	2	714	736	51	7.4
Washington	375	3	457	835	139	20.0
Waukesha	600	20	1,923	2,543	747	41.6
Region Total	3,565	178	11,911	15,654	2,582	19.8
1970 Average Weekday Vehicle Miles of Travel (000's)					Increment (000's)	
					1963 To 1970	
County	Freeway and Expressway	Freeway and Expressway Ramps	Other Arterials	Total	Number	Percent
Kenosha	337	5	962	1,304	366	39.0
Milwaukee	3,180	278	6,357	9,815	2,467	33.6
Ozaukee	192	5	545	742	258	53.3
Racine	400	6	1,372	1,778	653	58.0
Walworth	43	2	761	806	121	17.7
Washington	458	4	560	1,022	326	46.8
Waukesha	864	39	1,982	2,885	1,089	60.6
Region Total	5,474	339	12,539	18,352	5,280	40.4
1972 Average Weekday Vehicle Miles of Travel (000's)					Increment (000's)	
					1963 To 1972	
County	Freeway and Expressway	Freeway and Expressway Ramps	Other Arterials	Total	Number	Percent
Kenosha	411	8	1,076	1,495	557	59.4
Milwaukee	3,567	300	6,733	10,600	3,252	44.3
Ozaukee	217	3	652	872	388	80.2
Racine	450	6	1,414	1,870	745	66.2
Walworth	54	3	830	887	202	29.5
Washington	554	5	617	1,176	480	69.0
Waukesha	1,026	39	2,024	3,089	1,293	72.0
Region Total	6,279	364	13,346	19,989	6,917	52.9

Source: SEWRPC.

arterial street and highway system, carried slightly more than 11 percent of the total vehicle miles of arterial travel. By 1967 this total had increased to nearly 24 percent, by 1970 it reached nearly 32 percent, and by 1972, slightly over 33 percent of all arterial travel occurred on freeways. Freeways are not only highly efficient but also immensely popular carriers of arterial traffic, as indicated by the fact that in 1972 the freeway system comprised only 10 percent of the total arterial street and highway system mileage, yet it carried nearly one-third of the total vehicle miles of arterial travel. Of the 6.9 million increase in vehicle miles of travel between 1963 and 1972, about 75 percent, or 5.2 million vehicle miles, occurred on the freeway system, while only 25 percent occurred on the standard at-grade arterials.

This shift in travel pattern has been greatest in Milwaukee County, where total vehicle miles of travel carried by the freeway system have increased more than sevenfold, from about 531,000 in 1963 to nearly 3.9 million in 1972, while the total vehicle miles of travel carried by standard surface arterials in the county have actually decreased from about 6.8 million in 1963 to nearly 6.7 million in 1972.

Accident Data: During 1972 work was begun to develop data processing techniques to readily collate, summarize, and map accident data for arterial street and highway facilities within the Region and to relate this data to such arterial system characteristics as capacity and traffic volume.

Arterial System Congestion: Inventory data pertaining to the physical characteristics of facilities comprising the arterial street and highway system in the Region in 1972 were analyzed, and traffic capacities calculated for each link in the arterial network. This measure of the supply of transportation system capacity was then compared with demand, expressed in terms of traffic counts, through the calculation of volume-to-capacity ratios for each link in the total arterial network. Table 4 indicates the number of miles of facilities in each of three ranges of volume-to-capacity ratio by county for 1963, 1967, 1970, and 1972. Those portions of the 1963 arterial street and highway system which were operating over design capacity are shown on Map 3. Those portions of the 1972 arterial street and highway system which are operating over design capacity are shown on Map 4.

From 1963 to 1972, the number of miles of arterial streets and highways operating over design capacity was reduced from 191.8 to 162.3. The number of miles of arterials operating at design capacity, however, has increased from 139.9 in 1963 to 158.3 in 1972. The net effect is a reduction of 11.1 miles of facilities operating at or over design capacity. Milwaukee and Waukesha Counties had reductions of 66.6 and 10.6 miles, respectively, while the other five counties exhibited a total increase of 66.1 miles of arterial streets and highways operating at or over design capacity. It should be noted that the refinements in the total arterial system noted earlier, which resulted in a net reduction in total system miles, do not substantially affect the 1963-1972 comparison of mileage operating at or over design capacity, since nearly all mileage deleted from the 1963 arterial system was in the under design capacity category.

Table 4

**VOLUME TO CAPACITY RATIOS FOR THE ARTERIAL
STREET AND HIGHWAY SYSTEM IN THE REGION
BY COUNTY: 1963, 1967, 1970, and 1972**

County	1963 Survey						Total Mileage
	V/C Range 0.00-0.90		V/C Range 0.91-1.10		V/C Range Above 1.10		
	Mile- age	Percent of Total	Mile- age	Percent of Total	Mile- age	Percent of Total	
Kenosha	260.8	92.6	7.2	2.6	13.5	4.8	281.5
Milwaukee.....	589.8	74.5	85.4	10.8	116.3	14.7	791.5
Ozaukee.....	250.3	94.5	6.3	2.4	8.3	3.1	264.9
Racine.....	327.7	93.3	10.0	2.8	13.6	3.9	351.3
Walworth.....	390.5	97.7	3.9	1.0	5.3	1.3	399.7
Washington.....	401.8	99.9	0.5	0.1	0.0	0.0	402.3
Waukesha.....	635.6	91.2	26.6	3.8	34.8	5.0	697.0
Region Total	2,856.5	89.6	139.9	4.4	191.8	6.0	3,188.2
County	1967 Estimated						Total Mileage
	V/C Range 0.00-0.90		V/C Range 0.91-1.10		V/C Range Above 1.10		
	Mile- age	Percent of Total	Mile- age	Percent of Total	Mile- age	Percent of Total	
Kenosha	272.1	91.5	12.9	4.3	12.5	4.2	297.5
Milwaukee.....	706.3	83.1	68.1	8.0	75.4	8.9	849.8
Ozaukee.....	277.1	96.6	6.7	2.3	3.2	1.1	287.0
Racine.....	337.7	90.9	13.1	3.5	20.7	5.6	371.5
Walworth.....	397.8	97.6	5.8	1.4	4.1	1.0	407.7
Washington.....	409.1	99.6	1.5	0.4	0.0	0.0	410.6
Waukesha.....	641.6	90.6	38.1	5.4	28.6	4.0	708.3
Region Total	3,041.7	91.3	146.2	4.4	144.5	4.3	3,332.4
County	1970 Estimated						Total Mileage
	V/C Range 0.00-0.90		V/C Range 0.91-1.10		V/C Range Above 1.10		
	Mile- age	Percent of Total	Mile- age	Percent of Total	Mile- age	Percent of Total	
Kenosha	264.2	91.1	9.3	3.2	16.5	5.7	290.0
Milwaukee.....	713.5	86.8	61.6	7.5	47.0	5.7	822.1
Ozaukee.....	232.0	93.6	13.1	5.3	2.7	1.1	247.8
Racine.....	303.4	87.1	19.0	5.5	25.9	7.4	348.3
Walworth.....	390.5	96.9	6.8	1.7	5.5	1.4	402.8
Washington.....	317.6	95.3	6.2	1.9	9.3	2.8	333.1
Waukesha.....	605.5	92.1	16.6	2.5	35.7	5.4	657.8
Region Total	2,826.7	91.1	132.6	4.3	142.6	4.6	3,101.9
County	1972 Estimated						Total Mileage
	V/C Range 0.00-0.90		V/C Range 0.91-1.10		V/C Range Above 1.10		
	Mile- age	Percent of Total	Mile- age	Percent of Total	Mile- age	Percent of Total	
Kenosha	251.4	87.0	14.9	5.2	22.6	7.8	288.9
Milwaukee.....	664.5	83.1	73.9	9.2	61.2	7.7	799.6
Ozaukee.....	241.7	93.3	9.0	3.5	8.2	3.2	258.9
Racine.....	297.1	85.8	31.5	9.1	17.6	5.1	346.2
Walworth.....	404.5	97.1	0.5	0.1	11.6	2.8	416.6
Washington.....	314.3	94.4	10.0	3.0	8.8	2.6	333.1
Waukesha.....	611.1	92.3	18.5	2.8	32.3	4.9	661.9
Region Total	2,784.6	89.7	158.3	5.1	162.3	5.2	3,105.2

¹The significance of the volume-to-capacity ratio of the ranges used is:
0.00-0.90 - Under design capacity, fully adequate and safest operational level.
0.91-1.10 - At design capacity but still adequate.
Over 1.10 - Over design capacity, congested at times.

Source: SEWRPC.

Kenosha County exhibited a net increase of 9.1 miles of arterial facilities operating over design capacity between 1963 and 1972. Such arterial facilities as STH 31 from STH 50 to STH 158, STH 32 from CTH T to 53rd Street, Roosevelt Road from 75th Street to 26th Avenue, 75th Street

from 52nd Avenue to 30th Avenue, 22nd Avenue from 80th Street to 60th Street, 39th Avenue from 52nd Street to 38th Street, and 63rd Street from 30th Avenue to Sheridan Road, all located in the City of Kenosha and all operating at or under design capacity in 1963, were found to be operating over design capacity in 1972.

In Milwaukee County there was a net decrease of 55.1 arterial miles operating over design capacity from 1963 to 1972. Much of the reduction can be attributed to the opening of new freeways during this period. For example, W. Bluemound Road from N. Hawley Road to the Waukesha County line, S. 6th Street from W. Michigan Street to W. Virginia Street, N. and S. 16th Street from W. Wells Street to W. Mineral Street, and W. Fond du Lac Avenue from N. 76th Street to N. 107th Street were heavily congested in 1963 but are no longer congested because a significant amount of the travel demand utilizing these facilities was transferred to freeway routes. While the shifting of travel to freeways has greatly reduced the congestion on surface arterials, travel on the freeway system has continued to grow, and both the East-West Freeway between the Zoo Interchange and the Marquette Interchange and the North-South Freeway from the Marquette Interchange to W. Burleigh Street are presently operating over capacity. A number of arterial facilities in Milwaukee County became congested during the same period, including W. Mill Road from N. 91st Street to N. 60th Street, W. Oklahoma Avenue from S. 108th Street to S. 76th Street, E. and W. North Avenue from N. 7th Street to N. Holton Street, W. Hampton Avenue from N. Hopkins Street to N. Teutonia Avenue, and S. Kinnickinnic Avenue from E. Lincoln Avenue to E. Russell Avenue.

Within Ozaukee County the number of miles of congested arterials was reduced from 8.3 in 1963 to 8.2 in 1972. While opening of the North-South Freeway reduced congestion on N. Port Washington Road from Zedler Road to Highland Road in the City of Mequon, STH 57 between the Village of Thiensville and the City of Cedarburg has become congested.

Within Racine County, the number of miles of congested arterials increased from 13.6 to 17.6 miles. Such arterial facilities as Douglas Avenue from Melvin Avenue to North Street, Rapids Drive from Memorial Drive to W. State Street, and Washington Avenue from Ohio Street to West Boulevard in the City of Racine became congested.

The number of congested arterial miles in Walworth County has more than doubled between 1963 and 1972. In 1963, 5.3 miles of arterial highways were operating at or over design capacity; by 1972, an additional 6.3 miles, or a total of 11.6 miles, were operating at congested levels.

In Washington County, where there was no congestion on the arterial system in 1963, more than 8.8 miles were congested in 1972, reflecting the effects of rapid urban growth during the 1960s. Such arterial facilities as Washington Street from University Drive to Indiana Avenue in the City of West Bend, and Main Street and USH 45 from Barton Avenue to STH 60 in the City of West Bend and the Towns of West Bend and Polk became congested during this time.

In Waukesha County the number of congested arterial miles decreased from 34.8 to 32.3 miles. Such arterial facilities as STH 15 from CTH J to the Rock Freeway in the Town and Village of Mukwonago and the Town of Vernon; Wisconsin Avenue from N. Main Street to S. Walnut Street in the City of Oconomowoc; and E. Moreland Boulevard from White Rock Avenue to Main Street, CTH A from Arcadian Avenue to Sunset Drive, and East Avenue from Wisconsin Avenue to Main Street in the City and Town of Waukesha became congested between 1963 and 1972. Arterial facilities which were congested in 1963 but were no longer congested in 1972, primarily because of the opening of freeway facilities, include W. Blue-mound Road from the Milwaukee County line to N. Brookfield Road in the Village of Elm Grove and the City of Brookfield, STH 30 from CTH G to CTH CC in the City of Delafield and the Towns of Pewaukee and Delafield, and W. National Avenue from S. 124th Street to Coffee Road in the City of New Berlin.

Transit Facilities and Service Levels (3.2.1.2): Comprehensive regional transportation planning must consider all modes of travel, placing particular emphasis on how such modes may interact to affect the overall utilization of each mode. If a balanced regional transportation system is to be developed in which each mode of transportation is assigned that portion of the total travel demand which it is best able to carry, then careful attention must be given to the interaction between public and private modes of transportation for the movement of persons. The principal emphasis in such attention at the regional level, however, must be on a determination of the major mass

transit facilities which may be needed and which must be designed as integral parts of the total regional transportation system. Such major facilities, in effect, consist of rapid transit facilities which combine high-speed service with high capacity. Existing mass transit facilities of all types, however, must be inventoried in a regional land use-transportation planning program, since they form the basic feeder system to major rapid transit facilities, carry a substantial portion of the person trips within certain subareas of the Region, and affect any evaluation of modal split.

For the purposes of the initial regional land use-transportation study, mass transit was defined as the transportation of persons by bus, rail, or other conveyance providing relatively frequent service to the general public on regular schedules over prescribed routes. In its most common form within the Region today, mass transit is provided by buses operating on urban streets. Some form of mass transit service is essential in any sizable urban area, not only to meet the needs of that segment of the population unable to command direct use of private personal transportation, but also to provide more efficient and economical movement for certain types of personal trips within the urban area.

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

A complete inventory of the supply of public transportation services was completed as part of the initial regional land use-transportation study. During 1972, elements of the public transportation system were reinventoried to provide current data related to the Commission's travel inventories. The resulting information was also used for the 1974 National Transportation Study.

Railroad Passenger Service: The "Cannonball," a commuter rail service provided by the Milwaukee Road which connected the Milwaukee central

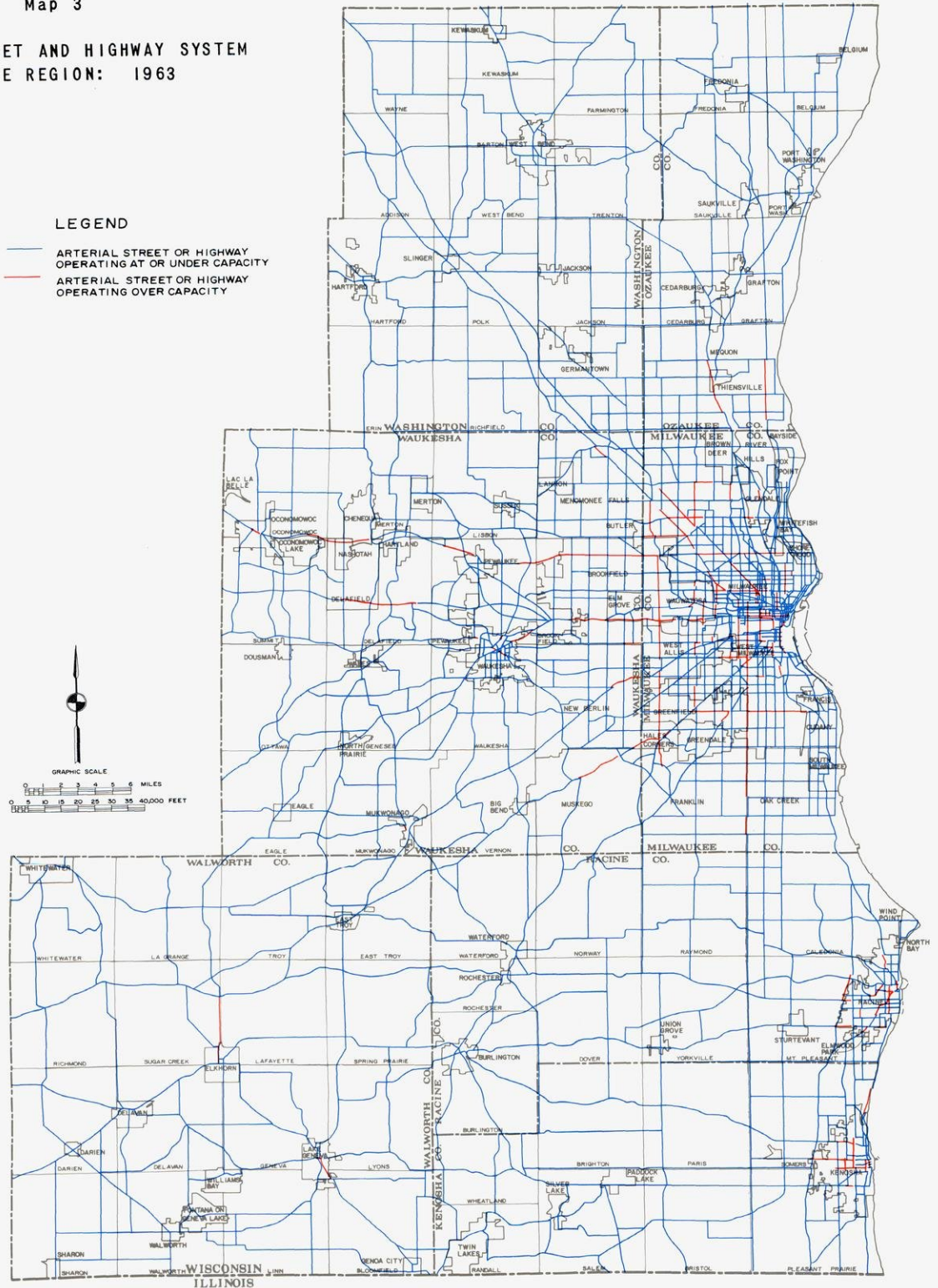
Map 3

ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION: 1963

LEGEND

— ARTERIAL STREET OR HIGHWAY
OPERATING AT OR UNDER CAPACITY

— ARTERIAL STREET OR HIGHWAY
OPERATING OVER CAPACITY



Those portions of the 1963 arterial street and highway system in the Region which were operating over design capacity, totaling about 192 miles, are shown on this map. For analysis purposes, over capacity is defined as the condition of operation of an arterial facility when the ratio of traffic volume to capacity is greater than 1.1. These arterials exhibit congestion at some time during the day, usually during peak rush hours.

Source: SEWRPC.

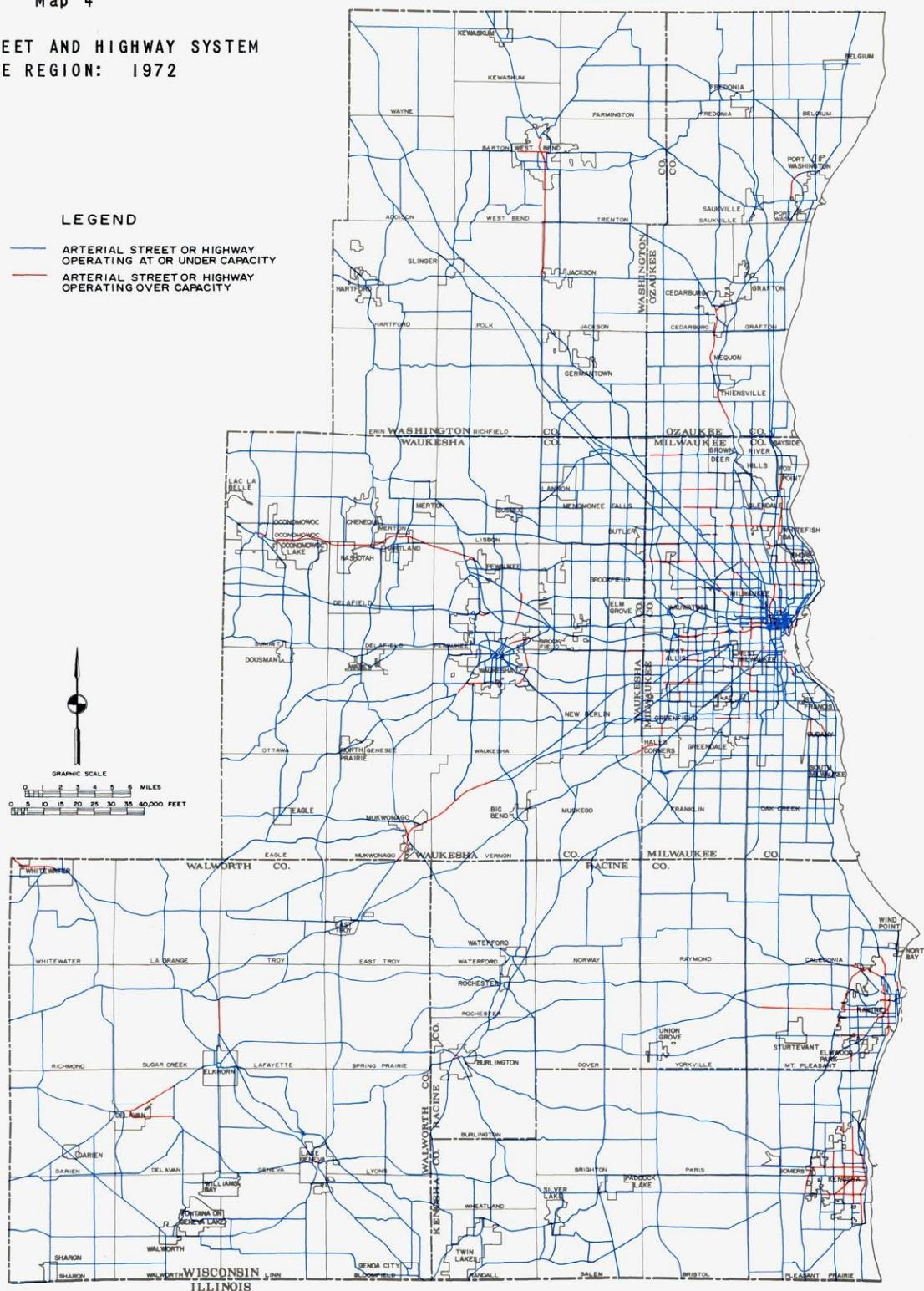
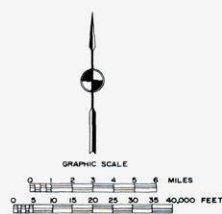
Map 4

ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION: 1972

LEGEND

— ARTERIAL STREET OR HIGHWAY
OPERATING AT OR UNDER CAPACITY

— ARTERIAL STREET OR HIGHWAY
OPERATING OVER CAPACITY



From 1963 to 1972, the number of miles of arterial streets and highways in the Region that were congested was reduced from 192 to 162. This improvement was brought about despite a 40 percent increase in motor vehicles and a 53 percent increase in the vehicle miles of arterial travel on an average weekday in the same period. Much of the reduction in arterial system congestion is directly due to the opening of new freeway facilities. In 1972 the freeway system comprised only 10 percent of the total arterial street and highway system, yet it carried one-third of the total arterial vehicle miles of travel.

Source: SEWRPC.

business district (CBD) and points in Waukesha and Jefferson Counties, made its last run on July 31, 1972. The Milwaukee Road, after several unsuccessful attempts to abandon the "Cannonball," was granted permission by the Wisconsin Public Service Commission to discontinue the service in July 1972. The train, which was essentially an intraregional commuter service operating weekdays between the City of Watertown and the City of Milwaukee, made stops within the Region in Wauwatosa, Elm Grove, Brookfield, Duplainville, Pewaukee, Hartland, Nashotah, Okauchee, and Oconomowoc.

Mass Transit Service: In 1972, regularly scheduled mass transit service was available in the Milwaukee, Racine, Kenosha, and Waukesha areas. In Milwaukee County, the Milwaukee and Suburban Transport Corporation operated 52 local and express routes during most of 1972. Although two routes were eliminated during the year, modifications to others were made to maintain service levels. The adult basic cash fare was increased in June 1972 from 40 to 50 cents on the local system, and from 50 to 60 cents for the freeway flyer system. The cost of a weekly pass was increased from \$4 to \$5. The five-cent per zone fare for rides to outlying areas was not increased.

Wisconsin Coach Lines, Inc., provides service in the Milwaukee-Waukesha corridor and local service over three routes in the City of Waukesha. The adult cash fare on the Milwaukee-Waukesha route varies with the distance traveled, with a minimum fare of 50 cents and a maximum of 85 cents. The adult cash fare within the City of Waukesha remained at 40 cents during 1972.

Service in the City of Racine was provided in 1972 by Flash City Transit on 10 routes utilizing small buses. Buses on all routes are scheduled to depart from and return to the central business district at times which facilitate transfer between routes. The basic adult cash fare of 40 cents and the 10 cent. charge for a transfer remained the same.

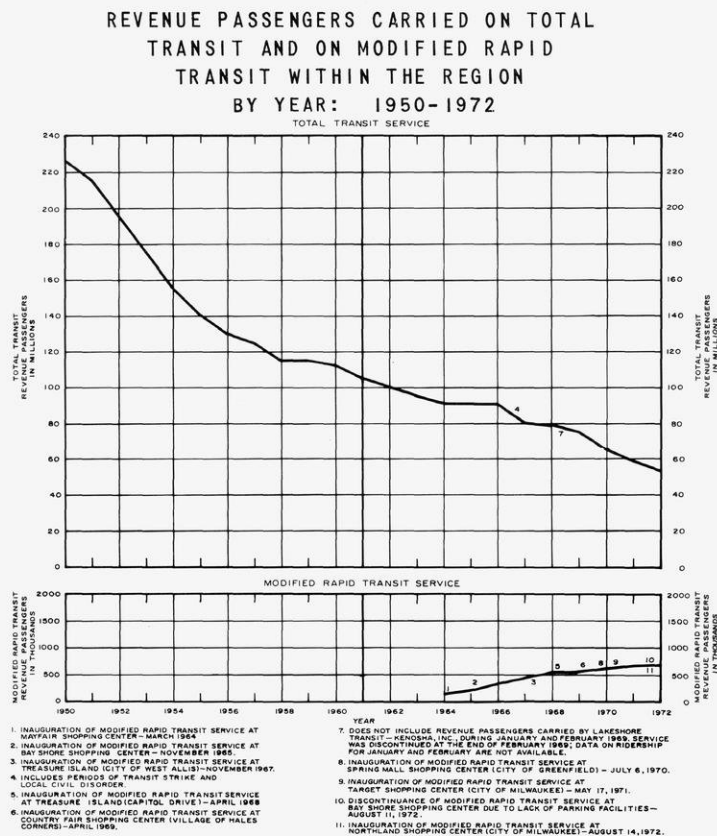
Service in the City of Kenosha is provided by the City of Kenosha Transit and Parking Commission, which operates six local city transit routes and six special routes primarily servicing schools. The basic fare for all service is 25 cents, the lowest of any system in the Region. Service in the City of Kenosha is provided by the only publicly operated system in the Region, all other systems being privately owned. The City of Racine began

subsidizing Flash City Transit operations on November 15, 1972, after the company petitioned the Wisconsin Public Service Commission for permission to abandon service.

The Commission, in preparation for the 1963 land use-transportation study, established standards which define mass transit service as that service having operating headways which do not exceed one hour between the hours of 6 a. m. and 8 p. m. on weekdays. During 1972, service in the City of Racine and the City of Kenosha fell below this standard primarily because the weekday service period was less than the 6 a. m. to 8 p. m. standard.

Mass Transit Ridership: The trend in mass transit utilization within the Region from 1950 through 1972 is shown in Figure 2. From 1950 through 1964 the number of transit revenue pas-

Figure 2



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

sengers carried annually in the Region decreased from about 233 million to about 92 million. In 1965 the decline was stemmed, and the downtrend was reversed in 1966 when the number of total revenue passengers increased to 93 million. Since that time, however, the total passenger volume has continued to decline sharply. Several factors have contributed to this decline, including strikes against the transit operators, civil disorder, fare increases, the institution of a ready-fare requirement plan by the principal transit operator in the Region, and, not insignificantly, increased availability of automobiles. Transit ridership declined to slightly less than 66 million revenue passengers in 1970, and by the end of 1972, total ridership had declined to less than 54 million passengers.

- In the area served by the Milwaukee and Suburban Transport Corporation, transit ridership decreased from approximately 57,486,000 revenue passengers in 1971 to approximately 52,141,000 revenue passengers in 1972, a decline of about 9 percent.
- In the area served by Flash City Transit, transit ridership declined by about 132,000 revenue passengers, or 20 percent, from approximately 658,000 revenue passengers in 1971 to approximately 526,000 revenue passengers in 1972.
- In the City of Waukesha, where service is provided by Wisconsin Coach Lines, Inc., local transit ridership decreased from about 316,000 revenue passengers in 1971² to about 277,000 in 1972, a decrease of nearly 39,000 revenue passengers, or 12 percent.
- In the Waukesha—Milwaukee corridor, where service is also provided by Wisconsin Coach Lines, Inc., transit ridership decreased by approximately 22,000 revenue passengers, or 10 percent, from about 229,000 revenue passengers in 1971 to about 207,000 revenue passengers in 1972.

²The 1971 Commission Annual Report erroneously reported a 1971 City of Waukesha transit ridership of 810,000 revenue passengers on Wisconsin Coach Lines, Inc. The 810,000 figure does not represent local ridership alone, but includes revenue passengers on the Wisconsin Coach Lines, Inc., suburban routes.

- Transit service provided by the City of Kenosha Parking and Transit Commission was initiated in September 1971. Consequently, the approximately 130,000 revenue passengers carried by the new service during the last four months of 1971³ are not truly comparable with the approximately 503,000 revenue passengers carried in 1972. Using average monthly ridership as a relative indicator of change, the Kenosha system appears to have registered a gain of about 9,417 revenue passengers a month, with the total increasing from about 32,500 revenue passengers per month in 1971 to 41,917 per month in 1972.

In contrast to the overall decline in mass transit use within the Milwaukee urbanized area is the continued increase in the use of freeway flyer service provided by the Milwaukee and Suburban Transport Corporation. This service is a prototype of the rapid transit and modified rapid transit service recommended to be provided throughout the Milwaukee area in the adopted regional transportation plan. Freeway flyer service began in March 1964 with the establishment of an initial route between the Mayfair Shopping Center in the City of Wauwatosa and the Milwaukee CBD. At the end of 1972, seven freeway flyer routes were in operation.

Due to increased shopper parking needs of the Bay Shore Shopping Center, freeway flyer service operating between the shopping center in the City of Glendale and the Milwaukee CBD was discontinued after August 11, 1972, and was partially replaced by a new freeway flyer service between Northland Shopping Center in the City of Milwaukee and the Milwaukee CBD. Although this new service included an additional loading and unloading point near the Bay Shore Shopping Center, no special parking spaces were provided. Late in 1972, however, Milwaukee County, the Wisconsin Department of Transportation, and the U. S. Department of Transportation, Federal

³The 1971 Commission Annual Report stated that 170,000 revenue passengers comprised the City of Kenosha 1971 transit ridership. This figure represents the total ridership for both the Pathfinder City Transit Lines, Inc., which ceased operation in early 1971, and the City of Kenosha Parking and Transit Commission, which began operation in September 1971. Of the 170,000 passengers, 130,000 utilized services of the City of Kenosha Parking and Transit Commission.

Highway Administration, funded the construction of a new surface parking lot located on excess North-South Freeway right-of-way in the Silver Spring interchange near the Bay Shore Shopping Center. It was announced that a new freeway flyer service between this lot and the Milwaukee CBD would be inaugurated on January 2, 1973. This project constitutes the first utilization of public funds for the construction of parking facilities relating to mass transit in the Milwaukee area.

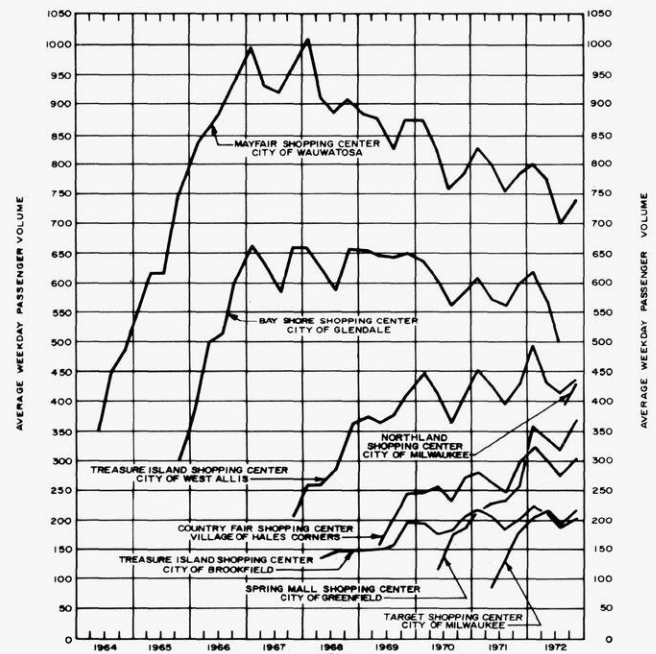
Selected characteristics pertaining to each freeway flyer route in the Region are shown in Table 5. As shown in Figure 2, annual ridership on the freeway flyer service has increased steadily from about 81,000 revenue passengers in 1964 to approximately 705,000 revenue passengers in 1972. The actual increase in ridership in 1972 alone totaled more than 31,000 revenue passengers.

The historical trends in utilization of the individual freeway flyer routes within the metropolitan area are shown in Figure 3. On the Mayfair, Bay Shore, and Treasure Island-West Allis routes, which exhibit similar development patterns, utilization appears to have leveled off. The decline in ridership from the 1968 peak year on the Mayfair route may be attributed primarily to the opening of competitive routes from the Treasure Island Shopping Centers in the Cities of Brookfield and West Allis. Growth in ridership remains strong on the Country Fair, Spring Mall, and Target routes.

A pattern of seasonal variation in freeway flyer use is also apparent. Daily ridership on most of the routes peaks during the winter months and drops to a low point during summer months. This

Figure 3

REVENUE PASSENGERS CARRIED ON MODIFIED RAPID TRANSIT IN THE REGION BY ROUTE: 1964-1972



Source: Milwaukee and Suburban Transport Corporation.

Table 5

SELECTED CHARACTERISTICS OF MODIFIED RAPID TRANSIT (FREWAY FLYER) ROUTES IN THE REGION: 1972

Name of Route	Date Route Established	Route Description		Length of Route (One-way Miles)	Average Weekday Passenger Volume		
		From	To		Initial Year of Operation	Peak Year	1972
Mayfair.....	March 30, 1964	STH100 and W. North Avenue, City of Wauwatosa	Milwaukee CBD	10.2	416	955	754
Bay Shore.....	November 29, 1965	N. Port Washington Road and Silver Spring Drive, City of Glendale	Milwaukee CBD	7.1	351	645	571 ¹
Treasure Island-- West Allis.....	November 6, 1967	STH100 and Cleveland Avenue, City of West Allis	Milwaukee CBD	9.8	204	445	445
Treasure Island-- Brookfield.....	April 22, 1968	STH190 and N. 124th Street, City of Brookfield	Milwaukee CBD	12.5	142	206	206
Country Fair.....	April 14, 1969	STH100 and W. Grange Avenue, Village of Hales Corners	Milwaukee CBD	14.6	200	302	302
Spring Mall.....	July 6, 1970	S. 76th Street and W. Cold Spring Road, City of Greenfield	Milwaukee CBD	12.0	178	346	346
Target.....	May 17, 1971	USH 41 and W. Layton Avenue, City of Greenfield	Milwaukee CBD	8.7	141	206	206
Northland.....	August 14, 1972	6200 Block of N. Teutonia Avenue, City of Milwaukee	Milwaukee CBD	9.0	418	418	418

¹Passenger volume is for January through August, inclusive. Service on the Bay Shore Freeway Flyer route was terminated after August 11, 1972, due to lack of adequate parking facilities at the Bay Shore Shopping Center.

Source: SEWRPC.

pattern probably can be attributed to weather, with people shifting from the automobile to the freeway flyer during poor winter driving months; to the school year; and to vacation habits and patterns.

Although ridership on the freeway flyer service has continued to grow despite fare increases, the decline in ridership on some of the older routes and the slackened growth on some of the newer routes tend to detract from the overall freeway flyer picture. It is important, however, to place the growth of freeway flyer ridership in its proper perspective by comparing its gain of approximately 705,000 annual revenue passengers from 1963 to 1972 with the loss of approximately 37 million annual revenue passengers by the Milwaukee and Suburban Transport Corporation on its regular transit system during the same period.

Automobiles and Trucks (3.2.1.4): The inventory of automobiles and trucks available for use in the Southeastern Wisconsin Region is maintained current annually by county and civil division. Motor vehicle registration data obtained from the Wisconsin Department of Transportation for fiscal year 1972 indicate that there were 695,774 automobiles available to residents of the Region, or about 2.58 persons per automobile (see Table 6). This represents an increase of 22,896 automobiles, or about 3 percent, over the 1971 level, and an increase of 197,016 over the 1963 level, or an increase of nearly 40 percent. The ratio of persons per automobile available in the Region has decreased from 3.36 in 1963 to 2.58 in 1972.

Registration data obtained from the Wisconsin Department of Transportation also indicated that in 1972 there were 79,712 motor trucks available for use within the Region, representing a gain of 5,334, or about 7 percent, over the 1971 level

of 74,378, and a gain of about 24,317, or about 44 percent, over the 1963 level of 55,395 trucks (see Table 7).

Inventory of Existing Transportation Movement and Behavioral Patterns Affecting Travel Habits and Patterns (3.2.2)

A complete survey of daily travel within the Region was carried out in 1963 as part of the initial regional land use-transportation study effort, and included volume and classification counts; determination of travel origin and destination; trip lengths, frequencies, and purposes; and modes used. Several special generator origin-destination surveys as well as a series of special studies have been conducted by the Commission since adoption of the regional land use plan in 1966. One of the most important work elements undertaken by the Commission in 1972 was the second major inventory of travel within the Region. The need for such an inventory was documented in the Study Design for the Continuing Regional Land Use-Transportation Study: 1972-1976, which outlined the proposed survey effort and described the funding arrangements among the local, state, and federal agencies. A brief description of the 1972 inventory of travel follows.

1972 Regional Inventory of Travel: The considerable changes in the Region's transportation system and land use patterns since 1963 dictated the need for a second travel inventory. These major changes include:

- The development of a relatively well-integrated freeway system within the Region in contrast to the short, unconnected segments that existed in 1963, few of which served the urban areas.

Table 6

AUTOMOBILE AVAILABILITY AND PERSONS PER AUTO FOR THE REGION BY COUNTY: 1963, 1971, and 1972

County	1963		1971		1972	
	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto
Kenosha	35,162	3.03	46,441	2.60	48,011	2.52
Milwaukee	304,123	3.57	385,819	2.73	397,695	2.67
Ozaukee	14,319	2.90	23,135	2.52	24,426	2.36
Racine	47,583	3.16	66,720	2.64	68,268	2.57
Walworth	19,437	2.86	26,330	2.50	27,427	2.38
Washington	16,235	3.05	25,672	2.65	27,031	2.50
Waukesha	61,899	2.98	98,761	2.52	102,916	2.37
Region Total	498,758	3.36	672,878	2.66	695,774	2.58

Source: SEWRPC.

Table 7

MOTOR TRUCK AVAILABILITY FOR THE REGION BY COUNTY: 1963, 1971, and 1972

County	1963	1971	1972
Kenosha	4,855	6,539	7,041
Milwaukee	25,867	31,243	33,348
Ozaukee	2,286	3,087	3,291
Racine	6,201	8,633	9,137
Walworth	4,490	6,057	6,436
Washington	3,413	4,918	5,396
Waukesha	8,283	13,901	15,063
Region Total	55,395	74,378	79,712

Source: SEWRPC.

- The development of fast, direct free-way flyer bus service at moderate fares between the central business district of the City of Milwaukee and outlying portions of the Milwaukee urbanized area, thereby converting auto-driving commuters to bus-riding commuters and reversing a long-term decline in bus use.
- The continued substantial decline of regular service mass transit use within the Region from about 95 million revenue passengers in 1963 to about 54 million in 1972.
- The development of three large new industrial parks; the development of three new major regional shopping centers, each larger than any existing in 1963; a revival of high-rise office building construction in downtown Milwaukee; and the completion of several major urban renewal projects in the Region.
- The slowing of population growth in Milwaukee County in the past decade and the demolition of thousands of residential structures in that county under public and private development programs.
- Continued urban sprawl contrary to adopted land use plan recommendations, and the shift in location and degree of expansion of several major traffic generators such as the Brookfield Square and Southridge Shopping Centers; the new town development at Northridge Lakes; and construction of major vocational schools in the Waukesha, West Bend, and Elkhorn areas.

Sound and orderly regional development requires a clear understanding of the effect of these and other major changes on travel habits and patterns within the Region. To permit an in-depth examination of these changes, the new inventory of travel included not only those surveys conducted as part of the 1963 inventory, but also included a number of special innovative surveys. A brief discussion of the 10 surveys undertaken in 1972, which together provide a complete inventory of travel habits and patterns and of personal attitudes concerning transportation and housing within the Region, follows.

Home Interview Survey: The home interview survey, the most important and complex of all surveys undertaken in this inventory, obtained through personal interviews at households the socioeconomic characteristics of the household; personal, socioeconomic, and travel characteristics of household members; a 15-year history of changes in home address for each household and certain changes related to the housing unit and to the household with each change; the household address and the attitudes, preferences, and opinions of heads of households or spouses relating to important aspects of transportation facilities and services, housing and neighborhood, and outdoor recreation facilities and services.

Approximately 17,450 households, or about 3 percent of all households in the Region, were selected for interview at sample rates which varied by subarea from 1 to 9 percent of all households in the subarea. Approximately 15,300 households, or 88 percent of the total sampled, provided the requested information. The 12 percent not responding consisted primarily of households where contact could not be made despite repeated calls, where refusals were encountered, and where housing units were found vacant. Over 7,000 usable personal opinion questionnaires were collected. About 5,000 were returned voluntarily by mail, and other approximately 2,000 were obtained through personal interview recontact.

This survey collected detailed data on current travel habits and patterns within the Region, as well as a large bank of demographic, economic, and land use information vital to local units and agencies of government and highly useful to business, industry, and private citizens.

Truck and Taxi Survey: Information obtained in the truck and taxi survey related to the characteristics of the vehicle, to the business or industry in which it was used, and to the trips that it made, including, in the case of trucks, the type and weight of commodities carried. Approximately 4,350 trucks and 300 taxis were selected for interview in this survey, of which approximately 3,750, or about 80 percent, resulted in completed interviews. The remaining 20 percent represented primarily errors in the sample universe, vehicles regularly or temporarily assigned out of the Region, and operators who refused to cooperate in the survey. Light trucks, those farm trucks

having a gross weight of 10,000 pounds or less, and all other trucks 8,000 pounds or less were sampled at the rate of one in twenty, while heavy trucks, those farm trucks having a gross weight in excess of 10,000 pounds, and all other trucks in excess of 8,000 pounds were sampled at the rate of one in ten.

Because data collected from the sample taxis surveyed in 1963 provided less information than desired, all operating taxis were scheduled for interview in this survey. Of the 449 taxicabs found to be licensed within the Region, 372 were found to be available for use on an average weekday. The remaining 77 taxis were not available principally because of lack of business or drivers, or because the vehicles were undergoing repair. Of the 372 available taxis, 281, or about 76 percent, contributed trip information.

The total information obtained in this survey will provide an inventory of the current distribution of trucks and taxis by type, and will provide important data relating to the patterns and volume of travel and of the movements of goods within the Region.

External Survey: Through personal interviews conducted at the boundaries of the Region, the external survey in the 1972 travel inventory obtained travel and related information about persons entering and leaving the Region. This survey developed data about characteristics of travel into and through the Region that could not be obtained in the internal home interview and truck and taxi surveys. External survey data from people leaving the Region will provide a check of similar information about internal to external trips gathered during the home interview. The external survey in the 1972 inventory consisted of three parts: 48-hour machine traffic volume counts on all 146 highway facilities crossing Region boundaries, manual traffic counts and classification of all vehicles by type during 14- to 24-hour periods at interview stations on the 37 major highway facilities crossing the Region, and personal interviews with a sampling of vehicle drivers passing through the 37 interview stations.

Approximately 80,319 personal interviews were conducted at the 37 stations. Of these, about 63,025 will be used in data analyses. The remain-

ing approximately 17,000 interviews contained errors or omissions relating to uncorrectable address information. Information obtained in this survey included data relating to the vehicle, to the trips that it made, and to the types and quantity of commodities carried by trucks.

As a new part of the external survey, mail-back trip log forms were distributed to a sampling of nonresident auto and truck drivers upon their entry into the Region relating to all subsequent trips made within the Region on the date of entry. Of the 5,120 auto trip logs distributed, 1,627, or about 32 percent, were returned. Of the 4,721 truck trip logs distributed, 923, or about 19 percent, were returned.

Interregional Bus and Rail Survey: Special origin-destination surveys of regularly scheduled interregional travel by motor bus and rail on an average weekday were conducted for the first time as part of the 1972 inventory of travel. Information obtained on the personal and socioeconomic characteristics of the tripmaker and the characteristics of the trip itself will permit quantification of average weekday ridership, and determination of user characteristics and passenger desire lines of travel for each of the routes and modes of travel.

Each boarding and through passenger on motor buses and railway trains outbound from the Region was asked to complete and return a prepaid mail-back questionnaire relating to the trip being made. Of the 270 questionnaires distributed to passengers on 12 local commuter train runs originating within the Region and destined for Chicago, Illinois, 133 usable questionnaires were returned. Of the 573 questionnaires distributed to passengers on the nine AMTRAK runs outbound from the Region, 328 usable questionnaires were returned. Of the 1,981 questionnaires distributed to passengers on 91 motor buses outbound from the Region, 552 usable questionnaires, or about 28 percent, were returned.

Screenline Survey: The screenline survey conducted as part of the 1972 travel inventory provides traffic count data to check the accuracy and completeness of origin-destination data from the home interview, truck and taxi, and external surveys, and to use in expansion factoring of the interview surveys as needed. Traffic on all signi-

ficant streets crossing a screenline—an imaginary line extending across the study area—is counted for comparison with similar trip characteristics produced by expanding the interview samples.

Traffic was counted across the three east-west screenlines developed for this survey, one located along the Menomonee River Valley and IH 94 within Milwaukee and Waukesha Counties, and one each roughly bisecting the Kenosha and Racine urbanized areas east of IH 94.

Data obtained in the screenline count and traffic classification survey represent the total number and type of vehicles crossing each screenline in each direction for each hour during an average weekday and weekend day during the survey period. A special roadside interview survey, intended to improve the accuracy of screenline data by identifying and quantifying double crossings of screenlines, was conducted as part of this survey.

Mass Transit User Survey: Passengers riding buses of the four mass transit systems operating in the Milwaukee, Kenosha, Racine, and Waukesha urbanized areas were interviewed during the special mass transit user survey undertaken for the first time as part of the 1972 inventory of travel. The information obtained in this survey related to the location of home addresses, points of boarding, points of origin and destination, points of transfer, trip purpose, land use at origin and destination, and certain personal and socioeconomic characteristics of the riders.

On the Kenosha transit system, 1,385 questionnaire forms were distributed to passengers, of which 670 usable forms, or about 48 percent, were returned. On the Racine transit system, 2,240 forms were distributed, of which 1,088 usable forms, or about 49 percent, were returned. On the Waukesha transit system, 475 forms were distributed, of which 230 usable forms, or about 49 percent, were returned. On the Milwaukee transit system, approximately 121,000 forms were distributed, of which approximately 38,000 usable forms, or about 31 percent, were returned.

A primary purpose of the mass transit user survey was to identify those persons who were bus passengers by choice, that is, those who had an automobile available at the time of the trip but nevertheless chose to make the trip by transit. Approximately 3,000 such choice passengers were

tentatively identified and of these, approximately 2,000 were interviewed concerning their reasons for choosing to ride a bus.

The data obtained in the mass transit user survey will provide a measure of the effectiveness of a transit system through the comparison of desire lines of transit travel with actual lines of travel. The data will also indicate the degree of adequacy of existing levels of service and the quality of service being provided, and will permit the development of a data base sufficiently detailed to support recommendations relating to transit improvements at the operational level.

Mass Transit Nonuser Survey: In the mass transit nonuser survey, home interviews were conducted in six small residential areas selected to represent both older and newer areas in which transit service is maintained at a relatively high level but in which transit use is not meeting expectations. This survey used all data contained in the home interview survey, in addition to information about whether respondents were using mass transit service on a more or less regular basis at the time of the survey, whether they used such services in the past, if and why they discontinued using mass transit, and under what circumstances they might begin to use mass transit. Home interviews were conducted in approximately one in three households in the two areas each in the Cities of Milwaukee and Waukesha, and one area each in the Cities of Kenosha and Racine. Of the 2,396 households interviewed, completed forms were obtained from 2,039, or about 84 percent. The information obtained in this survey will permit a better understanding of why people do or do not currently use mass transit, and under what circumstances they might begin to use it. Answers to such questions may lead to recommended changes in transit service to overcome objections to mass transit.

Major Traffic Generator Survey: A major traffic generator survey was undertaken for the first time within the Region as part of the 1972 inventory of travel. The purpose of this survey was to determine whether patterns of residence of persons employed at major concentrations of urban activity are such that improved mass transit links between residential and employment locations warrant further evaluation.

In the major traffic generator survey, the management or administrators of 45 major com-

mercial, industrial, and institutional firms and agencies located in 15 selected major employment centers within the Region were asked to make available to the Commission a list of the resident addresses of all employees. For each major employment center, resident addresses will be mapped to identify transit improvement potential.

By the end of 1972, 30 major employment centers had been selected and tentative priorities set concerning the order in which the surveys were to be conducted. Work was also undertaken to coordinate the Commission's major traffic generator survey of the University of Wisconsin-Milwaukee campus and a comprehensive survey of faculty, staff, and students being undertaken by the University.

Weekend Travel Survey: To determine the differences in the quantity, kinds, and distribution of average weekday and weekend travel by households in the Region and by trucks garaged within the Region, special weekend travel surveys were conducted for the first time on six summer weekends as part of the 1972 inventory of travel. In the household portion of the survey, residents of the approximately 15,300 households which provided average weekday trip data for the home interview survey were asked to record information relating to each trip made on a specific weekend date. In addition, the residents were asked to describe recreational trips made by each household member on that specific date. Of the approximately 15,300 households receiving weekend trip log and recreational activity forms, approximately 8,050, or about 53 percent, returned completed questionnaires.

In the truck and taxi portion of the survey, operators of the approximately 3,750 trucks and taxis providing average weekday information for the truck and taxi survey were also asked to record information relating to each trip made by the same vehicles on a specific weekend date. Of the approximately 3,750 truck and taxi operators receiving the trip log forms, approximately 2,312 operators, or about 62 percent, returned completed questionnaires. Because summer weekend travel is expected to be heavily weighted by recreational tripmaking, results of this survey are expected to provide important inputs to the studies of recreational demand and to the need for both public and private transportation service to meet this demand.

Goods Movement Survey: The survey of goods movement is also a "first time" effort within the Region. Little information has been accumulated to date regarding the movement of goods by modes other than truck, despite the fact that the annual cost of moving goods represents about 47 percent of the total national expenditure on transportation. Transportation costs borne by consumers are a part of the cost of living within the Region. The identification of goods movement costs that can be reduced through public and private actions can contribute to an improved standard of living for residents of the Region. Similarly, transportation costs directly affect the cost of producing goods within the Region, and affect the ability of the Region to compete for economic activity and resulting jobs for residents of the Region. The development of more efficient, faster, and safer goods movement facilities requires definitive data on the nature of the goods movement problem in the Region. An understanding of goods movement is also essential to sound comprehensive transportation planning, since the efficient movement of goods and the attainment of a truly balanced transportation system is dependent, in part, on such understanding. It is the intent of this study, therefore, to gain improved understanding of such movement and to this end to gather pertinent data on such movements. Preliminary work began in late 1972 on the design of the necessary goods movement study, and pursuant to that design on the identification of all lands in the Region used as freight transportation terminals. Full-scale data collection efforts are not expected to begin until 1973.

Inventory Progress: Work began in January 1972 in preparation for the home interview, truck and taxi, and external surveys and for the screenline classification and traffic count program. Actual field work on the surveys began in April 1972. Mass transit user surveys were conducted on the Racine, Kenosha, Milwaukee, and Waukesha transit system buses in May, and the mass transit nonuser survey data collection began in June. By the end of June, data collection was completed in the truck and taxi survey, screenline survey, and mass transit user survey, and virtually completed in the home interview and external surveys. Data collection in all of the latter surveys, as well as the mass transit nonuser survey, was completed in July 1972. The conduct of the surveys, particularly in the home interview and mass transit non-user surveys, indicated more reluctance on the

part of the public to cooperate than in 1963, and considerable effort was required by the survey personnel to overcome objections and to reach the satisfactory levels of completed interviews finally attained in these surveys.

Data collection for the household and truck and taxi portions of the weekend travel survey began in late July and continued through the Labor Day weekend. Data collection for the interregional rail and bus survey began on October 10, 1972, when mail-back questionnaires were distributed to passengers on 12 commuter trains originating within the Region and destined for Chicago, Illinois. Of these 12 commuter runs, the Chicago and Northwestern Transportation Company provided 11 runs, and the Milwaukee Road provided a single run. The second group of surveys was conducted on October 12, 1972, when similar questionnaires were distributed to passengers on 91 motor bus runs providing interregional service. Of these, service was provided by Greyhound Lines West on 49 runs; by Wisconsin Coach Lines, Inc., on 23 runs; by Tri-State Coach Lines, Inc., on seven runs; by Badger Coaches, Inc., on six runs; by Wisconsin-Michigan Coaches, Inc., on four runs; and by Peoria-Rockford Bus Company on two runs. The third group of interregional rail and bus surveys was conducted on October 18, 1972, when mail-back questionnaires were distributed to passengers on the nine AMTRAK runs outbound from the Region, three of which originated in Milwaukee and were destined for Chicago; two of which originated in Milwaukee and were destined for St. Louis via Chicago; one each originating in Chicago and destined for Seattle and Spokane, Washington, respectively; and one each originating in Seattle and Spokane and destined for Chicago.

By the end of December, editing, coding, and keypunching of data were completed for the home interview, truck and taxi, and screenline surveys, and virtually completed for the mass transit user and nonuser survey. Editing, coding, and keypunching of the external survey data were underway, and editing and coding of weekend travel survey and interregional bus and rail survey data were also underway.

The 1972 regional inventory of travel, when completed in 1973, will provide the largest and most comprehensive bank of transportation planning information obtained to date in the Region. It is expected that analysis of these data will provide

the basis for further refinement and implementation of recommended regional transportation plan elements in the near future, will provide significant information for land use and transportation plan reevaluation and updating, and will lead to recommendations for action programs important to the improvement of public and private transportation in the Region.

Inventory of Existing Land Use (3.2.3)

Work continued during 1972 on the processing of the data collected in the regional land use inventory conducted in 1970. In addition, data comparisons between 1970 existing land use information and the adopted regional land use plan for 1990 were initiated during 1972. Map 5 shows generalized land use development within the Region in 1970. A review of development in the major planned regional recreational, industrial, and commercial centers shown on the 1990 adopted regional land use plan was conducted during 1972 to provide additional land use information on the continued development of these sites, as well as to provide current land use data on these major centers relevant to the 1972 inventory of travel.

Special studies updating information on mining and quarrying land uses and on major utility rights-of-way within the seven-county Region were also completed during 1972. Under the mining and quarrying study, each such operation was mapped and each mapped operation identified as an active, semi-active, or inactive pit.⁴ A total of 1,364 pits covering a total area of 6,845 acres, or 0.4 percent of the total area of the Region, were recorded, of which 123, or 9 percent, were active pits; 154, or 11 percent, were semi-active pits; and 1,087, or 80 percent, were inactive pits (see Table 8).

⁴Active, semi-active, and inactive pits were defined as follows:

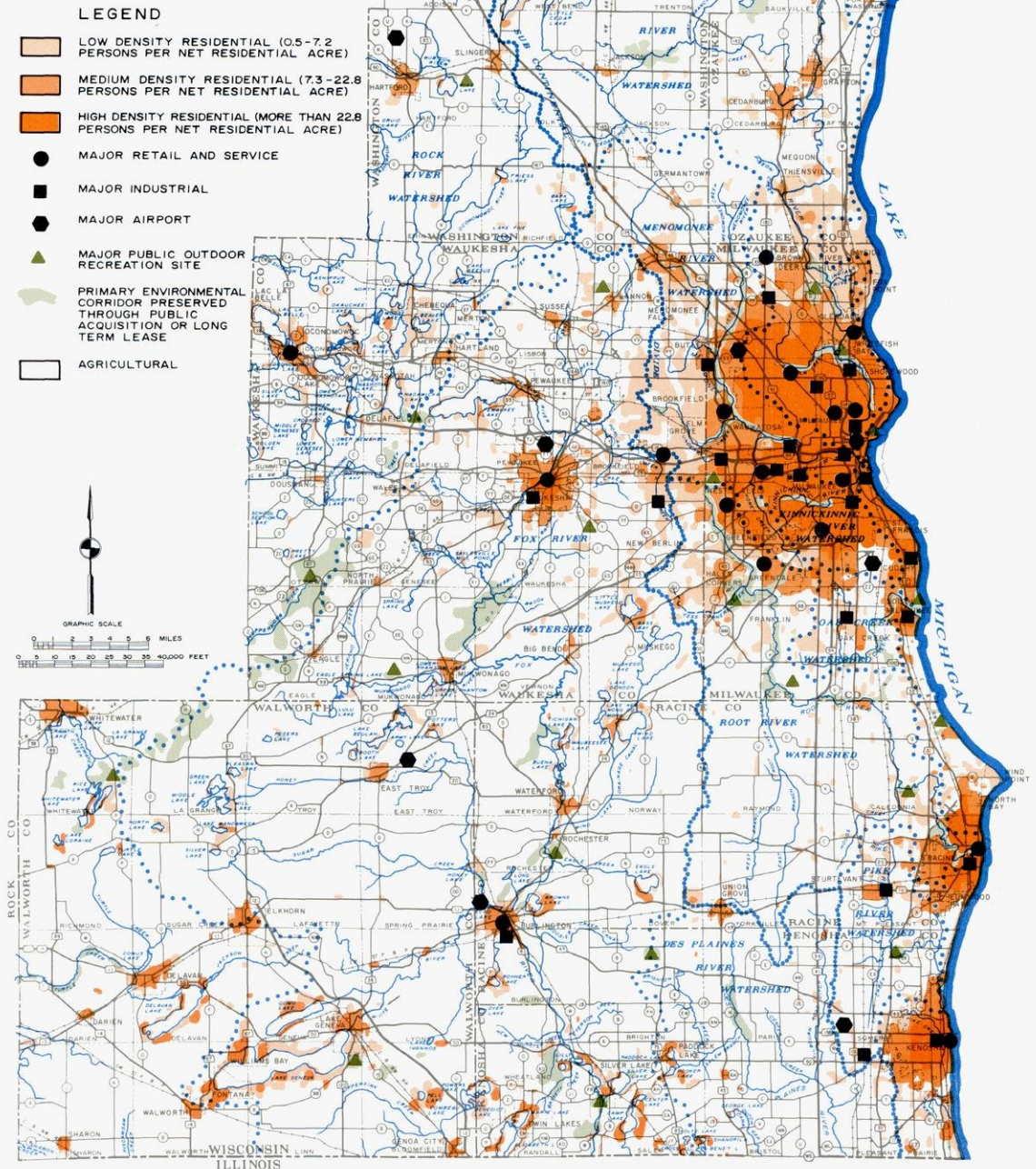
Active Pit--Equipment present and active stockpiling of resource materials.

Semi-Active Pit--No equipment present but evidence of recent use-stockpiling of resource material.

Inactive Pit--No equipment present, no resource materials stockpiled, general overgrown appearance lacking roads and areas of good access.

Map 5

GENERALIZED EXISTING LAND USE
IN THE REGION: 1970



The spatial distribution of land uses existing within the Region as of April 1970 is summarized on this map. Although southeastern Wisconsin is a highly urbanized Region, less than 20 percent of its total area is presently devoted to urban-type land uses. Agriculture still occupies 60 percent of the total land area in the Region, and water, wetlands, and woodlands occupy the remaining 20 percent of the land area. The diffusion of low-density urban development which has occurred within the Region since 1950 is evident from an examination of this map.

Source: SEWRPC.

Table 8

MINERAL EXTRACTION IN THE REGION: 1970

County	Mining and Quarrying Pits				Total Acres
	Active	Semi-Active	Inactive	Total	
Kenosha	5	13	92	110	594
Milwaukee	3	3	115	121	428
Ozaukee	9	19	141	169	482
Racine	9	17	180	206	987
Walworth	15	38	82	135	662
Washington	23	17	311	351	935
Waukesha	59	47	166	272	2,757
Region Total	123	154	1,087	1,364	6,845

Source: SEWRPC.

The major utility right-of-way study included the delineation of the major electric power transmission line and natural gas transmission line rights-of-way throughout the Region.⁵ A total of 602 lineal miles of major electrical power lines were recorded within the Region as shown in Table 9. Milwaukee County had the largest number of miles of such lines within the Region—almost 139 miles, or 23 percent of the regional total. As also shown in Table 9, there are a total of 90 lineal miles of major natural gas transmission lines within the Region. Waukesha County has the largest number of such lines—about 25 miles, or 28 percent of the regional total.

A review of the land use changes which have taken place between 1963 and 1970 in each U. S. Public Land Survey quarter section within the Region was also completed during 1972. Under the analyses of urban growth in the Region during this period, quarter sections in which urban development occurred were divided into two categories: those within the 1990 plan group in which development has occurred in accordance with the adopted regional land use plan, and those within the non-plan group in which development had occurred in conflict with the plan. As shown on Map 6, the analyses indicate that the dispersal of urban land use development continued contrary to the adopted plan recommendations throughout the seven-county Region from 1963 to 1970. Ozaukee, Washington, and Waukesha Counties exhibited the greatest amount of such new dispersed urban development, particularly the Towns of Cedarburg and Grafton in Ozaukee County, the Town of Richfield in Washington County, and the Towns of Lisbon and Genesee in Waukesha County.

⁵Includes electric power transmission lines carrying 138 kilovolts or more and natural gas transmission lines of either 22 inches or 24 inches in diameter.

Table 9

NUMBER OF MILES OF MAJOR ELECTRIC POWER AND NATURAL GAS LINES IN THE REGION: 1970

County	Miles of Electric Power Lines	Miles of Natural Gas Lines	Number of Power Plants
Kenosha	50.63	2.25	--
Milwaukee	138.75	--	5
Ozaukee	96.00	--	2
Racine	87.18	16.50	--
Walworth	45.00	21.75	--
Washington	76.50	24.00	--
Waukesha	108.37	25.00	--
Region Total	602.43	89.50	7

Source: SEWRPC.

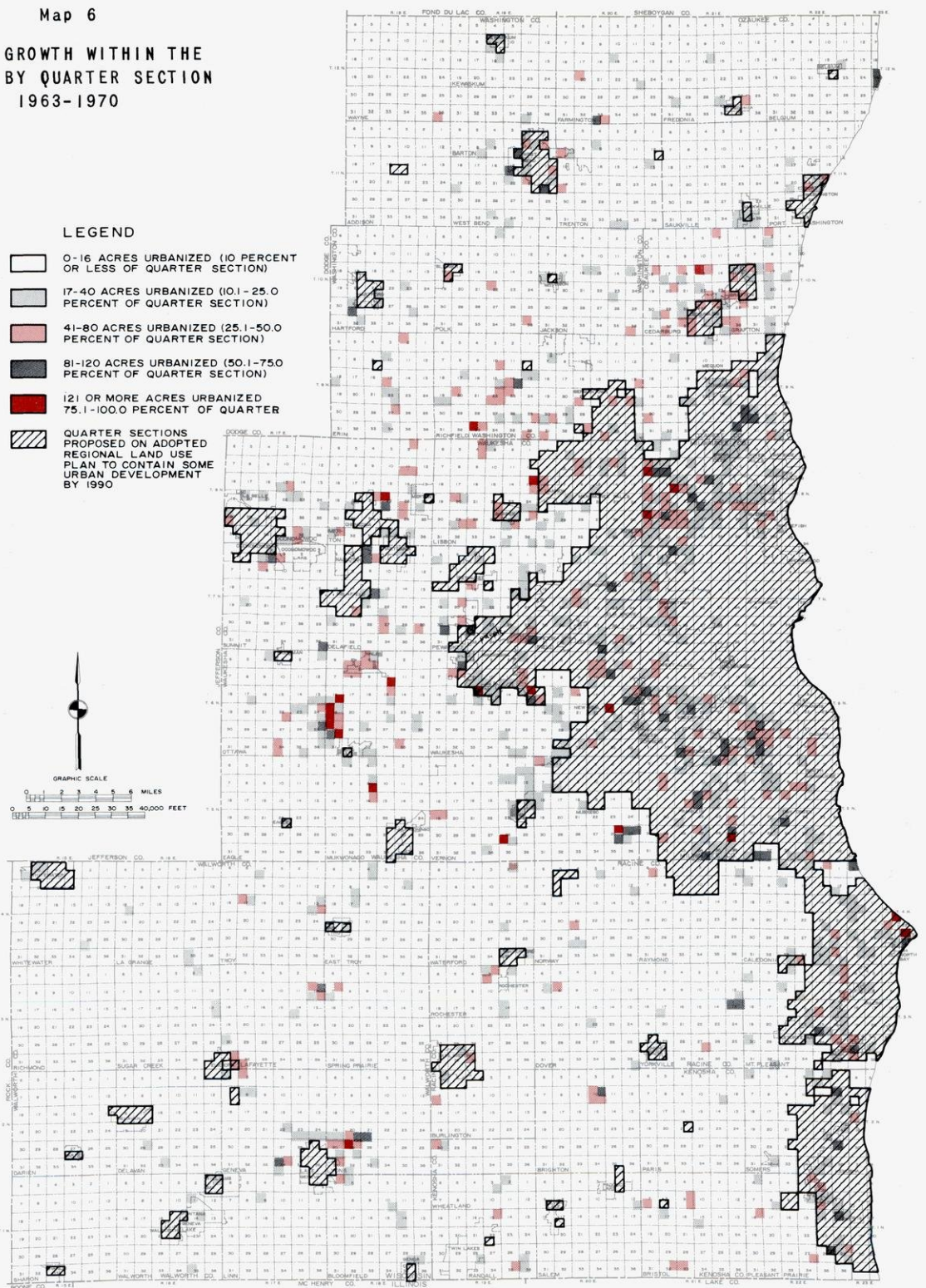
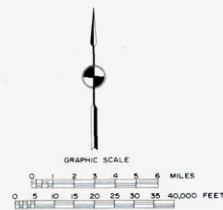
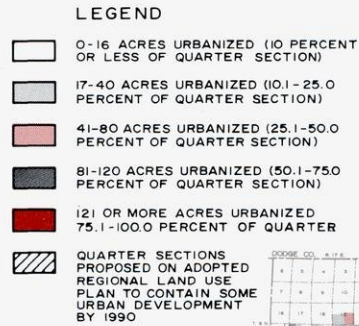
Inventory of Population Factors
(3.2.5.1 and 3.2.5.2)

Information on the changing size, composition, and distribution of the population within the Southeastern Wisconsin Region is, like land use data, essential not only to the continuing regional land use-transportation study but also to all of the related Commission work programs. Work continued during 1972 on the compilation and analysis of various data to monitor the changes in population size, composition, and distribution and related changes in urban development patterns within the Region. As part of the inventory of population factors within the Region, the Commission maintained a current population estimate; updated and expanded the regional street address coding guide; prepared and distributed Volumes 2 and 3 of the Community Profile series; established a 1972 estimate of year-round housing units in the Region and allocated this estimate to the SEWRPC traffic analysis zones; and updated to 1971 the information contained in SEWRPC Technical Report No. 9, Residential Land Subdivision in Southeastern Wisconsin.

Current Population Estimate: The estimated population level of the Region as of February 1972 was approximately 1,793,000 persons. This estimate is the official state tax sharing base established by the State of Wisconsin, Department of Administration, and is based upon an allocation of the U. S. Bureau of the Census estimate of state population growth since 1970. The 1972 estimate represents an increase of approximately 36,900 persons, or 2 percent, over the 1970 census population. Each of the county population estimates for 1972, together with 1970 county population levels, is shown in Table 10. The largest relative population increases, between 5 and 6 percent, occurred in Ozaukee, Washington,

Map 6

URBAN GROWTH WITHIN THE REGION BY QUARTER SECTION 1963-1970



The 1990 regional land use plan proposes to limit urban sprawl through the promotion of urban growth and expansion contiguous to existing urban areas which can easily be served by the extension of public utilities. As shown on this map, urban development is still occurring within the Region outside of areas recommended to contain urban development by 1990. This continued sprawl of urban land uses as identified from the 1970 land use inventory, and accompanying population changes, have long-range implications for the physical and fiscal well-being of the communities in the Region. The rapidly increasing costs of urban development, together with increased expenditures to serve such development, should be of paramount concern to every municipality in the Region as well as to the citizens who will have to bear the burden of support for serving such development.

Source: SEWRPC.

Table 10

**POPULATION OF THE REGION BY COUNTY:
APRIL 1970 AND FEBRUARY 1972**

County	Population		Population Change April 1970 to February 1972	
	April 1970 ¹	February 1972 ²	Number	Percent
Kenosha	117,917	120,800	2,883	2.4
Milwaukee	1,054,249	1,062,300	8,051	0.8
Ozaukee	54,461	57,600	3,139	5.8
Racine	170,838	175,700	4,862	2.8
Walworth	63,444	65,400	1,956	3.1
Washington	63,839	67,500	3,661	5.7
Waukesha	231,338	243,700	12,362	5.3
Region Total	1,756,086	1,793,000	36,914	2.1

¹1970 U. S. Census of Population and Housing figures.

²State of Wisconsin, Department of Administration estimates.

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

and Waukesha Counties. Waukesha County showed the largest absolute gain in population with an increase of more than 12,000 persons since 1970. Milwaukee County showed the smallest relative population growth over this period, increasing by 8,000 persons, or less than 1 percent.

Street Address Coding Guide: In a work program related to the inventory of population factors, the Commission during 1972 continued the development and maintenance of a regional street address coding guide. The guide was developed under the initial regional land use-transportation study to assist the Commission in collating data to U. S. Public Land Survey quarter sections in the three urbanized areas of the Region. It was refined and detailed under the first continuing regional land use-transportation study to facilitate the coding of data to the block face level of detail under a cooperative program with the U. S. Department of Commerce, Bureau of the Census. The coding guide was subsequently updated in 1970 for these urbanized areas with the addition to the file of segments of the urban street network which had been added since 1968.

By the end of 1972, the coding guide had been updated to January 1972 and expanded to include the collection of block face address range data for 74 percent of the cities, villages, and towns in the Region, or 64 percent of the total area of the Region. The block face address range data have been coded to geographic identification areas, such as census tracts, civil divisions, and U. S. Public Land Survey quarter sections, for 55 percent of the cities, villages, and towns in the Region, or 50 percent of the total area of the Region. Data processing, editing, and updating to the computer tape file have been completed for 27 percent of the cities, villages, and towns in

the Region, or 21 percent of the total area of the Region. Current updating and expansion of the regional street address coding guide are intended to facilitate the geographic coding of sample data collected as part of the Commission's 1972 travel inventory.

Preparation of Community Socioeconomic Profiles: During 1972 the Commission prepared and distributed the second and third volumes in its series of community profiles for each county and minor civil division in the Region. Preparation of a series of community profiles began in 1971, precipitated by the large volume of requests for basic demographic and socioeconomic information received by the Commission each year. The profiles record in one document relevant socioeconomic data concerning each civil division, including population size, characteristics, and distribution; birth, death, and migration rates; school enrollment; employment; assessed valuation of property; public financial resources; land use; automobile availability; and trip generation. These data are now available in less convenient form in the U. S. Bureau of the Census publications and various Commission files and reports. The first volume of this series was published and distributed in 1971.

The second volume contains information from the U. S. Bureau of the Census summary tape series on age, race, and sex of the population and tenure and occupancy status of housing units within the Region. The third volume contains additional socioeconomic information from the summary tape series concerning ethnic origin, educational attainment, employment status, occupation, and income of the population in the Region in 1970. The Commission provided each community in the Region with a copy of the profile for that community, and more than 350 copies of Volumes 2 and 3 of the series were provided at cost to other individuals and firms throughout the Region. More than 1,000 individual community profiles have also been distributed since this reporting program began.

Quarter Section Housing Unit Estimate: The U. S. Public Land Survey quarter section is the basic geographic unit used by the Commission for data collection and analysis. Accordingly, it is essential that various planning data not otherwise available on a quarter section basis be collated on such a basis to provide a data base which is compatible with the work of the Commis-

sion. Therefore, in support of the Commission's regional housing study and travel inventory, with the assistance of local building inspectors within the Region as well as the Metropolitan Builders Association of Greater Milwaukee, an estimate of total housing units by quarter section within the Region was established during 1972. As shown in Table 11, the total housing stock within the Region increased by 20,546 units, or nearly 4 percent, from April 1970 to April 1972, representing an average annual increase of approximately 10,300 housing units. This is only slightly below the estimated average annual housing unit increases of the housing boom of the 1950s. Total housing stock increased 12 percent in Washington County, the largest relative increase in total housing stock in the Region. The largest absolute increase in total housing stock occurred in Milwaukee County, where the total housing stock increased by more than 8,000 units during this two-year period.

Inventory of Historic Land Subdivision Activity:
Detailed up-to-date land subdivision information is a major input to the surveillance function of

Table 11

**TOTAL HOUSING UNITS IN THE REGION BY COUNTY:
APRIL 1970 AND FEBRUARY 1972**

County	Total Housing Units		Housing Unit Change April 1970 - April 1972	
	April 1970 ¹	April 1972 ²	Number	Percent
Kenosha	39,110	40,376	1,266	3.2
Milwaukee	349,762	358,174	8,412	2.4
Ozaukee	15,351	16,833	1,482	9.6
Racine	52,829	54,535	1,706	3.2
Walworth	25,773	26,990	1,217	4.7
Washington	18,692	20,929	2,237	11.9
Waukesha	65,239	69,465	4,226	6.4
Region Total	566,756	587,302	20,546	3.6

¹U. S. Census of Population and Housing figures.

²SEWRPC housing unit estimate.

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

the continuing regional land use-transportation study, and is an important part of the planning data base for the Region. An initial regional historic platting study was conducted during 1969 and included analyses of the quantity, character, rate, and geographic location of land subdivision activity from 1920 through 1969. The study culminated in the publication of Technical Report No. 9, Residential Land Subdivision in South-eastern Wisconsin. During 1972, with the cooperation of the State of Wisconsin, Bureau of Local and Regional Planning, the historic platting study was updated to December 31, 1971, thus maintaining a continuing surveillance of the number of land subdivisions platted and of the spatial location of these land subdivisions with reference to the adopted regional land use and transportation plans. The update tabulated a total of 197 land subdivision plats encompassing 4,662 acres of land and averaging nearly 24 acres each for the two year 1970-1971 period. As shown in Table 12, nearly 60 percent of the total platted acreage within the Region during 1970-1971 occurred in Waukesha County, compared to 36 percent from 1960 to 1970. As shown on Map 7, the highly dispersed pattern of residential land development observed from 1950 through 1969 continued through 1971, with over 17 percent of the recorded plats in the Region being spatially located outside the future limits of urban development recommended by the adopted regional land use plan.

**Inventory of Economic Factors
(3.2.5.3 and 3.2.5.4)**

Collection and dissemination of information continued in 1972 on the changing size, composition, and spatial distribution of the Region's

Table 12

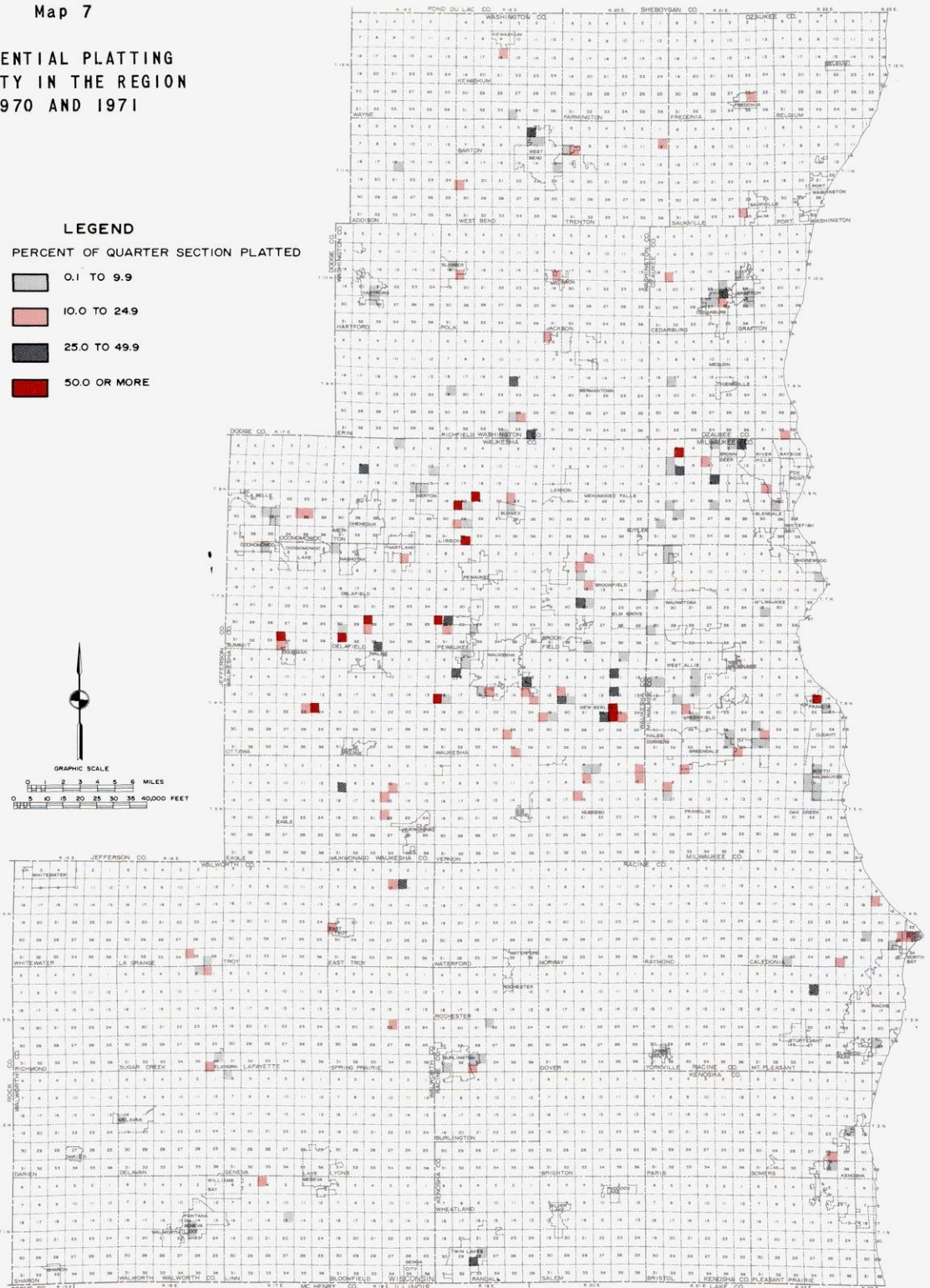
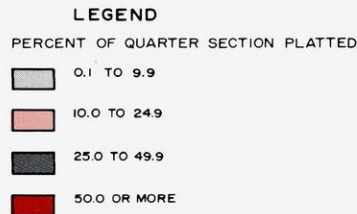
RESIDENTIAL SUBDIVISIONS RECORDED IN THE REGION BY COUNTY: 1960-1971

County	Recorded Subdivisions 1960-1969				Recorded Subdivisions 1970 and 1971			
	Number	Percent of Total Subdivisions	Area (Acres)	Percent of Total Area	Number	Percent of Total Subdivisions	Area (Acres)	Percent of Total Area
Kenosha	89	8.2	1,437	6.9	5	2.5	69	1.5
Milwaukee	324	29.9	3,822	18.4	54	27.8	635	13.7
Ozaukee	96	8.9	2,062	9.9	14	7.1	251	5.4
Racine	158	14.6	2,331	11.2	17	8.6	199	4.3
Walworth	65	6.0	1,121	5.4	13	6.6	267	5.7
Washington	113	10.4	2,557	12.3	28	14.1	495	10.6
Waukesha	239	22.0	7,447	35.9	66	33.3	2,747	58.8
Region Total	1,084	100.0	20,777	100.0	197	100.0	4,663	100.0

Source: SEWRPC.

Map 7

RESIDENTIAL PLATTING ACTIVITY IN THE REGION 1970 AND 1971



Subdivision activity continued to increase during 1970 and 1971, with almost 4,700 acres of land platted in 197 subdivisions averaging nearly 24 acres each. Most of the platting activity was highly diffused throughout the Region, truly representative of what has come to be called urban sprawl.

Source: SEWRPC.

work force.⁶ Through the cooperative efforts of the Wisconsin Department of Industry, Labor, and Human Relations and various employment data user-oriented organizations throughout the state, including the Commission, an improved data series has been established enumerating on a monthly basis, through an industry reporting system, employment by place of work. Table 13 presents historical and current data on the average annual labor force, work force, number of employed workers, and number of unemployed workers in the Region. In 1972 the work force averaged 785,400 persons, an increase of 20,700 persons, or nearly 3 percent, above the 1971 level. The number of employed persons in the Region, as distinguished from the work force which includes unemployed as well as employed persons, averaged 748,800 persons in 1972, an increase of 23,800 persons, or 3 percent, above the 1971 level. The number of unemployed persons in the Region averaged about 36,600, or nearly 5 percent of the work force, in 1972, compared with an average of about 39,700, also 5 percent of the work force, in 1971. This represents a decrease, however, of 3,100 unemployed persons in the Region, or nearly 8 percent, since 1971. This decline in the number of unemployed indicates that the effects of the recent national economic recession diminished over the year.

The segment of the population which can be most closely related to the economy is the labor force. Current and historical changes in the size of an area's labor force can be perceived as a primary indicator of changes in an area's economy, demographic growth or decline, and geographic and social mobility of the population. The labor force in the Region in 1972 was estimated to be approximately 746,300 persons, compared with 737,900 persons in 1971, an increase of 1 percent. It should be noted that the observed differences between labor force and work force levels in the Region are due to the fact that the work force tabulations will "double count" persons holding two or more jobs, will include those persons who live outside of but work within the Region, and will exclude those persons who live inside but work outside of the Region.

⁶The work force is an enumeration of workers at their place of work. This term has been substituted for the term labor force, which enumerated workers at their place of residence. The federal decennial census of population enumerates labor force, while work force is enumerated as part of current employment estimating and reporting procedures.

Table 13

ANNUAL AVERAGE LABOR FORCE, WORK FORCE,
EMPLOYMENT, AND UNEMPLOYMENT
IN THE REGION: 1960-1972

Year	Labor Force ¹	Work Force ²	Employed ³	Unemployed ⁴	
				Number	Percent of Work Force
1960	638,700	673,200	647,900	25,300	3.8
1961	633,600	669,800	632,600	37,200	5.6
1962	627,700	663,500	638,600	24,900	3.8
1963	634,100	670,300	646,100	24,200	3.6
1964	644,700	681,500	658,300	23,200	3.4
1965	668,100	706,200	685,900	20,300	2.9
1966	682,900	721,900	702,000	19,900	2.8
1967	693,800	733,400	709,100	24,300	3.3
1968	704,200	744,400	722,400	22,000	3.0
1969	721,100	762,300	740,200	22,100	2.9
1970	744,500	776,200	741,600	34,600	4.5
1971	737,900	764,700	725,000	39,700	5.2
1972	746,300	785,400	748,800	36,600	4.7

¹The term "labor force" is defined as the number of workers within the Region enumerated by place of residence. It includes all persons 14 years of age or older who were: a) at work, that is, those who worked for pay or profit; b) with a job but not at work, that is, those persons who were temporarily absent from their job; and c) not at work but known to be actively seeking work. The 1960 and 1970 levels are taken from the 1960 and 1970 Census of Population, and the levels from 1961 through 1969 and 1971 and 1972 are estimates based on observed relationships between the labor force and work force estimates prepared by the Wisconsin Department of Industry, Labor, and Human Relations.

²The term "work force" is defined as the number of workers within the Region enumerated by place of work. It includes all persons 14 years of age and older who were: a) at work, that is, those who worked for pay or profit; b) workers absent from a job or business and not seeking work because of vacation, illness, bad weather, temporary layoff, or labor dispute; and c) not at work but actively seeking work. These data are provided by the Wisconsin Department of Industry, Labor, and Human Relations on a monthly basis through an industry reporting system. It should be noted that work force tabulations will double count persons holding two jobs, will include those persons who live outside the Region but work within the Region, and exclude those persons living within but working outside the Region.

³The term "employed" refers to the members of the work force actually at work. The number of persons employed is derived by subtracting the number of unemployed workers from the number of persons in the work force.

⁴The term "unemployed" refers to those members of the work force who report weekly that they were available and looking for work during all of the previous week but did not work during that week.

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

A more detailed analysis concerning the spatial distribution of available jobs within the Region in 1972 indicates that the largest concentrations of jobs are located in Milwaukee, Waukesha, and Racine Counties (see Table 14). Approximately 86 percent of the regional jobs in 1972 were located in these three counties, compared to slightly more than 86 percent in 1971. As shown in Table 14, the trend in the intraregional distribution of jobs in 1972 was toward a decreasing concentration of jobs in Milwaukee County and an increasing concentration in the remaining counties. The Milwaukee County proportion of total regional jobs decreased from 68.7 percent to 68.0 percent from 1971 to 1972, while Waukesha and Racine Counties experienced the largest increase in the proportion of regional jobs from 1971 to 1972, increasing from 9.2 percent to 9.5 percent and from 8.2 percent to 8.5 percent, respectively.

Table 14

DISTRIBUTION OF EMPLOYMENT IN THE REGION BY COUNTY: 1960-1972

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

County	Distribution of Employment (In Thousands)											
	1967		1968		1969		1970		1971		1972	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha	35.4	5.0	36.7	5.1	36.9	5.0	39.2	5.3	38.7	5.3	40.6	5.4
Milwaukee	501.1	70.7	506.3	70.1	515.5	69.6	510.9	68.9	498.1	68.7	509.0	68.0
Ozaukee	15.9	2.2	16.2	2.2	17.3	2.3	17.9	2.4	18.1	2.5	19.2	2.6
Racine	60.5	8.5	60.5	8.4	62.5	8.5	61.9	8.3	59.4	8.2	63.5	8.5
Walworth	22.8	3.2	23.7	3.3	24.3	3.3	24.2	3.3	23.9	3.3	24.0	3.2
Washington	19.1	2.7	20.1	2.8	20.2	2.7	20.3	2.7	19.9	2.8	21.1	2.8
Waukesha	54.3	7.7	58.9	8.1	63.5	8.6	67.2	9.1	66.9	9.2	71.4	9.5
Region Total	709.1	100.0	722.4	100.0	740.2	100.0	741.6	100.0	725.0	100.0	748.8	100.0

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

Only Milwaukee and Kenosha Counties have experienced relative job growth at a rate consistently less than the regional average from 1960 to 1972. Waukesha and Ozaukee Counties have experienced the most rapid increases in job growth since 1960, while Washington, Walworth, and Racine Counties have observed a generally moderate rate of job growth.

Employment levels in the Region's major industry groups⁷ increased from 484,600 employed persons in 1970 to 491,500 in 1972, an increase of 1 percent (see Table 15). The government and educational services group had the greatest employment increase (nearly 19 percent) of any major industry group in the Region, with an average of 93,400 persons employed in this industry in 1972 compared to 78,700 in 1970. The retail trade industry also experienced an appreciable increase in employment, averaging 113,000 employed persons in 1972 compared with 111,200 in 1970. Employment in the construction industry over

the same two-year period increased 5 percent, from 24,000 employed persons in 1970 to 25,200 in 1972.

The fabricated metals industry group experienced the largest employment decrease of the major regional industry groups from 1970 to 1972. An average of 24,600 persons were employed in this industry in 1970 compared with an average of 20,900 in 1972, representing a decrease of 15 percent. The nonelectrical machinery industry also realized a large decrease in employed workers, with employment declining nearly 5 percent, from an average of 68,100 employed persons in 1970 to an average of 65,000 in 1972.

Inventory of Special-Purpose Districts

The number of public schools within the Region increased from 635 in the 1970-71 school year to 657 in the 1971-72 school year, while the number of nonpublic schools within the Region decreased from 302 schools in the 1970-71 school year to 300 schools in the 1971-72 school year.

In addition, it was found that the operation and maintenance of the public schools within the Region during 1972 were provided by 106 public school districts, of which 51 are districts in which only kindergarten through eighth grade (K-8) are

⁷ SEWRPC Technical Report No. 10, *The Economy of Southeastern Wisconsin*, designated the Region's major industries presented in Table 15 to be either regionally dominant (accounting for at least 4 percent of the total 1970 regional employment), or regionally subdominant (accounting for 2.0 to 3.9 percent of the total 1970 regional employment).

Table 15

**LEVELS OF EMPLOYMENT IN THE REGION BY SELECTED
MAJOR INDUSTRY GROUP: 1970 AND 1972**

Industry Group	Levels of Employment (In Thousands)					
	1970		1972		Change: 1970-1972	
	Number	Percent of Regional Employment	Number	Percent of Regional Employment		
					Absolute	Percent
Nonelectrical Machinery	68.1	9.2	65.0	8.7	-3.1	-4.6
Electrical Machinery and Equipment	36.5	4.9	33.8	4.5	-2.7	-7.4
Retail Trade	111.2	15.0	113.0	15.1	1.8	1.6
Wholesale Trade	32.0	4.3	31.8	4.2	-0.2	-0.6
Finance, Insurance and Real Estate Services	31.2	4.2	32.0	4.3	0.8	2.6
Fabricated Metals	24.6	3.3	20.9	2.8	-3.7	-15.0
Primary Metals	22.5	3.0	20.7	2.8	-1.8	-8.0
Transportation Equipment	22.0	3.0	22.9	3.1	0.9	4.1
Food and Related Products	18.9	2.5	18.2	2.4	-0.7	-3.7
Government and Educational Services	78.7	10.6	93.4	12.5	14.7	18.7
Construction	24.0	3.2	25.2	3.4	1.2	5.0
Printing, Publishing, and Allied Products	14.9	2.0	14.6	1.9	-0.3	-2.0
Subtotal	484.6	65.2	491.5	65.7	6.9	1.4
Other Employment	257.0	34.8	257.3	34.3	0.3	0.1
Total Regional Employment	741.6	100.0	748.8	100.0	7.2	1.0

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

Table 16

**PUBLIC AND NONPUBLIC SCHOOL ENROLLMENT IN THE
REGION BY COUNTY: 1971 AND 1972**

County	School Enrollment				Change 1971 - 1972			
	Public		Nonpublic		Public		Nonpublic	
	1971	1972	1971	1972	Number	Percent	Number	Percent
Kenosha	27,566	27,768	4,928	4,714	202	0.7	-214	-4.3
Milwaukee	208,509	207,436	55,325	52,355	-1,073	-0.5	-2,970	-5.4
Ozaukee	13,858	14,325	2,360	2,480	467	3.4	120	5.1
Racine	40,433	40,936	7,875	7,817	503	1.2	-58	-0.7
Walworth	14,306	14,250	1,288	1,195	-96	-0.4	-93	-7.2
Washington	16,281	16,783	3,247	3,488	502	3.1	241	7.4
Waukesha	63,328	64,315	10,429	10,198	987	1.6	-231	-2.2
Region Total	384,281	385,813	85,452	82,247	1,532	0.4	-3,205	-3.8

Source: Wisconsin Department of Public Instruction and SEWRPC.

operated; 11 are union high school districts in which only grades 8 through 12 are operated; and 44 are districts in which kindergarten through twelfth grade (K-12) are operated. Estimates of enrollment in the public and nonpublic schools for 1971 and 1972 within the Region indicate that public school enrollment increased less than 1 percent, from 384,281 students in 1971 to 385,813 in 1972, while nonpublic school enrollment decreased nearly 4 percent, from 85,452 students in 1971 to 82,247 students in 1972. Of the total 468,060 public and nonpublic school students, public schools accounted for 82 percent of the total and nonpublic schools for 18 percent. Public and nonpublic school enrollment by county in the Region is shown in Table 16.

Data Conversion, Filing, and Retrieval (4.1)

Prior to 1972, the Commission had completed the conversion of all physical planning data on punch card records to a master file information system on magnetic tape. The result was a regional planning data bank which permits the efficient conversion, filing, and retrieval of planning and engineering data essential for areawide comprehensive planning. The data base generated by the initial and continuing programs of the Commission consists of over 110 million individual items. The file, while based upon the U. S. Public Land Survey quarter section as the primary unit of geographic reference, is organized to permit ready collation of data for various geographic units such as civil divisions, census tracts, traffic analysis zones, and watersheds.

The Commission in 1972 utilized an IBM System 360 Model 22 disk and tape computer system for the maintenance of its master data file. During 1972 more than 230 requests for data retrieval were processed, resulting in the preparation of 850 data reports for use in the regional planning effort. Some of the major data processing activities included retrieval of demographic data from the 1970 Census summary tapes for publication of the Commission's Community Profile series, updating of the Commission's automated address coding guide, and creation of the sample address universe for the 1972 travel inventory and magnetic data recording of about half of the inventory results.

Concluding Comments--Surveillance

One of the most important work elements undertaken by the Commission in 1972 was the second major regional inventory of travel, which was

conducted under the surveillance function. In addition to the home interview, truck and taxi, external, interregional bus and rail, screenline, and major traffic generator surveys which were conducted to update similar surveys conducted in 1963, special mass transit, goods movement, and weekend travel surveys were conducted for the first time within the Region.

Other surveillance activities in 1972 included the updating of the series of county and regional base maps and the completion of certain special-purpose maps; updating of the historic platting study; the initiation of data comparisons between 1970 existing land use information and the adopted regional land use plan for 1990; completion of studies updating information on mining and quarrying land uses and the major utility rights-of-way in the Region; distribution of the second and third volumes in the Commission's Community Profile series; and the updating of economic and population data.

Information provided as part of the data collection activities is used to appraise both quantitatively and qualitatively the continued validity of the adopted land use-transportation plan and progress in its implementation, and to assist federal, state, and local units and agencies of government and private enterprise in the Region in better making day-to-day development decisions.

The surveillance activities conducted during 1972 produced the following findings:

1. The estimated population level in the Region in 1972 was 1,793,000 persons, an increase of 36,900, or 2 percent, over the 1970 level. The largest relative population increases, between 5 and 6 percent, occurred in Ozaukee, Washington, and Waukesha Counties.
2. The number of employed persons in the Region in 1972 averaged about 748,000, an increase of 23,800, or 3 percent, above the 1971 level. The average number of unemployed persons dropped slightly from 1971 to 1972. The average in 1972 was 36,600, or nearly 5 percent of the work force, compared with 39,700 in 1971, or just over 5 percent of the work force.
3. Total mass transit ridership in the Region decreased about 8 percent in 1972, from

59 million revenue passengers in 1971 to 54 million in 1972. The only increases in mass transit use in the Region were the increased use of freeway flyer service, and an apparent increase in the average number of monthly passengers using transit service in the City of Kenosha.

4. The number of arterial miles operating over design capacity in Milwaukee County decreased steadily from 1963 to 1972 as significant amounts of travel were transferred to freeway facilities. This shifting of travel has greatly reduced the congestion on surface arterials, but travel on the freeway system has continued to grow to such a level that both the East-West Freeway between S. 84th Street and the Marquette Interchange and the North-South Freeway from the Marquette Interchange to W. Burleigh Street are presently operating over capacity.
5. A total of 695,774 automobiles were available to residents of the Region in 1972, or a ratio of about 2.58 persons per automobile. This is an increase of 22,896 automobiles, or 3 percent, over the 1971 level, when the ratio was about 2.66 persons per automobile. This decline in the number of persons per automobile reflects the continuing increase in the number of automobiles per household and the declining number of persons without automobiles.

REAPPRAISAL

Under the reappraisal function, the adopted regional land use and transportation plans, and the forecasts and assumptions on which these plans are based, are to be reappraised in light of changes in regional development as revealed by the surveillance function. A comprehensive, in-depth analysis of the trends in regional development will be conducted during the continuing regional land use-transportation study based upon the results of the 1970 Federal Census and the detailed land use and travel reinventories scheduled to be conducted in 1972 and 1973. When these major surveillance activities are completed in 1973, it is proposed that a careful analysis be made of the reinventory findings and the implications of these analyses, with respect to the continued validity of the adopted plans, the regional development objectives upon which the

plans are based, and the policies and programs for plan implementation. Revisions in both the adopted regional land use and transportation plans will be effected contingent upon such findings, analyses, and documentation. The following discussion reports the reappraisal activities conducted during 1972.

Population (4.2.1 and 4.3.1)

Although the preparation of population forecasts is not planning, the preparation of all plans must begin with forecasts. In any planning program, forecasts are required of all future events and conditions which are outside the scope of the plan but which will affect plan design or implementation. Control of changes in population levels lies largely outside the scope of governmental activity at the regional and local levels and outside the scope of the physical planning process. Future population levels, therefore, must be forecast. These levels, in turn, determine the aggregate demand for land and supporting transportation and utility systems.

One important consideration involved in the preparation of forecasts for planning purposes is the forecast target date. Both the land use pattern and the supporting transportation and utility systems must be designed for demand at some future point in time. The physical and economic life of the facilities involved, together with the increasing difficulties accompanying increasing forecast periods, combine to dictate that a forecast period of about 20 to 25 years be used for comprehensive planning purposes. The forecasts of probable future population size within the Region prepared by the Commission in 1963 under the initial regional land use-transportation study indicated a 1990 regional population of 2,678,000 persons. The validity of this regional forecast was monitored annually under the Commission's surveillance function, and in 1970, in light of findings of the 1970 Census of Population, a major reevaluation of the assumptions underlying the population forecasts was indicated. This reevaluation was based on two factors which significantly altered the trends in regional population growth:

1. A sharp decline in the regional birth rate which occurred in the late 1960s.
2. Observed migration patterns of the 1950s within the Region which reversed from a net in-migration to a net out-migration during the 1960s.

Under the continuing regional land use-transportation study, a major review of the changes in the size, composition, and spatial distribution of the population of the Region was undertaken to permit the assessment of the impact of these changes on the physical development of the Region. In addition, the regional population forecasts prepared under the initial regional land use-transportation study in 1963 were reviewed in light of the 1970 Census of Population findings, and a new forecast year of 2000 established.

During 1972, the Commission staff prepared 12 regional population projections, and with the assistance of the Socioeconomic Subcommittee of the Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning selected a regional population forecast for the year 2000. Each of the 12 projections was based on varied sets of age-specific natural increase and migration assumptions. The projections ranged from an "extreme" low of 2.18 million persons to an "extreme" high of 3.76 million persons in the year 2000. Current mortality rates were assumed for all projections based on the relative stability of the age-sex mortality rates for a period of almost two decades. Therefore, the assumptions which most significantly affect these projections are the age-specific fertility and migration rate assumptions. The low projection resulted from assumptions that current mortality, replacement fertility, and zero net migration rates will prevail through the projection period. The high projection resulted from the assumption of the continuation of current mortality and current fertility rates to the year 2000 and a reversal of current migration rates to a level equal to the average rates sustained during the 1950 to 1970 decade within the Region.

Within the range of the extreme high and low population projections lies the most probable future range of population in the Region in the year 2000. The selection of this range was made on the merits of the age-specific fertility and migration assumptions implicit in each projection. The most probable future levels of population within the Region as selected by the Commission staff ranged from a high of 2.70 million persons to a low of 2.38 million persons in the year 2000. The high projection assumed that current age-specific fertility rates would continue until 1980, with replacement age-specific fertility rates continuing from 1980 until the year 2000, and assumed a continuation of current age-specific migration rates to 1980 and then a rate of age-specific

migration equal to a level midway between the 1960-70 and 1950-70 migration rates. The low projection was based on the assumption of a continuation of age-specific fertility rates to 1985 and replacement fertility rates from 1985 to 2000, and a continuation of age-specific migration rates to 1985 and zero migration from 1985 to the year 2000. The latter intermediate projection is a modified zero growth projection resulting from a reduction in fertility to a replacement level and zero migration beginning in the year 1985.

It is likely that the actual future level of population will be between the intermediate high and low projections, and that the population forecast will be based on a modification of the above assumptions. The selection of a regional population forecast for the year 2000 was based on two important assumptions:

1. The age-specific rates of fertility for the Region as a whole will eventually reach replacement based on past trends and future expectations.
2. The principal factor affecting the rate of growth of the Region will be migration. An important element in accommodating the future growth of the regional population is a local program of economic development based upon sound regional economic development principles. Such development is essential to not only provide jobs to the resident population but also to stimulate population growth through migration.

In December 1972, the Commission, at the recommendation of the Socioeconomic Subcommittee,

adopted a regional forecast population level of 2.59 million persons for the year 2000. This forecast population level assumed that current rates of age-specific fertility will continue until 1985, declining to replacement fertility by 1985 and continuing to the year 2000. This forecast population level also assumes that current age-specific migration rates will sustain themselves to the year 2000. Although current rates of migration are based on the rates of migration which produced a slight net out-migration in the 1960-70 period, a net migration of that magnitude and direction would not necessarily be sustained for the entire projection period. Since the rates of migration are applied on an age-specific basis, shifts in the proportions of age and sex groups within the Region will yield varying net migration over time. Also, as the proportion of age and sex groups change, the impact of net migration on total population change will vary from that of the 1960-70 decade.

The high and low population projections making up the upper and lower limits of the most probable future range of regional population, the regional population forecast, and the current population estimate are shown in Figure 4.

The forecast of 2.59 million persons in the year 2000 is lower than the initial 1990 regional population forecast of 2.68 million persons prepared by the Commission nearly a decade ago. Table 17 and Figure 5 show the initial 1990 forecast as well as the revised 1990 and new 2000 population forecasts prepared by the Commission during 1972. As shown in Table 17, the revised 1990 regional population forecast is 16 percent lower than the initial 1990 forecast. The 2000 forecast

Table 17

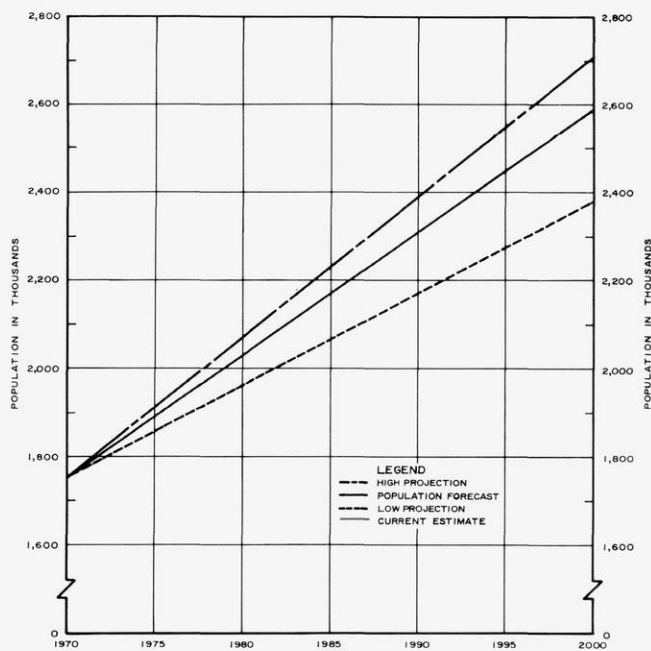
INITIAL AND REVISED 1990 SEWRPC POPULATION FORECASTS AND 2000 SEWRPC POPULATION FORECAST FOR THE REGION BY COUNTY

County	SEWRPC 1990 Population Forecasts						New SEWRPC 2000 Population Forecast		Difference Between Initial 1990 and New 2000 Forecasts	
	Initial		Revised		Difference Between Initial, Revised Forecasts		Number	Percent of Regional Population	Number	Percent
	Number	Percent of Regional Population	Number	Percent of Regional Population	Number	Percent				
Kenosha	202,000	7.5	152,400	6.7	- 49,600	-24.6	168,400	6.5	- 33,600	-16.6
Milwaukee	1,446,000	54.0	1,122,200	49.6	-323,800	-22.4	1,147,500	44.3	-298,500	-20.6
Ozaukee	106,000	4.0	100,400	4.5	- 5,600	- 5.3	136,600	5.3	30,600	28.9
Racine	283,000	10.6	233,100	10.3	- 49,900	-17.6	270,600	10.4	- 12,400	- 4.4
Walworth	87,000	3.2	92,100	4.1	5,100	5.9	107,000	4.1	20,000	23.0
Washington	96,000	3.6	108,500	4.8	12,500	13.0	138,900	5.4	42,900	44.7
Waukesha	458,000	17.1	452,400	20.0	- 5,600	- 1.2	621,100	24.0	163,100	35.6
Region Total	2,678,000	100.0	2,261,100	100.0	-416,900	-15.6	2,590,100	100.0	- 88,000	- 3.3

Source: SEWRPC.

Figure 4

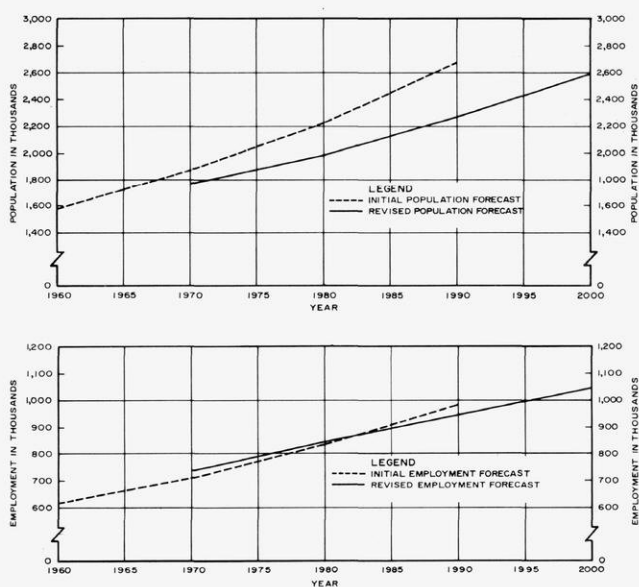
POPULATION FORECAST AND CURRENT POPULATION
ESTIMATE FOR THE REGION: 1970-2000



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

Figure 5

COMPARISON OF THE INITIAL 1990 AND REVISED
2000 POPULATION AND EMPLOYMENT FORECASTS
FOR THE REGION: 1960-2000



Source: SEWRPC.

is also below the initial 1990 level but by only 3 percent. Within the Region, the greatest variance between the initial 1990 forecast and the 2000 forecast by county occurred in the urban counties of Kenosha and Milwaukee and the rapidly urbanizing counties of Ozaukee, Washington, and Waukesha. Generally, the most significant factor in this variance is the migration assumption. The birth rate assumption also contributes to this variance but to a lesser extent.

The forecasts of population size within the Region prepared in 1972 under the continuing regional land use-transportation study indicated that the 1972 population level of the Region should approximate 1,796,800 persons. The actual 1972 population level of the Region based on an estimate by the State of Wisconsin, Department of Administration, was 1,793,000 persons. Thus, the SEWRPC forecast regional population level was approximately 3,800 persons, or 0.2 percent, above the 1972 estimate (see Table 18 and Figure 4).

The greatest absolute and relative variance of the forecast from the current estimated level of population within the Region occurred in Waukesha County, where the forecast population level of 249,600 persons is 5,900 persons, or 2.4 percent, above the current estimated population level of 243,700 persons. The smallest absolute and relative variance of the forecast from the current estimated population level within the Region occurred in Kenosha County, where the forecast population level of 120,700 persons is 100 persons, or 0.1 percent, below the current estimated population level.

Table 18

COMPARISON OF 1972 ESTIMATED AND FORECAST
POPULATION LEVELS FOR THE
REGION BY COUNTY

County	Population Levels			
	Estimate ¹ February 1, 1972	SEWRPC Forecast February 1, 1972	Difference	
			Number	Percent
Kenosha	120,800	120,700	- 100	-0.1
Milwaukee	1,062,300	1,058,700	-3,600	-0.3
Ozaukee	57,600	58,200	600	1.0
Racine	175,700	176,100	400	0.2
Walworth	65,400	65,700	300	0.4
Washington	67,500	67,800	300	0.4
Waukesha	243,700	249,600	5,900	2.4
Region Total	1,793,000	1,796,800	3,800	0.2

¹Estimate established by the Wisconsin Department of Administration as the "official" base for state shared tax distribution.

Source: Wisconsin Department of Administration and SEWRPC.

Under the second continuing regional land use-transportation study begun in January 1970, employment estimates were maintained current on an annual basis. In addition, a major review of national and regional economic activity patterns was undertaken in order to assess the impact of changes in such patterns on the economy of southeastern Wisconsin. During 1972, new forecasts of economic activity within the Region were prepared to provide one base upon which all adopted regional plan elements, primarily the adopted regional land use and transportation plans, may be reappraised and updated to the year 2000.

The forecasting approach used by the Commission in 1972 was the same as that used in the initial work program. A range of projections was determined for each of the dominant and subdominant industry groups within the Region as well as the remaining employment total to arrive at a total regional employment forecast to the year 2000. The projected range of employment was developed from a series of inputs which included the following:

1. An analysis of historical trends of selected characteristics for each industry.
2. An extrapolation of the employment trend in each industry group in the Region from 1950 to 1970.
3. A multiple-regression analysis of national, East North Central States, Wisconsin, and Southeastern Wisconsin Region employment in each industry group from 1950 to 1970.
4. A questionnaire survey of 165 manufacturing firms in the Region.
5. Industry outlooks to 1980 as published by the U. S. Department of Commerce.
6. Unpublished forecasts to the year 2000 of U. S. and East North Central States employment by industry group prepared by the National Planning Association.
7. Recent studies of regional firm attitudes published by the Bureau of Business Research of the University of Wisconsin.

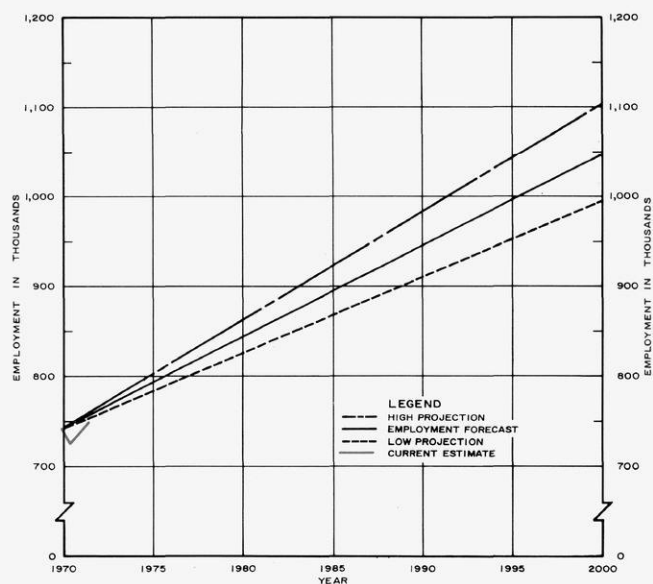
8. Work Force Industry Projections to 1990, published by the State of Wisconsin in September 1972.

The Commission selected three regional employment projections—a low, intermediate, and high—representing the most probable future range of employment within the Region in the year 2000 (see Figure 6). The low projection of 994,500 jobs assumed a declining trend in the rate of economic growth in the Region. The intermediate projection of 1,048,000 jobs assumed a rate of economic growth consistent with the trend in such growth over the past 20 years. The high projection of 1,101,400 assumed a rate of economic growth generally consistent with the current trend in economic growth for the United States as a whole.

Of these three regional employment projections, the Commission staff recommended the selection of the intermediate projection as representing the most probable future level of employment within the Region in the year 2000. Accordingly, in December 1972, at the recommendation of the

Figure 6

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



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

Socioeconomic Subcommittee of the Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning, the Commission adopted this intermediate employment projection as the regional forecast, thereby setting a new plan design target year at 2000, 10 years beyond the 1990 target year established in the Commission's initial planning program.

The 1990 stage of the new regional employment forecast to the year 2000 is slightly lower than the initial 1990 employment forecast for the Region prepared by the Commission nearly a decade ago (see Figure 5). As shown in Table 19, the revised 1990 employment forecast for the Region is 945,800; 38,200, or about 4 percent, less than the initial 1990 employment forecast. The new 2000 employment forecast is, however, higher than the initial 1990 estimate by 6 percent, or by about 64,000 jobs. Thus, the revised 1990 regional employment forecast represents a slight downward revision from the initial employment forecast, which is consistent with the trend in population growth previously discussed. Within the Region, the greatest relative variance between the initial and revised 1990 employment forecasts occurred in Walworth and Kenosha Counties. The smallest relative variance occurred in Milwaukee County.

The forecasts of employment within the Region prepared in 1972 under the continuing regional land use-transportation study indicate that the 1972 employment level within the Region should approximate 762,000. The actual 1972 employment level in the Region estimated by the Wisconsin Department of Industry, Labor, and Human Relations was 748,800. Thus, the SEWRPC fore-

cast regional employment level was approximately 13,200 persons, or about 2 percent, higher than the 1972 estimate (see Figure 6). Current differences between the estimated and forecast regional levels of employment result from only partial recovery from the 1971 level, which reflected the full effects of the national economic recession.

Transportation Facilities and Service Levels

Vehicle Miles of Travel: The forecasts of average weekday vehicle miles of travel prepared under the initial regional land use-transportation study indicated that utilization of the arterial street and highway system in the Region could be expected to increase from approximately 13.0 million vehicle miles in 1963 to 19.6 million vehicle miles by 1972 to 33.0 million vehicle miles by 1990. The estimated actual utilization in 1972, as measured by traffic counts taken on the arterial system, was approximately 20.0 vehicle miles of travel daily (see Figure 7). It would appear, therefore, that the initial forecasts of vehicle miles of travel for the Region remain valid, with the estimated travel within the Region exceeding the forecast by less than two percent.

Arterial System Congestion: Results of the traffic assignment completed under the initial regional land use-transportation study indicated that if the original transportation plan were implemented, the arterial street and highway mileage operating under congested conditions—that is, at full to capacity ratio of greater than 1.10—could be expected to decrease from about 192 miles, or 6 percent of the total system, in 1963 to 128 miles, or 3 percent of the total system, by 1972 to 37 miles, or 1 percent of the total system, by

Table 19

INITIAL AND REVISED 1990 SEWRPC EMPLOYMENT FORECASTS AND 2000 SEWRPC EMPLOYMENT FORECAST FOR THE REGION BY COUNTY

County	SEWRPC 1990 Employment Forecasts						New SEWRPC 2000 Employment Forecast		Difference Between Initial 1990 and New 2000 Forecasts	
	Initial		Revised		Difference Between Initial, Revised Forecasts		Number	Percent of Regional Employment	Number	Percent
	Number	Percent of Regional Employment	Number	Percent of Regional Employment						
	Number	Percent	Number	Percent						
Kenosha	80,000	8.1	43,500	4.6	-36,500	-45.6	45,100	4.3	-34,900	-43.6
Milwaukee	627,700	63.8	580,700	61.4	-47,000	- 7.5	614,100	58.6	-13,600	- 2.2
Ozaukee	26,500	2.7	32,100	3.4	5,600	21.1	39,800	3.8	-13,300	50.2
Racine	97,100	9.9	87,000	9.2	-10,100	-10.4	99,600	9.5	2,500	2.6
Walworth	22,100	2.2	38,800	4.1	16,700	75.6	46,100	4.4	24,000	108.6
Washington	26,100	2.7	32,200	3.4	6,100	23.4	37,700	3.6	11,600	44.4
Waukesha	104,500	10.6	131,500	13.9	27,000	25.8	165,600	15.8	61,100	58.5
Region Total	984,000	100.0	945,800	100.0	-38,200	- 3.9	1,048,000	100.0	64,000	6.5

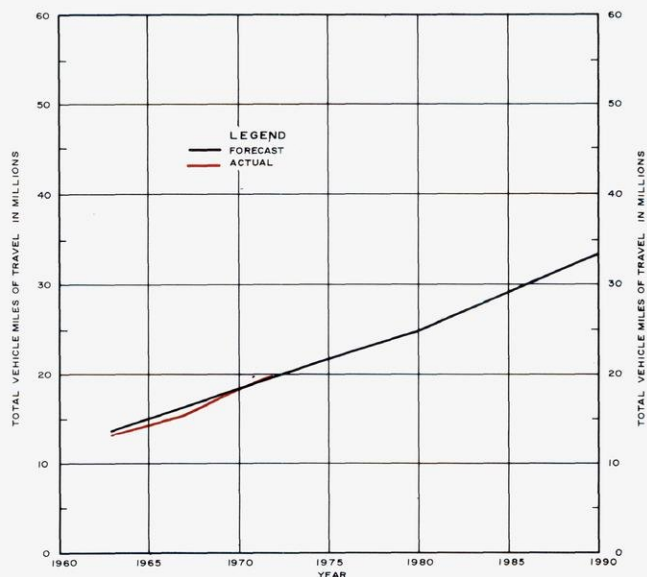
Source: SEWRPC.

1990. About 162 miles, or 5 percent of the total arterial street and highway system within the Region, were operating under congested conditions in 1972. This represents a sharp increase over the 1970 level of 143 miles. More significantly, this represents the first time since 1963 that the total number of miles of the arterial system operating under congested conditions has not decreased in accordance with the forecasts. The mileage of arterial facilities operating under congested conditions in Milwaukee County alone increased from 47 to 61 miles, or 30 percent, over the last year.

This increase in traffic congestion may be attributed primarily to the decreased rate at which freeway facilities recommended in the adopted regional transportation plan have been open to traffic. Since 1970, less than one-half mile of freeway has been opened to traffic in Milwaukee County even though the Commission has warned in previous annual reports that the level of congestion on the surface arterials of the Region, and particularly of Milwaukee County, can be expected to increase significantly if the adopted regional transportation plan is not implemented in a timely manner. The validity of this warning is clearly indicated by developments since 1970.

Figure 7

TOTAL AVERAGE WEEKDAY VEHICLE MILES OF TRAVEL ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION: 1963-1990



Source: SEWRPC.

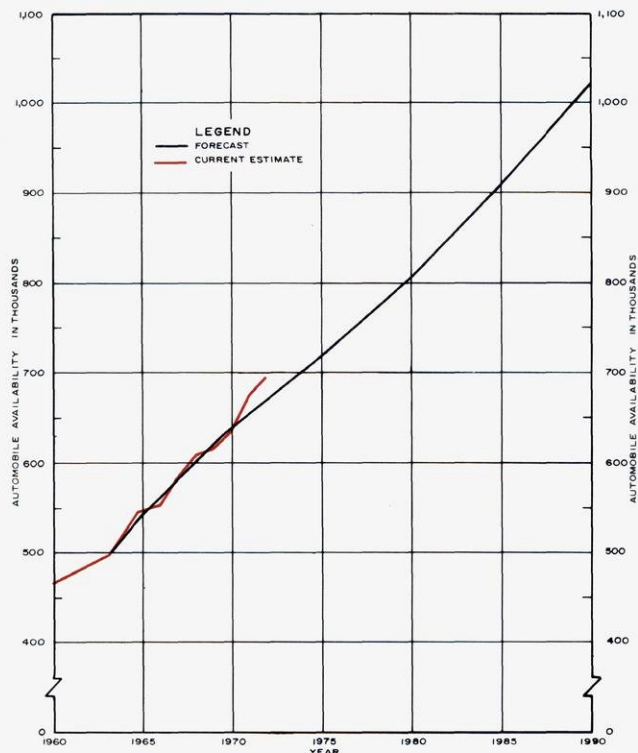
Elsewhere in the Region, increases in the miles of facilities operating over capacity were noted in Ozaukee County in the proposed Stadium Freeway corridor, presently served by STH 57; in Walworth County in the proposed Rock Freeway corridor presently served by STH 15; in Washington County in the proposed West Bend Freeway corridor presently served by USH 45; and in Waukesha County in the proposed Bay Freeway corridor presently served by USH 16.

Automobile and Truck Availability (4.2.5 and 4.3.5)

The forecasts of motor vehicle availability prepared in 1963 under the initial regional land use-transportation study indicated that there should be about 672,540 automobiles available to residents in the Region in 1972. As shown in Figure 8 and Table 20, the actual level as derived from Wisconsin Department of Transportation motor vehicle registration data for fiscal 1972 was 695,774 automobiles, or about 3 percent above the forecast level. The largest variation,

Figure 8

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



Source: SEWRPC.

13 percent above the forecast level, occurred in Washington County, and the smallest variation, 0.1 percent above the forecast level, occurred in Racine County. Figure 9 shows that the ratio of persons to automobiles has declined from 4.21 persons per automobile in 1950 to 3.36 in 1963 to 2.58 in 1972, continuing to decline at a rate greater than the forecast rate and nearly reaching the forecast 1990 level.

Forecasts prepared under the initial regional land use-transportation study further indicated that there should be about 70,560 motor trucks available within the Region at the end of fiscal 1972. As shown in Figure 10 and Table 21, the actual

Table 20

AUTOMOBILE AVAILABILITY FOR THE REGION
BY COUNTY FOR FISCAL YEAR 1972

County	Estimate ¹	Forecast ²	Percentage Difference
Kenosha	48,011	47,940	+ 0.1
Milwaukee	397,695	387,500	+ 2.6
Ozaukee	24,426	21,760	+10.9
Racine	68,268	68,200	+ 0.1
Walworth	27,427	25,360	+ 7.5
Washington	27,031	23,520	+13.0
Waukesha	102,916	98,260	+ 4.5
Region Total	695,774	672,540	+ 3.3

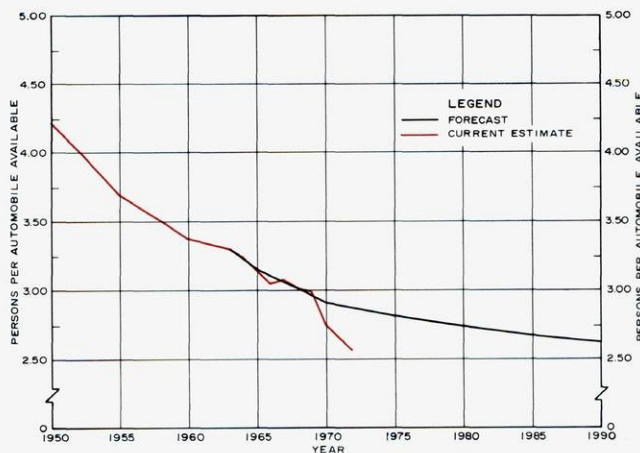
¹Based upon Wisconsin Department of Transportation motor vehicle registration data for the fiscal year ending June 30, 1972. Automobile availability estimates are based on the assumption that 10 percent of the registered automobiles are not in use either because the vehicles have been removed from the state or because they are in salvage yards, used car lots, or in similar storage.

²Based upon automobile availability forecasts for the fiscal year 1972 as shown in SEWRPC Planning Report No. 7, Volume Two, *Forecasts and Alternative Plans* — 1990, 1966.

Source: SEWRPC.

Figure 9

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

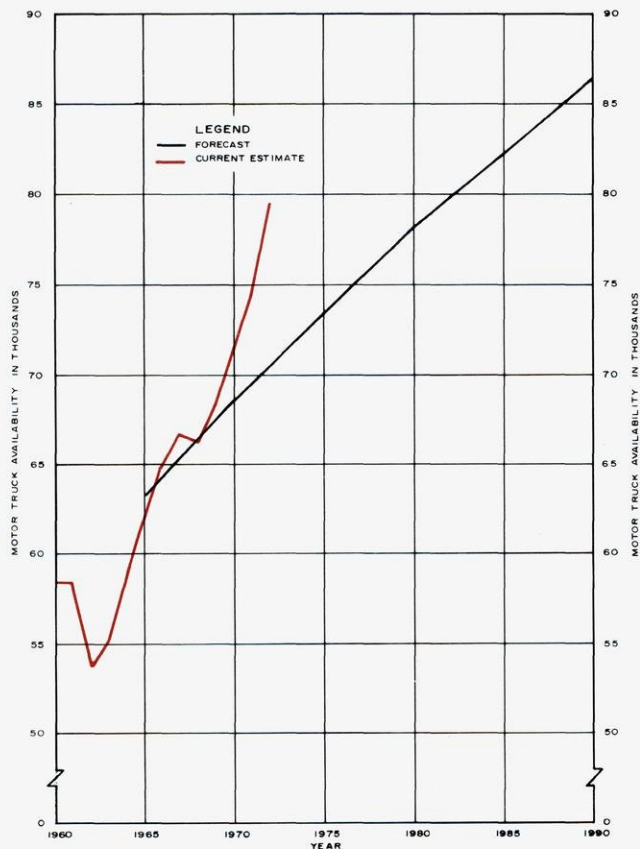


Source: SEWRPC.

level as derived from Wisconsin Department of Transportation motor vehicle registration data was 79,712, or 11 percent above the forecast level. The largest variation from the forecast

Figure 10

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



Source: SEWRPC.

Table 21

MOTOR TRUCK AVAILABILITY FOR THE REGION
BY COUNTY FOR FISCAL YEAR 1972

County	Estimate ¹	Forecast	Percentage Difference
Kenosha	7,041	6,480	+ 8.0
Milwaukee	33,348	30,680	+ 8.0
Ozaukee	3,291	2,920	+11.3
Racine	9,137	8,320	+ 8.9
Walworth	6,436	5,740	+10.8
Washington	5,396	4,600	+14.7
Waukesha	15,063	11,820	+21.5
Region Total	79,712	70,560	+11.5

¹Based upon Wisconsin Department of Transportation motor vehicle registration data. Truck availability estimates are based on the assumption that 6 percent of the registered trucks are not in use either because the trucks are now registered in another state, or because they are in salvage yards, used car lots, or in similar storage.

Source: SEWRPC.

level, nearly 22 percent above the forecast level, occurred in Waukesha County. The smallest variation, 8 percent above the forecast level, occurred in Kenosha County.

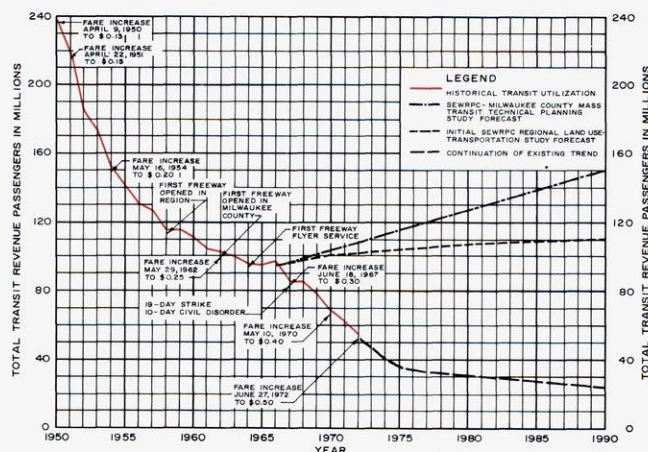
Transit Ridership (4.2.6 and 4.3.6)

The trends in total transit ridership in the Region for the period 1950 through 1972 were discussed earlier in this report under surveillance activities. This historical trend of mass transit ridership within the Region, together with three alternative forecasts of total transit ridership to the year 1990, are presented in Figure 11. Each of the alternative forecasts is based upon a separate set of assumptions concerning the action or lack of action undertaken during the forecast period to promote and encourage transit use within the Region.

The number of mass transit revenue passengers carried annually within the Region has declined very sharply from about 233 million in 1950 to about 54 million in 1972. This decline represents a decrease of 179 million revenue passengers, or a loss of about 77 percent in total ridership, over that relatively short period. The number of mass transit revenue passengers carried annually in 1963, the base year for the inventories upon which the regional transportation plan was based, was about 96 million.

Figure 11

HISTORICAL TREND AND ALTERNATIVE FORECASTS OF MASS TRANSIT UTILIZATION WITHIN THE REGION 1950-1990



NOTE: FARE INCREASES SHOWN IN THIS FIGURE REFER ONLY TO THE MILWAUKEE AND SUBURBAN TRANSPORT CORP. OPERATION AND TO THE SINGLE RIDE ADULT CASH FARE. ADULT TICKET BOOK FARE INCREASES OCCURRED ON APRIL 22, 1951; DECEMBER 2, 1951; DECEMBER 26, 1954; JUNE 29, 1955; JANUARY 11, 1959; MAY 29, 1962; JUNE 18, 1967; AUGUST 17, 1969; JANUARY 23, 1970; AND MAY 10, 1970. WEEKLY PASS FARE INCREASES OCCURRED ON APRIL 9, 1950; APRIL 22, 1951; DECEMBER 2, 1951; NOVEMBER 1, 1953; MAY 16, 1954; JUNE 29, 1955; DECEMBER 17, 1961; JUNE 18, 1967; MAY 25, 1969; AUGUST 17, 1969; MAY 10, 1970; AND JUNE 27, 1972.

Source: SEWRPC.

The three forecasts of mass transit ridership in the Region to 1990 range from a forecast high of approximately 150 million revenue passengers per year to a forecast low of approximately 27 million per year. The forecast high could occur if public action is taken to fully implement the transit service improvement recommendations contained in the adopted regional transportation plan, as well as the expansion of the refinements to those recommendations formulated under the Milwaukee County Mass Transit Technical Planning Study, which are intended to reverse the downward trend in ridership. The forecast low could occur under a policy of no positive public action toward implementation of those recommendations.

As shown in Figure 11, the actual volume of revenue passengers carried in 1972 was about 54 million, while the forecast transit utilization, based upon the regional land use-transportation plan, was 102 million revenue passengers. The difference between the actual and forecast transit ridership may be attributed primarily to the fact that the major improvements in transit service recommended under the transportation plan have not occurred. The adopted regional transportation plan recommended that in 1972 modified rapid transit service be provided to 16 outlying loading and unloading points, and it forecast that annual ridership on this service would be 11.2 million. It was further assumed that improvements in local transit service would be made and would serve to hold ridership on the local system nearly constant at the 1966 level of 98 million revenue passengers per year. By the end of 1972, however, only limited modified rapid transit service in the form of freeway flyer service was being provided to seven of the 39 loading and unloading points recommended in the regional transportation plan as amended by the Milwaukee Area Transit Plan. The ridership served by these seven freeway flyer routes totaled only 0.7 million revenue passengers in 1972.

Concluding Comments--Reappraisal

During 1972, new forecasts of economic activity and population growth within the Region were prepared to provide a base upon which all adopted regional plan elements—and, importantly, the adopted regional land use and transportation plans—may be reappraised and updated to the year 2000. In December 1972, the Commission adopted an intermediate projection of 1,048,000 jobs as the most probable future level of employment in the Region in the year 2000, thereby setting

a new plan design target year at 2000, 10 years beyond the 1990 date established in the initial planning program.

In addition, the regional population forecasts prepared under the initial regional land use-transportation study in 1963 were reviewed in light of the 1970 Census of Population findings, and a new forecast year of 2000 established. In December 1972, the Commission adopted a regional forecast population level of 2.59 million persons for the year 2000. This revised forecast is 3 percent lower than the original 1990 population forecast of 2.68 million persons. The revised 1990 regional population forecast is 16 percent lower than the original 1990 forecast. This downward revision in the regional population forecast is due primarily to the sharp decline in birth rates and the reversal in the observed migration rates of the 1950s from a net in-migration to a net out-migration during the 1960s. The following summarizes some of the significant reappraisal findings:

1. The Commission revised forecast of 1972 population is 0.2 percent above the 1972 population estimate. The greatest variance occurred in Waukesha County, where the forecast population level was 2 percent above the current estimated level. The smallest variance occurred in Kenosha County, where the forecast population level was less than 1 percent below the current estimated level.
2. The estimated employment level in 1972 was about 2 percent lower than the new forecast level prepared by the Commission. Employment forecasts indicated that the 1972 employment level should be about 762,000 persons, while the actual level was estimated at 748,800 persons.
3. Automobile availability in the Region in 1972 was about 3 percent above the forecast level, with the largest variation, 13 percent above the forecast level, occurring in Washington County. Motor truck availability in the Region was about 11 percent above the forecast level.
4. The Commission forecast of total transit ridership in the Region for 1972 prepared under the initial regional land use-transportation study is about 89 percent higher

than actual transit use, reflecting the loss of nearly 43 percent of the total transit revenue passengers that existed in the Region in 1963. This difference between the actual and forecast transit ridership can be attributed primarily to the fact that major improvements in transit service anticipated under the transportation plan have not as yet occurred.

SERVICE AND PLAN IMPLEMENTATION

Under the service and plan implementation function, the adopted regional land use and transportation plans and the data and forecasts underlying these plans are extended to the sponsoring agencies and to the constituent local units of government as a basis for day-to-day development decision making. This function is considered extremely important by the Commission at this stage of the overall regional planning program because the adopted plans require almost constant interpretation to be of use; because the information collected needs to be disseminated on a continuing basis; and because the local planning process, which can best proceed within the framework of adopted regional plans, requires accurate, current, and uniform information. The following paragraphs reflect the emphasis placed upon this function by the Commission during 1972.

Plan Adoption

As already noted, the regional land use and transportation plans were formally adopted by the Commission in December 1966. In March 1967, these plans were certified to the 153 local units of government within the Region and to various state and federal agencies concerned with the physical development of the Region. All seven county boards adopted the recommended transportation plan in 1967. All but the Ozaukee County Board adopted the recommended regional land use plan in 1967. Since then, the plan has been adopted or endorsed by the governing bodies of 10 of the 28 cities, 10 of the 53 villages, and 13 of the 65 towns within the Region. During 1972, the Cities of Kenosha and Burlington adopted the regional land use and transportation plans. These plans have also been adopted or endorsed by numerous agencies of government since 1967, including the State Highway Commission of Wisconsin and the Milwaukee County Expressway Commission.

Land Use Plan Implementation

The adopted regional land use plan recommends that 72 major regional land use centers—26 recreational, 23 commercial, and 23 industrial—be maintained and provided to serve the needs of the Region through 1990. Forty-four of these major centers existed at the time the plan was prepared. In 1972, all major planned regional land use sites were reevaluated in the field, utilizing existing SEWRPC source material to monitor changes in land use within these major areas since the 1970 land use inventory, to develop a more up-to-date base as an aid in the 1990 plan reevaluation, and to act as current data input into the continuing land use-transportation study. The significant land use changes occurring within the major planned regional sites in southeastern Wisconsin are presented in the following discussion.

Major Public Outdoor Recreation Areas: The adopted regional land use plan recommends that 26 major public outdoor recreation areas be provided to serve the needs of the Region through 1990. Fourteen of these areas were already publicly owned, fully or partially developed, and in various stages of use when the plan was being prepared, and were recommended to be retained. Twelve were newly proposed areas requiring public land acquisition and development (see Map 8). Since adoption of the regional land use plan in 1966, nine of the 12 proposed sites have been totally or partially acquired, and seven of the nine sites have been partially developed and opened for public use. Three sites remain to be acquired. The following is a report on the 1972 status of these 12 areas.

- Cliffside Park
Town of Caledonia
Racine County
(280 Acres)

Cliffside Park is an undeveloped park site, of which 220 acres have been acquired by the Racine County Park Department. The site is located on Lake Michigan southeast of the intersection of Seven Mile and Michigan Roads. Lagoons, picnic and swimming areas, ball fields, an extensive natural area with trails, possible marina and trap shooting facilities, and family camping are planned for this site.

- Ela Site
Town of Rochester
Racine County
(240 Acres)

The Ela site replaces the Tichigan Lake regional park site initially proposed and shown on the 1990 regional land use plan and relocated as a major recommendation in the Commission's Fox River watershed planning program. All of this site has been purchased by Racine County, but at present no development has been undertaken. The area is located adjacent to the Fox River in western Racine County south of the Village of Rochester.

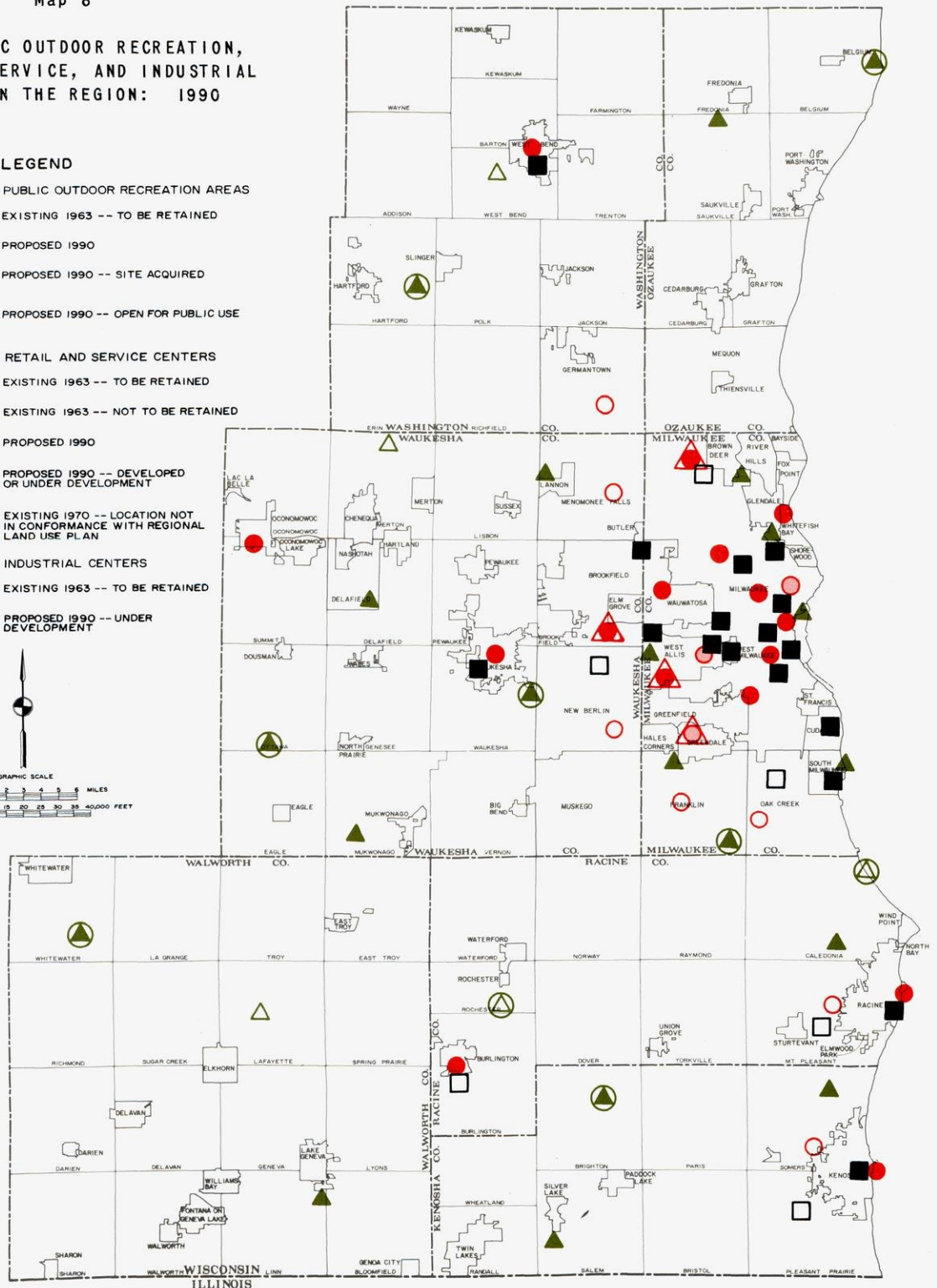
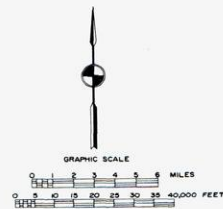
- Harrington Beach State Park
Town of Belgium
Ozaukee County
(634 Acres)

Harrington Beach State Park is a newly developed regional park site located on Lake Michigan in Ozaukee County. The site, although totally acquired and open to the public, is still under development. Park development presently includes a fishing pond, Lake Michigan access, hiking, snowmobiling, a swimming beach on Lake Michigan, picnic areas, and a stocked quarry lake presently closed to swimming and fishing.

Map 8

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

- LEGEND**
- MAJOR PUBLIC OUTDOOR RECREATION AREAS**
- ▲ EXISTING 1963 -- TO BE RETAINED
 - △ PROPOSED 1990
 - ⊙ PROPOSED 1990 -- SITE ACQUIRED
 - ⊕ PROPOSED 1990 -- OPEN FOR PUBLIC USE
- MAJOR RETAIL AND SERVICE CENTERS**
- EXISTING 1963 -- TO BE RETAINED
 - EXISTING 1963 -- NOT TO BE RETAINED
 - PROPOSED 1990
 - ▲ PROPOSED 1990 -- DEVELOPED OR UNDER DEVELOPMENT
 - △ EXISTING 1970 -- LOCATION NOT IN CONFORMANCE WITH REGIONAL LAND USE PLAN
- MAJOR INDUSTRIAL CENTERS**
- EXISTING 1963 -- TO BE RETAINED
 - PROPOSED 1990 -- UNDER DEVELOPMENT



The development of new major park and outdoor recreation, retail and service, and industrial land use centers in the Region is recommended by the regional land use plan. Good progress has been made in establishing new regional parks at the sites recommended in the plan, with nine of the twelve recommended sites fully acquired by public agencies, and seven of the nine sites open for public use by 1972. Significant industrial development has occurred at each of the six new recommended major industrial centers and at three of the ten recommended major retail and service centers. One major retail and service center has also been developed at a site in the Village of Greendale, about four miles north of a site recommended in the adopted plan.

Source: SEWRPC.

- Brighton Dale
Town of Brighton
Kenosha County
(360 Acres)

Brighton Dale County Park is a newly developed park site located in the northeast corner of the abandoned Bong Air Base in Kenosha County. The site was acquired and developed as a Kenosha County park development, with 200 acres used for a 27-hole golf course and clubhouse. The remaining 160 acres, although not now open to the public, are scheduled for active recreation development. In addition, the Wisconsin Department of Natural Resources is developing approximately 2,500 acres of the former air base as the Bong Recreation Area, thus contributing additional acreage to the recreation and open-space development adjacent to the Brighton Dale county park site.

- Minooka County Park
Town of Waukesha
Waukesha County
(300 Acres)

Minooka Park is a newly developed Waukesha County Park located southeast of the City of Waukesha. Approximately 210 acres of this site have been developed, while the remaining 90 acres in the City of New Berlin have been acquired but not yet developed. In addition to varied facilities, there are about 285 points of ecological interest which are stopping points on the nature trail developed by the Waukesha County Park and Planning Department.

- Monches
Town of Merton
Waukesha County
(465 Acres)

No action has been taken to date by any agency to acquire this park site. The 1970 land use inventory and the 1972 land use field check revealed that no urban land uses have occurred on the site to destroy its potential for future outdoor recreation use. An 84-acre parcel adjacent to the site has been donated to the Wisconsin Department of Natural Resources.

- Oakwood County Park
(Root River Parkway)
City of Franklin
Milwaukee County
(400 Acres)

Oakwood County Park is a 278-acre existing park on a 400-acre proposed and acquired site. This entire site, together with adjacent parkway lands, has been purchased by the Milwaukee County Park Commission. The park, which has an 18-hole golf course, is tied into the Root River Parkway System, which sets this area aside as a multi-purpose regional recreation site.

- Ottawa Lake State
Recreation Area
Town of Ottawa
Waukesha County
(245 Acres)

This site lies entirely within the southern unit of the Kettle Moraine State Forest and is owned by the Wisconsin Department of Natural Resources. The Department has established a major state recreation area at the site and has to date developed about 73 acres for active outdoor recreation use.

- Paradise Valley
Town of West Bend
Washington County
(350 Acres)

This site has been recommended in the Milwaukee River watershed plan for purchase and development by the Wisconsin Department of Natural Resources as a major state outdoor recreation area in the Kettle Moraine State Forest. The site has not been purchased nor has any urban development intruded that would destroy its potential for future outdoor recreation use. It is important to note that about 100 acres along Silver Creek just north of the designated major park site have been purchased by the Washington County Park and Planning Commission and partially developed as Ridge Run Park.

- Pike Lake State Park
Town of Hartford
Washington County
(760 Acres)

Pike Lake State Park is an existing regional park located in Washington County. The Wisconsin Department of Natural Resources purchased 624 acres of the site in 1972. Since then, Powder Hill, a 68-acre local landmark and ecological feature, has been acquired and will be incorporated into the park development. Approximately 68 planned acres remain to be acquired in the project boundary. The park features facilities for hiking, nature study, bird watching, photography, ski touring, sledding and tobogganing, ice fishing, ice skating, and snowmobiling.

- Sugar Creek
Town of LaFayette
Walworth County
(770 Acres)

In addition to the adopted regional land use plan, the Fox River watershed plan recommends that this site in Walworth County be purchased and developed by the Wisconsin Department of Natural Resources as a state park. To date, however, no action has been taken to acquire the site. The 1970 land use inventory revealed that no urban development had occurred which would destroy the site for future outdoor recreation purposes. The only significant proposed land use change in the area is the construction of new State Highway 15 (Rock Freeway) which increases accessibility to the site.

- Whitewater Lake State Recreation Area
Town of Whitewater
Walworth County
(550 Acres)

This site lies entirely within the Southern Unit of the Kettle Moraine State Forest in Walworth County and is owned by the Wisconsin Department of Natural Resources. The Department has established a major state recreation area at the site and has developed about 192 acres for active outdoor recreation use. This regional park site is presently open to the public.

The remaining three sites to be acquired are the Paradise Valley, Monches, and Sugar Creek sites, all recommended to be purchased and developed by the Wisconsin Department of Natural Resources as major state recreation areas. It is essential that action be taken by appropriate public agencies to acquire these sites before urban development intrudes. During 1972 the Commission reviewed and recommended to state and federal agencies approval of one grant request relating to the development of Pike Lake State Park in Washington County.

Local Park and Outdoor Recreation Areas:

The regional land use plan recommends that, in addition to the acquisition and development of the 12 new regional park sites, a total of about 3,400 acres of local park land be added to the existing supply and that the environmental corridor lands be protected through public acquisition where feasible, particularly in urban areas of the Region. Toward that end, the Commission reviewed and recommended to state and federal agencies approval of 16 grant requests in partial

support of park and environmental corridor land acquisition of about 119.7 acres of additional local park land and about 263.7 acres of environmental corridor land, some of which is intended to be developed for local park purposes.

Major Retail and Service Centers: The adopted regional land use plan recommends that 23 major retail and service centers be maintained or provided to serve the needs of the Region through 1990. Thirteen of these centers existed when the plan was being prepared and are to be retained. Two additional sites were identified as declining regional sites not to be retained. Ten centers of at least 70 acres each were to be newly developed by 1990 (see Map 8). Of these 10 commercial centers, six are in the proposed stage, one has been acquired and is waiting development, and three have been developed or are being developed as major commercial centers. In addition, one commercial center was developed which did not conform to the regional land use plan. The following is a report on the 1972 status of these 10 centers.

-
- Kenosha
Town of Somers
Kenosha County

 - Franklin
City of Franklin
Milwaukee County

 - Northridge
City of Milwaukee
Milwaukee County

This Kenosha County site, located north of STH 43, west of 47th Avenue, and bisected by STH 31, has been reserved for future commercial use in the local zoning ordinance.

This Milwaukee County commercial site is located at the intersections of STH 100 and USH 45 and CTH MM. The site has been reserved for future commercial use in the City of Franklin zoning ordinance and has been included in the community's neighborhood development plans.

The Northridge shopping complex located northwest of the intersection of W. Brown Deer Road and N. 76th Street in Milwaukee County officially opened August 3, 1972. The regional commercial element consists of 130 stores encompassing 1,338,331 square feet, plus a two-level climate-controlled enclosed shopping mall. This major regional commercial center is only one segment of the total Northridge development which, as a "new town in town" development, will include recreational, commercial, and residential areas when completed.

- Oak Creek
City of Oak Creek
Milwaukee County

 - Highway 100
City of West Allis
Milwaukee County

 - Federated Department Stores
Town of Mt. Pleasant
Racine County

 - Germantown
Village of Germantown
Washington County

 - Brookfield Square
City of Brookfield
Waukesha County

 - Menomonee Falls
Village of Menomonee Falls
Waukesha County
- This site in Milwaukee County located northeast of the intersection of S. 27th Street and E. Ryan Road has been designated for future commercial use in the adopted Oak Creek land use plan. The site, however, is presently zoned for residential use. No incompatible urban development has yet intruded into this site.

This expanding strip commercial area is located along STH 100 between W. Lincoln and W. Oklahoma Avenues in Milwaukee County. The area is served by the Zoo Freeway, USH 45, STH 100, Lincoln and Cleveland Avenues, and STH 15. The site has two major discount centers and a major retail automobile outlet center, and provides two movie theaters and miscellaneous commercial activities.

This future commercial center in Racine County is located at the northeast corner of STH 31 and STH 11, and is presently zoned for commercial and agricultural use. The regional land use plan had recommended this site at the intersection of STH 20 and STH 31, but Federated Department Stores purchased a large site at the STH 31 and STH 11 intersection and announced plans to build a major shopping center there.

This site in Washington County has been reserved for future commercial use in the local zoning ordinance and has been included in preliminary neighborhood development plans by the Village of Germantown. There have been no land use changes to date to affect future commercial development on this site.

The Brookfield Square Shopping Center in Waukesha County opened in August 1967. The center is comprised of a large number of small shops and stores, as well as four major department stores. The commercial site is approximately 92 acres in size and includes parking spaces for 6,000 cars.

This site in Waukesha County is currently zoned for future residential development but has been designated as a future commercial area in a newly proposed local zoning ordinance. There have been no land use changes that would affect the development of this area as a major commercial site.

- New Berlin
City of New Berlin
Waukesha County

This proposed regional commercial site is located at the intersection of the new STH 15 (Rock Free-way) and Moorland Road in the City of New Berlin. The site is currently zoned for future residential development, and presently no incompatible urban development has intruded into the site to reduce commercial development potential.

In addition to these, another major retail commercial center has been developed at the intersection of S. 76th Street and Grange Avenue in the Village of Greendale. Known as Southridge Shopping Center, it is located approximately three miles north of the location recommended for a regional commercial center in the City of Franklin.

Major Industrial Centers: The adopted regional land use plan recommends that 23 major industrial centers be maintained and provided to serve the needs of the Region through 1990. Seventeen of these existed when the plan was prepared and were recommended to be retained. Six, each of which would be at least 640 acres, were to be newly constructed by 1990 (see Map 8). The following is a review of the 1972 status of these six centers.

- City of Kenosha
Town of Pleasant Prairie
Kenosha County
(930 Acres)
- Granville
City of Milwaukee
Milwaukee County
(1,460 Acres)
- North Branch Industrial District
City of Oak Creek
Milwaukee County
(1,270 Acres)
- Burlington
Town of Burlington
Racine County
(840 Acres)
- Waxdale
Town of Mt. Pleasant
Racine County
(900 Acres)

This site is being developed by private land owners in the Town of Pleasant Prairie and the City of Kenosha. Of the 930 acre total, 125 acres had been developed for industrial and related land uses as of April 1970. No major changes were noted in 1972.

This major industrial site was only partially developed in 1970. Of the 1,460 acre total, 170 acres have been developed for industrial and related land uses.

The North Branch Industrial District of the Oak Creek industrial area is located between S. Howell Avenue and S. 13th Street and between Drexel and Rawson Avenues. Of the 1,270 acre total, 550 acres are part of the North Branch Industrial Park and 268 acres have been developed for industrial and related land uses. There have been major industrial additions since 1970, including the Orth Custom Food Processing Company, the Joseph Schlitz Brewing Company—Container Division, and the All-American Transport Company.

This site is being developed by private land owners in the Town and the City of Burlington. Of the 840 acre total, 97 acres have been developed for industrial and related land uses.

This site is being developed by private land owners in the Town of Mt. Pleasant. Of the 900 acre total, 179 acres have been developed for industrial and related land uses.

- New Berlin Industrial Park
City of New Berlin
Waukesha County
(1,030 Acres)

This rapidly developing industrial site consists of the New Berlin and Moorland Industrial Parks and some peripheral development. This area is zoned for light and heavy manufacturing. A total of 550 acres of the original 620 acre New Berlin Industrial Park had been developed by April 1972.

Water and Sewerage Facilities: The adopted regional land use plan recommends that essentially all urban residential development within the Region be served by public sanitary sewerage facilities and public water supply facilities by 1990. During 1972, the Commission recommended to the state and federal agencies concerned approval of 27 sanitary sewerage facility construction grant requests by local units of government in the Region. Twenty-one of these 27 grant reviews related to projects which serve to implement the regional land use plan recommendations involved with the extension of sewer service to either existing areas of urban development not served by sanitary sewerage facilities or newly developing areas of the Region requiring such service, and were therefore recommended for approval. The remaining six grant requests were also recommended for approval, since they involved improvements to existing sewerage systems serving developed areas of the Region, and as such were not in conflict with the adopted regional land use plan.

Land Use Control Ordinances: The adopted regional land use plan recommends that local communities amend existing land use control ordinances or adopt new ordinances which would serve to implement the regional land use plan. During 1972 the following progress was made in this respect:

1. The Kewaskum Village Board on November 6, 1972, adopted the first zoning ordinance in the history of the village. The ordinance included regulations and a district map designed to fully implement the adopted regional land use plan, with particular emphasis upon protection of the primary environmental corridor in the area and the attainment of the recommended urban population densities in the developed areas.
2. The Washington County Board of Supervisors on February 15, 1972, ratified a revised comprehensive zoning ordinance

for the Town of Polk in Washington County, which had been adopted by the Town Board of the Town of Polk in 1971. While the ordinance is aimed at promoting sound local development objectives, it will also serve to implement the adopted regional land use and Milwaukee River watershed plans, and contains several significant provisions in this respect. Among these are a provision for an exclusive agricultural district having a minimum lot area of five acres, the provision of upland conservancy regulations, and the provision of wetland-floodland conservancy regulations. The ordinance further provides special districts for quarrying and sanitary landfills.

3. The Town Board of the Town of Norway in Racine County, in conjunction with the County Board, adopted in 1972 the new Racine County Comprehensive Zoning Ordinance and a new town zoning district map. The Town Board of the Town of Mt. Pleasant in 1972 adopted its own zoning ordinance, which in some respects is more stringent than the county ordinance.
4. Work progressed on the preparation by the Commission of preliminary zoning district maps for eight of the 16 towns in Walworth County and for three of the eight towns in Kenosha County. These district maps would apply in each county the zoning regulations incorporated in the new, county comprehensive zoning ordinances prepared for these two counties by the Commission and adopted by the respective County Boards in 1971.

Services: During 1972, the Commission performed many services which assisted state and local units and agencies of government as well as private groups and investors in utilizing the planning information available from the Commission. Services of this type performed on a day-to-day basis are summarized in the "Com-

munity Assistance Program" section of this report. Many land use planning activities are also conducted as integral parts of the Commission's natural resource and environmental design planning efforts. Finally, significant land use plan implementation activities are also conducted under the Commission review of federal grants-in-aid (see "Clearinghouse Review Activities").

Transportation Plan Implementation

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

The U. S. Department of Transportation, Federal Highway Administration has requested that the Commission, as part of the service and plan implementation function of the continuing regional land use-transportation study, prepare and publish annually a regional transportation system short-range priority improvement program. It is anticipated that this program would initially include those facilities recommended for improvement in Commission plan elements already adopted, such as the regional transportation plan and the Milwaukee County jurisdictional highway system plan, and would be refined in future years to include specific improvements recommended in additional county jurisdictional highway system plans, in more detailed areawide transit plans, and in a regional airport system plan. Preparation of a memorandum report setting forth criteria by which such a short-range program could be established and maintained was scheduled for 1973.

The following paragraphs summarize the most important activities during 1972 which are considered relevant to implementation of the proposals contained in the adopted regional transportation plan.

Freeways (8.1): The regional transportation plan adopted in 1966 recommended development of 291 miles of new freeway facilities within the

Region by 1990. The adoption of the Milwaukee County jurisdictional highway system plan by the Commission on June 4, 1970, amended the adopted regional transportation plan and increased the number of miles of planned new freeway facilities from 291 to 292.4. The increased mileage represented the addition of the 1.4-mile Airport Spur Freeway in Milwaukee County. As shown on Map 9 and in Table 22, all but 6.7 miles of the 292.4 miles of proposed freeway were in various stages of implementation in 1972, with 46.3 miles actually open to traffic at the end of 1972. The 6.7-mile section is a portion of the Bay Freeway in Milwaukee County.

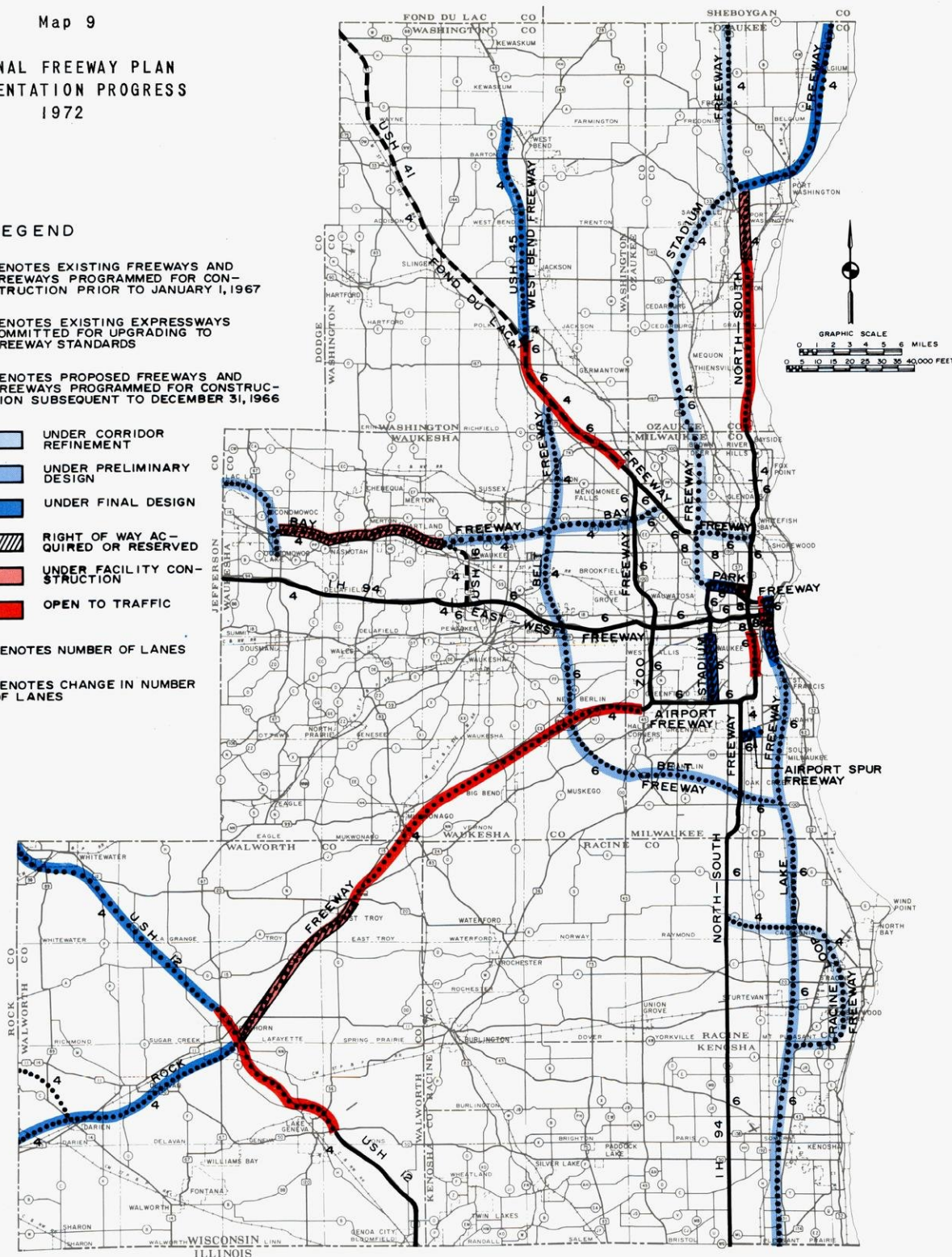
During 1972, 25 miles of planned freeways advanced from the corridor refinement to the preliminary design stage, 12.6 miles advanced from the preliminary to the final design stage, and 10.8 miles advanced from the facility construction stage and were open to traffic. Of the 292.4 miles of recommended new freeways, 85.7 miles were in various stages of right-of-way acquisition and reservation in 1972. As shown in Table 23, of the total 445.8 miles of existing, programmed, and planned freeways in the Region, a total of 173.1 miles of freeways were opened to traffic in the Region at the close of 1972.

During most of 1972, construction of the proposed Bay Freeway between the City of Oconomowoc and the Village of Pewaukee in Waukesha County was halted under a temporary restraining order issued by the U. S. District Court pending completion and approval of an environmental impact statement. Following the filing of the statement as required under the U. S. Environmental Policy Act of 1969, the restraining order was lifted and construction was restarted in November 1972. Construction of this freeway involves the conversion of existing USH 16 from a two-lane standard arterial facility to a fully improved four-lane facility.

The suspension of all plan implementation work for the 6.7-mile section of the proposed Bay Freeway in Milwaukee County, which extends from the Zoo Freeway to the North-South Freeway, was ordered by the Milwaukee County Expressway and Transportation Commission in December 1969 in response to opposition to the freeway by residents of the affected area. The Expressway and Transportation Commission also requested that the Regional Planning Commission review and reevaluate the proposed Bay Freeway within the context of the adopted regional land use and trans-

Map 9
REGIONAL FREEWAY PLAN
IMPLEMENTATION PROGRESS
1972

- LEGEND**
- DENOTES EXISTING FREEWAYS AND FREEWAYS PROGRAMMED FOR CONSTRUCTION PRIOR TO JANUARY 1, 1967
 - - - DENOTES EXISTING EXPRESSWAYS COMMITTED FOR UPGRADING TO FREEWAY STANDARDS
 - DENOTES PROPOSED FREEWAYS AND FREEWAYS PROGRAMMED FOR CONSTRUCTION SUBSEQUENT TO DECEMBER 31, 1966
 - UNDER CORRIDOR REFINEMENT
 - UNDER PRELIMINARY DESIGN
 - UNDER FINAL DESIGN
 - RIGHT OF WAY ACQUIRED OR RESERVED
 - UNDER FACILITY CONSTRUCTION
 - OPEN TO TRAFFIC
 - 8 DENOTES NUMBER OF LANES
 - 6, 8 DENOTES CHANGE IN NUMBER OF LANES



Of the 292 miles of new freeways recommended in the adopted regional transportation plan, all but seven miles were in various stages of implementation by the end of 1972, with 46 miles actually open to traffic. The seven miles not under current implementation comprise the proposed Bay Freeway from the North-South Freeway to the Zoo Freeway in Milwaukee County. Altogether, right-of-way has been acquired or reserved for over 85 of the 292 miles of planned freeway.

Source: SEWRPC.

Table 22

STATUS OF PLANNED FREEWAY FACILITIES IN THE REGION: DECEMBER 31, 1972

Planned Freeway Facility	Development Stage (Miles)						Right-Of-Way Acquisition Or Reservation ¹ (Miles)
	Corridor Refinement	Preliminary Design	Final Design	Facility Construction	Open To Traffic	Total	
Lake	--	35.0	3.2	1.0	--	39.2	3.4
Stadium	35.3	--	4.0	--	--	39.3	4.0
North-South	--	--	13.7	3.5	13.3	30.5	17.8
Bay	6.7 ²	16.9	--	10.7	--	34.3	10.7
Park	--	--	2.4	1.6	0.4	4.4	4.4
East-West	--	--	--	0.2	0.9	1.1	1.1
Belt	--	34.4	--	--	--	34.4	--
Rock	--	4.7	14.4	12.0	21.7	52.8	33.7
Loop	15.7	--	--	--	--	15.7	--
USH 12	--	--	16.7	--	10.0	26.7	10.0
West Bend	--	--	12.6	--	--	12.6	--
Airport Spur	--	--	1.4	--	--	1.4	0.6
Total	57.7	91.0	68.4	29.0	46.3	292.4 ³	85.7

¹Includes the right-of-way for facilities in final design, under construction, or open to traffic.

²On December 23, 1969, the Milwaukee County Expressway and Transportation Commission adopted a resolution terminating corridor refinement work on that portion of the proposed Bay Freeway lying within Milwaukee County and extending from the Zoo Freeway to the North-South Freeway, totaling 6.7 miles, and requested the Regional Planning Commission to review and re-evaluate the need for this facility and consider appropriate modifications to the regional transportation plan. The Regional Planning Commission has determined that this reevaluation should follow completion of the major inventory of travel initiated in 1972. The 6.7-mile section of the proposed Bay Freeway is shown in this table under "corridor refinement."

³Includes 1.4 miles for the Airport Spur Freeway added to the proposed freeway system when the Milwaukee County jurisdictional highway system plan was adopted by the Commission on June 4, 1970, as an amendment to the adopted regional transportation plan.

Source: Wisconsin Department of Transportation and SEWRPC.

Table 23

STATUS OF ALL EXISTING, PROGRAMMED, AND PLANNED FREEWAYS IN THE REGION: DECEMBER 31, 1972

Freeway Facility	Number of Miles Opened to Traffic						Number of Miles Scheduled to be Opened		System Mileage		
	Opened Prior to January 1, 1972		Opened During 1972		Total		Existing and Programmed ¹	Planned ²	Existing and Programmed ¹	Planned ²	Total Mileage
	Existing and Programmed ¹	Planned ²	Existing and Programmed ¹	Planned ²	Existing and Programmed ¹	Planned ²					
Lake.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.2	0.0	39.2	39.2
East-West.....	32.4	0.9	0.0	0.0	32.4	0.9	0.0	0.2	32.4	1.1	33.5
Zoo.....	14.4	0.0	0.0	0.0	14.4	0.0	0.0	0.0	14.4	0.0	14.4
Fond du Lac.....	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5	0.0	4.5
Airport.....	5.1	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1	0.0	5.1
Stadium.....	2.7	0.0	0.0	0.0	2.7	0.0	0.2	39.3	2.9	39.3	42.2
Park.....	0.6	0.4	0.0	0.0	0.6	0.4	0.0	4.0	0.6	4.4	5.0
North-South.....	46.5	13.3	0.0	0.0	46.5	13.3	0.0	17.2	46.5	30.5	77.0
Rock.....	1.0	10.9	0.0	10.8	1.0	21.7	0.0	31.1	1.0	52.8	53.8
Belt.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	0.0	34.4	34.4
Bay.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.3 ³	0.0	34.3	34.3
Loop.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.7	0.0	15.7	15.7
USH 12.....	9.1	10.0	0.0	0.0	9.1	10.0	0.0	16.7	9.1	26.7	35.8
West Bend.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6	0.0	12.6	12.6
USH 41.....	10.5	0.0	0.0	0.0	10.5	0.0	21.7	0.0	32.2	0.0	32.2
USH 16.....	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	4.7	0.0	4.7
Airport Spur.....	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	1.4
Total	126.8	35.5	0.0	10.8	126.8	46.3	26.6	246.1	153.4	292.4 ⁴	445.8

¹Includes freeways existing on January 1, 1967, and freeways programmed for construction prior to January 1, 1967.

²Includes freeways programmed for construction subsequent to December 31, 1966, and all newly proposed freeways contained in the adopted regional transportation and Milwaukee County jurisdictional highway system plans.

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

³See Footnote ², Table 22 of this report.

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

portation plans and consider modifications as appropriate to the regional transportation plan. The Commission has decided to defer any reevaluation of this freeway until after completion of the 1972 inventory of travel.

Through the adoption of the comprehensive plan for the Milwaukee River watershed on March 2, 1972, the Commission amended the regional transportation plan to remove the proposed 4.5-mile Milwaukee River Parkway arterial facility. The Milwaukee River watershed plan proposes a parkway pleasure drive which would not function as an arterial facility.

Mass Transit (8.2): The adopted regional transportation plan recommended that an improved and expanded mass transit system be developed to serve the rapidly urbanizing Region in an effort to reverse continuing trends toward decreasing transit ridership. In 1968, the Milwaukee County Expressway and Transportation Commission began preliminary engineering studies required to implement the rapid transit and modified rapid transit plan recommendations of the adopted regional plan. The study itself was conducted by an interagency staff composed of representatives from the staffs of the Expressway and Transportation Commission, SEWRPC, the Milwaukee and Suburban Transport Corporation, and Barton-Aschman Associates, Inc., a nationally known planning and transportation engineering firm. The study, which was completed in June 1971, resulted in a plan which represents a refinement of and amendment to the rapid and modified rapid transit recommendations contained in the adopted regional transportation plan (see Map 10). The Milwaukee Area Transit Plan was adopted by the Milwaukee County Expressway and Transportation Commission on November 9, 1971, and was adopted as an amendment to the adopted regional transportation plan by the Regional Planning Commission on March 2, 1972. At the end of 1972, the plan was awaiting county board approval in Milwaukee, Ozaukee, Washington, and Waukesha Counties, which are each affected by the plan.

County Jurisdictional Highway System Plans (8.3): The regional transportation plan recommends that the functional highway plan adopted for the Region as a whole be converted to jurisdictional highway plans on a county-by-county basis, in order to carry out more effectively the arterial street and highway plan proposals incorporated in the regional transportation plan at the

local, county, and state levels. The jurisdictional plans are to provide definitive recommendations for state trunk, county trunk, and local trunk highway system configurations and capacities; for adjustments in the federal aid routes necessary to implement the plan; and, where necessary, for adjustments in the county, state, and federal aid highway formulas. Thus, the jurisdictional highway system plans are intended to specify not only the governmental unit or agency with responsibility for construction, maintenance, and operation of each segment of the total arterial street and highway system, but also the capacity of each link in the system, and to detail, as required, adjustments in the state and county trunk highways and supporting federal aid route configurations.

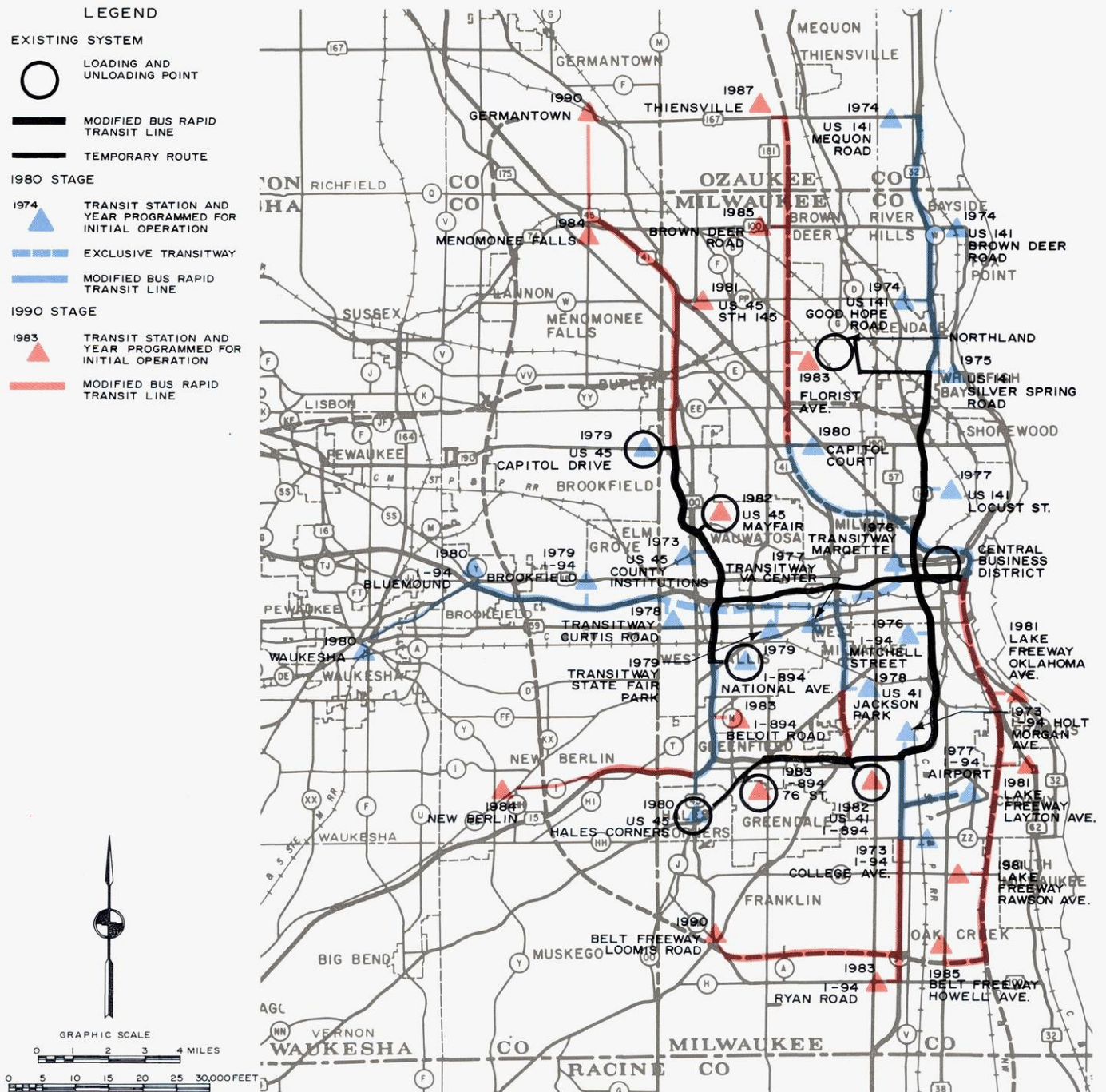
The jurisdictional highway system plan for Milwaukee County was completed in 1969. During 1972 work was completed on the preparation of the jurisdictional plan for Walworth County and work continued on the preparation of such plans for Ozaukee, Racine, and Waukesha Counties. Each county jurisdictional highway planning study is guided by a technical coordinating and advisory committee, consisting of representatives of the federal and state Departments of Transportation, the respective county highway department, local municipal engineers, and the Commission staff.

Walworth County: The recommended jurisdictional highway system plan for Walworth County is set forth in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County, published in October 1972. The plan constitutes a refinement of, and amendment to, the previously adopted regional transportation plan as that plan applies to Walworth County. It not only recommends jurisdictional responsibility for each of the individual facilities that together comprise the total arterial street and highway system for Walworth County, but also recommends right-of-way and pavement widths for each arterial facility, together with the type of improvement that will be required to serve land use and transportation needs within the county to the year 1990.

The jurisdictional highway planning program in Walworth County was begun in response to a County Board resolution adopted on March 19, 1968. Technical work was completed in October 1972 by an interagency staff having representation from the Wisconsin Department of Transportation, Division of Highways; Walworth County; and the

Map 10

MILWAUKEE AREA TRANSIT PLAN: 1990



The Commission in 1972 adopted the Milwaukee Area Transit Plan, which reaffirmed original Commission findings that a flexible, rubber-tire transit system is the best means for providing a high level of rapid transit service within the Region. The plan as shown on this map includes an eight-mile transitway in the East-West Freeway corridor, and 107 miles of rapid and modified rapid transit lines over nearly the entire existing and proposed freeway system in the Milwaukee urbanized area. The plan also recommends operation of the proposed rapid and modified rapid transit system by Milwaukee County, including county purchase of the Milwaukee and Suburban Transport Corporation pending creation of a larger areawide transit authority.

Source: Milwaukee County Expressway and Transportation Commission and SEWRPC.

Regional Planning Commission. Technical policy direction was provided by a Technical Coordinating and Advisory Committee, which included Federal Highway Administration, Wisconsin Department of Transportation, Regional Planning Commission, and Walworth County representation, and 12 representatives of local units of government and interested citizens in Walworth County. The membership of the Committee is set forth in Appendix C. Since the regional transportation plan adopted in 1966 is a functional highway system consisting of recommendations concerning the general location, arterial classification, capacity, and service levels of the arterial street and highway facilities required to serve the Region to the year 1990, it was prepared without regard to which level of government—federal, state, county, or local—should be responsible for the construction, operation, and maintenance of each of the various facilities which together form the regional arterial street and highway system. The Walworth County jurisdictional highway system plan contains specific recommendations as to which level of government should be responsible for the construction, operation, and maintenance of each of the various arterial facilities contained in the functional plan. Thus, the jurisdictional plan provides for integrated state trunk, county trunk, and local trunk highway subsystems and for realignment of the supporting federal aid highway system.

Jurisdictional responsibilities for the various arterial facilities were assigned through application of criteria prepared for this purpose. The criteria relate to three basic characteristics of the arterial facilities: 1) trip service, 2) land use service, and 3) operational characteristics of the facilities themselves. The criteria were prepared for each of these characteristics and applied to the functional arterial network to develop the recommended jurisdictional highway system plan.

The arterial street and highway system recommended to serve the growing traffic demand within Walworth County through 1990 as shown on Map 11 totals approximately 489 route-miles of facilities, or about 34 percent of the estimated 1,440 route-miles expected to comprise the total street and highway system within the county in 1990. Of this total, 217 route-miles, or about 44 percent, are proposed to comprise the Type I (state trunk) highway system, an increase of 26 route-miles over the present system. This state trunk system may be expected to carry about 74 percent of the

arterial travel demand and about 68 percent of the total travel demand expected within Walworth County by 1990. The state trunk system as recommended includes all committed and proposed freeway facilities within the county and important surface arterials, and comprises the basic framework of the total highway transportation system in the county.

The recommended plan further proposes a Type II (county trunk) highway system consisting of 258 route-miles, or an additional 53 percent, of the total arterial mileage required to serve the county in the plan design year 1990. This system represents an increase of 64 route-miles over the present county trunk system. It is intended to complement the recommended state trunk system, and together with that system, to include all major arterial facilities having areawide significance. The county trunk highway system may be expected to carry 24 percent of the arterial travel demand and 22 percent of the total travel demand expected within Walworth County by 1990.

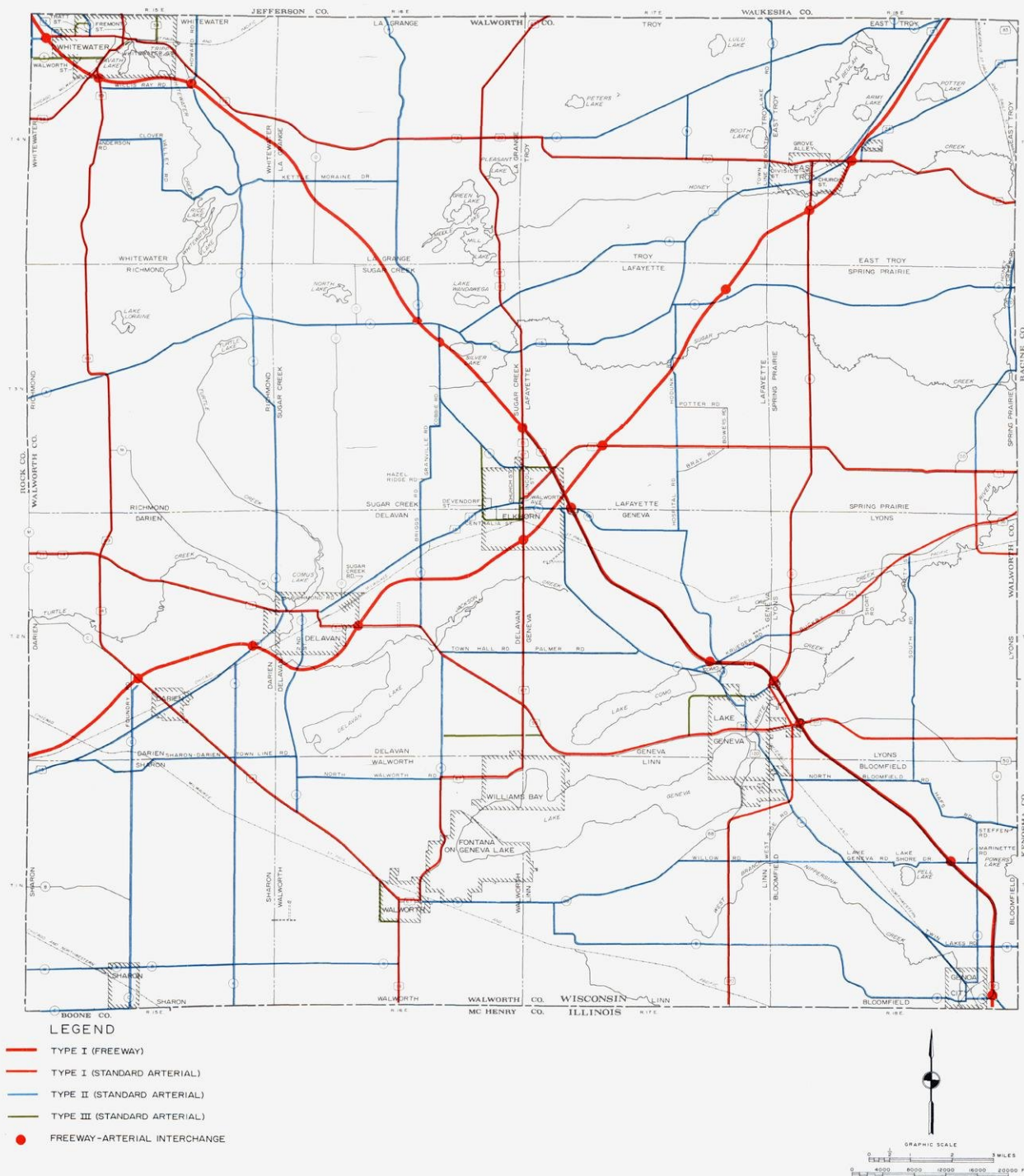
Finally, the plan recommends a Type III (local trunk) highway system consisting of the remaining 14 route-miles of arterial facilities, or about 3 percent, of the total arterial mileage proposed to serve Walworth County in 1990. This system, comprising an integral part of the total arterial street and highway system, represents a decrease of 49 route-miles from the present system and is intended to serve primarily local arterial street and highway needs.

The Technical Coordinating and Advisory Committee also recognized the need for the designation, marking, and signing of a system of scenic drives within the county. The Committee, however, believed that the delineation of such a system would be best accomplished by a broad-based committee of Walworth County citizens involved with the preservation of cultural, historic, scenic, and scientific areas within the county.

One of the most important objectives of the jurisdictional highway planning process, the effective use of public resources to provide highway transportation, is attained by focusing resources and capabilities of the appropriate units of government on corresponding areas and levels of need. That the recommended jurisdictional highway system plan accomplishes this objective is indicated by the fact that the proposed state trunk arterial system may be expected to carry approximately

Map 11

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



The arterial street and highway system recommended to serve traffic demand in Walworth County through 1990 as shown on this map totals nearly 490 route-miles of facilities, or about one-third of the expected total street and highway system in the county in 1990. The 489 miles include 217 route-miles on the state trunk highway system, which includes all committed and proposed freeway facilities in the county and important surface arterials; 258 route-miles on the county trunk highway system, which complements the state trunk highway system and which together with that system includes major arterial facilities having areawide significance; and 14 route-miles on the local trunk highway system, which serves primarily local arterial street and highway needs.

Source: SEWRPC.

1.91 million of the 2.58 million arterial miles of travel anticipated to occur daily within Walworth County by 1990. Thus, the approximately 44 percent of the total arterial street and highway mileage within the county assigned to the state may be expected to carry approximately 74 percent of the total arterial travel demand. The proposed county trunk system may be expected to carry an additional 630,000 arterial vehicle miles of travel. Thus, an additional 53 percent of the total arterial street and highway mileage assigned to Walworth County may be expected to carry an additional 24 percent of the total arterial travel demand. The remaining 40,000 arterial vehicle miles of travel, or 2 percent of the total demand, would be carried on the proposed local trunk arterial system. The proposed state trunk and county trunk systems combined may be expected to carry approximately 98 percent of the total vehicle miles of travel expected on the arterial system within the county by 1990, leaving only 2 percent to be carried by local trunk arterials. This distribution of travel demand is shown in Figure 12.

The total vehicle miles of travel expected to occur daily on all streets and highways in Walworth County by 1990 is estimated to be 2.81 million, up only 0.23 million from the 2.58 million vehicle miles per day accommodated on the arterial highway system. The proposed jurisdictional systems thus clearly focus the available resources on the areas of greatest need. Adoption and implementation of the plan will serve to relieve the local units of government of much of the cost attendant to the movement of heavy volumes of fast, through traffic of areawide importance.

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

Specific procedures for implementing the recommended plan are set forth in the plan report. The most important procedures include formal plan

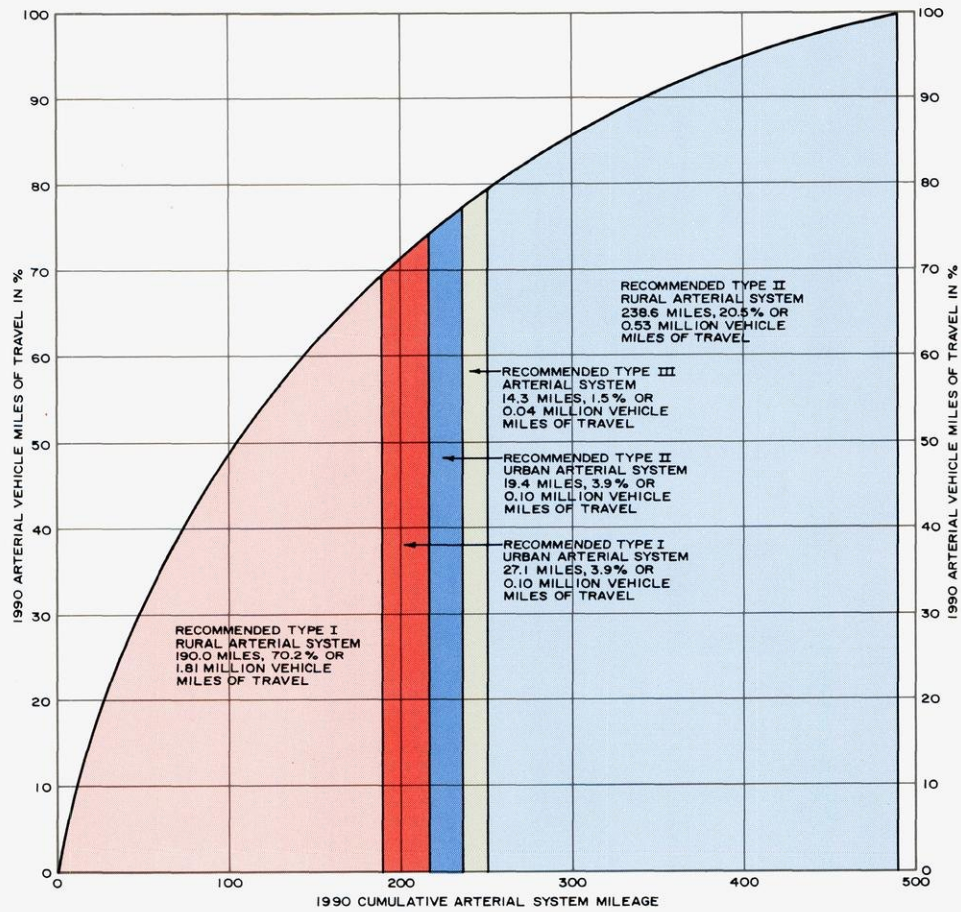
adoption by the federal, state, and local units of government concerned; realignment of the state trunk, county trunk, and federal aid systems to conform with the adopted plan; elimination of the connecting street concept; assumption of full maintenance responsibilities by the state for all state trunk highways and by Walworth County for all county trunk highways; integration of the recommended plan into the construction and programming procedures of the Wisconsin Department of Transportation and the Walworth County Highway Department; adoption of common, uniform construction aid formulas and policies for all state and county trunk highways, which would limit the local share of the facilities construction cost to 15 percent of the total cost; and a definition that total costs be based upon clearly defined, eligible, participating work items. The report also recommends actions by the state, county, and local units of government to protect needed rights-of-way from development, including the adoption of appropriate official maps, and to protect the traffic carrying capacity of the arterial highway facilities through the planning and control of roadside access.

Adoption and implementation of the recommended jurisdictional highway system plan will not only provide Walworth County with a highway transportation system effectively serving future travel demand at an adequate level of service, but will also concentrate appropriate resources on corresponding areas of need, assuring more effective use of public resources in the provision of highway transportation services, and will provide a more equitable distribution of highway improvement, operation, and maintenance costs among the various levels and agencies of government concerned.

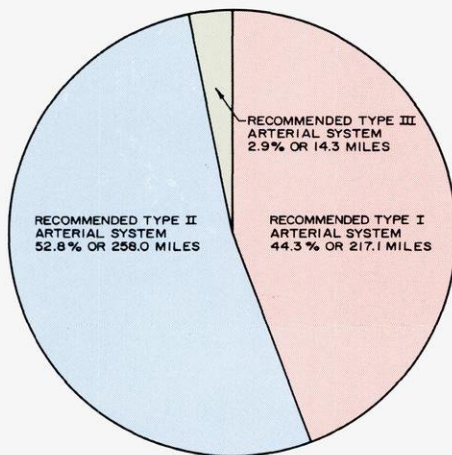
At year's end the Walworth County jurisdictional highway system plan was ready to be presented for adoption by the Walworth County Board of Supervisors and for endorsement and acceptance by the Wisconsin Department of Transportation and Federal Highway Administration. The plan, when adopted by the Commission, will be formally certified to the local units of government in Walworth County and to appropriate state and federal agencies for adoption and implementation. Plan adoption by all units and agencies of government concerned is extremely desirable to assure common understanding of the desirable pattern of highway system development in Walworth County and to enable coordinated implementation efforts.

Figure 12

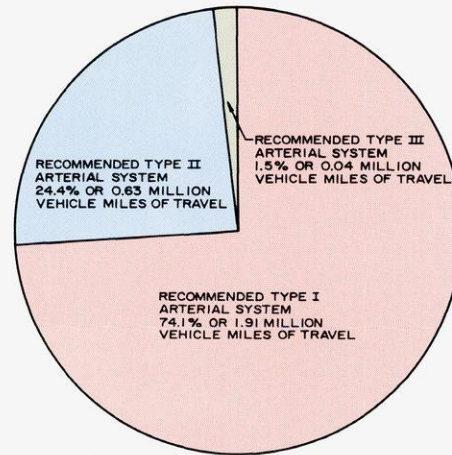
RELATIONSHIP BETWEEN PERCENT OF ARTERIAL VEHICLE MILES OF TRAVEL AND CUMULATIVE ARTERIAL MILEAGE, RECOMMENDED WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM: 1990



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



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



Source: SEWRPC.

Milwaukee County: The recommended jurisdictional highway system plan for Milwaukee County was completed in 1969 and set forth in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County, published in March 1969 (see Map 12). The plan has been formally adopted by eight of the 10 cities, including the City of Milwaukee, and eight of the nine villages in Milwaukee County, by the Milwaukee County Board of Supervisors, and by the Milwaukee County Expressway and Transportation Commission. It has been formally accepted by the U. S. Department of Transportation, Federal Highway Administration; and formally endorsed by the Wisconsin State Highway Commission. The Regional Planning Commission itself formally adopted the Milwaukee County jurisdictional highway system plan at its annual meeting on June 4, 1970, as an amendment to the adopted regional transportation plan, and certified it to affected local units of government and interested state and federal agencies. During 1972 the Milwaukee County jurisdictional highway system plan was used as the basis for the preparation and review of federal aid urban and federal aid primary (TOPICS) systems and in the review of federal grants-in-aid for the construction of arterial highway facilities.

The federal aid urban system, a newly established system of arterial streets and highways intended to provide federal aid for the construction of a third level of arterial streets and highways within urban areas, was established for the Milwaukee urban area, using as a guide the Type III (local trunk highway) system recommended in the jurisdictional highway system plan for Milwaukee County.

The federal aid primary (Type II—TOPICS) system for the Cities of Milwaukee, Wauwatosa, and West Allis was reviewed at the request of the District Engineer of the District 9 Office, Division of Highways, Wisconsin Department of Transportation. These reviews were conducted in light of the adopted regional transportation plan as amended by the jurisdictional highway system plan for Milwaukee County. In addition, reviews were conducted for the federal aid primary and secondary route changes within Milwaukee County and proposed county trunk highway changes in light of the jurisdictional plan.

No additions to or deletions from the state trunk highway system were made within the county between 1967 and 1972. During the same period

approximately 11 miles of arterial streets were added to the county trunk highway system as shown on Map 13. The addition of existing and proposed arterial streets and highways to the various federal aid systems, consistent with adopted plans, is delineated on Map 14, and comprises 19.7 miles of federal aid primary routes, 37 miles of federal aid secondary routes, 77.1 miles of new federal aid urban routes, and 141.8 miles of federal aid primary (Type II—TOPICS) routes.

Other Counties: All technical work for the jurisdictional highway system plan for Ozaukee County was completed during 1971. The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County, subsequent to evaluation of the plan at its February 22, 1972 meeting, presented the plan to the Ozaukee County Board of Supervisors on March 1, 1972. The County Board, during its May 5th session, tabled a resolution calling for plan adoption by the Board and the Regional Planning Commission and endorsement of the plan by the State Highway Commission. At year's end the County Board had not taken any further action on the plan.

During 1972 work continued on the preparation of jurisdictional highway system plans for Racine and Waukesha Counties. In Racine County, two additional alternative 1990 street and highway systems to serve the land use and travel demand within the Racine Urban Planning District were analyzed and refined to assist the District Citizens Advisory Committee in making a policy determination about the role of the proposed Racine Loop Freeway in the comprehensive plan for the District. These two alternatives, as well as the three previous alternative arterial street and highway systems within the District, were presented to the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Racine County at its meeting on May 3, 1972, and the Committee reaffirmed its previous support for the arterial system including the Racine Loop Freeway. The Citizens Advisory Committee at its June 1, 1972 meeting also approved the alternative transportation system including the Racine Loop Freeway. Jurisdictional highway system planning in Racine County is currently awaiting approval of the Racine Urban District plan to assure coordination between these planning efforts.

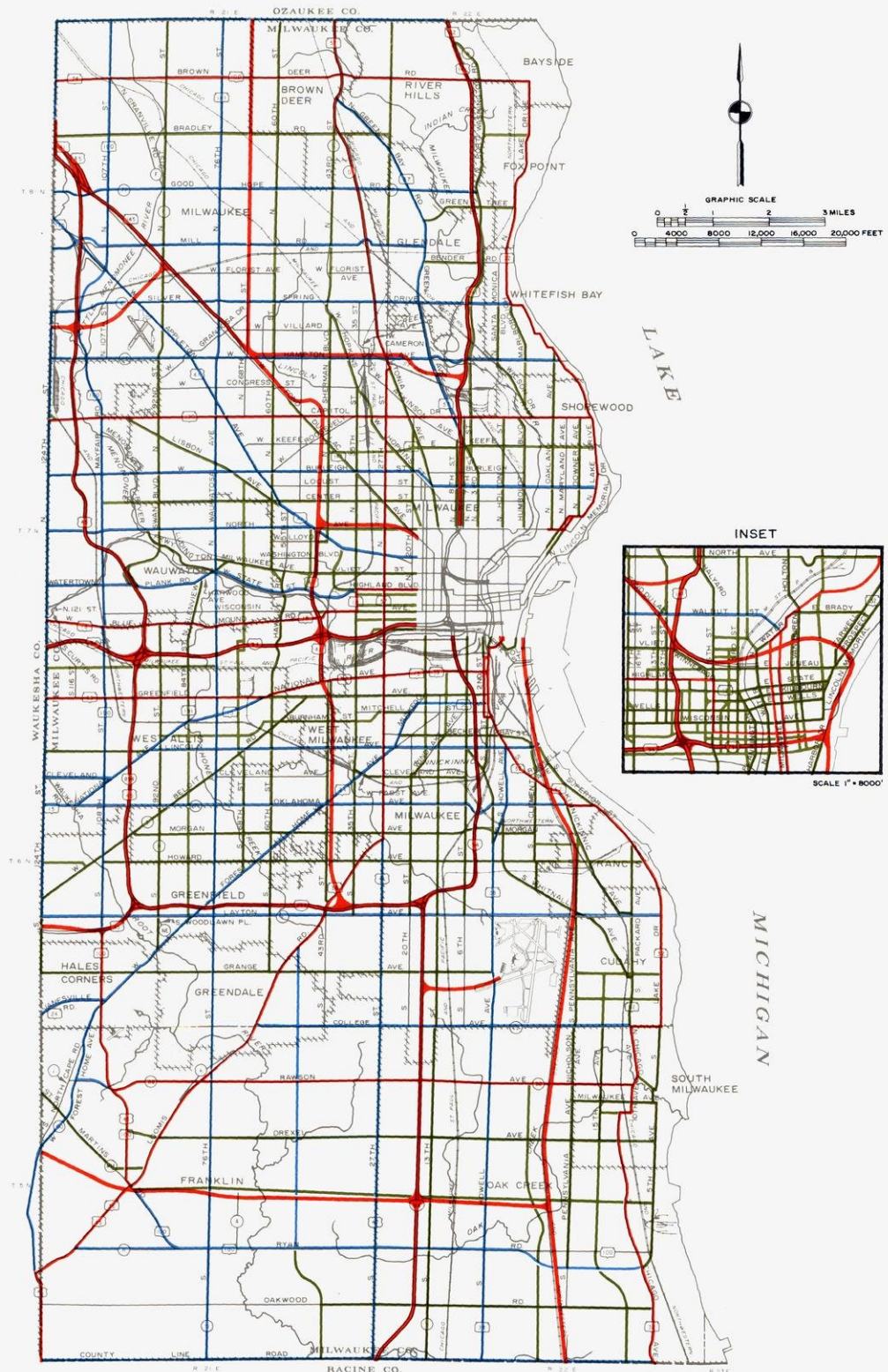
Work continued on the Waukesha County program with the preparation and approval of the first six

Map 12

PROPOSED JURISDICTIONAL
HIGHWAY SYSTEMS IN
MILWAUKEE COUNTY
1990

LEGEND

- TYPE I (FREEWAY)
- TYPE I (ARTERIAL)
- TYPE II (ARTERIAL)
- TYPE III (ARTERIAL)



The recommended jurisdictional highway systems shown on this map represent a synthesis of separate trip length, land use, and vehicle volume systems resulting from application of the jurisdictional classification criteria developed by the Commission into a single fully integrated, continuous arterial highway system comprised of state trunk highways, county trunk highways, and local trunk highways.

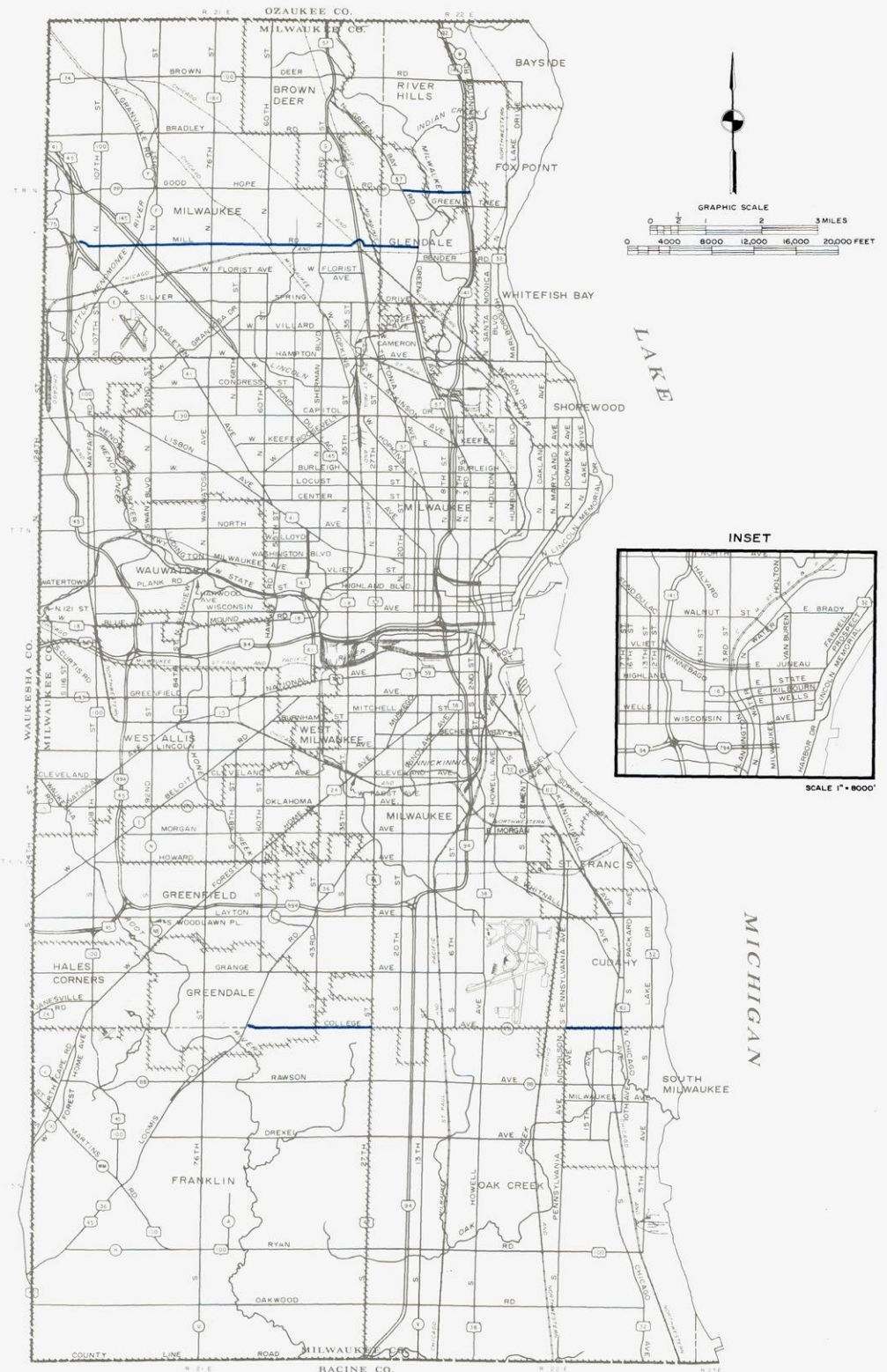
Source: SEWRPC.

Map 13

CHANGES IN THE JURISDICTIONAL HIGHWAY SYSTEMS IN MILWAUKEE COUNTY 1967-1972

LEGEND

— ARTERIAL STREETS ADDED TO
THE COUNTY TRUNK HIGHWAY
SYSTEM



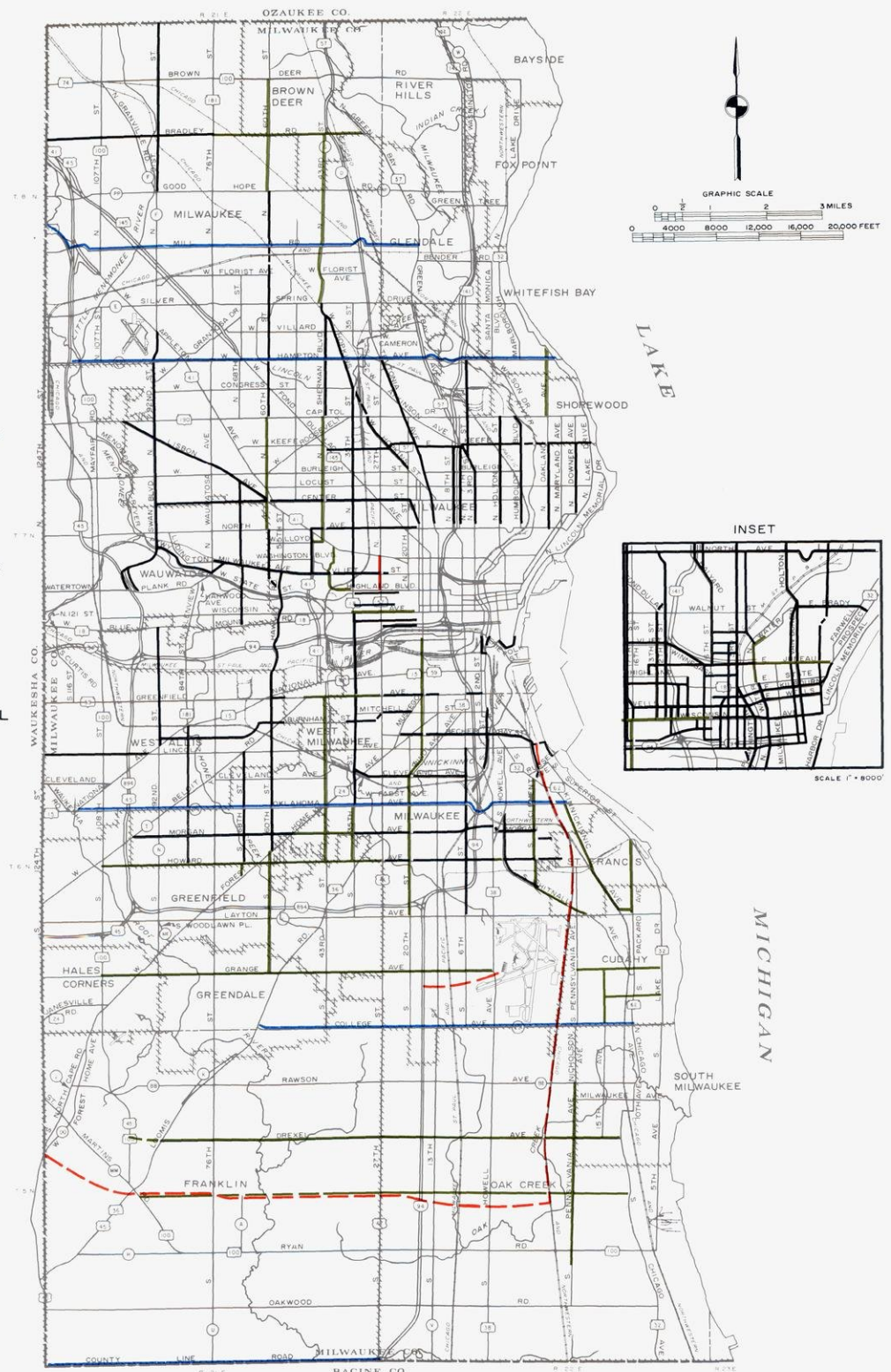
The adopted jurisdictional highway system plan for Milwaukee County recommends a county trunk highway system consisting of 217 route-miles of facilities, an increase of nearly 141 miles over the county trunk mileage as it existed when the jurisdictional highway system plan was prepared for Milwaukee County. Between 1967 and 1972, approximately 11 miles of arterial streets were added to the county trunk highway system in accordance with the adopted plan as shown on this map. No additions to or deletions from the state trunk highway system were made within the county during this period.

Source: SEWRPC.

Map 14

CHANGES IN THE FEDERAL AID HIGHWAY SYSTEMS IN MILWAUKEE COUNTY 1967-1972

- LEGEND**
- RECOMMENDED TYPE I ARTERIALS
ADDED TO THE FEDERAL AID
PRIMARY SYSTEM**
- EXISTING
 - - - PROPOSED
- RECOMMENDED TYPE II ARTERIALS
ADDED TO THE FEDERAL AID
SECONDARY SYSTEM**
- EXISTING
 - - - PROPOSED
- RECOMMENDED TYPE III ARTERIALS
ADDED TO THE FEDERAL AID
URBAN SYSTEM**
- EXISTING
 - - - PROPOSED
- RECOMMENDED TYPE I, II, AND III
ARTERIALS ADDED TO THE FEDERAL
AID PRIMARY-TYPE II (TOPICS)
SYSTEM**
- EXISTING
 - - - PROPOSED



Between 1967 and 1972, certain existing and proposed arterial streets and highways were added to the various federal aid systems as recommended in the adopted jurisdictional highway system plan for Milwaukee County. As shown on this map, these include nearly 20 miles of federal aid primary routes, 37 miles of federal aid secondary routes, 77 miles of new federal aid urban routes, and nearly 142 miles of federal aid primary (Type II-TOPICS) routes.

Source: SEWRPC.

chapters of the planning report, A Jurisdictional Highway System Plan for Waukesha County, by the Technical Coordinating and Advisory Committee. These chapters document the need for a comprehensive evaluation of highway jurisdiction, the study organization, the jurisdictional highway planning process, the historical development and present state of the jurisdictional highway systems, the development and application of functional criteria for determining rational jurisdictional classification, and the recommended jurisdictional highway system plan. At the close of 1972 the Committee had approved the jurisdictional highway system plan subject to evaluation of the financial feasibility of the recommended plan, and the determination of detailed plan implementation steps. Both of these analyses will be undertaken during 1973.

Traffic Corridor Refinement (8.4): At the request of the District 9 Office of the Wisconsin Department of Transportation, Division of Highways, the Regional Planning Commission made additional traffic assignments and analyses for the purpose of determining the travel demand and turning movements to be anticipated in the vicinity of the proposed Lake Freeway and Belt Freeway interchange in the City of Oak Creek in Milwaukee County. This work was required in order to permit the Division of Highways to properly evaluate alternative designs for the proposed freeway to freeway interchange and the proposed interchange between the Lake Freeway and STH 100 (Ryan Road).

Similarly, the Commission, at the request of the District 2 Office of the Wisconsin Department of Transportation, Division of Highways, reviewed and analyzed traffic assignments for the proposed IH 94 and Belt Freeway interchange in the City of Brookfield, Waukesha County. These analyses included review of the forecast traffic assignments, including movements through the interchange and turning movements within the interchange, as well as of the various factors affecting trip generation in the Belt Freeway corridor through the Villages of Menomonee Falls and Lannon, the Cities of Brookfield, New Berlin, and Muskego, and the Town of Brookfield.

Services (8.1): During 1972 the Commission performed many services to assist federal, state, and local units and agencies of government and private groups and investors in better utilizing basic transportation data available in the Com-

mission files, thereby assisting in the implementation of the adopted regional transportation plan. Among the services provided were the following:

- Assistance to the Wisconsin Department of Transportation in the conduct of the 1974 National Transportation Study. The Commission, as the agency charged with the responsibility for preparing and maintaining long-range plans for the development of the Kenosha, Milwaukee, and Racine urbanized areas in the Region, was requested to participate in the study as it applied to these urbanized areas. The biennial National Transportation Studies are designed to provide information that describes the adequacy of both the current and future transportation system, and to assist in the development of appropriate federal transportation programs and policies. The work to be accomplished by the Commission for the study includes three phases: Phase 1—preparation of a work program detailing the work elements to be accomplished; Phase 2—the reporting of the physical state and performance of the existing 1972 and planned 1990 transportation systems and the capital investments required to realize the 1990 system as planned; and Phase 3—the physical state and performance of the transportation system developed as a result of capital improvements programmed for 1980. During 1972 the Commission completed the work program detailing work elements to be accomplished, which program was subsequently approved by the Wisconsin Department of Transportation. Work begun on the Phase 2 elements of the program included collation of data on the miles of facilities, the capacity of the facilities, miles and hours of travel, accidents, land area, pollutants, trip activity, and costs for the surface transportation system within the three urbanized areas.
- Development, at the request of the State Highway Engineer, of additional traffic assignments to a series of highway system configurations which removed the proposed Lake Freeway in Milwaukee County between the south end of the Harbor Bridge and the proposed interchange with the Belt Freeway in Oak Creek from the system. These traffic assignments and analyses

were to be used by the U. S. Department of Transportation, Federal Highway Administration; the Wisconsin Department of Transportation, Division of Highways; and the Milwaukee County Expressway and Transportation Commission in a reevaluation of the need for the proposed Lake Freeway. This work involved the determination of the impact of the removal of this proposed freeway from the planned system upon the remaining elements of the arterial street and highway system in Milwaukee County and upon the transit system plan. New trip distribution and new capacity restrained traffic assignments were prepared and the resulting impact upon the arterial street and highway system quantified. The traffic assignments permitted a determination to be made of the necessary improvements which would be required on the arterial street and highway system if the proposed freeway were not constructed. The capital cost of these improvements, together with the attendant operation and maintenance costs, were then determined by the Division of Highways staff and the costs compared to the costs for a system including the Lake Freeway. The reevaluation reaffirmed the recommendation contained in the adopted regional transportation plan that the Lake Freeway segment concerned was a needed improvement. The study findings and recommendations are contained in a report entitled Lake Freeway Evaluation Study, published in December 1972. The principal findings were:

1. The Lake Freeway is an essential element of a sound regional transportation plan.
2. Community growth trends affecting the transportation plan have been consistent with the forecasts and assumptions underlying the adopted plan. The one exception is transit usage, which has continued to decline at a more rapid rate than forecast in the absence of positive community action to reverse the existing trends.
3. The north and south freeway connections to the Harbor Bridge are vital to a properly functioning transporta-

tion system. Without these connections, greater social and economic costs would have to be incurred to provide an equal level of transportation service on the surface streets and existing freeway facilities. The most adverse impacts would occur in the City of Milwaukee.

4. The assumptions underlying the forecasts of future traffic loadings on the proposed Lake Freeway and the Harbor Bridge remain valid.
5. The community response solicited as part of the study was substantially in favor of completing the freeway connections as planned, and revealed an increasing public awareness of the need for completing the planned transportation network to serve the diverse and growing transportation needs of the metropolitan area.
6. The proposed Lake Freeway forms a vital link in the planned areawide transit system.

● The appearance by the Commission at a special public hearing on the need for the Stadium Freeway North and Park Freeway West held by Congressman Henry S. Reuss on November 13 and 14, 1972. The Commission appeared at the hearing, at the request of Congressman Reuss, to provide answers to a series of questions concerning the need for these two important proposed transportation facilities. Special planning analyses were conducted by the Commission of that portion of the urban area directly impacted by these two facilities in order to provide meaningful, quantitative replies to the questions posed. These analyses indicated, and the Commission testified, that failure to construct the Stadium Freeway North and Park Freeway West as recommended in the adopted regional transportation plan would:

1. Seriously impair the viability of the present partially completed freeway system.
2. Intensify problems of traffic congestion, air pollution, and urban disruption within the Milwaukee area.

3. Greatly impair the accessibility to outlying job, shopping, personal service, and recreational opportunities of residents of the core area of Milwaukee.
4. Further increase, not decrease, the tendency to urban sprawl within the Region, with all of its attendant destructive effects upon the underlying and sustaining natural resource base.

More specifically, the analyses indicated that to provide a level of transportation service comparable to that provided by the adopted plan without the completion of the Stadium and Park Freeways would require the reconstruction of 13 miles of existing freeways to eight-lane standards and would require the reconstruction of the Marquette Stadium and Zoo Interchanges, would require the reconstruction of 39 miles of surface arterials to provide six and in some cases eight lanes of moving traffic, would require the extensive reconstruction at intersections of an additional 26 miles of surface arterials, and would require the conversion of over three miles of residential streets to arterials. Such an attempt to carry the existing and forecast traffic volumes on the surface streets would require a greater displacement of residents, businesses, and industries than the freeway alternative. Completion of the Park and Stadium Freeways as proposed would require the displacement of a total of about 1,200 structures. Improvement of the surface arterials to meet the travel demand would require the replacement of about 1,400 structures, or 200 more than the freeway alternative.

With respect to air pollution, the analyses indicated that failure to complete the Park and Stadium Freeways as proposed could be expected to increase the total amount of carbon monoxide produced in the urban area affected by about 28 percent, or by about 773 tons per year; and to increase the total amount of hydrocarbons produced by over 21 percent, or by about 74 tons per year. Failure to complete the Stadium and Park Freeways as proposed would also make attainment of the recommended

regional rapid transit system virtually impossible, and would lead to an even more unbalanced transportation system compounding the problems of traffic congestion, air and noise pollution, land decentralization, and natural resource base destruction. The analyses indicated that failure to complete the Park and Stadium Freeways as proposed would deny ready accessibility by residents of the core area of Milwaukee to growing job opportunities in outlying areas of the Region by means of not only automobiles but also mass transit facilities. The importance of good accessibility to outlying job opportunities is indicated by the fact that of approximately 77,000 new jobs created in the greater Milwaukee area in 1969-1970, over 68 percent were located in Ozaukee, Washington, and Waukesha Counties. Finally, the analyses indicated that while construction of additional low- and moderate-income housing within the Region is desirable, there is no reason why both adequate housing and adequate transportation facilities cannot be provided. The analyses indicated that 16 parcels of land suitable for the immediate construction of low- and moderate-income housing, or about 11 percent of the total of such parcels within the Region and encompassing 802 acres, existed within the City of Milwaukee. These parcels were sufficient for the construction of over 3,200 units of new housing, or more than needed to provide adequate replacement housing for those units to be displaced by the proposed freeway construction.

- In February 1972, the District Engineer of District 2, Division of Highways, Wisconsin Department of Transportation, requested that the Commission review the Kenosha and Racine federal aid urban systems for conformance with the adopted regional transportation plan. This review was conducted in light of the adopted comprehensive plan for the Kenosha Planning District and preliminary work undertaken in the conduct of the comprehensive plan for the Racine Urban Planning District and the jurisdictional highway system plan for Racine County.

- In August 1972, at the request of the Director of the Bureau of System Planning, Wisconsin Department of Transportation, the Commission reviewed the location and characteristics of the several remnant parcels along STH 15 in Waukesha County to determine if any of the parcels should be reserved for the development of the recommended transit stations or related transit development. This review was undertaken in light of the adopted regional transportation plan as amended by the Milwaukee Area Transit Plan. The review indicated the desirability of retaining one parcel located in the vicinity of the Moorland Road-Rock Freeway interchange for potential transit station development.
- In November 1972, the Town of Caledonia Park Commission requested that the Commission review the proposed wildlife preserve as it would be affected by the proposed Racine Loop Freeway. This review was undertaken in light of the adopted regional transportation plan and the preliminary work undertaken on the comprehensive plan for the Racine Urban Planning District, the jurisdictional highway system plan for Racine County, and the preliminary location studies conducted by the Wisconsin Department of Transportation. The review recommended that in the planning for the wildlife preserve a corridor 660 feet wide abutting the southern property line of the proposed land acquisition be reserved for future highway location.
- In January 1972, the City of Oak Creek Planning Commission requested that the Regional Planning Commission review the proposed thoroughfare plan for the City of Oak Creek for conformance with the adopted regional transportation plan. This review was conducted in light of the adopted plan as amended by the jurisdictional highway system plan for Milwaukee County. The thoroughfare plan includes proposed rights-of-way for arterial streets and highways within the City of Oak Creek as recommended in the jurisdictional plan.

involving many local as well as state and federal units and agencies of government over a long period of time. The following summarizes significant plan implementation activities during 1972:

1. Further progress was made in land use plan implementation through the preservation of land for and the development of major regional activity centers recommended in the adopted regional land use plan, including the major industrial, commercial, and outdoor recreation centers. By the end of 1972, nine of the 12 recommended major regional outdoor recreation areas had been acquired by public agencies, and seven of the nine sites were actually open to at least limited public use.
2. During 1972 significant progress was made in the adoption of local land use control ordinances to assist in the implementation of the regional land use plan and the watershed plan elements which utilize the regional land use plan as a base. The Kewaskum Village Board adopted the first zoning ordinance in the village's history; the Town Board of the Town of Norway in Racine County, in conjunction with the County Board, adopted the new Racine County Comprehensive Zoning Ordinance and a new town zoning district map; the Town Board of the Town of Mt. Pleasant adopted a zoning ordinance; and the Washington County Board of Supervisors ratified a revised comprehensive zoning ordinance for the Town of Polk in Washington County, which had been adopted by the Town Board in 1971, and which contains several significant provisions with respect to implementation of the adopted regional land use and Milwaukee River watershed plans.
3. During 1972, the Commission reviewed the federal aid primary (Type II-TOPICS) system for the Cities of Milwaukee, Wauwatosa, and West Allis in light of the adopted regional transportation plan as amended by the jurisdictional highway system plan for Milwaukee County. In addition, reviews were conducted for the federal aid primary and secondary route changes in Milwaukee County and proposed county trunk highway changes in light of the jurisdictional plan. Between 1967 and 1972, no changes were made in the state trunk highway system. During the same

Concluding Comments--Service
and Plan Implementation

Implementation of the adopted regional land use and transportation plans is a complex process

period, about 11 miles of arterial streets were added to the county trunk highway system. The addition of existing and proposed arterial streets and highways to the various federal aid systems consistent with the plan comprises 19.7 miles of federal aid primary routes, 37 miles of federal aid secondary routes, 77.1 miles of new federal aid urban routes, and 141.8 miles of federal aid primary (Type II-TOPICS) routes.

4. During 1972 the Commission completed the work program detailing work elements to be accomplished as part of assistance provided to the Wisconsin Department of Transportation in the conduct of the 1974 National Transportation Study.
5. Of the 292 miles of proposed new freeway in the Region, more than 46 miles were open to traffic by the end of 1972, and nearly 13 miles were in the final design stage. During 1972, an 11-mile segment of the Rock Freeway in Walworth and Waukesha Counties was opened to traffic. Construction was restarted on the proposed Bay Freeway between the City of Oconomowoc and the Village of Pewaukee in Waukesha County late in 1972, upon the lifting of a restraining order which had been issued by the U. S. District Court pending completion and approval of an environmental impact statement.
6. The Commission in March 1972 adopted the Milwaukee Area Transit Plan as an amendment to the adopted regional transportation plan. The plan refines and details the rapid and modified rapid transit elements of the adopted regional transportation plan for the Milwaukee area, and includes important recommendations for the improvement of ordinary surface transit service. During 1972 technical work was also completed on the preparation of a jurisdictional highway system plan for Walworth County. The plan constitutes a refinement of, and amendment to, the previously adopted regional transportation plan as that plan applies to Walworth County.

PROCEDURAL DEVELOPMENT (4.4)

Under the procedural development function, the techniques and procedures used for developing and testing land use and transportation system plans are to be evaluated, improved upon, and, where necessary and as possible, new techniques and procedures developed. In 1972 primary emphasis in this area was devoted to the continued development of improved computer programs for the application of the traffic simulation models to highway and transit planning. During 1972 the battery of computer programs provided by the U. S. Department of Transportation, Urban Mass Transportation Administration, for transit system planning were installed and made operable on the IBM Model 370 computer system available to the Commission in the Milwaukee area. In addition, a series of support programs to provide necessary input data to the transit system simulation model were installed and made operable on the Commission's own IBM Model 22 computer system. In addition, the programs required to simulate the operation of the arterial street and highway system, to assign travel demand to that system, and to perform capacity restraint assignments were improved in order to effect additional efficiencies and economy in computer utilization. Finally, those transportation planning programs which generate printed reports were modified to permit the generation of such reports in microfiche form for more convenient data display purposes.

DOCUMENTATION

Several reports were published by the Commission during 1972 relating directly or indirectly to the continuing regional land use-transportation study, and documenting efforts undertaken during the calendar year. These include:

1. SEWRPC Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume 2, The Recommended Comprehensive Plan, and Volume 3, Model Plan Implementation Ordinances.
2. SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County.
3. SEWRPC Technical Report No. 10, The Economy of Southeastern Wisconsin.

4. SEWRPC Technical Report No. 11, The Population of Southeastern Wisconsin.
5. Volumes 2 and 3 of the Community Profile series, which present population and housing characteristics and selected social and economic characteristics, respectively, for the cities, villages, towns, and counties in the Region.
6. The Eleventh Annual Report, which documents the Commission's activities during 1971.
7. Staff memoranda which were prepared to document special transportation planning activities. These memoranda are listed in a separate section of this report (see "Commission Publications in 1972").

REGIONAL AIRPORT SYSTEM PLANNING PROGRAM

The Commission continued its work in 1972 on the regional airport system planning program, which began in December 1970 and is scheduled for completion in December 1973. The program, initially requested by Milwaukee County and the Wisconsin Department of Transportation, is intended to provide a sound and workable plan to guide the staged improvement of public airport facilities to serve the growing demand for air transportation within the Region, as well as to meet federal airport system planning requirements as a prerequisite for the continued eligibility of local units of government in the Region for federal grants-in-aid for construction of airport facilities. In addition, the regional airport system plan will be fully coordinated with areawide land use, surface transportation facility, and community facility development plans within the Region and will become an element of the state airport system plan.

During 1972, work under the regional airport system planning program concentrated on the completion of various inventories and analyses and on the preparation of air travel demand forecasts and the formulation of objectives, principles, and standards needed to guide development and evaluation of alternative airport system plans. The formulation of objectives, complemented by planning principles asserting the validity of each objective, and supported by sets of planning standards providing criteria for the quantitative comparison of alternative plan proposals in attaining

each objective, is an essential task to be undertaken in any planning study. The Technical Coordinating and Advisory Committee met once during 1972 to consider introductory chapters of the final report and to carefully review and recommend airport development objectives and accompanying principles and standards for the Region (see Table 24).

The preparation of aviation demand forecasts within the Region for the period 1975-1990 by five-year increments was also accomplished during 1972. These forecasts, as shown in Table 25, were prepared by R. Dixon Speas Associates, Inc., the principal consultant to the Commission on the airport system planning program. The forecasts provide the basis for determining the extent of needs and the required scheduling of new facility components of the regional airport system. These future demands will be compared with the capacity of existing airport system components to identify deficiencies, if any, within the facility and air-space systems. Alternative airport system plans will be prepared to meet the forecast travel demand through the planning period 1990.

By the end of 1972, the consultant had begun to prepare alternative system plans. It is anticipated that technical staff work for the regional airport

Table 24

PROPOSED OBJECTIVES OF REGIONAL AIRPORT SYSTEM DEVELOPMENT

Objectives
1. An integrated regional airport system which will effectively serve the existing and probable future interregional and intraregional air travel demand with appropriate types and adequate levels of service; alleviate air traffic congestion; and reduce travel times between the Region, its component parts, and other regions.
2. A regional airport system which will minimize accident exposure and provide increased travel safety.
3. A regional airport system which will be compatible with the existing land use patterns and adopted land use plans.
4. A regional airport system which will be properly related to the underlying and sustaining natural resource base and which will minimize the existing and potential adverse effects upon that natural resource base.
5. A regional airport system which will promote flexibility, allowing air transportation service to be readily adapted to changes in the demands for air transportation and to changes in aviation technology.
6. A regional airport system which will be properly related to and integrated with the supporting ground transportation systems.
7. A regional airport system which will be properly related to the regional public utility systems, permitting efficient and economic provision of necessary public utility services to airport and airport-related land use development.
8. A regional airport system which will be located and designed to maintain a high aesthetic quality, with proper visual relation of the facilities to the landscape and cityscape.
9. A regional airport system which will be economical and efficient, meeting all other objectives at the lowest possible cost.

Source: SEWRPC.

Table 25

**EXISTING AND FORECAST AIR TRAVEL DEMAND
IN THE REGION: 1970-1990**

Type of Service	Air Travel Demand				
	1970	1975	1980	1985	1990
Commercial Air Carrier ¹					
Passenger Enplanements.....	887,000	1,344,000	2,184,000	3,236,000	4,547,000
Scheduled Air Carrier					
Departures.....	35,270 ²	40,000	42,500	50,000	58,000
Air Cargo Enplanements (Tons)					
Freight and Express.....	18,100	33,350	68,250	120,000	200,000
Mail.....	5,400	8,000	11,200	15,200	20,000
General Aviation					
Registered Aircraft Owners.....	910	1,220	1,670	2,220	3,000
Aircraft Operations.....	769,000	915,000	1,321,000	1,839,000	2,564,000
Local.....	462,000	523,000	709,000	932,000	1,252,000
Itinerant.....	307,000	392,000	612,000	907,000	1,312,000
Passengers & Pilots Served.....	827,000	995,000	1,451,000	2,053,000	2,889,000
Military Activity					
(Milwaukee Mitchell Field—Milw.)					
Aircraft Operations.....	14,100	Annual Average 1975-1990 15,100		15,100	
Local.....	7,000	Annual Average 1975-1990 8,400		8,400	
Itinerant.....	7,100	Annual Average 1975-1990 6,700		6,700	

¹Does not include air carrier demand diverted to Chicago's O'Hare Airport.

²1969 Scheduled Air Carrier Departures.

Source: R. Dixon Speas Associates, Inc.

system planning program will be completed by late summer of 1973, with informational meetings, public hearings, and final Commission review, report publication, and plan adoption anticipated by the end of the year.

REGIONAL HOUSING STUDY

Work continued during 1972 on the conduct of the regional housing study. This study, which began in mid-1970, progressed during 1972 into the analysis, plan preparation, and final report preparation phases, and is scheduled to be completed during 1973. The regional housing study was initially requested by the Mayor of the City of Milwaukee and has been structured to meet recent federal legislation that requires an areawide housing element to be prepared as part of a comprehensive regional development plan. In addition, and at the specific request of the U. S. Department of Housing and Urban Development, the Commission agreed in 1971 to accelerate portions of the regional housing study in order to make certain data available to the producers and financiers of housing in time for the 1972 and 1973 construction seasons. This accelerated activity, termed "a short-range action housing program," was initiated in June 1971 and completed in June 1972. It was primarily designed to locate sites suitable for the immediate construction of 2,000 units of federally subsidized housing for families of low and moderate income. The findings and recommendations of this special planning effort are summarized in a separate section below.

One of the major work efforts in 1972 under the long-range regional housing study was the determination and delineation of planning analysis areas within the Region. Although the Region is a sound, basic geographic unit for housing planning, it was recognized that there are subareas within the Region which are relevant to the analysis of housing problems, the identification of housing needs, and the mounting of action programs to meet these needs. In this regard, three types of planning analysis areas were identified and delineated for the regional housing study. The first of these was termed the primary, or aggregate, analysis area defined as that geographic area which is coterminous with the seven-county jurisdictional area of the Regional Planning Commission. As a true socioeconomic unit, the Region approximates the largest and most general housing market area which exists within the Region and, as such, is the basis for analysis of overall forecasts of housing needs and of the factors determining these needs.

Secondary planning analysis areas were defined as those areas comprising the standard metropolitan statistical areas (SMSA's) within the Region as delineated by the U. S. Bureau of the Census. These include the Kenosha SMSA, comprised of Kenosha County; the Milwaukee SMSA, comprised of Milwaukee, Ozaukee, Washington, and Waukesha Counties; and the Racine SMSA, comprised of Racine County. In addition, Walworth County, which in 1970 was not included within any of the three SMSA's within the Region, was considered as a separate secondary planning analysis area, resulting in a total of four secondary planning analysis areas. The criteria used by the U. S. Bureau of the Census in the delineation of SMSA's include consideration of home-to-work commuting patterns, limits of local telephone service areas, newspaper circulation, and department store delivery areas. These criteria are intended to define areas which are socially and economically integrated with the largest central city in each urbanized area and which, as such, comprise sound geographic subareas for housing planning within the larger Region.

The third type of planning analysis area, termed the local planning analysis area, was defined as communities consisting of groups of minor civil divisions—cities, villages, and towns, and in some cases of subareas of minor civil divisions—within each of the four secondary planning analysis areas. The factors considered in determining the

boundaries of these areas included, in addition to the corporate limits of the minor civil divisions, current census tract boundaries; existing and potential central sanitary sewer and public water supply service areas; existing and potential mass transit service areas; availability of certain other urban facilities and services; residential neighborhood boundaries; travel patterns centered on major commercial and industrial land use concentrations; school district boundaries; natural and man-made constraints, such as environmental corridors, watershed boundaries, and major transportation routes; existing and probable future land use development; soils; the operational areas of private real estate firms, land developers, and builders, as well as banking and mortgage loan institutions; and the assumed existence of a community of interest that can be marshaled in the establishment of subregional urban planning programs. In cases where single minor civil divisions were considered too large to constitute a meaningful local housing analysis area, subcommunity areas were delineated within the civil division as the local planning analysis areas. The one primary, four secondary, and the 60 local planning analysis areas, as delineated in the regional housing study, are shown on Map 15.

Work also continued during 1972 on the development of regional housing development objectives, principles, and standards against which existing housing needs in the Region can be measured and from which alternative regional housing strategies directed at meeting the established needs can be formulated. From these strategies, a recommended regional housing plan can be formulated and certified for adoption and implementation to the various units and agencies of government in the Region, as well as those quasi-public and private groups involved in housing action programs.

One of the special data collection activities completed during 1972 as part of the long-range regional housing study was an exterior housing condition survey. Since the U. S. Bureau of the Census did not collect information related to the condition of housing units as part of the 1970 Census of Population and Housing, the Commission took the necessary steps to obtain such data. Such information is essential for a complete understanding of the extent to which existing housing stock is physically able to meet the current housing needs of the Region, and will serve as a valuable input in the following study work efforts: determination of the present supply of structurally

sound housing; correlation of housing condition with household characteristics to determine the types of households which have the greatest need for structurally sound housing and the types of housing which are in short supply; development of a housing market simulation model; determination of the quantity of housing requiring rehabilitation or removal; and the forecast of future housing needs within the Region.

It was impossible to survey every housing unit in the Region due to time and monetary constraints. Therefore, only a statistically valid sample of the housing units in the urban and rural areas of the Region was surveyed. The survey sample included the same 17,500 households surveyed in the Commission's 1972 inventory of travel. The survey determined the exterior condition of the existing housing stock using four classifications ranging from housing with no exterior defects to housing having extensive exterior defects. The survey results will be correlated with similar surveys recently conducted by certain minor civil divisions within the Region.

As part of the field survey, the extent of exterior defects was tentatively divided into four general categories:

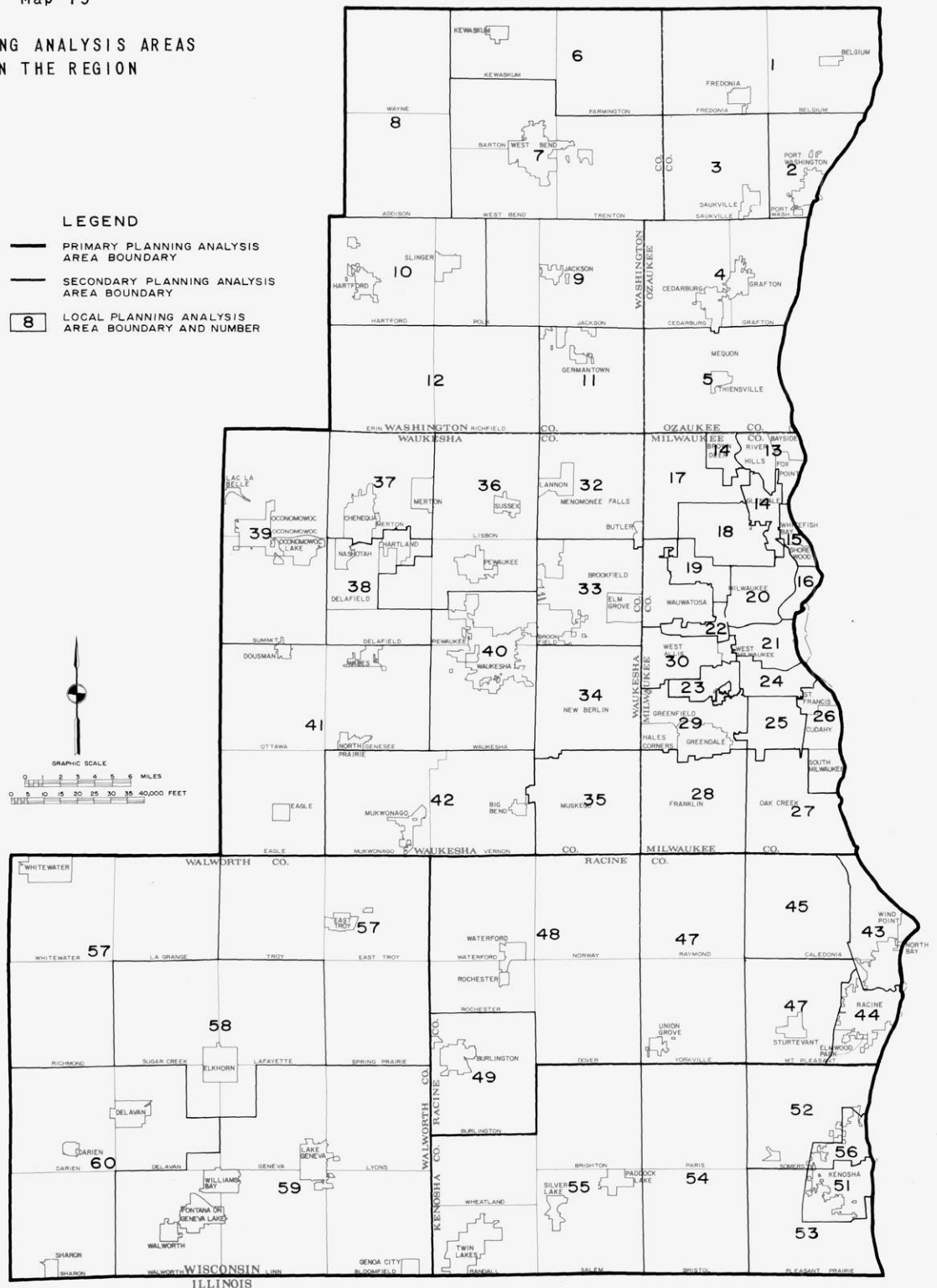
1. Housing which is structurally sound and which requires little or no maintenance or repair.
2. Housing which has no structural defects that impair its livability or accelerate its physical deterioration, but which requires minor repairs such as painting of small areas or replacement of gutters or downspouts.
3. Housing which has no major structural defects that impair its livability, but which has defects that may accelerate or have accelerated its physical deterioration so that major repairs, such as replacement of roof shingles or repair of exterior wall cracks, are needed.
4. Housing which has physically deteriorated to the extent that the structure appears unsafe for habitation, and major repairs or demolition would be required.

A second special data collection and analysis activity of the regional housing study involves

Map 15

PLANNING ANALYSIS AREAS
IN THE REGION

- LEGEND**
- PRIMARY PLANNING ANALYSIS AREA BOUNDARY
 - SECONDARY PLANNING ANALYSIS AREA BOUNDARY
 - 8 LOCAL PLANNING ANALYSIS AREA BOUNDARY AND NUMBER



The determination and delineation of planning analysis areas within the Region for the regional housing study was completed during 1972. As shown on this map, these included primary, secondary, and local planning analysis areas. The single primary analysis area consists of the entire Region; the four secondary analysis areas consist of the Milwaukee, Kenosha, and Racine standard metropolitan statistical areas and Walworth County; and the 60 local analysis areas consist of groups of minor civil divisions within each of the four secondary analysis areas.

Source: SEWRPC.

basic research into the characteristics, perceptions, and preferences of housing consumers, producers, providers, and facilitators. To conduct this important social research, the Commission retained the University of Wisconsin-Milwaukee as a consultant. A major focus of this effort is to provide the input required to determine housing needs within the Region, as opposed to effective market demand. Effective market demand is essentially an economic concept which only partially reflects total housing requirements, and is based on consumer preference limited by income level and the type of housing available in the market. Most low-income consumers, therefore, regardless of their preferences and needs, have little impact on effective housing demand.

During 1972, a study design for the social research survey was completed, which included a survey of housing consumers as well as housing producers, providers, and facilitators. Compilation of data collected under the survey of housing consumers for the Region was also completed in 1972. The data include general background characteristics and selected aspects of life styles; patterns of past mobility and residence change; expected or probable future mobility patterns; attitudes and preferences regarding neighborhoods and neighbors; and housing consumers' views on the housing situation within the Region in terms of their perception of a housing problem, the existence and nature of regional housing, the impact of selected factors on making additional or new housing available for low- and moderate-income families, responses regarding selected government approaches to the solution of housing problems, and perception of segregating practices within the Region.

An analysis of data from the survey of housing consumers was begun in 1972 for the urbanized area in the Milwaukee central city; the Milwaukee urbanized area outside the central city; the Kenosha urbanized area; the Racine urbanized area; other urban areas not included in the previous categories; and rural areas. A comparative analysis of the interrelationships of probable housing demand, latent housing demand, and true housing need for selected groups in the population was also underway in 1972. These groups include the elderly, with a separation between those with fixed income and those who are more affluent; the occupants of government sponsored housing, including housing supplied by the Section 235 Homeownership, Section 236 Rental, and public

housing programs; blacks, with comparisons made between the urbanized areas of Kenosha, Milwaukee, and Racine; low-income whites; large families of low and moderate income; and other selected groups, such as movers and nonmovers, renters and owners, and various religious and ethnic groups. In addition, work continued on the documentation of housing problems and solutions to these problems, including perceptions of the problems by housing producers, providers, and facilitators; profiles of various study groups; housing problems as perceived by study groups; and proposed solutions to the housing problems by various study groups. The results of the special data collection and analysis activities of the social research effort will be documented and published in a technical report. A summary of the data presented in the technical report will be included in the final long-range housing study.

A third data collection activity conducted during 1972 as part of the regional housing study was the household history survey. The survey sample was the same as that used in the 1972 inventory of travel. Information obtained in the household history survey included the past three locations of the household; the date the household moved into its present residence; housing status in terms of rental or ownership; the estimated value of the home or, in the case of a rental unit, the amount of rent being paid; structure type; number of stories in the residence; number of bedrooms; number of persons in the household; and family income. The data collected from this survey will be used in the long-range regional housing study as input to the regional housing market simulation model, to determination of true housing need, and to forecasts of housing demand within the Region.

THE SHORT-RANGE ACTION HOUSING PROGRAM

The Commission in 1972 completed the short-range action housing program referenced above which was begun in June 1971 at the request of the U. S. Department of Housing and Urban Development (HUD). The findings and recommendations of the completed program are documented in SEWRPC Technical Report No. 12, A Short-Range Action Housing Program for Southeastern Wisconsin—1972 and 1973, published in 1972.

The short-range action housing program was primarily designed to locate sites for the construction of 2,000 units of low- and moderate-income housing. It had as its objectives the identification

of specific areas where low- and moderate-income housing should be constructed; identification of sites within those areas appropriate for the construction of such housing; identification of obstacles to the construction of housing on these sites, such as land cost, zoning, and building codes; determination of various methods for the removal of inappropriate obstacles, thus bringing the cost to a feasible level; and initiation of communications with the producers and financiers of housing to get housing constructed on the sites.

For purposes of the short-range program, the term "low- and moderate-income housing" was defined as housing units which meet the applicable federal requirements for occupancy by individuals or families eligible for financial assistance under a wide variety of government subsidized programs. Such programs range from federal subsidization of publicly owned and operated housing designed to serve the very lowest income individuals and families to programs such as those provided for under Sections 235 and 236 of the U. S. Housing and Urban Development Act of 1968, which subsidize, through interest reduction payments, privately owned housing units for moderate-income families.

Sites identified in the short-range program for eventual construction of low- and moderate-income housing units were limited to land areas suitable for residential development, were within areas which could be readily served with public sanitary sewers, and were three acres or larger in size. As shown on Map 16, the Region was divided into 25 planning areas⁸ based on relative homogeneity of existing development. Following a review of data for each planning area which was obtained primarily from results of the 1970 U. S. Census of Population and Housing, a single-indicator and a multi-indicator method of allocating the 2,000 housing units to the Region were explored. These methods included four separate allocation formulas, with allocations made to the 25 planning areas according to each formula.

The formula finally recommended included consideration of the need for low- and moderate-income housing in each planning area, the fiscal capability of the communities in each planning area to absorb new residential construction, growth in population within a planning area as a

measure of the need for all types of housing, and the amount of suitable land in a planning area as a measure of the individual community's physical ability to absorb additional development. Credit was given in the selected formula to planning areas in which the individual communities had, through December 1971, allowed the construction of federally subsidized low- and moderate-income housing. The allocation formula did not indicate specific types of subsidized low- and moderate-income units which should be constructed. Data concerning housing needs presented in the report clearly indicate that a full range of housing types should be provided within planning areas in order to alleviate, at least partially, the Region's housing needs. Under the final allocation method, Kenosha County was allocated 149 units; Milwaukee County, 1,021; Ozaukee County, 92; Racine County, 196; Walworth County, 98; Washington County, 92; and Waukesha County, 352.

The second major objective of the short-range program was the identification and delineation of sites in each planning area on which the housing units could be constructed. This was done in six phases, including 1) identification and delineation of all land areas of three acres or more which might be considered for such construction; 2) mapping of the location of all local and regional commercial and industrial centers, all public grade, junior high and senior high schools, and all emergency outpatient service for use by the public; 3) delineation of all primary environmental corridors within and adjacent to areas as delineated in phase one, as well as soils outside the environmental corridors having severe or very severe limitations for residential development; 4) the removal of sites believed to be not developable for housing or too constrained to be developed in the short-range period; 5) preliminary field investigation of each remaining site; and 6) final staff evaluation of each site area. More than 150 parcels of land totaling more than 3,500 acres and having the potential for development of more than 15,000 total housing units located in 72 communities in the Region were identified and recommended for review by each of the local units of government for implementation of the program.

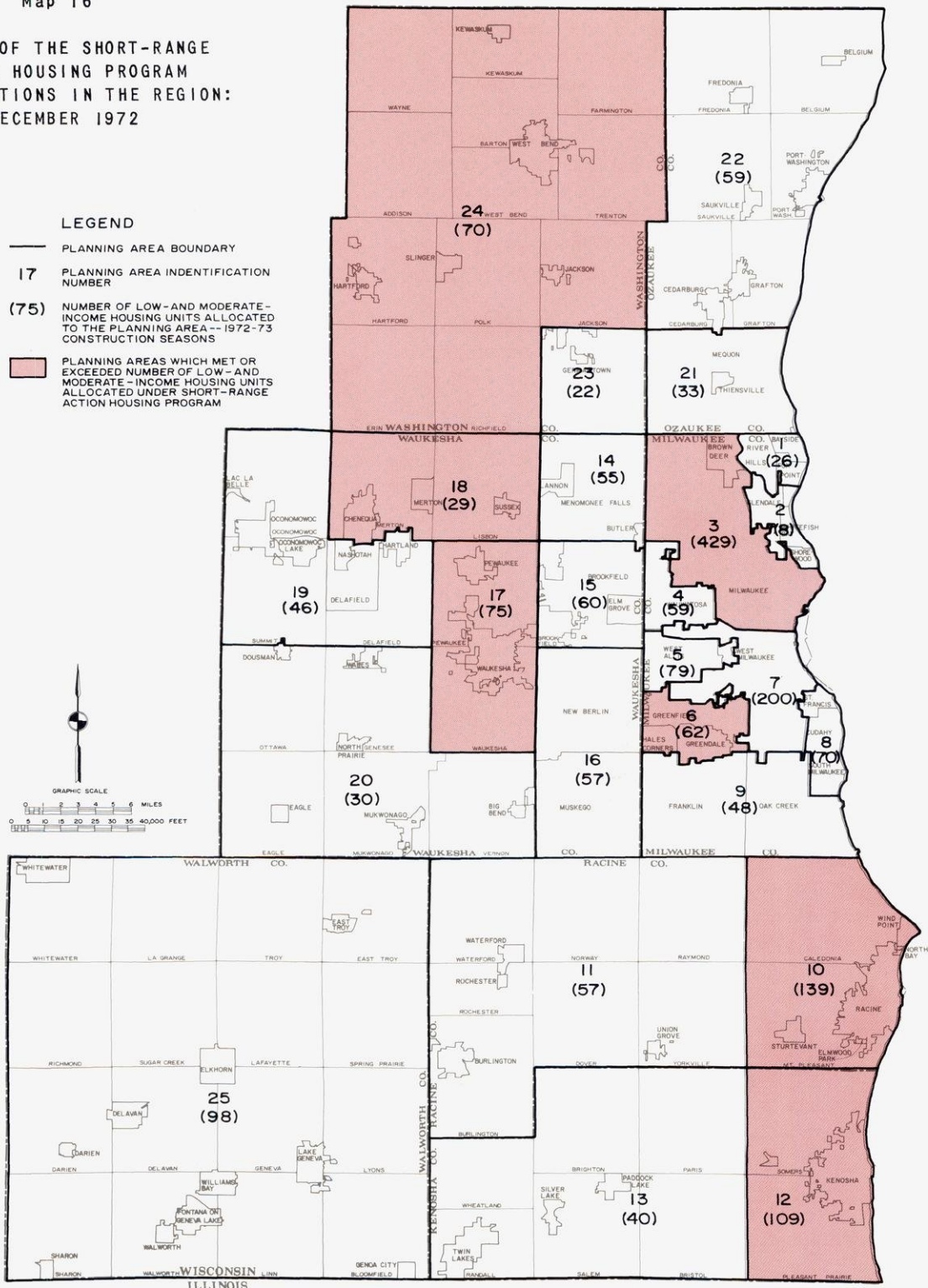
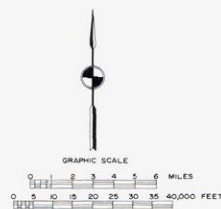
In addition to specific site data, information on constraints to the construction of low- and moderate-income housing was also gathered. These constraints included physical and legal limitations; publicly removable obstacles, such as those which have been imposed by local and federal regula-

⁸These areas were later refined into the 65 planning analysis areas described earlier in this report.

Map 16

STATUS OF THE SHORT-RANGE
ACTION HOUSING PROGRAM
RECOMMENDATIONS IN THE REGION:
DECEMBER 1972

- LEGEND**
- PLANNING AREA BOUNDARY
 - 17 PLANNING AREA IDENTIFICATION NUMBER
 - (75) NUMBER OF LOW- AND MODERATE- INCOME HOUSING UNITS ALLOCATED TO THE PLANNING AREA -- 1972-73 CONSTRUCTION SEASONS
 - PLANNING AREAS WHICH MET OR EXCEEDED NUMBER OF LOW- AND MODERATE- INCOME HOUSING UNITS ALLOCATED UNDER SHORT-RANGE ACTION HOUSING PROGRAM



The short-range action housing program was designed primarily to locate sites suitable for the immediate construction of 2,000 units of low- and moderate-income housing in the Region. The Region was divided into 25 planning areas based on relative homogeneity of existing development, and the 2,000 units were allocated to the planning areas based upon an agreed upon allocation formula. As shown on this map, seven of the planning areas had met or exceeded their allocation by the end of 1972.

Source: SEWRPC.

tions, including restrictive zoning, architectural control ordinances which may restrict certain types of housing, or restrictive building or housing codes; privately removable obstacles, such as minor physical limitations, fragmented site ownership, and community opposition; and high land and development costs.

Two primary obstacles to implementation of the short-range program recommendations were identified: zoning and high land and development costs. It was recommended in the short-range report that community zoning ordinances and codes and ordinances relating to residential development which would not allow construction of low- and moderate-income housing be reviewed and revised by the local municipalities to allow construction of a full range of housing.

Copies of Technical Report No. 12 were transmitted to each of the 153 local units of government within the Region by the Commission, which recommended that each city, village, or town review the report with particular attention to recommendations as they may affect that unit of government. By the end of 1972, seven of the planning areas had met or exceeded their allocation of low- and moderate-income housing units as indicated on Map 16 and Table 26. While it is significant that the total number of subsidized low- and moderate-income housing units under construction or completed in the Region during 1972 far exceeded the total of 2,000 units originally recommended, little had been accomplished in some areas to meet the specific low- and moderate-income housing unit allocation.

Table 26

SUBSIDIZED LOW- AND MODERATE-INCOME HOUSING UNITS
IN THE REGION BY PLANNING ANALYSIS AREA

Planning Area	Number of Subsidized Housing Units Committed Through December 31, 1971				Number of New Subsidized Housing Units Committed January 1, 1972 Through December 31, 1972				Total Number of Subsidized Units Allocated Under SEWRPC Short-Range Action Housing Program
	Federally Subsidized Housing				Federally Subsidized Housing				
	Public Housing	Multi- Family	Single- Family	Total	Public Housing	Multi- Family	Single- Family	Total	
Milwaukee County	5,464	1,470	1,673	8,607	--	1,315	597	1,912	1,021
1	--	--	--	--	--	--	--	--	26
2	--	--	1	1	--	--	--	--	48
3 ¹	5,404	1,191	1,557	8,152	--	1,143	491	1,634	629
4	--	--	--	--	--	--	1	1	59
5	--	175	17	192	--	--	4	4	79
6	--	--	37	37	--	172	26	198	62
8	60	--	59	119	--	--	56	56	70
9	--	104	2	106	--	--	19	19	48
Racine County	--	348	591	939	--	146	318	464	196
10	--	311	551	862	--	146	284	430	139
11	--	37	40	77	--	--	34	34	57
Kenosha County	--	320	268	588	--	--	217	217	149
12	--	320	253	573	--	--	215	215	109
13	--	--	15	15	--	--	2	2	40
Waukesha County	--	33	238	271	180	32	58	270	352
14	--	--	4	4	--	--	--	--	55
15	--	--	--	--	--	--	--	--	60
16	--	--	--	--	--	--	--	--	57
17	--	33	104	137	180	--	40	220	75
18	--	--	8	8	--	32	3	35	29
19	--	--	32	32	--	--	4	4	46
20	--	--	90	90	--	--	11	11	30
Ozaukee County	--	--	23	23	--	--	6	6	92
21	--	--	--	--	--	--	--	--	33
22	--	--	23	23	--	--	6	6	59
Washington County	73	168	64	305	--	--	129	129	92
23	--	--	--	--	--	--	--	--	22
24	73	168	64	305	--	--	129	129	70
Walworth County	--	108	21	129	--	--	24	24	98
25	--	108	21	129	--	--	24	24	98
Region Total	5,537	2,447	2,878	10,862	180	1,493	1,349	3,022	2,000

¹Planning Area 3 includes southern Milwaukee from Planning Area 7.

Source: U.S. Department of Housing and Urban Development and SEWRPC.

It should be noted that the short-range action housing program is, as the name implies, short range, and that data and recommendations contained therein were based on an initial judgment that there was a need for the construction of at least 2,000 low- and moderate-income housing units in southeastern Wisconsin in 1972 and 1973. The consideration of total housing demand or total housing need in southeastern Wisconsin has not been included in the short-range program, and the formula for the allocation of the 2,000 units includes only indicators of need which relate to new housing. This formula may be revised in the long-range regional housing study to incorporate indicators of need which relate to rehabilitated as well as new housing.

REGIONAL LIBRARY PLANNING PROGRAM

During 1972 the Regional Planning Commission continued its work on the regional library facilities and services planning program. The planning program is being carried out by the Regional Planning Commission utilizing funds provided by the Wisconsin Department of Public Instruction, Division for Library Services. The completion of this work element will result in the preparation of an areawide library facilities and services plan as a major subelement of a regional community facility plan element. The library planning program is focused on the recommendations for the formulation of areawide library systems. Legislation passed for the State of Wisconsin providing for the formulation of library systems was signed into law by the Governor in December 1971.

Major work efforts of the library planning program during 1972 were concentrated on completion of various elements of the survey and preparation of the planning report in final draft form. The report, as reviewed and approved by the Technical Advisory Committee on Regional Library Planning in preliminary draft form in 1972, was reviewed in detail by the Commission and the State of Wisconsin, Division for Library Services as the final draft chapters and illustrations were completed. The Technical Advisory Committee met once during the year to give committee approval to preliminary report items.

In addition to completing staff work assignments for the report, the Commission prepared a summary paper reviewing the library study and its findings and alternative recommendations for distribution at the Spring Conference of the Southeast

Wisconsin Librarian Association. The Commission also provided informational materials and maps during 1972 to county library committees which are being formed to study the new library system legislation and the implications of the legislation on libraries within their respective counties. The publication of the report on the recommended plan remains to be completed. When the final elements are completed, the plan will be considered for adoption by the Regional Planning Commission.

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

During the last half of 1972, the Commission formed a Technical and Citizen Advisory Committee on Regional Park, Outdoor Recreation, and Related Open Space Planning. Initial nominations and acceptance of committee membership were essentially completed by October 1972. The initial committee organizational meetings and subsequent review of a proposed Prospectus for a regional park, outdoor recreation, and related open space study began during the year. Following committee approval of the proposed Prospectus, the Commission is expected to undertake a two-and-one-half year study on regional park, outdoor recreation, and related open space planning within the Region beginning in July 1973.

WATER RESOURCES PLANNING PROGRAMS

The Commission conducts a variety of planning programs which are directed toward the resolution of areawide water resource and water resource related problems. Comprehensive watershed planning programs for the Root, Fox, and Milwaukee River watersheds have been completed by the Commission, and in 1972 work was begun on a watershed plan for the Menomonee River watershed. Also in 1972, the Commission, in cooperation with the Wisconsin Natural History and Geological Survey, the U. S. Geological Survey, and 11 local public water utilities agreed to undertake development of a digital computer model of the deep sandstone aquifer underlying southeastern Wisconsin. This aquifer is the water source for most high-capacity industrial and municipal wells in the Region, and the model will provide an invaluable planning tool which can be used in regional and local water supply planning. The Commission, in cooperation with the counties, the Wisconsin Department of Natural Resources, and the U. S. Geological Survey continued work on a

stream gaging program, a stream and lake water quality monitoring program, and on the compilation of data regarding the location and extent of floodlands in the Region. A discussion of these work elements follows.

REGIONAL SANITARY SEWERAGE SYSTEM PLANNING PROGRAM

The Commission continued work in 1972 on a major planning program directed toward the preparation of a regional sanitary sewerage system plan. This program was originally proposed to be carried out over a three-year period beginning in July 1969. Due to unforeseen delays in the completion of a related Commission work program—the Milwaukee River watershed study—and due to additional areawide water resource planning requirements related to the sewerage system planning program set forth by the U. S. Environmental Protection Agency, this program is now scheduled to be completed in 1973.

The program is designed to provide a long-range plan for the provision of sanitary sewer service to developing areas of the Region in an efficient and economical manner; for the improvement of existing inadequate sanitary sewer service; and for the abatement of groundwater and surface water pollution resulting from raw and partially treated sanitary and industrial wastes. Particular attention will be focused on problems resulting from the widespread occurrence within the Region of soils unsuited to the use of onsite septic tank sewage disposal systems, and from the potential development of small, isolated sewage treatment plants on an uncoordinated basis. The regional sanitary sewerage system planning program will aid in implementation of the adopted regional land use plan, as well as fulfill the Commission's responsibilities to its constituent units of government to prepare an areawide sanitary sewerage system plan in order to maintain the eligibility of local units of government in the Region for federal grants in partial support of the construction of sewerage facilities.

During 1972, technical staff work was completed on analyses of the 91 existing public sanitary sewerage systems in the Southeastern Wisconsin Region, which analyses included the delineation and measurement of existing and locally proposed sanitary sewer service areas, the preparation of estimates of population served by each sanitary sewer service area, and the determination of the

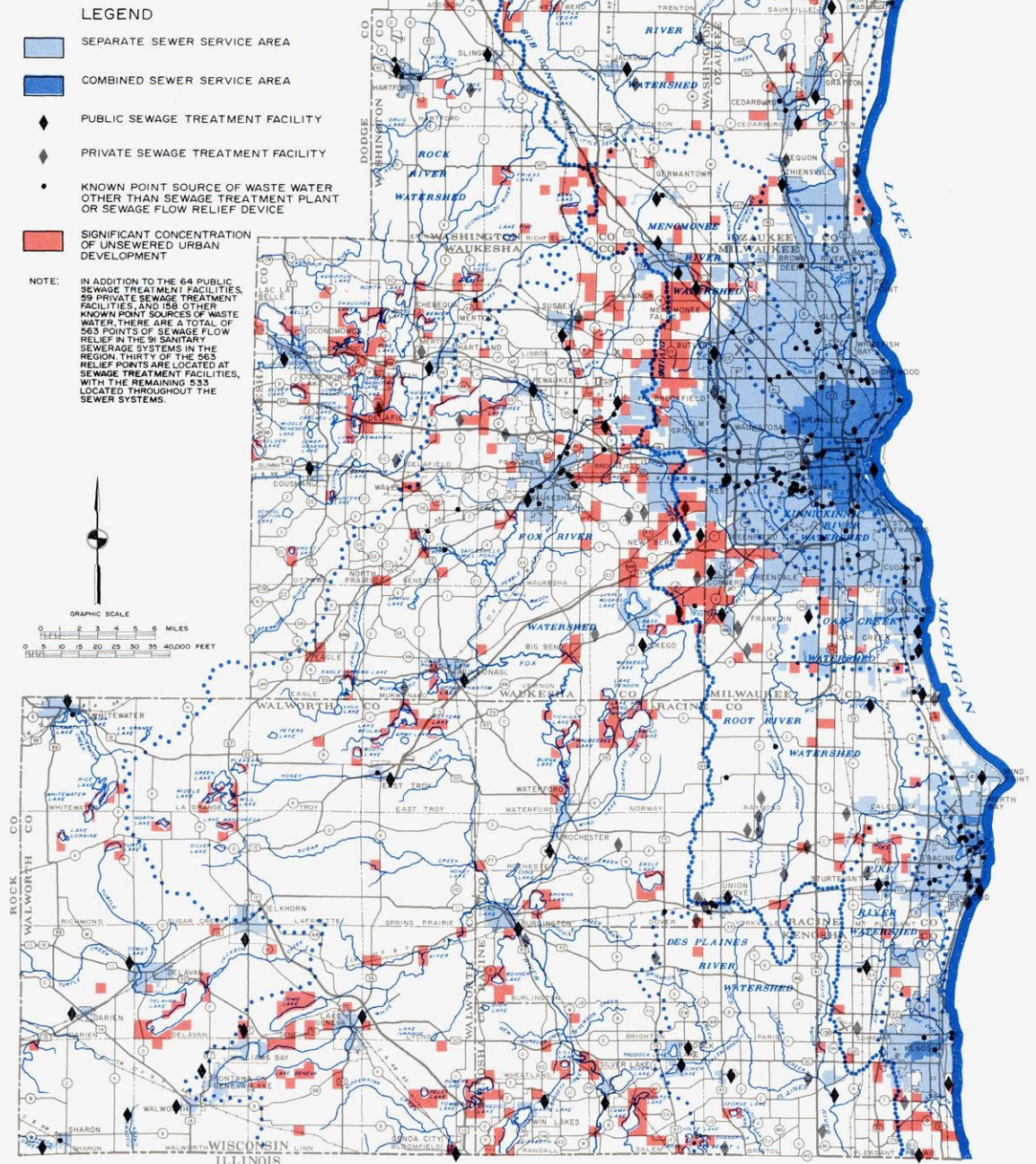
capacity of selected major trunk sewers and associated pumping and lift stations in each public sanitary sewerage system. Analyses of the capacities of the 64 sewage treatment facilities serving the 91 centralized public sanitary sewerage systems in the Region were also completed during 1972 (see Map 17). These analyses included the determination of the type and level of treatment provided by each sewage treatment facility, and a comparison between the average hydraulic loading and the average hydraulic design capacity of each sewage treatment facility. All but three of the 64 sewage treatment facilities discharge treated wastewater to the surface waters of the Region. The total amount of such wastewater discharged approximates 265 million gallons per day (mgd) during 1970. The remaining three treatment plants, those serving the Villages of Darien, Fontana, and Williams Bay, discharge treated waste to the groundwater reservoir through seepage lagoons. Analyses of the 59 sewage treatment facilities which generally serve isolated enclaves of urban land use development within the Region were also completed.

During the inventory, officials from each community having public sanitary sewerage systems were asked to identify all known sewage overflow or relief points located on either the separate or combined sewerage system in order to determine the number of points at which raw sewage is presently discharged to the surface waters in the Region, particularly during periods of wet weather and peak sewage flows. A total of 566 such flow relief devices were identified, including 30 at public sewage treatment facilities that permit direct bypass of raw sewage at any time the plant capacity is exceeded or the plant is inoperable for any reason, 148 combined sewer outfalls, 235 gravity crossovers from separate sanitary systems to a storm sewer system or combined sewer system, 75 gravity bypasses from a separate sanitary sewer system directly to surface watercourses, 18 relief pumping stations pumping sewage from the separate sanitary sewer system directly to surface watercourses, and 60 portable pumping stations utilized to pump sewage from the separate sewer system directly to surface watercourses or to nearby storm water inlets.

Using secondary sources, the Commission staff also identified all other known point sources of wastewater discharge. These consist primarily of industrial cooling, rinse, and wash waters which may be discharged directly and without

Map 17

EXISTING SANITARY SEWER SERVICE AREAS
AND SEWAGE TREATMENT PLANTS
IN THE REGION: 1970



Centralized public sanitary sewer service in the Region is currently provided by 91 public sewerage systems to an area of about 309 square miles, or 11 percent of the total area of the Region, and a population of nearly 1.5 million persons, or about 85 percent of the total population of the Region. Treatment for sewage generated in the Region is provided at 64 public sewage treatment facilities, which collectively discharge about 265 million gallons of sewage effluent per day, 233 mgd of which are discharged directly to Lake Michigan. There are also 59 sewage treatment facilities serving isolated enclaves of urban land use development, as well as 158 known point sources of wastewater other than sewage treatment plants, including industrial cooling, rinse, and wash waters discharged directly to storm sewers or streams.

Source: SEWRPC.

treatment to streams and watercourses or storm sewers tributary to such streams and watercourses. The secondary sources consulted included river basin survey reports and pollution abatement orders of the Wisconsin Department of Natural Resources and records of municipal public works departments. A total of 158 known point sources of industrial wastewater were identified in the Region (see Map 17).

As an important part of the analysis of existing sanitary sewerage systems in the Region, the Commission initially intended to develop a time series of sewerage system expenditures using the uniform audit reports required by the Wisconsin Department of Administration, Bureau of Municipal Audit. A review of these reports, however, revealed obvious nonuniformity of reporting and, in some cases, nonreporting, particularly with respect to capital versus operating and maintenance expenditures. The audit reports, therefore, were not considered reliable for the purpose of accurately tabulating expenditures made over a period of years in each of the 91 centralized sanitary sewerage systems in the Region. Accordingly, during 1972 the Commission contacted all local public officials responsible for management of each of the 91 public centralized sanitary sewerage systems in the Region to obtain accurate and reliable cost data for 1970.

Total expenditures for 1970 for operation, maintenance, and capital improvements, including debt retirement, for sanitary sewerage systems in the Region approximated \$43.1 million, or about \$29 per capita. Of this total, about \$9.4 million, or about \$6 per capita, was expended for operation and maintenance and about \$33.7 million, or about \$23 per capita, was expended for capital improvements. The per capita costs developed for the Region were compared with national average per capita costs developed for the U. S. Environmental Protection Agency (EPA).⁹ As determined by this EPA study, the average annual per capita cost was estimated, in 1968 dollars, to be \$4.50 for operation and maintenance of centralized sanitary sewerage systems, and \$15.30 for capital

improvements expenditures. With the effects of inflation since 1968 and the accuracy and precision inherent in the data provided by both the national and regional studies, this figure is comparable to the regional averages.

The Technical Coordinating and Advisory Committee on Regional Sanitary Sewerage System Planning met three times during 1972 to review and approve drafts of six chapters of the final planning report. It is anticipated that the technical work for the planning program will be completed by mid-1973, and that informational meetings, public hearings, and final Commission review, plan adoption, and report publication will be completed during 1973.

ROOT RIVER WATERSHED PLANNING PROGRAM

The Root River watershed study was the first comprehensive watershed planning program to be undertaken by the Commission and the second major work program actually directed toward the preparation of long-range physical development plans. Results of the study, which was initiated in July 1964 and completed in July 1966, were documented in SEWRPC Planning Report No. 9, A Comprehensive Plan for the Root River Watershed. Although the study itself has been formally concluded, the Commission continues to monitor development in the watershed, to coordinate and advise on the execution of the watershed plan, and to review plan implementation progress. The adopted plan for the Root River watershed includes a basic land use and parkway plan element, as well as plan recommendations for flood control and water pollution abatement.

Plan Adoption

The comprehensive Root River watershed plan was formally adopted by the Commission in September 1966. Since that time the governing bodies of six local units of government and of two areawide governmental agencies have adopted the plan as a guide for the physical development of the watershed. These units and agencies of government are the Milwaukee County Board of Supervisors, the Racine County Board of Supervisors, the Common Council of the City of Racine, the Town Board of the Town of Mt. Pleasant, the Common Council of the City of Oak Creek, the Common Council of the City of Franklin, the Metropolitan Sewerage Commission of the County of Milwaukee, and the Sewerage Commission of the City of Milwaukee.

⁹ Robert Smith and Richard G. Eilers, Cost to the Consumer for Collection and Treatment of Wastewater, Water Pollution Control Research Series No. 17090, U. S. Environmental Protection Agency, July 1970.

On February 5, 1971, the Root River watershed plan was certified by the Wisconsin Department of Natural Resources to the U. S. Environmental Protection Agency as the approved water quality management plan for the Root River basin. On September 14, 1971, the U. S. Environmental Protection Agency approved the Root River watershed plan, indicating, however, that further investigation and analysis would be necessary to supplement the plan with respect to the potential of combining existing sewage treatment facilities at the Village of Union Grove and the Wisconsin Southern Colony Institution, and with respect to resolving combined sewer overflow problems in the City of Racine. Thus, the Root River watershed plan currently stands as an approved basin plan which is being utilized by the state and federal agencies in support of the awarding of federal grants-in-aid for sewerage facilities. The two areas requiring additional attention were reviewed as part of the regional sanitary sewerage system planning program in 1972, and staff recommendations to retain both the Southern Colony and the Village of Union Grove sewage treatment plants with common discharge points to the west branch of the Root River Canal have been made. Sound planning and engineering practice dictates that any evaluation of alternative solutions to combined sewer overflow problems in the City of Racine await completion of a joint research and demonstration project presently being conducted by the City of Racine in cooperation with the Wisconsin Department of Natural Resources and the U. S. Environmental Protection Agency. This project seeks to evaluate an alternative to combined sewer separation that would utilize a screening/dissolved

air-flotation method of treating combined sewer overflows at outfall locations. This project became fully operational during 1972, and meaningful findings and recommendations will probably not be available before early 1975.

Plan Implementation

Specific implementation recommendations for the Root River watershed plan are contained in Chapter XIV of SEWRPC Planning Report No. 9. The recommendations deal with organization for plan implementation; implementation of land use, water control facility, and pollution abatement facility plan elements; and various methods of financing the plan elements. As reported in previous Commission annual reports, a number of significant steps have been taken toward implementation of the Root River watershed plan by the various governmental agencies and private organizations operating within this important urbanizing watershed. Actions taken during 1972 toward implementation of the plan include the following:

- The continuation of a parkway land acquisition and development program along the Root River by the Milwaukee County Park Commission and the Racine County Board of Supervisors. As shown in Table 27, the comprehensive Root River watershed plan calls for the ultimate acquisition and development of parkway lands along the River having a total area of 6,950 acres in the two counties. Of this total, 3,836 acres, or about 55 percent, had been acquired primarily by the Milwaukee County Park

Table 27

PARKWAY LAND ACQUISITION PROGRESS IN THE ROOT RIVER WATERSHED IN ACRES: 1972

County	Recommended Park and Parkway Acquisition Total-1990	Park and Parkway Acquired Prior to Plan Adoption	Recommended Additional Public Acquisition	Public Acquisition Since Plan Adoption		Total Parkway Lands Remaining To be Acquired
				During 1972	Total to Date	
Milwaukee.....	4,490	3,760	730	56	293	437
Racine.....	2,460	76	2,384	0 ¹	297	2,087
Total	6,950	3,836	3,114	56	590	2,524

¹Agreements for the acquisition of additional lands were being negotiated during 1972 by the Racine County Highway and Park Commission, but the lands were not acquired in 1972 and therefore do not appear in this table. Further, 22.13 acres acquired in January 1972 were reported in the Commission's 1971 Annual Report, since the purchase agreement was reached in that year.

Source: Milwaukee County Park Commission, Racine County Highway and Park Committee, and SEWRPC.

Commission prior to plan completion and adoption. Since plan adoption, an additional 590 acres, or about 19 percent of the total recommended additional land acquisition, have been acquired. This total includes 56 acres acquired during 1972 by the Milwaukee County Park Commission and 22 acres acquired during 1972 by the Racine County Board of Supervisors.

- The continuation of efforts by the Milwaukee County Park Commission to obtain federal assistance in the implementation of the development of Oakwood Lake Reservoir as recommended in the Root River plan. The Park Commission in 1970 filed an application for assistance under U. S. Public Law 566, Water Resources Planning and Construction Funds. During 1971 a feasibility study report was issued by the Wisconsin Soil Conservation Board which indicated that the proposed Oakwood Lake project did not qualify for P. L. 566 funding. The Park Commission then began efforts to pursue federal participation under a related resource conservation and development program which would include projects throughout the seven-county South-eastern Wisconsin Region.
- The continued recording of streamflow data in the watershed through the cooperative maintenance of three continuous recording stream gages by the Metropolitan Sewerage Commission of the County of Milwaukee, the Racine County Board, the U. S. Geological Survey, and the Regional Planning Commission.
- The continuation by the Commission, in cooperation with the Wisconsin Department of Natural Resources, of a water quality monitoring program on the Root River system.
- The continued installation of sanitary sewers in the northeast district of the City of Muskego to serve extensive existing development and to eliminate more than 800 septic tank systems. During 1972, the City of Muskego placed into operation an interim sewage treatment facility to serve the northeast district of the city pending full implementation of the watershed plan through construction of a major trunk sewer by the Metropolitan Sewerage Commission of the County of Milwaukee.
- A request by the City of Racine to the U. S. Department of Housing and Urban Development for federally funded floodland insurance programs for the reach of the Root River within the City of Racine. The Commission cooperated with and provided hydrologic and hydraulic data to the U. S. Department of the Interior Geological Survey for its flood insurance study for the City of Racine.
- The initiation by the City of Franklin of a grant application to the Wisconsin Department of Natural Resources for partial support of construction of interceptor sewers and sanitary sewer collection sewers for the St. Martin's and the Hale Park Highlands areas of the City of Franklin. When fully complete, the installation of these sewers will result in the elimination of more than 500 septic tanks and the small Mission Hills sewage treatment facility in the City of Franklin.
- The initiation by the Village of Hales Corners of a grant application to the Wisconsin Department of Natural Resources for partial support of construction of local sanitary sewer systems to serve the eastern portion of the Village of Hales Corners. The project would provide sanitary sewer service to Section 29 of the village and thus eliminate approximately 110 septic tanks and temporary holding tank facilities for a public grade school and three apartment buildings.
- The initiation by the Village of Union Grove of state and federal grant applications in support of a new sewage treatment plant and trunk sewer to serve the Village of Union Grove. These grant applications are in conformance with and serve to implement the regional land use plan prepared and adopted by the Regional Planning Commission and the recommendations contained in the Root River watershed planning program. The proposed sewage treatment plant would provide secondary and advanced waste treatment, including ammonia nitrogen reduction, phosphorus removal, and disinfection of effluent.

- The initiation by the Milwaukee-Metropolitan Sewerage District of federal grant applications in partial support of the construction of a main sewer in the Root River parkway from W. Cold Spring Road to W. Morgan Avenue and the construction of a main sewer in the Village of Hales Corners. These projects would continue the Milwaukee-Metropolitan Sewerage Commissions' long-range work program of extending major trunk sewers to provide the adequate trunk sewer capacity that permits eventual abandonment of sewage treatment plants as recommended in the adopted watershed plan. Construction of these sewers within Hales Corners will permit abandonment of the last three of the five sewage treatment plants identified for abandonment in the plan. These three treatment plants include the Village of Hales Corners sewage treatment plant and the Regal Manor Subdivision and Highway 24 Drive-In sewage treatment plants in the City of New Berlin. The Milwaukee-Metropolitan Sewerage Commissions encountered an extremely difficult construction problem in the section of sewer being constructed in the Root River parkway between W. Layton Avenue and W. Forest Home Avenue. Required dewatering of the trench affected the shallow private wells of nearby residences, leaving many without water. Although officials decided to continue sewer construction, with various municipalities providing temporary residential water supplies, the trunk sewer construction was delayed and final disposition of the water supply problem had not been determined by the end of the year.

- The preparation of floodland zoning regulations by the City of West Allis and the Village of Greendale. The Commission has assisted both communities in delineating floodland areas and writing the respective ordinances. The City of West Allis will hold public hearings on amendments to the city's zoning regulations early in 1973. Adoption of floodland zoning has already been completed by Racine County and the City of Racine; and by the Cities of Greenfield, Oak Creek, and Franklin within Milwaukee County.

- A review requested by the Milwaukee County Expressway and Transportation Commission of the hydraulic effect of the proposed Belt Freeway crossing of the Root River in the City of Franklin. The hydraulic design of the proposed crossing met adopted bridge standards.

FOX RIVER WATERSHED PLANNING PROGRAM

The Fox River watershed study, initiated in January 1966 and completed in December 1969, was the second comprehensive watershed planning program to be undertaken by the Commission and the third major work program directed toward the preparation of long-range physical development plans. Study results have been documented in two volumes as SEWRPC Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed. Although the study itself has been formally concluded, the Commission continues to monitor development in the watershed, to coordinate and advise on the execution of the watershed plan, and to review plan implementation progress. The adopted plan for the Fox River watershed includes a basic land use element, as well as natural resource protection, park and open space, flood control, water pollution abatement, and water supply elements.

Plan Adoption

The comprehensive Fox River watershed plan was formally adopted by the Commission in June 1970, and prior to 1972 had been adopted by the Kenosha, Milwaukee, Walworth, and Waukesha County Boards of Supervisors; the Town Board of the Town of Waterford; the Village Board of the Village of Rochester; and the Kenosha County Soil and Water Conservation District. The plan has been formally endorsed or acknowledged by the U. S. Department of Housing and Urban Development; the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Department of the Interior, Geological Survey; and the State Highway Commission of Wisconsin. During 1972 the plan was adopted by the Racine County Board of Supervisors and the City of Burlington Plan Commission.

The Fox River watershed plan was approved by the Wisconsin Natural Resources Board and certified by the Board in mid-1971 to the U. S. Environmental Protection Agency (EPA) as the interim basin plan for the Fox River watershed. In early

1972 the EPA completed its review of the plan, indicating that, while the plan met the federal planning requirements, two issues pertaining to plan implementation should be resolved before formal EPA approval is given. The first issue dealt with establishing a definite time schedule for implementation of the nutrient removal requirements as specified in the plan. In particular, the EPA requested that the Wisconsin Department of Natural Resources (DNR) establish an implementation schedule for phosphorus removal that would be compatible with such a schedule adopted by the State of Illinois and applicable to that portion of the Fox River watershed in Illinois. The second implementation issue for which clarification was requested by EPA is a detailed timetable for implementation of the areawide sewerage system for the upper Fox River watershed, which system would involve 12 municipalities. Final EPA approval of the plan was given for certain sub-areas of the watershed, however, during 1972 in order to not further delay needed sewerage construction projects. These areas include the Wind Lake area in the Town of Norway, the Eagle Lake area in the Town of Dover, and the Village of Sussex.

In response to the EPA requests, the DNR, in cooperation with the Commission, initiated steps during 1972 toward securing full EPA approval of the plan. In December 1972 the DNR published a report entitled, Implementation Schedule for Meeting the Water Quality Objectives and Waste Treatment Requirements of the Fox (Illinois) River Watershed. This report included a time schedule for proposed implementation of the phosphorus removal recommendation, as well as a tentative timetable for implementation of the upper Fox River watershed sewerage system. Public hearings and meetings on this report were scheduled for 1973 prior to forwarding of the report to the EPA in order to secure full EPA approval of the Fox River watershed plan.

Plan Implementation

Specific implementation recommendations for the comprehensive Fox River watershed plan are contained in Chapter IX, Volume 2, of SEWRPC Planning Report No. 12. The recommendations deal with the organization for plan implementation; the implementation of land use, water control facility, and pollution abatement plan elements; and various methods of financing the plan elements. A number of significant steps have already been taken toward implementation of the Fox River

watershed plan by the various units and agencies of government having plan implementation responsibilities. Actions taken during 1972 toward implementation of the plan include the following:

- The completion of large-scale 1" = 200' 2-foot and 4-foot contour interval topographic maps for 13.75 square miles of additional riverine area in the Fox River watershed as part of the ongoing large-scale topographic mapping program being conducted by the Racine County Board of Supervisors. Such large-scale topographic maps, based upon a Commission recommended survey control network which combines the public land survey and the state plane coordinate systems, are essential to the proper implementation of flood control recommendations contained in the Fox River watershed plan, and in particular to sound floodland zoning. As these additional large-scale topographic maps become available, the Commission delineates the 10- and 100-year recurrence interval flood hazard lines for the Fox River and its major tributaries.
- The continued recording of streamflow data in the watershed through the cooperative maintenance of two continuous recorder stream gages on the main stem of the Fox River, one located in the City of Waukesha and one located at Wilmot in Kenosha County. The operation and maintenance of these two stream gaging stations is cooperatively financed by the U. S. Geological Survey, the Waukesha County Board of Supervisors, the Wisconsin Department of Natural Resources, and the Commission.
- The continuation of a water quality monitoring program on the Fox River system by the Commission, in cooperation with the Wisconsin Department of Natural Resources.
- The initiation of efforts by the Wisconsin Department of Natural Resources to acquire 117 acres of land adjacent to Lake Como in Walworth County as recommended in the Fox River watershed plan. The Commission reviewed and recommended approval of a federal grant-in-aid in partial support of the acquisition of this important open-space area.

- The completion and placing in operation of a sanitary sewerage system to serve urban development around Browns Lake in the Town of Burlington, and the connection of the sewer system to the City of Burlington sewage treatment facility. Toward this end, the Commission had reviewed and recommended approval of state and federal grants-in-aid for the construction of such sewers.
- The continuation of efforts by the Town of Norway Sanitary District No. 1 and the Eagle Lake Sewer Utility District to establish new sanitary sewerage systems to serve urban development in the Wind Lake and Eagle Lake areas. The Commission in 1971 reviewed and recommended for approval state and federal grants-in-aid for the construction of a sewerage system to serve the Wind Lake area.
- The initiation of efforts by the Village of Mukwonago to construct a sanitary trunk sewer to serve the western half of the village and a sanitary sewage pumping station and force main to serve the southeastern area of the village as well as part of the existing urban development along the lake shore of Phantom Lake. Toward this end, the Commission reviewed and recommended approval of state and federal grants-in-aid for the construction of such sewers.
- The initiation of efforts by the Village of Pewaukee to construct a sanitary trunk sewer to serve the northwestern area of the village and the adjacent existing urban development, including a portion of the existing urban development along the north shoreline of Pewaukee Lake. Toward this end, the Commission reviewed and recommended approval of state and federal grants-in-aid for the construction of such sewers.
- The initiation of efforts by the Village of Genoa City to construct an addition to its existing sewage treatment plant to improve operation effectiveness of the overall treatment facility. Toward this end, the Commission reviewed and recommended approval of state and federal grants-in-aid for the construction of the trickling filter covers.
- The review of the request of the Floodplain-Shoreland Management Section of the Bureau of Water and Shoreland Management, Wisconsin Department of Natural Resources, of the proposed replacement of the Bieneman Road Bridge over the White River in the Town of Burlington. The Commission staff provided comments and recommendations for the design of the proposed replacement bridge consistent with recommendations contained in the Fox River watershed plan.
- The continued adoption of sound floodland zoning regulations throughout the watershed, made possible by the delineation of the 100-year recurrence interval flood hazard lines and corresponding flood stage profiles developed as part of the Fox River watershed plan. Floodland zoning ordinances applicable to the Fox River watershed have now been adopted by Kenosha, Racine, Walworth, and Waukesha Counties; by the Cities of Brookfield, Burlington, Muskego, New Berlin, and Waukesha; and by the Villages of Big Bend, East Troy, Genoa City, Menomonee Falls, Mukwonago, Pewaukee, Rochester, Silver Lake, and Waterford.

MILWAUKEE RIVER WATERSHED PLANNING PROGRAM

The Milwaukee River watershed study was the third comprehensive watershed planning program to be undertaken by the Commission and the fourth major work program directed toward preparation of long-range physical development plans. The study was initiated in October 1967 and was completed in October 1971. The results of the study have been documented in two volumes as SEWRPC Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed. Although the study itself has been formally concluded, the Commission will monitor development in the watershed, coordinate and advise on the execution of the watershed plan, and review plan implementation progress. The adopted plan for the Milwaukee River watershed includes a basic land use element, as well as natural resource protection, park and open space, floodland management, water pollution abatement, and water supply elements.

Plan Adoption

The comprehensive Milwaukee River watershed plan was formally adopted by the Commission in

March 1972. Following Commission adoption, the governing bodies of six local units of government and two local government agencies adopted the plan as a guide to physical development of the watershed. These units and agencies of government include the Sheboygan, Washington, Ozaukee, and Milwaukee County Boards of Supervisors, the Common Council of the City of Milwaukee, the Village Board of the Village of River Hills, the Sewerage Commission of the City of Milwaukee, and the Metropolitan Sewerage Commission of the County of Milwaukee. In addition to these formal adoptions, the Milwaukee County Park Commission and the City of Milwaukee Board of Harbor Commissioners endorsed the watershed plan in 1972. In adopting the Milwaukee River watershed plan, the Milwaukee County Board of Supervisors specifically excluded approval of a recommended parkway pleasure drive from Lincoln Memorial Drive near the McKinley Marina to Estabrook Park.

The plan was approved and certified to the U. S. Environmental Protection Agency by the Wisconsin Natural Resources Board in 1972, and was endorsed by the Wisconsin Board of Soil and Water Conservation Districts; the Wisconsin Board of Health and Social Services; the Wisconsin State Highway Commission; the U. S. Department of Housing and Urban Development; the U. S. Department of the Interior, Geological Survey and Bureau of Outdoor Recreation; and the U. S. Department of Agriculture, Farmers Home Administration and Soil Conservation Service.

Reconstitution of the Milwaukee River Watershed Committee

Although the comprehensive plan for the Milwaukee River watershed was completed in 1971, the Milwaukee River Watershed Committee has been reconstituted to promote plan adoption, to monitor development in the watershed, and to review plan implementation progress. Composition of the new 29-member committee, which includes several members of the original committee, is set forth in Appendix C of this report.

Plan Implementation

Specific implementation recommendations for the comprehensive plan for the Milwaukee River watershed are contained in Chapter IX, Volume 2, of SEWRPC Planning Report No. 13. The recommendations deal with the organization for plan

implementation; the implementation of land use, water control facility, and pollution abatement plan elements; and various methods of financing the plan elements. A number of significant steps have already been taken toward implementation of the Milwaukee River watershed plan by various units and agencies of government having plan implementation responsibilities. Although most of these actions were taken in 1972, some were completed in 1971 coincident with the final phase of the Milwaukee River watershed study. These 1971 implementation actions are also discussed here, since they were not reported in the Commission 1971 Annual Report, which described the Milwaukee River watershed plan. Actions taken toward implementation of the plan include the following:

- The continued recording of streamflow data in the watershed through the cooperative maintenance of four continuous recorder stream gages, with one each located on the Milwaukee River in the City of Milwaukee, on the Milwaukee River at Waubesa in Ozaukee County, on the North Branch of the Milwaukee River at Fillmore in Washington County, and on the East Branch of the Milwaukee River at New Fane in Fond du Lac County. The 1972 operation of these four stations was cooperatively financed by the U. S. Geological Survey and the Wisconsin Department of Natural Resources. Supplemental streamflow data were also obtained in 1972 as a result of the continued operation of a staff gage at Kewaskum on the Milwaukee River in Washington County, a partial record low-flow gage on a tributary to the Milwaukee River at Fredonia in Ozaukee County, and a partial record crest stage on Sauk Creek at Port Washington in Ozaukee County. These gaging installations were cooperatively maintained by the U. S. Geological Survey and the Wisconsin Departments of Natural Resources and Transportation.
- Agreement by Ozaukee County to participate in the financial support of continuous streamflow gaging stations at Waubesa and Cedarburg, agreement by Washington County to assist in the financing of similar gages at Fillmore and Kewaskum, and agreement by Fond du Lac County to contribute to the cost of a continuous streamflow recording gage at New Fane. Gage

installations and operations affected by these agreements will occur or be initiated in 1973.

- The continuation by the Commission, in cooperation with the Wisconsin Department of Natural Resources, of annual stream water quality monitoring at 12 stations on the Milwaukee River system.
- Land acquisitions by two communities in conformance with environmental corridor preservation recommendations of the watershed study. The Village of Saukville purchased a 13-acre peninsula in the Milwaukee River floodplain and the City of West Bend purchased six acres of floodland along Silver Creek. In related actions, the City of Mequon, as a first step toward implementation of land use recommendations, requested that the Commission identify those land parcels affected by plan recommendations in riverine areas, and the City of West Bend and the Village of Grafton initiated development of two new parks, Riverside Park in West Bend and Lime Kiln Park in Grafton.
- Application by the Washington County Park and Planning Commission to the Wisconsin Department of Natural Resources for federal grants in partial support of the development of Ridge Run Park, Albecker Park, and Cedar Lake Park. The development of these parks, each located within delineated primary environmental corridors of the Milwaukee River watershed, will serve to implement the Milwaukee River watershed plan.
- Application by the City of Cedarburg to the Wisconsin Department of Natural Resources for a federal grant in partial support of land acquisition adjacent to the existing Boy Scout Park on Cedar Creek in the City of Cedarburg. This proposed acquisition of land within a delineated urban environmental corridor of the Milwaukee River watershed serves to implement the adopted watershed plan.
- Adoption by the Town of Polk of a new zoning ordinance that establishes conservancy and exclusive agricultural districts designed to implement the watershed plan.
- Adoption by the Village of Kewaskum of a comprehensive zoning ordinance, the first in the village's history, designed to implement the environmental corridor preservation and floodland zoning recommendations of the Milwaukee River watershed plan.
- Adoption by the Washington County Board of a new land subdivision ordinance requiring parkland dedication or reservation at the time of subdivision plan approval.
- Adoption of floodland zoning ordinances by the City of Mequon and the Village of Kewaskum.
- Delineation of an urban floodway by the Commission staff for the Village of Saukville and adoption by the village of an interim floodland resolution requiring special review and permits for all floodland development.
- Refinement of an urban floodway district initially delineated by the Commission staff, and preparation of a draft floodland zoning ordinance by the City of Glendale.
- Preparation by the Commission staff of a draft floodland zoning ordinance for the Village of River Hills.
- A request that the Commission assist the City of Cedarburg in the preparation of a floodland zoning ordinance.
- A request that the Commission assist the Village of Jackson in preparing floodland regulations for newly annexed areas along Cedar Creek.
- Provision by the Commission of flood hazard information for the City of Mequon to the U. S. Geological Survey, to be used in a federal flood insurance report. City of Mequon participation in the flood insurance program was contingent upon both the availability of the flood hazard information developed under the Milwaukee River watershed study and the city's adoption of floodland regulations.
- Commission staff evaluation of four alternative dike arrangements intended to pro-

tect the West Bend sewage treatment plant site from flooding. The hydraulic analysis, undertaken at the request of the City of West Bend and its engineering consultants, recommended a dike configuration to protect not only the existing treatment plant and the plant additions recommended in the watershed study, but also to retain much of the natural floodlands of the Milwaukee River in open-space use. The dike alignment recommended by the Commission staff was subsequently approved by the Wisconsin Department of Natural Resources.

- Hydraulic analyses by the Commission staff to determine the effect on flood stages of Milwaukee River channel construction downstream of the North Avenue Dam within the City of Milwaukee. These analyses, undertaken at the request of the City of Milwaukee, concluded that modest encroachment on the existing channel of the Milwaukee River to provide a narrow parkway with walkways, open space, and rest areas along the river for aesthetic and recreational purposes would be possible without incurring excessive flood stage increases. Such an improvement in the delineated primary urban environmental corridors in the riverine areas of the City of Milwaukee would serve to implement the watershed study recommendations.
- Completion by the Commission staff of a refined hydrologic and hydraulic analysis for Lincoln Creek in the Milwaukee River watershed. This refinement, undertaken at the request of the Sewerage Commission of the City of Milwaukee, produced refined flood discharges and stages and also provided the Sewerage Commission with an analysis of proposed channel modification work on Lincoln Creek. This project typifies the continuous process of watershed plan review and refinement required in an effective plan implementation program.
- Mutual agreement by the U. S. Army Corps of Engineers and the U. S. Environmental Protection Agency to provide 100 percent funding for a Milwaukee South Harbor dredging containment site construction program estimated to cost approximately \$7 million. Total federal funding, in contrast to only 75 percent federal funding, was made possible by the availability and completion of a comprehensive water quality management plan for the Milwaukee River and the area tributary to the Milwaukee Harbor, thus saving the City of Milwaukee approximately \$1.75 million.
- Continued construction according to schedule by the Milwaukee-Metropolitan Sewerage Commissions of relief sanitary trunk sewers in the lower Milwaukee River watershed.
- Agreement by the Village of Thiensville to connect to the Milwaukee-Metropolitan sewerage system as recommended in the comprehensive watershed plan.
- Completion of new advanced wastewater treatment facility additions to provide 85 percent phosphorus removal at the sewage treatment plants of the City of Cedarburg and the Village of Grafton.
- Installation by the Village of Campbellsport of effluent disinfection facilities and advanced wastewater treatment facilities providing for at least 85 percent phosphorus removal.
- Completion of engineering work for a proposed new municipal waste treatment plant for the Village of Jackson which will provide advanced waste treatment and disinfection for village wastes, including those from the Libby, McNeill, & Libby plant.
- Preparation of a preliminary engineering report for provision of advanced wastewater treatment at the Village of Saukville's sewage treatment plant.

Menomonee River Watershed Planning Program

The Commission in 1972 formally began its fourth watershed planning program with the initiation of the comprehensive Menomonee River watershed study. Initiation of the study is the culmination of activities begun on March 7, 1968, when the Commission formed the Menomonee River Watershed Committee in response to formal requests from the City of Wauwatosa, the City of Brookfield, and Milwaukee County that the Commission address itself to the pressing water resource and

water resource-related problems of the Menomonee River watershed. The Committee, with the assistance of the Commission staff, prepared the Menomonee River Watershed Planning Program Prospectus, which identified the water resource and water resource-related problems of flooding, water pollution, park and open-space needs, industrial water supply, and changing land use, and also set forth the work elements necessary to conduct the three-year comprehensive watershed planning program. The Prospectus was adopted by the Menomonee River Watershed Committee in October 1969, with the recommendation that it be implemented by local, state, and federal units of government.

The Prospectus, approved and published by the Commission in November 1969, documented the necessary funding commitments which were subsequently secured from Milwaukee, Ozaukee, Washington, and Waukesha Counties, all of which lie partly in the Menomonee River watershed. Study approval and partial funding were also requested, as recommended in the Prospectus, from the Wisconsin Department of Natural Resources, the U. S. Department of Housing and Urban Development, and the U. S. Environmental Protection Agency. The necessary commitments from these three agencies were received in 1972.

An initial public hearing on the Menomonee River watershed study was held by the Committee in 1972, prior to the start of the inventory and analysis phases of the study. The hearing provided interested citizens in the watershed, spokesmen for citizen groups, interested governmental agencies, and commercial and industrial concerns an opportunity to express their opinions about the major water resource and water resource-related environmental problems in the Menomonee River watershed. The hearing indicated that all of the major water resource-oriented problems of the watershed had been adequately considered in the preparation of the Prospectus and that, therefore, the work program as outlined in the Prospectus was well founded and should proceed substantially as proposed. Formal minutes of the hearing were published by the Commission. Subsequent to this hearing, the Commission staff began work on some of the more than 20 inventories required for the study, including inventories of large-scale mappings; stream system hydraulic characteristics, natural resources, and wildlife; and the state of the art of hydrologic, hydraulic, and water quality simulation models. Negotiations began with

the Wisconsin Department of Natural Resources to obtain Department participation in the inventory and analysis of watershed natural resources and wildlife. These inventories will generally be completed by the end of 1973 and the Commission staff intends to begin the analysis and forecast phase of the project during that year.

WATER QUALITY MONITORING PROGRAM

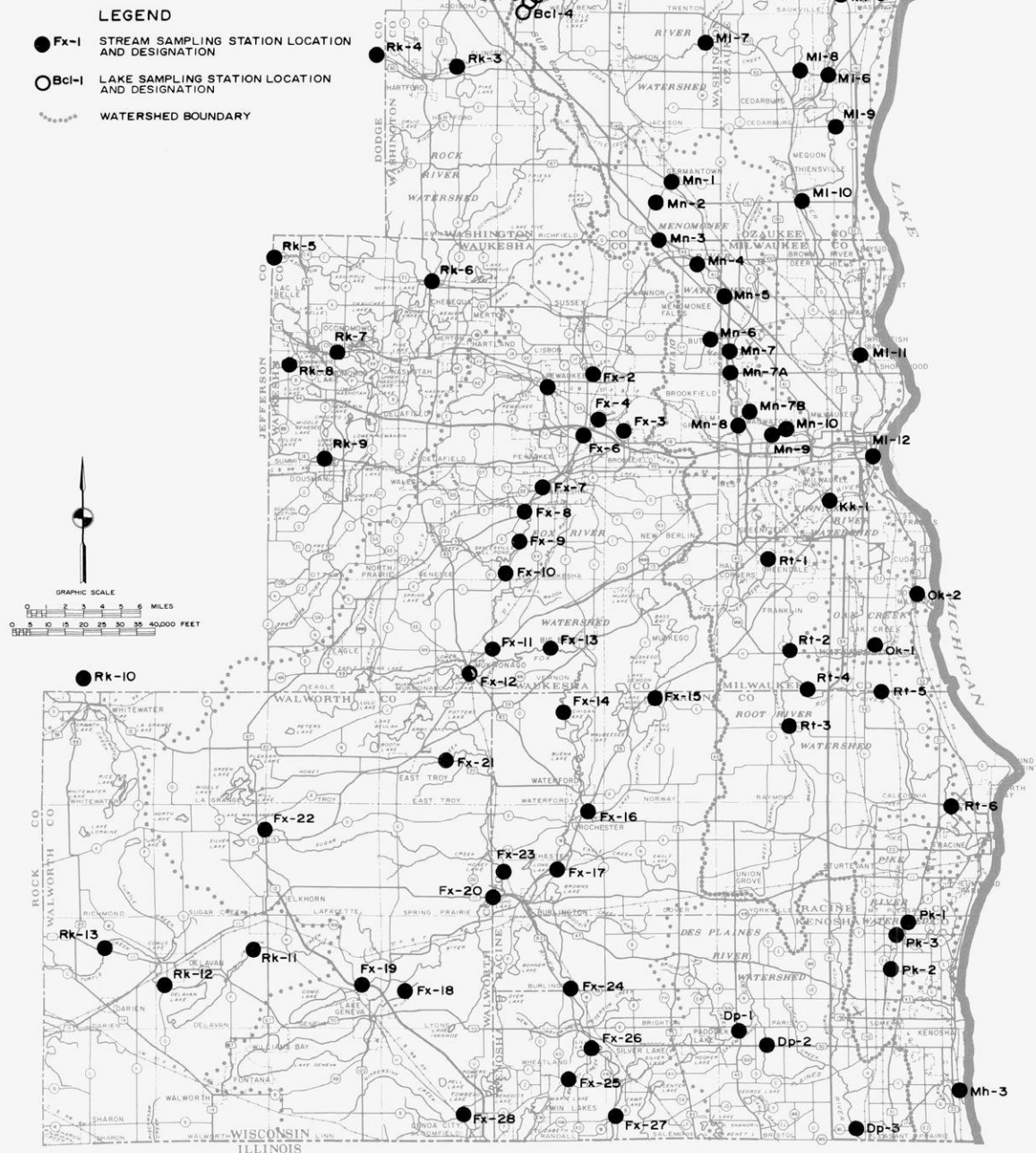
In 1968 the Commission entered into a cooperative agreement with the Wisconsin Department of Natural Resources whereby the Department and the Commission undertook a continuing stream water quality monitoring program within the Region. The objective of the program is to provide, on a continuing basis, the water quality information necessary to assess the long-term trends in stream water quality within the rapidly urbanizing Region.

The continuing monitoring program was designed to build upon the bench mark stream water quality data base established by the Commission in the initial regional stream water quality study, the findings of which were published in SEWRPC Technical Report No. 4, Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966. The continuing stream water quality monitoring program during 1968 and 1969 involved operation of the 87 stream water quality sampling stations (see Map 18) established by the Commission in the initial study of 43 streams and watercourses within the 11 major watersheds of the Region. Sampling was done twice yearly at all 87 sampling stations during periods of high and low flow, with the samples being analyzed for dissolved oxygen, temperature, fecal and total coliform, nitrate nitrogen, nitrite nitrogen, dissolved phosphorus, pH, chloride, and specific conductance.

To provide additional information on the diurnal fluctuations of stream water quality in the Region, the monitoring program was revised in 1970 to provide for the collection of six stream water samples over a 24-hour period once yearly during a period of low streamflow at each sampling station, with each sample being analyzed for the following five parameters: dissolved oxygen, temperature, pH, chloride, and specific conductance. In addition, once during the 24-hour period the following four parameters would be analyzed: fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus.

Map 18

LOCATION OF SOUTHEASTERN WISCONSIN
REGIONAL PLANNING COMMISSION
STREAM AND LAKE SAMPLING
STATIONS IN THE REGION:
1972



Continuing water quality information is needed in order to assess long-term trends in stream water quality and to gage the effectiveness of watershed plan implementation efforts in improving and restoring high levels of water quality to the streams of the Region. For this reason the Commission, in cooperation with the Wisconsin Department of Natural Resources, maintains a continuing stream and lake water quality monitoring program designed to build upon the bench mark stream water quality data base established by the Commission in 1964.

Source: SEWRPC.

In order to obtain regional information on additional water quality indicators, the Commission and the Wisconsin Department of Natural Resources agreed to a further modification of the program beginning with the 1972 survey. The overall continuity of the sampling program was maintained by continuing to monitor those parameters included in previous surveys with the following changes: a decrease from six to four per day in the frequency of dissolved oxygen, temperature, and specific conductance measurements; a decrease from six to two per day in the frequency of pH and chloride determinations; an increase from one to two per day in the frequency of fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus measurements; and the addition of two determinations per day of organic nitrogen, ammonia nitrogen, and total phosphorus. The addition of the three parameters was prompted by the need for more regional information on nutrients and increased interest in both oxygen demand exerted by ammonia nitrogen and the toxic effect of ammonia nitrogen. Thus, the stream water quality monitoring program, as revised in 1972, provides for four measurements over a 24-hour period once yearly. These are made during a period of low flow at each of the 87 stations for each of the following three parameters: dissolved oxygen, temperature, and specific conductance. Two determinations are made at each station over the same 24-hour period of each of the following nine parameters: pH, chloride, fecal coliform, nitrate nitrogen, nitrite nitrogen, ammonia nitrogen, organic nitrogen, dissolved phosphorus, and total phosphorus.

During 1972, work continued on the Big Cedar Lake pilot sampling project, which was begun in 1971 when the Commission and the Wisconsin Department of Natural Resources agreed to expand the stream water quality sampling program on a pilot basis to include continuing lake water quality sampling. Big Cedar Lake in Washington County was selected for the program because it is representative of the larger lakes in the Region and it includes a tributary area experiencing urbanization. In addition, the lake is experiencing increasing recreational use. Under this pilot program, water samples are taken four times each year—in late winter, early spring, mid-summer, and late fall—and a total of 18 lake water quality parameters are determined.

Nearly 10 years have elapsed since 1964, the initial bench mark year for extensive stream water quality monitoring by the Commission in

southeastern Wisconsin. Therefore, the Commission intends to analyze the data collected under the continuing program and to publish the findings in a forthcoming technical report. The principal objective of this analysis will be to make a complete presentation of all the data and to provide, based on that data, an assessment of long-term trends in stream water quality in the urbanizing Region. The forthcoming analysis will also be directed toward the achievement of related secondary objectives. Existing water quality will be evaluated against current adopted water use objectives and supporting standards as well as anticipated upgraded State of Wisconsin water use objectives and supporting standards to determine how well those objectives are being achieved. Anticipated changes in Wisconsin water use objectives and standards and changing federal requirements, combined with data needs revealed by the analysis, may result in recommendations of changes in the sampling program. These alterations may include revision to and expansion of the number of water quality indicators included in the program, modifications in the frequency of sampling, adjustments in the location of sampling stations, and more extensive flow measurements. Finally, the evaluation of 10 years of stream water quality data for the Southeastern Wisconsin Region may point to the need for special regional or subregional studies.

The continuing stream water quality monitoring program has now advanced to the point where it should be viewed, in the context of regional planning, as more than a data collection program. Broadly speaking, the Commission's ongoing regional planning program seeks to maintain and improve the quality of life in rapidly urbanizing southeastern Wisconsin. The surface waters in this water-rich area, particularly the uses and activities which they are or are not able to support, constitute a vital element of that quality of life.

STREAM GAGING PROGRAM

Continuous recording gages, daily gages, and partial record stream gaging stations that monitor river flows at points strategically located in and near the Region provide important data required for the rational management of the water resources of southeastern Wisconsin. Such data are important for the following reasons:

1. Long-term streamflow data constitute an invaluable input to new comprehensive

watershed studies and are also useful in implementation of and refinement to completed watershed plans. Discharge-frequency relationships, supplemented with other available historical hydrologic-hydraulic data, are used to develop digital computer simulation models which generate design flood discharges and stages throughout the watershed stream system and which provide the means whereby floodlands may be identified and mapped.

2. Low streamflow information comprises a key input to water quality simulation models used in Commission comprehensive watershed studies and in the regional sanitary sewerage system planning study to assess the impact of various types of wastewater discharge on the streams. Continued and expanded monitoring of low flows is needed to produce data for new watershed studies, for implementation and refinement of existing watershed plans, and for implementation and refinement of the Commission's regional sanitary sewerage system plan.
3. Historical flood flow data obtained from gaging stations located beyond watersheds for which comprehensive studies have been completed can facilitate the conduct of special localized flood hazard studies. A riverine community in such an area that wishes to determine and delineate floodplain and floodway areas for the preparation and adoption of floodland regulations may develop the necessary flood hazard information from historical flood flow data, in the absence of a complete watershed study.
4. Measurements made at continuous recording gages, daily gages, and partial record crest stage gaging stations located in headwater areas of the 11 watersheds in the Region may eventually be used as indicators of impending serious flood events in certain downstream urbanized portions of southeastern Wisconsin.

In order to develop a large, reliable file of historical flood data, local units of government are urged to make flood stage observations during major flood events and to transmit such data to the Regional Planning Commission. Such infor-

mation is a valuable supplement to streamflow data generated at established gaging stations.

When the Commission began its regional planning program in 1960, only two continuous recorder stream gages were operative on the entire stream network of the Region. These gages were located in Estabrook Park on the Milwaukee River at Milwaukee and on the Fox River at Wilmot in Kenosha County. Since then, the Commission has been instrumental in the establishment of nine additional gaging stations throughout the Region in an effort to provide the basis for establishment of long-term records of streamflow. These additional gages have been established as part of cooperative programs arranged by the Commission between the U. S. Geological Survey and the Wisconsin Department of Natural Resources, the Metropolitan Sewerage Commission of the County of Milwaukee, the Racine County Board of Supervisors, the Waukesha County Board of Supervisors, and the University of Wisconsin-Parkside. Of the nine new continuous recorder stream gages, three are located on streams in the Milwaukee River watershed, three on streams in the Root River watershed, one in the Fox River watershed, one in the Oak Creek watershed, and one in the Pike River watershed. All 11 gages are maintained by the U. S. Geological Survey.

The U. S. Geological Survey also maintains 29 additional gaging stations throughout the Region, including one combination wire-weight and crest gage, one combination staff and crest gage, six crest stage gages, 13 low-flow gages, and eight combination crest stage and low-flow gages, in cooperation with the Wisconsin Departments of Natural Resources and Transportation. These 40 stream gaging stations plus the inactive station at Cedarburg are shown on Map 19, together with their period of record.

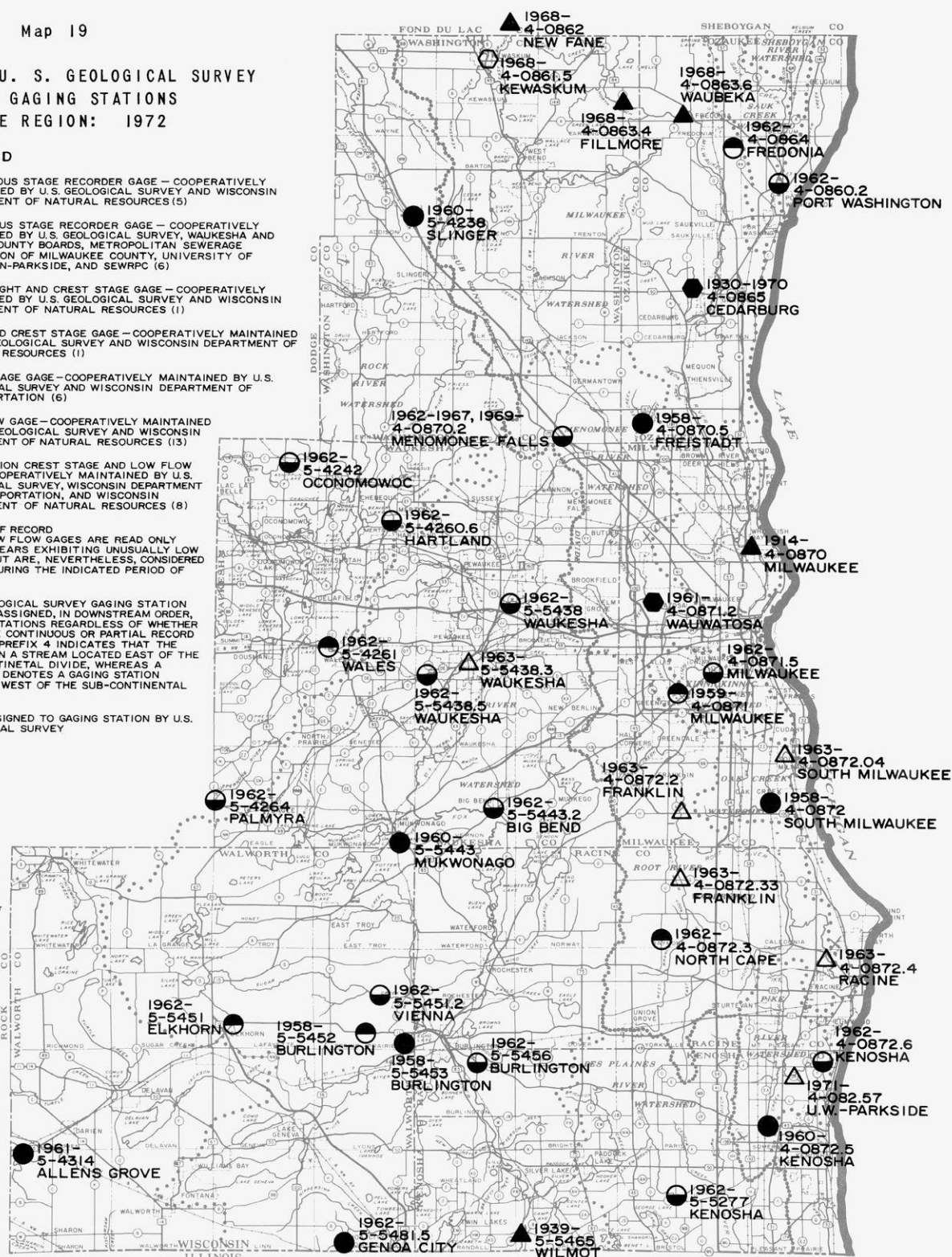
During 1972, several steps toward implementation of the stream gaging recommendations of the watershed plans were taken.

- The Waukesha and Racine County Boards agreed to provide the local funds necessary for installation of two additional continuous recorder stream gaging stations, one on the main stem of the Fox River near the Village of Mukwonago in Waukesha County, and one on the White River near the City of Burlington in Racine County, as recommended in the comprehensive plan for the Fox River watershed.

LOCATION OF U. S. GEOLOGICAL SURVEY
STREAM GAGING STATIONS
IN THE REGION: 1972

- ▲ CONTINUOUS STAGE RECORDER GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (15)
- △ CONTINUOUS STAGE RECORDER GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, WAUKESHA AND RACINE COUNTY BOARDS, METROPOLITAN SEWERAGE COMMISSION OF MILWAUKEE COUNTY, UNIVERSITY OF WISCONSIN-PARKSIDE, AND SEWRPC (6)
- WIRE-WEIGHT AND CREST STAGE GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)
- ◡ STAFF AND CREST STAGE GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)
- ◐ CREST STAGE GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (6)
- LOW FLOW GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (13)
- COMBINATION CREST STAGE AND LOW FLOW GAGE – COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, WISCONSIN DEPARTMENT OF TRANSPORTATION, AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (8)

4-0870 U.S. GEOLOGICAL SURVEY GAGING STATION
NUMBER ASSIGNED, IN DOWNSTREAM ORDER,
TO ALL STATIONS REGARDLESS OF WHETHER
THEY ARE CONTINUOUS OR PARTIAL RECORD
GAGES. A PREFIX 4 INDICATES THAT THE
GAGE IS ON A STREAM LOCATED EAST OF THE
SUB-CONTINENTAL DIVIDE, WHEREAS A
PREFIX 5 DENOTES A GAGING STATION
LOCATED WEST OF THE SUB-CONTINENTAL
DIVIDE.



Source: SEWRPC.

- The Ozaukee County Board agreed to provide the local funds necessary to reestablish the combination wire-weight and crest stage gaging station on Cedar Creek near the City of Cedarburg as a continuous recording gage by 1973, and further agreed to provide, effective in 1973, local funds necessary for maintenance of the continuous recording gage at Waubeka as recommended in the comprehensive plan for the Milwaukee River watershed.
- The Washington County Board agreed to provide the local funds necessary for conversion during 1973 of the stream gaging station on the main stem of the Milwaukee River in the Village of Kewaskum to a continuous recorder gage, and to provide local funds necessary for maintenance of the continuous recording gage at Fillmore, as recommended in the Milwaukee River watershed plan.
- The Fond du Lac County Board agreed to provide, effective in 1973, the local funds necessary for maintenance of the continuous recording gage at New Fane, as also recommended in the Milwaukee River watershed plan.

FLOODLANDS IN THE REGION

Because of the increasing frequency of requests for and use of Commission information about floodlands in the Region, a summary of this information is presented in the 1972 Annual Report. Floodland location and related peak flood discharge and stage information were used within the Region in 1972 by many municipalities in the preparation and administration of floodland regulations, by the U. S. Geological Survey for the preparation of federal flood insurance reports, and by private consultants for a variety of engineering projects in the riverine areas. Map 20 shows the 1972 status of floodland delineation within the Region based on 100-year recurrence interval flood data.

The delineation of the floodlands of southeastern Wisconsin is extremely important to sound regional planning and development. Because of flood hazards, high water tables, and inadequate soils, floodland areas are generally not well suited to urban development. These floodland areas, however, are generally prime locations for

much needed park and open space areas, and contain many of the best remaining woodland, wetland, and wildlife habitat areas of the Region. The floodlands also have important floodwater conveyance and storage functions. Therefore, within the context of regional land use planning, public utility and service development policies and practices should discourage indiscriminant urban development on floodlands while encouraging essentially natural, open space uses.

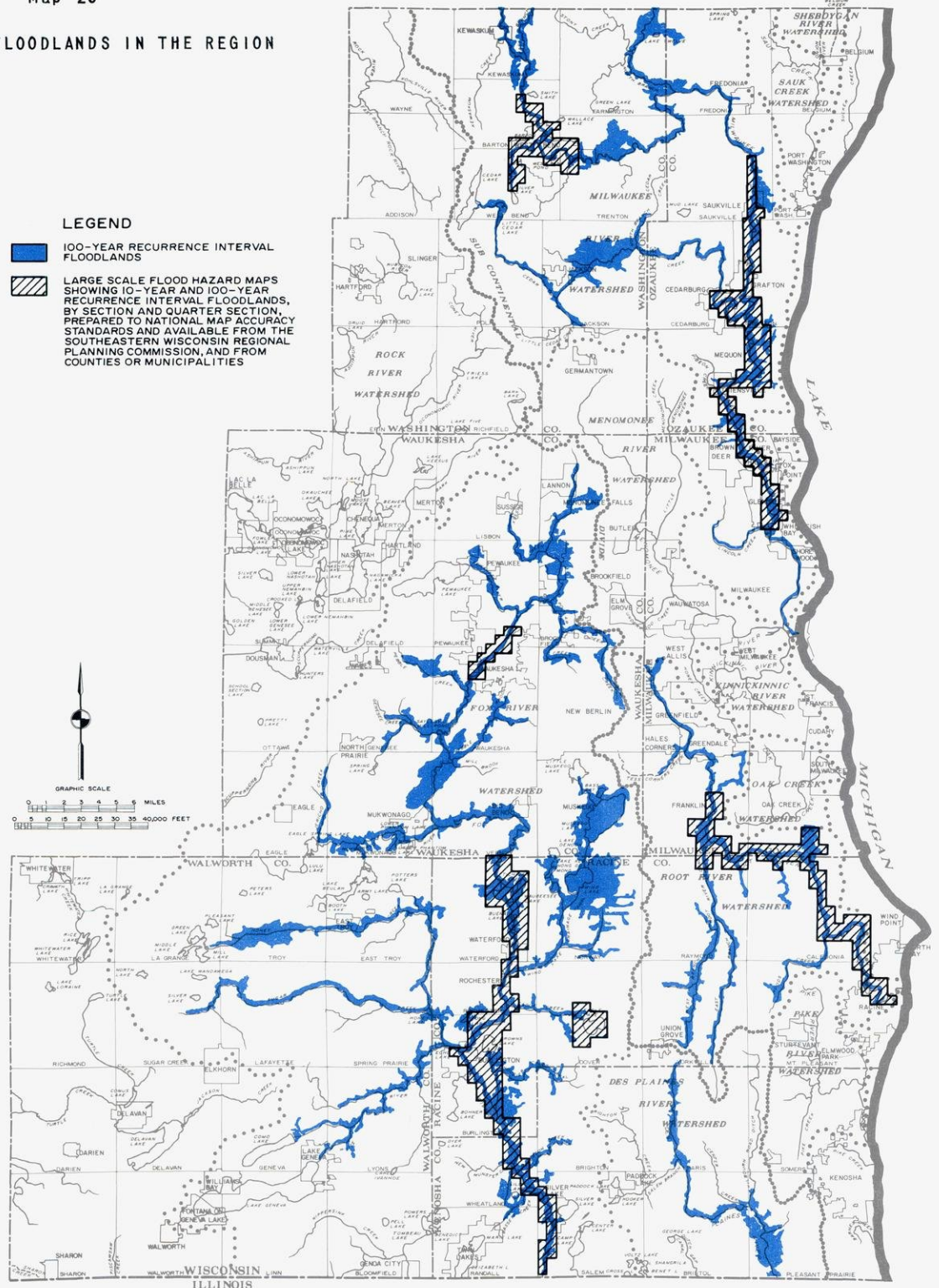
The floodplains of a river are comprised of the wide, relatively flat areas contiguous with, and usually lying on both sides of, the actual river channel. The floodplains, which are bounded on their outer fringes by markedly higher topography, have been formed over a long period of time by the streams and rivers. Since a river or stream may be expected to overflow its natural banks and occupy some portion of its floodplains on the average of once every two years, the floodplains are an integral part of the natural stream system, being used both to convey and to store floodwaters.

For planning and regulatory purposes in southeastern Wisconsin, the floodplains have been identified as those areas, excluding the channel, that would be inundated by a 100-year recurrence interval flood, whereas the floodlands are defined as consisting of the river channel plus the floodplains.

Under the Commission's comprehensive studies of the Root, Fox, and Milwaukee River watersheds, flood flow simulation techniques were used to compute the 100-year recurrence interval flood stages, which were in turn used to delineate the 100-year recurrence interval flood hazard line, and hence the outer limits of the floodlands, for a total of 459 miles of major stream channels in the Region within those watersheds. The U. S. Army Corps of Engineers, at the request of the Commission, also extended its Des Plaines River floodplain investigation into the Region and provided delineation of the 100-year floodplain for an additional 20 miles of major stream channel within southeastern Wisconsin. Thus floodlands have been delineated to date by the Commission along a total of 479 miles of major stream channel, or 42 percent of the 1,150 miles of such stream channel in southeastern Wisconsin (see Map 20). The Commission's current Menomonee River watershed study and other anticipated watershed studies will provide flood hazard information for additional portions of the

DELINEATED FLOODLANDS IN THE REGION

- LEGEND**
- 100-YEAR RECURRENCE INTERVAL FLOODLANDS
 - LARGE SCALE FLOOD HAZARD MAPS SHOWING 10-YEAR AND 100-YEAR RECURRENCE INTERVAL FLOODLANDS, BY SECTION AND QUARTER SECTION, PREPARED TO NATIONAL MAP ACCURACY STANDARDS AND AVAILABLE FROM THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, AND FROM COUNTIES OR MUNICIPALITIES



Comprehensive Commission studies of the Root, Fox, and Milwaukee River watersheds and a Corps of Engineers flood hazard study of the Des Plaines River watershed have resulted in the delineation of floodlands for 479 miles of major stream channel in the Region. These floodprone areas are generally unsuited for intensive urban development because of their susceptibility to recurrent inundation, their important function as floodwater conveyance and storage areas, and the presence of high water tables and unsuitable soils. Floodlands are, however, generally prime locations for needed park and open-space areas because the floodprone characteristics of such lands are consistent with recreational use and aesthetic enjoyment; because the presence of the river enhances the overall recreational experience; and because the linear, continuous nature of riverine lands provides areas close and readily accessible to urban residents.

Source: SEWRPC.

Region. All of the floodland areas have been mapped by the Commission on small-scale U. S. Geological Survey quadrangle topographic maps. Large-scale flood hazard mapping prepared to national map accuracy standards is available along about 35 percent of the 479 miles of major stream channel for which flood hazard information has been developed.

Floodlands encompass about 7 percent of the total area of the four watersheds for which such information has been developed. This figure must be taken as a lower limit of the proportion of the Region subject to flood hazard, since floodlands have been delineated only for the major perennial streams. If floodlands are assumed to encompass at least 7 percent of the area of all watersheds, then a minimum of 188 square miles of southeastern Wisconsin may be expected to lie within the 100-year flood inundation lines of the Region's major streams.

The Commission has, in recent years, undertaken a program to acquire and develop staff capability with hydrologic-hydraulic simulation computer programs which may be used to refine or supplement watershed study flood hazard information. In 1972, for example, the Commission refined flood stages and floodland delineations for 32.6 miles of the main stem of the Fox River in Racine and Kenosha Counties so as to incorporate the topographic and cultural data shown on new large-scale maps.

The Commission acquired and initiated the implementation of two new computer programs in 1972—a Corps of Engineers backwater program¹⁰ and a U. S. Soil Conservation Service hydrology program.¹¹ The backwater program determines the stream surface profile commensurate with a given discharge by employing the standard step method of backwater computations in channel-floodplain reaches and a special routine at bridges and culverts. The hydrology program, which uses output from the backwater program as part of its input, is a discrete flood event model that

develops watershed-wide streamflow hydrographs for a given rainfall or rainfall-snowmelt flood event.

SANDSTONE AQUIFER SIMULATION MODEL

In June 1972 the Wisconsin and U. S. Geological Surveys indicated to the Commission and to certain local government agencies a willingness to develop a digital computer model of the deep sandstone aquifer underlying southeastern Wisconsin, which aquifer is the water source for most high-capacity industrial and municipal wells in the Region. Subsequently, the Commission invited the major public water utilities within the Region which use groundwater as a source of supply to attend a meeting to discuss the matter. It was agreed by representatives of seven of the utilities, the Wisconsin and U. S. Geological Surveys, and the Commission who attended the meeting that it would be highly desirable to proceed with development of the model, and that the Commission should approach the major public water utilities which use, or expect to use, the deep sandstone aquifer as their source of supply, to obtain the local funding necessary to receive matching state and federal grants-in-aid.

Of the total \$70,000 cost of the two-year program, \$35,000 will be paid by the U. S. Geological Survey, \$17,500 by the Wisconsin Geological and Natural History Survey, and the remaining \$17,500 by the major local public water utilities concerned. To simplify the administration of the program, it was recommended that only those public utilities serving communities with 1970 population levels of 3,000 or more contribute to the funding of the program. These utilities were accordingly defined as "major" public utilities, and the cost to each utility was prorated based on the relative population served.

As of the end of 1972, 11 of the 17 major utilities had agreed to participate in the funding of the modeling program. The 11 utilities include the City of Brookfield Water Utility, the Cedarburg Light and Water Commission, the Village of Germantown Water Utility, the Grafton Sewer and Water Commission, the City of Hartford Utilities Department, the Village of Menomonee Falls Water Utility, the City of Muskego Water Utility, the Oconomowoc Water Utility, the Village of Pewaukee Water Utility Commission, the Waukesha Water Utility, and the Whitewater Municipal Water Department. It was anticipated that funding

¹⁰U. S. Army Corps of Engineers, *Hydrologic Engineering Center, HEC-2, Water Surface Profiles, Computer Programs 723-X6-L202A, February 1972.*

¹¹U. S. Department of Agriculture, Soil Conservation Service, *Engineering Division, Computer Program for Project Formulation-Hydrology, Technical Release No. 20, May 1965. (Program revised, August 1972).*

commitments would be received from a sufficient number of the remaining communities to permit initiation of the simulation work early in 1973.

It should be noted that the aquifer modeling program does not constitute a water supply planning program for the Region. Rather, the model will provide an invaluable planning tool which can be used in regional and local water supply planning. The model, by simulating the hydraulic behavior of the deep sandstone aquifer, will permit forecasts of future regional declines in the aquifer potentiometric surface, and identification of potential future interference between existing regional pumping centers. The model can also be used to simulate the effects of new wells that might be proposed and thereby to assist in the planning of the location and spacing of such wells as well as to evaluate the effect of unplanned wells.

Data collection and computer program development will be the primary responsibility of the U. S. Geological Survey. The Commission will coordinate the work with the utilities involved, will make the model available to local water utilities for application in the Region, and will create a Technical Advisory Committee to make available the knowledge and experience of local utility officials. The primary work efforts of the U. S. Geological Survey will include analysis of groundwater conditions in the deep sandstone aquifer, determination and mapping of the physical limits of the aquifer as well as its hydraulic parameters, and determination of the yield potential of the aquifer. The study area will encompass about 3,500 square miles and, in addition to the Region, will include all or parts of Dodge, Jefferson, and Rock Counties and parts of northern Illinois. The actual boundary of the study area will be determined by the location of regional groundwater and surface water divides and the Lake Michigan shoreline.

The sandstone aquifer simulation efforts will culminate in the preparation of a mathematical model in the form of a computer program and attendant data inputs. An open file will be submitted to the cooperators documenting the findings of the study and discussing desirable future well locations and spacings and well pumpages for various centers of pumpage for 1990 as identified by the Commission and the local utilities.

INTERAGENCY SOILS AGREEMENT

The Commission in 1972 continued its activities under an interagency Memorandum of Understanding with the U. S. Department of Agriculture, Soil Conservation Service; the University of Wisconsin-Extension; and the seven soil and water conservation districts in the Region. Under the agreement, the Soil Conservation Service provides technical services in the application of the soil surveys, including the conduct of onsite investigations, upon request, for additional detailing and refinement of the soils maps; technical advice on means for overcoming soil limitations for specific uses; and technical assistance in the application of good soil and water conservation practices. University Extension cooperates in educational programs relating to the use of the detailed operational soil survey. The Commission has cooperated with these agencies in helping to achieve full use of the soil survey as an integral part of its community assistance program. In addition, the Commission distributed nearly 650 soils maps in 1972 to governmental agencies and individuals in the Region.

Numerous advisory services regarding the use of soils data were also performed during 1972 by a soil scientist operating out of the Soil Conservation Service area office in Waukesha, and by personnel in the various field offices. More than 170 onsite soil investigations and interpretations were made upon the request of local units of government, and more than 120 such investigations were made at the request of private individuals. Assistance was also provided by the Soil Conservation Service to the State Division of Health regarding the suitability of soils for proposed subdivisions not served by public sanitary sewers.

LAND USE PLAN DESIGN MODEL

During 1972 the Commission completed all technical work on the third phase of an Urban Planning Research and Demonstration Project (Project No. Wis. PD-1) sponsored by the U. S. Department of Housing and Urban Development (HUD) for the purpose of developing a land use plan design model. This mathematical model is intended to provide assistance in the design of land use plans that would serve to satisfy predetermined community development objectives and standards while minimizing total development costs.

The first phase of the research project, primarily that of basic model formulation, was documented in 1968 in SEWRPC Technical Report No. 8, A Land Use Plan Design Model, Volume 1, Model Development. The second phase of the project consisted of a further demonstration of the conceptual soundness and internal consistency of the model and the practicality of its application, as well as further refinements of the model. The practicality of the model was demonstrated through its application to the design of the land use plan for the Region and by a comparison of the results of the model design to the Commission's adopted regional land use plan which was prepared by conventional graphic and analytic techniques. The results of this second phase are presented in SEWRPC Technical Report No. 8, Volume 2, Model Test, published in 1969.

The objectives of the third phase of the project are the refinement of the land use design model programs and the preparation of a final report to assist planners in the application of the design model. During 1972, all technical work on the model was completed and the final report prepared in draft form for review by HUD.

COMMUNITY ASSISTANCE PROGRAM

Since 1962 the Commission has conducted a community assistance program that has included the preparation of local planning guides and model ordinances, publication of a bimonthly Newsletter, sponsorship of planning conferences and workshops, and the extension of functional guidance and advice to local units of government upon request. In 1968 the Commission extended the existing policy of functional guidance and advice to include project planning services and resident staff services to aid in implementation of regional plan elements, continuing the dissemination of available data and forecast information and achieving full integration of regional and local plans.

Such project planning and resident staff services are to be provided by the Commission when assistance is specifically requested in writing by the local units of government, lies within the staff resources and capabilities of the Commission after giving priority to Commission approved regional planning activities, and will contribute to the implementation of regional plans and the achievement of the other objectives set forth in the policy statement.

Provision of such assistance was further made subject to the following limitations:

- The Commission shall be paid the full cost, including the applicable share of overhead expenses, of the planning services to be rendered.
- Regional, watershed, or district plans shall exist within which such detailed studies, plans, and plan implementation devices can be developed.
- The local units of government requesting the detailed studies, plans, or plan implementation devices shall have adopted all completed applicable Commission adopted regional, watershed, or district plans.
- The Commission may, when appropriate, sublet all or portions of the detailed planning work to private consultants.

The normal advisory, educational, and review services continue to be provided at no direct cost to the local units of government.

EDUCATIONAL AND ADVISORY SERVICES

The Commission provided guidance and advice with respect to, and participated in, educational efforts on a continuing basis in 1972. Such services were provided through innumerable telephone contacts, informal "walk-in" requests, and formal written requests. Educational services were provided not only to local units of government but also to interested citizen groups, and were directed at explaining the need for, and purpose of, continuing local, regional, and state planning programs and the relationship which should exist between these different levels of planning; and the encouragement of the creation, organization, staffing, and financing of local planning programs.

Advisory services, comprised principally of the extension of basic planning and engineering data available in the Commission files and the technical assistance available from the Commission staff to local communities, were provided to many local units of government within the Region. Advisory services also include such matters as the preparation of suggested contracts and specifications for local mapping and for local planning programs.

The following list of educational and advisory services represents only a small selection from among the total of such services provided throughout 1972:

- Conduct of a tour of the Milwaukee River watershed as part of a National Conference for Geographic Education, in cooperation with the Carroll College Department of Geography.
- Presentation of information relating to housing and land development at a Housing Clinic sponsored by the Waukesha County Extension Service.
- Discussion of land use and related development problems with students in classes at Custer High School in the City of Milwaukee, Brookfield East High School in the City of Brookfield, and Arrowhead High School in the Town of Merton.
- Discussion of land use development and water-related resource problems with students in classes at the University of Wisconsin-Milwaukee College of Engineering and Applied Science and the Marquette University College of Engineering.
- Preparation of recommended floodland zoning regulations for the City of West Allis, Milwaukee County.
- Preparation of a recommended land division ordinance for the City of Muskego, Waukesha County.
- Preparation of a recommended land division ordinance for the City of Elkhorn, Walworth County.
- Assistance in the selection of a planning consultant for the City of Delafield, Waukesha County.
- Participation in an erosion control conference at the University of Wisconsin-Milwaukee.
- Preparation of contracts and specifications for a large-scale mapping program in Racine County.

- Preparation of a report on a recommended neighborhood planning program for the City of Delavan, Walworth County.

REVIEW SERVICES

The Commission also performed numerous review services during 1972 designed to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices; to avoid duplication of planning efforts; and to coordinate and encourage plan implementation. Reviews were performed at the request of local governments concerned and of state agencies that administer certain federal and state grant programs relating to planning and plan implementation.

The following are selected examples of the kinds of reviews performed by the Commission during 1972:

- Review of proposed floodland zoning regulations for the City of Glendale, Milwaukee County.
- Review of a proposed zoning ordinance for the City of Elkhorn, Walworth County.
- Review of a proposed street and house numbering system for the City of Cedarburg and Village of Grafton, Ozaukee County.
- Review of a proposed multi-family development project located along the Lake Michigan shoreline in the Town of Somers, Kenosha County.
- Review of recommendations to extend certain streets across the Milwaukee River in the City of Saukville, Ozaukee County.
- Review of proposed federal aid urban street systems for the Milwaukee, Racine, and Kenosha urbanized areas.
- Review of 12 proposed land subdivisions in Kenosha County.
- Review of a floodplain development proposal along the Little Menomonee River in the City of Mequon, Ozaukee County.

- Review of two proposed land subdivisions in the Village of Mukwonago, Waukesha County.
- Review of proposed TOPICS street systems for the Cities of Milwaukee, Wauwatosa, and West Allis, Milwaukee County.
- Review of a proposed bridge reconstruction across the White River in the City of Burlington, Racine County.
- Review of a proposed building site for the West Bend YMCA, Washington County.
- Review of outdoor recreation plans for the Town of Oconomowoc and Village of Sussex, Waukesha County.
- Review of a proposed location for the Village of Mukwonago sewage treatment plant, Waukesha County.
- Review of a proposed concrete pipe company plant location in the Town of Lisbon, Waukesha County.
- Review of a proposed recreational camp site in the Town of Saukville, Ozaukee County.
- Review of proposed sewage treatment plants in the Town of Somers and the Town of Pleasant Prairie, Kenosha County.
- Review of a proposed local sanitary sewer system to serve the Lake Pewaukee Sanitary District, Waukesha County.
- Review of a proposed mobile home park development project in the Town of Geneva, Walworth County.
- Review of a proposed sanitary landfill—recreational development proposal along the Little Menomonee River Parkway, Milwaukee County.
- Review of a proposed floodplain development proposal along Pebble Creek in the City of Waukesha, Waukesha County.
- Review of the design of a proposed Prairie Avenue Bridge over the Fox River, City of Waukesha, Waukesha County.
- Review of a proposed campground development in the Town of Farmington, Waukesha County.
- Review of a proposed sanitary sewer system plan for an area of the Village of Greendale, Milwaukee County.
- Review of a proposed major condominium development in the Town of Lyons, Walworth County.
- Review of a development proposal along Silver Creek in the City of West Bend, Washington County.

PROJECT PLANNING SERVICES

In 1972 the Commission continued to provide project planning services under contracts with the Village of Germantown and the City of West Bend in Washington County, the City of Cedarburg in Ozaukee County, and the City of Franklin in Milwaukee County. In each case the Commission was requested by the community to prepare precise neighborhood unit development plans, as recommended in the adopted regional land use plan. The preparation of these plans represents a sound and rational approach to regional and community land use plan implementation, and provides a means whereby local units of government can intelligently and properly review and approve subdivision plats, certified survey maps, proposed zoning changes, and the acquisition of land for certain public uses. A preliminary neighborhood development plan was completed during 1972 for the Hillcrest Neighborhood in the City of Franklin, and work was begun on the preparation of an official map for the City of Cedarburg. Ongoing planning activities continued during 1972 for the Village of Germantown and the City of West Bend. The project planning services also included preparation of reports on proposed rezoning actions, subdivision plat reviews, and planned unit development reviews. Such project planning services are provided under contracts with each of the communities whereby the Commission is reimbursed for all costs involved in the provision of such services.

DATA PROCESSING SERVICES

Through its Systems Engineering and Data Processing Division, the Commission provides data processing services at cost to local units and

agencies of government throughout the Region, with the availability of services depending upon the Commission's own data processing work load. In 1972 the Commission processed the payrolls for 11 school districts, including: Oconomowoc Public Schools; Fort Atkinson Public Schools; Port Washington Public Schools; Whitefish Bay Public Schools; Unified School District No. 1, Whitewater; Shorewood Public Schools; Cooperative Educational Service Agency No. 13, Waupun; Joint School District No. 1, West Bend; Jefferson Area Public Schools; Common School District No. 10, Mukwonago; and East Troy Community Joint School District No. 1. In addition, the Commission processed school and municipal census data for three school systems, including: Waukesha School District No. 1, West Bend School District No. 1, and Mequon-Thiensville School District No. 3.

The Commission in 1972 also processed property assessment rolls and tax bills for 35 communities, including: the Cities of Delafield, Muskego, New Berlin, and Oconomowoc in Waukesha County and the City of Burlington in Racine County; the Villages of Big Bend, Butler, Chenequa, Dousman, Eagle, Elm Grove, Hartland, Lac La Belle, Lannon, Merton, Mukwonago, Nashotah, North Prairie, Oconomowoc Lake, Pewaukee, Sussex, and Wales in Waukesha County; and the Towns of Brookfield, Delafield, Eagle, Genesee, Lisbon, Merton, Mukwonago, Oconomowoc, Ottawa, Pewaukee, Summit, and Waukesha in Waukesha County and the Town of Burlington in Racine County.

The Commission in 1972 provided special data processing services to the Waukesha County Health Department, the Waukesha County treasurer's office, the Racine County treasurer's office, and the Waukesha school system. Also in 1972, the Commission developed systems for and processed the Racine County welfare payroll. Finally, the Commission developed systems for and processed property reassessment files for the Village of Shorewood in Milwaukee County.

SCHOOL CENSUS ASSISTANCE

Since 1967, the Commission, in its role of providing functional guidance and advice to local units of government upon request, has provided assistance to six public school districts in the conduct of school and school-municipal censuses. Through December 1971, the Commission had assisted the Brown Deer School District No. 1, Mequon-

Thiensville Joint School Districts Nos. 3 and 10, New Berlin School District No. 14, Oconomowoc Joint School District No. 3, West Bend Joint School District No. 1, and the Waukesha Joint School District No. 1, in the conduct of school or school-municipal censuses. During 1972, the Commission provided assistance to Mequon-Thiensville Joint School Districts Nos. 3 and 10 and Waukesha Joint School District No. 1. The Commission's assistance included the preparation of a list of the addresses of all households within the school districts; the provision of preprinted school census forms which are mailed to and filled out by all residents of the school districts; keypunching of all pertinent data from the completed school census forms; editing and quality control contingency checks; and the preparation of a series of reports which included a list of persons 0 to 19 years of age by individual year by sex, a list of the number of persons of school age by physical, mental, or other handicap conditions, a detailed list of all persons within the district, and a detailed list of all addresses within the district.

KENOSHA PLANNING DISTRICT COMPREHENSIVE PLANNING PROGRAM

At its annual meeting on June 1, 1972, the Commission formally adopted the Comprehensive Plan for the Kenosha Planning District, the first such plan for an urban subregion to be adopted by the Commission. The plan was previously adopted by the City of Kenosha Plan Commission in 1968. While the District planning program was formally concluded in 1967, the Commission continued to work during 1972 with the units of government within the District toward adoption and implementation of the plan.

Among the various actions taken during 1972 toward implementation of the District plan were the reconstruction of the Sixth Avenue Bridge across the mouth of Pike Creek on the Lake Michigan shoreline in the City of Kenosha, and the extension by the county of CTH E from 30th Avenue to STH 32 in the Town of Somers.

RACINE URBAN PLANNING DISTRICT COMPREHENSIVE PLANNING PROGRAM

During 1972 the Commission completed the comprehensive community development plan for the Racine Urban Planning District, the second such plan for an urban subregion within the Southeast-

tern Wisconsin Region. The planning program was carried out at the request of the Racine County Board of Supervisors pursuant to an intergovernmental cooperative agreement executed in 1968 among and between Racine County, the City of Racine, the Village of Sturtevant, and the Town of Mt. Pleasant. This agreement was executed in order to substantially preserve the existing governmental structure within the District for at least four years so that basic long-range planning studies could be undertaken on a cooperative, intergovernmental basis.

The agreement includes a provision for a two-phase comprehensive planning program for the District. The first phase, which was completed in 1972 except for public hearings and final plan adoption, was designed to provide recommendations for the sound physical development of the District. The second phase is to be designed to provide recommendations relative to the future governmental framework of the District as required to implement the agreed-upon comprehensive functional plan prepared in the first phase.

The inventory findings and forecasts prepared under the program have been documented in SEWRPC Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume 1, Inventory Findings and Forecasts, published in December 1970. Four interrelated plan elements comprise the basic comprehensive plan for the District: a land use and housing plan element, a transportation plan element, a community facilities plan element, and a public utilities plan element. Each of these is described in SEWRPC Planning Report No. 14, Volume 2, The Recommended Comprehensive Plan, published in October 1972.

The selection of the sanitary sewerage system plan, part of the public utilities plan element, was perhaps the most difficult for the Citizens Advisory Committee, which provided policy guidance for the conduct of the study. Five alternative sanitary sewerage system plans for the Kenosha-Racine area were considered in the study. Alternatives 3 and 5 were seriously considered, and the third alternative was finally chosen by a majority of the Committee. The third alternative would expand the Racine sewage treatment facility to serve all of the Racine Urban Planning District; would expand the Kenosha sewage treatment facility to serve all of the

Kenosha Planning District; would abandon the Sturtevant, Crestview-North Park, Somers, and Pleasant Park sewage treatment facilities; and would provide for construction of trunk sewers to serve the 1990 urban area and effect abandonment of sewage treatment plants.

Alternative 5, on the other hand, would have expanded the Racine sewage treatment facility to serve the Racine, Sanders Park, and Caledonia areas in the Racine District; would have expanded the Kenosha sewage treatment facility to serve the Kenosha, Parkside, and Carol Beach areas in the Kenosha Planning District; would have expanded the Crestview-North Park sewage treatment facility to serve the entire Crestview-North Park area in the Racine District; would have provided for construction of a new sewage treatment facility on the Pike River to serve the Sturtevant-Mt. Pleasant area in the Racine District and the Somers area in the Kenosha District; would have abandoned the existing Sturtevant, Somers, and Pleasant Park sewage treatment facilities; and would have provided for construction of trunk sewers to serve the 1990 urban area and would have effected abandonment of sewage treatment plants.

The Committee gave several reasons for its decision, stating that the third alternative is the most economical available consistent with established major sanitary sewerage system patterns in the Racine and Kenosha Planning Districts; that it would readily lend itself to coordinated capital improvements programming or sewerage facilities in the Racine District and to implementation through a metropolitan sewerage district should such a district be recommended in the second phase of the planning program; and that it would best lend itself to staged implementation and the resolution of wastewater transmission and treatment problems utilizing the financial resources of the District as a whole.

Model plan implementation ordinances were also prepared in the study, and are presented in SEWRPC Planning Report No. 14, Volume 3, Model Plan Implementation Ordinances, published in September 1972. Before making final recommendations to the Racine County Board of Supervisors on the first phase of the planning program, the Committee scheduled a series of public informational meetings and a public hearing for 1973 to inform public officials and citizens in the District of the preliminary recommendations and to obtain reactions to those recommendations.

CLEARINGHOUSE REVIEW ACTIVITIES

During 1972 the Commission continued its function as the Metropolitan Clearinghouse for review of applications for various kinds of federal loans and grants emanating within the seven-county Region. This function has been assigned to the Commission by the U. S. Office of Management and Budget pursuant to a U. S. Congressional mandate contained in the Intergovernmental Cooperation Act of 1968, and builds on previous federal legislation dealing with areawide planning agency review of federally assisted local and state development projects.

This function began in 1964 and has been expanded in scope several times, reflecting increasing federal government concern that federal loan, grant, and mortgage insurance programs in large metropolitan regions be effectively utilized on an areawide basis in a sound, coordinated manner. In addition, the Commission reviews applications for state grants-in-aid for pollution prevention and abatement facilities and for local park land acquisition and facility construction under the ORAP 200 State Aid Programs.

The Commission now reviews all applications for federal loans, grants, or mortgage guarantees in partial support of programs or projects in the functional areas of park and open space, hospitals and related health care facilities, airports, libraries, water supply and distribution, sewerage and sewage treatment, solid waste disposal, highways, mass transportation, land and water conservation, law enforcement, economic development, erosion and flood control, higher education academic facilities, housing and land development, historic preservation, manpower development, community action, and planning programs in conjunction with the foregoing subject areas. As the Metropolitan Clearinghouse, the Commission also reviews direct federal development projects within the Region.

The Commission on October 9, 1967, adopted a formal policy statement as a guideline in the execution of this grant review function. While this policy statement preceded the designation of the Commission as a Metropolitan Clearinghouse, the procedures set forth in this statement have been used by the Commission and extended to all of the grant review activities under the broader Metropolitan Clearinghouse purview. Review by the Commission of local applications under the

various federal loan or grant acts or under certain state grant acts is, pursuant to this policy statement and in keeping with the Commission's statutory role, strictly advisory to the grantor federal agency or, in instances where the state administers federal or state grant programs, the administering state agency. Under the Commission's adopted policy statement, the grant and loan applications are reviewed solely to determine whether or not the proposed project is one of the following:

1. In conformance with and serves to implement regional, watershed, and district plans or plan elements prepared and adopted to date by the Commission.
2. Not in conflict with the regional, watershed, and district plans or plan elements prepared and adopted to date or under preparation by the Commission.
3. In conflict with the regional, watershed, and district plans or plan elements prepared and adopted to date or under preparation by the Commission or in conflict with, or duplicative of, other proposed projects.

The term "plan element" includes those studies, inventories, analyses, and forecasts necessary to prepare areawide development plans, as well as the legal devices and public works programs necessary to implement such plans.

While the Commission's own review comments are limited by Commission policy to a determination of the relationship of a project to the adopted regional plan elements, the broader clearinghouse function requires that the Commission, as appropriate, seek review comments from other agencies conducting planning programs more directly related to a particular functional area. Thus, for example, the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., as the officially recognized areawide health planning agency, would be offered the opportunity to comment on applications for federal aid in support of the construction of health and health-related facilities.

The Commission also holds many meetings under the Metropolitan Clearinghouse function to clarify the nature and scope of an applicant's proposed project, so that its relationship to the adopted

plan elements may be more precisely determined, and to advise applicants of potential conflicts between proposed projects and adopted plan elements.

PARK AND OPEN-SPACE GRANT REVIEW

As shown in Table 28, the Commission in 1972 reviewed 38 applications from 17 local units of government and two state agencies for federal aid in partial support of park and open-space land acquisition and park development. As shown in

Table 29, the Commission also in 1972 reviewed 15 applications from eight local units of government and two state agencies for state aid in partial support of park and open-space land acquisition and park development. These applications involved the acquisition of nearly 670 acres of park and open-space land, and amounted to over \$5 million in aid requests for land acquisition and park development. These state and federal grant requests pertaining to parks and open spaces were submitted by various units of government under the following three aid programs:

Table 28

PARK AND OPEN-SPACE FEDERAL GRANT APPLICATIONS REVIEWED DURING 1972 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Site of Project	Approximate Acreage	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ¹
Open Space Land Program ²					
City of Milwaukee.....	1972 Legacy of Parks Program	--	\$1,056,425	50	2
Milwaukee County Park Commission.....	Scattered Sites Improvement Activities	--	1,900,540	42	2
	Dr. Martin Luther King Park Development	--	450,000	50	2
	Menomonee River Parkway	1.9	13,750	50	1
	Oak Creek Parkway	0.3	16,000	50	1
City of New Berlin.....	Lions Park Expansion	20.0	72,250	50	2
City of Racine.....	Airport Park Development	--	25,000	45	2
	1972 Legacy of Parks Program	--	58,066	50	2
Wisconsin Department of Natural Resources.....	Kettle Moraine State Forest (Palof Site)	40.0	31,500	50	1
Total	--	62.2	\$3,623,531	--	--
Outdoor Recreation - Acquisition and Development ³					
Town of Caledonia.....	Nicholson Road Wildlife Preserve	--	\$ -- ⁴	--	1
City of Cedarburg.....	Boy Scout Park Expansion	283.0	6,000	50	1
	Quarry Park Expansion	0.7	1,450	50	2
Village of Grafton.....	Lime Kiln Park Development	--	39,270	50	1
City of Kenosha.....	Anderson Park Development	--	600,000	50	2
Milwaukee County Park Commission.....	Root River Parkway	55.0	105,000	50	1
Village of Mukwonago.....	Community Park Site	4.6	20,000	50	2
Town of Oconomowoc.....	Community Park Site	14.2	6,213	50	1
City of Port Washington.....	Upper Lake Park Development	--	17,775	50	1
Racine County Highway and Park Commission.....	Neighborhood Park Site	3.0	7,500	50	2
	Quarry Lake Park Development	--	258,000	50	1
	Rochester Pit Site	7.3	3,200	50	1
Village of Slinger.....	Community Park Development	--	42,200	50	1
Washington County Park and Planning Commission....	Albecker Park Development	--	1,300	50	1
	Cedar Lake Park Development	--	1,000	50	1
	Ridge Run Park Development	--	7,750	50	1
City of Waukesha.....	Frame Park Improvement Project	--	-- ⁴	--	1
City of West Bend.....	Decorah Hills Park Development	--	29,000	50	2
	Muenk Playlot Development	--	12,141	50	2
	Riverside Park Development	8.2	14,466	50	1
	Silverbrook Parkway	6.3	16,650	50	1
City of Whitewater.....	Indian Mounds Park Site	20.0	40,000	50	2
	Starin Park Development	--	18,500	50	2
	Tripp Lake Park Development	--	1,250	50	1
Wisconsin Department of Natural Resources.....	Lake Como Shoreline Acquisition	117.0	17,595	50	1
	Kettle Moraine State Forest, McMiller Sportsman Center Development	--	66,000	50	2
	Kettle Moraine State Forest (Willms Site)	36.0	11,317	50	1
	Pike Lake State Park Expansion	50.0	40,000	50	1
Wisconsin Department of Transportation.....	USH 12 Wayside Improvement	--	8,900	50	2
Total	--	605.3	\$1,392,477	--	--

¹SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the U.S. Department of Housing and Urban Development, pursuant to the Housing and Urban Development Act of 1970.

³Administered within Wisconsin by the Wisconsin Department of Natural Resources pursuant to the Federal Land and Water Conservation Fund Act of 1965 (LAWCON). The program is administered nationally by the U.S. Department of the Interior, Bureau of Outdoor Recreation.

⁴Amount of grant request not available.

Source: SEWRPC.

Table 29

**ORAP POLLUTION PREVENTION AND ABATEMENT AND LOCAL PARK FACILITY
STATE GRANT APPLICATIONS REVIEWED DURING 1972 BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Facility	Amount of State Grant Request	Percent of Total Cost	SEWRPC Action ¹
Pollution Prevention and Abatement Program²				
Delafield-Hartland Water Pollution Control Commission.....	Sewage Treatment Plant Construction	\$1,625,000	25	1
Village of Genoa City.....	Sewage Treatment Plant Improvements	8,250	25	2
Village of Hales Corners.....	Eastern Area Sanitary Sewer	137,250	25	1
Village of Hartland.....	Sewage Treatment Plant Expansion	4,500	25	2
City of Kenosha.....	Storm Sewer Separation Project	61,630	25	2
City of Mequon.....	Lateral and Branch Sanitary Sewer Construction	158,303	25	1
Sewerage Commission of the City of Milwaukee.....	Jones Island Plant Incinerator Building Modifications	140,883	25	2
	N. 51st Boulevard and W. Silver Spring Drive Intercepting Sewer	1,469,000	25	1
	Sewage Treatment Plant Auxiliary Facility	71,626	31	2
Metropolitan Sewerage Commission of the County of Milwaukee.....				
	Menomonee River Parkway Main Sewer	1,553,750	25	1
	Menomonee River Parkway Main Sewer	1,214,750	25	1
	Menomonee River Parkway Sewage Diversion Chamber	17,515	25	1
	S. 108th Street Main Sewer	1,130,000	25	1
	Root River Parkway Main Sewer	706,250	25	1
Village of Mukwonago.....				
	Intercepting Sewer	39,435	20	1
	Intercepting Sewer	47,895	25	1
	Sanitary Sewer Installation	28,313	25	1
North Park Sanitary District.....				
	Lateral and Branch Sanitary Sewer Construction	122,251	25	1
City of Oconomowoc.....				
	Sewage Treatment Plant Construction	905,500	25	1
Village of Pewaukee.....				
	Northwest Area Intercepting Sewer	164,750	25	1
Village of Sussex.....				
	Branch Sanitary Sewer	29,750	25	1
Village of Union Grove.....				
	Sewage Treatment Plant Construction	145,000	25	1
Village of Walworth.....				
	Sewage Treatment Plant Replacement	279,250	25	1
City of West Bend.....				
	Sewage Treatment Plant Expansion	612,500	25	1
Total	--	\$10,673,351	--	--
Local Park Aids Program³				
Town of Caledonia.....				
	Nicholson Road Wildlife Preserve	\$ -- ⁴	--	1
City of Cedarburg.....				
	Boy Scout Park Expansion	3,000	25	1
	Quarry Park Expansion	725	25	2
Milwaukee County Park Commission.....				
	Root River Parkway	52,500	25	1
Village of Mukwonago.....				
	Community Park Site	10,000	25	2
Town of Oconomowoc.....				
	Community Park Site	3,106	25	1
Racine County Highway and Park Commission.....				
	Neighborhood Park Site	3,750	25	2
City of West Bend.....				
	Silverbrook Parkway	8,325	25	1
City of Whitewater.....				
	Indian Mounds Park Site	20,000	25	2
Wisconsin Department of Natural Resources.....				
	Kettle Moraine State Forest, McMiller Sportsman Center Development	66,000	50	2
	Kettle Moraine State Forest (Palof Site)	31,500	50	1
	Kettle Moraine State Forest (Wilms Site)	11,317	50	1
	Lake Como Shoreline Acquisition	17,595	50	1
Wisconsin Department of Transportation.....				
	Pike Lake State Park Expansion	40,000	50	1
	USH 12 Wayside Improvement	8,900	50	2
Total	--	\$ 276,718	--	--

¹SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the Wisconsin Department of Natural Resources pursuant to Section 144.21 of the Wisconsin Statutes.

³Administered by the Wisconsin Department of Natural Resources pursuant to Section 23.09 of the Wisconsin Statutes.

⁴Amount of grant request not available.

Source: SEWRPC.

1. Open-Space Land Programs

Created by the Federal Housing and Urban Development Act of 1970, this program provides for federal assistance of up to 50 percent of the acquisition and development costs of park and open-space land in urban areas, as well as the acquisition of historically significant structures listed on the National Register of Historic Places. The land to be acquired and developed must be in accord with an officially coordinated

program for the development of open-space land in local and regional comprehensive plans. This program is administered by the U. S. Department of Housing and Urban Development through its regional offices. In 1972 the Commission reviewed 9 applications from four local units of government and one state agency requesting a total of \$3,623,531 under this program (see Table 30).

Table 30

**HISTORIC TREND IN APPLICATIONS FOR FEDERAL
AND STATE GRANTS-IN-AID FOR THE ACQUISITION
AND DEVELOPMENT OF PARK AND OPEN-SPACE
LAND IN THE REGION: 1964-1972**

Year	Park and Open-Space Acquisition and Development Aid Requests				
	Federal Aid Programs			State Aid Program	Total
	Open-Space Land (HUD)	LAWCON (BOR)	Subtotal	ORAP Local Park Aid (DNR)	
1964	\$ 767,911	\$ --	\$ 767,911	\$ --	\$ 767,911
1965	540,863	--	540,863	--	540,863
1966	1,760,146	536,980	2,297,126	--	2,297,126
1967	543,539	508,268	1,051,807	--	1,051,807
1968	1,077,256	134,900	1,212,156	--	1,212,156
1969	426,019	57,000	483,019	--	483,019
1970	551,355	761,845	1,313,200	95,305	1,408,505
1971	165,000	1,461,004	1,626,004	1,113,380	2,739,384
1972	3,623,531	1,392,477	5,016,008	276,718	5,292,726
Total	\$9,455,620	\$4,852,474	\$14,308,094	\$1,485,403	\$15,793,497

Source: SEWRPC.

2. Outdoor Recreation—Acquisition and Development (LAWCON)

Created by the Federal Land and Water Conservation Fund Act of 1965, this program provides for federal assistance of up to 50 percent of the acquisition and development costs of outdoor recreation projects in urban and rural areas. This program is administered by the U. S. Department of the Interior, Bureau of Outdoor Recreation, through the Wisconsin Department of Natural Resources. The Act provides that the funds allocated to the state may be transferred to local units of government for approved projects. In 1972 the Commission reviewed 29 applications from 14 local units of government and two state agencies requesting a total of \$1,392,477 under this program (see Table 30).

3. ORAP Local Park Aids Program

Authorized pursuant to Section 23.09 of the Wisconsin Statutes, this program provides for state local park assistance grants to be matched by local contributions. Such state funds may also be used to partially match federal funds under the two federal park and open-space grant programs described above. The combination of federal and state aids, however, may not exceed 75 percent of the total project costs. In addition, with respect to development projects, the combination of federal and state aids may not exceed 50 percent of the total

project costs. This program is administered by the Wisconsin Department of Natural Resources. In 1972 the Commission reviewed 15 applications from eight local units of government and two state agencies, requesting a total of \$276,718 under this program (see Table 30).

SEWERAGE AND WATER SUPPLY FACILITY GRANT REVIEW

As shown in Table 31, the Commission in 1972 reviewed 22 grant or loan applications from 16 local units of government for federal aid in partial support of the construction of municipal sewerage and water supply facilities, and one grant application from a local unit of government for federal aid in partial support of a solid waste management planning study. As shown in Table 29, the Commission in 1972 also reviewed 24 applications from 16 local units of government for state aid in partial support of municipal sewerage facilities. Together, these applications totaled \$34.6 million in aid requests for sewerage and water supply facilities. These state and federal grant requests were submitted by the various units of government under the following four work programs:

1. Construction Grants for Wastewater Treatment Works

Created by the Federal Water Pollution Control Act, as amended, this program provides for federal assistance of up to 55 percent of the total project cost if the state contributes at least an additional 25 percent and if the project is in conformance with an approved water quality management plan. Assistance is provided for the construction of municipal wastewater treatment works. This program is administered by the U. S. Environmental Protection Agency, Office of Water Programs, through the Wisconsin Department of Natural Resources. In 1972 the Commission reviewed 20 applications from 14 local units of government requesting a total of \$21,967,850 (see Table 32).

2. Basic Water and Sewer Facilities—Grants

Created by the Housing and Urban Development Act of 1965, this program provides for federal grants of up to 50 percent of the eligible land and construction costs for new water and sewer facilities. It is

Table 31

**SEWERAGE AND WATER SUPPLY FACILITY FEDERAL GRANT/LOAN APPLICATIONS REVIEWED DURING 1972
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Facility	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ¹
Construction Grants for Wastewater Treatment Works²				
Delafield-Hartland Water Pollution Control Commission.....	Sewage Treatment Plant Construction	\$3,575,000	55	1
City of Delavan.....	Chlorination Facilities	45,100	55	2
Village of Genoa City.....	Sewage Treatment Plant Improvements	18,150	55	2
Village of Hartland.....	Sewage Treatment Plant Expansion	9,900	55	2
Sewerage Commission of the City of Milwaukee.....	Jones Island Plant Incinerator Building Modifications	309,942	55	2
	N. 51st Boulevard and W. Silver Spring Drive Intercepting Sewer	3,231,800	55	1
	Sewage Treatment Plant Auxiliary Facility	157,575	69	2
Metropolitan Sewerage Commission of the County of Milwaukee.....				
	Menomonee River Parkway Main Sewer	3,418,250	55	1
	Menomonee River Parkway Main Sewer	2,672,450	55	1
	Menomonee River Parkway Sewage Diversion Chamber	38,533	55	1
	S. 108th Street Main Sewer	2,486,000	55	1
	Root River Parkway Main Sewer	1,553,750	55	1
	Intercepting Sewer	150,305	80	1
Village of Mukwonago.....	Sewage Treatment Plant Construction	1,992,100	55	1
City of Oconomowoc.....	Northwest Area Intercepting Sewer	362,450	55	1
Village of Pewaukee.....	Sewage Treatment Plant Addition	21,340	55	1
Village of Thiensville.....	Sewage Treatment Plant Construction	319,000	55	1
Village of Union Grove.....	Sewage Treatment Plant Replacement	258,705	23	1
Village of Walworth.....	Sewage Treatment Plant Expansion	1,347,500	55	1
City of West Bend.....	Sewage Treatment Plant Construction	---	---	1
City of Whitewater.....				
Total	--	\$21,967,850	--	--
Basic Water and Sewer Facilities-Grants⁴				
City of Milwaukee.....	Sewer Construction Program	\$1,000,000	35	1
	Sewer Construction Program	935,500	36	1
Total	--	\$1,935,500	--	--

¹SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the Environmental Protection Agency, pursuant to the Federal Water Pollution Control Act, as amended.

³Amount of grant request not available.

⁴Administered by the U.S. Department of Housing and Urban Development, pursuant to the Housing and Urban Development Act of 1965.

Source: SEWRPC.

Table 32

**HISTORIC TREND IN APPLICATIONS FOR FEDERAL
AND STATE GRANTS-IN-AID FOR SEWERAGE
AND WATER SUPPLY FACILITIES
IN THE REGION: 1964-1972**

Year	Sewerage and Water Supply Facility Aid Requests					
	Federal Aid Programs				State Aid Program	Total
	Waste Treatment Works (EPA)	Basic Water and Sewer (HUD)	Rural Waste Disposal (FMHA)	Subtotal	ORAP Water Pollution Prevention and Abatement (DNR)	
1964	\$ 2,066,507	\$ --	\$ --	\$ 2,066,507	\$ --	\$ 2,066,507
1965	2,631,718	--	--	2,631,718	--	2,631,718
1966	3,382,242	803,839	400,000	4,586,081	--	4,586,081
1967	9,046,087	2,464,166	69,450	11,579,703	--	11,579,703
1968	15,605,749	3,320,100	195,666	19,121,515	--	19,121,515
1969	1,826,868	11,928,313	132,550	13,887,731	--	13,887,731
1970	31,197,846	4,989,252	97,250	36,284,348	12,014,687	48,299,035
1971	11,266,406	4,232,025	155,000	15,653,431	8,967,751	24,621,182
1972	21,967,850	1,935,500	--	23,903,350	10,673,351	34,576,701
Total	\$98,991,273	\$29,673,195	\$1,049,916	\$129,714,384	\$31,655,789	\$161,370,173

Source: SEWRPC.

administered by the U. S. Department of Housing and Urban Development, Community Development, through its regional offices. In 1972 the Commission reviewed

two applications from one local unit of government, requesting a total of \$1,935,500 (see Table 32).

3. Solid Waste Planning Grants

This program was created by the Solid Waste Disposal Act, and provides for federal grants of up to two-thirds of the cost for planning programs including only one municipality, and up to three-fourths of the cost in any other case. Assistance is provided for the development of plans and programs leading to the solution of solid waste management problems. This program is administered by the Environmental Protection Agency, Office of Solid Waste Management Programs, through its regional offices. During 1972 the Commission reviewed one application under this program, although a cost figure was not available at the time of review (see Table 32). No such applications were reviewed prior to 1972.

4. ORAP Pollution Prevention and Abatement Program

Authorized pursuant to Section 144.21 of the Wisconsin Statutes, this program provides for state grants of up to 25 percent of the project costs for sewage treatment plants, intercepting sewers, outfall sewers, combined sewer separation programs, and sanitary sewer collection systems to serve areas utilizing onsite soil absorption sewage disposal systems prior to January 1970. Such state assistance funds may be utilized as local matching funds for federal water pollution abatement grants. This program is administered by the Wisconsin Department of Natural Resources. In 1972 the Commission reviewed 24 applications from 16 local units of government, requesting a total of \$10,673,351 under this program (see Table 32).

TRANSPORTATION PLANNING AND
FACILITY GRANT REVIEW

As shown in Table 33, the Commission in 1972 reviewed 30 applications from one state agency acting on behalf of 17 local units of government, from two local units of government, and from one higher education institution for federal aid in partial support of the planning and construction of transportation facilities, including highways and airports, and for mass transit property acquisition; and in complete support of a research and training program. Together, these applications totaled \$14.8 million, and were submitted under the following five aid programs:

1. Highway Construction

Authorized by the Federal Aid Highway Act, as amended, this program provides for 50 percent federal funding of highways on the federal aid primary, secondary, and urban aid systems and 90 percent federal funding for highways on the interstate system. The program is administered nationally by the U. S. Department of Transportation, Federal Highway Administration, and in Wisconsin through the Wisconsin Department of Transportation. In 1972 the Commission reviewed 22 applications under this program, requesting a total of \$5,171,600 (see Table 34).

2. Airport Development Aid Program

Authorized by the Airport and Airway Development Act of 1970, this program provides for federal grants of up to 50 percent in support of the construction of airport facilities that are in conformance with and serve to implement regional airport system plans and local airport facility master plans. The program is administered nationally by the U. S. Department of Transportation, Federal Aviation Administration, and in Wisconsin through the Wisconsin Department of Transportation. In 1972 the Commission reviewed two applications under the program requesting a total of \$813,350 (see Table 34).

3. Airport Planning Grant Program

Authorized by the Airport and Airway Development Act of 1970, this program provides federal planning grants of up to two-thirds of the cost of the preparation of regional airport system plans and individual airport facility master plans. The program is administered nationally by the U. S. Department of Transportation, Federal Aviation Administration, and in Wisconsin through the Wisconsin Department of Transportation. In 1972 the Commission reviewed three applications under this program requesting \$123,827 (see Table 34).

4. Urban Mass Transportation
Capital Improvement Grants

Authorized by the Urban Mass Transportation Act of 1964, this program provides federal planning grants of up to two-thirds of the cost of acquisition, construction, reconstruction, and improvement of mass transportation facilities and equipment. The program is administered by the U. S. Department of Transportation, Urban Mass Transportation Administration. In 1972 the Commission reviewed two applications under this program requesting \$8,592,086 (see Table 34).

5. Urban Mass Transportation Grants

for University Research and Training
This program is also authorized by the Urban Mass Transportation Act of 1964, and provides federal planning grants of up to 100 percent for research in the problems of transportation in urban areas.

Table 33

**TRANSPORTATION FACILITY STATE AND FEDERAL GRANT APPLICATIONS REVIEWED DURING 1972
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Project and Location	Amount of Grant Request	Percent of Total Cost	SEWRPC Action ¹
Highway Construction ² Wisconsin Department of Transportation	CTH K Reconstruction, Town of Caledonia CTH Y Reconstruction, Town of Cedarburg CTH O Reconstruction, Town of Erin S. Kinnickinnic Avenue Reconstruction, Cities of St. Francis and Milwaukee N. Port Washington Road Reconstruction, City of Glendale S. 60th Street Reconstruction, Cities of Greenfield and Milwaukee 30th Avenue Construction, City of Kenosha E. Juneau Avenue Resurfacing, City of Milwaukee W. Good Hope Road Reconstruction, City of Milwaukee S. 68th Street Reconstruction, City of Milwaukee USH 41 Interchange Reconstruction, City of Milwaukee W. Wisconsin Avenue Reconstruction, City of Milwaukee W. Wisconsin Avenue Reconstruction, City of Milwaukee CTH OO Reconstruction, City of Muskego Drexel Boulevard Reconstruction, City of South Milwaukee CTH G Reconstruction, Washington County Prairie Avenue Reconstruction, City of Waukesha CTH A Construction, Waukesha County W. North Avenue Reconstruction, City of Wauwatosa Watertown Plank Road Reconstruction, City of Wauwatosa S. 76th Street Reconstruction, City of West Allis Bay Shore Flyer Parking Lot Construction, City of Glendale	\$ 220,000 110,000 12,500 169,000 792,000 72,500 105,000 10,000 1,055,000 47,500 275,000 45,000 173,500 300,000 105,000 211,000 140,000 500,000 285,000 155,000 355,000 33,600	50 50 50 45 48 45 50 44 47 46 48 46 45 50 50 50 50 50 34 46 50 41	1 2 2 1 2 1 1 1 1 1 1 1 1 1 2 2 1 1 1 1 1 1
Total	--	\$5,171,600	--	--
Airport Development Aid Program ³ Wisconsin Department of Transportation	Runway and Taxiway Expansion, Kenosha Municipal Airport, Kenosha County Storm Water Drainage Channel Improvements, General Mitchell Field, Milwaukee County	\$ 230,850 582,500	50 50	2 2
Total	--	\$ 813,350	--	--
Airport Planning Grant Program ³ Wisconsin Department of Transportation	Master Plan, General Mitchell Field, Milwaukee County Master Plan, Waukesha County Airport Master Plan, West Bend Municipal Airport, Washington County	\$ 80,000 21,827 22,000	67 67 67	2 2 2
Total	--	\$ 123,827	--	--
Urban Mass Transportation Capital Improvement Grants ⁴ City of Kenosha..... Milwaukee County Expressway and Transportation Commission	Mass Transit Capital Improvement Project Acquisition of Operating Property of the Milwaukee and Suburban Transport Corporation	\$ 292,086 8,300,000	67 57	1 2
Total	--	\$8,592,086	--	--
Urban Mass Transportation Grants for University Research and Training ⁴ Marquette University	Research and Training Program, 1973-74	\$ 149,989	100	2
Total	--	\$ 149,989	--	--

¹SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the U.S. Department of Transportation, Federal Highway Administration, pursuant to the Federal Aid Highway Act, as amended.

Source: SEWRPC.

³Administered by the U.S. Department of Transportation, Federal Aviation Administration, pursuant to the Airport and Airway Development Act of 1970.

⁴Administered by the U.S. Department of Transportation, Urban Mass Transportation Administration, pursuant to the Urban Mass Transportation Act of 1964, as amended.

Table 34

**HISTORIC TREND IN APPLICATIONS FOR FEDERAL AND STATE GRANTS-IN-AID FOR
TRANSPORTATION FACILITIES IN THE REGION: 1967-1972**

Year	Transportation Facility Aid Requests												
	Federal Aid Programs									State Aid Program	Total		
	Highway Planning and Development (FHWA)	Topics (FHWA)	Highway Beautification (FHWA)	Urban Corridor Demonstration (US DOT)	Urban Mass Transportation (UMTA)			Airport Planning (FAA)	Airport Development (FAA)	Subtotal		Highway Improvement Planning Program (Wis DOT)	
					Mass Transit Technical Studies	Mass Transit Capital Improvement	University Research, Training						
1967	\$ 7,866,667	\$ --	\$ --	\$ --	\$366,667	\$ --	\$ --	\$ --	\$ --	\$ --	\$ 8,233,334	\$ --	\$ 8,233,334
1968	116,970,000	--	--	--	--	--	--	--	--	250,500	117,220,500	--	117,220,500
1969	6,931,000	--	--	--	12,000	--	--	--	--	480,600	7,423,600	--	7,423,600
1970	8,070,000	2,251,300	77,400	200,000	--	--	--	--	--	200,000	10,798,700	5,420,300	16,219,000
1971	21,803,000	2,239,325	--	--	--	--	--	--	20,000	1,227,750	25,290,075	--	25,290,075
1972	5,171,600	--	--	--	--	8,592,086	149,989	--	123,827	813,350	14,850,852	--	14,850,852
Total	\$166,812,267	\$4,490,625	\$77,400	\$200,000	\$378,667	\$8,592,086	\$149,989	\$143,827	\$2,972,200	\$183,817,061	\$5,420,300	\$189,237,361	

Source: SEWRPC.

The program is administered by the U. S. Department of Transportation, Urban Mass Transportation Administration. In 1972 the Commission reviewed one application under this program requesting \$149,989 (see Table 34).

COMMUNITY FACILITY GRANT REVIEW

The Commission also reviews applications for federal aid in support of various community facilities such as hospitals, educational facilities, and health-related facilities. A total of seven applications were reviewed by the Commission in 1972 under a variety of programs, as listed in Table 35, requesting more than \$21 million.

HEALTH, SOCIAL SERVICES, AND COMPREHENSIVE PLANNING GRANT REVIEW

During 1972, the Commission reviewed a total of 18 applications for federal aid in support of plan-

ning activities relating to the provision of health and social services throughout the Region under numerous programs, as shown in Table 36. Federal aid requests under the various programs exceeded \$15 million.

LAND DEVELOPMENT AND HOUSING PROGRAM REVIEW

The Commission review function, as noted above, was expanded during 1972 to include major housing and land development projects for which federal grants, loans, or mortgage insurance is sought from many programs administered by the U. S. Department of Housing and Urban Development (HUD). During 1972 the Commission conducted a total of 42 reviews in this functional category, nine of which dealt with review of proposed subdivisions (see Table 37). The number of applications in this review category in 1972 represents a substantial increase over 1971.

Table 35

COMMUNITY FACILITY FEDERAL GRANT APPLICATIONS REVIEWED DURING 1972 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Applicant	Proposed Facility	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ¹
Health Facilities Construction Grants ² Mount Sinai Medical Center.....	Hospital Construction as Part of New Hospital Complex, City of Milwaukee	\$ 748,000	4	2
Total	--	\$ 748,000	--	--
Health Professions Teaching Facilities - Construction Grants ³ Marquette University School of Dentistry..... Medical College of Wisconsin.....	Renovation Program, City of Milwaukee Medical Education Facilities Construction, City of Milwaukee	\$ 1,688,000 15,000,000	80 100	2 2
Total	--	\$16,688,000	--	--
Higher Education Academic Facilities Construction-Public and Private Colleges and Universities, and Interest Subsidization ⁴ Marquette University.....	Johnston Hall Remodeling Project, City of Milwaukee	\$ 1,165,000	100	2
Total	--	\$ 1,165,000	--	--
Higher Education Academic Facilities Construction-Public Community Colleges and Technical Institutes ⁴ Milwaukee Area Technical College.....	Central Building Remodeling, Reconstruction, Milwaukee Campus, City of Milwaukee	\$ 485,272	100	2
Total	--	\$ 485,272	--	--
Housing for Educational Institutions ⁵ University of Wisconsin-Parkside.....	Campus Union Building Construction, Town of Somers	\$ -- ⁶	--	2
Total	--	\$ --	--	--
Solid Waste Planning Grants ⁷ City of Kenosha.....	Solid Waste Management Planning Study	\$ -- ³	--	2
Total	--	\$ --	--	--
Vocational Rehabilitation-Construction Grants ⁸ Curative Workshop of Milwaukee.....	Rehabilitation Facilities Construction, Milwaukee County	\$ 2,400,000	40	2
Total	--	\$ 2,400,000	--	--

¹SEWRPC Action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the U.S. Department of Health, Education, and Welfare, Health Services and Mental Health Administration, pursuant to the Public Health Services Act, as amended.

³Administered by the U.S. Department of Health, Education, and Welfare, National Institutes of Health, pursuant to the Public Health Services Act, as amended.

Source: SEWRPC.

⁴Administered by the U.S. Department of Health, Education, and Welfare, Office of Education, pursuant to the Higher Education Facilities Act of 1963, as amended.

⁵Administered by the U.S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA, pursuant to the Housing Act of 1950, as amended.

⁶Amount of grant request not available.

⁷Administered by the Environmental Protection Agency, Office of Solid Waste Management Programs, pursuant to the Solid Waste Disposal Act.

⁸Administered by the U.S. Department of Health, Education, and Welfare, Social and Rehabilitation Service, pursuant to the Vocational Rehabilitation Act, as amended.

Table 36

**HEALTH, SOCIAL SERVICES, AND COMPREHENSIVE PLANNING FEDERAL GRANT APPLICATIONS
REVIEWED DURING 1972 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ¹
Aging-Special Support Projects²				
Project Involve.....	Senior Aides Program, City of Milwaukee	\$ -- ³	--	2
Total	--	\$ --	--	--
Community Action⁴				
Community Relations-Social Development Commission in Milwaukee County.....	1972-73 Refunding Proposal Establishment of Milwaukee Indian Center, Milwaukee County	\$2,165,271 74,092	97 100	2 2
Total	--	\$2,239,363	--	--
Comprehensive Health Planning-Areawide Grants⁵				
Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.....	Areawide Planning Program-June 1972-May 1973	\$ 123,576	50	2
Total	--	\$ 123,576	--	--
Comprehensive Planning Assistance⁶				
City of Milwaukee.....	Comprehensive Planning Assistance Program - 1972	\$ 130,000	67	2
Wisconsin Department of Administration and Wisconsin Department of Local Affairs and Development.....	Comprehensive Planning Program - 1972	\$ 365,000	31	2
Total	--	\$ 495,000	--	--
Developmental Disabilities - Special Projects⁷				
Goodwill Industries, Milwaukee Area, Inc.....	Dormitory Construction	\$ 100,000	40	2
The Threshold, Inc.....	Planning and Consultant Services, Proposed Workshop Building, City of West Bend	-- ³	--	2
Total	--	\$ 100,000	--	--
Disposal of Federal Surplus Real Property⁸				
U.S. Office of Economic Opportunity.....	Acquisition of U.S. Coast Guard Station, City of Milwaukee	\$ -- ³	--	2
Total	--	\$ --	--	--
Economic Development-Planning Assistance⁹				
City of Milwaukee.....	Economic Redevelopment Area Task Force - Third Year Funding	\$ 80,000	70	2
Total	--	\$ 80,000	--	--
Family Planning¹⁰				
United Migrant Opportunity Services, Inc.....	Family Planning Project Continuation	\$ 295,500	97	2
Total	--	\$ 295,500	--	--
Mental Health - Children's Services¹¹				
Wisconsin Society for Brain Injured Children.....	Proposed Facility Construction	\$ 425,000	37	2
Total	--	\$ 425,000	--	--
Migrant and Seasonal Farmworkers Assistance¹²				
University of Wisconsin-Milwaukee High School Equivalency Program.....	Computerized Vocational and Educational Guidance System On-Campus Academic Program	\$ 2,127 266,904	100 98	2 2
Total	--	\$ 269,031	--	--
Model Cities Supplemental Grants¹³				
Milwaukee Model Cities Agency.....	Second Year Action Plan Funding	\$8,257,000	37	2
Total	--	\$8,257,000	--	--
Comprehensive Health Services¹⁴				
Community Relations - Social Development Commission in Milwaukee County.....	Drug Treatment, Rehabilitation Demonstration Project, City of Milwaukee	\$ 833,776	79	2
Cream City Neighborhood Health Center, Inc.....	Health Care Services, City of Milwaukee, September 1972-August 1973	\$1,997,828	84	2
Total	--	\$2,831,604	--	--
Science Information Research¹⁵				
City of Milwaukee.....	Milwaukee Technology Utilization Program	\$ 91,454	100	2
Total	--	\$ 91,454	--	--

¹SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the U.S. Department of Health, Education, and Welfare, Social and Rehabilitation Service, pursuant to the Older Americans Act of 1965, as amended.

³Amount of grant request not available.

⁴Administered by the Office of Economic Opportunity, pursuant to the Economic Opportunity Act of 1964, as amended.

⁵Administered by the U.S. Department of Health, Education, and Welfare, Health Services and Mental Health Administration, pursuant to the Public Health Service Act, as amended.

⁶Administered by the U.S. Department of Housing and Urban Development, Community Planning and Management, pursuant to the Housing Act of 1954, Section 701, as amended.

⁷Administered by the U.S. Department of Health, Education, and Welfare, Social and Rehabilitation Service, pursuant to the Vocational Rehabilitation Act, as amended, and the Developmental Disabilities Services and Facilities Construction Act of 1970.

Source: SEWRPC.

⁸Administered by the General Services Administration, pursuant to the Federal Property and Administrative Services Act of 1949, as amended.

⁹Administered by the U.S. Department of Commerce, Economic Development Administration, pursuant to the Public Works and Economic Development Act of 1965.

¹⁰Administered by the U.S. Office of Economic Opportunity, pursuant to the Economic Opportunity Act of 1964, as amended.

¹¹Administered by the U.S. Department of Health, Education, and Welfare, Health Services and Mental Health Administration, pursuant to the Mental Retardation Facilities and Community Mental Health Centers Construction Act of 1963, as amended.

¹²Administered by the U.S. Office of Economic Opportunity, pursuant to Public Law 90-222, Title III.

¹³Administered by the U.S. Department of Housing and Urban Development, Community Development, pursuant to the Demonstration Cities and Metropolitan Development Act of 1966.

¹⁴Administered by the U.S. Office of Economic Opportunity, pursuant to the Economic Opportunity Act of 1964, as amended.

¹⁵Administered by the National Science Foundation, pursuant to the National Science Foundation Act of 1950.

Table 37

**LAND DEVELOPMENT AND HOUSING PROGRAM GRANT/LOAN/MORTGAGE
INSURANCE APPLICATIONS REVIEWED DURING 1972 BY THE
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Project	Amount of Federal Grant/Loan/Mortgage Insurance Request	SEWRPC Action ¹
Interest Reduction Payments – Rental and Cooperative Housing for Lower Income Families ²			
Boxer, Morris, and Morris.....	Boulevard Apartments, City of Milwaukee	\$1,700,000	1
Callahan Courts Joint Venture.....	Callahan Courts, City of Milwaukee	1,900,000	1
FCH Services, Inc.....	Farmington Square Cooperative, Inc., Town of Mt. Pleasant	2,940,100	1
	Sunnyside Village Cooperative, City of Kenosha	2,579,100	1
Grantosa Homes.....	Grantosa Homes, City of Milwaukee	2,149,800	1
Holie, Inc.....	Lake Forest Apartments, City of Oak Creek	1,700,000	1
Inland Steel Development Corporation.....	Housing Project for the Elderly, City of Waukesha	1,300,100	1
Sidney, Allen, and Herbert Kohl and Dolores Kohl Solovy.....	Northridge Lakes – Phase II, Parcel I, City of Milwaukee	2,363,100	1
	Northridge Lakes – Phase III, Parcel I, City of Milwaukee	3,450,000	1
Jack Lakam, Ben Libowsky, Julius Rubin.....	Park Side Terrace, City of Oak Creek	1,550,000	1
League of United Latin American Citizens.....	LULAC Villa, Town of Mt. Pleasant	2,982,834	1
Leo R. Lichter and Leon Joseph.....	Park North Subdivision, City of Milwaukee	2,174,400	1
Metropolitan Holding Company.....	Evergreen Square – Phase I, City of Milwaukee	870,000	1
	Evergreen Square – Phase II, City of Milwaukee	910,500	1
	Layton Garden Addition – Phase I, City of Milwaukee	889,400	1
	Layton Garden Addition – Phase II, City of Milwaukee	896,300	1
	St. Peters Apartments – Phase I, City of Milwaukee	755,900	1
Myers, Shapiro, and Pritzker.....	Greenbrook Apartment Project, City of Greenfield	2,629,859	1
Oxford Development Corporation.....	Farmington Manor, Town of Mt. Pleasant	1,686,200	1
Ramblewood Village Cooperative.....	Ramblewood Village Co-op, City of Kenosha	2,469,400	1
Michael Rosen and Sidney J. Friedman.....	St. Francis Apartments, City of St. Francis	1,454,000	1
Shore Haven Homes, A Limited Partnership.....	Shore Haven Homes, City of Racine	2,155,600	1
U.A.W. Building Program for the Elderly, Inc.....	Reuther Village, City of Kenosha	1,813,545	1
Unicare Development Corporation.....	Marina Cliffs, City of South Milwaukee	3,159,100	1
Westside Village, Inc.....	Westside Village, City of Kenosha	1,850,000	1
Zilber and Tishberg.....	Fond View Apartments, City of Milwaukee	1,450,000	1
WAICO.....	WAICO Housing Development – Phase I, City of Milwaukee	1,500,000	1
Total	--	\$51,279,238	--
Mortgage Insurance – Rental Housing ³			
Crawford, Starck, Starck, and Starck.....	American Colony Apartments, City of Greenfield	\$2,115,000	1
Mill Valley Development Company.....	Mill Valley – Phase II, City of Milwaukee	3,440,000	1
Total	--	\$5,555,000	--
Mortgage Insurance – Rental Housing For Moderate-Income Families ⁴			
Fred J. Schwerman.....	Park Bluff Apartments, City of Milwaukee	\$3,512,836	1
S. D. & H. Company.....	Waterford Square – II, City of Greenfield	1,701,100	1
Total	--	\$5,213,936	--
Mortgage Insurance – Rental Housing in Urban Renewal Areas ⁵			
Leon Joseph and Wm. V. Reilly, Jr.	Marquette Plaza, City of Milwaukee	\$1,893,399	1
North Central Development Corporation.....	Eastgate Apartments, City of Milwaukee	4,382,000	1
Total	--	\$6,275,399	--
Neighborhood Development ⁶			
City of Milwaukee.....	City of Milwaukee Neighborhood Development Program Funding, 1972-73	\$5,515,567	2
Total	--	\$5,515,567	--
Subdivision Feasibility Analyses			
Bostonian Homes, Inc.	Bostonian Homes Subdivision, City of Milwaukee	\$ -- ⁷	1
Julius Fassbender.....	Wingate Subdivision – Phase II, City of West Bend	-- ⁷	1
Daniel M. Hummel.....	H & H Homesites, Town of Hartford	-- ⁷	3
Sidney Kohl.....	Northridge Lakes – Phase II (Parcel IV), City of Milwaukee	-- ⁷	1
Neal C. Neitzel.....	Home View Estates, City of Oconomowoc	-- ⁷	1
Northridge Lakes Development Company.....	Northridge Lakes – Phase 7, City of Milwaukee	-- ⁷	1
Pulte Homes of Illinois Corporation.....	Green Tree Estates, Town of Pleasant Prairie	-- ⁷	1
Roger Schultz Realty.....	Highview Country Homes, City of Kenosha	-- ⁷	1
Edson Sower.....	Nicosin Property, Village of East Troy	-- ⁷	2
Total	--	--	--

¹SEWRPC Action Codes Are: (1) Project is in conformance with and serves to implement the regional plan. (2) Project is not in conflict with the regional plan. (3) Project is in conflict with the regional plan.

²Administered by the U.S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA, pursuant to Section 236 of the National Housing Act, as amended.

³Administered by the U.S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA, pursuant to Section 207 of the National Housing Act, as amended.

Source: SEWRPC.

⁴Administered by the U.S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA, pursuant to Section 221 of the National Housing Act, as amended.

⁵Administered by the U.S. Department of Housing and Urban Development, Housing Production and Mortgage Credit/FHA, pursuant to Section 220 of the National Housing Act, as amended.

⁶Administered by the U.S. Department of Health, Education, and Welfare, Community Development, pursuant to the Housing Act of 1949.

⁷Not applicable.

**ENVIRONMENTAL IMPACT STATEMENTS REVIEWED
DURING 1972 BY THE SOUTHEASTERN
WISCONSIN REGIONAL PLANNING COMMISSION**

Name of Project	Agency Requesting Review
Construction of IH 57 - Saukville to Bellevue Section - Ozaukee, Sheboygan, Manitowoc, Calumet, and Brown Counties	Wisconsin Department of Transportation
Construction of Park and Lake Freeways - Milwaukee County	Wisconsin Department of Transportation
Construction of Stadium Freeway from Airport Freeway to East-West Freeway - Milwaukee County	Wisconsin Department of Transportation
Reconstruction of USH 16 from Village of Pewaukee to the City of Oconomowoc, and Reconstruction of STH 67 - Waukesha County	Wisconsin Department of Transportation
Reconstruction of USH 41 - Washington, Dodge, and Fond du Lac Counties	Wisconsin Department of Transportation
Milwaukee Harbor Diked Disposal Area - Milwaukee County	U. S. Army Corps of Engineers
Reconstruction of CTH G between STH 60 and STH 143 - Washington County	Wisconsin Department of Transportation
Reconstruction of STH 59 from S. 110th St., City of West Allis, to east limit of the City of Waukesha - Milwaukee and Waukesha Counties	Wisconsin Department of Transportation

Source: SEWRPC.

Since 1971 the Commission has reviewed and commented on environmental impact statements, prepared for various federally aided projects throughout the Region. Such statements are prepared to fulfill the requirements of the National Environmental Policy Act of 1969 and the regulations promulgated pursuant to the Act by the U. S. Council on Environmental Quality. The Commission serves as a depository of such documents and makes them available to the public for review and use, and provides on request, and at reproduction cost, copies of such statements. As the Metropolitan Clearinghouse, the Commission has the responsibility of assuring that all of the state, areawide, or local units and agencies of government which may have interest in a proposed project receive an opportunity to review the environmental impact statement. As shown in Table 38, the Commission reviewed and commented on eight such statements in 1972.

PUBLIC INFORMATION ACTIVITIES

The Commission continued during 1972 its public information activities through issuance of press releases; publication of a bimonthly newsletter; preparation of quarterly progress reports; reproduction at cost of a wide variety of maps, aerial photographic prints, and planning and engineering

data; sale at less than production cost of various planning reports and other technical and informational documents published by the Commission; and speaking engagements before local governmental, civic, and professional groups.

The following is a brief summary of the public information efforts of the Commission during 1972, including public hearings but excluding community assistance services:

Commission staff speaking engagements involving presentation of the various Commission work program elements and implementation activities:

Executive Director	49
Assistant Directors	39
Cartographic and Graphic Arts Division	5
Community Assistance Planning Division	3
Data Collection Division	2
Environmental Planning Division	38
Housing Planning Division	17
Land Use Planning Division	18
Planning Research Division	10
Transportation Planning Division	4

Press releases issued to 48 weekly newspapers, 6 daily newspapers,
and 27 radio and television stations 16

Commission Newsletters published and mailed to a list of more than 3,500 recipients 5

Commission publications and materials:

	<u>Distributed During 1972</u>	<u>Distributed To Date</u>
<u>Prospectuses</u>		
Regional Planning Program, April 1962	0 ^a	1, 000
Root River Watershed Planning Program, March 1963.	0 ^a	500
Fox River Watershed Planning Program, October 1964	0 ^a	500
Continuing Land Use-Transportation Study, October 1965	0 ^a	50
Milwaukee River Watershed Planning Program, September 1966	0 ^a	250
Comprehensive Library Planning Program, April 1968	8	650
Community Shelter Planning Program, August 1968.	4	346
Racine Urban Planning District Comprehensive Planning Program, November 1968	5	212
Regional Sanitary Sewerage System Planning Program, December 1968	14	413
Menomonee River Watershed Planning Program, November 1969	39	433
Comprehensive Regional Airport Planning Program, December 1969	0	486
Regional Housing Study, December 1969	34	525
<u>Study Designs</u>		
Study Design for the Continuing Regional Land Use-Transportation Study, 1970-1974	3	98
Study Design for the Continuing Land Use- Transportation Study, 1972-1976	72	72
<u>Planning Reports</u>		
No. 1 - Regional Planning Systems Study, December 1962	0 ^a	250
No. 2 - Regional Base Mapping Program, July 1963	0 ^a	500
No. 3 - The Economy of Southeastern Wisconsin, June 1963	0 ^a	500
No. 4 - The Population of Southeastern Wisconsin, June 1963	0 ^a	500
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963	14	1, 457
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963	0 ^a	500
No. 7 - The Land Use-Transportation Study		
Volume 1 - Inventory Findings—1963, May 1965.	0 ^a	2, 000
Volume 2 - Forecasts and Alternative Plans— 1990, June 1966.	0 ^a	1, 939
Volume 3 - Recommended Regional Land Use and Transportation Plans—1990, November 1966	0 ^a	1, 000
No. 8 - Soils of Southeastern Wisconsin, June 1966	0 ^a	1, 500

^aSupply exhausted.

	<u>Distributed During 1972</u>	<u>Distributed To Date</u>
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966	0 ^a	500
No. 10 - A Comprehensive Plan for the Kenosha Planning District		
Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967 . .	0 ^a	500
Volume 2 - Implementation Devices, February 1967 .	0 ^a	500
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969.	15	185
No. 12 - A Comprehensive Plan for the Fox River Watershed		
Volume 1 - Inventory Findings and Forecasts, April 1969	24	656
Volume 2 - Alternative Plans and Recommended Plan, February 1970	27	601
No. 13 - A Comprehensive Plan for the Milwaukee River Watershed		
Volume 1 - Inventory Findings and Forecasts, December 1970	79	462
Volume 2 - Alternative Plans and Recommended Plan, October 1971	433	433
No. 14 - A Comprehensive Plan for the Racine Urban Planning District		
Volume 1 - Inventory Findings and Forecasts, December 1970	0 ^a	500
Volume 2 - The Recommended Comprehensive Plan, October 1972	0 ^b	0 ^b
Volume 3 - Model Plan Implementation Ordinances, September 1972	0 ^b	0 ^b
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972	0 ^b	0 ^b

Planning Guides

No. 1 - Land Development, November 1963	0 ^a	750
No. 2 - Official Mapping, February 1964	8	811
No. 3 - Zoning, April 1964	0 ^a	500
No. 4 - Organization of Planning Agencies, June 1964. . . .	0 ^a	750
No. 5 - Floodland and Shoreland Development, November 1968.	28	942
No. 6 - Soils Development, August 1969	52	877

^aSupply exhausted.

^bNo copies were distributed during 1972 because the report was not received from the printer in time for distribution before January 1, 1973.

	<u>Distributed During 1972</u>	<u>Distributed To Date</u>
<u>Technical Reports</u>		
No. 1 - Potential Parks and Related Open Spaces, September 1965	0 ^a	510
No. 2 - Water Law in Southeastern Wisconsin, January 1966.	0 ^a	500
No. 3 - A Mathematical Approach to Urban Design, January 1966.	0 ^a	225
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966	10	464
No. 5 - Regional Economic Simulation Model, October 1966.	0 ^a	500
No. 6 - Planning Law in Southeastern Wisconsin, October 1966.	5	481
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968	16	469
No. 8 - A Land Use Plan Design Model		
Volume 1 - Model Development, January 1968 . . .	35	955
Volume 2 - Model Test, October 1969	0 ^a	1,014
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971	368	368
No. 10 - The Economy of Southeastern Wisconsin, December 1972.	0 ^b	0 ^b
No. 11 - The Population of Southeastern Wisconsin, December 1972.	0 ^b	0 ^b
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin—1972 and 1973, June 1972	423	423

Technical Records

Volume 1 - Numbers 1-6.	45	3,590
Volume 2 - Numbers 1-6.	36	4,402
Volume 3 - Numbers 1,2.	32	1,157
Volume 3 - Number 3	38	499
Volume 3 - Number 4	331	331

<u>Lake Use Reports</u>	106	1,339
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Annual Reports

1961	0 ^a	1,500
1962	0 ^a	1,500
1963	0 ^a	1,500
1964	1	1,258
1965	2	1,257

^aSupply exhausted.

^bNo copies were distributed during 1972 because the report was not received from the printer in time for distribution before January 1, 1973.

	<u>Distributed During 1972</u>	<u>Distributed To Date</u>
1966	0 ^a	1,500
1967	3	1,184
1968	0 ^a	2,119
1969	81	1,964
1970	116	1,048
1971	647	647
<u>Conference Proceedings</u>		
1st Regional Planning Conference, December 6, 1961	0 ^a	300
2nd Regional Planning Conference, November 14, 1962	0 ^a	300
3rd Regional Planning Conference, November 20, 1963	0 ^a	300
4th Regional Planning Conference, May 12, 1965	0 ^a	423
5th Regional Planning Conference, October 26, 1966	0 ^a	425
6th Regional Planning Conference, May 6, 1969	5	355
7th Regional Planning Conference, January 19, 1972	325	325
<u>Aerial Photographs</u>		
1963 High-Flight	0	107
1963 Low-Flight	25	13,326
1967 Low-Flight	17	22,956
1970 High-Flight	212	1,399
1970 Low-Flight	5,382	17,314
<u>Maps and Related Materials</u>		
1963 Land Use	22	1,498
1990 Proposed Land Use and Freeway System	133	1,234
Regional and County Base Maps	224	1,721
SEWRPC Topographic Maps	207	961
Traffic Analysis Zone Maps	2	176
Soil Maps	647	8,759
School District Maps	0	17
Sanitary Sewerage System Maps	17	47
Regional Census Tract Maps	79	121
Street Index Maps	0	50
Control Survey Summary Diagrams	41	279
Metropolitan Map Series Maps	132	428
1990 Proposed Jurisdictional Highway System Plan for Milwaukee County	2	5
1990 Fox and Milwaukee River Watershed Plan Maps	19	19

^aSupply exhausted.

In total, nearly 3,500 copies of Commission Prospectuses, Planning Reports, Planning Guides, Technical Reports, Technical Records, Lake Use Reports, Annual Reports, and Conference Proceedings were distributed on request during 1972.

The majority of these requests came from various levels and agencies of government, from universities and public libraries, and from private firms and individuals within the Region. Requests for copies of Commission publications were received

during 1972 from 26 states in the nation and from nine foreign countries, including Canada, England, Germany, India, Israel, the Netherlands, Scotland, Turkey, and Yugoslavia. Requests were also made during 1972 for more than 5,636 prints of aerial photographs of the Region, primarily from local units of government, public utilities, realtors, wholesale and retail grocery chains, and major oil companies operating in the Region.

Additionally, over 600 soil prints and nearly 900 other map prints were distributed.

COMMISSION AND ADVISORY COMMITTEE MEETINGS

The following meetings of the full Commission, its committees, and its advisory committees were held in 1972:

Full Commission	4
Executive Committee	9
Administrative Committee	6
Planning and Research Committee	4
Intergovernmental and Public Relations Committee	4
Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning	5
Technical Advisory Committee on Natural Resources and Environmental Design	0
Root River Watershed Committee	0
Fox River Watershed Committee	0
Milwaukee River Watershed Committee	1
Menomonee River Watershed Committee	1
Technical Coordinating and Advisory Committee on Regional Sanitary Sewerage System Planning	3
Technical Coordinating and Advisory Committee on Regional Airport Planning	1
Technical Advisory Committee on Library Planning	1
Racine Urban Planning District Citizens Advisory Committee	17
Technical and Citizen Advisory Committee on Regional Housing Studies	4
Technical and Citizen Advisory Committee on Regional Park, Outdoor Recreation, and Related Open Space Planning	2
Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Milwaukee County	2
Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County	3
Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Racine County	2
Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Walworth County	12
Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County	3

COMMISSION STAFF TECHNICAL MEETINGS

The Commission staff frequently meets with local, state, and federal public agency personnel, planning and engineering consultants, and others in

carrying out its planning programs and plan implementation activities. The following such interagency staff meetings were held in 1972, exclusive of community assistance services and public information efforts:

Executive Director	237
Assistant Directors	143
Cartographic and Graphic Arts Division	72
Community Assistance Planning Division	260

Data Collection Division	10
Environmental Planning Division	62
Housing Planning Division	301
Land Use Planning Division	71
Planning Research Division	15
Transportation Planning Division	103

COMMISSION PUBLICATIONS IN 1972

As part of its documentation of ongoing work programs, the Commission in 1972 issued seven major publications and several staff memoranda, including:

Planning Reports

- No. 14—A Comprehensive Plan for the Racine Urban Planning District
 - Volume 2—The Recommended Comprehensive Plan, October 1972, 114 pages
 - Volume 3—Model Plan Implementation Ordinances, September 1972, 240 pages
- No. 15—A Jurisdictional Highway System Plan for Walworth County, October 1972, 131 pages

Annual Report

- 1971 Annual Report, July 1972, 150 pages

Technical Reports

- No. 10—The Economy of Southeastern Wisconsin, December 1972, 90 pages
- No. 11—The Population of Southeastern Wisconsin, December 1972
- No. 12—A Short-Range Action Housing Program for Southeastern Wisconsin—1972 and 1973, June 1972, 64 pages

Conference Proceedings

- 7th Regional Planning Conference, January 1972, 94 pages

Staff Memoranda

- Regional Housing Study—Study Design Memorandum

- No. 15—Housing Market Identification, April 14, 1972, 7 pages

- Menomonee River Watershed Planning Program Memorandum

- No. 1—Menomonee River Watershed Planning Program Study Design, April 5, 1972, 19 pages

- Regional Inventory of Travel Study Design Memoranda

- No. 1—Introduction, May 17, 1972, 4 pages
- No. 3—Truck and Taxi Survey, May 17, 1972, 5 pages
- No. 4—External Survey, May 17, 1972, 11 pages
- No. 5—Screenline Survey, May 17, 1972, 7 pages
- No. 6—Public Transportation Survey (Bus User), May 17, 1972, 6 pages

- No. 7—Public Transportation Survey (High Sample Rate—Nonuser), May 17, 1972, 5 pages
- No. 8—Public Transportation Survey (Major Trip Generator), July 21, 1972, 3 pages
- No. 9—Intercity Bus and Rail Survey, July 21, 1972, 4 pages
- No. 10—Weekend Travel Survey, July 21, 1972, 10 pages

Regional Airport System Planning Program Investigation Memoranda

- No. P-1—Prepare, Test, and Evaluation of Alternative System Plans, December 13, 1972, 9 pages
- No. P-2—Plan Selection and Adoption, December 13, 1972, 6 pages

PROSPECTIVE COMMISSION WORK PROGRAMS--A FORWARD GLANCE

Since its creation in 1960, the Commission has been actively performing its three assigned functions of inventory, plan design, and plan implementation. Initial emphasis was on the inventory function, with increasing attention paid in recent years to the function of plan design and, more recently, to plan implementation. A well-prepared, technically sound comprehensive plan for the development of the Region is essential if land use development is to be coordinated on an areawide basis with the development of supporting transportation, utility, and community facility systems, and if the development of these individual functional systems is to be coordinated on an areawide basis with each other. Such a comprehensive physical development plan is also essential if land use development is to be adjusted to the ability of the underlying and supporting natural resource base to sustain such development; if serious and costly environmental and developmental problems are to be avoided; if excessive and unnecessary expenditures of tax monies are to be avoided; and if a more healthful, attractive, and efficient regional settlement pattern is to be evolved. Moreover, proper performance of other assigned functions of the Commission, such as the areawide review responsibility for most federal grant-in-aid programs, depends upon the existence of a comprehensive and fully coordinated long-range physical development plan.

Pursuant to its statutory charge to prepare such a comprehensive plan for the physical development of the seven-county Region, the Commission since 1960 has completed and adopted eight major components of such a comprehensive plan: a regional land use plan, a regional transportation (highway and mass transit) plan, comprehensive

water-related community facilities plans for the Root, Fox, and the Milwaukee River watersheds; a jurisdictional highway system plan for Milwaukee County; a comprehensive urban development plan for the Kenosha Urban Planning District, and a Milwaukee Area Transit Plan. In addition, technical work was completed in 1972 on a jurisdictional highway system plan for Walworth County, and on a comprehensive urban development plan for the Racine Urban Planning District. The Commission also had underway in 1972 a regional sanitary sewerage system planning program, a regional airport system planning program, a regional library services and facilities planning program, a regional housing study, a Menomonee River watershed planning program, and jurisdictional highway system planning programs for Ozaukee, Racine, and Waukesha Counties, all intended to produce additional elements of a comprehensive plan for the physical development of the Region.

COMMISSION POLICY ON ADDITIONAL REGIONAL PLAN ELEMENTS

In considering new work programs designed to provide additional elements of the required comprehensive plan for the physical development of the Region, the Commission has determined that:

1. Because of the direct relationship to the implementation of already completed and adopted regional land use and transportation plans, and because of the pressing need to more fully coordinate major public works facility development with land use development on an areawide basis, priority would be given in the near future to the undertaking of the following planning programs:

- a. A continuing regional land use-transportation planning program, including subregional and regional highway, transit, and airport planning efforts. This program would be directed not only at maintaining current the regional land use and transportation plans and supporting data base prepared and assembled under the initial regional land use-transportation study, but also at implementing such plans.
- b. A regional park, outdoor recreation, and related open space planning program.
- c. A regional water supply system planning program.

The foregoing planning programs will also substantially fulfill the Commission's obligations and responsibilities to its constituent state and local units and agencies of government with regard to assisting those units and agencies of government in meeting the areawide planning prerequisites set forth in the 1962 Federal Aid Highway Act, the 1964 Federal Urban Mass Transportation Act, and the Federal Housing and Urban Development Act of 1965; and the areawide grant review requirements set forth in Section 204 of the Federal Demonstration Cities and Metropolitan Development Act of 1966, the Intergovernmental Cooperation Act of 1968, and the U. S. Office of Management and Budget Circular A-95. The preparation of such plan elements will continue to qualify state and local units of government concerned for federal loans and grants-in-aid under these important programs.

- 2. Because of the need to recognize the serious water resource-related problems existing within the Region, including water pollution, flooding and flood damages, deteriorating fish and wildlife habitat, and groundwater supply, comprehensive watershed planning programs would be conducted serially upon receipt of a specific request for such studies from local units of government and upon securing of the necessary funding. Comprehensive watershed planning programs are intended to provide, within the limits of each watershed within the Region, one of the key elements of

a comprehensive plan for the physical development of the Region—a long-range plan for the staged development of water-related community facilities. The watershed plans are intended to form the basic regional storm water drainage and flood control plan element and the basic regional water pollution abatement plan element, and to provide important inputs to the regional sanitary sewerage system, regional water supply, and regional park and related open-space system plan elements. By the end of 1972, the Commission had completed and adopted comprehensive watershed plans for the Root River, Fox River, and Milwaukee River watersheds, together covering about 58 percent of the Region, and had underway a comprehensive watershed study for the Menomonee River watershed, covering an additional 5 percent of the Region.

- 3. Because of the need to overcome limitations imposed upon sound areawide land use and supporting public works facility development by the complex pattern of local governmental boundary lines within the Region, and because of the need to encourage increased intergovernmental cooperation at the local level, comprehensive district planning programs would be conducted upon specific request from groups of contiguous local units of government whose combined jurisdictional boundaries comprise a rational rural or urban planning district within the Region and within which an urgent need exists to prepare cooperative plans which can be jointly implemented and which are in greater detail than the regional plans. By the end of 1972 the Commission had completed and adopted a comprehensive district program for the Kenosha Urban Planning District and had completed technical work on a comprehensive district plan for the Racine Urban Planning District.
- 4. Because of the need to maintain flexibility in a rapidly changing situation relative to environmental and developmental problems and because of the need to remain responsive to the express needs and desires of the constituent local units of government and of the state and federal governments, additional regional planning programs not

specifically listed above would be undertaken. This would be done, however, only upon a showing of significant and urgent need; the receipt of expressed approval from the constituent county boards; and upon the availability of sufficient federal, state, and local funding. Included in this category are such programs as a regional solid waste disposal planning program, a regional air quality management plan, a regional mineral resource conservation planning program, and a comprehensive Lake Michigan shoreline erosion study. By the end of 1972 the Commission had received formal requests to conduct all of the foregoing programs.

5. Because of the need to service the plans prepared under Commission watershed and utility system planning programs; to refine and detail the plans and to maintain current the data base established under such programs and thereby monitor progress toward plan implementation; and to promote federal, state, and local government implementation of plans prepared under such programs, a continuing environmental engineering planning program would be undertaken in lieu of the establishment of separate continuing studies for each of the individual plan elements which relate to natural resource base and utility system development.
6. Because of the need to maintain current the data base established under the regional housing study, including the establishment and maintenance of a regional housing market information file; to disseminate the data collected in the regional housing study to the local units of government in the Region, as well as to those in the private sector of the economy associated with the housing industry; and to promote implementation of the regional housing plan element in both the public and private sectors of the economy, a continuing regional housing study would be undertaken upon completion of the initial regional housing study.

In undertaking the preparation of regional and subregional plan elements, it is the Commission's practice to prepare, as an initial step, a prospectus for each of the necessary planning

programs. The purpose of a prospectus is to explore and recommend the means by which a feasible planning program can be established for a given plan element and to provide the affected federal, state, and local governmental units and agencies with sufficient information to consider the benefits and costs of the proposed planning program and to determine the desirability of its execution. Specifically, a prospectus establishes the need for the planning program; specifies the main divisions 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; and provides sufficient cost data to permit the development of an initial budget and suggests possible allocation of costs among the various levels and units of government concerned.

Prior to 1972 the Commission had published the following 12 planning program prospectuses:

1. Regional Planning Program, April 1962.
2. Root River Watershed Planning Program, March 1963.
3. Fox River Watershed Planning Program, October 1964.
4. Continuing Land Use-Transportation Study, October 1965.
5. Milwaukee River Watershed Planning Program, September 1966.
6. Comprehensive Library Planning Program, April 1968.
7. Community Shelter Planning Program, August 1968.
8. Racine Urban Planning District Comprehensive Planning Program, November 1968.
9. Regional Sanitary Sewerage System Planning Program, December 1968.
10. Menomonee River Watershed Planning Program, November 1969.
11. Comprehensive Regional Airport Planning Program, December 1969.
12. Regional Housing Study, December 1969.

In all but one instance the prospectus achieved its purpose, and the recommended planning program has been funded, mounted, and either completed or is currently underway. The single exception is the community shelter planning program, proposed to be entirely federally funded but for which funding was not approved. The community shelter planning program recommended by the Commission for the Region departed substantially from the suggested typical program developed by the U. S. Office of Civil Defense and, therefore, exceeded federal criteria relating to the per capita costs of such a program. This factor, combined with a cutback in federal funding for the program at the national level, led to the denial of funding for the proposed program in the Region.

PROGRESS DURING 1972 ON ESTABLISHING
ADDITIONAL REGIONAL PLANNING PROGRAMS

During 1972 no prospectuses were prepared or adopted that would lead to the initiation of additional major work programs. The Commission, however, working with a Technical and Citizen Advisory Committee, initiated work on the preparation of a prospectus for the proposed regional park, outdoor recreation, and related open space planning program. The Commission staff also actively participated in state efforts directed at the solid waste disposal and recycling problem in the Region, which efforts could have an impact on any solid waste disposal planning program which may eventually be conducted in the Region.

Regional Park, Outdoor Recreation, and
Related Open Space Planning Program

By resolution dated February 16, 1971, the Common Council of the City of Racine requested the Commission to undertake as soon as possible a regional park, outdoor recreation, and related open space planning program. This request was

prompted by local consideration of the potential for consolidation of the park and recreation function in the City and County of Racine. After meeting with representatives of both the City and County of Racine, the Commission indicated that because of budgetary and staff limitations it would not be possible to initiate the regional park, outdoor recreation, and related open space planning program until calendar year 1973. Accordingly, during 1972 a Technical and Citizen Advisory Committee on Regional Park, Outdoor Recreation, and Related Open Space Planning was established to prepare a prospectus for the requested planning program. The full membership of this Committee is listed in Appendix C of this report.

THE COMMISSION WORK PROGRAM: 1973-1977

Based upon currently committed regional planning work programs, upon established Commission policy for mounting additional work programs, and upon existing federal, state, and local governmental requests for the preparation of additional regional and subregional plan elements, the following schedule of major Commission work programs for the five-year period from 1973 through 1977 has been prepared to meet U. S. Department of Housing and Urban Development metropolitan planning assistance requirements, as set forth in that agency's handbook CPM 6041.1A (see Figure 1).

Programs Designed to Prepare
Additional Regional Plan Elements

During the next five years, it is anticipated that the Commission will conduct seven major work programs directly aimed at the preparation of additional regional or subregional plan elements. These seven programs, together with actual or anticipated starting and completion dates, are as follows:

<u>Program</u>	<u>Starting Date</u>	<u>Completion Date</u>
Regional Library Planning Program	July 1968	July 1973
Regional Sanitary Sewerage System Planning Program	July 1968	July 1973
Regional Airport System Planning Program	December 1970	December 1973
Regional Housing Study	July 1970	September 1973
Menomonee River Watershed Study	April 1972	March 1975
Regional Park, Outdoor Recreation, and Related Open Space Planning Program	July 1973	June 1976
Regional Water Supply System Planning Program	January 1975	December 1977

Programs Designed to Reappraise
Existing Regional Plan Elements

During the next five years, it is anticipated that the Commission will conduct three major work programs directly aimed at the maintenance and reappraisal of already completed and adopted

regional and subregional plan elements. These three programs, together with actual or anticipated starting and completion dates, are as follows:

<u>Program</u>	<u>Starting Date</u>	<u>Completion Date</u>
Continuing Regional Land Use-Transportation Study	July 1966	December 1977
Continuing Regional Housing Study	July 1973	December 1977
Continuing Environmental Engineering Planning Program. . .	January 1974	December 1977

Other Major Work Programs

During the next five years, it is anticipated that the Commission will also conduct two major work programs which, although not directly aimed at the preparation or reappraisal of regional or subregional plan elements, will materially

advance the objectives and functions of the regional planning program in southeastern Wisconsin. These two programs, together with the actual or anticipated starting and completion dates, are as follows:

<u>Program</u>	<u>Starting Date</u>	<u>Completion Date</u>
Continuing Community Assistance Program.	July 1968	December 1977
Preparation of Local Planning Guides:		
1. Storm Water Management Manual	January 1975	December 1976
2. Costs and Revenues Associated With Residential Development	January 1976	December 1977
3. Environmental Corridor Preservation	January 1976	December 1977
4. Preservation of Agricultural Lands in an Urbanizing Region	January 1976	December 1977

Anticipated Funding
Requirements and Allocations

Based upon the above described major work programs for the next five years, a forecast has been prepared of anticipated funding requirements by federal, state, and county governments for the same five-year period. Federal and state funding by appropriate agency has been suggested. This suggestion implies no commitment on the part of any of the named agencies. Such commitment can only be made on the basis of an approved prospectus and grant application for each proposed pro-

gram. This funding forecast, like the preceding work program schedule, is provided to meet U. S. Department of Housing and Urban Development metropolitan planning assistance requirements. It should be stressed that the following cost estimates for major work programs are tentative and are subject to change upon completion of prospectuses governing the program, which prospectuses, as noted above, are designed to examine and document more thoroughly the need for a particular program; outline the work elements to be contained in a program; and set forth a recommended organizational structure, time

schedule, and definite budget for the program. In the case of continuing planning programs, it is anticipated that detailed study designs would serve as the basis for specific funding requests.

In the absence of such prospectuses and study designs, only very approximate and tentative cost estimates can be made. Table 39 presents the program cost estimates for all major work programs proposed to be initiated during the 1973-1977 period. Those major work programs which were fully funded and initiated prior to January 1, 1973, and which are scheduled to carry over into 1973-1977, such as the regional sanitary sewerage system planning program, the regional airport system planning program, the regional library planning program, and the regional housing study have not been included in Table 39. The eight programs included represent an average annual anticipated funding requirement of about \$1 million, of which about \$580,000, or 58 percent, would be allocated annually for the continuing regional land use-transportation study. It is important to note, in this respect, that the average annual cost of conducting the continuing regional land-use transportation study includes \$92,000 for the second and final year of a two-year major regional inventory of travel conducted during 1972 and proposed to be conducted during 1973. Approximately 59 percent, or about \$2.9 million, of the total estimated funding requirement for new work programs over the five-year period has been allocated to the federal government. Various federal agencies would be involved in this allocation, including the U. S. Department of Transportation, Federal Highway Administration, Urban Mass Transportation Administration, and Federal Aviation Administration; the U. S. Environmental Protection Agency; and the U. S. Department of Housing and Urban Development. The State of Wisconsin would be expected to provide about 21 percent, or about \$1.0 million, of the total funding requirements for new programs during the next five years. Various state agencies would be involved, including the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, and the Wisconsin Department of Local Affairs and Development. The remaining 20 percent, or about \$1.0 million, would be provided by the constituent county and local units of government.

Based upon anticipated funding requirements for proposed programs, and on already approved and funded programs that will be completed during the

next five years, Table 40 presents a forecast of the total anticipated annual revenue allocations for Commission programs by general governmental level and agency for the period 1973-1977, as well as the actual revenue allocations for the period 1961-1972. These anticipated funding requirements, together with the historic experience, are also shown in Figure 13. Because of the substantial number of additional work programs proposed to be undertaken and because of the need to service and reappraise the substantial number of plan elements already completed and adopted by the Commission, the Commission budget may be expected to remain relatively constant over the period 1973-1977, after reaching a peak in 1972 because of the major effort in the second regional inventory of travel. The relative federal share can be expected to decrease slightly to a level ranging from 45 to 47 percent after peaking in 1972 at about 52 percent. The state's relative share over the next five years is expected to increase to a level ranging from 15 to 19 percent. The county's relative share is expected to increase from its 1972 level of 29 percent. It should be stressed that the foregoing forecasts are based upon the proposed work program, and represent the best funding estimates that can be made at this time without the substantial benefit of soundly conceived and prepared work program prospectuses and study designs. Additionally, these forecasts do not reflect requested potential increases in the state's share of the total funding requirements. These forecasts, therefore, must be regarded as highly tentative.

ANNUAL WORK PROGRAM: 1973

Within the framework of the overall Commission five-year work program set forth above, the following specific projects are scheduled for calendar year 1973:

1. Continuing Regional Land Use-Transportation Study.
2. Regional Library Planning Program.
3. Regional Sanitary Sewerage System Planning Program.
4. Regional Airport System Planning Program.
5. Regional Housing Study.

Table 39

**ANTICIPATED FUNDING ALLOCATIONS FOR PROPOSED MAJOR REGIONAL PLANNING PROGRAMS
IN THE REGION BY GOVERNMENTAL LEVEL AND AGENCY: 1973-1977**

Proposed Planning Program		Program Funding Period ²	Total Funds Anticipated	Federal									
				Department of Transportation		Department of Housing and Urban Development		Environmental Protection Agency		Subtotal			
				Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total		
Programs Designed to Prepare Additional Plan Elements													
Menomonee River Watershed Planning Program.....		2 Years 1/73-12/74	\$ 145,950	\$ --	--	\$ 31,053	21.3	\$ 54,343	37.2	\$ 85,396	58.5		
Regional Park, Outdoor Recreation, and Related Open Space Planning Program.....		3 Years 6/73-6/76	180,000	--	--	120,000	66.7	--	--	120,000	66.7		
Regional Water Supply System Planning Program.....		3 Years 1/75-12/77	264,000	--	--	176,000	66.7	--	--	176,000	66.7		
Programs Designed to Reappraise Existing Plan Elements													
Continuing Regional Land Use-Transportation Study.....		5 Years 1/73-12/77	\$2,891,124 ³	\$816,085	28.2	\$ 923,868	32.0	\$ --	--	\$1,739,953	60.2		
Continuing Regional Housing Study.....		3½ Years 1/73-12/77	503,166	--	--	335,444	66.7	--	--	335,444	66.7		
Continuing Environmental Engineering Planning Program.....		4 Years 1/74-12/77	308,550	--	--	103,063	33.4	102,749	33.3	205,812	66.7		
Other Major Work Programs													
Continuing Community Assistance and Federal Aid Review.....		5 Years 1/73-12/77	\$ 465,000	\$ --	--	\$ 116,250	25.0	\$ --	--	\$ 116,250	25.0		
Preparation of Local Planning Guides.....		2 Years 1/76-12/77	150,000	--	--	100,000	66.7	--	--	100,000	66.7		
Total		5 Years	\$4,907,790	\$816,085	16.6	\$1,905,678	38.9	\$157,092	3.2	\$2,878,855	58.7		
Proposed Planning Program	Program Funding Period ²	Total Funds Anticipated	State								County ¹		
			Department of Transportation		Department of Natural Resources		Department of Local Affairs and Development		Subtotal		Funds	Percent of Program Total	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total			
Programs Designed to Prepare Additional Plan Elements													
Menomonee River Watershed Planning Program.....		2 Years 1/73-12/74	\$ 145,950	\$ --	--	\$ 51,238	35.1	\$ --	--	\$ 51,238	35.1	\$ 9,316	6.4
Regional Park, Outdoor Recreation, and Related Open Space Planning Program.....		3 Years 6/73-6/76	180,000	--	--	30,000	16.7	--	--	30,000	16.7	30,000	16.6
Regional Water Supply System Planning Program.....		3 Years 1/75-12/77	264,000	--	--	--	--	--	--	--	--	88,000	33.3
Programs Designed to Reappraise Existing Plan Elements													
Continuing Regional Land Use-Transportation Study.....		5 Years 1/73-12/77	\$2,891,124 ³	\$535,259	18.5	\$ --	--	\$ --	--	\$ 535,259	18.5	\$615,912	21.3
Continuing Regional Housing Study.....		3½ Years 7/73-12/77	503,166	--	--	--	--	167,722	33.3	167,722	33.3	--	--
Continuing Environmental Engineering Planning Program.....		4 Years 1/74-12/77	308,550	--	--	51,526	16.7	--	--	51,526	16.7	51,212	16.6
Other Major Work Programs													
Continuing Community Assistance and Federal Aid Review.....		5 Years 1/73-12/77	\$ 465,000	\$ --	--	\$ --	--	\$195,300	42.0	\$ 195,300	42.0	\$153,450	33.0
Preparation of Local Planning Guides.....		2 Years 1/76-12/77	150,000	--	--	--	--	--	--	--	--	50,000	33.3
Total		5 Years	\$4,907,790	\$535,259	10.9	\$132,764	2.7	\$363,022	7.4	\$1,031,045	21.0	\$997,890	20.3

¹The county share of the cost of the regional planning program is apportioned, pursuant to Section 66.945(14) of the Wisconsin Statutes, among the several counties on the basis of relative equalized assessed valuation.

²The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to nine months after the beginning and end of the funding period, due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.

³Includes \$91,500 for the second year of a second regional inventory of travel funded entirely by the State and Federal Departments of Transportation.

Source: SEWRPC.

Table 40

**ACTUAL AND ANTICIPATED ANNUAL REVENUE ALLOCATIONS FOR REGIONAL PLANNING
PROGRAMS IN THE REGION BY GOVERNMENTAL LEVEL AND AGENCY: 1961-1977**

Governmental Level and Agency	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
Federal											
Department of Transportation											
Funds.....	\$ --	\$ --	\$281,325	\$161,171	\$181,141	\$233,416	\$ 85,573	\$101,581	\$ 68,752	\$136,892	\$ 158,140
Percent.....	--	--	32.2	24.1	29.1	34.1	10.8	13.2	9.8	15.7	14.8
Department of Housing and Urban Development											
Funds.....	--	37,680	310,140	220,040	154,923	233,816	389,856	175,084	247,660	298,565	369,700
Percent.....	--	33.4	35.5	32.9	24.9	34.1	49.1	22.7	35.1	34.2	34.7
Environmental Protection Agency											
Funds.....	--	--	--	--	--	--	--	30,000	32,500	27,500	--
Percent.....	--	--	--	--	--	--	--	3.9	4.6	3.2	--
Department of the Navy											
Funds.....	--	--	--	--	--	--	652	5,155	2,813	--	--
Percent.....	--	--	--	--	--	--	0.1	0.7	0.4	--	--
Subtotal -- Federal											
Funds.....	\$ --	\$ 37,680	\$591,465	\$381,211	\$336,064	\$467,232	\$476,081	\$311,820	\$351,725	\$462,957	\$ 527,840
Percent.....	--	33.4	67.7	57.0	54.0	68.2	60.0	40.5	49.9	53.1	49.5
State											
Department of Transportation											
Funds.....	\$ --	\$ --	\$ 49,645	\$ 28,441	\$ 31,965	\$ 41,190	\$ 15,100	\$ 17,926	\$ 49,378	\$ 98,317	\$ 113,924
Percent.....	--	--	5.7	4.2	5.1	6.0	1.9	2.3	7.0	11.3	10.7
Department of Natural Resources											
Funds.....	--	--	--	--	--	--	89,000	50,000	50,000	--	--
Percent.....	--	--	--	--	--	--	11.2	6.5	7.1	--	--
Department of Local Affairs and Development											
Funds.....	--	--	--	--	--	--	--	--	2,400	9,000	15,000
Percent.....	--	--	--	--	--	--	--	--	0.3	1.0	1.4
Department of Public Instruction											
Funds.....	--	--	--	--	--	--	--	131,583	10,592	--	3,780
Percent.....	--	--	--	--	--	--	--	17.1	1.5	--	0.4
Subtotal -- State											
Funds.....	\$ --	\$ --	\$ 49,645	\$ 28,441	\$ 31,965	\$ 41,190	\$104,100	\$199,509	\$112,370	\$107,317	\$ 132,704
Percent.....	--	--	5.7	4.2	5.1	6.0	13.1	25.9	15.9	12.3	12.5
County¹											
Funds.....	\$ 75,000	\$ 75,000	\$231,400	\$259,915	\$255,191	\$176,379	\$213,515	\$258,730	\$241,289	\$301,591	\$ 404,166
Percent.....	100.0	66.6	26.6	38.8	40.9	25.8	26.9	33.6	34.2	34.6	38.0
Total											
Funds.....	\$ 75,000 ²	\$112,680 ²	\$872,510 ²	\$669,567 ²	\$623,220 ²	\$684,801 ²	\$793,696 ²	\$770,059 ²	\$705,384 ²	\$871,865 ²	\$1,064,710 ²
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Governmental Level and Agency	1972		1973		1974		1975		1976		1977
Federal											
Department of Transportation											
Funds.....	\$ 444,462		\$ 211,285		\$ 151,200		\$ 151,200		\$ 151,200		\$ 151,200
Percent.....	31.3		18.2		12.6		11.6		11.6		11.8
Department of Housing and Urban Development											
Funds.....	294,472		295,188		346,357		429,107		424,213		410,813
Percent.....	20.7		25.4		29.0		33.0		32.7		31.9
Environmental Protection Agency											
Funds.....	6,793		27,171		40,662		28,300		29,740		31,219
Percent.....	0.5		2.3		3.4		2.2		2.3		2.4
Department of the Navy											
Funds.....	--		--		--		--		--		--
Percent.....	--		--		--		--		--		--
Subtotal -- Federal											
Funds.....	\$ 745,727		\$ 533,644		\$ 538,219		\$ 608,607		\$ 605,153		\$ 593,232
Percent.....	52.5		45.9		45.0		46.8		46.6		46.1
State											
Department of Transportation											
Funds.....	\$ 221,736		\$ 132,059		\$ 100,800		\$ 100,800		\$ 100,800		\$ 100,800
Percent.....	15.6		11.4		8.4		7.8		7.8		7.8
Department of Natural Resources											
Funds.....	26,000		35,619		42,379		24,200		14,910		15,656
Percent.....	1.8		3.1		3.5		1.9		1.1		1.2
Department of Local Affairs and Development											
Funds.....	11,000		52,572		72,800		76,650		78,483		82,517
Percent.....	0.8		4.5		6.1		5.9		6.1		6.4
Department of Public Instruction											
Funds.....	--		--		--		--		--		--
Percent.....	--		--		--		--		--		--
Subtotal -- State											
Funds.....	\$ 258,736		\$ 220,250		\$ 215,979		\$ 201,650		\$ 194,193		\$ 198,973
Percent.....	18.2		19.0		18.0		15.6		15.0		15.4
County											
Funds.....	\$ 415,225		\$ 408,038		\$ 443,120		\$ 488,993		\$ 498,903		\$ 496,096
Percent.....	29.3		35.1		37.0		37.6		38.4		38.5
Total											
Funds.....	\$1,419,688 ²		\$1,161,932 ³		\$1,197,318 ⁴		\$1,299,250 ⁴		\$1,298,249 ⁴		\$1,288,301 ⁴
Percent.....	100.0		100.0		100.0		100.0		100.0		100.0

¹Includes actual and anticipated tax levies and contracts for major Commission programs but does not include contracts for special planning services.

²As reported in the financial statements reproduced in this and previous Commission Annual Reports.

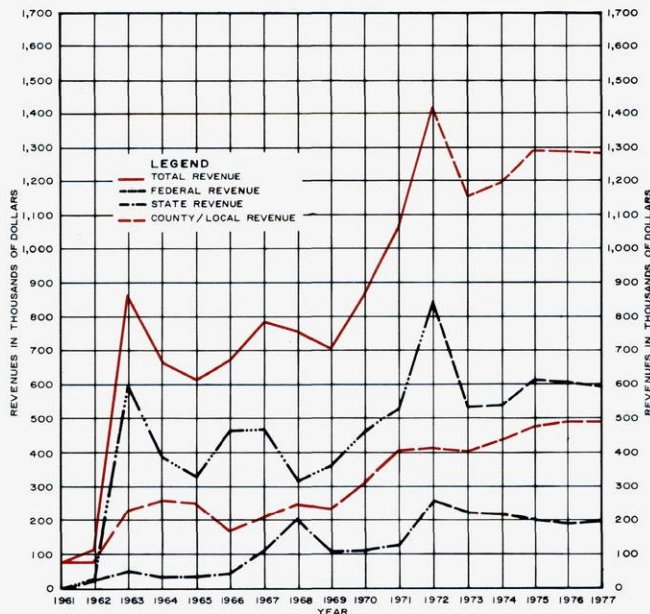
Source: SEWRPC.

³Commission 1973 Budget.

⁴Based on existing and committed program funds, as well as proposed programs. These figures are highly tentative and may increase or decrease as prospectuses containing more detailed cost estimates are prepared for each program.

Figure 13

ACTUAL AND ANTICIPATED ANNUAL REVENUE
ALLOCATIONS FOR MAJOR COMMISSION PLANNING
PROGRAMS BY GOVERNMENTAL LEVEL
1961-1977



Source: SEWRPC.

6. Continuing Regional Housing Study.
7. Menomonee River Watershed Study.
8. Continuing Community Assistance Program.

Of the foregoing eight specific projects, four—the regional library, regional sanitary sewerage system, regional airport system, and regional housing programs—are scheduled for completion during 1973 and will result in the preparation of additional regional and subregional plan elements. The remaining four projects include additional efforts aimed at expanding and maintaining current the Commission's data base for the Region, at reappraising already adopted regional and subregional plan elements, at preparing additional regional and subregional plan elements, and at providing expanded community assistance services, thus enhancing regional implementation probability.

Housing Element

The Commission will continue to work in 1973 toward establishing a true housing element in

the comprehensive planning framework for the Region. The short-range action housing program, which is designed to facilitate the dissemination of data concerning the suitability of sites for the immediate construction of housing for low- and moderate-income families, was completed in 1972. The comprehensive regional housing study is expected to move into the preparation of alternative strategies for the provision of housing in the Region. When completed in mid-1973, the regional housing plan element will assist private as well as local, state, and federal governmental agencies in finding sound solutions to the identified and quantified housing and housing-related problems within the Region.

Low-Income and Minority Group Problems

During 1973, the Commission will continue to perform activities directly related to the resolution of the problems of low-income and minority groups. These efforts will include, in addition to the housing study efforts just described, the following: efforts directed at the provision of higher levels of mass transit service with particular emphasis on the public transportation needs of low-income and minority groups; participation in the cooperative area manpower planning service; participation in areawide health planning efforts; participation in the activities of private neighborhood civic organizations, such as the Walnut Area Improvement Council (WAICO) in the City of Milwaukee; and the promotion of neighborhood unit planning in the development areas of the Region, which seeks in part to provide a variety of housing structure types in a balanced fashion within individual neighborhoods, thereby fostering heterogeneity and variety in the daily lives of the Region's citizens.

Citizen Participation

The Commission intends to continue in 1973 its extensive efforts to achieve maximum feasible citizen participation in the areawide planning process. The Commission's 1973 annual work program includes the following continuing arrangements for effective citizen participation:

1. Advisory committees for each major Commission work program.
2. Public hearings and informational meetings on all regional and subregional plan elements.

3. A community assistance program, including informal working sessions with plan commissions, neighborhood associations, and lake or stream community associations.
4. A public information program, including newsletters distributed free of charge to anyone in the Region, press releases, condensed versions of regional plan elements, and speaking engagements.

STAFF ORGANIZATION

The Commission programs are carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary full- and part-time staff as required by the various work programs underway. In 1972 the staff totaled 64 full-time and 16 temporary full-time or part-time employees. Of the total 80 employees, 16 were classified as administrative and clerical personnel; 31 were classified as technical personnel; and 33 were classified as professional personnel. In addition the Commission employed a total of 295 persons in temporary full-time or part-time positions during 1972 for the conduct of the inventory of travel. These persons served as interviewers, traffic counters, coders, editors, and supervisors. As in past years, several agencies assigned personnel to work directly with the Commission staff for all or part of the year. This included the assignment of planning engineers to the Commission staff by the Wisconsin Department of Transportation, Division of Highways and Division of Planning; the Milwaukee County Department of Public Works, Transportation Division; and the U. S. Department of Transportation. The staff is organized into staff planning and staff support divisions, as shown in Figure 14, reporting to the Executive Director.

FINANCING

The basic financial support for the Commission's varied work programs is provided by county contributions apportioned among the member counties on the basis of equalized assessed valuation. These basic funds are heavily supplemented by local, state, and federal funds for specific work projects (see Figure 15). Revenue received by the Commission during 1972 totaled about \$1.5 million, of which about \$746,000, or about 49 percent, was received from federal grants-in-aid; about \$259,000, or about 17 percent, was received

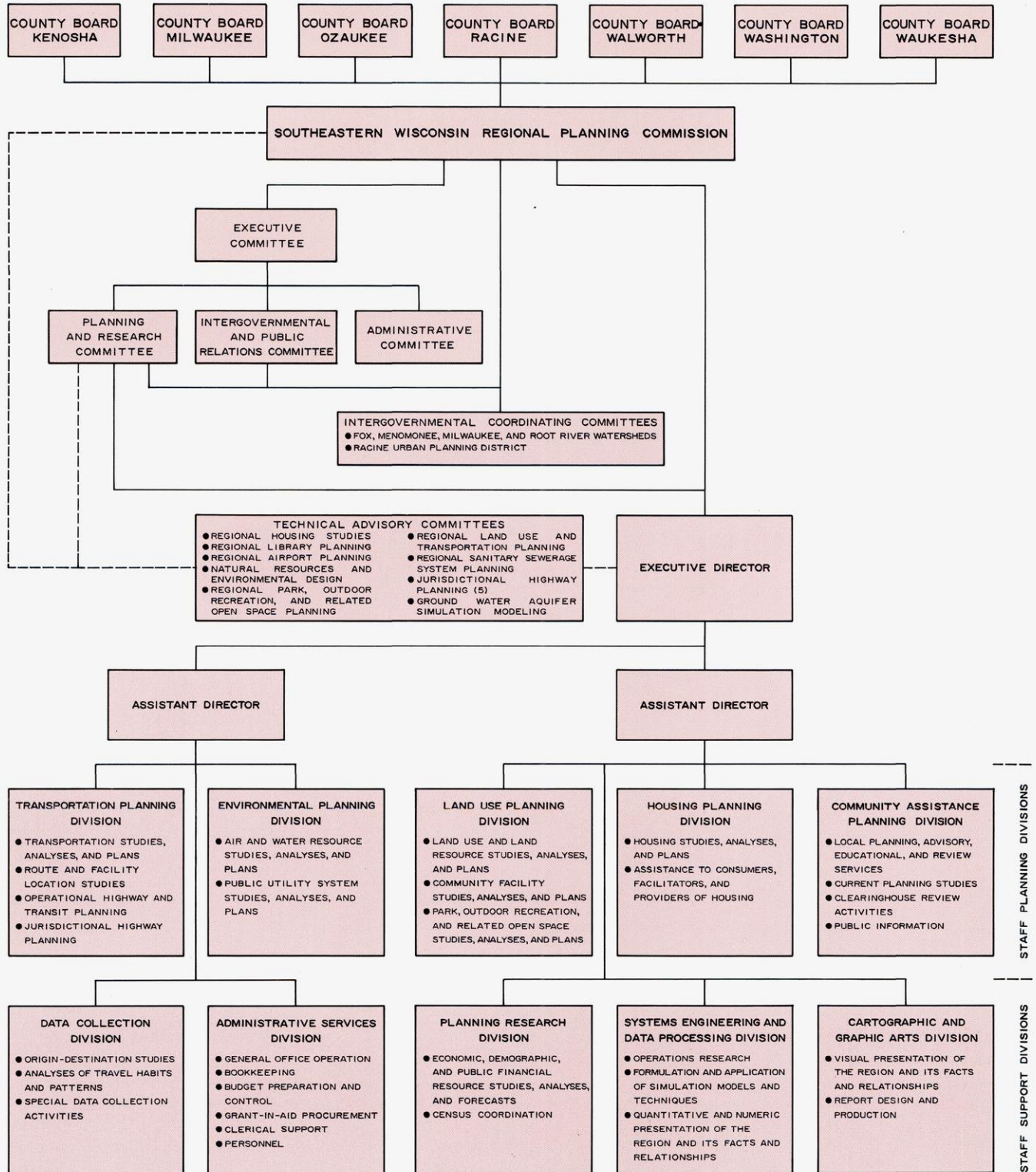
from state grants-in-aid; about \$415,000, or about 27 percent, was received from member counties under provisions of the state regional planning enabling legislation; about \$31,000, or about 2 percent, was received from member counties for the conduct by contract of special regional or subregional planning programs; and about \$57,000, or about 4 percent, was received from member cities, villages, towns, and school districts within the Region under contracts for special services. The remaining \$23,000, or nearly 1 percent, was derived through the sale of publications, maps, and aerial photographs and interest received on time deposits.

Expenditures during 1972 totaled about \$1.6 million, of which about \$84,000, or about 5 percent, was expended for Commission work efforts related to planning for protection of the environment; about \$827,000, or about 50 percent, was expended for Commission work efforts related to planning for the movement of people and goods; about \$478,000, or about 29 percent, was expended for Commission work efforts related to planning for land use development and the provision of housing; about \$92,000, or about 6 percent, was expended for Commission work efforts related directly to planning for local community development; and about \$156,000, or about 10 percent, was expended for administrative salaries and general overhead. The detailed expenditures for individual projects within each of these major Commission work program areas are shown in Figure 15.

It should be recognized in reviewing the foregoing broad categorical breakdown of Commission expenditures during 1972 that a substantial interdependence exists between the various projects included in each major Commission work category. For example, much of the Commission effort directed at guiding local community development could not be accomplished in a sound manner without the substantial data base and the plan elements established under the other regional planning programs. In addition, it should be recognized that a project within one of the broad program areas often contains specific work elements directed at achieving objectives in other program areas. The land use planning effort, for example, is directed as much toward environmental protection as it is toward ensuring a compatible arrangement of land uses. Similarly, the major inventory of travel begun in 1972 provides input to the land use development, provision of housing, and environmental protection planning efforts,

Figure 14

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
EXISTING STAFF AND COMMITTEE STRUCTURE

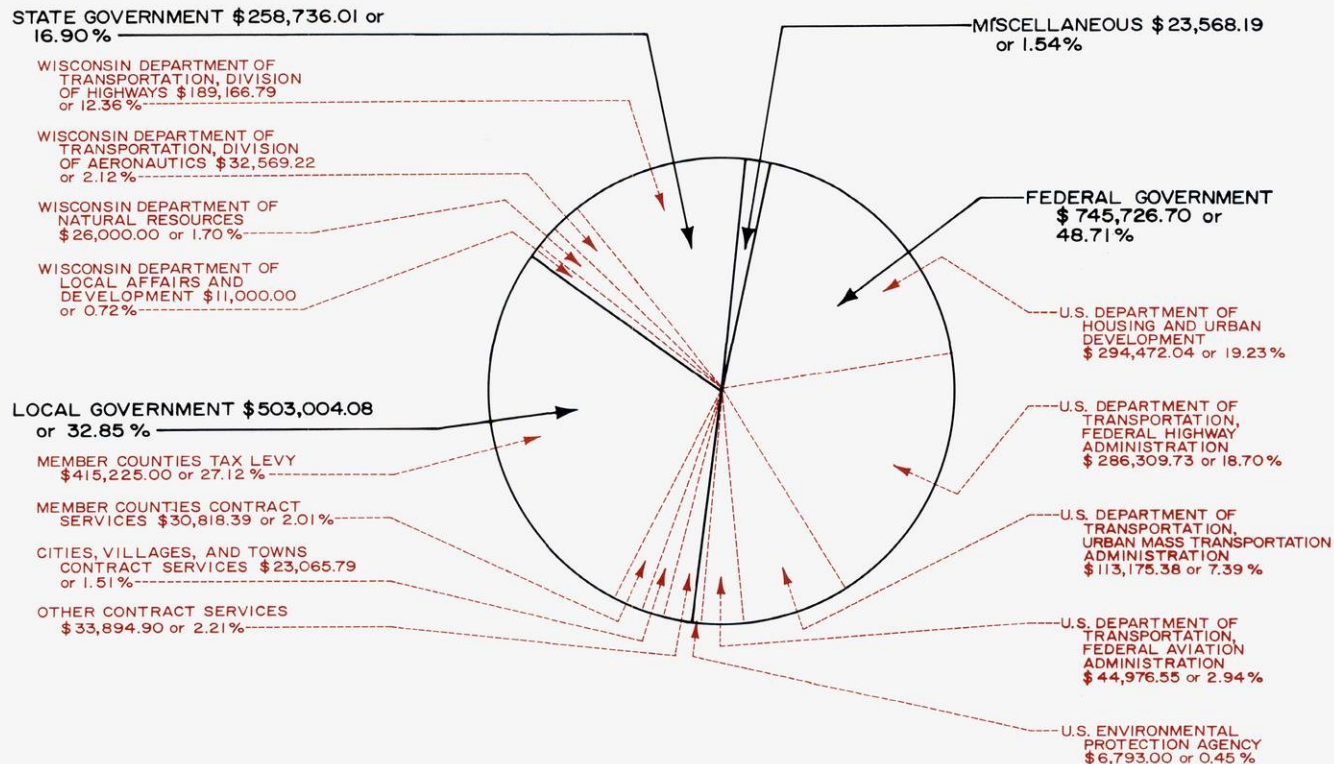


Source: SEWRPC.

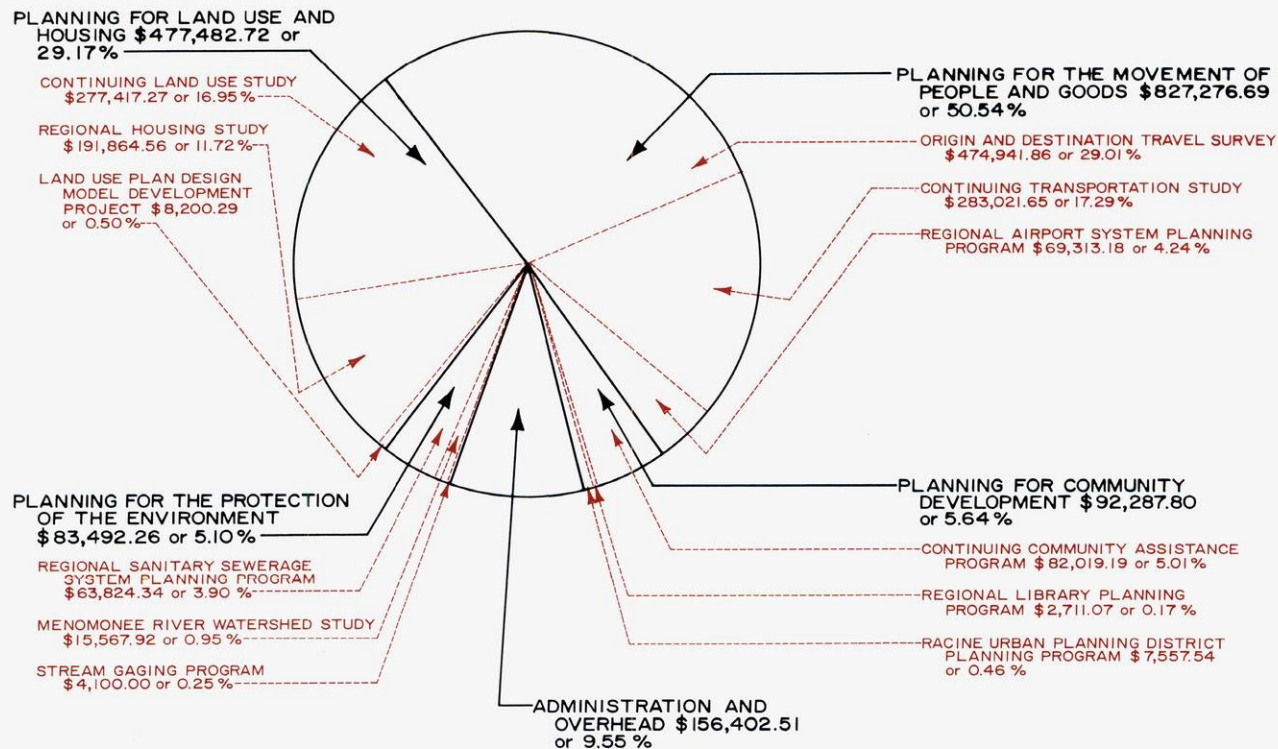
Figure 15

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
1972 RECEIPTS AND EXPENDITURES

RECEIPTS
\$ 1,531,034.98 or 100.00 %



EXPENDITURES
\$ 1,636,941.38 or 100.00 %



Source: SEWRPC.

as well as serving as a major input for planning for the movement of people and goods. Finally, nearly all Commission work projects contain elements directed at providing guidance and advice on matters of local community development, ranging from the provision of travel demand data to a local engineer for use in the design of a transportation facility improvement to the provision of specific land use and housing site data to a local housing authority.

The Commission, as a matter of policy, has a complete financial audit performed each year by

a certified public accountant. The report of this audit for 1972 is set forth in full in Appendix E of this Annual Report. In addition to the Commission's own audit, the U. S. Department of Housing and Urban Development; the U. S. Department of Transportation, Federal Highway Administration; the U. S. Environmental Protection Agency; and the State Highway Commission of Wisconsin perform independent audits of all projects to which they contribute financial support. These independent audits, while not reproduced herein, have in every case reflected full compliance by the Commission with all pertinent state and federal regulations and procedures.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS 1972

Term Expires

KENOSHA COUNTY

Donald L. Klapper.1976
Donald E. Mayew.1974
*Francis J. Pitts1974

MILWAUKEE COUNTY

Richard W. Cutler,
Secretary.1978
*Emil M. Stanislawski1978
Norman C. Storck, P. E.1974

OZAUKEE COUNTY

Thomas H. Buestrin1976
*John P. Dries.1978
James F. Egan,
Vice-Chairman.1978

RACINE COUNTY

George C. Berteau,
Chairman1974
*John Margis, Jr.1978
Leonard C. Rauen1976

WALWORTH COUNTY

Anthony F. Balestrieri1976
John B. Christians1978
*Eugene A. Hollister.1976

WASHINGTON COUNTY

Lawrence W. Hillman.1976
Paul F. Quick.1974
*Joseph A. Schmitz,
Treasurer.1978

WAUKESHA COUNTY

Charles J. Davis1974
Lyle L. Link1974
*Theodore F. Matt1976

*County Board Appointed Commissioners

Appendix B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMITTEES 1972

EXECUTIVE COMMITTEE

George C. Berteau, C
Chairman
James F. Egan,
Vice-Chairman
Richard W. Cutler
Eugene A. Hollister
Donald L. Klapper
Theodore F. Matt
Joseph A. Schmitz
Norman C. Storck

ADMINISTRATIVE COMMITTEE

Richard W. Cutler,
Chairman
Eugene A. Hollister,
Vice-Chairman
Thomas H. Buestrin
Leonard C. Rauen
Joseph A. Schmitz

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Theodore F. Matt,
Chairman
Francis J. Pitts,
Vice-Chairman
George C. Berteau
John P. Dries
Eugene A. Hollister
John Margis, Jr.
Joseph A. Schmitz
Emil M. Stanislawski

PLANNING AND RESEARCH COMMITTEE

Norman C. Storck,
Chairman
Lawrence W. Hillman,
Vice-Chairman
George C. Berteau
Charles J. Davis
James F. Egan
Lyle L. Link
Paul F. Quick
Leonard C. Rauen

Appendix C

COMMISSION ADVISORY COMMITTEES

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING

The Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning is divided into several functional subcommittees. Members of the Committee often serve on more than one subcommittee. The following key identifies the various functional subcommittees: 1) Land Use Subcommittee; 2) Highway Subcommittee; 3) Socioeconomic Subcommittee; 4) Natural and Recreation-Related Resources Subcommittee; 5) Transit Subcommittee; 6) Utilities Subcommittee; 7) Traffic Studies, Models, and Operations Subcommittee.

Stanley E. Altenbern (5)	President, Wisconsin Coach Lines, Inc., Waukesha	John M. Fredrickson (1)	Village Manager, Village of River Hills
John M. Bennett (1,4)	City Engineer, City of Franklin	Thomas J. Gaffney (2)	Traffic Engineer, City of Kenosha
Richard Brandt (1)	Manager, Markets and Sales Program, Wisconsin Gas Company, Milwaukee	Arne L. Gausmann (1,2,5,7)	Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation
Robert W. Brannan (2,5,7)	Transportation Director, Milwaukee County Expressway and Transportation Commission	Norman N. Gill (1,3)	Executive Director, Citizens Governmental Research Bureau, Milwaukee
Donald M. Cammack (7)	Chief Planning Engineer, Division of Aeronautics, Wisconsin Department of Transportation	Herbert A. Goetsch	Commissioner of Public Works, City of Milwaukee
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Foundation, Milwaukee

MENOMONEE RIVER WATERSHED COMMITTEE

Herbert A. Goetsch. Commissioner of Public Works,
Chairman City of Milwaukee
William J. Little City Administrator,
Vice-Chairman City of Wauwatosa
Kurt W. Bauer Executive Director, SEWRPC
Secretary
Glenn H. Evans. Member, Citizens for
Menomonee River Restoration, Inc.
Louis W. Falk Executive Vice-President and
Secretary, The Falk Corporation,
Milwaukee
Frederick Gottlieb. Village Manager,
Village of Menomonee Falls
Howard W. Gregg General Manager, Milwaukee
County Park Commission
George C. Keller. President, Wauwatosa State Bank
Maurice L. Kimbrough. City Engineer, City of West Allis
Dr. Raymond J. Kipp Dean, College of Engineering,
Marquette University
Thomas A. Kroehn. District Director,
Southeast District, Wisconsin
Department of Natural Resources
Ray D. Leary. Chief Engineer and General
Manager, Milwaukee-Metropolitan
Sewerage Commissions
Thomas P. Leisle. Mayor, City of Mequon;
County Supervisor, Ozaukee County
Thomas Muth Village Engineer,
Village of Germantown
Walter J. Tarmann Executive Director, Waukesha County
Park and Planning Commission
Clark Wangerin. City Engineer, City of Brookfield

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler Attorney, Brady, Tyrrell, Cotter
Chairman & Cutler, Milwaukee; Member,
Village of Fox Point Plan
Commission; Commissioner, SEWRPC
Kurt W. Bauer Executive Director, SEWRPC
Secretary
Vaughn H. Brown Vice-President,
Tri-County Civic Association
Frederick H. Chlupp Land Use and Park Administrator,
Washington County

MILWAUKEE RIVER WATERSHED COMMITTEE
(continued)

Delbert J. Cook Chairman, Cedar Creek Restoration
Council, Cedarburg
Arthur G. Degnitz County Supervisor,
Washington County
Nick R. Didier. Realtor, Port Washington
Arthur D. Doll. Director, Bureau of Planning,
Wisconsin Department of
Natural Resources
Edward Frauenheim County Supervisor,
Sheboygan County
Herbert A. Goetsch. Commissioner of Public Works,
City of Milwaukee
Howard W. Gregg General Manager, Milwaukee
County Park Commission
Lawrence W. Hillman Director of Industrial and
Plant Engineering, The West Bend
Company, West Bend;
Commissioner, SEWRPC
Mrs. Robert Jaskulski Treasurer, Milwaukee River
Restoration Council, Inc.
Ben E. Johnson. Alderman, City of Milwaukee
John J. Juntunen. County Planner, Sheboygan County
John T. Justen. President, Pfister & Vogel
Tanning Company, Milwaukee
Dorothy Klein President, Village of Saukville
Robert L. Konik County Planner,
Fond du Lac County
Adolph Laubenstein. President, Laubenstein
Roofing Company, Saukville
Ray D. Leary. Chief Engineer and General
Manager, Milwaukee-Metropolitan
Sewerage Commissions
Thomas P. Leisle. Mayor, City of Mequon; County
Supervisor, Ozaukee County
Dr. Darrell M. Martin Resident Manager, St. Regis
Paper Company, Milwaukee
Rudolph Mikulich. Business Administrator,
Clerk-Treasurer, City of Glendale
David W. Opitz. Director, Ozaukee County Department
of Environmental Health
Albert Schroeder. Former Chairman, Town of Trenton,
Washington County
Emil M. Stanislawski. County Supervisor, Milwaukee
County; Commissioner, SEWRPC
George Watts. President, Geo. Watts &
Son, Inc., Milwaukee
Donald W. Webster Consulting Civil Engineer,
Milwaukee
Richard E. Zarling. Director of Elementary Education,
Kewaskum Community Schools

ROOT RIVER WATERSHED COMMITTEE

Howard W. Gregg General Manager, Milwaukee
Chairman
County Park Commission
Kurt W. Bauer Executive Director, SEWRPC
Secretary
John M. Bennett City Engineer, City of Franklin
Jerome J. Gottfried Mayor, City of Muskego
Howard C. Graves. Village President,
Village of Hales Corners
Lester Hoganson City Engineer, City of Racine
Elroy C. Honadel. Mayor, City of Oak Creek

ROOT RIVER WATERSHED COMMITTEE
(continued)

Kenneth L. Huck Mayor, City of Racine
Maurice L. Kimbrough. City Engineer,
City of West Allis
Thomas A. Kroehn. District Director,
Southeast District, Wisconsin
Department of Natural Resources
John M. Kuglitsch Village Manager,
Village of Greendale
Ray D. Leary. Chief Engineer and General Manager,
Milwaukee-Metropolitan
Sewerage Commissions
Elwin G. Leet County Agricultural Agent,
Racine County
John Margis, Jr. County Supervisor, Racine County;
Commissioner, SEWRPC
Thomas N. Wright. Planning Director, City of Racine

RACINE URBAN PLANNING DISTRICT
CITIZENS ADVISORY COMMITTEE

David Rowland. President, Carpenter-Rowland-
Chairman
Batenburg Insurance Company, Racine
Eric Schroder. Former Board Member, Racine
Vice-Chairman
Unified School District
Marshall Lee, Jr. Marshall E. Lee Agency, Inc.,
Secretary
Racine
*Gilbert Berthelsen Racine County Administrator
*Arnold L. Clement. Planning Director and Zoning
Administrator, Racine County
Paul Cody. Urban Affairs Manager,
S. C. Johnson and Son, Inc., Racine
David Grimm. President, Village of Wind Point
Wesley Hansche Chairman, Town of Mt. Pleasant
Plan Commission
Jack Harvey. City Attorney, City of Racine
*Lester Hoganson. City Engineer, City of Racine
*Karl B. Holzwarth. Park Director, Racine County
Steven R. Horvath. Town Chairman, Town of Caledonia
Kenneth L. Huck. Mayor, City of Racine
LeRoy H. Jerstad, Jr. Village President,
Village of North Bay
Richard LaFave Chairman, Racine County
Board of Supervisors
John Margis, Jr. County Supervisor, Racine County;
Commissioner, SEWRPC
Edward Mickelson, Jr. Village President,
Village of Sturtevant
Mrs. Eunice Moss Instructor, Dominican College,
Racine
Stephen F. Olsen Alderman, City of Racine
Henry Rohner Town Chairman, Town of Mt. Pleasant
Virgil Schulz. Trustee, Village of Sturtevant
Mrs. Beryl Streiff Village President,
Village of Elmwood Park
Willard Walker Executive Vice-President,
Walker Forge, Inc.
*Thomas N. Wright Director of Planning, City of Racine
*Donald Zenz. Racine County Highway Engineer

*Nonvoting members.

Appendix D

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF

EXECUTIVE DIVISION

Kurt W. Bauer, P.E.
Executive Director

Keith W. Graham, P.E.
Assistant Director

Harlan E. Clinkenbeard
Assistant Director

Margaret M. Shanley
Executive Secretary

Kay E. Stahl
Secretary

PLANNING RESEARCH DIVISION

Michael J. Keidel
Chief Planner

Hazel H. Reinhardt
Demographer

Donald L. Gehrke
Economic Studies Consultant

Edward J. Semrad
Planner

William E. Preboski
Philip Uekert
Research Analysts

ENVIRONMENTAL
PLANNING DIVISION

William D. McElwee, P.E.
Chief Engineer

Stuart G. Walesh, P.E.
Water Resources Engineer

Jerome S. Chudzik
Senior Planner

Michael F. Campbell
Associate Engineer

Suzanne Holtman
Clerk-Typist

COMMUNITY ASSISTANCE
PLANNING DIVISION

Philip C. Evenson
Chief Planner

Norbert R. Schappe
Senior Planner

Paul E. Milewski
Associate Planner

Ronald R. Knippel
Planning Draftsman

Nancy F. Warner
Editor

Elaine I. Andersen
Secretary

HOUSING PLANNING DIVISION

Bruce P. Rubin
Chief Planner

Wayne H. Faust
Robert F. Hamilton
Emile A. Jarreau
Senior Planners

William J. Stauber
Associate Planner

Linda M. Pohl
Glenn J. Ross
Research Analysts

Joyce A. Conrad
Clerk-Stenographer

TRANSPORTATION
PLANNING DIVISION

Mark P. Green, P.E.
Chief Engineer

Donald R. Martinson
Senior Engineer

Peter Benwitz
Neal Manske
Associate Engineers

Robert A. Ristow
Engineering Aide

William M. Hendricks
Robert Johnson
Research Analysts

Marie S. Wessa
Clerk-Typist

CARTOGRAPHIC AND GRAPHIC
ARTS DIVISION

Dallas R. Behnke
Chief Planning Illustrator

Ronald H. Heinen
Leland H. Kreblin
Planning Illustrators

B. Lynn Richardson
Robert M. West
Planning Draftsmen

DATA COLLECTION DIVISION

Sheldon W. Sullivan
Chief of Data Collection

John L. Zastrow
Planner

SYSTEMS ENGINEERING AND
DATA PROCESSING DIVISION

John W. Ernst
Data Processing Manager

Kumares Sinha
Systems Engineering Consultant

Richard A. Runte
Systems Analyst

Kenneth Knaack
John D. Harasha
Computer Programmers

Robert J. Baier
John C. Stelpflug
Computer Operators

Kristine M. Engelhardt
Lead Key Punch Operator

Lorna Freele
L. Diane Fraley
Jean M. Robarge
Ella M. Vatne
Key Punch Operators

ADMINISTRATIVE
SERVICES DIVISION

Donald N. Drews
Administrative Officer

Patricia J. Danielson
Bookkeeper

Luella M. Fredrickson
Secretary

Linda S. Sorensen
Clerk-Stenographer

Lena P. Caracci
Betty Gargan
Bergetta J. Ruehmer
Clerk-Typists

LAND USE PLANNING DIVISION

Robert L. Fisher
Chief Planner

Richard L. Petersohn
Robert L. Peterson
Research Analysts

INTERAGENCY STAFF ASSIGNMENTS

John Arseneau
Civil Engineer IV
District 9
Division of Highways
Wisconsin Department of Transportation

Thomas Batchelor
Transportation Engineer III
District 9
Division of Highways
Wisconsin Department of Transportation

James Jodie
Planning Engineer IV
District 9
Division of Highways
Wisconsin Department of Transportation

James Mackey
Civil Engineer III
Transportation Division
Milwaukee County Department
of Public Works

James A. Marsho
Engineer II
District 2
Division of Highways
Wisconsin Department of Transportation

Vernon A. Reding
Civil Engineer II
Central Office
Division of Planning
Wisconsin Department of Transportation

Robert Redmond
Highway Engineer
U. S. Department of Transportation
Washington, D. C.

Kenneth H. Voigt
Planning Project Engineer
District 9
Division of Highways
Wisconsin Department of Transportation

Appendix E

NORMAN E. SCHLEY
CERTIFIED PUBLIC ACCOUNTANT
P. O. BOX 985
WAUKESHA, WISCONSIN 53186

TELEPHONE (414) 542-6695

MEMBER
WISCONSIN SOCIETY C.P.A.'S.
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS
NAT'L ASS'N ACCOUNTANTS

May 15, 1973

To the Commissioners of
Southeastern Wisconsin Regional Planning Commission
Waukesha, Wisconsin 53186

Gentlemen:

We have examined the accompanying statement of financial position of

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

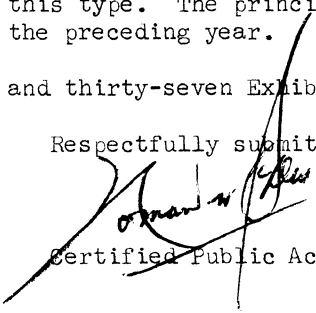
Waukesha, Wisconsin

as at December 31, 1972 and the related statements of the general fund and Wisconsin Project Accounts, as follows: Milwaukee River Watershed Study (Wisconsin P-89), Regional Sanitary Sewer Study, Continuing Land Use - Transportation Study (1971), Continuing Land Use - Transportation Study (1972), Regional Housing Planning Program, Regional Airport Planning Program, Milwaukee River Watershed Study (Wisconsin P-137), Land Use Plan Design Model, Library Planning Program, Racine Urban Planning District Program, Mass Transit Study, Menomonee River Watershed Study, Origin and Destination Travel Survey, Sandstone Aquifer Simulation Model Program and Trust Funds for Special Projects and Kenosha County Photogrametric and Base Mapping Program for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion the financial statements referred to above present fairly the financial position, on a cash basis, of the Southeastern Wisconsin Regional Planning Commission at December 31, 1972, and the results of operations for the year then ended. These cash basis presentations are in conformity with accepted accounting principles for organizations of this type. The principles have been applied on a basis consistent with that of the preceding year.

This report consists of one page and thirty-seven Exhibits and Schedules.

Respectfully submitted,


Certified Public Accountant

NES/def
Wis. '73 - Cert. 642
Ill. '72-'74 - Cert. 65-4351

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Consolidated Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

	General Fund	Special Projects	Trust Funds	Eliminations	Consolidated Balances
Treasurer's Cash Balance-Jan. 1, 1972	\$ 740.41	\$ 4,005.62	\$ 1,790.00	\$	\$ 6,536.03
Receipts					
Federal Grants	16,875.87	478,035.31	-		494,911.18
Grants from Counties-General Fund	235,435.00	-	-		235,435.00
-Wisc. Projects	179,790.00	80,461.46	-	61,829.46	198,422.00
Other Non-Federal Grants	11,000.00	365,057.29	-	-	376,057.29
Sale of Publications	4,756.29	-	-	-	4,756.29
Interest on Invested Funds	2,692.54	2,949.63	442.17	-	6,084.34
Other Income-Sale of Equipment	-	1,600.24	-	-	1,600.24
Miscellaneous Receipts	12,729.30	-	-	-	12,729.30
Trust Receipts	-	-	18,710.00	-	18,710.00
Advances	24.03	150,575.38	-	2,400.00	148,199.41
Inter-Fund Transfers	131,673.20	274,592.26	-	406,265.46	-
Total Receipts	<u>594,976.23</u>	<u>1,353,271.57</u>	<u>19,152.17</u>		<u>1,496,905.05</u>
	595,716.64	1,357,277.19	20,942.17		1,503,441.08
Disbursements					
Salaries and Wages -					
Including Employee Benefits	197,914.51	786,639.47	-	-	984,553.98
Contract Services with Technical Consultants	-	71,256.00	-	-	71,256.00
Contract Services with Other Public Agencies	-	13,712.38	4,100.00	-	17,812.38
Study Costs	-	154,685.51	-	-	154,685.51
Office Furniture and Equipment	2,804.69	294.07	-	-	3,098.76
Library Acquisition	1,324.83	-	-	-	1,324.83
Travel	5,612.26	43,483.19	-	-	49,095.45
Administrative Costs	24,035.98	86,888.46	-	-	110,924.44
Reproduction and Publication	5,454.68	41,029.51	-	-	46,484.19
Insurance Expense	1,208.66	-	-	-	1,208.66
Inspection Fees	361.37	2,792.47	-	-	3,153.84
Legal and Audit Expense	1,712.50	-	-	-	1,712.50
Regional Conference	11,125.62	-	-	-	11,125.62
Newsletter Costs	6,761.64	-	-	-	6,761.64
Annual Report	6,395.59	-	-	-	6,395.59
Other Operating Expense	1,672.40	-	-	-	1,672.40
Inter-Fund Transfers	274,592.26	131,673.20	2,400.00	408,665.46	-
Transfer to Wisconsin Project Funds	61,829.46	-	-	61,829.46	-
Accounts Payable-Beginning of Period	20,331.92	11,813.88	-	-	32,205.80
Total Disbursements	<u>623,198.37</u>	<u>1,344,268.14</u>	<u>6,500.00</u>		<u>1,503,471.59</u>
	42,581.76	-	-	-	42,581.76
Deduct: Accts. Pay.-End of Period	493.30	-	-	-	493.30
Payroll Tax Liability - End of Period	43,075.06	-	-	-	43,075.06
Total Disbursements	<u>580,123.31</u>	<u>1,344,268.14</u>	<u>6,500.00</u>	<u>\$ 470,494.92</u>	<u>\$ 470,494.92</u>
Treasurer's Cash Balance-December 31, 1972 (Exh. A-B)	<u>\$ 15,593.33</u>	<u>\$ 13,009.05</u>	<u>\$ 14,442.17</u>		<u>\$ 43,044.55</u>

EXHIBIT A-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Comparative Consolidated Statement of Cash Basis Financial Position

	General Fund	Special Projects	Trust Funds	Eliminations	Consolidated Balances
	December 31, 1972	December 31, 1971			
Assets					
Cash on Hand and in Bank	\$ 15,593.33	\$ 13,009.05	\$ 14,442.17	\$	\$ 43,044.55
Accounts Receivable					
Federal Grants	-	459,763.78	-	-	459,763.78
Grants from Counties	-	161,076.06	-	161,076.06	195,907.72
Other Non-Federal Grants	-	292,640.32	-	-	217,634.27
Other	314,773.81	113,226.01	2,400.00	337,432.82	15,499.68
Office Furniture, Equipment and Leasehold Improvements at Nominal Value	1.00	1.00	-	-	2.00
Total Assets	<u>\$330,368.14</u>	<u>\$1,039,716.22</u>	<u>\$ 16,842.17</u>		<u>\$ 888,417.65</u>
					<u>\$ 435,579.70</u>
Liabilities					
Accounts Payable					
General Fund	-	248,481.48	-	248,481.48	-
Other	310,162.78	211,455.87	-	271,591.25	51,488.80
Payroll Tax Liability	493.30	-	-	493.30	-
Total Liabilities	<u>310,656.08</u>	<u>459,937.35</u>	<u>-</u>		<u>272,084.55</u>
					<u>51,488.80</u>
Fund Balances					
Trust Fund Balance	-	-	16,842.17	-	16,842.17
General Fund Balance	19,712.06	-	-	19,712.06	1,790.00
Project Fund Balances	-	-	-	-	(35,704.73)
Provided by -					
Federal Grants	-	2,068,955.71	-	2,068,955.71	1,392,056.00
Counties and General Fund	-	783,079.99	-	783,079.99	709,000.12
Other Sources	-	1,046,772.65	-	1,046,772.65	885,695.65
	<u>19,712.06</u>	<u>3,898,808.35</u>	<u>16,842.17</u>	<u>3,935,362.58</u>	<u>2,992,837.04</u>
Less: Project Expenditures-Net	-	3,319,029.48	-	3,319,029.48	2,568,746.14
Total Liabilities and Unexpended Fund Balances	<u>\$330,368.14</u>	<u>\$1,039,716.22</u>	<u>\$ 16,842.17</u>	<u>\$ 498,508.88</u>	<u>\$ 498,508.88</u>
					<u>\$ 888,417.65</u>
					<u>\$ 435,579.70</u>

The financial statements were prepared on a cash basis, consistent with the accounting records maintained by the Commission, and accordingly reflect only the cash receipts and disbursements and the assets and liabilities resulting therefrom. Property acquisitions are charged to expense when purchased, and depreciation is not recorded in the accounts. There are no material amounts due to or payable by the Commission at December 31, 1972 except for the General Fund's commitment under grant for the following Projects: Milwaukee River Watershed Study - Wisconsin P-89 (Exhibit C-B); Regional Sanitary Sewer Study (Exhibit D-B); Continuing Land Use - Transportation Study - 1972 (Exhibit F-B); Regional Housing Planning Program (Exhibit G-B); Regional Airport Planning Program (Exhibit H-B); Library Planning Program (Exhibit I-B); and Menomonee River Watershed Study (Exhibit N-B).

* * * * *

EXHIBIT B-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972			\$ 740.41
	For General Operations	For Special Projects	
Receipts			
Kenosha County	\$ 13,919.00	\$ 10,630.00	24,549.00
Milwaukee County	137,237.00	104,801.00	242,038.00
Ozaukee County	9,149.00	6,987.00	16,136.00
Racine County	20,420.00	15,594.00	36,014.00
Walworth County	11,024.00	8,418.00	19,442.00
Washington County	9,245.00	7,060.00	16,305.00
Waukesha County	34,441.00	26,300.00	60,741.00
Total Received from Counties	235,435.00	179,790.00	415,225.00
State of Wisconsin Department of Local Affairs and Development	11,000.00	-	11,000.00
U. S. Dept. of Housing and Urban Development	16,875.87	-	16,875.87
	\$263,310.87	\$179,790.00	443,100.87
Other Receipts			
Advances			
Regional Airport Planning Program (Exh. H-A)			18,017.90
Menomonee River Watershed Study (Exh. N-A)			38,707.52
Community Relations - Social Development in Milwaukee County			24.03
Repayment of Advances			
Continuing Land Use - Transportation Study - 1971 (Exh. E-A)			71,568.93
Regional Airport Planning Program (Exh. H-A)			1,050.22
Milwaukee River Watershed Study - Wis. P-137 (Exh. I-A)			1,921.13
Mass Transit Study (Exh. M-A)			407.50
Sale of Publications			4,756.29
Income on Invested Funds			2,692.54
Miscellaneous Receipts			12,729.30
			151,875.36
Total Receipts			594,976.23
Total Carried Forward			595,716.64

EXHIBIT B-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Total Brought Forward	\$	\$595,716.64
Disbursements		
Grants of Counties and General Fund		
Milwaukee River Watershed Study-Wis. P-89 (Exh. C-A)	5,283.00	
Regional Sanitary Sewer Study (Exh. D-A)	497.00	
Cont. Land Use - Transportation Study - 1972 (Exh. F-A)	25,155.12	
Regional Housing Planning Program (Exh. G-A)	30,894.34	
Advances		
Cont. Land Use - Transportation Study - 1972 (Exh. F-A)	186,862.97	
Regional Housing Planning Program (Exh. G-A)	2,243.64	
Land Use Plan Design Model (Exh. J-A)	1,759.53	
Racine Urban Planning District Program (Exh. L-A)	52.04	
Origin and Destination Travel Survey (Exh. O-A)	55,955.00	
Repayment of Advances		
Regional Sanitary Sewer Study (Exh. D-A)	25,000.00	
Library Planning Program (Exh. K-A)	2,719.08	
Salaries	169,401.58	
Office Supplies and Expense	1,885.64	
Office Furniture and Equipment	2,804.69	
Library Acquisition	1,324.83	
Travel Expense	5,612.26	
Reproduction and Publication	5,454.68	
Rent	16,732.76	
Telephone	3,368.61	
Postage	2,048.97	
F.I.C. Expense	7,148.67	
Group Insurance	11,294.39	
Wisconsin Retirement Fund Contr.	10,069.87	
Insurance Expense	1,208.66	
Legal and Audit Expense	1,712.50	
Regional Conference	11,125.62	
Newsletter Costs	6,761.64	
Annual Report	6,395.59	
Inspection Fees	361.37	
Other Operating Expense	1,672.40	
Accounts Payable - Beginning of Period	20,391.92	
	623,198.37	
Deduct: Accounts Payable - End of Period	42,581.76	
Payroll Tax Liab. - End of Period	493.30	
	43,075.06	
Total Disbursements		580,123.31
Treasurer's Cash Balance - December 31, 1972		\$ 15,593.33

EXHIBIT B-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Comparative Statement of Cash Basis Financial Position

	Dec. 31, 1972	Dec. 31, 1971
Assets		
Cash on Hand and in Bank	\$ 15,593.33	\$ 740.41
Accounts Receivable	-	70,537.95
Continuing Land Use - Transportation Study (1971)	186,862.97	-
Continuing Land Use - Transportation Study (1972)	2,647.73	404.09
Regional Housing Planning Program	-	1,050.22
Regional Airport Planning Program	2,963.74	1,204.21
Land Use Plan Design Model	52.04	-
Racine Urban Planning District Program	-	407.50
Mass Transit Study	55,955.00	-
Origin and Destination Travel Survey	66,292.33	8,831.07
Other	1.00	1.00
Office Furniture, Equipment and Leasehold Improvements at Nominal Value - Original Cost of \$24,617.03	-	-
Total Assets	\$330,368.14	\$ 83,176.45
Liabilities		
Accounts Payable	43,156.76	20,391.92
Due - Milwaukee River Watershed Study (Wis. P-89)	4,000.00	9,283.00
- Regional Sanitary Sewer Study	-	497.00
- Continuing Land Use - Transportation Study (1972)	69,856.14	-
- Regional Housing Planning Program	66,019.92	23,164.26
- Regional Airport Planning Program	21,200.00	8,000.00
Advances to be Repaid		
Regional Sanitary Sewer Study	21,800.00	46,800.00
Regional Airport Planning Program	18,017.90	-
Library Planning Program	8,025.92	10,745.00
Menomonee River Watershed Study	38,707.52	-
Community Relations - Social Development in Milwaukee County	19,378.62	-
Payroll Tax Liability	493.30	-
Total Liabilities	310,656.08	118,881.18
Fund Balance (Schedule B-B-1)	19,712.06	(35,704.73)
Total Liabilities and Fund Balance	\$330,368.14	\$ 83,176.45

* * * * *

Schedule B-B-1

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Analysis of Fund Balance

As at December 31, 1972

Fund Balance (Deficit) - January 1, 1972	\$	\$(35,704.73)
Add: Total Receipts (Exhibit B-A)	594,976.23	
Accounts Receivable as at December 31, 1972	66,292.33	
Accounts Payable as at December 31, 1971	20,391.92	
Decrease in Grants of Counties and General Fund Due		
Milwaukee River Watershed Study (Wis. P-89)	5,283.00	
Regional Sanitary Sewer Study	497.00	
Increase in Advances to Project Accounts		
Continuing Land Use-Transportation Study (1972)	186,862.97	
Regional Housing Planning Program	2,243.64	
Land Use Plan Design Model	1,759.53	
Racine Urban Planning District Program	52.04	
Origin and Destination Travel Survey	55,955.00	
Decrease in Advances from Project Accounts		
Regional Sanitary Sewer Study	25,000.00	
Library Planning Program	2,719.08	
Total Funds Available	962,032.74	
	926,328.01	
Deduct: Total Disbursements (Exhibit B-A)	580,123.31	
Accounts Receivable as at December 31, 1971	8,831.07	
Accounts Payable as at December 31, 1972	43,156.76	
Increase in Grants of Counties and General Fund Due		
Continuing Land Use - Transportation Study (1972)	69,856.14	
Regional Housing Planning Program	42,855.66	
Regional Airport Planning Program	13,200.00	
Decrease in Advances to Project Accounts		
Continuing Land Use-Transportation Study (1972)	70,537.95	
Regional Airport Planning Program	1,050.22	
Mass Transit Study	407.50	
Increase in Advances from Project Accounts		
Regional Airport Planning Program	18,017.90	
Menomonee River Watershed Study	38,707.52	
Increase in Advances from Outside Sources		
Community Relations - Social Development in Milwaukee County	19,378.62	
Payroll Tax Liability as at December 31, 1972	493.30	
Total Funds Utilized	906,615.95	
Fund Balance - December 31, 1972 (Exhibit B-B)	\$ 19,712.06	

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EXHIBIT C-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Milwaukee River Watershed Study (Wisconsin P-89)

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	-
<u>Receipts</u>			
Federal Grants - U. S. Department of Interior (Environmental Protection Agency)	10,000.00		
Grants from Counties and General Fund (Exh. B-A)	5,283.00		
<u>Total Receipts</u>		15,283.00	
<u>Disbursements</u>		15,283.00	
Reproduction and Publications	15,283.00		
<u>Total Disbursements</u>		15,283.00	
Treasurer's Cash Balance - December 31, 1972 (Exhibit C-B)	\$	-	

The Grants from Fond du Lac County, Milwaukee County, Ozaukee County, Sheboygan County and Washington County in the amount of \$4,000.00 as at December 31, 1972 were held in the General Funds of the Commission.

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EXHIBIT D-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Sanitary Sewer Study

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	189.81
<u>Receipts</u>			
Grants from Counties and General Fund (Exh. B-A)	497.00		
Repayment of Advances - General Fund (Exh. B-A)	25,000.00		
Income on Invested Funds	28.14		
<u>Total Receipts</u>		25,525.14	
<u>Disbursements</u>		25,714.95	
Contract Services with Technical Consultants	25,000.00		
<u>Total Disbursements</u>		25,000.00	
Treasurer's Cash Balance - December 31, 1972 (Exhibit D-B)	\$	714.95	

Funds in the amount of \$21,800.00 as at December 31, 1972 were held in the Commission General Funds.

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EXHIBIT C-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Milwaukee River Watershed Study (Wisconsin P-89)

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ -	\$ -
Accounts Receivable		
Federal Grants -		
U.S.D.I. (E.P.A.)	-	10,000.00
Grants from Counties	4,000.00	9,283.00
<u>Total Assets</u>	\$ 4,000.00	\$ 19,283.00
<u>Liabilities</u>		
Accounts Payable		
Lithoprint Co.	-	15,283.00
State of Wisconsin Department of Natural Resources	4,000.00	4,000.00
<u>Fund Balances</u>		
Provided by -		
Federal Grants -		
H.U.D.	151,982.00	151,982.00
U.S.D.I. (E.P.A.)	117,800.00	117,800.00
Dept. of Natural Resources	171,200.00	171,200.00
Counties and General Fund (1)	116,340.67	116,340.67
<u>Total Funds Provided</u>	557,322.67	557,322.67
Less: Project Expenditures		
Salaries & Wages - Including		
Employee Benefits	109,127.31	109,127.31
Contract Services with		
Technical Consultants	341,944.00	341,944.00
Contract Services with		
Other Public Agencies	70,938.40	70,938.40
Travel	1,816.06	1,816.06
Reproduction and Publication	28,369.41	28,369.41
Supplies and Other Expense	4,326.49	4,326.49
Inspection Fees	801.00	801.00
<u>Total Funds Expended</u>	557,322.67	557,322.67
<u>Unexpended Fund Balance</u>	-	-
<u>Total Liabilities and</u>		
<u>Unexpended Fund Balance</u>	\$ 4,000.00	\$ 19,283.00

(1) Additional Project costs in excess of budget estimates totaling \$40,347.67 were charged to grants from Counties and General Fund.

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EXHIBIT D-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Sanitary Sewer Study

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ 714.95	\$ 189.81
Accounts Receivable		
Grants from Counties	-	497.00
General Fund	21,800.00	46,800.00
<u>Total Assets</u>	\$ 22,514.95	\$ 47,486.81
<u>Liabilities</u>		
Accounts Payable - None Reported	-	-
<u>Fund Balances</u>		
Provided by -		
Federal Grants - HUD	110,000.00	110,000.00
Counties and General Fund	54,997.00	54,997.00
<u>Total Funds Provided</u>	164,997.00	164,997.00
Add: Income on Invested Funds	1,291.12	1,262.98
<u>Total Funds Available</u>	166,288.12	166,259.98
Less: Project Expenditures		
Salaries and Wages-Including		
Employee Benefits	21,833.46	21,833.46
Contract Services with		
Technical Consultants	120,000.00	95,000.00
Travel	584.19	584.19
Reproduction and Publication	672.98	672.98
Supplies and Other Expense	175.54	175.54
Inspection Fees	507.00	507.00
<u>Total Funds Expended</u>	143,773.17	118,773.17
<u>Unexpended Fund Balance</u>	22,514.95	47,486.81
<u>Total Liabilities and</u>		
<u>Unexpended Fund Balance</u>	\$ 22,514.95	\$ 47,486.81

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EXHIBIT E-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Land Use-Transportation Study (1971)

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$ 10,467.92
Receipts		
Federal Grants - U. S. Dept. of Housing and Urban Development	33,869.20	
- Wis. Dept. of Transportation and U. S. Dept. of Transportation	31,271.36	
Study Cost Reimbursements	7,773.33	
Sale of Nominal Value of Office Furniture and Equipment (Exh. F-A)	1.00	
Total Receipts	<u>72,914.89</u>	
		<u>83,382.81</u>
Disbursements		
Repayment of Advances - General Fund (Exh. B-A)	71,568.93	
Accounts Payable - Beginning of Period	<u>11,813.88</u>	
Total Disbursements		<u>83,382.81</u>
Treasurer's Cash Balance - December 31, 1972 (Exhibit E-B)	\$	<u>-</u>

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EXHIBIT F-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Land Use - Transportation Study (1972)

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Receipts		
Federal Grants - U. S. Dept. of Housing and Urban Development	\$	\$112,550.20
- Wis. Dept. of Transportation and U. S. Dept. of Transportation		153,851.14
Grants from Counties and General Fund (Exhibit B-A)		25,155.12
Advance - General Fund (Exhibit B-A)		186,862.97
Income on Invested Funds		<u>480.91</u>
Total Receipts		<u>478,900.34</u>
Disbursements		
Salaries and Wages	235,296.33	
Study Costs - Project	44,546.83	
- Other	39,045.18	
Administrative Costs	59,634.46	
Travel	3,755.30	
Reproduction and Publication	21,661.08	
Payroll Taxes and Group Insurance	60,117.02	
Inspection Fees	1,443.38	
Purchase of Nominal Value of Office Furniture and Equipment (Exhibit E-A)	<u>1.00</u>	
Total Disbursements		<u>465,500.58</u>
Treasurer's Cash Balance - December 31, 1972 (Exhibit F-B)	\$	<u>13,399.76</u>

The Grants from Kenosha County, Milwaukee County, Ozaukee County, Racine County, Walworth County, Washington County and Waukesha County in the amount of \$69,856.14 as at December 31, 1972 were held in the General Funds of the Commission.

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EXHIBIT E-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Land Use-Transportation Study (1971)

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
Assets		
Cash in Bank	\$ -	\$ 10,467.92
Accounts Receivable		
Federal Grants - HUD	-	32,839.22
- USDOT	-	31,271.36
Other	-	<u>7,773.33</u>
Office Furniture and Equipment at Nominal Value	-	71,883.91
		<u>1.00</u>
Total Assets	<u>\$ -</u>	<u>\$ 82,352.83</u>
Liabilities		
Accounts Payable	-	11,813.88
Due to General Fund	-	<u>70,537.95</u>
Total Liabilities	-	<u>82,351.83</u>
Fund Balances		
Provided by - Federal Grants - HUD	147,879.98	146,850.00
- USDOT	200,250.00	200,250.00
- Counties and General Fund (1)	98,709.79	99,740.77
Total Funds Provided	<u>446,839.77</u>	<u>446,840.77</u>
Add: Income on Invested Funds	496.02	480.91
Total Funds Available	<u>447,335.79</u>	<u>447,335.79</u>
Less: Project Expenditures		
Salaries and Wages	255,491.61	255,491.61
Study Costs	65,045.54	65,045.54
Administrative Costs	53,350.55	53,350.55
Travel	2,488.80	2,488.80
Reproduction and Publication	14,573.66	14,573.66
Payroll Taxes and Group Ins.	55,129.63	55,129.63
Inspection Fees	1,256.00	1,256.00
Total Funds Expended	<u>447,335.79</u>	<u>447,335.79</u>
Unexpended Fund Balance	-	<u>1.00</u>
Total Liabilities and Unexpended Fund Balance	<u>\$ -</u>	<u>\$ 82,352.83</u>

(1) Additional Project costs in excess of budget estimates totaling \$809.79 were charged to grants from Counties and General Fund.

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EXHIBIT F-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Land Use - Transportation Study (1972)

Statement of Cash Basis Financial Position

As at December 31, 1972

Assets		
Cash in Bank	\$	\$ 13,399.76
Accounts Receivable		
Federal Grants - HUD	28,513.03	
- USDOT	36,048.86	
Grants from Counties	69,856.14	
Other	39,045.18	173,463.21
Office Furniture and Equipment at Nominal Value		<u>1.00</u>
Total Assets		<u>\$186,863.97</u>
Liabilities		
Due to General Fund		186,862.97
Fund Balances		
Provided by - Federal Grants - HUD	141,063.23	
- USDOT	189,900.00	
Counties and General Fund (1)	95,011.26	
Total Funds Provided	<u>425,974.49</u>	
Add: Income on Invested Funds	480.91	
Total Funds Available	<u>426,455.40</u>	
Less: Project Expenditures		
Salaries and Wages	235,296.33	
Study Costs	44,546.83	
Administrative Costs	59,634.46	
Travel	3,755.30	
Reproduction and Publication	21,661.08	
Payroll Taxes and Group Ins.	60,117.02	
Inspection Fees	1,443.38	
Total Funds Expended	<u>426,454.40</u>	
Unexpended Fund Balance		<u>1.00</u>
Total Liabilities and Unexpended Fund Balance		<u>\$186,863.97</u>

(1) Additional Project costs in excess of budget estimates totaling \$2,171.26 were charged to grants from Counties and General Fund.

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EXHIBIT G-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Planning Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$(21,569.88)
Receipts		
Federal Grants - U. S. Dept. of Housing and Urban Development	124,302.72	
Grants from Counties and General Fund (Exh. B-A)	30,894.34	
Advance - General Fund (Exh. B-A)	2,243.64	
Income on Invested Funds	101.33	
Total Receipts	157,542.03	
	135,972.15	
Disbursements		
Salaries and Wages - Including Employee Benefits	124,955.28	
Travel	4,811.50	
Reproduction and Publication	2,687.89	
Supplies and Other Expense	2,228.09	
Inspection Fees	952.61	
Office Furniture and Equipment	294.07	
Total Disbursements	135,929.44	
Treasurer's Cash Balance - December 31, 1972 (Exhibit G-B)	\$	42.71

The Grants from Kenosha County, Milwaukee County, Ozaukee County, Racine County, Walworth County, Washington County, and Waukesha County in the amount of \$66,019.92 as at December 31, 1972 were held in the General Funds of the Commission.

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EXHIBIT H-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport Planning Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	6,472.52
Receipts		
Other Non-Federal Grants - Wisconsin Department of Transportation - Division of Aeronautics	77,945.77	
Income on Invested Funds	658.96	
Total Receipts	78,604.73	
	84,677.25	
Disbursements		
Salaries and Wages - Including Employee Benefits	15,101.92	
Contract Services with Technical Consultants	35,400.00	
Contract Services with Other Public Agencies	13,712.38	
Travel	40.31	
Reproduction and Publication	211.47	
Data Processing	5,190.52	
Supplies and Other Expense	129.58	
Advance - General Fund (Exhibit B-A)	18,017.90	
Repayment of Advances - General Fund (Exhibit B-A)	1,050.22	
Total Disbursements	88,854.30	
Required Cash Balance - December 31, 1972 (Exhibit H-B)	\$	(4,177.05)
Treasurer's Cash Balance - Chequing Account		(4,371.84)
- Savings Account		194.72
	\$	(4,177.05)

The Grants from Kenosha County, Milwaukee County, Ozaukee County, Racine County, Walworth County, Washington County and Waukesha County in the amount of \$21,200.00 as at December 31, 1972 were held in the General Funds of the Commission.

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EXHIBIT G-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Planning Program

Comparative Statement of Cash Basis Financial Position

	December 31, 1972		December 31, 1971	
Assets				
Cash in Bank	\$	42.71	\$	50.71
Accounts Receivable				
Federal Grant - HUD	139,894.42		116,697.14	
Grants from Counties	66,019.92		23,164.26	
Other Non-Federal Grants - Wis. Dept. of Local Affairs and Development	6,000.00	211,914.34	6,000.00	145,861.40
Total Assets		\$211,957.05		\$145,912.11
Liabilities				
Bank Overdraft		-	21,620.59	
Accounts Payable		76.47	-	
Due - General Fund		2,647.73	404.09	
- Continuing Land Use - Transportation Study (1971)		-	128.00	
- Continuing Land Use - Transportation Study (1972)		12,658.65	-	
- University of Wis. - Milwaukee		43,200.00	-	
Total Liabilities		58,582.85		22,152.68
Fund Balances				
Provided by -				
Federal Grant - HUD	374,000.00		226,500.00	
Counties and General Fund	177,000.00		103,250.00	
Wis. Dept. of Local Affairs and Development	12,000.00		12,000.00	
Total Funds Provided	563,000.00		341,750.00	
Add: Income on Invested Funds	233.88		132.55	
Total Funds Available	563,233.88		341,882.55	
Less: Project Expenditures				
Salaries and Wages-Including Employee Benefits	285,347.46		160,392.18	
Contract Services with Technical Consultants	86,400.00		43,200.00	
Travel	7,711.29		2,623.32	
Reproduction and Publication	5,028.09		2,340.20	
Data Processing	12,658.65		6,483.35	
Supplies and Other Expense	8,583.44		1,739.76	
Inspection Fees	2,692.37		1,144.31	
Office Furniture & Equipment	1,438.38		-	
Total Funds Expended	409,859.68		218,123.12	
Unexpended Fund Balance		153,374.20		123,759.43
Total Liabilities and Unexpended Fund Balance		\$211,957.05		\$145,912.11

EXHIBIT H-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport Planning Program

Comparative Statement of Cash Basis Financial Position

	December 31, 1972		December 31, 1971	
Assets				
Cash in Bank	\$	194.79	\$	16,585.06
Accounts Receivable				
Grants from Counties	21,200.00		8,000.00	
Other Non-Federal Grants - Wis. Dept. of Transportation - Division of Aeronautics	123,681.00		201,226.77	
General Fund	18,017.90		-	
Continuing Land Use - Transportation Study (1972)	473.00	163,371.90	-	209,226.77
Total Assets		\$163,566.69		\$225,811.83
Liabilities				
Bank Overdraft		4,371.84		10,112.54
Due to - General Fund		-		1,050.22
- Continuing Land Use - Transportation Study (1971)		-		864.72
Total Liabilities		4,371.84		12,027.48
Fund Balances				
Provided by -				
Federal Grants - HUD	31,496.00		31,496.00	
Counties and General Fund	39,600.00		26,400.00	
Wis. Dept. of Transportation - Division of Aeronautics	301,904.00		301,904.00	
Total Funds Provided	373,000.00		359,800.00	
Add: Income on Invested Funds	1,775.67		1,116.71	
Total Funds Available	374,775.67		360,916.71	
Less: Project Expenditures				
Salaries and Wages-Including Employee Benefits	57,945.61		42,843.69	
Contract Services with Technical Consultants	123,900.00		88,500.00	
Contract Services with Other Public Agencies	22,166.72		8,454.34	
Travel	5,016.28		4,975.97	
Reproduction and Publication	622.61		411.14	
Data Processing	5,432.36		1,579.56	
Supplies and Other Expense	497.24		367.66	
Total Funds Expended	215,580.82		147,132.36	
Unexpended Fund Balance		159,194.85		213,784.35
Total Liabilities and Unexpended Fund Balance		\$163,566.69		\$225,811.83

EXHIBIT I-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Milwaukee River Watershed Study (Wisconsin P-137)

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	-
<u>Receipts</u>			
Federal Grant - U. S. Dept. of Housing and Urban Development		2,178.50	
<u>Total Receipts</u>		2,178.50	
<u>Disbursements</u>			
Inspection Fees		257.37	
Repayment of Advances - General Fund (Exh. B-A)		1,921.13	
<u>Total Disbursements</u>		2,178.50	
Treasurer's Cash Balance - December 31, 1972 (Exhibit I-B)	\$	-	

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EXHIBIT J-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Land Use Plan Design Model

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	1,017.35
<u>Receipts</u>			
Advance - General Fund (Exhibit B-A)		1,759.53	
Income on Invested Funds		43.77	
<u>Total Receipts</u>		1,803.30	
<u>Disbursements</u>			
Salaries and Wages - Applicants Technical Personnel		34.93	
Contract Services with Technical Consultants		1,500.00	
Travel		259.00	
Payroll Taxes and Group Insurance		7.91	
Data Processing		112.00	
Supplies and Other Expense		.53	
<u>Total Disbursements</u>		1,914.37	
Treasurer's Cash Balance - December 31, 1972 (Exhibit J-B)	\$	906.28	

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EXHIBIT I-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Milwaukee River Watershed Study (Wisconsin P-137)

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ -	\$ -
<u>Total Assets</u>	\$ -	\$ -
<u>Liabilities</u>		
Accounts Payable - None Reported	-	-
<u>Fund Balance</u>		
Provided by -		
Federal Grant - HUD	32,178.50	30,000.00
Counties and General Fund (1)	16,089.27	18,010.40
<u>Total Funds Provided</u>	48,267.77	48,010.40
Less: Project Expenditures		
Salaries and Wages-Including		
Employee Benefits	48,010.40	48,010.40
Inspection Fees	257.37	-
<u>Total Funds Expended</u>	48,267.77	48,010.40
<u>Unexpended Fund Balance</u>	-	-
<u>Total Liabilities and Unexpended Fund Balance</u>	\$ -	\$ -

(1) Additional Project costs in excess of budget estimates totaling \$1,089.27 were charged to grants from Counties and General Fund.

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EXHIBIT J-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Land Use Plan Design Model

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ 906.28	\$ 1,017.35
Accounts Receivable		
Federal Grants - HUD	15,100.00	15,100.00
<u>Total Assets</u>	\$ 16,006.28	\$ 16,117.35
<u>Liabilities</u>		
Due to - General Fund	2,963.74	1,204.21
- Continuing Land Use -		
Transportation Study (1971)	-	112.00
- Continuing Land Use -		
Transportation Study (1972)	6,285.92	-
<u>Total Liabilities</u>	9,249.66	1,316.21
<u>Fund Balances</u>		
Provided by -		
Federal Grants - HUD	151,000.00	151,000.00
Add: Income on Invested Funds	130.13	86.36
<u>Total Funds Available</u>	151,130.13	151,086.36
Less: Project Expenditures		
Salaries and Wages-Applicants		
Technical Personnel	64,183.67	64,148.74
Contract Services with		
Technical Consultants	26,300.00	24,800.00
Travel	1,674.20	1,415.20
Reproduction and Publication	5,209.65	5,209.65
Payroll Taxes and Group Ins.	6,501.93	6,494.02
Data Processing	40,125.05	33,839.13
Supplies and Other Expense	379.01	378.46
<u>Total Funds Expended</u>	144,373.51	136,285.22
<u>Unexpended Fund Balance</u>	6,756.62	14,801.14
<u>Total Liabilities and Unexpended Fund Balance</u>	\$ 16,006.28	\$ 16,117.35

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EXHIBIT K-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Library Planning Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	3.61
<u>Receipts</u>			
Repayment of Advances - General Fund (Exh. B-A)		2,719.08	
<u>Total Receipts</u>		<u>2,719.08</u>	
		<u>2,722.69</u>	
<u>Disbursements</u>			
Salaries and Wages - Including Employee Benefits	2,389.02		
Travel	65.55		
Reproduction and Publication	12.86		
Supplies and Other Expense	252.42		
<u>Total Disbursements</u>	<u>2,719.85</u>		
Treasurer's Cash Balance - December 31, 1972 (Exhibit K-B)	\$	<u>2.84</u>	

The Non-Federal grant from the State Department of Public Instruction in the amount of \$8,025.92 as at December 31, 1972 was held in the General Funds of the Commission.

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EXHIBIT L-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Racine Urban Planning District Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	7,424.29
<u>Receipts</u>			
Advance - General Fund (Exhibit B-A)		52.04	
Income on Invested Funds		334.39	
<u>Total Receipts</u>		<u>386.43</u>	
		<u>7,810.72</u>	
<u>Disbursements</u>			
Contract Services with Technical Consultants		7,456.00	
Travel		49.50	
Reproduction and Publication		42.86	
Supplies and Other Expense		9.18	
<u>Total Disbursements</u>		<u>7,557.54</u>	
Treasurer's Cash Balance - December 31, 1972 (Exhibit L-B)	\$	<u>253.18</u>	

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EXHIBIT K-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Library Planning Program

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ 2.84	\$ 3.61
Accounts Receivable		
General Fund	8,025.92	10,745.00
<u>Total Assets</u>	<u>\$ 8,028.76</u>	<u>\$ 10,748.61</u>
<u>Liabilities</u>		
Accounts Payable - None Reported	-	-
<u>Fund Balances</u>		
Provided by -		
Non-Federal Grants -		
Wis. Dept. of Public Instruction	145,955.00	145,955.00
Less: Project Expenditures		
Salaries and Wages-Including		
Employee Benefits	110,850.05	108,461.03
Travel	1,266.83	1,201.25
Reproduction and Publication	1,868.17	1,855.31
Supplies and Other Expense	23,941.19	23,688.77
<u>Total Funds Expended</u>	<u>137,926.24</u>	<u>135,206.36</u>
<u>Unexpended Fund Balance</u>	<u>8,028.76</u>	<u>10,748.61</u>
<u>Total Liabilities and</u>		
<u>Unexpended Fund Balance</u>	<u>\$ 8,028.76</u>	<u>\$ 10,748.61</u>

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EXHIBIT L-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Racine Urban Planning District Program

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ 253.18	\$ 7,424.29
<u>Total Assets</u>	<u>\$ 253.18</u>	<u>\$ 7,424.29</u>
<u>Liabilities</u>		
Due to General Fund	52.04	-
<u>Fund Balances</u>		
Provided by -		
Racine County	166,700.00	166,700.00
Add: Income on Invested Funds	862.22	527.83
<u>Total Funds Available</u>	<u>167,562.22</u>	<u>167,227.83</u>
Less: Project Expenditures		
Salaries and Wages-Including		
Employee Benefits	18,893.40	18,893.40
Contract Services with		
Technical Consultants	147,512.00	140,056.00
Travel	379.34	329.84
Reproduction and Publication	300.59	257.73
Data Processing	166.00	166.00
Supplies and Other Expense	109.75	100.57
<u>Total Funds Expended</u>	<u>167,361.08</u>	<u>159,803.54</u>
<u>Unexpended Fund Balance</u>	<u>201.14</u>	<u>7,424.29</u>
<u>Total Liabilities and</u>		
<u>Unexpended Fund Balance</u>	<u>\$ 253.18</u>	<u>\$ 7,424.29</u>

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EXHIBIT M-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Mass Transit Study

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$	-
<u>Receipts</u>			
Non-Federal Grants - Milwaukee County Expressway and Transportation Commission		407.50	
<u>Total Receipts</u>		407.50	
		407.50	
<u>Disbursements</u>			
Repayment of Advances - General Fund (Exh. B-A)		407.50	
<u>Total Disbursements</u>		407.50	
Treasurer's Cash Balance - December 31, 1972 (Exh. M-B)	\$	-	

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EXHIBIT N-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Watershed Study

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

<u>Receipts</u>			
Federal Grants - U. S. Dept. of Housing and Urban Development	\$	\$	3,219.19
- U. S. Dept. of Interior (Environmental Protection Agency)			6,793.00
Grants from Counties			18,632.00
Other Non-Federal Grants - Wis. Dept. of Natural Resources			26,000.00
Advance - Trust Fund - Special Projects (Exh. Q-A)			2,400.00
Income on Invested Funds			842.08
<u>Total Receipts</u>			57,886.27
<u>Disbursements</u>			
Salaries and Wages - Including Employee Benefits		8,982.70	
Contract Services with Technical Consultants		1,900.00	
Travel		897.61	
Reproduction and Publication		1,130.35	
Supplies and Other Expense		1,532.78	
Inspection Fees		139.11	
Advance - General Fund (Exh. B-A)		38,707.52	
<u>Total Disbursements</u>			53,250.07
Treasurer's Cash Balance - December 31, 1972 (Exh. N-B)	\$	\$	4,636.20

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EXHIBIT M-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Mass Transit Study

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$	\$
Accounts Receivable	-	-
Non-Federal Grants - Milwaukee County Expressway and Transportation Commission		407.50
<u>Total Assets</u>	\$	\$
	-	407.50
<u>Liabilities</u>		
Due to General Fund	-	407.50
<u>Fund Balances</u>		
Provided by -		
Non-Federal Grants - Milwaukee County Expressway and Transportation Commission	136,836.65	136,836.65
Less: Project Expenditures		
Salaries and Wages-Including Employee Benefits	107,310.64	107,310.64
Direct Expenses	1,477.42	1,477.42
Computer Time	26,765.02	26,765.02
Travel	1,283.57	1,283.57
<u>Total Funds Expended</u>	136,836.65	136,836.65
<u>Unexpended Fund Balance</u>	-	-
<u>Total Liabilities and Unexpended Fund Balance</u>	\$	\$
	-	407.50

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EXHIBIT N-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Watershed Study

Statement of Cash Basis Financial Position

As at December 31, 1972

<u>Assets</u>			
Cash in Bank	\$	\$	4,636.20
Accounts Receivable			
Federal Grants - H.U.D.		12,391.81	
- U.S.D.I. (E.P.A.)		20,379.00	
General Fund		38,707.52	71,478.33
<u>Total Assets</u>			\$ 76,114.53
<u>Liabilities</u>			
Accounts Payable			945.37
Due to - Continuing Land Use - Transportation Study (1972)			80.00
- Trust Fund - Special Projects			2,400.00
<u>Total Liabilities</u>			3,425.37
<u>Fund Balances</u>			
Provided by -			
Federal Grants - H.U.D.		15,611.00	
- U.S.D.I. (E.P.A.)		27,172.00	
Wis. Department of Natural Resources		26,000.00	
Counties		18,632.00	
<u>Total Funds Provided</u>		87,415.00	
Add: Income on Invested Funds		842.08	
<u>Total Funds Available</u>		88,257.08	
Less: Project Expenditures			
Salaries and Wages-Including Employee Benefits		8,982.70	
Contract Services with Technical Consultants		1,900.00	
Travel		897.61	
Reproduction and Publication		2,075.72	
Supplies and Other Expense		1,612.75	
Inspection Fees		132.11	
<u>Total Funds Expended</u>		15,597.92	
<u>Unexpended Fund Balance</u>			72,689.16
<u>Total Liabilities and Unexpended Fund Balance</u>			\$ 76,114.53

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EXHIBIT O-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Origin and Destination Travel Survey

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Receipts

Non-Federal Grants - Wisconsin Dept. of Transportation	\$255,354.02	\$
Advances - Wisconsin Dept. of Transportation	148,175.38	
- General Fund (Exh. B-A)	55,955.00	
Other Income - Sale of Equipment	1,600.24	
Income on Invested Fund	460.05	
Total Receipts	461,544.69	

Disbursements

Salaries and Wages - Including Employee Benefits	339,754.36
Study Costs - Project	78,866.83
Administrative Costs	17,798.90
Travel	33,644.42
Total Disbursements	470,064.51

Required Cash Balance - December 31, 1972 (Exhibit O-B) \$ (8,519.82)

Treasurer's Cash Balances - Chequing Account	(8,898.99)
- Savings Account	379.17

\$ (8,519.82)

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EXHIBIT P-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Model Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Receipts

Municipal Water Utilities	\$ 5,750.00
Total Receipts	5,750.00

Disbursements - None

Treasurer's Cash Balance - December 31, 1972 (Exhibit P-B) \$ 5,750.00

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EXHIBIT O-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Origin and Destination Travel Survey

Statement of Cash Basis Financial Position

As at December 31, 1972

Assets

Cash in Bank	\$	\$ 379.17
Accounts Receivable		
Federal Grants - U.M.T.A.	172,436.66	
Other Non-Federal Grants - Wisconsin Department of Transportation	133,709.22	306,145.98
Total Assets		\$306,525.15

Liabilities

Bank Overdraft	8,898.99
Due to - Wisconsin Department of Transportation	148,175.38
- General Fund	55,955.00
- Continuing Land Use - Transportation Study (1972)	6,477.59
Total Liabilities	219,506.96

Fund Balances

Provided by -	
Federal Grants - U.M.T.A.	172,423.00
- Wis. Department of Transportation	389,077.00
Total Funds Provided	561,500.00
Add: Income on Invested Funds	460.05
Income on Sale of Equipment	1,600.24
Total Funds Available	563,560.29

Less: Project Expenditures

Salaries and Wages - Including Employee Benefits	339,754.36
Study Costs - Project	85,344.42
Administrative Costs	17,798.90
Travel	33,644.42
Total Funds Expended	476,542.10
Unexpended Fund Balance	87,018.19
Total Liabilities and Unexpended Fund Balance	\$306,525.15

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EXHIBIT P-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Model Program

Statement of Cash Basis Financial Position

As at December 31, 1972

Assets

Cash in Bank	\$	\$ 5,750.00
Accounts Receivable		
Federal Grant - U. S. Dept. of Interior - Geological Survey	35,000.00	
Non-Federal Grant - Wisconsin Geological and Natural History Survey	17,500.00	
Other Non-Federal Grants - Municipal Water Utilities	11,750.00	64,250.00
Total Assets		\$ 70,000.00

Liabilities

Accounts Payable - None Reported -

Fund Balance

Provided by -	
Federal Grant - U. S. Dept. of Interior - Geological Survey	35,000.00
Wisconsin Geological and Natural History Survey	17,500.00
Municipal Water Utilities	17,500.00
Total Funds Provided	70,000.00

Total Funds Expended - None

Unexpended Fund Balance 70,000.00

Total Liabilities and

Unexpended Fund Balance \$ 70,000.00

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EXHIBIT Q-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Trust Fund - Special Projects

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

Treasurer's Cash Balance - January 1, 1972	\$	\$ 1,790.00
<u>Receipts</u>		
Stream Gauging Projects		
Racine County	1,160.00	
Waukesha County	2,400.00	
University of Wisconsin, Parkside	1,150.00	
		<u>4,710.00</u>
<u>Total Receipts</u>		<u>6,500.00</u>
<u>Disbursements</u>		
Stream Gauging Projects		
U. S. Dept. of Interior - Geological Survey	4,100.00	
Advance - Menomonee River Watershed Study (Exh. N-A)	2,400.00	
		<u>6,500.00</u>
<u>Total Disbursements</u>		<u>6,500.00</u>
Treasurer's Cash Balance - December 31, 1972 (Exhibit Q-B)	\$	<u>-</u>

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EXHIBIT R-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Trust Fund - Kenosha County Photogrametric and Base Mapping Program

Statement of Cash Receipts and Disbursements

For the Year Ended December 31, 1972

<u>Receipts</u>		
Town of Somers	\$ 4,666.66	
City of Kenosha	4,666.67	
Kenosha County	4,666.67	
Income on Invested Funds	<u>442.17</u>	
<u>Total Receipts</u>		<u>14,442.17</u>
<u>Disbursements - None</u>		<u>-</u>
Treasurer's Cash Balance - December 31, 1972 (Exhibit R-B)	\$	<u>14,442.17</u>

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EXHIBIT Q-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Trust Fund - Special Projects

Comparative Statement of Cash Basis Financial Position

	December 31, 1972	December 31, 1971
<u>Assets</u>		
Cash in Bank	\$ -	\$ 1,790.00
Accounts Receivable - Menomonee River Watershed Study	<u>2,400.00</u>	<u>-</u>
<u>Total Assets</u>	<u>\$ 2,400.00</u>	<u>\$ 1,790.00</u>
<u>Liabilities</u>		
Accounts Payable - None Reported	-	-
<u>Fund Balance</u>		
Stream Gauging Projects	<u>2,400.00</u>	<u>1,790.00</u>
<u>Total Liabilities and Fund Balance</u>	<u>\$ 2,400.00</u>	<u>\$ 1,790.00</u>

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EXHIBIT R-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Trust Fund - Kenosha County Photogrametric and Base Mapping Program

Statement of Cash Basis Financial Position

As at December 31, 1972

<u>Assets</u>		
Cash in Bank	\$ 14,442.17	
<u>Total Assets</u>		<u>14,442.17</u>
<u>Liabilities</u>		
Accounts Payable - None Reported	-	
<u>Fund Balance - Photogrametric and Base Mapping Programs</u>		<u>14,442.17</u>
<u>Total Liabilities and Fund Balance</u>		<u>14,442.17</u>

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