Thirty-fourth annual report. August 1995

Waukesha, Wisconsin: Southeastern Wisconsin Regional Planning Commission, August 1995

SEWRPC, ANNUAL REPORT

1994 ANNUAL REPORT

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THIRTY-FOURTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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August 1995

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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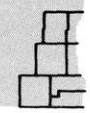

August 15, 1995

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

In accordance with the requirements of Section 66.945(8)(b) of the Wisconsin Statutes, this Commission each calendar year prepares and certifies an annual report to the Wisconsin Legislature and to the legislative bodies of the constituent county and local units of government within the Region. This, the 34th annual report of the Commission, summarizes the work of the Commission in calendar year 1994 and contains a statement of the financial position of the Commission as of the end of that year, as certified by an independent auditor.

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

As do past annual reports, this report contains much useful information on development trends in the Region. This report also summarizes the progress made during 1994 by the Commission in carrying out its three basic functions: data collection and dissemination, regional plan preparation, and promotion of plan implementation.

During 1994, as part of its periodic review and reappraisal of the major elements of the comprehensive plan for the physical development of the Region, the Commission completed and adopted a new year 2010 regional transportation system plan. This plan is designed to serve and support a companion regional land use plan adopted in 1992. The new regional transportation system plan, which builds upon two earlier plans, takes into account changes which have occurred in the Region over approximately the last 15 years, including changes in population, household, and employment levels and in land use development patterns. The new plan also takes into account transportation facility development decisions made by State, county, and local implementing agencies since the adoption of the second-generation regional transportation plan in 1978. Importantly, the new plan is also designed to help meet the requirements of the Federal Clean Air Act Amendments of 1990 and the Federal Intermodal Surface Transportation Efficiency Act of 1991.

The Commission also continued its efforts toward the development of a computerized regional geographic information system. In companion efforts, the Commission worked with each of the seven counties toward building computerized land information systems integrated with the regional system.

Finally, during 1994 the Commission again received national-level recognition for the quality of its work. The Commission received two awards at a national computer software users' conference. The Commission was honored for both cartographic composition and for the use of geographic information systems software in planning applications in preparing two multicolor maps, one displaying the potential of the various soil types occurring within Walworth County to act as filters of contaminants as groundwater percolates through the soils, and one displaying the potential of various areas of the County to serve as sites for sanitary landfills. Both maps showed the location and extent of sites having potential for specified uses based upon such area-specific factors as land use; topography; soil characteristics; and proximity to residential areas, transportation facilities, and environmentally sensitive areas such as wetlands. The Commission is again indeed proud to receive such national recognition.

The Commission hopes that the constituent units and agencies of government concerned are pleased with the work of the Commission in 1994. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

David B. Falstad
Chairman

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ABOUT THE COMMISSION

AUTHORITY

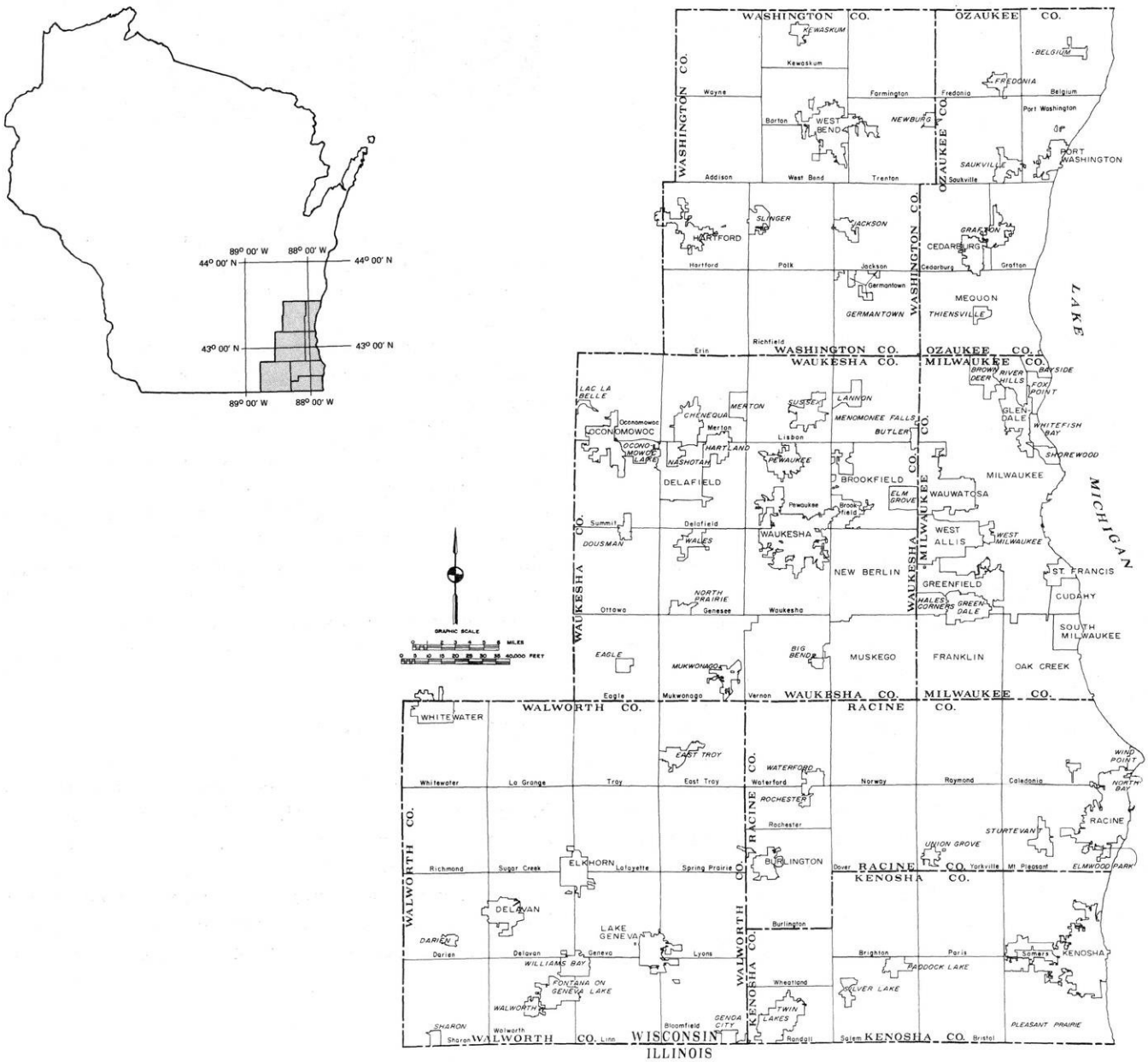
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.945 of the Wisconsin Statutes as the official area-wide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning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

AREA SERVED

The Commission serves a Region consisting, as shown on Map 1, of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 1.87 million persons, or about 37 percent of the total population of the State. The seven counties provide about 1,020,900 jobs, or about 38 percent of the total

Map 1

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about $75.4 billion as measured in equalized valuation, or about 41 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, all of which participate in the work of the Commission.

BASIC CONCEPTS

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

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

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

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

BASIC FUNCTIONS

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

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

ORGANIZATION

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

The full Commission meets at least four times a year and is responsible for establishing overall policy, adopting the annual budget, and adopting regional plan elements. The Commission has four standing committees: Executive, Administrative, Planning and Research, and Intergovernmental and Public Relations. The Executive Committee normally meets monthly to oversee the work effort of the Commission and is empowered to act for the Commission in all matters except the adoption of the budget and the adoption of the regional plan elements. The Administrative Committee also normally meets monthly to oversee the routine but essential housekeeping activities of the Commission. The Planning and Research Committee meets as necessary to review all of the technical work carried out by the Commission staff and its consultants. The Intergovernmental and Public Relations Committee serves as the Commission's principal arm in communicating with the constituent county boards. The Committee meets as necessary to consider intergovernmental problems. The Commission and committee rosters are set forth in Appendix A. The Commission is assisted in its work by 28 technical, citizen, and intergovernmental coordinating and advisory committees. These committees include both elected and appointed public officials and interested citizens with knowledge in the Commission work areas. The committees perform a significant function in both the formulation and the execution of the Commission work programs. Membership on the advisory committees, which totals 591 persons, is set forth in Appendix B.

STAFFING

The Commission prepares an annual work program which is reviewed and approved by Federal and State funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 1994, the staff totaled 101, including 92 full-time and nine part-time employees.

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

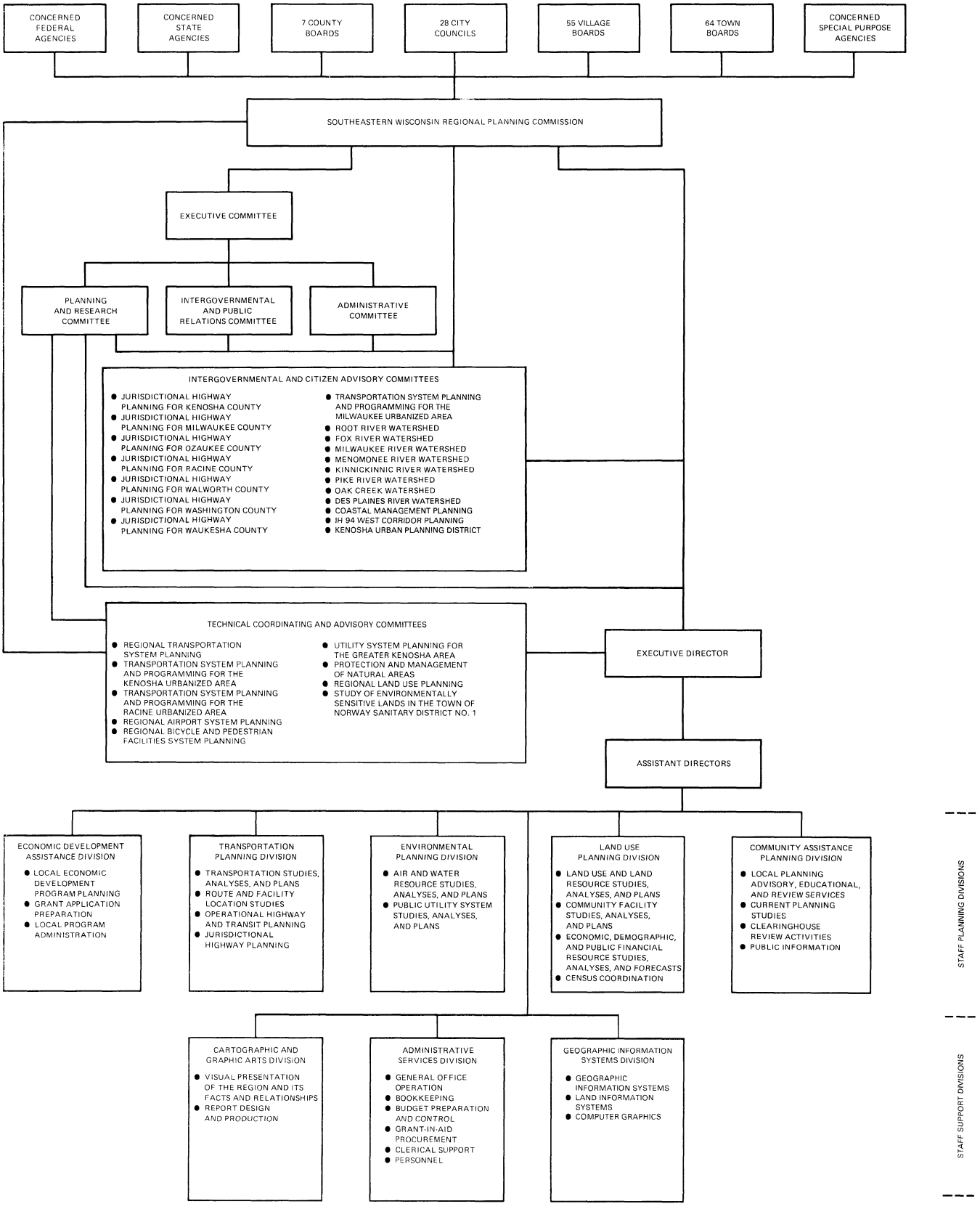
FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are supplemented by State and Federal aids. Revenues received by the Commission during 1994 totaled about $5.6 million. County tax levies in 1994 totaled about $1.4 million, or about $0.75 per capita. The sources of this revenue for 1994 and the trend in funding since the inception of the Commission in 1960 are shown in Figures 2 through 5. It may be seen in Figure 2 that there has been little change in the tax levy for regional planning since 1963 when that levy is expressed in constant 1960 dollars.

The Commission has a complete financial audit performed each year by a certified public accoun-

Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE



1994 MEETINGS

COMMISSION AND ADVISORY COMMITTEE MEETINGS

Full Commission	5
Executive Committee	7
Administrative Committee	7
Planning and Research Committee	7
Intergovernmental and Public Relations Committee	0
Technical Coordinating and Advisory Committee on Regional Airport System Planning	3
Technical and Citizen Advisory Committee on Regional Bicycle and Pedestrian Facilities System Planning	9
Technical Coordinating and Advisory Committees on Jurisdictional Highway Planning	
Kenosha County	1
Milwaukee County	0
Ozaukee County	1
Racine County	1
Walworth County	1
Washington County	1
Waukesha County	4
Technical Coordinating and Advisory Committee on Regional Transportation System Planning	8
Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming	
Kenosha Urbanized Area	2
Milwaukee Urbanized Area	2
Racine Urbanized Area	2
Watershed Committees	
Root River	0
Fox River	0
Milwaukee River	0
Menomonee River	0
Kinnickinnic River	0
Pike River	1
Des Plaines River	0
Oak Creek	0
Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 West Freeway Corridor Development Plan	2
Technical Coordinating and Advisory Committee on Regional Land Use Planning	0
Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin	0
Technical Advisory Committee for the Protection and Management of Natural Areas in Southeastern Wisconsin	1
Greater Kenosha Area Utility Planning Committee	0
Intergovernmental Coordinating and Advisory Committee for the Kenosha Urban Planning District	2
Technical Coordinating and Advisory Committee on the Study of Environmentally Sensitive Lands in the Town of Norway Sanitary District No. 1	0

STAFF TECHNICAL MEETINGS

Executive Director	206
Assistant Directors	234
Cartographic and Graphic Arts Division	23
Community Assistance Planning Division	181
Environmental Planning Division	218
Land Use Planning Division	123
Transportation Planning Division	92
Economic Development Assistance Division	352
Geographic Information Systems Division	90

STAFF SPEAKING ENGAGEMENTS

Executive Director	19
Assistant Directors	14
Cartographic and Graphic Arts Division	0
Community Assistance Planning Division	2
Environmental Planning Division	22
Land Use Planning Division	19
Transportation Planning Division	18
Economic Development Assistance Division	4
Geographic Information Systems Division	5

Figure 2

FUNDING TREND: 1961-1994

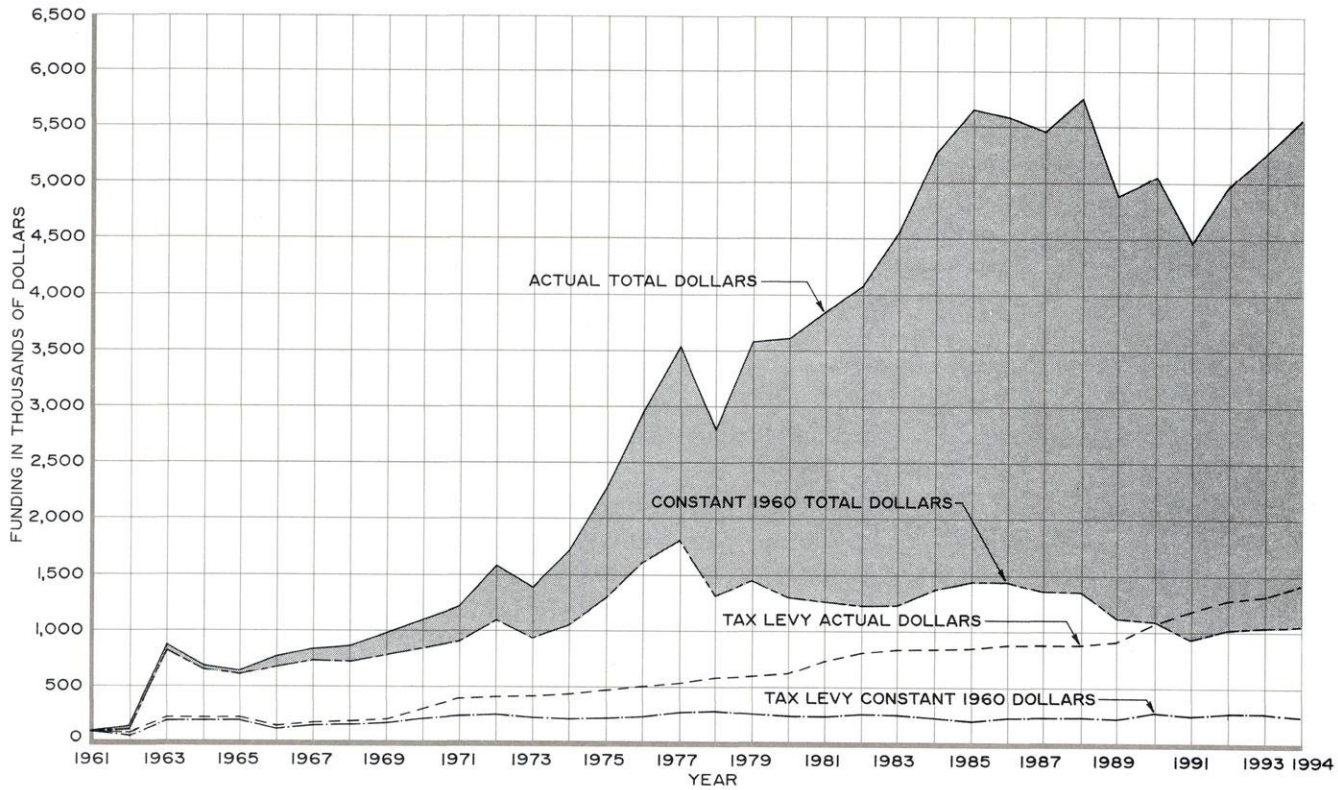


Figure 3

SOURCES OF REVENUES TREND: 1961-1994

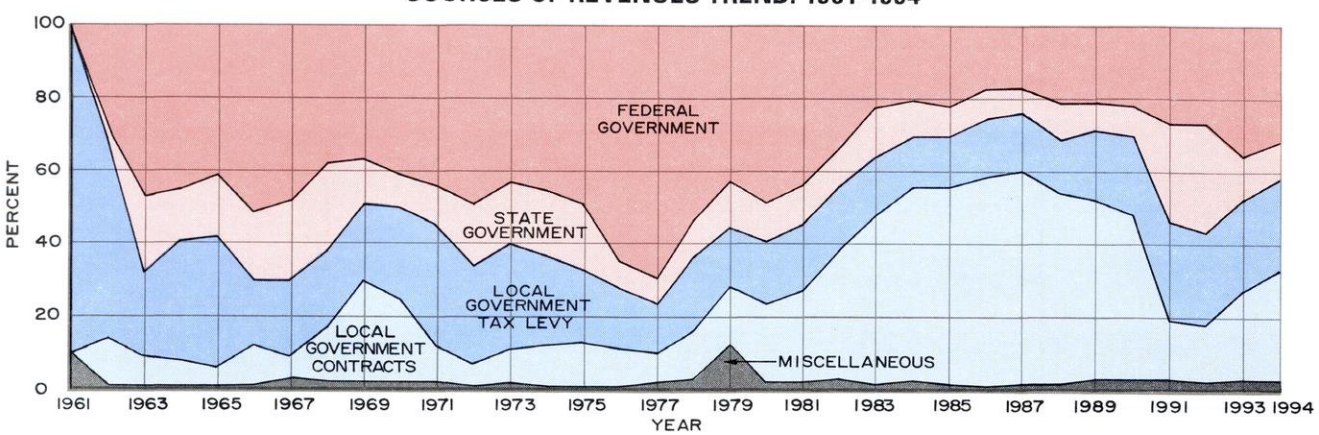
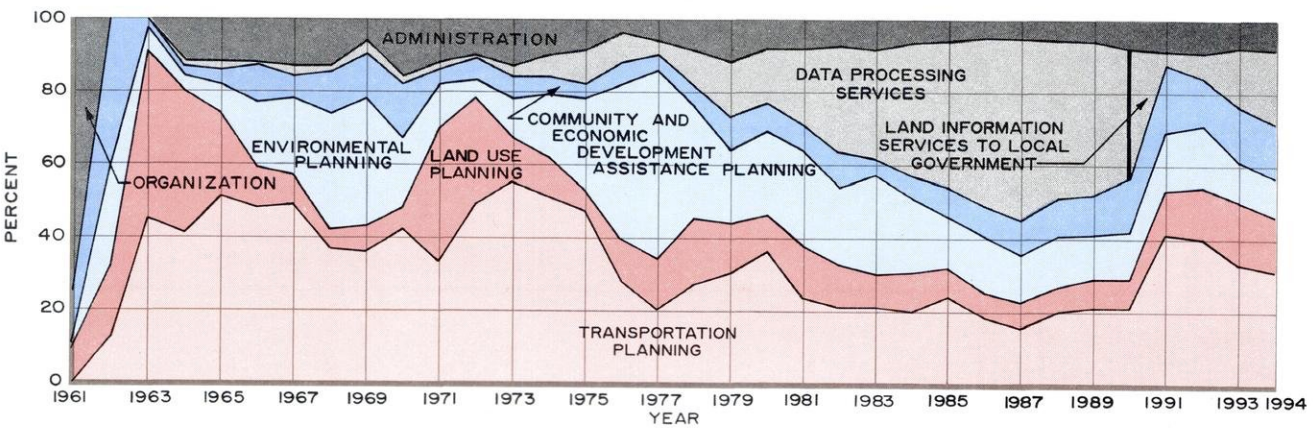


Figure 4

EXPENDITURES TREND: 1961-1994



tant. The report of this audit for 1994 is set forth in full in Appendix E. Under the Federal Single Audit Act of 1984, the Commission's audit is subject to the review and approval of the Commission's Federal cognizant agency, the Federal Highway Administration.

DOCUMENTATION

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

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

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

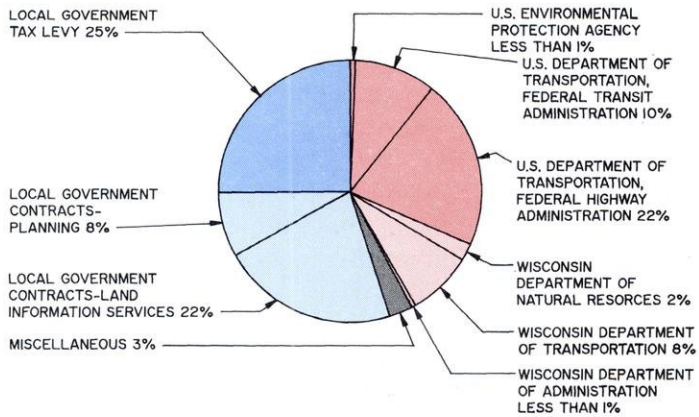
The third type of report in the series is the technical report. Technical reports are intended to make available to various public and private agencies

Figure 5

REVENUES AND EXPENDITURES: 1994

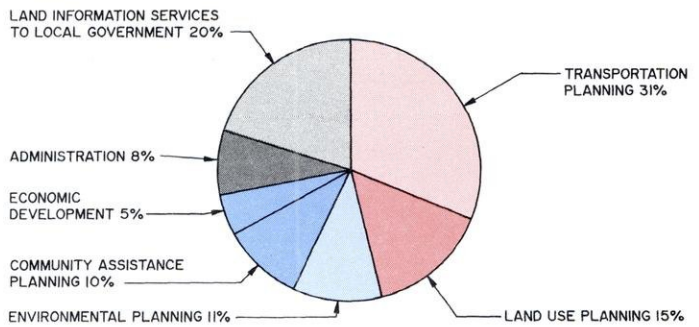
REVENUES

Federal Government	$1,817,337	32%
State Government	518,061	10%
Local Government Tax Levy	1,395,020	25%
Local Government Contracts	1,684,594	30%
Miscellaneous	145,787	3%
Total	$5,560,799	100%



EXPENDITURES

Transportation Planning	$1,685,197	31%
Land Use Planning	811,266	15%
Environmental Planning	620,865	11%
Community Assistance Planning	581,269	10%
Economic Development Assistance	267,945	5%
Land Information Services to Local Governments	1,122,063	20%
Administration	472,194	8%
Total	$5,560,799	100%



within the Region valuable information assembled by the Commission staff during the course of its planning work on a work progress basis. Technical reports document the findings of such important basic inventories as detailed soil surveys, stream water quality surveys, potential park and open space site inventories, and horizontal and vertical control surveys.

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

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

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

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

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

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

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

THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

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

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

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

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

ADOPTED PLAN ELEMENTS: 1994

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

By the end of 1994, the adopted regional plan consisted of 24 individual plan elements. These plan elements are identified in Table 1. Four of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, and the regional park and open space plan.

Table 1

THE ADOPTED REGIONAL PLAN: DECEMBER 31, 1994

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan[a]	Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin—2010	September 23, 1992
	Regional Library Facilities and Services Plan	Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, A Regional Housing Plan for Southeastern Wisconsin	June 5, 1975
	Regional Park and Open Space Plan	Planning Report No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, A Park and Open Space Plan for Ozaukee County	September 14, 1987
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, A Park and Open Space Plan for Racine County	March 6, 1989
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136, A Park and Open Space Plan for Washington County	March 7, 1990
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, A Park and Open Space Plan for Waukesha County	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135, A Park and Open Space Plan for Walworth County	March 4, 1992
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County	June 17, 1992
Transportation Planning	Regional Transportation Plan[b]	Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010	December 7, 1994
	Racine Area Transit Development Plan[c]	Community Assistance Planning Report No. 204, Racine Transit System Development Plan: 1993-1997, City of Racine, Wisconsin	March 9, 1994
	Regional Airport System Plan[d]	Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010	June 15, 1987
	Kenosha Area Transit Development Plan[e]	Community Assistance Planning Report No. 183, Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin	June 17, 1992
	Transportation Systems Management Plan	Community Assistance Planning Report No. 50, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981	December 4, 1980
	Amendment—Milwaukee Northwest Side/ Ozaukee County	Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area	September 8, 1983
	Amendment—Milwaukee Area	Planning Report No. 39, A Freeway Traffic Management System Plan for the Milwaukee Area	December 5, 1988
	Elderly-Handicapped Transportation Plan[f]	Planning Report No. 31, A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Milwaukee County	Memorandum Report No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/ Milwaukee County Transit System	January 24, 1994
	Amendment—Kenosha Area	Memorandum Report No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System	January 24, 1994
	Amendment—Racine Area	Memorandum Report No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System	January 24, 1994
	Amendment—City of Waukesha	Memorandum Report No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility	January 24, 1994

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Waukesha County	Memorandum Report No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/ Waukesha County Transit System	January 24, 1994
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha, 1988-1992	June 20, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996	March 4, 1992
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, A Comprehensive Plan for the Root River Watershed	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	Amendment to the Comprehensive Plan for the Fox River Watershed	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, Floodland Management Plan for the Village of Pewaukee	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Community Assistance Planning Report No. 13 (2nd Edition), Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, A Comprehensive Plan for the Kinnickinnic River Watershed	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Regional Water Quality Management Plan[9]	Planning Report No. 30, A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan	July 12, 1979
	Amendment—Root River Watershed	Community Assistance Planning Report No. 37, A Nonpoint Source Water Pollution Control Plan for the Root River Watershed	March 6, 1980
	Amendment—Walworth County Metropolitan Sewerage District	Community Assistance Planning Report No. 56 (2nd Edition), Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, Walworth County, Wisconsin	December 4, 1991
	Amendment—Cities of Brookfield and Waukesha	Amendment to the Regional Water Quality Management Plan—2000, Cities of Brookfield and Waukesha	December 3, 1981

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Kenosha County	Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin	June 17, 1982
	Amendment—Racine County	Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin	June 17, 1982
	Amendment—City of Muskego	Community Assistance Planning Report No. 64 (2nd Edition), Sanitary Sewer Service Area for the City of Muskego	March 3, 1986
	Amendment—Ashippun Lake, Waukesha County	Community Assistance Planning Report No. 48, A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Okauchee Lake, Waukesha County	Community Assistance Planning Report No. 53, A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin	September 9, 1982
	Amendment—Lac La Belle, Waukesha County	Community Assistance Planning Report No. 47, A Water Quality Management Plan for Lac La Belle, Waukesha County, Wisconsin	September 9, 1982
	Amendment—North Lake, Waukesha County	Community Assistance Planning Report No. 54, A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin	December 2, 1982
	Amendment—City of West Bend	Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin	December 2, 1982
	Amendment—Village of Grafton	Amendment to the Regional Water Quality Management Plan—2000, Village of Grafton	December 2, 1982
	Amendment—City of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, City of Brookfield	December 2, 1982
	Amendment—Village of Sussex	Community Assistance Planning Report No. 84 (2nd Edition), Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin	September 7, 1994
	Amendment—Ozaukee County	Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin	June 16, 1983
	Amendment—Village of Germantown	Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin	September 8, 1983
	Amendment—Village of Saukville	Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—City of Port Washington	Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin	December 1, 1983
	Amendment—Pewaukee	Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin	December 1, 1983
	Amendment—Belgium Area	Amendment to the Regional Water Quality Management Plan—2000, Onion River Priority Watershed Plan	December 1, 1983
	Amendment—Geneva Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Geneva Lake Area Communities	December 1, 1983
	Amendment—Village of Butler	Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin	March 1, 1984
	Amendment—City of Hartford	Community Assistance Planning Report No. 92, Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin	June 21, 1984
	Amendment—Mukwonago Area	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago	June 21, 1984
	Amendment—Village of Fredonia	Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin	September 13, 1984
	Amendment—Village of East Troy	Community Assistance Planning Report No. 112 (2nd Edition), Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin	June 16, 1993

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—City of Milwaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Milwaukee	September 13, 1984
	Amendment—Town of Pleasant Prairie	Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin	March 11, 1985
	Amendment—Village of Belgium	Community Assistance Planning Report No. 97 (3rd Edition), Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin	September 15, 1993
	Amendment—Town of Addison	Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin	March 11, 1985
	Amendment—Town of Yorkville	Amendment to the Regional Water Quality Management Plan—2000, Town of Yorkville	March 11, 1985
	Amendment—Village of Williams Bay	Amendment to the Regional Water Quality Management Plan—2000, Village of Williams Bay/Walworth County Metropolitan Sewerage District	March 11, 1985
	Amendment—Town of Trenton City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of Trenton	March 11, 1985
	Amendment—Village of Hartland	Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin	June 17, 1985
	Amendment—Village of Jackson	Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin	June 17, 1985
	Amendment—Pewaukee Area	Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin	June 17, 1985
	Amendment—City of Waukesha	Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin	December 2, 1985
	Amendment—Village of Slinger	Community Assistance Planning Report No. 128 (2nd Edition), Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin	September 15, 1993
	Amendment—Kenosha Area	Community Assistance Planning Report No. 106, Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin	December 2, 1985
	Amendment—Town of Eagle	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District	December 2, 1985
	Amendment—Town of Salem	Community Assistance Planning Report No. 143, Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin	March 3, 1986
	Amendment—Friess Lake, Washington County	Community Assistance Planning Report No. 98, A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin	March 3, 1986
	Amendment—Geneva Lake, Walworth County	Community Assistance Planning Report No. 60, A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin	March 3, 1986
	Amendment—Pewaukee Lake, Waukesha County	Community Assistance Planning Report No. 58, A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin	March 3, 1986
	Amendment—Waterford/ Rochester Area	Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/ Rochester Area, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Burlington	Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin	June 16, 1986
	Amendment—City of Waukesha/Town of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha/ Town of Pewaukee	December 1, 1986
	Amendment—Salem/Paddock Lake/Bristol Area	Community Assistance Planning Report No. 145, Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin	December 1, 1986

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Racine Area	Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin	December 1, 1986
	Amendment—Town of Lyons	Amendment to the Regional Water Quality Management Plan—2000, Country Estates Sanitary District/Town of Lyons	March 2, 1987
	Amendment—Village of Silver Lake	Community Assistance Planning Report No. 119, Sanitary Sewer Service Area, Village of Silver Lake, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Village of Twin Lakes	Community Assistance Planning Report No. 149, Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin	June 15, 1987
	Amendment—Cedarburg/ Grafton Area	Community Assistance Planning Report No. 91, Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin	June 15, 1987
	Amendment—Town of Walworth	Amendment to the Regional Water Quality Management Plan—2000, Town of Walworth Utility District No. 1/Walworth County Metropolitan Sewerage District	June 15, 1987
	Amendment—City of West Bend	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend	June 15, 1987
	Amendment—City of Whitewater	Community Assistance Planning Report No. 94, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin	September 14, 1987
	Amendment—Town of Lyons	Community Assistance Planning Report No. 158 (2nd Edition), Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin	September 15, 1993
	Amendment—City of Hartford	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 14, 1987
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans	December 7, 1987
	Amendment—City of New Berlin	Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin	December 7, 1987
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	December 7, 1987
	Amendment—Kenosha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Kenosha and Environs	December 7, 1987
	Amendment—Village of Kewaskum	Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin	March 7, 1988
	Amendment—Town of Darien	Amendment to the Regional Water Quality Management Plan—2000, Town of Darien/Walworth County Metropolitan Sewerage District	June 20, 1988
	Amendment—Village of Sussex	Amendment to the Regional Water Quality Management Plan—2000, Village of Sussex	June 20, 1988
	Amendment—Village of Darien	Community Assistance Planning Report No. 123 (2nd Edition), Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin	September 23, 1992
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	September 12, 1988
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	September 12, 1988
	Amendment—Hartford Area	Amendment to the Regional Water Quality Management Plan—2000, City of Hartford	December 5, 1988
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	December 5, 1988

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin	March 6, 1989
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin	March 6, 1989
	Amendment—Village of Germantown	Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown	March 6, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	March 6, 1989
	Amendment—Upper Fox River Watershed	Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants	May 15, 1989
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	June 19, 1989
	Amendment—Lake Geneva Area	Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs	June 19, 1989
	Amendment—Town of Geneva	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	November 6, 1989
	Amendment—Town of Waterford	Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District	December 4, 1989
	Amendment—Delavan Lake Area	Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District	December 4, 1989
	Amendment—East Troy Area	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy	December 4, 1989
	Amendment—Waukesha Area	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha	June 20, 1990
	Amendment—Village of Silver Lake	Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin	September 12, 1990
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Village of Dousman	Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin	December 5, 1990
	Amendment—Towns of Yorkville and Mt. Pleasant	Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant	December 5, 1990
	Amendment—Town of Bristol	Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol	March 6, 1991
	Amendment—Village of Pewaukee	Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee	March 6, 1991
	Amendment—Town of Brookfield	Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas	March 6, 1991
	Amendment—Delavan Area	Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 6, 1991

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin	June 19, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan—2000, Town of Salem	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	June 19, 1991
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland	June 19, 1991
	Amendment—Town of Caledonia	Amendment to the Regional Water Quality Management Plan—2000, Town of Caledonia	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Town of Rochester	Amendment to the Regional Water Quality Management Plan—2000, Town of Rochester	September 11, 1991
	Amendment—Town of Norway	Amendment to the Regional Water Quality Management Plan—2000, Town of Norway	September 11, 1991
	Amendment—Brookfield/Elm Grove Area	Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin	December 4, 1991
	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	December 4, 1991
	Amendment—Pewaukee Lake Area	Amendment to the Regional Water Quality Management Plan: 2000, Lake Pewaukee Sanitary District	December 4, 1991
	Amendment—West Bend Area	Amendment to the Regional Water Quality Management Plan: 2000, City of West Bend/Town of West Bend	December 4, 1991
	Amendment—Town of Salem	Amendment to the Regional Water Quality Management Plan: 2000, Town of Salem	December 4, 1991
	Amendment—City of Mequon and Village of Thiensville	Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin	January 15, 1992
	Amendment—City of West Bend/Town of West Bend/Silver Lake Sanitary District	Amendment to the Regional Water Quality Management Plan—2000, City of West Bend/Town of West Bend/Silver Lake Sanitary District	March 4, 1992
	Amendment—Town of Somers	Amendment to the Regional Water Quality Management Plan—2000, Town of Somers	June 17, 1992
	Amendment—Delafield-Nashotah Area	Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin	January 18, 1993
	Amendment—City of Lake Geneva and Environs	Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin	January 18, 1993
	Amendment—Eagle Lake Sewer Utility District	Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin	January 18, 1993
	Amendment—Village of Hartland	Amendment to the Regional Water Quality Management Plan: 2000, Village of Hartland	January 18, 1993
	Amendment—Village of Newburg	Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin	March 3, 1993
	Amendment—Village of Twin Lakes	Amendment to the Regional Water Quality Management Plan—2000, Village of Twin Lakes	March 3, 1993
	Amendment—City of Muskego	Amendment to the Regional Water Quality Management Plan: 2000, City of Muskego	March 3, 1993
	Amendment—Villages of Lannon and Menomonee Falls	Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin	June 16, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin	June 16, 1993

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Racine Area	Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs	June 16, 1993
	Amendment—Powers Lake, Kenosha and Walworth Counties	Community Assistance Planning Report No. 196, A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin	September 15, 1993
	Amendment—Wind Lake, Racine County	Community Assistance Planning Report No. 198, A Management Plan for Wind Lake, Racine County, Wisconsin	September 15, 1993
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District	December 1, 1993
	Amendment—City of New Berlin	Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin	March 9, 1994
	Amendment—Walworth County Metropolitan Sewerage District	Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area	March 9, 1994
	Amendment—Village of Fontana	Amendment to the Regional Water Quality Management Plan—2000, Village of Fontana	March 9, 1994
	Amendment—Village of Hartland/Lake Pewaukee Sanitary District	Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District	March 9, 1994
	Amendment—City of Waukesha	Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha	June 15, 1994
	Amendment—City of Burlington/Bohner Lake Area	Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas	June 15, 1994
	Amendment—City of Oak Creek	Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin	September 7, 1994
	Amendment—Walworth County Metropolitan Sewerage District/ Village of Darien/ Town of Darien	Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Village of Darien/Town of Darien	September 7, 1994
	Amendment—Pell Lake and Powers-Benedict-Tombeau Lakes Areas	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties	December 7, 1994
	Regional Air Quality Plan	Planning Report No. 28, A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, A Comprehensive Plan for the Pike River Watershed	June 16, 1983
	Amendment—Town of Mt. Pleasant	Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers	June 15, 1987
	Oak Creek Watershed Plan	Planning Report No. 36, A Comprehensive Plan for the Oak Creek Watershed	September 8, 1986
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances	June 5, 1975

[a]*The regional land use plan is a third-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990. The second-generation regional land use plan was adopted by the Commission on December 19, 1977, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume*

Table 1 Footnotes (continued)

Two, Alternative and Recommended Plans , and was subsequently amended by the adoption on June 17, 1982, of the Kenosha County and Racine County farmland preservation plans documented, respectively, in SEWRPC Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin, and SEWRPC Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin; the adoption on June 16, 1983, of the Ozaukee County farmland preservation plan documented in SEWRPC Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin; the adoption on December 1, 1983, of a land use plan for the Town of Pewaukee and Village of Pewaukee documented in SEWRPC Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin; the adoption on March 11, 1985, of a land use management plan for the Chiwaukee Prairie-Carol Beach area of the then Town of Pleasant Prairie documented in SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin; and the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties.

[b]*The regional transportation plan is a third-generation plan. The initial regional transportation plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990, and was subsequently amended by the adoption on June 4, 1970, of the Milwaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County; the adoption on March 2, 1972, of the Milwaukee area transit plan set forth in the document entitled Milwaukee Area Transit Plan; the adoption on March 4, 1973, of the Walworth County jurisdictional highway system plan documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County; the adoption on March 7, 1974, of the Ozaukee County jurisdictional highway system plan documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County; the adoption on June 5, 1975, of the Waukesha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County; the adoption on September 11, 1975, of the Washington County jurisdictional highway system plan documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County; the adoption on September 11, 1975, of the Kenosha County jurisdictional highway system plan documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County; and the adoption on December 4, 1975, of the Racine County jurisdictional highway system plan documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County. The second-generation regional transportation system plan was adopted by the Commission on June 1, 1978, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans , and was subsequently amended by the adoption on June 18, 1981, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway South Corridor; the adoption on June 17, 1982, of an amendment pertaining to the Milwaukee area primary transit system documented in SEWRPC Planning Report No. 33, A Primary Transit System Plan for the Milwaukee Area; the adoption on December 2, 1982, of the Amendment to the Regional Transportation Plan—2000, Racine County, and that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on September 8, 1983, of an amendment pertaining to a transportation system plan for the northwest side of Milwaukee County and for Ozaukee County documented in SEWRPC Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area; the adoption on December 1, 1983, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway North/Park Freeway East; the adoption on March 11, 1985, of the Amendment to the Regional Transportation Plan—2000, Stadium Freeway South Corridor; the adoption on June 20, 1988, of that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on June 20, 1990, of the Amendment to the Washington County Jurisdictional Highway System Plan—2000; the adoption on December 5, 1990, of the Amendment to the Racine County Jurisdictional Highway System Plan—2000 and the Amendment to the Regional Transportation Plan—2000, Kenosha County; the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties; the adoption on March 4, 1992, of the Amendment to the Walworth County Jurisdictional Highway System Plan—2010; and the adoption on January 18, 1993, of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010.*

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

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

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

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

Table 1 Footnotes (continued)

Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System; SEWRPC Memorandum Report No. 74, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System; SEWRPC Memorandum Report No. 75, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System; SEWRPC Memorandum Report No. 76, A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility; and SEWRPC Memorandum Report No. 77, A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System.

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

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

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

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

During 1994, the Commission adopted a new, third-generation, design year 2010 regional transportation system plan; a new, third-generation transit development plan for the Racine area; five amendments to the regional elderly-handicapped transportation plan which took the form of updates to paratransit service plans designed to help each of the five public entities within the Region operating fixed-route public transit services meet the Federal Americans with Disabilities Act requirements pertaining to paratransit service for persons with disabilities; and 10 amendments to the regional water quality management plan dealing with changes to sanitary sewer service areas at various locations throughout the Region. As appropriate, each of these plan amendments is described subsequently in this Annual Report.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

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

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

December 1994, the Commission adopted a new, third-generation regional transportation system plan as part of this review and reappraisal process.

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

The third-generation regional transportation system plan, which also has a design year of 2010, is designed to serve and support the adopted regional land use plan. The regional transportation system plan builds upon two earlier plans, the first adopted in 1966 and the second in 1978. The newly adopted plan takes into account changes which have occurred in the Region over approximately the last 15 years, including changes in population, household, and employment levels and in land use development patterns. The new plan also takes into account transportation facility development decisions made by State, county, and local implementing agencies since the adoption of the second-generation regional transportation system plan in 1978. The new plan is also designed to help the Region meet the requirements of the Federal Clean Air Act Amendments of 1990 and the Federal Intermodal Surface Transportation Efficiency Act of 1991.

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

PLAN ELEMENTS UNDER PREPARATION

At the end of 1994, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of a bicycle and pedestrian facilities system element of the comprehensive regional transportation system plan. This element is intended to further meet the requirements of the Federal Intermodal Surface Transportation Efficiency Act within the Region. This plan element will consist of a bicycle facilities system plan and a pedestrian facilities plan set forth in a combined report. The bicycle facilities system plan will be a system plan which will recommend the creation of a system of bicycle ways for the urbanized areas of the Region. The pedestrian facilities plan will be a policy plan which sets forth recommended policies for the provision of sidewalks and other pedestrian ways to facilitate pedestrian travel in Southeastern Wisconsin. At year's end, the plan had been completed and awaited consideration and adoption by the Commission.

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

- The preparation of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County. At year's end, the plan had been completed and awaited consideration and adoption by the Waukesha County Board of Supervisors and the Regional Planning Commission.

- The preparation of an updated Waukesha County jurisdictional highway system plan. This planning effort is intended to revise and extend the current plan, adopted in 1975 and subsequently amended.

- The preparation of a transit service plan for Ozaukee County. It is envisioned that this plan, when completed, will be adopted by the Commission as a new element of the regional transportation plan.

- The preparation of additional sanitary sewer service area plans, or amendments to such plans, to refine, detail, and amend the regional water quality management plan. At the end of 1994, such locally focused planning efforts were under way for the Elkhorn, Fontana-on-Geneva Lake-Walworth, and Whitewater areas in Walworth County, and the Hartford area in Washington County.

- The completion of contractual arrangements needed to carry out the preparation of a sanitary sewerage system plan for the northwestern Waukesha County area, as proposed in a 1993 Commission prospectus.

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

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

- The preparation of a comprehensive watershed plan for the Des Plaines River watershed, as proposed in a 1991 Commission prospectus. During 1994, work continued on the preparation of a planning report documenting the findings and recommendations of the planning effort.

FUTURE WORK PROGRAMS

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

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus and/or study design prior to undertaking any major new planning efforts. During 1994, no new prospectuses or study designs were completed.

LAND USE PLANNING DIVISION

DIVISION FUNCTIONS

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

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

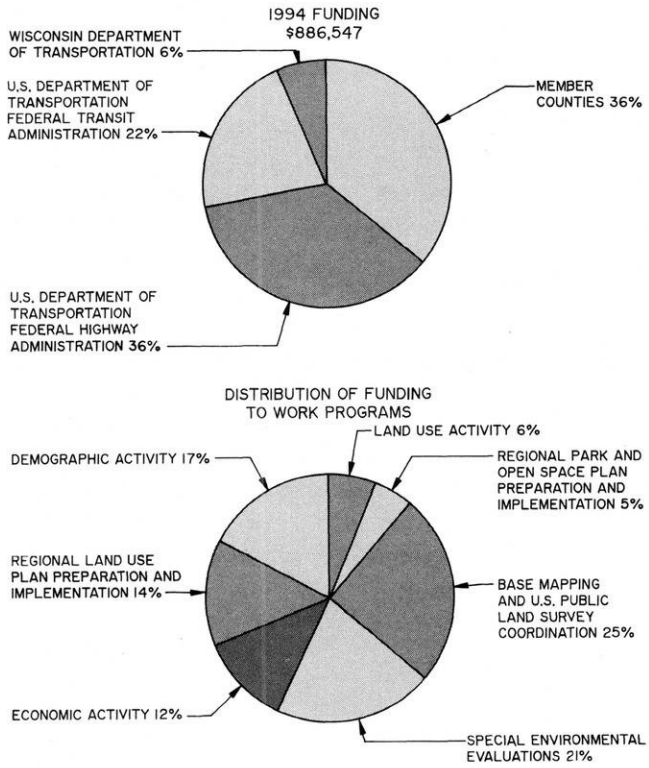
In an attempt to provide answers to these and similar questions, the Land Use Planning Division, during 1994, conducted a number of activities in three identifiable areas: land use planning, economic and demographic base data collation and analysis, and park and open space planning.

LAND USE PLANNING

During 1994, the Division efforts in land use planning were directed primarily toward the implementation of the third-generation regional land use plan for the design year 2010. The Division continued to monitor residential subdivision platting and farmland preservation activity within the seven-county Region during 1994. Finally, efforts were directed toward implementation of the regional land use plan through the application of regional land use plan

Figure 6

LAND USE PLANNING DIVISION



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

Regional Land Use Plan—An Overview

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

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

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

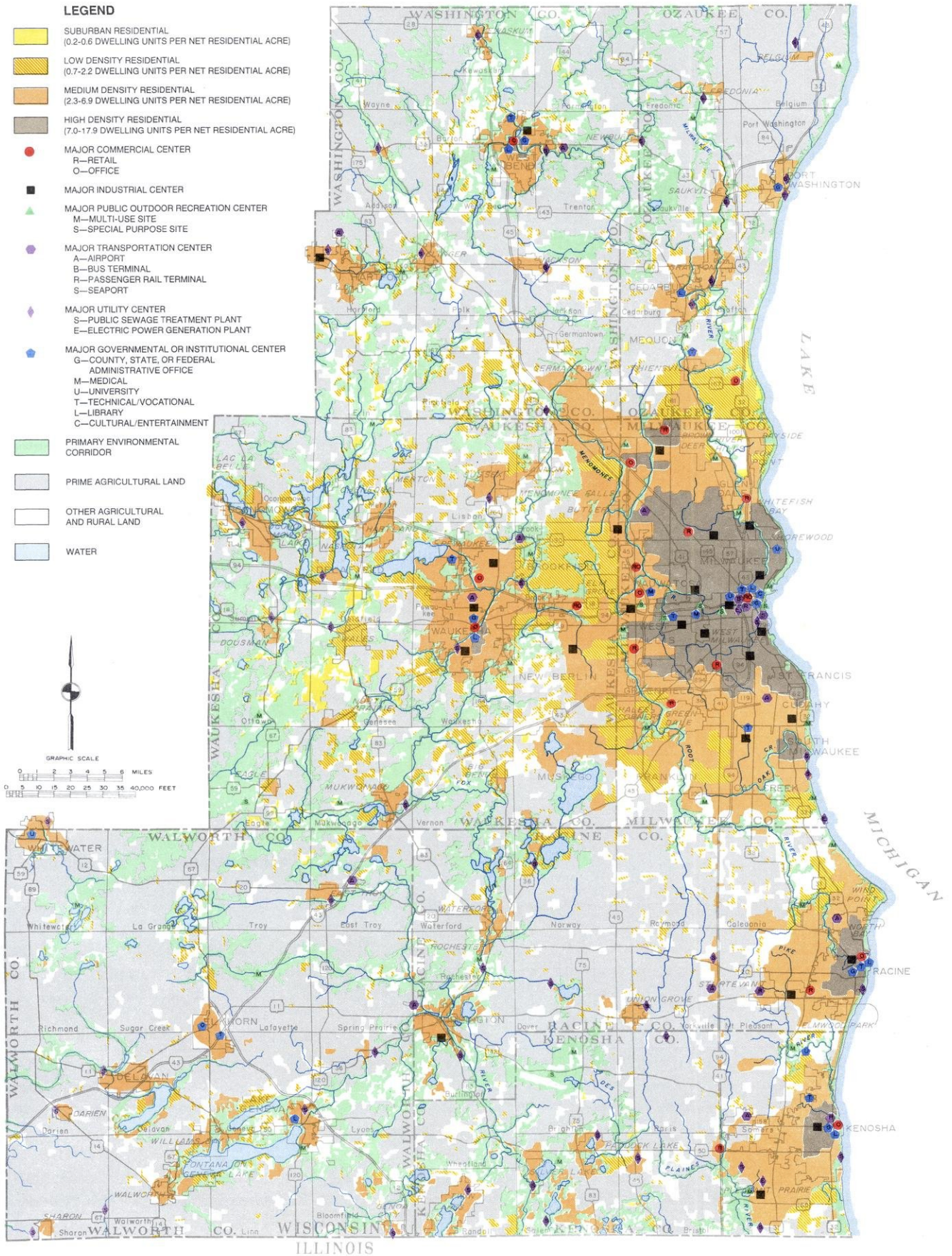
Like the previous plans, the year 2010 plan recommends the preservation of those lands identified as primary environmental corridors in essentially open, natural uses. Such corridors include concentrations of natural resource elements, including woodlands, wetlands, wildlife habitat areas, and surface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

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

Also like the prior regional land use plans, the year 2010 regional land use plan proposes the preservation, to the greatest extent practicable, of those areas of the Region which have been identified as prime agricultural lands. These areas encompassed

Map 2

ADOPTED LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2010



about 1,047 square miles, or 39 percent of the Region, in 1985. The new plan proposes to convert to urban use only about 16 square miles, or about 1 percent, of the remaining prime agricultural lands of the Region.

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

As of the end of 1994, the year 2010, third-generation regional land use plan had been adopted by the Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha County Boards of Supervisors; the Common Councils of the Cities of Greenfield, Kenosha, and Milwaukee; the Village Boards of the Villages of Bayside, Hartland, Kewaskum, and Pleasant Prairie; and the Town Boards of the Towns of Ottawa, Somers, and Troy. In addition, the plan had been endorsed by the Wisconsin Department of Administration.

Preservation of Farmland

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

Wisconsin Farmland Preservation Program

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

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

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

The level of participation in the Wisconsin Farmland Preservation Program for tax year 1993 is presented in Table 2, Figure 7, and Map 3. Based upon

Table 2

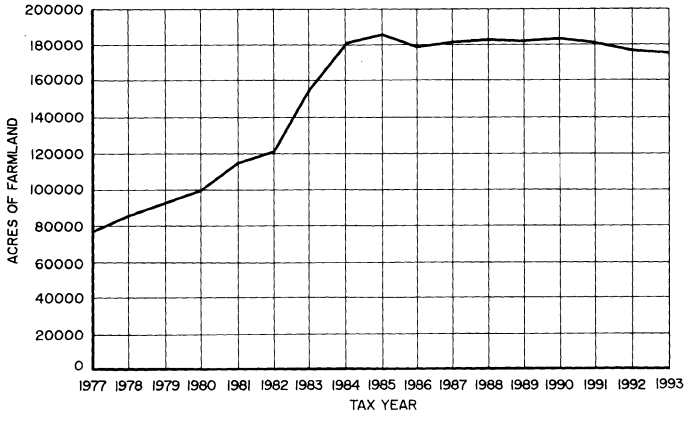
PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1993

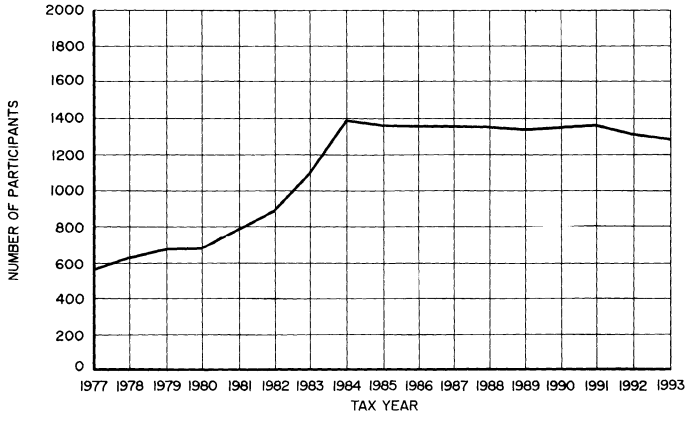
County	Participants				Acres of Farmland				Farmland Preservation Program Acres as a Percent of Prime Agricultural Land	Acres of Prime Agricultural Land: 1990
	Zoning Certificates	Long-Term Agreements	Total		Zoning Certificates	Long-Term Agreements	Total			
			Number	Percent of Region			Number	Percent of Region		
Kenosha	28	8	36	2.8	4,318	1,545	5,863	3.4	7.8	74,911
Milwaukee	2	0	2	0.2	130	0	130	0.1	9.7	1,340
Ozaukee	240	8	248	19.1	30,220	648	30,868	17.7	42.9	72,015
Racine	27	3	30	2.3	5,407	251	5,658	3.2	5.7	98,520
Walworth	691	0	691	53.4	94,709	0	94,709	54.3	45.2	209,537
Washington	125	34	159	12.3	16,469	4,167	20,636	11.8	19.5	105,854
Waukesha	121	7	128	9.9	15,811	787	16,598	9.5	16.9	98,158
Region	1,234	60	1,294	100.0	167,064	7,398	174,462	100.0	26.4	660,335

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

Figure 7

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM FOR THE REGION: TAX YEARS 1977-1993





the number of zoning certificates issued and the number of long-term preservation agreements in effect, a total of 1,294 farms encompassing a combined total of 174,462 acres, or about 26 percent of the prime agricultural land in the Region, was included in the program in tax year 1993. Among the seven counties of the Region, Walworth County had the highest level of participation: 691 farms encompassing 94,709 acres, or about 45 percent of the prime agricultural land in that County.

The vast majority of participants in the program qualified on the basis of exclusive agricultural zoning. A total of 1,234 zoning certificates for farms encompassing 167,064 acres, or about 25 percent of the prime agricultural land in the Region, was issued in the Region for tax year 1993. In contrast, long-term farmland preservation agreements were in effect on only 60 farms encompassing 7,398 acres, or about 1 percent of the prime agricultural land in the Region, for tax year 1993.

In tax year 1993, the average tax credit for participating landowners in Southeastern Wisconsin was $1,287, or about 25 percent of the average property tax of $5,252. Among the seven counties of the Region, the average tax-credit level ranged from $592 in Milwaukee County to $1,790 in Kenosha County (see Table 3).

Farmland Preservation Planning

Considerable progress has been made in planning for the preservation of farmland within the Southeastern Wisconsin Region since the passage of the Wisconsin Farmland Preservation Act by the Wis-

Map 3

PARTICIPATION IN THE WISCONSIN FARMLAND PRESERVATION PROGRAM BY MINOR CIVIL DIVISION IN THE REGION: TAX YEAR 1993

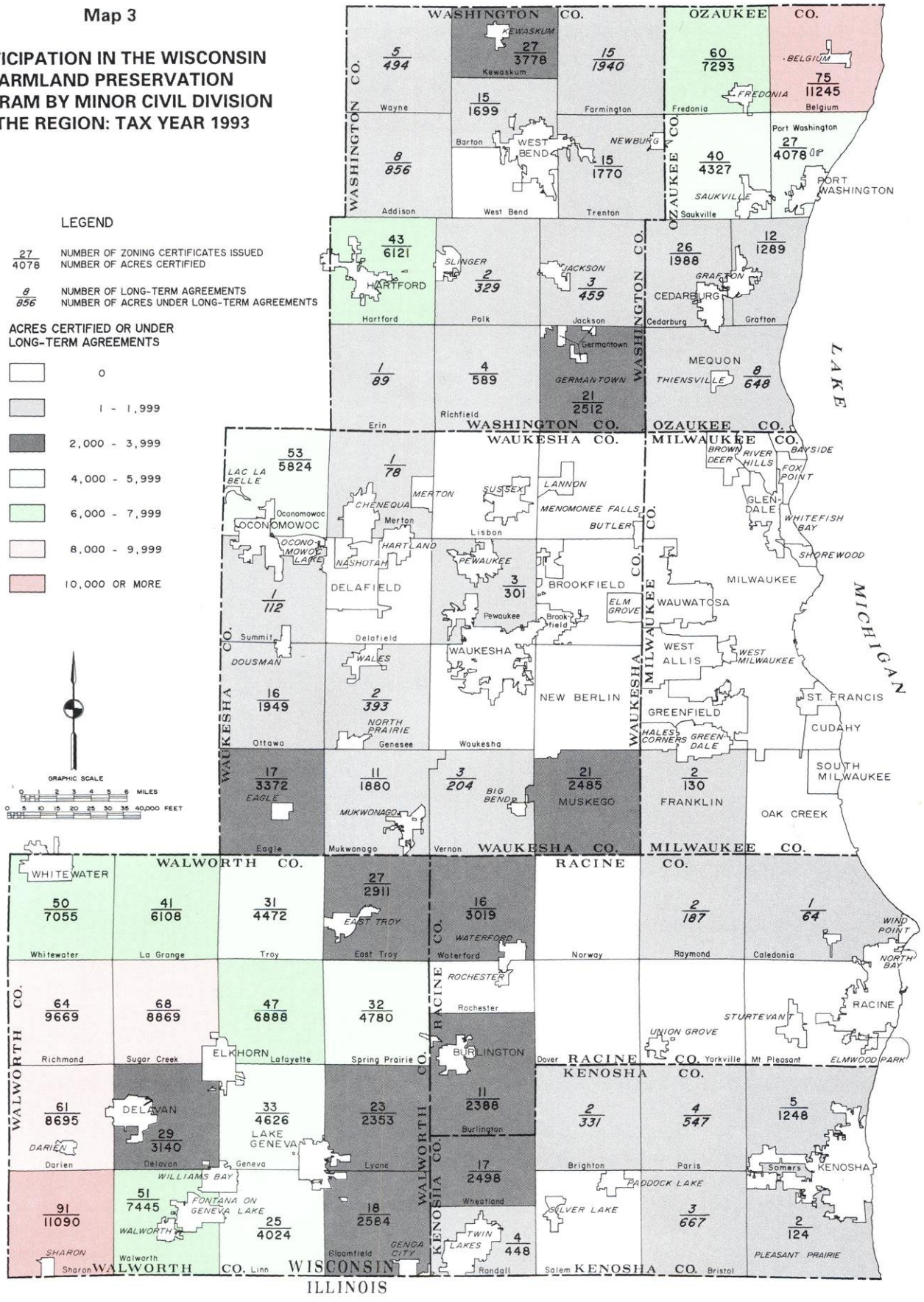


Table 3

AVERAGE TAX-CREDIT LEVELS UNDER THE WISCONSIN FARMLAND PRESERVATION PROGRAM: TAX YEAR 1993

County	Average Property Tax	Average Tax Credit	
		Amount	Percent of Property Tax
Kenosha	$5,731	$1,790	31.2
Milwaukee	2,885	592	20.5
Ozaukee	5,020	1,155	23.0
Racine	6,417	1,354	21.1
Walworth	5,338	1,316	24.7
Washington	5,527	1,362	24.6
Waukesha	4,749	1,205	25.4
Region	$5,252	$1,287	24.5

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

consin Legislature in 1977. Six counties in the Southeastern Wisconsin Region, Kenosha, Ozaukee, Racine, Walworth, Washington, and Waukesha, have adopted farmland preservation plans which were subsequently certified by the Wisconsin Land Conservation Board (see Map 4).

Farmland Preservation Zoning

Under Chapter 91 of the Wisconsin Statutes, exclusive agricultural zoning is defined as zoning which limits the use of land to agricultural use, specifies a minimum parcel size of 35 acres for a residence or farm operation, and prohibits structures or improvements on the land unless consistent with agricultural uses. By the end of 1994, exclusive agricultural zoning ordinances certified by the Wisconsin Land Conservation Board had been adopted by 46 local units of government in the Region. Twenty-seven towns, seven in Kenosha County, two in Racine County, 16 in Walworth County, and two in Waukesha County, have adopted exclusive agricultural zoning under county-enacted zoning ordinances. Fourteen towns, six in Ozaukee County, five in Washington County, and three in Waukesha County, have applied exclusive agricultural zoning under town-enacted zoning ordinances. The City of Franklin in Milwaukee County, the City of Muskego in Waukesha County, the Village of Germantown in Washington County, and the Village of Pleasant Prairie in Kenosha County have also adopted exclusive agricultural zoning in conformance with the standards of the Wisconsin Farmland Preservation Act. In addition, the City of Elkhorn administers extraterritorial zoning, including exclusive agricultural zoning, in the Towns of Delavan, Geneva, and Lafayette (see Map 4).

Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activities in the Region. In all, 4,304 residential lots were created in the Region during 1994 through subdivision plats, compared with 4,803 lots platted in 1993. Of the residential lots created in 1994, 3,629 lots, or about 84 percent, were served by public sanitary sewers; the remaining 675 lots, or 16 percent, were served by onsite septic tank sewage disposal systems (see Table 4 and Map 5). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 1994 ranged from a low of 144 lots in Walworth County to a high of 1,787 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 8.

ECONOMIC AND DEMOGRAPHIC BASE ANALYSIS

During 1994, the Division continued to monitor secondary data sources on changes in population, employment, and school enrollment levels and to provide pertinent socio-economic data in support of its work and that of the Transportation, Environmental, and Community Assistance Planning Divisions.

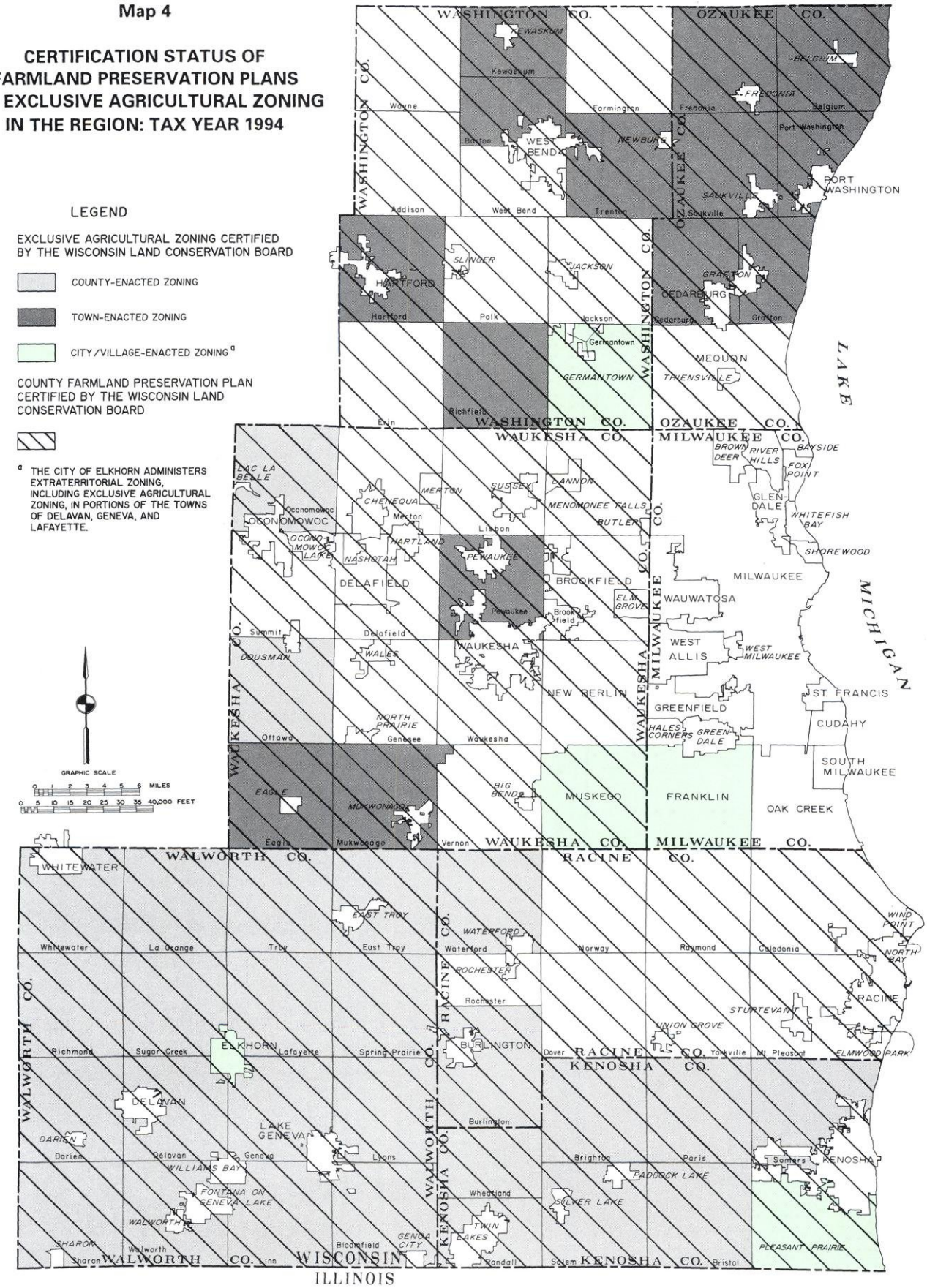
Number of Available Jobs

An important measure of economic activity within the Region is the number of available jobs. Since jobs are enumerated at their location, they are often referred to in terms of "place-of-work" employment data. It should be noted that the enumeration of jobs does not distinguish between full- and part-time jobs or indicate whether or not the job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The numbers of jobs available in the Region in the years 1980, 1990, and 1994 are set forth in Table 5 by employment category.

The number of jobs in the Region in 1994 was estimated at 1,020,900, an increase of 30,600 jobs, or about 3 percent, from the 1990 level of 990,300 jobs.

Map 4

CERTIFICATION STATUS OF FARMLAND PRESERVATION PLANS AND EXCLUSIVE AGRICULTURAL ZONING IN THE REGION: TAX YEAR 1994



As shown in Table 5, all of the employment sectors, except agriculture, manufacturing, retail trade, and "miscellaneous" jobs—including agricultural services, forestry, commercial fishing, mining, and jobs not included in other categories—provided more jobs in 1994 than in 1990. In terms of jobs lost, the largest decrease in employment between 1990 and 1994 occurred in the manufacturing sector, a decrease of 11,300 jobs, or about 5 percent.

Employment distribution by county is shown in Table 6. In five counties, Kenosha, Ozaukee, Walworth, Washington, and Waukesha, there were more jobs in 1994 than in 1990, with the largest absolute increase, 23,000 jobs, occurring in Waukesha County. In Milwaukee and Racine Counties, there were respectively about 10,900, or about 2 percent, and 500, or about 1 percent, fewer jobs available in 1994 than in 1990.

Comparison of Actual and Alternative Future Employment Levels

In 1984, the Commission developed a set of projections of regional employment change for the design year 2010. These projections provide one of the bases upon which adopted regional plan elements, particularly the adopted regional land use, regional transportation system, and regional water quality management plans, have been reappraised and extended to the design year 2010. These projections are documented in SEWRPC Technical Report No. 10 (2nd Edition), The Economy of Southeastern Wisconsin, May 1984.

Because of the increasing uncertainty surrounding future population levels, the Commission selected an "alternative futures" approach in preparing a set of projections of regional employment levels for the year 2010. Three alternative regional economic scenarios were developed. Two of these were intended to represent "low-growth" and "high-growth" extremes of future regional employment levels; the third was intended to identify an intermediate-growth future, that is, a future that lies between the two extremes. While carried out under an alternative futures approach, the regional employment projections presented in Technical Report No. 10 (2nd Edition) were developed using an approach similar to that used successfully by the Commission in its previous employment projection efforts, that is, by preparing a range of projections for each of the dominant and subdominant industry groups within the Region in order to arrive at projections of total regional employment levels to the year 2010 under the high-growth and low-growth futures that could be reasonably envisioned for the economy of Southeastern Wisconsin. This range of employment projections allows for the development of system plans at the regional level, as well as facility plans at the local level, that may be expected to remain viable under greatly varying future conditions.

Subsequent to the preparation of the 2010 employment forecasts and as part of the preparation of the 2010 regional land use plan, the Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the employment forecasts in view of recent changes in the economic structure and employment distribution within the Region. Upon completion of this review, the Committee recommended that the intermediate-growth future, as set forth in Technical Report No. 10 (2nd Edition), be adjusted and used as the basis for the 2010 recommended plan, which was subsequently adopted. The following table, figures, and discussion therefore reflect the forecast on which the year 2010 regional land use plan, as adopted, is based, as well as alternative projections considered.

Employment in the Region in 1994 was anticipated to total 1,040,600 jobs under the high-growth scenario; 917,900 jobs under the adopted plan; and 823,100 jobs under the low-growth scenario. The estimated 1994 level of 1,020,900 jobs lies about 2 percent below the level anticipated under the high-growth scenario and about 11 percent and 24 percent, respectively, above the levels anticipated under the adopted plan and the low-growth scenario. The 1994 employment levels for the Region and each of its seven counties under each of the three alternative futures and the 1994 estimated employment levels for the Region and its counties are set forth in Table 7 and Figure 9.

Civilian Labor Force Levels

Another important measure of economic activity within the Region is the composition of the Region's civilian labor force. By definition, the civilian labor force of an area consists of all of its residents 16 years of age and older who are either employed at one or more jobs or temporarily unemployed. Civilian labor force data are often referred to as "place-of-residence" employment data. Because of the different definitions and estimation procedures utilized in their preparation, place-of-work and

Table 4

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1994

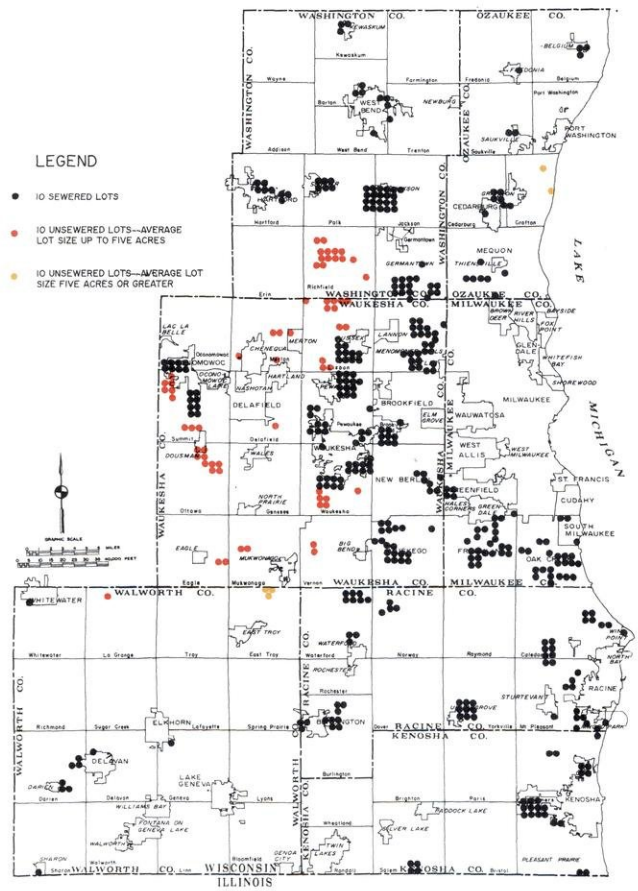
County	Sewered Lots		Unsewered Lots		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	262	100.0	0	--	262	6.1
Milwaukee	514	100.0	0	--	514	11.9
Ozaukee	201	91.4	19	8.6	220	5.1
Racine	607	100.0	0	--	607	14.1
Walworth	103	71.5	41	28.5	144	3.4
Washington	633	82.2	137	17.8	770	17.9
Waukesha	1,309	73.3	478	26.7	1,787	41.5
Region	3,629	84.3	675	15.7	4,304	100.0

place-of-residence employment data for a particular geographic area will often differ in absolute values, but generally exhibit similar trends, as shown in Figure 10. In addition to providing information about regional economic activity, comparisons between place-of-work and place-of-residence employment data can provide important insights into such characteristics of the resident population of the Region as labor force participation and work-trip commutation, and, when compared with changes in population levels, can provide indirect evidence of population migration.

The regional civilian labor force was estimated at 991,000 persons in 1994. Between 1990 and 1994, the civilian labor force increased by about 56,000 persons, or about 6 percent, from a 1990 level of 935,000 persons.[1] During the same time period, the number of employed members of the civilian labor force increased from about 895,700 in 1990 to about 946,500 in 1994, an increase of 50,800 persons, or about 6 percent. The number of unemployed members of the civilian labor force increased from about

Map 5

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 1994



[1]*The total, employed, and unemployed civilian labor force estimates, as reported in previous Commission Annual Reports, were revised by the U. S. Bureau of Labor Statistics during 1994. The revised data are presented in this Annual Report. The revised 1990 total civilian labor force level of 935,000, as presented in this Annual Report, is 17,900, or about 1.9 percent, less than the original estimate of 952,900 presented in the 1990 Annual Report. Similarly, the revised 1990 employed civilian labor force level of 895,700 is 19,900, or about 2.2 percent, less than the original estimate of 915,600 and the revised 1990 unemployed civilian labor force level of 39,300 is 2,000, or about 5.4 percent, greater than the original estimate of 37,300.*

Figure 8

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-1994

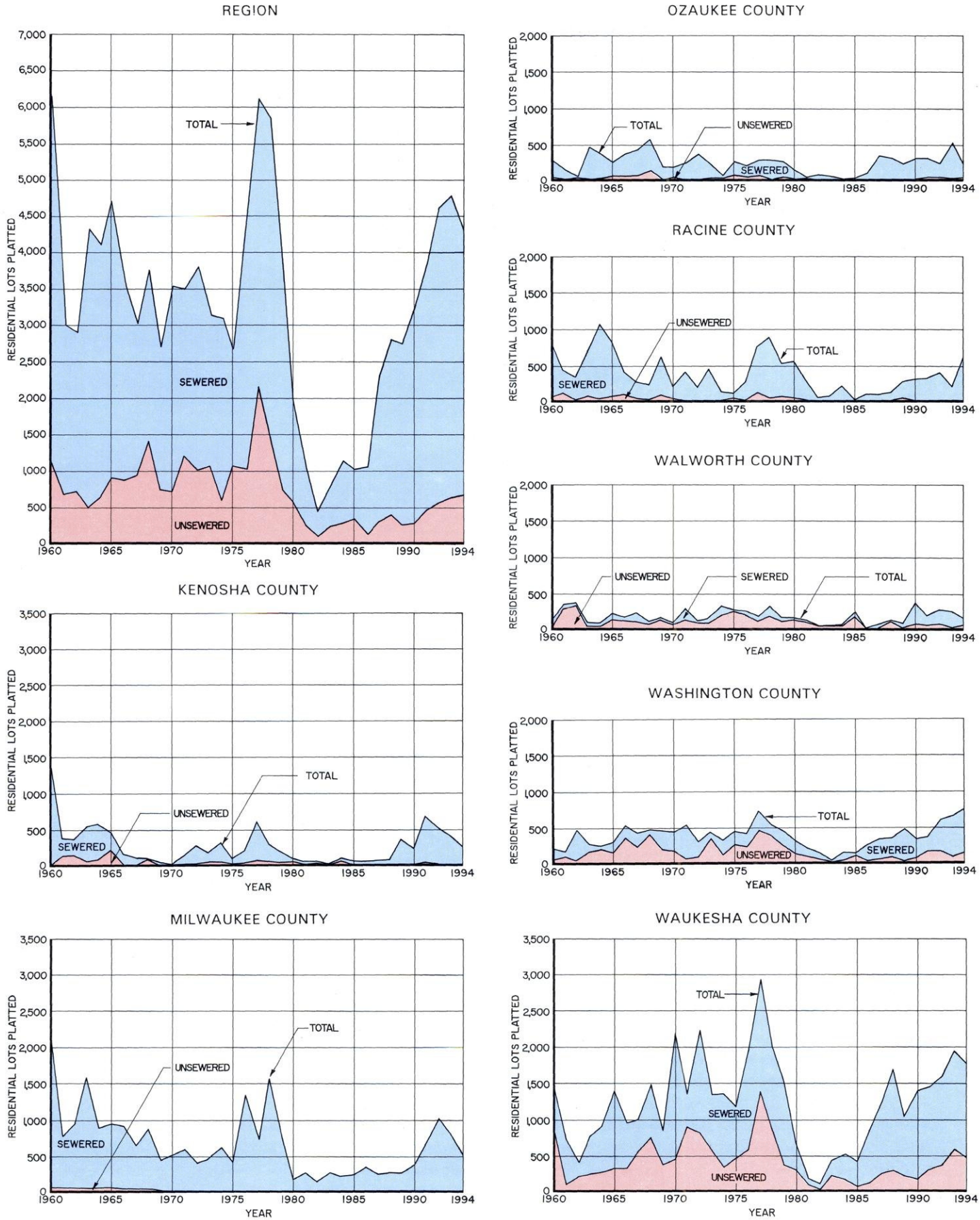


Table 5

REGIONAL EMPLOYMENT BY CATEGORY: 1980, 1990, AND 1994

Employment Category	1980	1990[a]	1994	1980-1990 Change		1990-1994 Change	
				Number	Percent	Number	Percent
Agriculture	12,800	9,800	9,000	-3,000	-23.4	-800	-8.2
Construction	25,800	32,500	33,300	6,700	26.0	800	2.5
Manufacturing							
Food and Kindred Products	20,900	17,000	16,100	-3,900	-18.7	-900	-5.3
Printing and Publishing	16,300	23,500	24,800	7,200	44.2	1,300	5.5
Primary Metals	16,600	11,700	10,800	-4,900	-29.5	-900	-7.7
Fabricated Metals	31,800	27,500	22,900	-4,300	-13.5	-4,600	-16.7
Nonelectrical Machinery	73,100	57,100	49,000	-16,000	-21.9	-8,100	-14.2
Electrical Machinery	40,100	24,000	24,000	-16,100	-40.1	0	0.0
Transportation Equipment	21,500	8,700	10,200	-12,800	-59.5	1,500	17.2
Other Manufacturing	41,500	57,600	58,000	16,100	38.8	400	0.7
Subtotal	261,800	227,100	215,800	-34,700	-13.3	-11,300	-5.0
Transportation, Communication, and Utilities	39,600	40,900	42,000	1,300	3.3	1,100	2.7
Wholesale Trade	43,500	50,900	51,400	7,400	17.0	500	1.0
Retail	131,900	155,700	154,100	23,800	18.0	-1,600	-1.0
Finance, Insurance, and Real Estate	41,200	49,900	52,200	8,700	21.1	2,300	4.6
Services	158,200	218,700	247,000	60,500	38.2	28,300	12.9
Government and Education	120,700	139,500	147,800	18,800	15.6	8,300	5.9
Self-Employed, Except Farm	46,200	63,000	66,000	16,800	36.4	3,000	4.8
Miscellaneous[b]	2,500	2,300	2,300	-200	-8.0	0	0.0
Total	884,200	990,300	1,020,900	106,100	12.0	30,600	3.1

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

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

39,300 in 1990 to about 44,500 in 1994, an increase of about 5,200, or about 13 percent. The unemployment rate in 1994 was 4.5 percent, compared to 4.2 percent in 1990.

Actual Population Levels

The size of the resident population of the Region increased from about 1,764,800 residents in 1980 to about 1,810,400 residents in 1990, an increase of about 45,600 residents, or about 3 percent.[2] This increase was considerably larger than the increase of 8,700 residents, or less than 1 percent, from 1970 to 1980, but still much smaller than the increases of 333,000 residents, or about 27 percent, from 1950 to 1960, and 182,500 residents, or about 12 percent, from 1960 to 1970.

The Wisconsin Department of Administration estimates of 1994 resident population levels for the Region and its counties are set forth in Table 8. The Department has statutory responsibility for pre-

[2]*The 1990 total resident population level for Kenosha County set forth in the Commission's 1990 Annual Report was revised by the U. S. Bureau of the Census during 1991, and the revised data for 1990 were presented in the 1991 Annual Report. Upon further review in 1992, the U. S. Bureau of the Census determined that no revision to the original Kenosha County population level of 128,181 was required. Therefore, this report restores the original population level for 1990 for Kenosha County in Table 8.*

Table 6

REGIONAL EMPLOYMENT BY COUNTY: 1980, 1990, AND 1994

County	1980	1990	1994 Estimate	1980-1990 Change		1990-1994 Change	
				Number	Percent	Number	Percent
Kenosha	50,100	46,500	50,200	-3,600	-7.2	3,700	8.0
Milwaukee	542,300	578,200	567,300	35,900	6.6	-10,900	-1.9
Ozaukee	25,600	32,200	37,000	6,600	25.8	4,800	14.9
Racine	76,100	82,200	81,700	6,100	8.0	-500	-0.6
Walworth	31,100	37,100	43,600	6,000	19.3	6,500	17.5
Washington	31,400	41,800	45,800	10,400	33.1	4,000	9.6
Waukesha	127,600	172,300	195,300	44,700	35.0	23,000	13.3
Region	884,200	990,300	1,020,900	106,100	12.0	30,600	3.1

Table 7

ACTUAL AND ALTERNATIVE FUTURE NUMBER OF AVAILABLE JOBS BY COUNTY: 1994

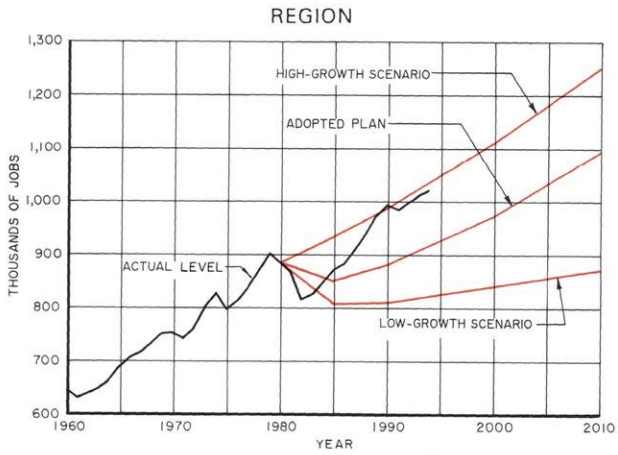
County	Estimated 1994 Jobs	Alternative Future 1994 Jobs		
		Low-Growth Scenario	Adopted Plan	High-Growth Scenario
Kenosha	50,200	46,100	52,000	60,100
Milwaukee	567,300	483,200	537,000	583,600
Ozaukee	37,000	24,100	28,500	35,300
Racine	81,700	73,400	82,600	103,400
Walworth	43,600	31,000	35,300	44,900
Washington	45,800	33,100	37,500	46,900
Waukesha	195,300	132,200	145,000	166,400
Region	1,020,900	823,100	917,900	1,040,600

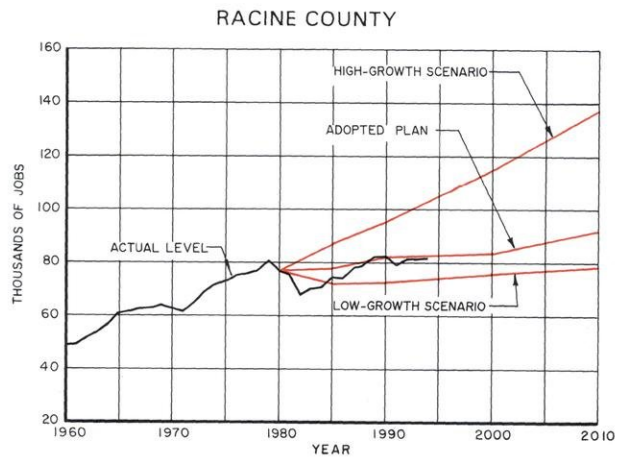
paring intercensal population estimates as a basis for distributing State shared taxes to local units of government. These estimates are based upon symptomatic indicators of population change, including automobile registrations, the number of persons filing income-tax returns, and the dollar value for exemptions for dependents claimed on income-tax returns. In 1994, the resident population of the Region was estimated by the Department to be about 1,869,300 persons, an increase of about 58,900 persons, or about 3 percent, over the 1990 Census population level. Every county in the Region experienced population increases between 1990 and 1994, ranging from a low of about 3,500 persons, or about 5 percent, in Ozaukee County to a high of about 18,700 persons, or about 6 percent, in Waukesha County.

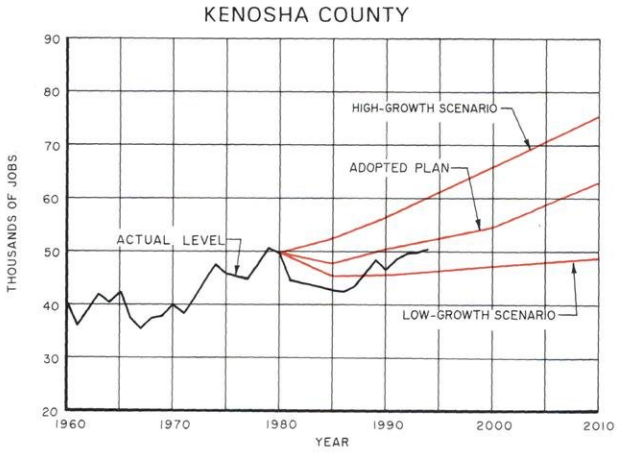
The population of an area such as Southeastern Wisconsin is constantly changing with the occurrence of vital events such as births and deaths and through the inflow and outflow of persons migrating from one area to another. Population increases result from births and in-migration of persons; population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

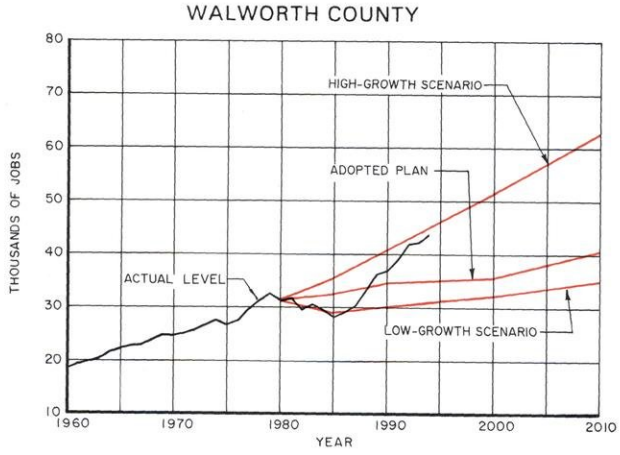
Figure 9

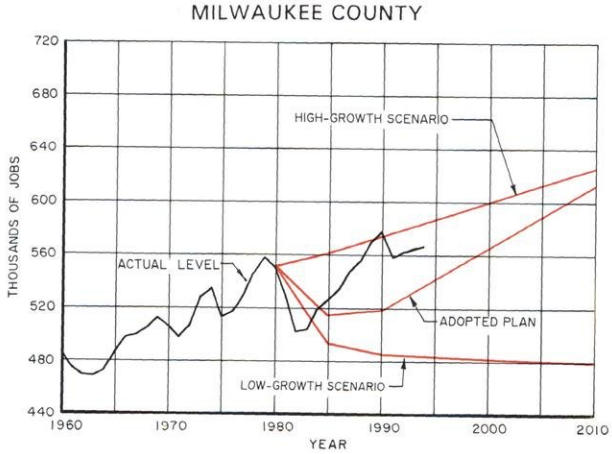
ACTUAL AND ALTERNATIVE FUTURE REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1960-2010

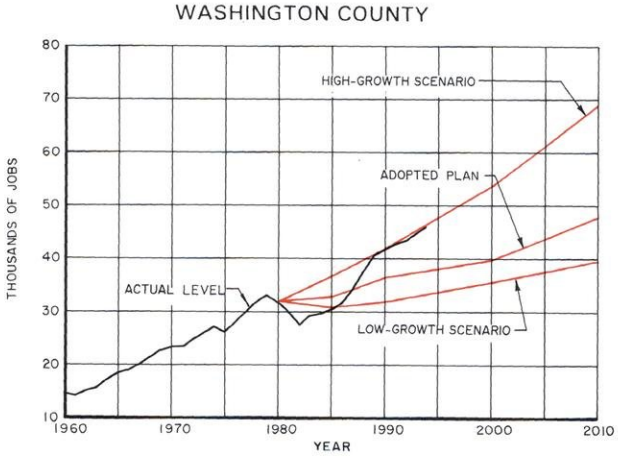


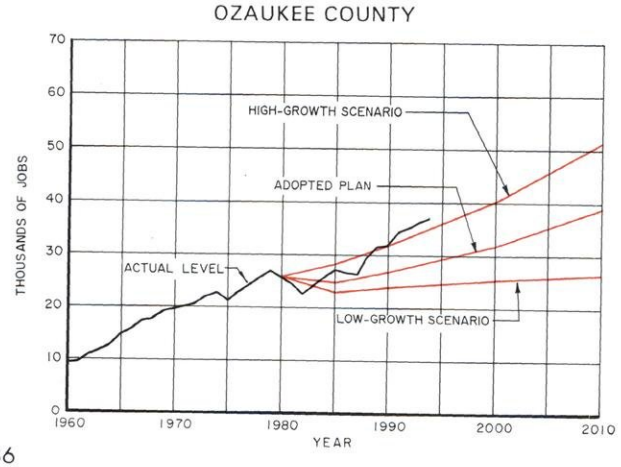












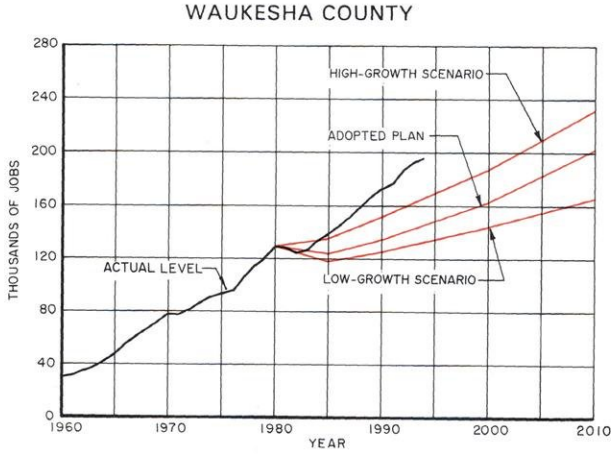
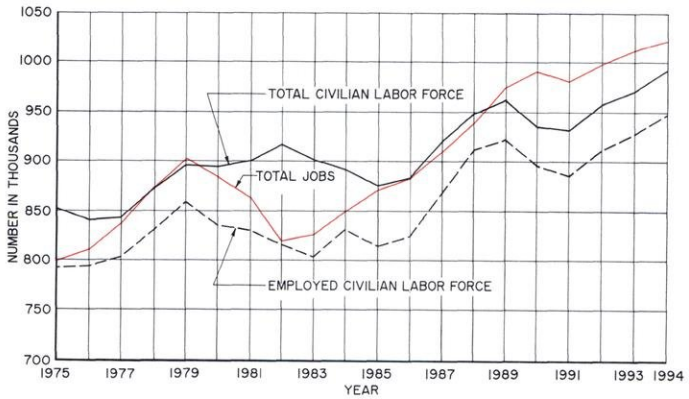


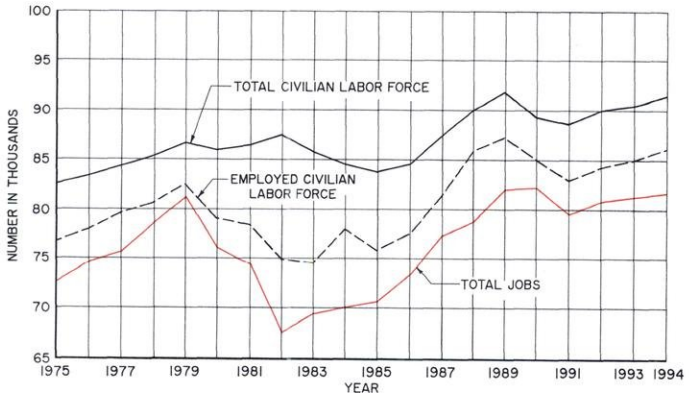
Figure 10

TRENDS IN SELECTED MEASURES OF EMPLOYMENT FOR THE REGION AND ITS COUNTIES: 1975-1994

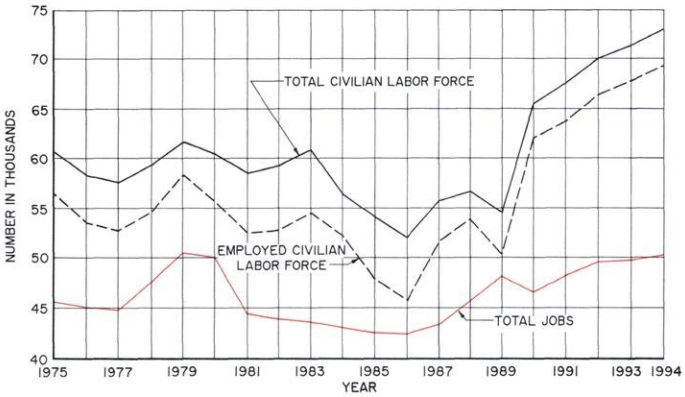
REGION



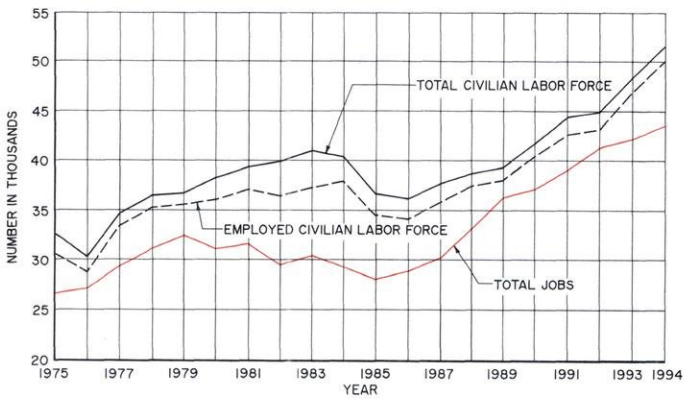
RACINE COUNTY



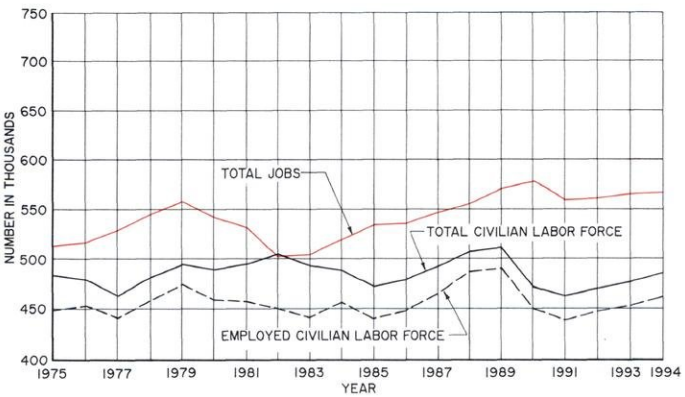
KENOSHA COUNTY



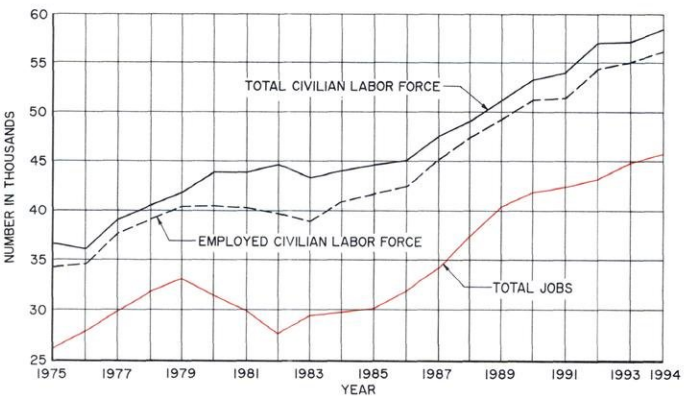
WALWORTH COUNTY



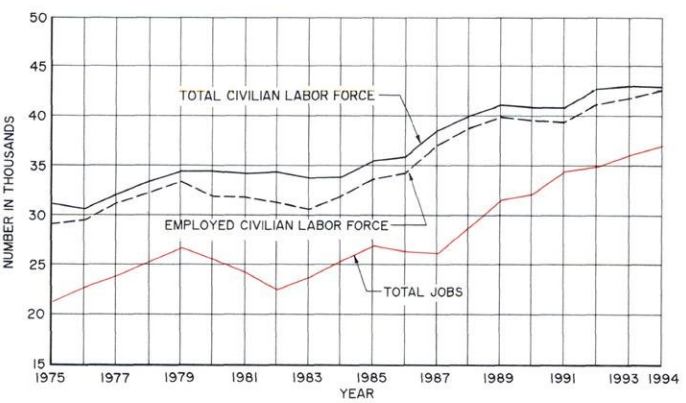
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

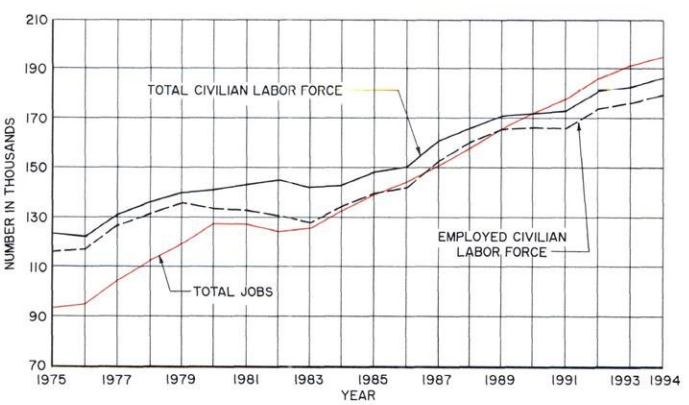


Table 8

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1980, 1990, AND 1994

County	Population			1980-1990 Change		1990-1994 Change	
	1980 Census	1990 Census	1994 Estimate	Number	Percent	Number	Percent
Kenosha	123,100	128,200	135,000	5,100	4.1	6,800	5.3
Milwaukee	965,000	959,300	969,200	-5,700	-0.6	9,900	1.0
Ozaukee	67,000	72,800	76,300	5,800	8.7	3,500	4.8
Racine	173,100	175,100	181,100	2,000	1.2	6,000	3.4
Walworth	71,500	75,000	79,200	3,500	4.9	4,200	5.6
Washington	84,900	95,300	105,100	10,400	12.2	9,800	10.3
Waukesha	280,200	304,700	323,400	24,500	8.7	18,700	6.1
Region	1,764,800	1,810,400	1,869,300	45,600	2.6	58,900	3.3

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

Between the Census date of April 1, 1990, and January 1, 1994, the total population increase of 58,900 persons resulted from a natural increase of about 49,000 persons and a net in-migration of about 9,900 persons. Natural increase in the Region has been relatively stable since 1980, ranging from about 9,000 to 14,000 persons yearly. Since 1990, Milwaukee County has recorded a net out-migration of about 17,600 persons, while all other counties in the Region have recorded net in-migration, ranging from a low of about 1,400 persons in Racine County to a high of about 11,100 persons in Waukesha County.

Comparison of Actual and Alternative Future Population Levels

In 1984, the Commission developed a new set of projections of regional population change. Like the previously described employment projections, these projections are for the design year 2010, and provide one of the bases upon which all adopted regional plan elements, particularly the adopted regional land use and regional transportation system plans, have been reappraised and extended to the year 2010. The projections are documented in SEWRPC Technical Report No. 11 (2nd Edition), The Population of Southeastern Wisconsin, June 1984.

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

Subsequent to the preparation of the 2010 population forecasts and as part of the preparation of the 2010 regional land use plan, the Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the population forecasts in view of the findings of the 1990 U. S. Census of Population and Housing. Upon completion of this review, the Committee recommended that the intermediate-growth future, as set forth in Technical Report No. 11 (2nd Edition), be revised and used as the basis for the 2010 recommended plan, which was subsequently adopted. The following table, figure, and discussion therefore reflect the recommended plan population data as revised under the direction of the Committee prior to the adoption of the plan by the Commission.

Under the high-growth scenario, the population level of the Region was anticipated to be about 2 million persons in 1994. The actual 1994 regional population level of 1.87 million persons noted above is about 7 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1.58 million persons in 1994. The actual 1994 population level is about 18 percent above this level. Under the adopted plan, the population level of the Region was anticipated to be about 1.77 million persons in 1994. The actual 1994 population level is about 5 percent above this level. The 1994 population levels for each of the Region's seven counties under each of these three alternative futures and the 1994 county population levels are set forth in Table 9 and Figure 11.

Actual Household Levels

The Commission annually prepares an estimate of the number of households within the Region. This estimate is derived from the most recent available estimates of population based upon Census data, modified to reflect changes in household size projected under the adopted year 2010 regional land use plan, and includes consideration of recent building-permit activity as well.

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

The estimated number of households in the Region in 1994 is shown by county in Table 10. The number of households in the Region increased from about 676,100 households in 1990 to about 709,400 households in 1994, an increase of 33,300 households, or about 5 percent. Each county in the Region experienced an increase in household levels during the period from 1990 to 1994, ranging from a low of 2,200 households, or about 9 percent, in Ozaukee County to a high of 11,000 households, or about 10 percent, in Waukesha County.

Comparison of Actual and Alternative Future Household Levels

As in the preparation of employment and population projections, the conceptual framework used by the Commission to develop the household projections was the "alternative futures" method. Using this method, three alternative future household scenarios, low-growth, intermediate-growth, and high-growth, were developed. Each of these scenarios is closely linked to a corresponding economic scenario for the Region. As with the year 2010 employment and population forecasts, the Technical Coordinating and Advisory Committee on Regional Land Use Planning reviewed the year 2010 household forecasts in light of the findings of the 1990 U. S. Census of Population and Housing. Upon completion of this review, the Committee recommended that the intermediate-growth future be revised and used as the basis for the 2010 recommended plan, which was subsequently adopted. The following table, figure, and discussion therefore reflect the recommended plan household data as revised under the direction of the Committee prior to the adoption of the plan by the Commission.

Under the high-growth scenario, it was anticipated that there would be 724,400 households in the Region in 1994. The estimated 1994 regional household level of 709,400 is about 2 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 635,200 households in the Region in 1994. The estimated 1994 regional household level is about 12 percent above this level. Under the adopted plan, it was anticipated that there would be 671,400 households in the Region in 1994. The estimated 1994 regional household level is about 6 percent above this level. The actual and alternative future 1994 household levels for each of the Region's seven counties are set forth in Table 11 and Figure 12.

School Enrollment

Enrollment in public and nonpublic schools within the Region totaled about 372,400 students in 1994, representing an increase of 23,500 students, or about 7 percent, over the 1990 level of 348,900 students, as indicated in Table 12. Enrollment in public schools was about 304,800 students in 1994, about 21,600 students, or 8 percent, above the 1990 level of 283,200. Enrollment in nonpublic schools was about 67,600 students in 1994, about 1,900 students, or 3 percent, above the 1990 level of 65,700.

Table 9

ACTUAL AND ALTERNATIVE FUTURE POPULATION LEVELS BY COUNTY: 1994

County	1994 Population	Alternative Future 1994 Population		
		Low-Growth Scenario	Adopted Plan	High-Growth Scenario
Kenosha	135,000	108,000	122,500	142,600
Milwaukee	969,200	849,700	916,000	975,700
Ozaukee	76,300	59,800	71,400	92,900
Racine	181,100	150,500	168,400	195,400
Walworth	79,200	66,100	80,600	93,800
Washington	105,100	77,100	101,400	122,900
Waukesha	323,400	266,400	312,900	382,200
Region	1,869,300	1,577,600	1,773,200	2,005,500

Map 6 shows public school enrollment changes between 1990 and 1994 for public school districts operating wholly or partially within the Region. Union high school districts and their constituent feeder K-8 school districts have been combined into single districts for the purpose of preparing this map. A total of 54 districts, or all but one of the public K-12 and the combined union high school and K-8 districts, had higher enrollments in 1994 than in 1990. The remaining district, the Nicolet High School District, experienced an enrollment decrease during this period of about 29 percent.

Census Coordination

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

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

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

PARK AND OPEN SPACE PLANNING

On December 1, 1977, the Commission adopted a regional park and open space plan for Southeastern Wisconsin consisting of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consists of recommendations for the preservation of

Figure 11

ACTUAL AND ALTERNATIVE FUTURE REGIONAL AND COUNTY POPULATION LEVELS: 1950-2010

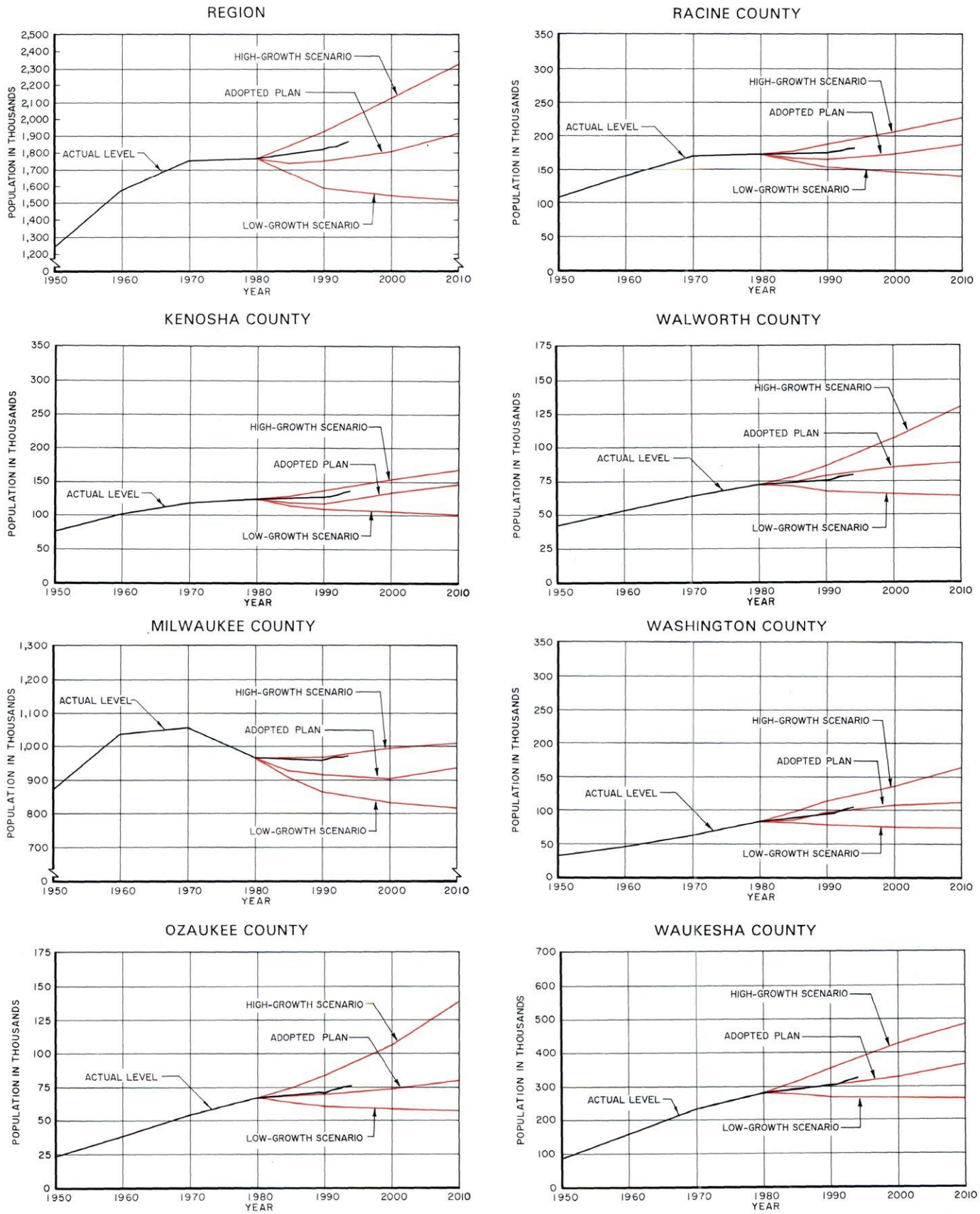


Table 10

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1980, 1990, AND 1994

County	Households			1980-1990 Change		1990-1994 Change	
	1980 Census	1990 Census	1994 Estimate	Number	Percent	Number	Percent
Kenosha	43,100	47,000	50,900	3,900	9.0	3,900	8.3
Milwaukee	363,600	373,100	378,600	9,500	2.6	5,500	1.5
Ozaukee	21,800	25,700	27,900	3,900	17.9	2,200	8.6
Racine	59,400	63,700	67,000	4,300	7.2	3,300	5.2
Walworth	24,800	27,600	30,100	2,800	11.3	2,500	9.1
Washington	26,700	33,000	37,900	6,300	23.6	4,900	14.8
Waukesha	88,600	106,000	117,000	17,400	19.6	11,000	10.4
Region	628,000	676,100	709,400	48,100	7.7	33,300	4.9

Table 11

ACTUAL AND ALTERNATIVE FUTURE HOUSEHOLD LEVELS BY COUNTY: 1994

County	1994 Households	Alternative Future 1994 Households		
		Low-Growth Scenario	Adopted Plan	High-Growth Scenario
Kenosha	50,900	42,700	45,800	51,000
Milwaukee	378,600	363,300	368,000	375,300
Ozaukee	27,900	22,200	25,000	31,100
Racine	67,000	57,700	61,800	68,700
Walworth	30,100	26,300	30,400	33,900
Washington	37,900	27,500	34,400	39,800
Waukesha	117,000	95,500	106,000	124,600
Region	709,400	635,200	671,400	724,400

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

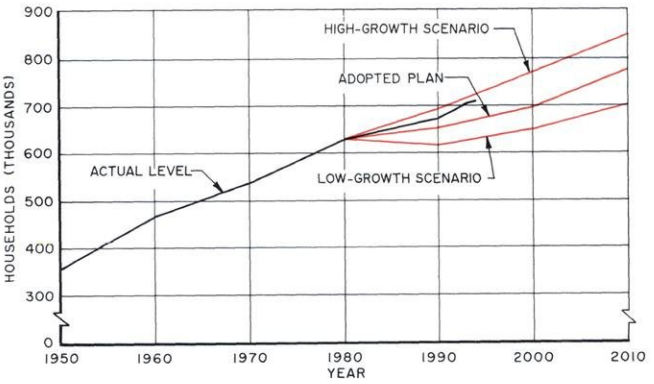
Five of the seven constituent counties in Southeastern Wisconsin, Kenosha, Milwaukee, Racine, Washington, and Waukesha Counties, adopted the 1977 regional plan as their county plan in 1978. In addition, the Commission prepared a refinement of the regional plan as it related specifically to Ozaukee County. That plan was adopted by Ozaukee County in 1978. The 1977 regional plan was endorsed by the Wisconsin Natural Resources Board in January 1979.

Subsequently, the Commission prepared updated, refined, and detailed year 2000 park and open space plans for each of the seven counties of the Region. Each of these plans is documented in a SEWRPC

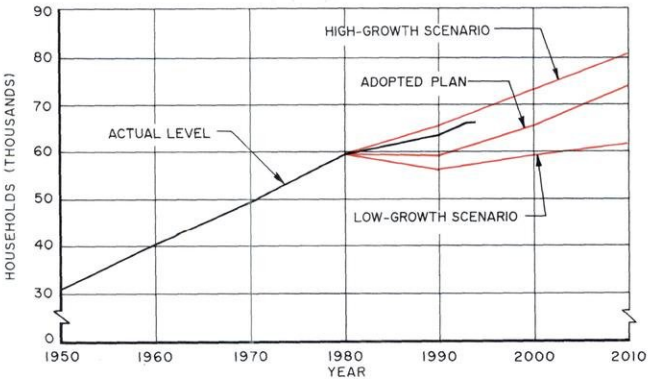
Figure 12

ACTUAL AND ALTERNATIVE FUTURE REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950-2010

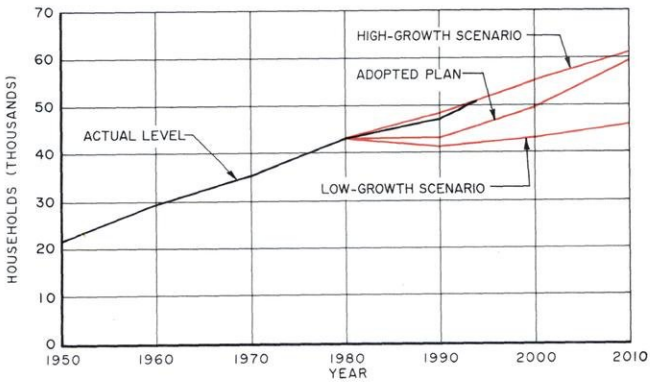
REGION



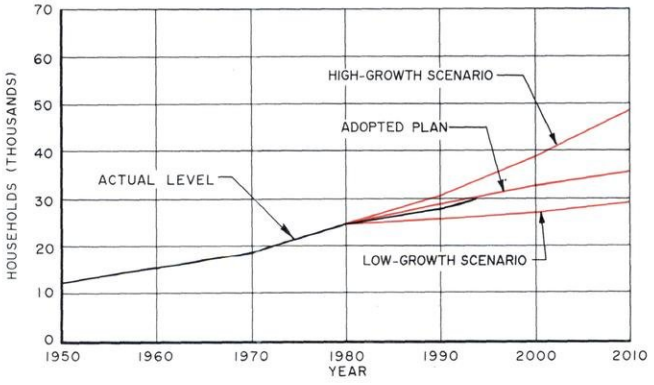
RACINE COUNTY



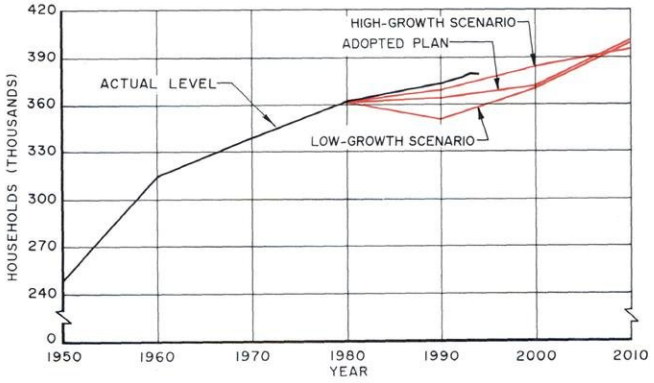
KENOSHA COUNTY



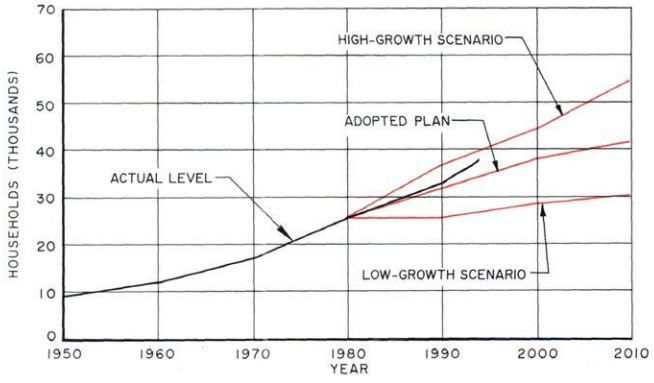
WALWORTH COUNTY



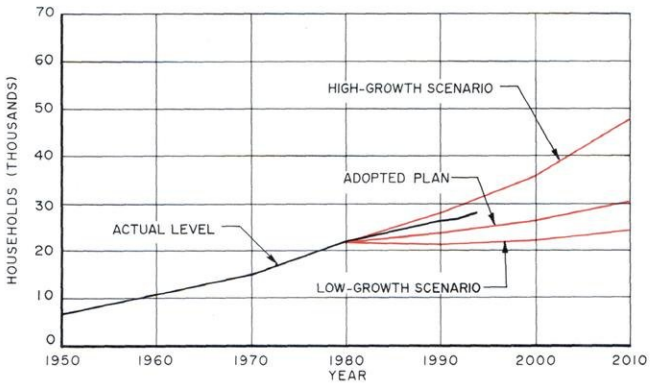
MILWAUKEE COUNTY



WASHINGTON COUNTY



OZAUKEE COUNTY



WAUKESHA COUNTY

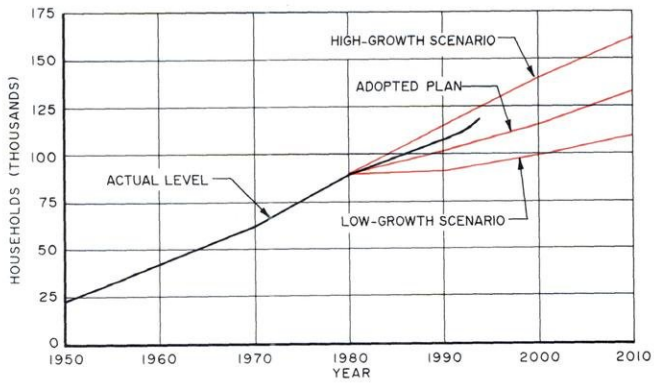


Table 12

REGIONAL SCHOOL ENROLLMENT BY COUNTY: 1980, 1990, AND 1994

County	1980	1990	1994	Difference			
				1980-1990		1990-1994	
				Number	Percent	Number	Percent
Kenosha	26,700	25,000	27,700	-1,700	-6.4	2,700	10.8
Milwaukee	184,900	178,700	186,200	-6,200	-3.4	7,500	4.2
Ozaukee	15,000	13,700	15,300	-1,300	-8.7	1,600	11.7
Racine	38,800	35,200	36,700	-3,600	-9.3	1,500	4.3
Walworth	13,700	13,200	14,800	-500	-3.6	1,600	12.1
Washington	21,500	20,000	22,500	-1,500	-7.0	2,500	12.5
Waukesha	68,700	63,100	69,200	-5,600	-8.2	6,100	9.7
Region	369,300	348,900	372,400	-20,400	-5.5	23,500	6.7

community assistance planning report.[3] Between 1987 and 1992, the Commission adopted these seven county-level plans as amendments to the regional park and open space plan.[4] In addition, the seven counties of the Region have each adopted the updated, refined, and detailed year 2000 park and open space plans for their respective counties.

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

During 1994, the Commission staff continued its program of assistance to communities in the preparation of local park and open space plans which ensure the continued eligibility of local units of government for State and Federal assistance for the acquisition and development of outdoor recreation and open space sites proposed in such plans. Staff efforts during the year in this regard consisted of work toward the preparation of a park and open space plan for the City of New Berlin.

DATA PROVISION AND TECHNICAL ASSISTANCE

Economic and Demographic Data

The Land Use Division devotes considerable time each year to answering requests for demographic, economic, and related data. This function includes the provision of technical assistance to local units of government, public agencies, and school districts in the conduct of special data acquisition activities and in the analysis of data. During 1994, the Division prepared letter responses to 209 requests for population, economic, and related information from the Commission data files. In addition, 22 requests were handled by telephone and 53 requests were accommodated through personal visits to the Commission offices. These requests came from county and local units of government, Federal and State agencies,

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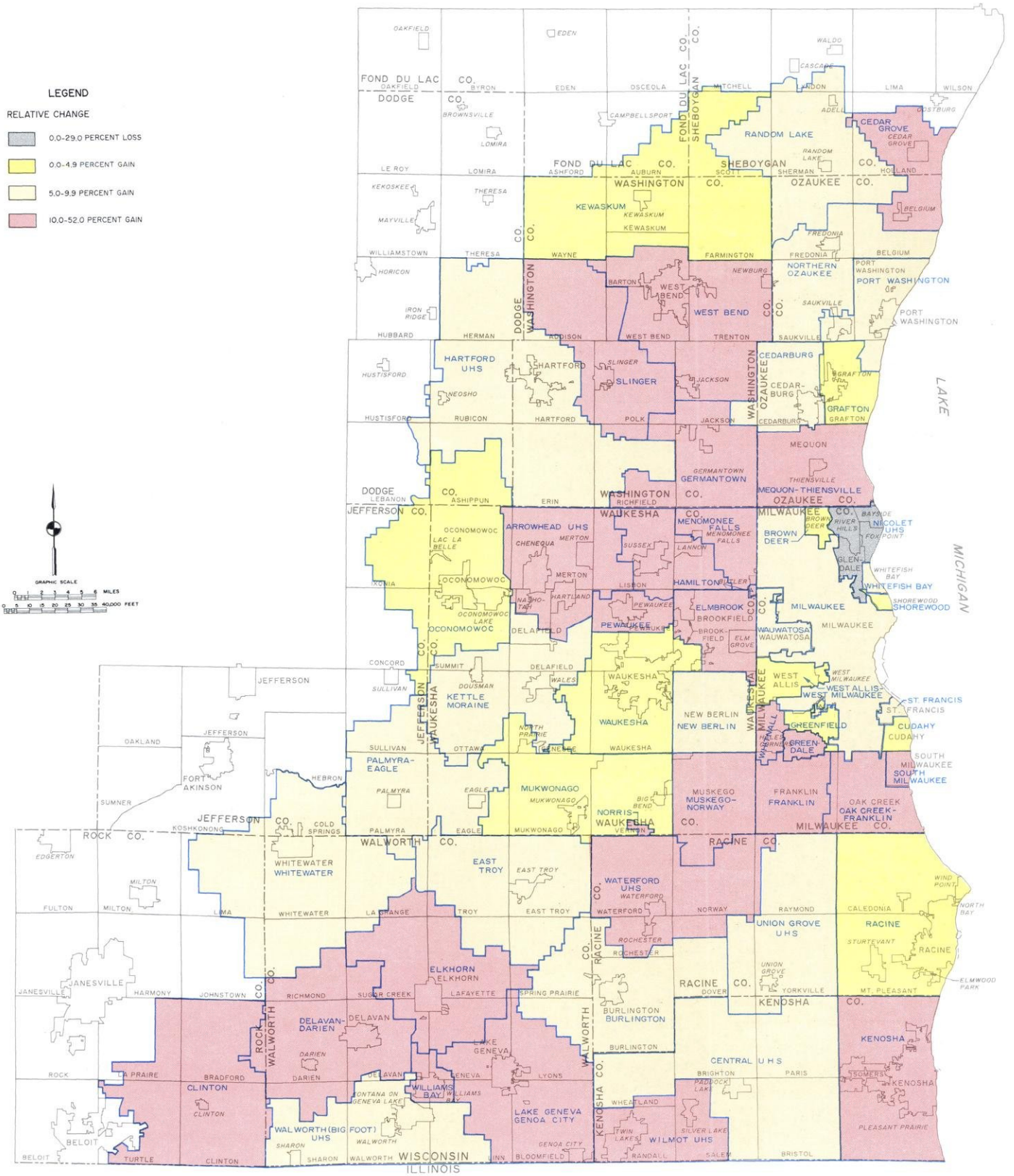
[3]*See SEWRPC Community Assistance Planning Report No. 131, A Park and Open Space Plan for Kenosha County, November 1987; SEWRPC Community Assistance Planning Report No. 132, A Park and Open Space Plan for Milwaukee County, November 1991; SEWRPC Community Assistance Planning Report No. 133, A Park and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

[4]*In its resolution (Revised Resolution No. 90-3) adopting SEWRPC Community Assistance Planning Report No. 136 as an amendment to the regional park and open space plan, the Commission made several changes to the language of the initially published report.*

Map 6

RELATIVE CHANGES IN PUBLIC SCHOOL ENROLLMENT IN THE REGION: 1990-1994



private firms, and individual citizens. The following are some examples of Division activity during 1994 in performing this function:

- Provision of 1990 Census income data by Census tract for Waukesha County to the Federal Office of the Comptroller of the Currency for use in an evaluation of the lending practices of Federally supervised lending institutions.

- Provision of historical and anticipated future population data to Arrowhead Union High School for use in program development.

- Provision of 1980 and 1990 Federal Census historical housing unit data by structure type for all civil divisions in the Southeastern Wisconsin Region to the City of Hartford for use in comparing the changing composition of housing types in the City of Hartford with that of other communities.

- Provision of 1990, planned 2010, and "ultimate" population, household, and employment data for the Town of Caledonia in Racine County to the Town Plan Commission for consideration in the preparation of a Town land use plan.

- Provision of 1980 Federal Census of Population demographic data and 1985 and 2010 planned population, household, and employment data for the Southeastern Wisconsin U. S. Public Land Survey townships which border the Northeastern Illinois Region to the Northeastern Illinois Planning Commission for use in its regional planning efforts.

Land Use and Park and Open Space Data

The land use and park and open space files are extensively used by State, county, and local governmental units and agencies and by private interests. Examples of the provision of land use and park and open space data during 1994 include the following:

- Provision of detailed maps showing the regional land use plan as that plan relates to the respective specific areas of jurisdiction of various county and local units of government, including the Towns of Fredonia in Ozaukee County; Caledonia and Dover in Racine County; Lyons in Walworth County; and Jackson, Kewaskum, and Trenton in Washington County.

- Provision of land use and natural resource data to the City of Oak Creek for use in the preparation of a new zoning ordinance.

- Provision of population, land use, and natural resource data to the Town of Barton in Washington County for use in the preparation of a Town land use plan.

- Provision of land use and natural resource data for Kenosha, Racine, and Walworth Counties to the Wisconsin Electric Power Company for use in project planning.

- Provision of population and land use data for the Town of Norway Sanitary District No. 1 in Racine County to the Norway Moratorium Committee for use in analyzing future sewage treatment plant needs.

- Provision of land use and park and open space data for the Town of Waterford and Village of Waterford, both in Racine County, to the Village's Ad Hoc Comprehensive Recreation Planning Committee for use in the preparation of a comprehensive park and open space plan for the Village.

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

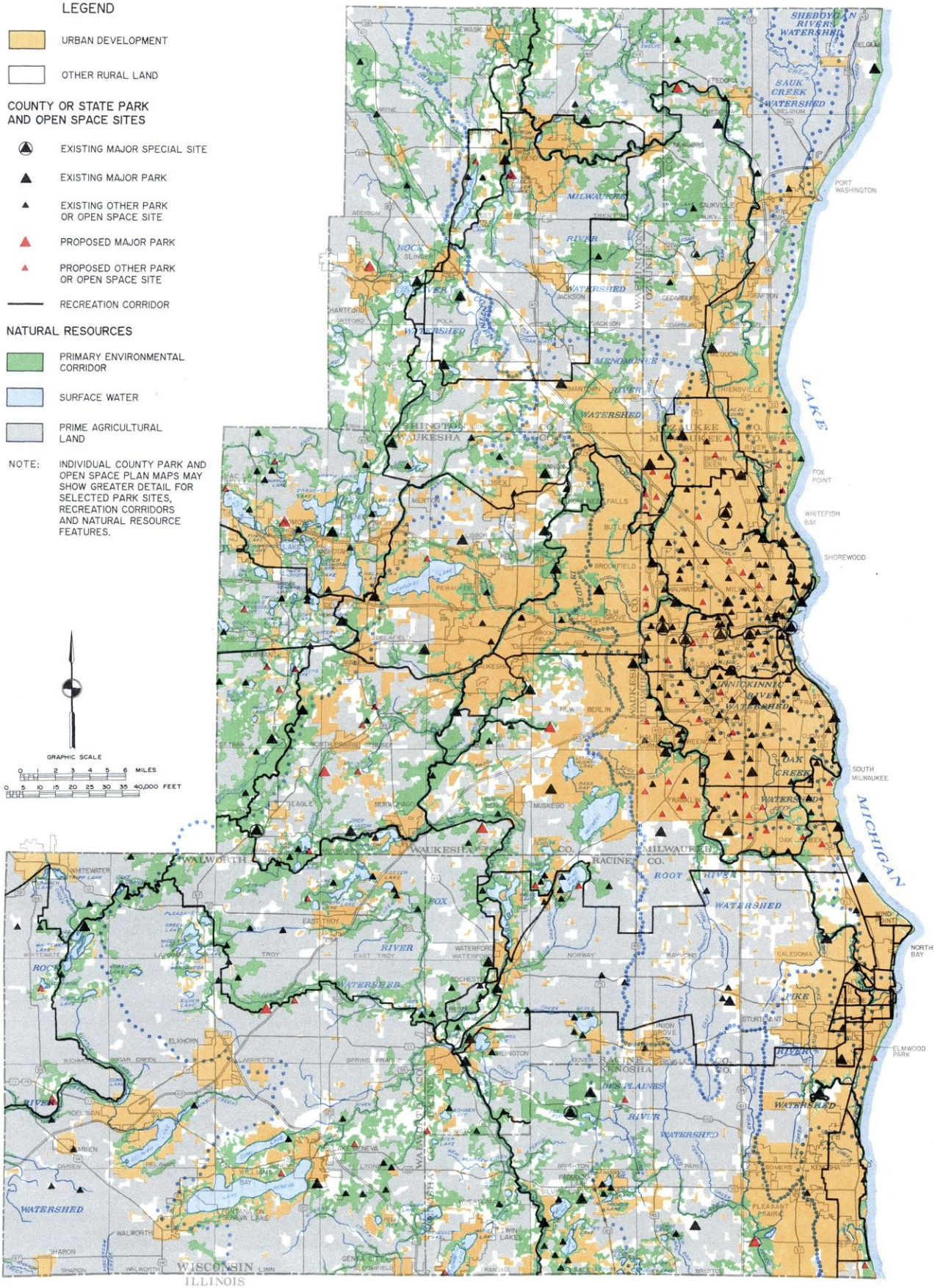
- Provision of maps showing the extent of environmental corridors located on scattered parcels in the Village of Twin Lakes for use by the Village in its consideration of requests for changes in zoning on those parcels.

Special Environmental Inventories, Assessments, and Evaluations

A continuing demand is being placed upon the Commission to help Federal, State, and local units and agencies of government in evaluating and assessing the environmental significance and quality of specific development sites throughout the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. During 1994, the Commission fulfilled a total of 184 requests for such information. Most of this work effort may be divided into the following categories:

Map 7

REGIONAL PARK AND OPEN SPACE PLAN: 2000, AS AMENDED



- Requests for the field identification and staking of wetland and/or primary environmental corridor boundaries on individual parcels in order to facilitate sound consideration by local governments of proposals for private development. During 1994, 40 such requests were fulfilled at sites throughout the Region (see Map 8). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to carry out local planning and land use control responsibilities properly. Once staked in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the landowner and the results of the survey were placed on the face of certified survey maps and plats of survey.

- Requests for field evaluation, identification, and delineation of wetland and/or primary environmental corridors on large residential and commercial development sites to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to the preparation and commitment of detailed land use planning and site development considerations. During 1994, 93 such requests were fulfilled throughout the Region (see Map 8). Once staked in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the landowner and the results of the survey were placed on the face of certified survey maps and plats of survey.

- Requests for the field identification and evaluation of environmentally sensitive sites and corridors associated with transportation improvement projects. During 1994, 27 such project-related requests were fulfilled, with requests coming from the Wisconsin Department of Transportation and the Waukesha County Department of Transportation. The project sites and corridors were largely concentrated in Kenosha, Milwaukee, Racine, and Waukesha Counties (see Map 8).

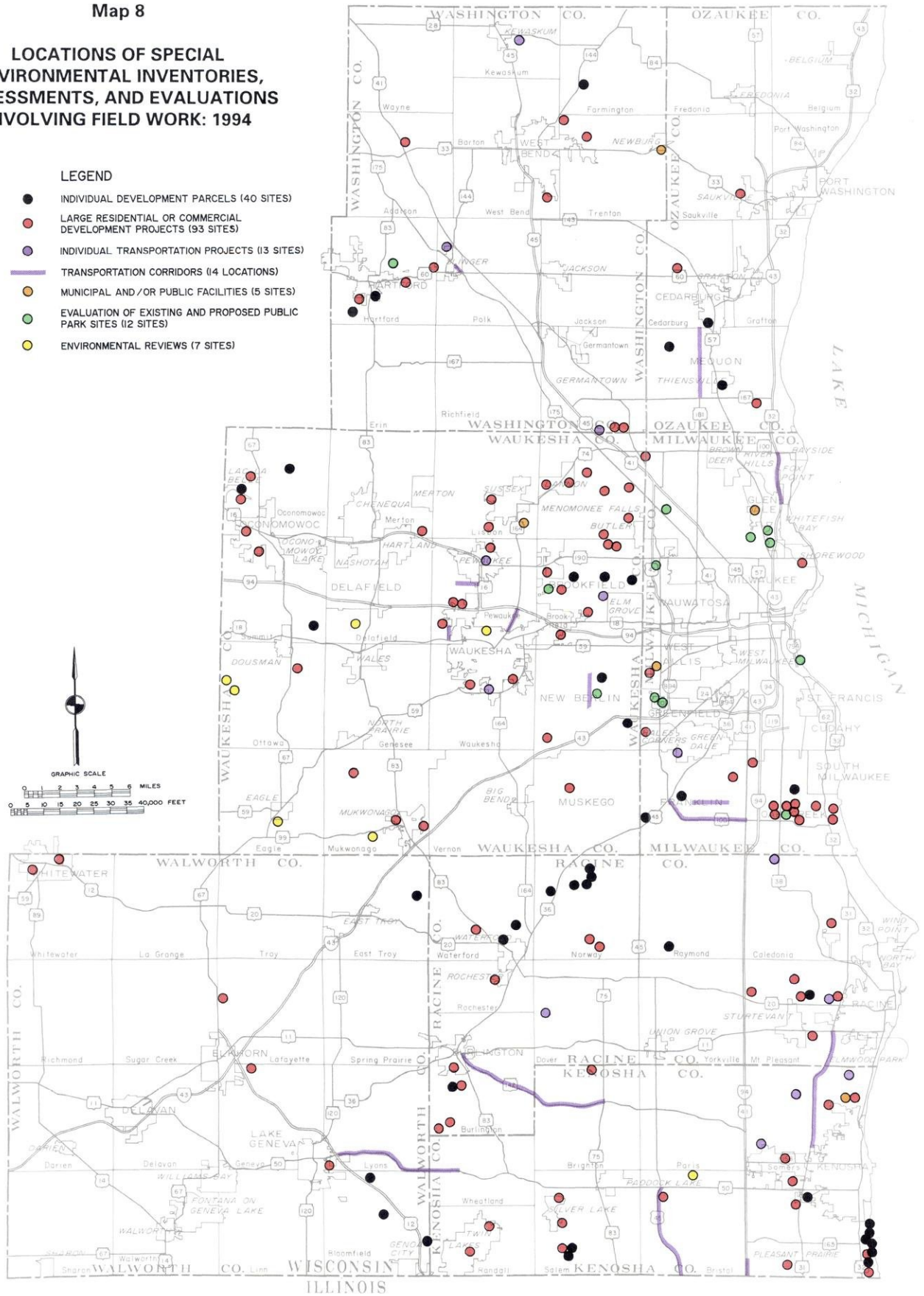
- Requests for the field identification and staking of wetland boundaries on municipal and public facilities in order to determine whether environmentally sensitive areas of concern occur on such sites. During 1994, five such requests were fulfilled in Kenosha, Milwaukee, Washington, and Waukesha Counties (see Map 8).

- Requests for the field identification and delineation of wetlands and/or primary environmental corridors and field identification and evaluation of flora and fauna on existing and proposed public park sites in order to determine whether environmentally sensitive areas of concern occur on such sites. During 1994, 12 such requests were fulfilled in Milwaukee, Washington, and Waukesha Counties (see Map 8).

- Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any wetlands and/or rare, threatened, or endangered species occur on the subject sites. During 1994, seven such requests by Federal and State agencies, as well as county and local governments, were fulfilled in Kenosha and Waukesha Counties (see Map 8).

Map 8

LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELD WORK: 1994



TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

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

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

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 1994 conducted a number of activities in eight identifiable areas: data collection, collation, and development; long-range planning; transportation systems management planning and traffic engineering; transportation planning for the elderly and disabled; transportation improvement programming; railway transportation planning; air transportation planning; and data provision and technical assistance.

As the official metropolitan planning organization for transportation planning in the Southeastern Wisconsin Region, the Commission not only conducts transportation planning work programs with its own staff and with consultants, but also oversees related subregional transportation planning by other governmental agencies. In 1994, Milwaukee County undertook such planning work related to transit operations. The Commission is ultimately responsible for all transportation-related planning work funded by Federal agencies. Accordingly, all transportation planning activities bearing upon the Commission's overall work program are reported herein, whether or not they are directly conducted by the Commission.

DATA COLLECTION, COLLATION, AND DEVELOPMENT

During 1994, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

Figure 13

TRANSPORTATION PLANNING DIVISION

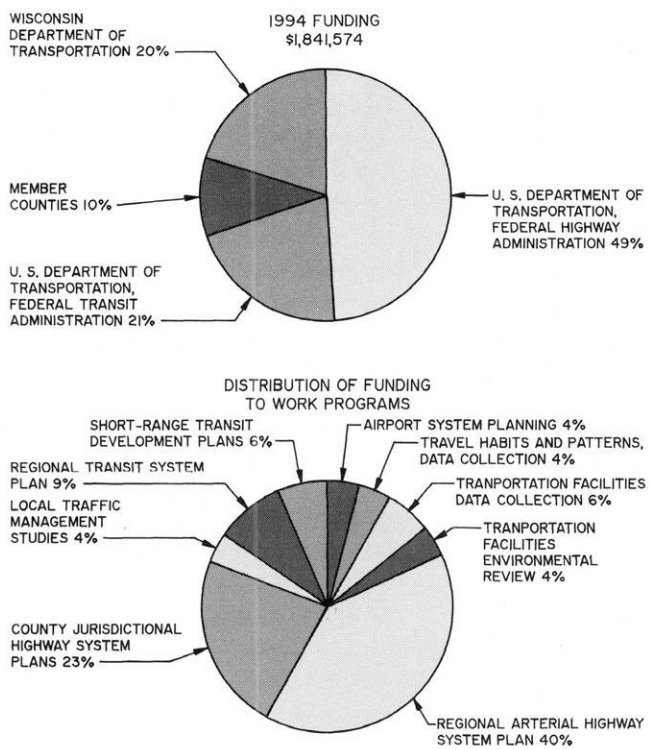


Table 13

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION[a]

County	1963	1972	1993	1994
Kenosha	37,240	51,100	90,620	91,380
Milwaukee	316,350	392,000	534,190	534,660
Ozaukee	16,780	28,030	54,080	54,890
Racine	52,040	73,350	121,290	121,480
Walworth	22,220	33,450	56,520	58,210
Washington	18,340	30,390	73,340	75,120
Waukesha	69,390	114,450	226,560	230,500
Total	532,360	722,770	1,156,600	1,166,240

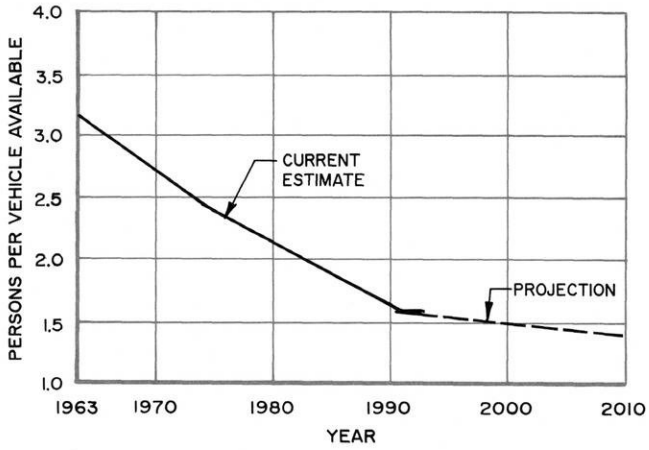
[a]*The classification of automobiles and trucks used in this Annual Report differs from that used in previous Commission Annual Reports. For an explanation of the differences, see footnote 1, this page..*

Personal-Use Vehicle and Commercial Truck Availability[1]

The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 1994 totaled about 1,166,240. This represents an increase of 9,640, or about 0.8 percent, over the 1993 level of 1,156,600 (see Table 13). Increases in personal-use vehicle availability in 1994 occurred in each county in the Region, continuing the generally steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region over the past 31 years. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 1994 was 2.6 percent.

Figure 14

PERSONS PER PERSONAL-USE VEHICLE[a]



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

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

The number of persons per personal-use vehicle within the Region was estimated to be 1.60 in 1994, the same as that estimated for 1993, as shown in Figure 14. The estimated number of personal-use vehicles available within the Region may be compared to the forecast of personal-use vehicle availability developed under the long-range regional transportation system plan, as shown in Figure 15, which depicts the historical year-to-year estimate of personal-use vehicle availability and the forecast growth in personal-use vehicle availability. The 1994 forecast personal-use vehicle availability level was 1,152,640 under the adopted regional trans-

Table 14

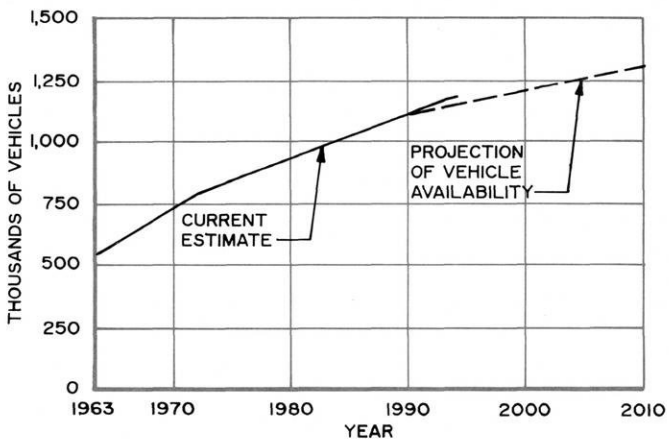
COMMERCIAL TRUCK AVAILABILITY IN THE REGION[a]

County	1963	1972	1993	1994
Kenosha	4,370	4,490	7,810	8,060
Milwaukee	25,910	26,710	34,750	35,870
Ozaukee	2,270	2,550	4,370	4,430
Racine	5,670	6,460	10,190	10,450
Walworth	4,190	4,840	6,600	6,790
Washington	3,210	4,080	6,640	7,080
Waukesha	7,780	10,280	21,400	22,020
Total	53,400	59,410	91,760	94,700

[a]*The classification of automobiles and trucks used in this Annual Report differs from that used in previous Commission Annual Reports. For an explanation of the differences, see footnote 1, page 52.*

Figure 15

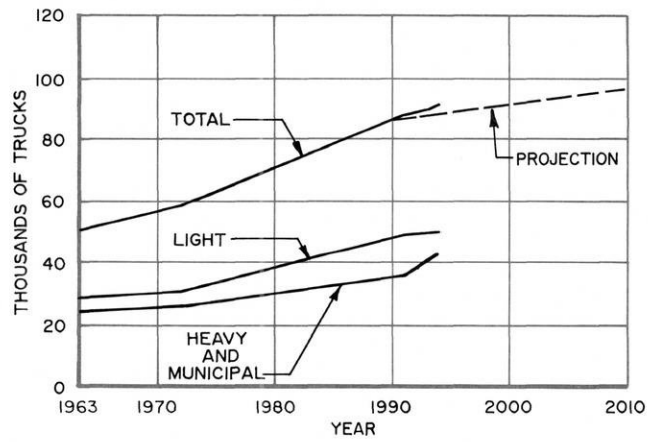
PERSONAL-USE VEHICLE AVAILABILITY[a]



[a]THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN PREVIOUS COMMISSION ANNUAL REPORTS. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 52.

Figure 16

COMMERCIAL-USE TRUCK AVAILABILITY[a]



[a]THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN PREVIOUS COMMISSION ANNUAL REPORTS. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 52.

portation system plan. Thus, the estimated 1994 regional personal-use vehicle availability level of 1,166,240 was 13,600 vehicles, or about 1.2 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

The number of commercial trucks, including municipal trucks, available in the Region during 1994 totaled about 94,700, an increase of about 2,940, or about 3.2 percent, over the 1993 level of 91,760 trucks (see Table 14 and Figure 16). The increase in 1994 commercial motor-truck availability follows the trend of annually increasing vehicle availability. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial trucks in 1972, 55 percent of all commercial trucks in 1993, and 54 percent of all commercial trucks in 1994. The number of light commercial trucks available in 1994 totaled about 51,460, an increase of 1,030, or about 2.0 percent, over the 1993 level of 50,430. The number of heavy trucks and municipal trucks totaled 43,240 in 1994, an increase of about 1,910 trucks, or about 4.6 per-

Table 15

PUBLIC TRANSIT RIDERSHIP

Transit Services	1963	1972	1991	1993	1994	Percent Change 1993-1994
Intracounty Systems						
Milwaukee County	88,546,000	52,141,000	46,460,000	42,864,200	42,862,400	--
City of Racine	2,907,000	526,000	1,829,000	1,798,100	1,902,400	5.8
City of Kenosha	1,876,000	503,000	1,128,000	1,148,300	1,202,300	4.7
City of Waukesha	451,000	227,000	434,000	472,400	497,700	5.4
City of Whitewater	--	--	38,000	41,600	39,700	-4.6
City of Hartford	--	--	8,000	19,400	20,400	5.2
City of West Bend	--	--	--	54,100	74,700	38.1
City of Port Washington	--	--	--	--	17,400	--
Subtotal	93,780,000	53,397,000	49,897,000	46,398,100	46,617,000	0.5
Intercounty Systems						
Waukesha-Milwaukee Counties	534,000[a]	240,000	290,000	310,600	347,400	11.8
Kenosha-Racine-Milwaukee Counties	230,000[a]	153,000	82,000	79,500	76,600	-3.6
Subtotal	764,000	393,000	372,000	390,100	424,000	8.7
Region Total	94,544,000	53,790,000	50,269,000	46,788,200	47,041,000	0.5

[a]*Estimated.*

cent, over the 1993 level of 41,330. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 to 1994 was 1.9 percent.

Public Transit Ridership

Publicly owned mass transit service was provided in the Region in 1994 through eight intracounty systems—one more than in 1993—and two intercounty systems (see Table 15 and Figure 17). As shown in Table 15, total public transit ridership in the Region increased from about 46.8 million passengers in 1993 to about 47.0 million passengers in 1994, an increase of less than 1 percent. This increase is attributable to increases in ridership on transit systems operating outside of Milwaukee County.

Intracounty Services

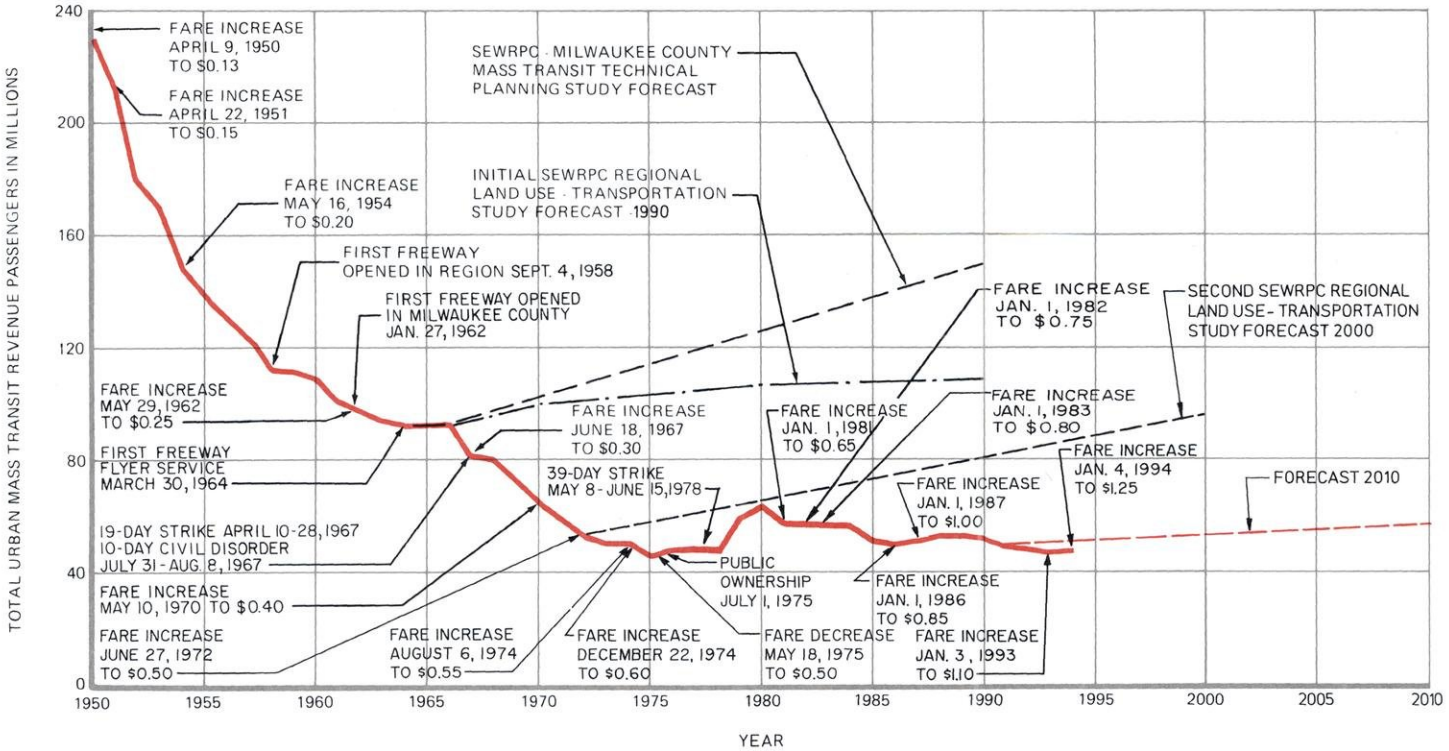
Milwaukee County

Ridership on the Milwaukee County Transit System, which provides publicly subsidized, fixed-route transit service, remained stable during 1994 at about 42.9 million revenue passengers (see Figure 18). Notably, systemwide ridership did not significantly decrease from 1993, even though the transit system implemented a major fare increase for the second consecutive year. The basic cash fare for the Milwaukee County Transit System was raised from $1.10 to $1.25 per one-way trip in January 1994. Also raised were fares for freeway flyer bus service, which were increased from $1.35 to $1.50 per one-way trip, and the price of a weekly pass or a book of 10 tickets, which increased from $8.75 to $9.25. Typically, fare increases are accompanied by ridership decreases. In this case, however, the expected decrease may have been offset by a new initiative: one of providing passes to each student at the University of Wisconsin-Milwaukee at a greatly discounted rate of $30, paid for at the time of registration. It is also possible that transit utilization is becoming relatively more inelastic with respect to fare increases within the Milwaukee area. The number of bus-miles operated in revenue service by the Milwaukee County Transit System increased by less than 1 percent during 1994, from about 17.6 million bus-miles in 1993 to about 17.7 million bus-miles in 1994.

During 1994, freeway flyer bus service was operated by Milwaukee County from 15 outlying parking terminals to either the Milwaukee central business district or the University of Wisconsin-Milwaukee. Two new routes serving the University of Wisconsin-Milwaukee began service in August 1994: Route 39U, the Timmerman UBUS Flyer, and Route 49U,

Figure 17

HISTORICAL TREND IN PUBLIC TRANSIT RIDERSHIP IN THE REGION



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

Figure 18

TRANSIT RIDERSHIP MILWAUKEE COUNTY TRANSIT SYSTEM

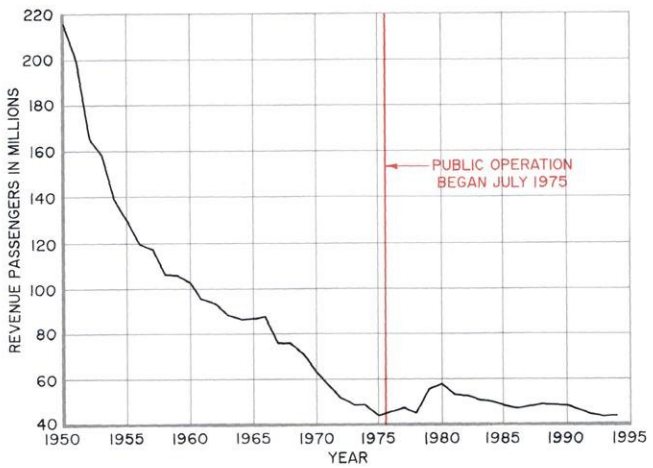
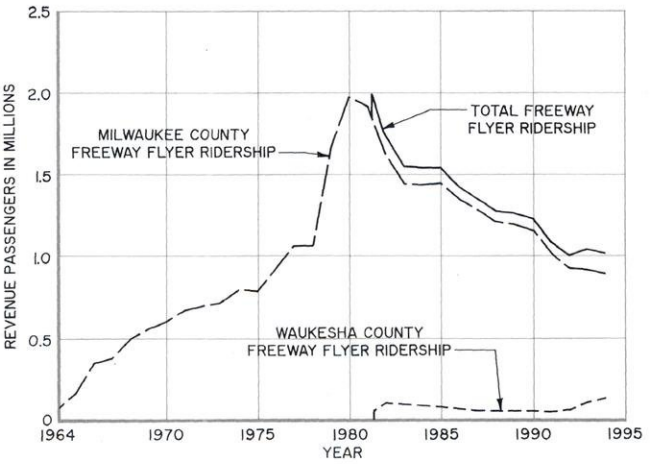


Figure 19

FREEWAY FLYER RIDERSHIP: MILWAUKEE AND WAUKESHA COUNTY TRANSIT SYSTEMS



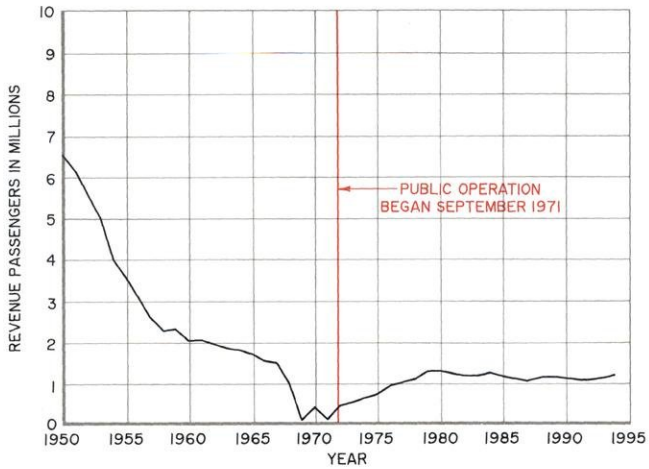
the Brown Deer UBUS Flyer. Ridership on the freeway flyer bus service totaled about 887,000 revenue passengers in 1994, a decrease of about 3 percent from the estimated 910,000 revenue passengers carried in 1993 (see Figure 19). This decrease in freeway flyer ridership may be attributed in part to continued low fuel prices, ample and reasonably priced parking in the Milwaukee central business district, and the continuing decentralization of jobs to outlying communities.

Figure 20

TRANSIT RIDERSHIP
CITY OF RACINE TRANSIT SYSTEM

Figure 21

TRANSIT RIDERSHIP
CITY OF KENOSHA TRANSIT SYSTEM



City of Racine

During 1994, ridership on the fixed-route public transit system serving the City of Racine increased by about 6 percent, from the 1993 level of approximately 1,798,100 revenue passengers to about 1,902,400 revenue passengers in 1994 (see Figure 20). The number of bus-miles operated in revenue service decreased by less than 1 percent during 1994, from about 1,226,900 bus-miles in 1993 to about 1,215,400 bus-miles in 1994. The basic fare for the Racine transit system remained at $0.60 in 1994, unchanged from 1993.

To guide the public acquisition of the system and its initial years of operation, the Commission prepared, at the request of the City of Racine, a transit development plan covering the years 1975 through 1979.[2] Nearly all the plan recommendations for transit route layout, schedule, fare structure, and service levels were implemented in the first years of public operation. In 1984, the Commission completed work on another transit development program for the City of Racine transit system for the period 1984 through 1988.[3] Several of the routing changes recommended under the new plan were implemented by the transit system by December 1985. In 1993, the Commission completed the preparation of a third Racine-area transit system development plan for the period 1993 through 1997.[4] This plan, described in the Commission's 1993 Annual Report, was adopted by the Commission as an element of the regional transportation plan in March 1994. Routing changes recommended for bus service within the Town of Mt. Pleasant were implemented during 1993. Other recommended service changes affecting bus routes serving the west side of the City of Racine and the Town of Caledonia were the subject of a public hearing held by the City in May 1994. At the end of 1994, City staff was considering revisions to the recommended service changes in response to the public comments received.

City of Kenosha

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 1994 (see Figure 21). Ridership during the year approximated 1,202,300 revenue passengers, an increase of about 5 percent from the 1993 ridership level of about 1,148,300 revenue passengers. The number of bus-miles operated in revenue service totaled about 903,300, an increase of about 5 percent from

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

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

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

the 860,800 bus-miles operated during 1993. The increases in system ridership and service levels in 1994 reflect the full effects of changes to the transit system implemented in August 1993. These changes included the addition of a new route serving the north side of the City; a reduction in peak-period headways from 60 to 30 minutes on two bus routes; and the establishment of two new satellite transfer centers outside of the Kenosha central business district. These routing and service changes were based on the recommendations of a new transit system development plan completed by the Commission in 1991, as noted below. The basic fare for the Kenosha system remained at $0.75 per one-way trip in 1994.

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

City of Waukesha

Local bus service was reestablished in the City of Waukesha in August 1981, when the City placed into full-scale operation a new fixed-route transit system. The community had previously been without public transit service since June 1976, when local bus service provided by a private transit operator was discontinued. The reinstitution of transit service was guided by a transit development plan prepared by the Regional Planning Commission in 1980 at the request of the City of Waukesha.[8] The new Waukesha transit system and its routes, schedule, service levels, and fare structure were implemented essentially as recommended by that plan. In December 1989 the Commission completed work on another transit development plan for the period from 1988 through 1992.[9] This plan, described in the Commission's 1989 Annual Report, was adopted by the Commission as an element of the regional transportation plan in June 1990. During calendar year 1994, the system carried approximately 497,700 revenue passengers, an increase of about 5 percent over the 472,400 revenue passengers carried on the system during 1993 (see Figure 22). This increase in ridership may be attributed largely to steady ridership growth on bus service over one route serving the Blue Mound Road corridor in the Town of Brookfield and the City of Brookfield. The number of bus-miles operated in revenue service totaled about 563,700, an increase of less than 1 percent from the 561,500 bus-miles operated in 1993. During 1994, the basic fare for the City of Waukesha transit system was raised from $0.60 to $0.75 per one-way trip.

City of Whitewater

In January 1986, the City of Whitewater in Walworth County initiated operation of a shared-ride taxicab service. Operated on a contract basis by Brown's Cab Service, based in Fort Atkinson, the taxicab service is available seven days a week for

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

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

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

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

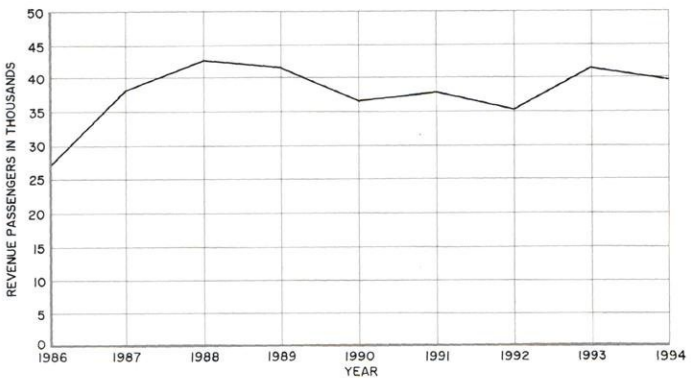
[9]*See SEWRPC Community Assistance Planning Report No. 154, A Transit System Development Plan for the City of Waukesha: 1988-1992, December 1989.*

Figure 22

TRANSIT RIDERSHIP
CITY OF WAUKESHA TRANSIT SYSTEM

Figure 23

TRANSIT RIDERSHIP
CITY OF WHITEWATER TRANSIT SYSTEM



travel primarily within the Whitewater area. The service was initiated using Federal funds available for capital and operating assistance under the Federal Section 18 rural transportation assistance program. During 1994, the Whitewater taxicab service carried approximately 39,700 revenue passengers, a decrease of about 5 percent from the 41,600 revenue passengers carried in 1993 (see Figure 23). It operated about 77,800 total vehicle-miles during 1994, a decrease of about 6 percent from the 82,400 total vehicle-miles operated in 1993. During 1994, adult fares for the service remained at $2.00 per one-way trip, with a half-fare program provided for students and elderly and disabled users.

City of Hartford

Publicly operated transit service was also provided during 1994 by the City of Hartford in Washington County, which operated a shared-ride taxicab service through the City of Hartford Municipal Recreation Department. The taxicab service was initiated in 1981 and is available to the public seven days a week for travel primarily within the City of Hartford and environs. During 1994, the Hartford taxicab service carried approximately 20,400 revenue passengers and operated about 50,900 total vehicle-miles. These figures respectively represent an increase of about 5 percent from the 19,400 revenue passengers carried in 1993 (see Figure 24), and an increase of about 9 percent from the 46,600 total vehicle-miles operated during 1993. These increases occurred as a result of increases in the number of taxicab vehicles operated during weekday peak periods. Passenger fares remained at $1.25 per one-way trip in 1994. The fare applies to all persons over three years of age traveling within the City limits.

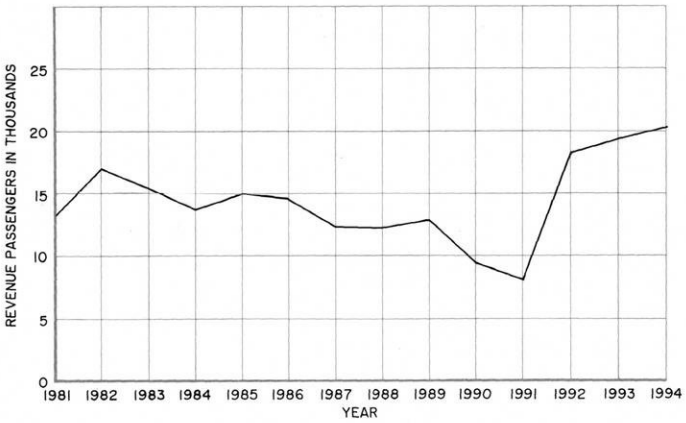
City of West Bend

In January 1993, the City of West Bend initiated operation of a new publicly subsidized shared-ride taxicab system to provide public transit service within the City and its environs. The institution of this taxicab service was guided by a transit system development plan prepared by the Regional Planning Commission in 1991 at the request of the City.[10] This plan, described in the Commission's 1991 Annual Report, was adopted by the Commission as an element of the regional transportation plan in March 1992. The operating characteristics of the West Bend shared-ride taxicab system, including its service levels and fare structure, were implemented essentially as recommended in that plan. The taxicab service is available seven days a week for travel primarily within the City of West Bend and immediately adjacent areas, and is operated on a contract basis by Johnson School Bus Service, Inc. During 1994, the West Bend taxicab service carried approximately 74,700 revenue passengers and operated about 243,100 total vehicle-miles of

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

Figure 24

TRANSIT RIDERSHIP
CITY OF HARTFORD TRANSIT SYSTEM



service. These figures respectively represent an increase of about 38 percent from the 54,100 revenue passengers carried in 1993 and an increase of about 32 percent from the 184,500 total vehicle-miles operated during 1993. Ridership on the service has greatly exceeded that originally projected under the plan, resulting in a need to increase service over 1993 levels. The taxicab service charges a base adult fare of $2.00 per one-way trip with reduced fares available for students, elderly persons and persons with disabilities, and groups of riders traveling between the same origin and destination.

City of Port Washington

On February 1, 1994, the City of Port Washington initiated operation of a new publicly subsidized shared-ride taxicab system to provide public transit service within the City and its environs. The institution of this taxicab service was guided by a study completed by the Regional Planning Commission in 1993 at the request of the City which identified the potential ridership, fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The taxicab service is available seven days a week for travel primarily within the City of Port Washington and adjacent areas two miles or less from the City's corporate limits, and is operated on a contract basis by Johnson School Bus Service, Inc. During 1994, the Port Washington taxicab service carried approximately 17,400 revenue passengers and operated about 66,300 total vehicle-miles of service. The taxicab service charges a base adult fare of $1.50 per one-way trip with reduced fares available for students, elderly persons, and persons with disabilities.

Intercounty Services

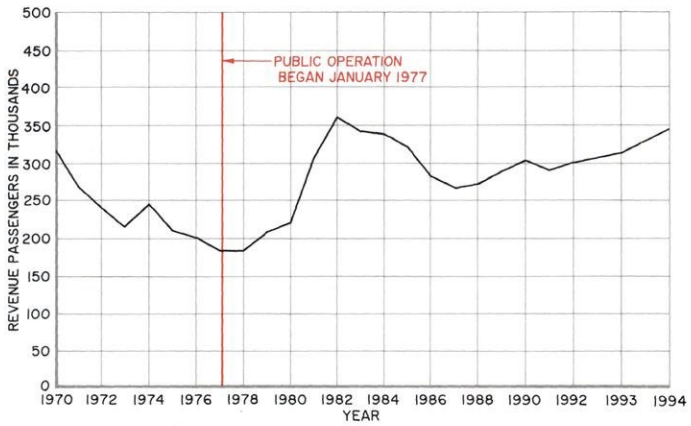
Waukesha County

During 1994, Waukesha County operated 10 regular bus routes serving the major travel corridor between Waukesha County and downtown Milwaukee, an increase of one route over the nine provided during 1993. Waukesha County contracts for all elements of their operation from two transit operators in the Milwaukee area. Eight of the routes are operated by Wisconsin Coach Lines, Inc., and the remaining two are operated by Milwaukee County as extensions of the Milwaukee County Transit System. The eight routes operated by Wisconsin Coach Lines included two routes between Waukesha and downtown Milwaukee and one route between Oconomowoc and downtown Milwaukee which have been sponsored by Waukesha County since 1977; a freeway flyer route operated between Oconomowoc and downtown Milwaukee, initiated by Waukesha County in 1981; a freeway flyer route operated between Mukwonago and downtown Milwaukee, initiated in 1992; a freeway flyer route between Waukesha and downtown Milwaukee created from a restructuring of the Waukesha-Milwaukee bus routes implemented in 1994; a shuttle bus route between the New Berlin Industrial Park and a bus stop at the Brookfield Square Shopping Center initiated in 1993; and a new shuttle bus route implemented in 1994 between businesses in the Town of Pewaukee and a bus stop at the Goerke's Corners Public Transit Station. The two routes operated by the Milwaukee County Transit System were initiated in 1981 and included one freeway flyer bus route operated between the Village of Menomonee Falls and downtown Milwaukee and one route providing local bus service from Milwaukee County to the Brookfield Square Shopping Center. The bus routes initiated during 1981 were three of seven new routes implemented by Waukesha County on April 1, 1981. The Commission identified these seven routes in 1980 at the request of Waukesha County and proposed that service be implemented on a trial basis.[11] Additional service changes were

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

Figure 25

TRANSIT RIDERSHIP
WAUKESHA COUNTY TRANSIT SYSTEM



made in 1988 and 1993 on the basis of the analyses and recommendations presented in a new transit service plan for Waukesha County completed by the Commission in 1988.[12]

During 1994, total ridership on the Waukesha County Transit System increased by about 12 percent, from 310,600 trips in 1993 to 347,400 trips in 1994 (see Figure 25). Most of the ridership increase can be attributed to steady ridership growth on the bus routes operated in the Waukesha-Milwaukee travel corridor. Transit fares on the Waukesha County Transit System, which are distance-related, were between $1.00 and $2.50 in 1994, unchanged from 1993. The number of bus-miles operated in revenue service increased from about 485,200 bus-miles in 1993 to about 519,900 bus-miles in 1994, or by about 7 percent.

As noted above, four of the 10 routes operated by Waukesha County in 1994 were operated as freeway flyer routes. As shown in Figure 19, total ridership on freeway flyer routes operated by Waukesha County in 1994 was about 123,900 revenue passengers, an increase of about 4 percent from the estimated 119,500 revenue passengers carried on Waukesha County-operated freeway flyer routes in 1993. This increase is directly related to the restructuring in 1994 of the Wisconsin Coach Lines, Inc., bus routes operating between Waukesha and downtown Milwaukee, which provided improved freeway flyer bus service in this corridor. The freeway flyer service in Waukesha County served a total of seven outlying parking terminals in 1994.

Kenosha-Racine-Milwaukee Service

During 1994, the City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, continued to provide commuter bus service between downtown Milwaukee and the Racine and Kenosha areas. The commuter bus service had been provided by a private transit operator, Wisconsin Coach Lines, Inc. This service is provided over surface arterial streets as an express bus service. Until 1984, the route was operated without public subsidy; the passenger and freight revenues were sufficient to offset the operating costs. More recently, however, the operation of the route suffered a loss. During 1984, the company approached the four governmental units and asked for financial subsidy for the operation of the route. As a result, the four local units of government joined to help provide the company with the necessary financial assistance, through the State of Wisconsin, to operate the bus service.

The City of Racine has assumed responsibility as the lead agency for the commuter bus project by acting as the applicant/grantee for the State urban transit assistance funds needed to subsidize the operation of the commuter service. State transit assistance funds are the only public monies being used to subsidize the operating costs of the service. Ridership on the service approximated 76,600 revenue passengers during 1994, a decrease of about 4 percent from the 1993 ridership level of about 79,500 revenue passengers (see Figure 26). The number of bus-miles operated in revenue service also decreased slightly, from 268,300 bus-miles in 1993 to 266,400 bus-miles in 1994, a decrease of about 1 percent. Transit fares for the express commuter bus service, which are distance-related, ranged from $1.00 to $4.20 per one-way trip in 1994, unchanged from 1993.

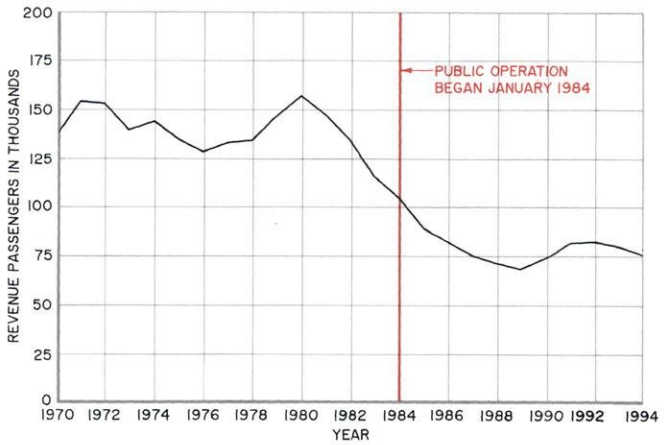
Public Transit Stations

Progress in providing the public transit stations recommended in the adopted year 2010 transportation plan is summarized on Map 9. During 1994, no new public transit stations were constructed to add to the 20 stations existing in 1993. The number of

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

Figure 26

TRANSIT RIDERSHIP
KENOSHA-RACINE-MILWAUKEE
AREA TRANSIT SERVICE



shopping center lots used as freeway flyer terminal facilities remained at five during 1994. Table 16 and Figure 27 provide data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 1994 at all transit stations by patrons of freeway flyer bus service and carpoolers. As shown in the table, transit service was provided at 18 of the 20 public transit/park-ride stations and at all five shopping center lots. The total of 25 freeway flyer terminal facilities represents no change from the 25 facilities that existed in 1993. The number of spaces available at public transit/park-ride stations and at shopping center lots remained at 4,040 and 725 spaces, respectively, in 1994. The total number of spaces available therefore remained at 4,765 spaces in 1994.

Of the 4,040 spaces available at the 20 public transit/park-ride stations, 1,643 spaces were used on an average weekday during 1994, a utilization rate of about 41 percent. Of the 725 spaces available at the five shopping center lots, 199 spaces were utilized during 1994, a utilization rate of about 27 percent. In total, about 39 percent of all available parking spaces were used on an average weekday during 1994.

Public Transit Operating Subsidies

Transit operating subsidies in the Region during 1994 totaled about $69.5 million, compared with about $64.8 million during 1993, as shown in Table 17. The per-ride operating subsidies for the individual intracounty public transit operators in the Region in 1993 and 1994, respectively, were as follows: Milwaukee County, $1.30 and $1.40 (see Figure 28); City of Racine, $1.65 and $1.64 (see Figure 29); City of Kenosha, $1.77 and $1.83 (see Figure 30); City of Waukesha, $2.78 and $2.72 (see Figure 31); City of Whitewater, $2.18 and $2.74 (see Figure 32); City of Hartford, $3.89 and $3.88 (see Figure 33); and City of West Bend, $3.97 and $3.21. For the City of Port Washington system, which began operation in 1994, the per-ride operating subsidy for that year was $3.81. For the Waukesha County transit service, the per-ride operating subsidy was $5.62 in both in 1993 and 1994 (see Figure 34); for the Kenosha-Racine-Milwaukee County transit service, the per-ride operating subsidies in 1993 and 1994, respectively, were $5.03 and $5.97 (see Figure 35).

Carpool Parking Facilities

During 1994, the Commission collected data on the use of available parking supply at carpool parking facilities within the Region. As shown in Table 18, 18 publicly owned carpool parking facilities were in operation at key freeway interchanges in the outlying areas of the Region in 1994. During 1994, about 483 of the total 1,260 parking spaces available were used on an average weekday (see Figure 36). This represents a utilization rate of 38 percent in 1994, compared with a rate of about 36 percent in 1993. The progress in providing the carpool parking lots recommended in the adopted year 2010 regional transportation plan is summarized on Map 10.

Traffic Count Data

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

LONG-RANGE PLANNING

New Regional Transportation System Plan Adopted

Following a Regional Planning Conference held on June 27, 1994, and a series of public informational meetings and public hearings held throughout the Region in the summer of 1994, the Regional Plan-

Map 9

RAPID TRANSIT SYSTEM PLAN FOR THE REGION: 2010

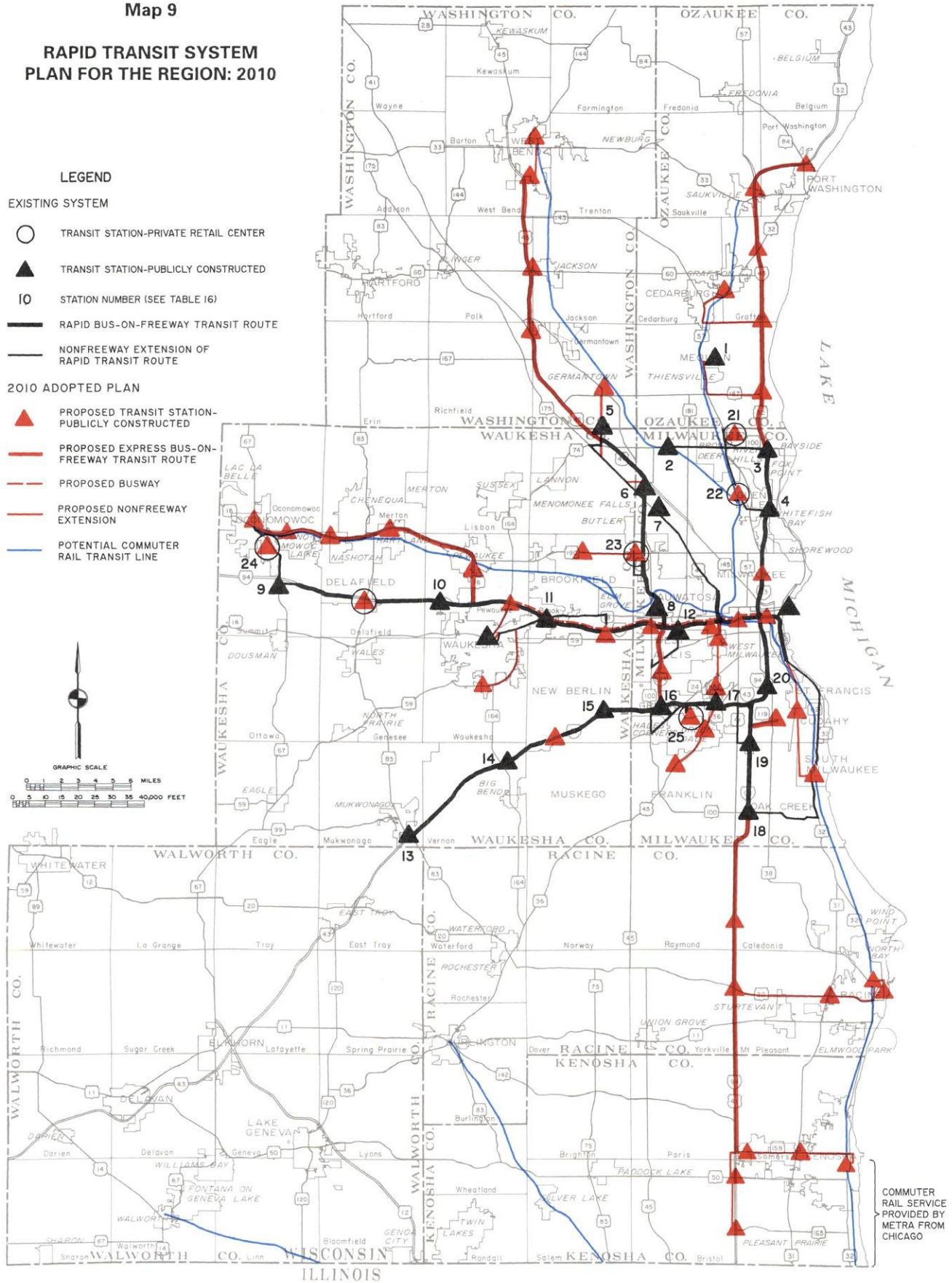


Table 16

AVERAGE WEEKDAY USE OF PARKING AT FREEWAY FLYER TERMINALS: 1994

Number[a]	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 1994	Percent of Spaces Used
	Public Transit Stations			
1	Milwaukee Area Technical College (Mequon)	200	12[b]	6
2	Northridge (Milwaukee)	100	20	20
3	Brown Deer (River Hills)	250	114	46
4	North Shore (Glendale)	120	54	45
5	Pilgrim Road (Menomonee Falls)	65	62	95
6	W. Good Hope Road (Milwaukee)	135	16[b]	12
7	Timmerman Field (Milwaukee)	140	35	25
8	W. Watertown Plank Road (Wauwatosa)	200	98	49
9	STH 67 and CTH DR (Summit)	80	51	64
10	IH 94 and CTH G (Pewaukee)	50	28	56
11	Goerke's Corners (Brookfield)	250	159	64
12	State Fair Park (Milwaukee)	200	152	76
13	IH 43 and STH 83 (Mukwonago)	95	54	57
14	IH 43 and STH 164 (Big Bend)	100	37	37
15	IH 43 and Moorland Road (New Berlin)	200	33	17
16	Whitnall (Hales Corners)	370	197	53
17	W. Loomis Road (Greenfield)	415	110	27
18	Ryan Road (Oak Creek)	300	50	17
19	W. College Avenue (Milwaukee)	530	250	47
20	W. Holt Avenue (Milwaukee)	240	111	46
	Subtotal	4,040	1,643	41
	Shopping Center Lots			
21	Kohl's (Brown Deer)	125	50	40
22	Silver Mill (Milwaukee)	100	13	13
23	Phar-Mor (Brookfield)	200	48	24
24	Olympia (Oconomowoc)	50	--[c]	--[c]
25	Southridge (Greendale)	250	88	35
	Subtotal	725	199	27
--	Total	4,765	1,842	39

[a] *See Map 9.*

[b] *Public transit service was not provided to this station during 1994. The number of autos parked represents use by carpoolers.*

[c] *Data not available.*

ning Commission, on December 7, 1994, formally adopted a new, third-generation regional transportation system plan for the year 2010. This plan is documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994. The public involvement process involved in preparing the new plan was outlined in SEWRPC Memorandum Report No. 87, Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994. The discussions and comments regarding the new plan made at the Regional Planning Conference and before, at, and after the public informational meetings and public hearings are set forth, respectively, in two 1994 Commission documents: the Proceedings of the 17th Regional Planning Conference and the Record of Public Informational Meetings and Public Hearings, Preliminary New Regional Transportation System Plan for Southeastern Wisconsin: 2010.

In preparing the new regional transportation system plan, the Commission used the same basic planning process that was used to prepare the two prior regional transportation system plans. Given the

Figure 27

AVERAGE WEEKDAY FREEWAY FLYER PARKING LOT USE: 1977-1994

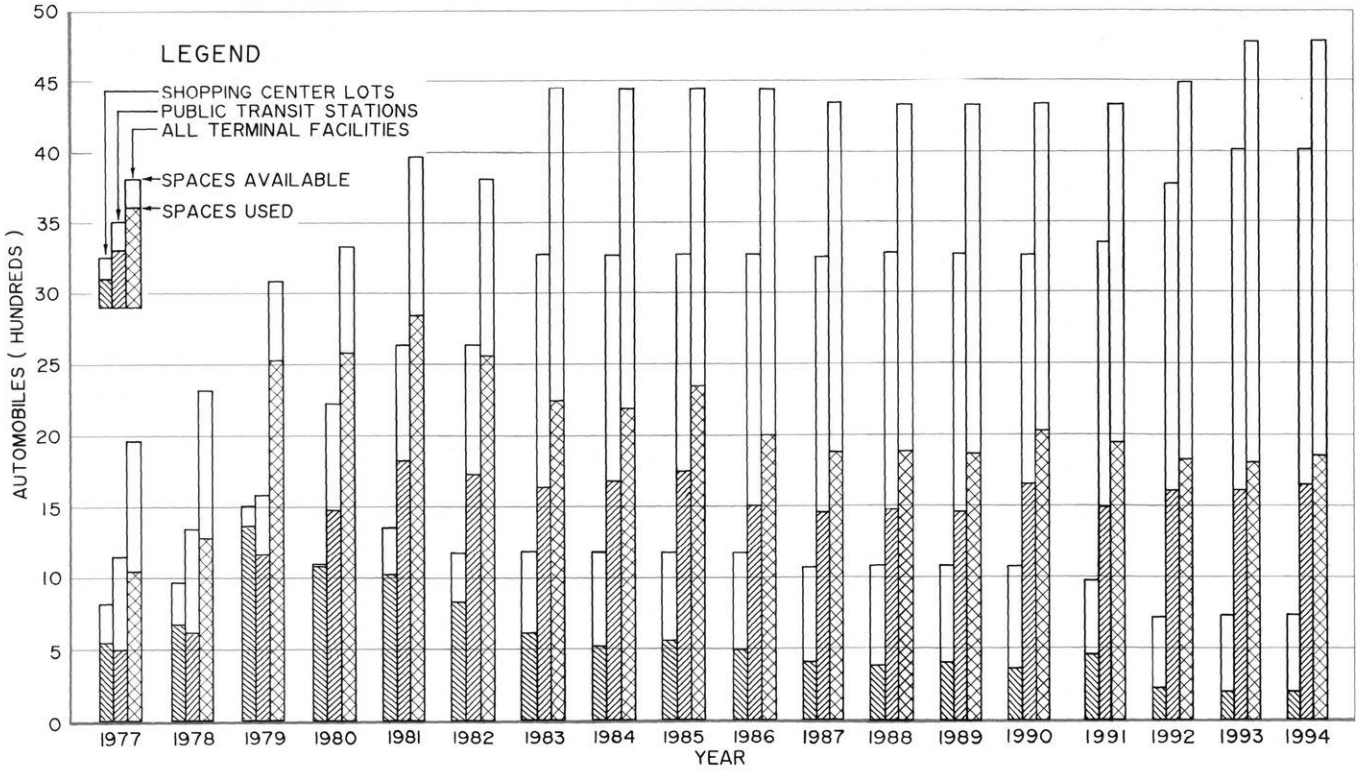
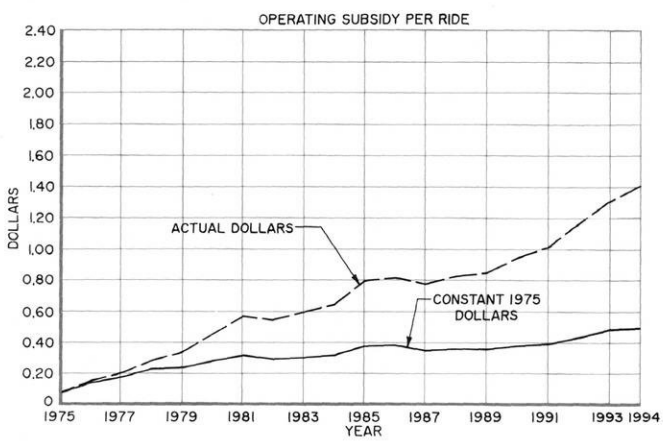
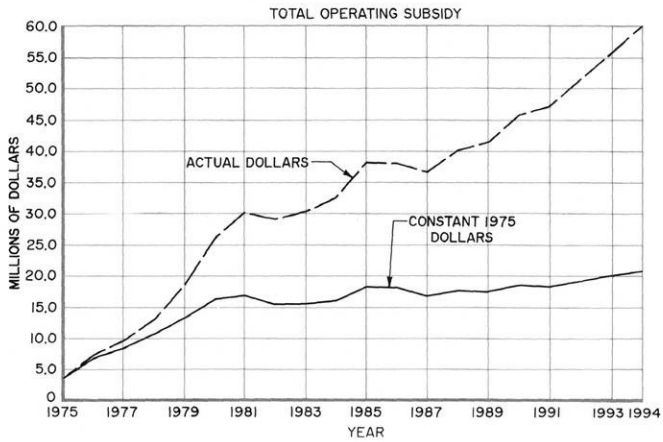


Figure 28

PUBLIC TRANSIT OPERATING SUBSIDIES: MILWAUKEE COUNTY TRANSIT SYSTEM





regional land use plan and the underlying forecasts of population, household levels, and economic activity and further given a set of transportation system development objectives and supporting design standards, alternative regional transportation system plans were designed, tested, and evaluated.

The methodology used to design alternative regional transportation system plans was explicitly structured to ensure that before any proposal was brought forward to widen existing arterial streets and highways or to build new arterial streets and highways, full and adequate consideration was

Table 17

PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 1993-1994

Transit Services	Public Transit Operating Assistance (dollars)							
	1993 Actual				1994 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Services								
Milwaukee County	5,117,800	37,149,000	13,664,900	55,931,700	5,085,200	40,247,200	14,597,400	59,929,800
City of Racine	830,800	1,623,900	514,000	2,968,700	843,500	1,689,900	590,900	3,124,300
City of Kenosha	540,800	1,070,700	423,800	2,035,300	581,900	1,166,100	452,800	2,200,800
City of Waukesha	191,200	689,100	434,800	1,315,100	192,900	706,900	455,400	1,355,200
City of Whitewater	35,900[a]	54,600[a]	--	90,500[a]	43,000	64,500	1,300	108,800
City of Hartford	27,300	41,000	7,100	75,400	31,800	42,700	4,700	79,200
City of West Bend	73,100[a]	109,700[a]	32,000[a]	214,800[a]	83,500	125,300	30,900	239,700
City of Port Washington	--	--	--	--	24,000	36,000	6,300	66,300
Subtotal	6,816,900	40,738,000	15,076,600	62,631,500	6,885,800	44,078,600	16,139,700	67,104,100
Intercounty Services								
Waukesha-Milwaukee Counties	358,400[a]	939,500[a]	446,800[a]	1,744,700[a]	386,300	967,400	600,200	1,953,900
Kenosha-Racine-Milwaukee Counties	--	278,300[a]	121,800[a]	400,100[a]	--	284,000	173,400	457,400
Subtotal	358,400	1,217,800	568,600	2,144,800	386,300	1,251,400	773,600	2,411,300
Region Total	7,175,300	41,955,800	15,645,200	64,776,300	7,272,100	45,330,000	16,913,300	69,515,400

Transit Services	Operating Subsidy per Ride (dollars)							
	1993 Actual				1994 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Services								
Milwaukee County	0.12	0.87	0.31	1.30	0.12	0.94	0.34	1.40
City of Racine	0.46	0.90	0.29	1.65	0.44	0.89	0.31	1.64
City of Kenosha	0.47	0.93	0.37	1.77	0.48	0.97	0.38	1.83
City of Waukesha	0.40	1.46	0.92	2.78	0.39	1.42	0.91	2.72
City of Whitewater	0.86[a]	1.32[a]	--	2.18[a]	1.08	1.62	0.04	2.74
City of Hartford	1.41	2.11	0.37	3.89	1.56	2.09	0.23	3.88
City of West Bend	1.35[a]	2.03[a]	0.59[a]	3.97[a]	1.12	1.68	0.41	3.21
City of Port Washington	--	--	--	--	1.38	2.07	0.36	3.81
Average	0.15	0.88	0.32	1.35	0.15	0.95	0.34	1.44
Intercounty Services								
Waukesha-Milwaukee Counties	1.15[a]	3.02[a]	1.45[a]	5.62[a]	1.11	2.78	1.73	5.62
Kenosha-Racine-Milwaukee Counties	--	3.50[a]	1.53[a]	5.03[a]	--	3.71	2.26	5.97
Average	0.92	3.12	1.46	5.50	0.91	2.95	1.83	5.69
Region Average	0.15	0.90	0.33	1.38	0.15	0.96	0.37	1.48

[a] *Estimated.*

Figure 29

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF RACINE TRANSIT SYSTEM

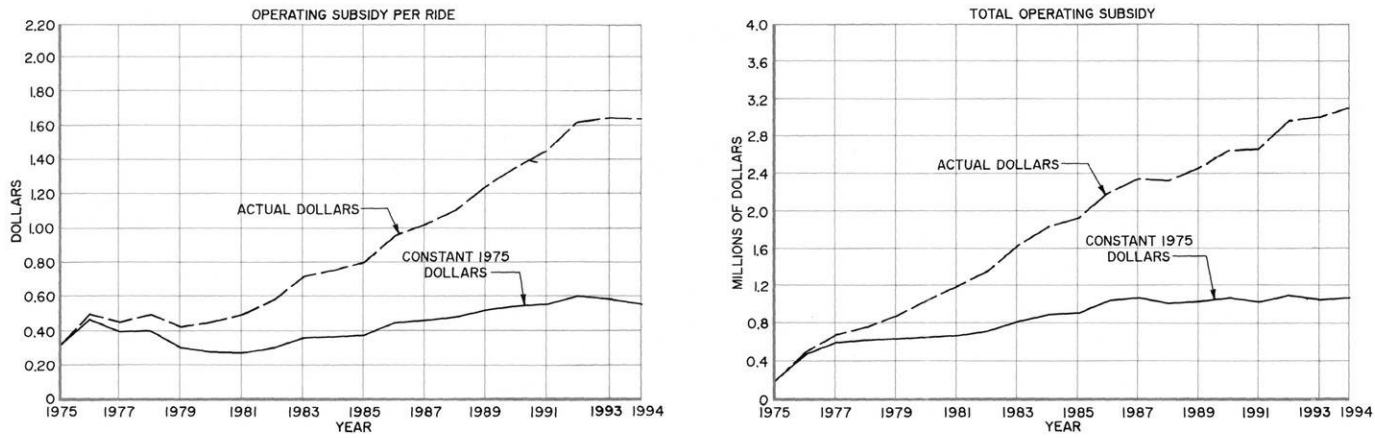


Figure 30

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF KENOSHA TRANSIT SYSTEM

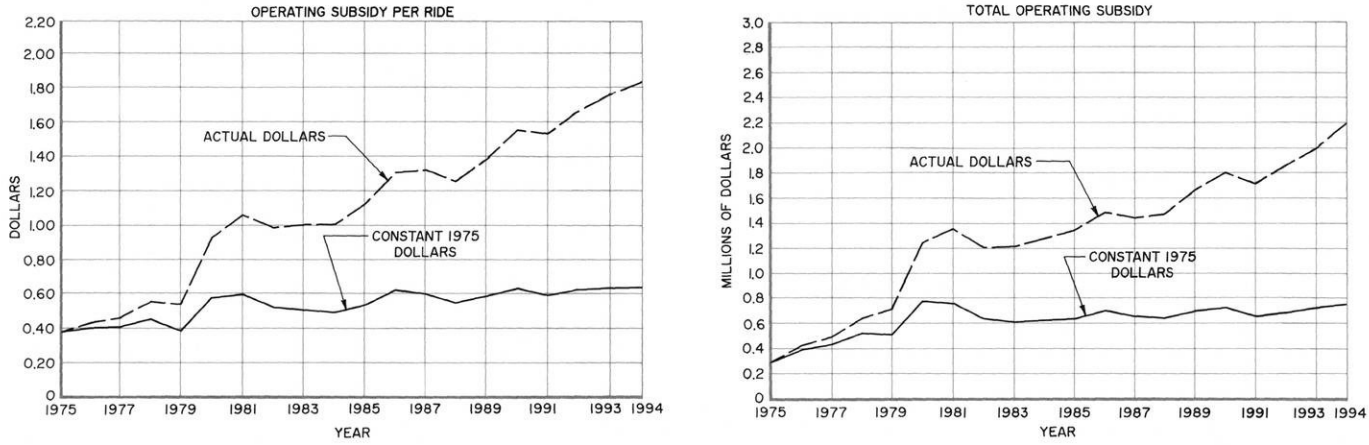


Figure 31

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF WAUKESHA TRANSIT SYSTEM

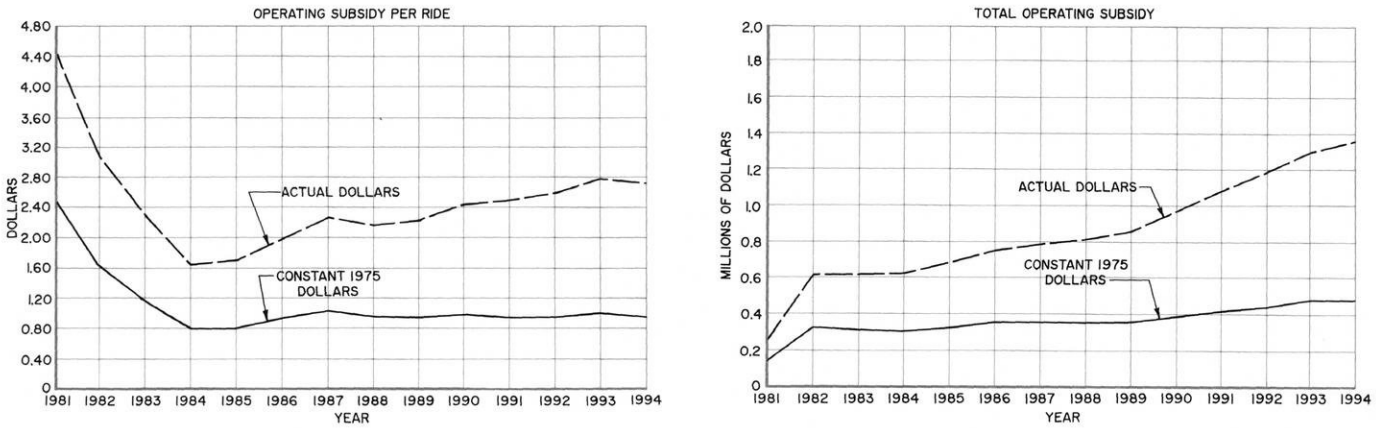


Figure 32

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF WHITEWATER TRANSIT SYSTEM

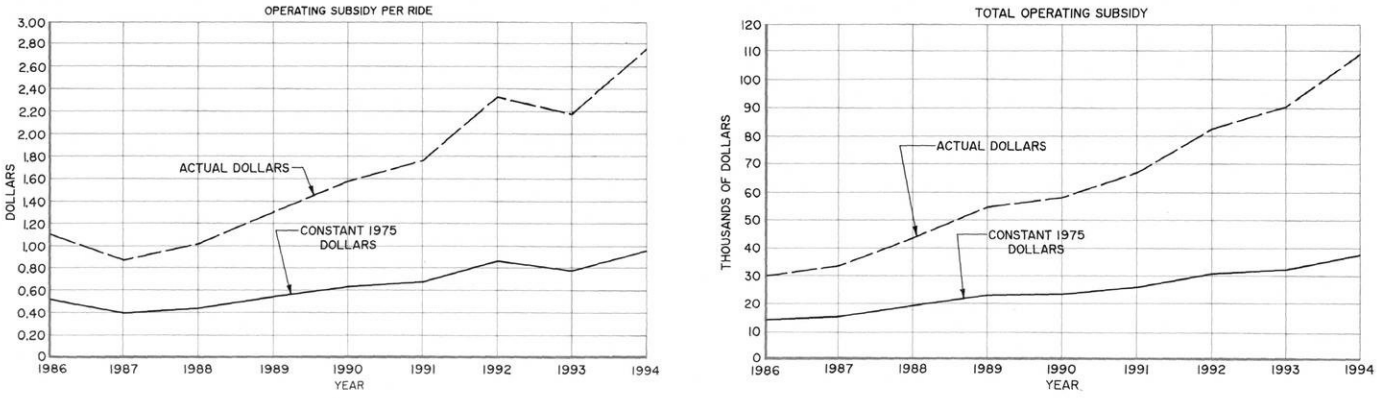
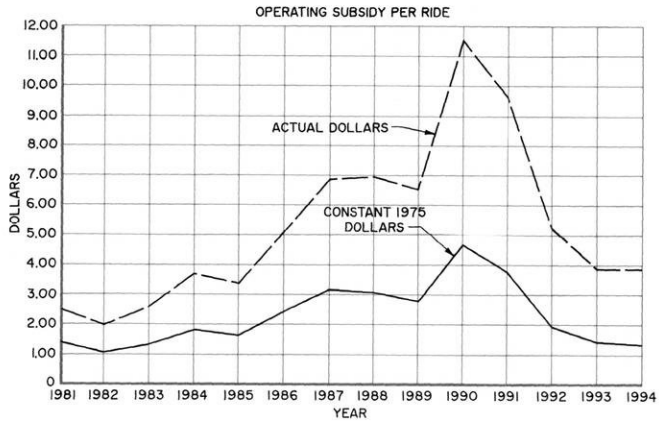


Figure 33

PUBLIC TRANSIT OPERATING SUBSIDIES: CITY OF HARTFORD TRANSIT SYSTEM



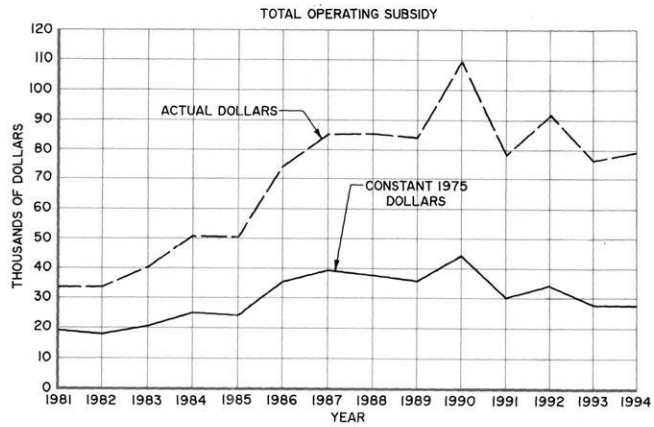


Figure 34

PUBLIC TRANSIT OPERATING SUBSIDIES: WAUKESHA COUNTY TRANSIT SYSTEM

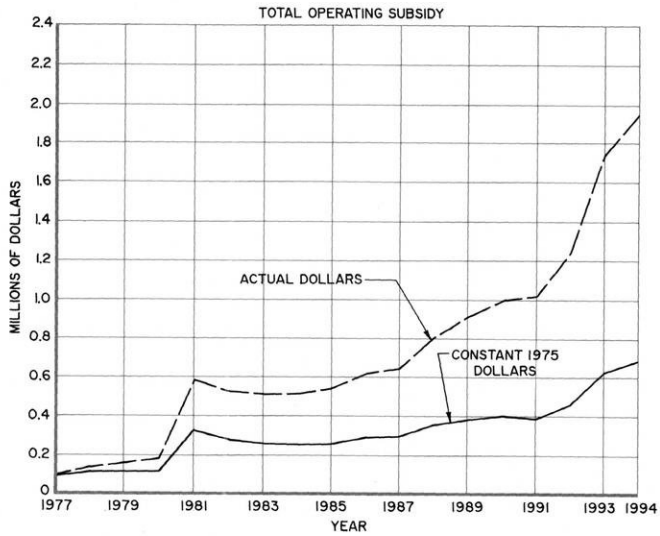
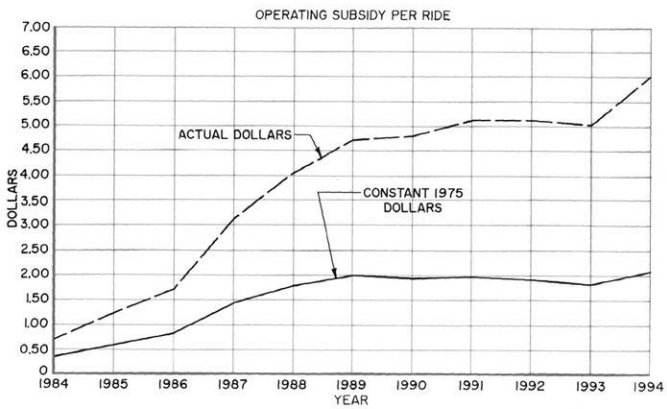


Figure 35

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



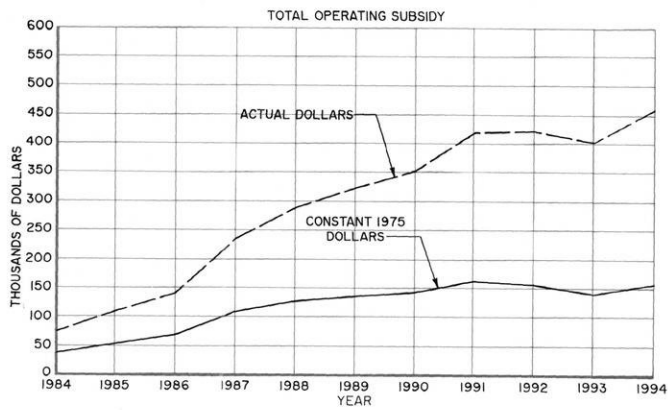


Table 18

AVERAGE WEEKDAY USE OF PARKING AT CARPOOL LOTS: 1994

Number[a]	Location	Available Parking Spaces	Autos Parked on an Average Weekday: 1994	Percent of Spaces Used
	Ozaukee County			
1	STH 57 and STH 84 (Fredonia)	10	4	40
2	IH 43 and STH 32/STH 84 (Port Washington)	50	17	34
3	IH 43 and STH 57 (Grafton)	100	13	13
4	IH 43 and CTH C (Grafton)	50	26	52
	Washington County			
5	STH 60 and CTH P (Jackson)	30	16	53
6	USH 41 and CTH Y (Germantown)	100	24	24
	Waukesha County			
7	USH 41 and Pilgrim Road (Menomonee Falls)	65	62[b]	95
8	STH 16 and CTH P (Oconomowoc)	45	15	33
9	STH 16 and CTH C (Nashotah)	50	13[b]	26
10	STH 16 and STH 83 (Chenequa)	65	12	18
11	STH 67 and CTH DR (Summit)	80	51[b]	64
12	IH 94 and CTH C (Delafield)	30	20	67
13	IH 94 and CTH G (Pewaukee)	50	28[b]	56
14	IH 94 and STH 164 (Pewaukee)	80	39	49
15	IH 43 and STH 83 (Mukwonago)	95	54[b]	57
16	IH 43 and STH 164 (Big Bend)	100	37[b]	37
17	IH 43 and CTH Y (New Berlin)	60	19	32
18	IH 43 and Moorland Road (New Berlin)	200	33[b]	17
- -	Total	1,260	483	38

[a] *See Map 10.*

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

given to resolving existing and anticipated future transportation problems through demand management, traffic management, and public transit measures. This approach to plan design is fully consistent with the planning approach envisioned under the Federal Intermodal Surface Transportation Efficiency Act of 1991.

The plan preparation process was guided by the SEWRPC Technical Coordinating and Advisory Committee on Regional Transportation System Planning. This Committee includes representatives from the U. S. Department of Transportation, Federal Transit Administration and Federal Highway Administration; from the Wisconsin Departments of Transportation and Natural Resources; from municipal and county planning, transportation, and public works departments; and from private transportation enterprises and environmental groups. The membership of this Committee is listed in Appendix B of this Annual Report.

The adopted regional transportation system plan has three major elements: transportation system management, public transit system maintenance and improvement, and arterial street and highway system maintenance and improvement. These elements are summarized below and in Table 19.

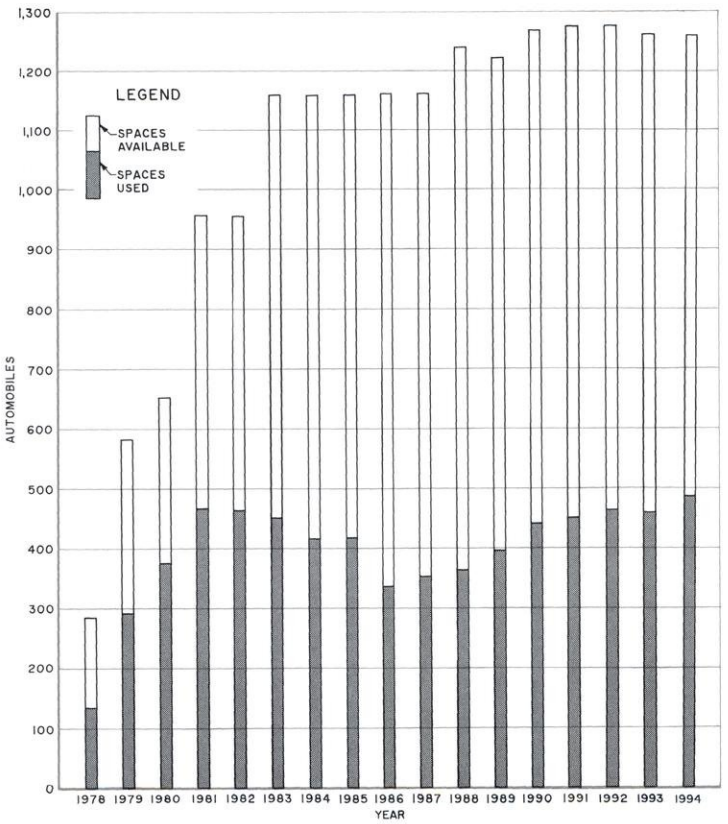
Transportation System Management Element

The transportation system management element of the plan consists of the following seven measures:

- Freeway Traffic Management
  Full implementation of the Milwaukee-area freeway traffic management system, including an operational control strategy that would seek to provide, through restricted access of single-occupancy vehicles at ramp meters, average operating speeds of about 35 miles per hour on all freeway segments during peak

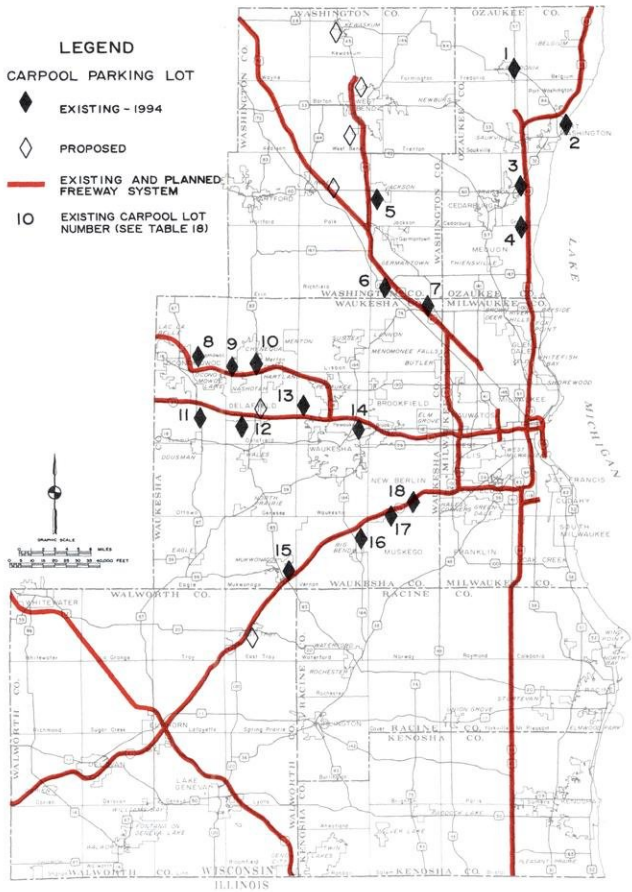
Figure 36

AVERAGE WEEKDAY CARPOOL PARKING LOT USE: 1978-1994



Map 10

EXISTING 1994 AND PROPOSED CARPOOL PARKING LOTS



periods. Buses and other high-occupancy vehicles would receive preferential access at the ramps.

- Arterial Curb-Lane Parking Restrictions
  Restrictions of curb-lane parking during peak periods along 442 miles, or about 12 percent, of the planned 3,607-mile arterial street and highway system in order to reduce congestion and help provide good transit service. Local governmental units will need to carefully review the recommended curb-lane parking restrictions for feasibility and desirability in the light of local conditions.

- Traffic Engineering
  The use of state-of-the-art traffic engineering practices, including intersection channelization and signalization, to assist in achieving efficient traffic flow on arterial facilities and to facilitate pedestrian and bicycle movements as arterial streets and highways are constructed, reconstructed, and widened.

- Traffic Management Technology
  The application of advance traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. The Milwaukee-area freeway traffic management system is an example of the application of such technology. Other technologies with the potential for application in the Region include systems that provide real-time transit-vehicle location and arrival information to transit users, as well as systems that provide real-time, route-specific traffic-condition information to drivers.

- Travel Demand Management Promotion
  A regionwide program to promote travel through ridesharing, transit use, bicycle use,

Table 19

THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN AT A GLANCE: 2010

Major Plan Element		Recommendation
Category	Specific Measure	
Transportation System Management	Traffic management	• Implementation of Milwaukee-area freeway traffic management system • Curb-lane parking restrictions as necessary on 442 arterial route-miles during peak travel periods • Application of traffic engineering techniques, e.g., turning lanes, traffic control signals, and synchronized traffic signalization • Application of Intelligent Transportation System technology as it becomes available
	Travel demand management promotion	• Areawide effort to promote ridesharing, transit use, bicycle use, telecommuting, work-time rescheduling, and transportation management associations
	Detailed land use planning and site design	• Areawide effort to promote travel by transit and to facilitate bicycle and pedestrian travel through detailed, site-specific neighborhood land use planning, including appropriate mixes of land use, efficient and direct pedestrian and bicycle pathways, and higher land use densities along transit lines
	Transit system management and service enhancement	• Undertaking by transit agencies of activities to enhance quality of service and facilitate transit use, including: improving transit information systems, transfer and waiting facilities, and bicycle storage facilities at stops; conducting marketing and educational campaigns; improving vehicle design and transit security
Public Transit System Maintenance and Improvement	Rapid transit	• Provide service in major corridors to Milwaukee central business district from Racine, Kenosha, Waukesha, Oconomowoc, Mukwonago, West Bend, Cedarburg, Grafton, and Port Washington; service over busway facility in east-west travel corridor • Service Hours Weekdays–6:00 a.m. to 8:30 a.m., 3:30 p.m. to 6:00 p.m. (midday service over some routes; no weekend or evening service) • Headways Peak–five to 30 minutes • Fares Within Milwaukee County, $1.50; Milwaukee County to limits of urbanized area, $2.00; Milwaukee central business district to outer limits, $3.00
	Express transit	• Expand Milwaukee central business district-oriented service; provide crosstown service in Milwaukee County; provide service to connect Cities of Racine and Kenosha; light-rail service in east-west and northeast corridors • Service Hours Weekdays–6:00 a.m. to 6:00 p.m. (weekdays until 10:00 p.m. and weekends on some routes) • Headways Peak–five to 15 minutes (30 minutes in Racine and Kenosha areas) Off-peak–10 to 30 minutes (60 minutes in Racine and Kenosha areas) • Fares Milwaukee County, $1.25; Racine and Kenosha, $0.75
	Local transit	• Extend fixed-route service to all high- and medium-density development with densities of five dwelling units per acre or greater and to selected additional areas with lower residential density and job locations; new service to be provided to portions of northern and southern Milwaukee County, eastern Waukesha County, and around the Cities of Waukesha, Racine, and Kenosha contiguous to existing service areas; continue shared-ride taxi services

Table 19 (continued)

Major Plan Element		Recommendation
Category	Specific Measure	
Public Transit System Maintenance and Improvement (continued)	Local transit (continued)	• Headways Peak–10 minutes on most routes in central Milwaukee County; 15 to 30 minutes on remaining routes in Milwaukee County; 30 minutes in Waukesha; 15 to 30 minutes in Kenosha and Racine Off-peak–20 to 30 minutes on most routes in central Milwaukee County; 30 to 60 minutes on remaining routes in Milwaukee County; 30 to 60 minutes outside Milwaukee County
	Total transit	• Average Weekday Round-trip route-miles: 3,640 Vehicle-miles of service: 110,600 Vehicle-hours of service: 7,600 Vehicles required in peak period: 779
	Additional busway and rail transit considerations	• Potential provision of commuter-rail service in six travel corridors dependent upon detailed corridor studies • Potential provision of busway facilities in four additional travel corridors, depending upon detailed corridor studies • Potential provision of light-rail express transit service in three additional travel corridors, depending upon detailed corridor studies
Arterial Street and Highway System Maintenance and Improvement	New facilities	• 131 route-miles of newly constructed facilities, providing 337 additional lane-miles
	Widened facilities	• 448 route-miles of widened arterial street and highway facilities, representing a total of 1,877 lane-miles after widening
	Preserved facilities	• 3,028 route-miles of facilities, representing 8,089 lane-miles, to be preserved through resurfacing or reconstruction for same capacity
	Total facilities	• Total system of 3,607 route-miles of arterial streets and highways, providing 10,303 lane-miles

and pedestrian movement, together with telecommuting and work-time rescheduling as may be found feasible. In addition, it is recommended that State and local governments promote and support private-sector transportation management associations to help achieve reductions in single-occupancy-vehicle travel.

- Detailed Land Use and Site Design Planning
  The preparation and implementation by local governmental units of detailed, site-specific neighborhood land use plans to facilitate travel by transit, bicycle, and pedestrian movement.

- Transit Systems Management and Service Enhancement Measures
  The undertaking by the transit agencies in the Region of a range of activities to enhance the quality of transit services and to facilitate transit use. These activities include steps to improve transit information systems, including the use of real-time vehicle locators to help maintain schedules; improvement of facilities for transfers and waiting; improvement of bicycle storage at stops and consideration of the use of onboard carriers as appropriate; working with local governments to provide transit-only street connections to facilitate through movement of transit vehicles; conduct of marketing/public education activities to promote the use of transit; improvement of transit security; improvement of vehicle design, which includes the use of low-floor vehicles, alternative fuels, improved noise and vibration control, and comfort enhancements; investigation of methods for increased bus speeds through priority systems and signal preemption; and promotion of

innovative fare-payment systems, such as the UPASS, commuter check, "smart card," employer treatment of transit as a fringe benefit, and other means of providing alternative ways to pay for transit services.

Public Transit System Maintenance and Improvement Element

The adopted plan calls for significant improvements to the public transit system in the Region. The improvements would include both expansion of the geographic extent of public transit service provided and improvement in the frequency of service on many of the transit routes in the system. Altogether, service on the regional transit system would be increased by about 75 percent from the 1991 level, measured in terms of vehicle-miles of revenue service provided.

The public transit element of the adopted plan is graphically summarized on Map 11. The plan would provide for improved rapid, express, and local service as follows:

- Rapid Transit Service
  A significant expansion of the freeway flyer bus service in the Region to provide a truly areawide modified rapid transit system is proposed, including the extension of such service south to Racine and Kenosha, southwest to Mukwonago, west to Waukesha and Oconomowoc, northwest to West Bend, and north to Cedarburg, Grafton, Saukville, and Port Washington. A total of 30 such bus-based rapid transit routes are envisioned, 27 of which would be oriented to the Milwaukee central business district and three to the University of Wisconsin-Milwaukee campus. The bus-based rapid transit system would be served by 73 transit stations. Service would be provided in both directions during peak periods.

  Initially, all service would be provided by buses operating over the regional freeway system, with service extensions on selected surface arterial streets and highways. Ultimately, depending upon the results of major transportation investment studies, the rapid transit routes could operate over exclusive busway facilities in the most congested freeway travel corridors in the Region (see Map 12). One of those busway facilities, along IH 94 from the Marquette Interchange to the STH 164 interchange, has been included in the adopted plan, subject to confirmation upon completion of the East-West Corridor major investment study now under way, sponsored by the Wisconsin Department of Transportation.

  The plan also recognizes the potential to establish commuter-railway passenger train service as an alternative to bus-on-freeway or bus-on-busway rapid transit service in four major travel corridors, from Milwaukee through St. Francis, Cudahy, South Milwaukee, Oak Creek, Racine, and Kenosha to a connection with existing Chicago-oriented service; from Milwaukee through Wauwatosa, Elm Grove, Brookfield, Pewaukee, Hartland, Delafield, and Nashotah to Oconomowoc; from Milwaukee through Germantown and Jackson to West Bend; and from Milwaukee through Brown Deer, Cedarburg, and Grafton to Saukville. In addition, two potential extensions of Chicago-oriented commuter-railway passenger train service to termini in the Region are recommended to be studied: from Walworth in Walworth County through Fox Lake, Illinois, to Chicago and from Burlington through Silver Lake and Antioch, Illinois, to Chicago.

  The plan recommends that the commuter-rail passenger service potential be evaluated by conducting major investment studies for the travel corridors concerned. Through these corridor studies, final decisions would be made as to whether to provide the rapid transit service through bus-on-freeway, bus-on-busway, or commuter-rail passenger service. Pending the conduct of these studies, all rapid transit service would be provided by the bus-on-freeway mode.

- Express Transit Service
  The plan recommends that a total of 12 express transit bus routes be provided in a grid pattern to serve major travel corridors largely within Milwaukee County. The express routes would provide a high-quality transit service, accommodating shorter trips than those made on the rapid transit system. Initially, all service would be provided by buses operating in mixed traffic over surface arterial streets and highways with limited stops. Ultimately, depending upon the results of major transportation investment studies,

some of the express transit service could be provided by buses operating over reserved lanes on arterial streets, as well as in mixed traffic, or could be converted to the light-rail transit mode. With respect to two such express routes, from the Milwaukee central business district west to the Milwaukee Regional Medical Center and the Milwaukee County Research Park and from the Milwaukee central business district north to the University of Wisconsin-Milwaukee campus and Glendale, light-rail transit lines have been included in the adopted plan, subject to confirmation upon completion of the aforereferenced East-West Corridor major investment study currently being conducted by the Wisconsin Department of Transportation.

The other express transit service corridors identified in the plan as having potential for light-rail service include the corridor running from the central business district of Milwaukee to General Mitchell International Airport, from the central business district of Milwaukee to the Northridge Shopping Center, and along the 27th Street crosstown corridor from about W. Florist Avenue south and west to the Southridge Shopping Center (see Map 12). Pending the results of major investment studies for each of the potential light-rail transit lines, all express transit service would be provided by buses operating in mixed traffic over arterial streets.

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

Arterial Street and Highway System Maintenance and Improvement Element

The adopted plan calls for extensions and improvements to the arterial street and highway system in the Region. In 1991, there were 3,274 route-miles and 8,420 lane-miles of arterial streets and highways open to traffic in the Region. Under the plan, that system, by the year 2010, would total 3,607 route-miles and 10,303 lane-miles. Of the total increase of 1,883 arterial lane-miles, 692 lane-miles, or 37 percent, represent a reclassification of existing nonarterial facilities to arterial status as urban growth continues. The remaining 1,191 lane-miles, or 63 percent, represent proposals for new capacity in terms of widening of existing arterial facilities and construction of new facilities. The true increment in arterial capacity, measured in lane-miles of new construction, then, is about 1,191 lane-miles, or 14 percent, over 1991 conditions. The plan identifies the number of through travel lanes to be provided on each link in the arterial street and highway system. More detailed studies by the implementing agencies are required to determine the precise cross-section to be selected for any given improvement project, which would in turn define right-of-way requirements.

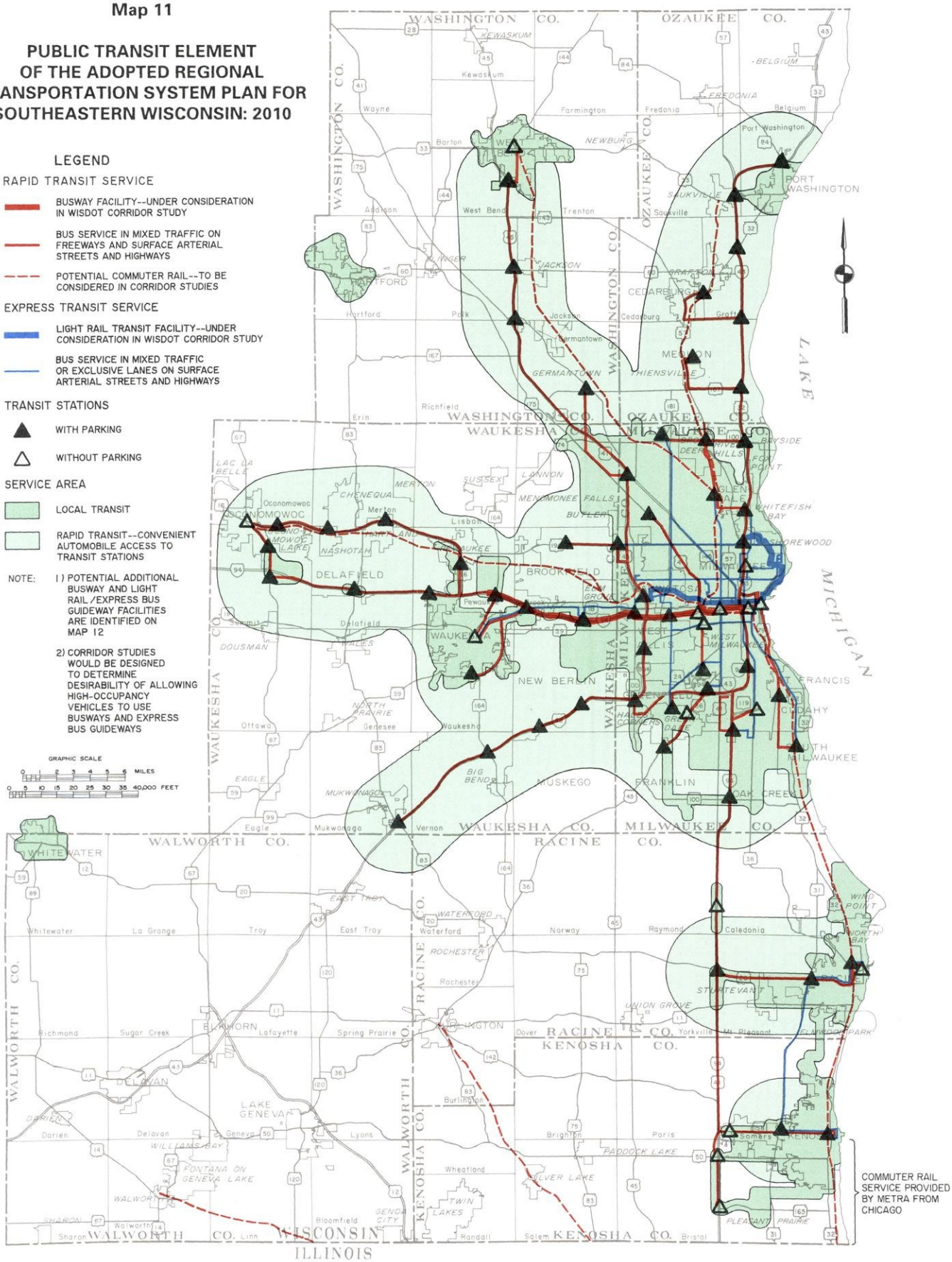
The arterial street and highway system recommended for the Region under the adopted plan is graphically summarized on Map 13. The adopted plan provides for the construction of new arterial facilities, the widening of existing facilities to provide additional capacity, and the resurfacing and reconstruction necessary to maintain existing facilities as follows:

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

- Widening and Improving Existing Arterial Streets and Highways
  The plan recommends that widening and other improvements be undertaken along a

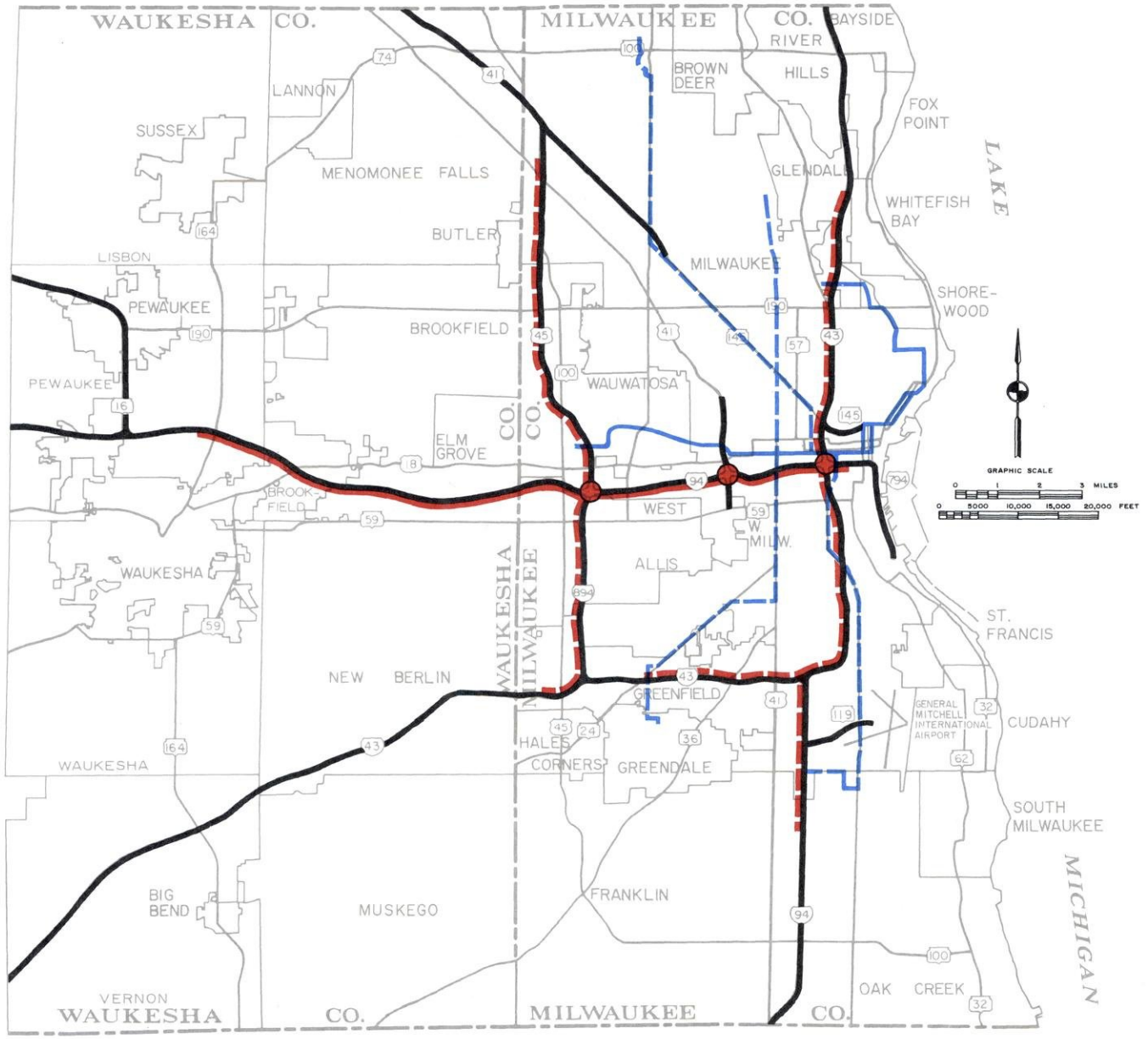
Map 11

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



Map 12

POTENTIAL BUSWAY AND LIGHT-RAIL/EXPRESS BUS GUIDEWAY FACILITIES IDENTIFIED IN THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010



LEGEND

- BUSWAY FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- BUSWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- LIGHT RAIL TRANSIT FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- LIGHT RAIL/BUS GUIDEWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- MAJOR INTERCHANGE RECONSTRUCTION DESIGNED TO ACCOMMODATE BUSWAY FACILITY
- RESURFACING/RECONSTRUCTION OF FREEWAY TO PROVIDE SAME CAPACITY; INCLUDES STRUCTURE RECONSTRUCTION TO ACCOMMODATE BUSWAY ONLY IN THE EAST-WEST CORRIDOR

NOTE:
1) PRELIMINARY RECOMMENDED PLAN INCLUDES ONLY THE BUSWAY AND LIGHT RAIL FACILITIES AND THEIR ATTENDANT COSTS AS DEVELOPED IN THE WISDOT EAST-WEST CORRIDOR STUDY

2) BUSWAY AND LIGHT RAIL/BUS GUIDEWAY FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL; CORRIDOR STUDIES WOULD BE DESIGNED TO SELECT A PREFERRED ALIGNMENT

3) CORRIDOR STUDIES WOULD BE DESIGNED TO DETERMINE DESIRABILITY OF ALLOWING HIGH-OCCUPANCY VEHICLES TO USE BUSWAYS AND EXPRESS BUS GUIDEWAYS

total of 448 route-miles of existing arterial streets and highways. Such projects would provide an additional 854 arterial lane-miles. Among the proposed improvement projects are: the widening of STH 36 in Milwaukee, Waukesha, and Racine Counties; Pewaukee Road (CTH J) in Washington and Waukesha Counties; Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; STH 31 and CTH Y in Kenosha and Racine Counties; Northwestern Avenue (CTH K) and Spring Street (CTH C) in Racine County; STH 57 and Port Washington Road (CTH W) in Ozaukee County; STH 33 and STH 60 in Ozaukee and Washington Counties; and Rawson Avenue (CTH BB) in Milwaukee County; and the completion of the widening of STH 50 in Kenosha and Walworth Counties. New freeway interchanges would be provided at Highland Road and IH 43; Calhoun Road and IH 94; Kenosha County CTH ML and IH 94; and Walworth County CTH O and IH 43.

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

Plan Performance Characteristics

Selected performance characteristics for the adopted plan are set forth in Table 20. For comparison purposes, characteristics for the base year 1991 and for the "no-build" alternative are also included in this table. These characteristics result from analyses that include an application of Commission travel and traffic simulation models. The analyses indicate the following with respect to the performance of the adopted plan:

- Automobile Availability
  In 1991, there were about 1.13 million automobiles and light trucks available for use in the Region. Under the adopted plan conditions, it is expected that by the year 2010 about 1.30 million automobiles and light trucks will be available, an increase of about 170,000 vehicles, or about 15 percent. Under the "no-build" alternative, the analyses indicate that there would be an additional 10,000 vehicles, owing to the provision of a less extensive public transit system.

- Internal Person-Trips
  Internal person-trips, or those person-trips which have both origin and destination within the Region, totaled about 5.5 million on an average weekday in 1991. Under the adopted plan, such trips may be expected to increase by about 560,000, with total internal person-trip making reaching a level of 6.1 million trips per average weekday by the year 2010. This represents an increase of about 10 percent. Under the "no-build" alternative, total anticipated trip making in the Region in the year 2010 would be somewhat greater.

- Internal Vehicle-Trips
  Vehicle-trip making within the Region on an average weekday may be expected to increase from nearly 4.6 million internal vehicle-trips in 1991 to nearly 5.3 million by the year 2010 under the adopted plan. This represents an increase of about 690,000 internal vehicle-trips daily, or 15 percent. Under the "no-build" alternative, vehicle-trip making would increase by an even greater amount, again owing to a less extensive public transit system.

- Vehicle-Miles of Travel
  In 1991, the number of vehicle-miles of travel on an average weekday in the Region totaled nearly 33.1 million. Under the adopted plan, vehicle-miles of travel may be expected to increase by about 28 percent, to a level of about 42.4 million. Under the "no-build" alternative, that growth would approximate 35 percent, rising to a level of about 44.5 million vehicle-miles of travel daily. Thus, the improved level and extent of transit service to be provided under the adopted plan is expected to reduce the growth in vehicle-miles of travel.

Map 13

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

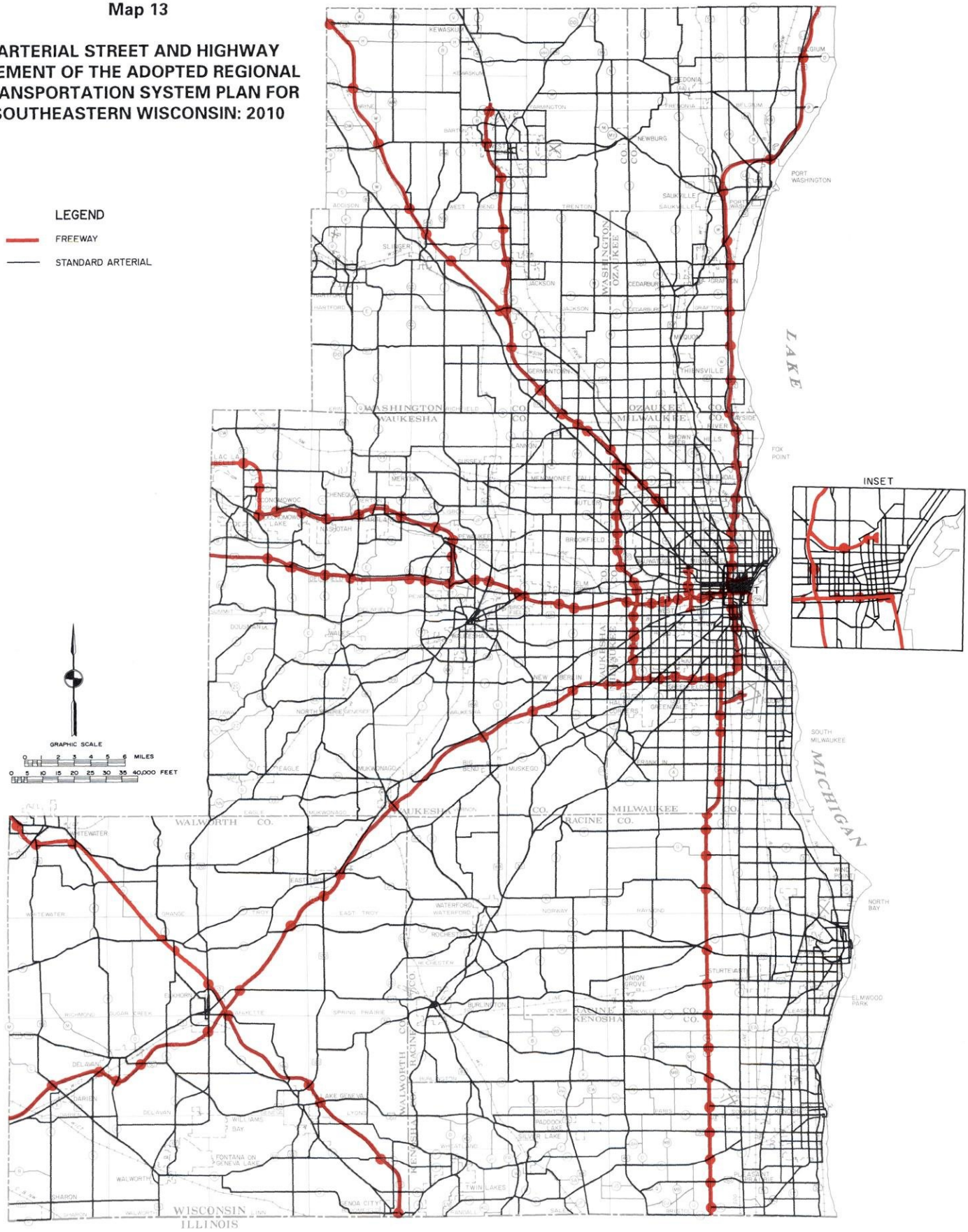


Table 20

SUMMARY OF PERFORMANCE CHARACTERISTICS OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010

Performance Characteristic		Plan Base Year 1991	"No-Build" Alternative	Adopted Plan
Category	Specific Measure			
Travel	Automobile and light truck availability (millions)	1.13	1.31	1.30
	Average weekday internal person-trips (millions)	5.54	6.12	6.10
	Average weekday internal vehicle-trips (millions)	4.58	5.33	5.27
	Average weekday vehicle-miles of travel (millions)	33.07	44.52	42.42
	Average weekday transit ridership	172,200	168,000	196,400
	Average weekday relative distribution of trips by mode of travel (percent)			
	Auto driver	73.3	77.6	76.8
	Auto passenger	19.5	15.0	15.3
	Transit passenger	3.1	2.7	3.2
	School bus passenger	4.1	4.7	4.7
	Proportion of trips made by transit to Milwaukee central business district (percent)	13	10	12
	Average weekday proportion of passenger-miles of travel made on transit (percent)	1.1	1.1	1.5
Traffic Congestion	Amount and proportion of arterial street and highway system over design capacity			
	Moderately congested	106 miles	31 miles	82 miles
	(V/C ratio 1.01 to 1.10)	3.2 percent	0.9 percent	2.3 percent
	Severely congested	217 miles	538 miles	47 miles
	(V/C ratio 1.11 to 1.30)	6.6 percent	15.5 percent	1.3 percent
	Extremely congested	62 miles	143 miles	36 miles
	(V/C ratio 1.31+)	2.0 percent	4.1 percent	1.0 percent
	Total	385 miles	712 miles	165 miles
		11.8 percent	20.5 percent	4.6 percent
Energy Use	Annual motor-fuel consumption (millions of gallons)			
	By auto and truck	353.2	462.3	434.9
	By motor bus	5.7	5.8	9.4
	Total	358.9	468.1	444.3
Air Quality	Air pollutant emission from vehicles on the arterial street and highway system (tons per average summer weekday)			
	Volatile organic compounds	119.2	29.8	27.7
	Nitrogen oxides	129.8	81.4	78.9
	Carbon monoxide	815.1	248.4	226.0

- Transit Use
  In 1991, transit use stood at about 172,200 revenue passengers per average weekday. Under the adopted plan, daily transit ridership may be expected to increase to about 196,400, an increase of about 24,200 riders, or 14 percent. This would return transit ridership within the Region to approximately the level last achieved in 1981.

- Modal Split
  The number of trips made as auto-driver trips, which stood at about 73 percent of all trips in 1991, may be expected to increase by the year

2010 to about 78 percent under the "no-build" alternative and to 77 percent under the adopted plan. Trips made as auto-passenger trips, which stood at about 20 percent of all trips in 1991, may be expected to decrease to about 15 percent under both the "no-build" alternative and the adopted plan. The number of trips made as transit-passenger trips, which stood at 3.1 percent of all trips in 1991, may be expected to increase slightly to about 3.2 percent under the adopted plan. This may be compared with an expected decrease to about 2.7 percent under the "no-build" alternative. Trips made by transit to the Milwaukee central business district, which stood at about 13 percent of all trips made to the Milwaukee central business district in 1991, may be expected to decrease to about 12 percent under the adopted plan. Finally, the proportion of passenger-miles on the transit system, which on an average weekday stood at about 1.1 percent of all passenger-miles in 1991, may be expected under the adopted plan to increase to about 1.5 percent.

- Traffic Congestion
  In 1991, about 385 miles, or nearly 12 percent, of the 3,274-mile regional arterial street and highway system were operating under congested conditions. In that year, about 106 miles were "moderately congested," about 217 miles were "severely congested," and about 62 miles were "extremely congested." By the year 2010, under the adopted plan, it is envisioned that about 165 miles, representing nearly 5 percent of the 3,607-mile regional arterial street and highway system, may be expected to operate under congested conditions. The number of miles expected to operate as "moderately congested" would decrease from 106 to 82. There also would be significant reductions in the number of miles of the system expected to operate as "severely congested," reduced to 47 miles, and "extremely congested," reduced to 36 miles. Consequently, the investments proposed for transit and highway improvements in the adopted plan may be expected to significantly improve operating conditions on the regional arterial street and highway system.

- Motor-Fuel Consumption
  In 1991, the estimated annual motor-fuel consumption by all vehicles operating on the regional arterial street and highway system totaled nearly 359 million gallons. By the year 2010, assuming no significant change in the overall average motor-fuel efficiency of the vehicle fleet, annual motor-fuel consumption under the adopted plan may be expected to total about 444 million gallons, compared to 468 million gallons annually under the "no-build" alternative. This difference reflects the greater availability of transit service and reduced vehicle-miles of travel envisioned under the adopted plan.

- Vehicle Air Pollutant Emissions
  Significant reductions in three air pollutant emissions from motor vehicles operating on the arterial street and highway system, volatile organic compounds, nitrogen oxides, and carbon monoxide, may be expected by the year 2010. These reductions in emissions, which reflect estimates of tons emitted on an average summer weekday, are expected to come about because of Federally mandated changes in vehicle emissions standards and through the required use of cleaner-burning motor fuels. As compared to the "no-build" alternative, the emissions levels expected under the adopted plan are in all three cases somewhat lower. These smaller quantities are the direct result of the fewer vehicle-miles of travel anticipated under the plan, as compared with the "no-build" alternative.

- Economic Analyses
  Economic analyses conducted as part of evaluation of the adopted plan indicated a benefit-cost ratio attendant to the plan of 1.55. Thus, for every dollar invested in implementing the plan, the Region could be expected to receive $1.55 in benefits in terms of reduced accidents, reduced travel time, and reduced vehicle operational costs.

Plan Costs and Revenues

The total estimated cost of implementing the adopted plan on an average annual basis over the 16-year plan implementation period from 1995 through 2010 is $522 million in constant 1994 dollars. Of this total estimated average annual cost, about $229 million, or 44 percent, would be required for the State trunk highway system; about $114 million, or 22 percent, for the county and local trunk highway systems; and the remaining $179 million, or 34 percent, for the recommended transit systems.

Expressed in constant 1994 dollars, assuming the continuation of existing Federal, State, county, and local funding levels of about $300 million per year and the future availability of an anticipated additional $177 million per year in supplemental Federal and State funding, there would remain a shortfall of about $45 million annually. This represents the additional revenue that would need to be secured from within the Region if the plan is to be fully implemented within the 16-year plan implementation period. In terms of a motor-fuel tax, this would be the equivalent of about five cents per gallon. In terms of a retail sales tax, this would be the equivalent of 0.3 percent. The plan recommends that the county and local governments in the Region seek enabling legislation to be able to impose the additional fees and taxes required to fund this shortfall, as well as to relieve the property-tax burden currently associated with funding the local share of building and maintaining arterial streets and highways and providing transit services. The latter would require a supplemental motor-fuel tax of about seven cents per gallon or a supplemental sales tax of 0.5 percent.

Plan Implementation

The adopted plan contains numerous specific plan implementation recommendations directed at the concerned Federal, State, county, and local units and agencies of government operating within the Region. In addition to securing the funding required to implement the plan in the manner summarized above, those recommendations include the following:

- Formal adoption or endorsement of the plan by all parties concerned to assure a common understanding as those parties pursue building an integrated regional transportation system.

- Cooperative efforts to effect changes in jurisdictional responsibilities for portions of the arterial street and highway system as recommended in the plan, together with the programming of the appropriate improvement and maintenance projects.

- The assumption on the part of all counties in the Region of greater responsibilities, over time, for providing public transit services. This assumption of greater responsibility by the counties is particularly important given the demonstrated lack of political support for the creation of a regional transportation authority to provide areawide transit services.

- The conduct of a series of major investment studies, as required by Federal law, attendant to freeway and fixed-guideway transit facilities.

- The creation within the Wisconsin Department of Transportation of an office of travel demand management. That office would provide a regional focus for ridesharing promotion, assistance to transportation management associations, the promotion of employee-based demand management strategies, and the promotion of travel by bicycle and walking.

Implementation of the adopted plan may be expected to provide the Region with an integrated transportation system that will effectively serve and promote a desirable regional land use pattern, meeting anticipated future travel demand at an adequate level of service through transportation system management measures, as well as transit and highway improvements. In terms of modes, the plan is as balanced as it is practicable, with appropriate types of both highway and transit facilities provided for the various subareas of the Region. Implementation of the plan would abate traffic congestion, reduce travel time and costs, and reduce accident exposure. As such, implementation of, or failure to implement, the plan will affect not only the efficiency of the regional transportation system and thereby directly affect the cost of living and doing business in the Region, but will also affect the overall quality of life in the Region for many years. It is critical, therefore, that government, business and industry, labor, and concerned citizens in the Region take an active interest in securing implementation of the plan recommendations.

Air Quality Conformity Assessment and Incorporation of Congestion Management System

As part of its third-generation regional transportation system planning effort and its ongoing regional transportation planning program, the Commission during 1994 prepared two memorandum reports related to the adopted design year 2010 regional transportation system plan.

The first report, SEWRPC Memorandum Report No. 103, Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-

1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994, is intended to provide the basis for the required Federal determinations that the year 2010 regional transportation system plan and the 1995-1997 transportation improvement program for the Region, the first submitted under the new year 2010 plan, are in conformance with the State Implementation Plan for Air Quality submitted to the U. S. Environmental Protection Agency by the Wisconsin Department of Natural Resources in November 1993. The State implementation plan, in turn, was prepared in response to the requirements of the Federal Clean Air Act Amendments of 1990. The Commission report identifies the criteria established by the Environmental Protection Agency for use in determining conformity of the regional transportation system plan and the transportation improvement program with the State plan, indicates the extent to which the new regional transportation system plan and transportation improvement program meet those criteria, and concludes that both are in conformance with the State Implementation Plan for Air Quality. The U. S. Department of Transportation and Environmental Protection Agency have concurred with that conformity determination.

The second report, SEWRPC Memorandum Report No. 104, Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994, documents how a congestion management system, as defined by and required under the Federal Intermodal Surface Transportation Efficiency Act of 1991 and its implementing regulations, has been incorporated into the design year 2010 regional transportation system plan and the continuing regional transportation system planning process.

Development Plan for IH 94 West Corridor Completed

The Commission during 1994 completed a land use and transportation system development plan for the IH 94 West Freeway Corridor in central and western Waukesha County. The plan was prepared at the request of the Wisconsin Department of Transportation and in cooperation with Waukesha County and local units of government within the Corridor. The plan was requested out of concern for how rapidly occurring land use changes in the Corridor were contributing to increased traffic congestion and related problems in the Corridor, as well as concern regarding a perceived need to seek cooperative agreement on the part of Waukesha County and the local units of government concerned regarding a future land use pattern for the Corridor and a supporting arterial highway system.

The plan was prepared under the guidance of the SEWRPC Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 West Freeway Corridor Development Planning Program. The Advisory Committee includes representatives of Waukesha County, municipalities within the Corridor, the Wisconsin Department of Transportation, and the Federal Highway Administration. The membership of this Committee is listed in Appendix B of this Annual Report. The plan, which has a design year of 2010, has two basic elements: a land use element and a transportation system element. The former refines, details, and extends the regional land use plan adopted in September 1992; the latter is fully consistent with the new regional transportation system plan adopted in December 1994 and described above in this report.

The planning effort included extensive inventories and analyses of the factors and conditions affecting development within the IH 94 West Corridor, including inventories of its economic and demographic base; its historical urban growth pattern; existing land uses; natural resource base; existing transportation and utility facilities and services; and existing plans and land use regulations. Forecasts of anticipated growth and change in population, household, and employment levels within the Corridor were explored. In addition, the planning effort included the formulation of a set of development objectives, principles, and standards as a basis for the preparation and evaluation of alternative development plans for the Corridor; the selection of recommended land use and transportation system development plans; and the formulation of plan implementation measures.

The results and recommendations of the planning effort are documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994.

Two alternative future scenarios were explored as part of the IH 94 West Corridor planning effort. During Advisory Committee review and evaluation of two alternative land use plans prepared under these respective scenarios, two major private development initiatives were advanced which would represent a departure, in part, from the alternatives: the proposed Pabst Farms development near the STH 67-IH 94 interchange and an office park proposed to be located near the CTH SS-IH 94 interchange. These proposals are indicative of the strong urban land market forces which have produced a growing demand for commercial and industrial land use development along IH 94.

After careful consideration of the alternative plans and assessment of the changing land market conditions, the Advisory Committee directed the preparation of a recommended land use plan within the parameters of the two alternative plans, stipulating, however, that the recommended plan take into account the accelerated demand for commercial and industrial land use development within the Corridor and the commitments already made by local governments in the Corridor in response to that demand, commitments that included major public sewerage and water supply utility investments funded through tax-incremental financing techniques. After a public hearing on March 28, 1994, a final recommended land use plan was prepared.

Land Use Element

The recommended land use plan is designed to: 1) provide a sound basis for accommodating the strong market demand for commercial and industrial development sites in the Corridor; 2) protect and enhance the natural resource base of the Corridor by protecting environmentally sensitive lands from development; 3) provide a sound basis for evaluating how best to extend essential sewer and water supply systems to those lands in the Corridor recommended to be converted to urban use; 4) assure that urban industrial and commercial development is placed at strategic locations along IH 94 so that the resulting land use pattern is not one of continuous "strip" development; and 5) provide a sound basis for the planning, design, and construction of transportation facilities and services in the Corridor.

Map 14 shows the recommended land use plan for the IH 94 West Corridor in graphic summary form.

Under this plan, the resident population of the Corridor is projected to increase from the 1985 level of about 22,700 persons to a year 2010 level of about 32,400 persons, an increase of about 9,700 persons, or 43 percent. This increase approximates that envisioned under the intermediate-growth centralized Corridor alternative, an increase of about 8,000 persons. The increase is significantly less than that envisioned under the high-growth decentralized alternative, an increase of about 25,400 persons.

The number of households in the Corridor is projected to increase from the 1985 level of about 7,200 households to a year 2010 level of about 11,900 households, an increase of about 4,700 households, or 65 percent. As in the case of population, this increase approximates that envisioned under the intermediate-growth centralized alternative, an increase of about 4,100 households. The projected increase is significantly less than that envisioned under the high-growth decentralized alternative, an increase of nearly 9,200 households.

The number of jobs in the Corridor would approximately double between 1985 and 2010, from about 10,500 jobs to about 22,000 jobs. This planned increase of 11,500 jobs is less than the increase envisioned under the high-growth decentralized Corridor alternative, an increment of about 15,600 jobs, but is substantially greater than that envisioned under the intermediate-growth centralized alternative, about 4,400 jobs. The planned increase in jobs is reflective of the Advisory Committee determination to recognize the substantial commitment to industrial and commercial development already made by the local governments concerned.

To accommodate these projected increases in population, households, and employment, the recommended land use plan proposes:

- The conversion of about 5.4 square miles of land within the Corridor from rural to urban uses by the year 2010, thus increasing the amount of land within the area devoted to urban uses by about 36 percent over the 1985 level of about 15 square miles.

- Of the converted land, about 2.5 square miles would be used for residential purposes by the year 2010, thus increasing the amount of land devoted to such purposes by about 31 percent over the 1985 level of about 7.9 square miles.

- The approximate tripling of the commercial land area of the Corridor, from 0.30 square mile in 1985 to about 0.91 square mile in 2010; and the approximate quadrupling of the industrial land area of the Corridor, from

about 0.26 square mile in 1985 to about 1.07 square miles in 2010. The plan envisions a total of eight commercial centers and five industrial centers in the Corridor by the year 2010. The plan also envisions the partial development of the Pabst Farms by the year 2010, recognizing that in order to take advantage of the unique nature of that site—it being a very large site in single ownership—a commitment must be made to design and develop the entire Pabst Farms area as a planned unit, with development occurring in phases through and well beyond the year 2010. The plan is intended to accommodate by the year 2010 about 30 percent of the urban land use development proposed to ultimately take place on the Pabst Farms.

- The maintenance of environmentally sensitive lands, including primary and secondary environmental corridors and isolated natural areas, encompassing about 21 square miles, or 35 percent of the Corridor, in essentially natural, open uses.

- The reclassification of about 4.2 square miles of land in the Town of Summit from prime agricultural land to rural residential and other agricultural and open land. This reclassification was made in response to concerns raised by residents and officials of the Town of Summit regarding how the owners of land currently being farmed intend to develop the lands concerned for urban use, or to convey those lands to others for that purpose; and that landowners have in good faith relied on historical expressions of public policy permitting and fostering low-density suburban residential development, and it was therefore unfair and inequitable to impose on those landowners zoning and land division restrictions substantially different from those currently in place. Since no other prime agricultural lands were recommended for preservation within the Corridor, the reclassification of the lands within the Town of Summit means that no prime agricultural lands are recommended for preservation under the Corridor plan. The reclassified lands are identified under the plan as being suitable for rural-density residential development, with densities not greater than one dwelling unit per five acres of site area, thus assuring the preservation of these lands in relatively open uses.

Transportation System Element

The transportation system plan for the IH 94 West Corridor includes recommendations regarding arterial street and highway improvements as well as transit system improvements needed in support of the recommended land use plan for the Corridor. The recommended transportation plan incorporates, as appropriate, the recommendations of previous planning efforts, and recommends additional highway and transit service improvements needed to support the more intensive urban development within the Corridor envisioned under the recommended Corridor land use plan. These recommendations are consistent with those set forth in the new regional transportation system plan.

Map 15 shows, in graphic summary form, the recommended arterial street and highway plan for the IH 94 West Corridor. The key arterial street and highway improvements proposed under the recommended Corridor transportation plan include:

- The widening of IH 94 between the STH 16-CTH T and CTH G interchanges to provide for six travel lanes.

- The widening of STH 83 to provide four travel lanes on a divided roadway from STH 16, outside the Corridor study area, south to USH 18, also outside the Corridor study area.

- The widening of STH 67 to four travel lanes from IH 94 south to USH 18, outside the Corridor study area, and to six travel lanes north from IH 94 to CTH B.

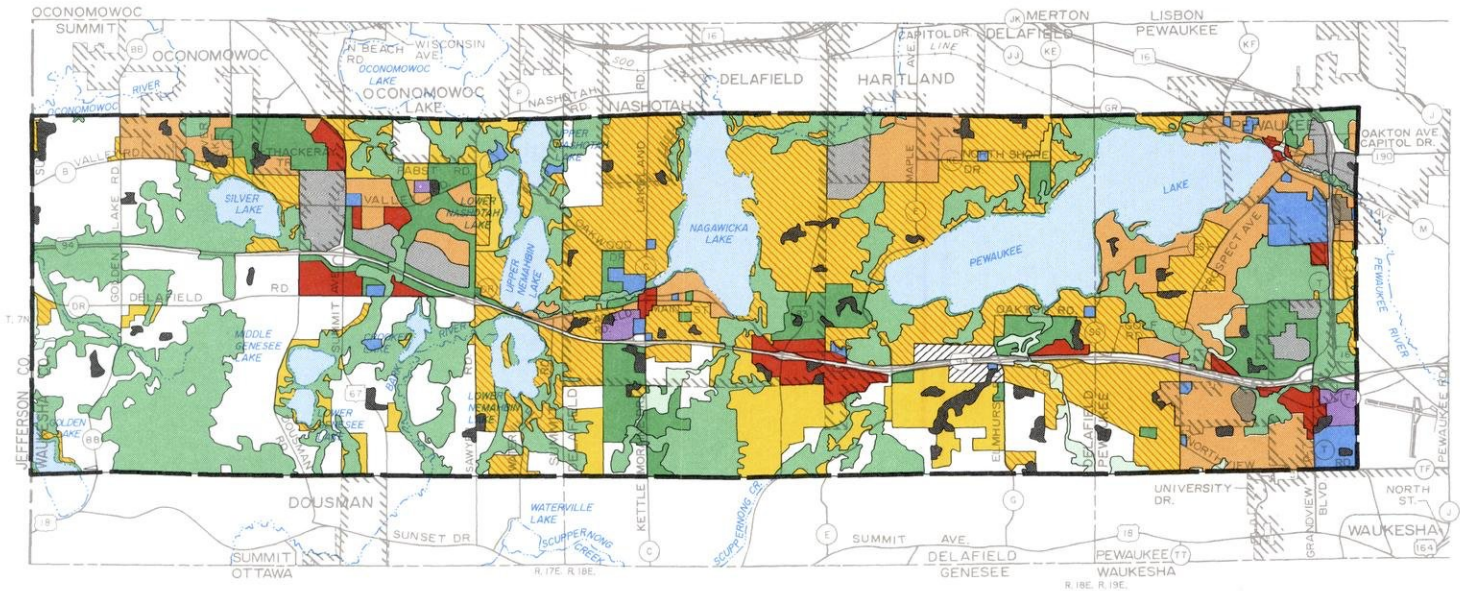
- The construction of the Waukesha bypass facility along the Meadowbrook Road alignment, including the extension of CTH TT, to provide for four travel lanes.

- The extensions of CTH KE from CTH E to STH 83 and of CTH SS from CTH G to CTH T, both as two-travel-lane facilities; the latter project was under construction as the Corridor study was being completed.

- The widening of CTH T from IH 94 north to CTH JJ to provide four travel lanes; and the widening of CTH T from IH 94 south to Northview Road to provide four travel lanes on a divided urban cross-section.

Map 14

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



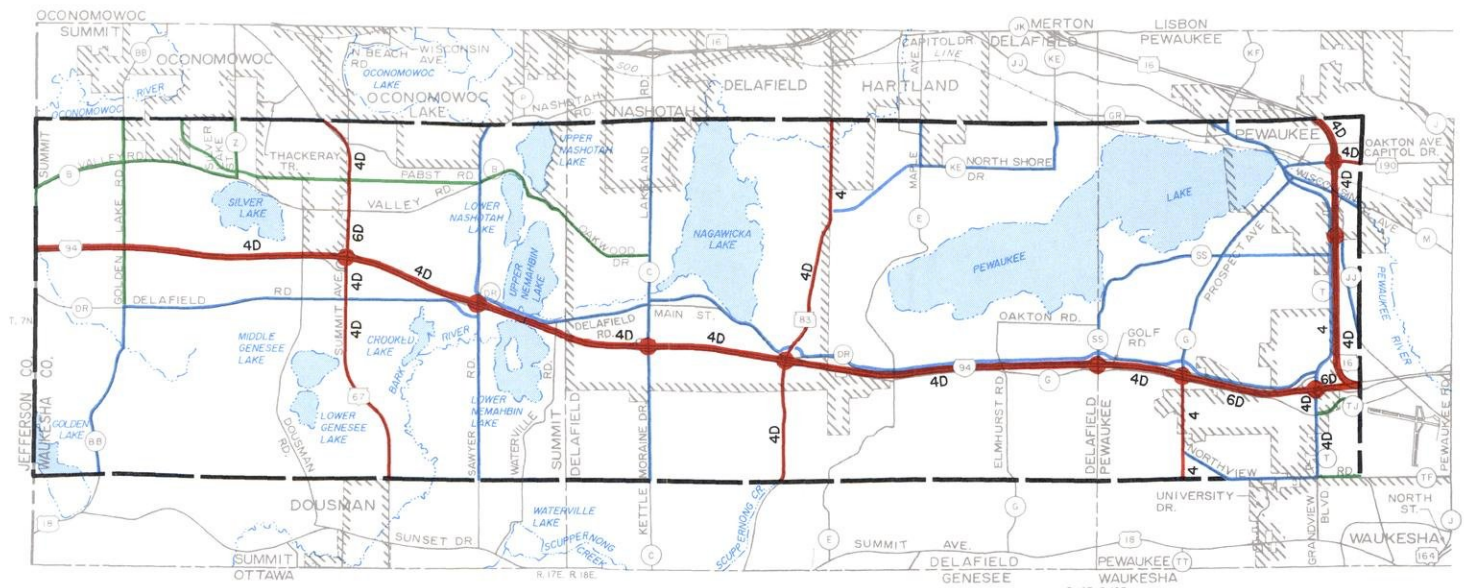
LEGEND

- PREDOMINANTLY SUBURBAN DENSITY RESIDENTIAL (0.2-0.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- PREDOMINANTLY LOW DENSITY RESIDENTIAL (0.7-2.2 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- PREDOMINANTLY MEDIUM DENSITY RESIDENTIAL (2.3-6.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- PREDOMINANTLY HIGH DENSITY RESIDENTIAL (7.0-17.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
- COMMERCIAL
- INDUSTRIAL
- TRANSPORTATION, COMMUNICATION AND UTILITY
- GOVERNMENTAL AND INSTITUTIONAL
- SPECIAL USE
- PARK, RECREATION, AND RELATED OPEN SPACE
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- AGRICULTURAL, OPEN, AND RURAL RESIDENTIAL LAND

GRAPHIC SCALE
0 1/2 1 2 MILES
0 2,000 4,000 8,000 12,000 FEET

Map 15

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



LEGEND

ARTERIAL STREET AND HIGHWAY SYSTEM

JURISDICTIONAL CLASSIFICATION

- STATE TRUNK FREEWAY
- STATE TRUNK NONFREEWAY
- COUNTY TRUNK
- LOCAL TRUNK
- FREEWAY-NONFREEWAY INTERCHANGE
- 4 NUMBER OF TRAFFIC LANES (TWO LANES WHERE UNNUMBERED)
- D DENOTES DIVIDED FACILITY

GRAPHIC SCALE
0 1/2 1 2 MILES
0 2,000 4,000 8,000 12,000 FEET

- The construction of the Oconomowoc Parkway and its extension through the Pabst Farms to CTH P as a two-travel-lane facility.

- The undertaking of major improvements at all existing interchanges in the Corridor along IH 94 in order to unbraid all freeway on- and off-ramps from frontage roads and provide better capacity for anticipated traffic movements at these interchanges. A full directional diamond interchange would be provided at CTH P.

The recommended arterial system would include about 85 miles of streets and highways, an increase of about 1 percent over the 84 miles of arterial streets and highways that served the Corridor in 1990. The total capital cost of implementing the recommended arterial street and highway system plan for the Corridor is estimated at about $105 million. About 85.8 percent of this estimated cost is envisioned to be borne by the State; about 14.1 percent by Waukesha County; and the remaining 0.1 percent by local units of government.

In addition to the improvements proposed under the recommended plan, a number of potential additional future improvements were identified based upon an analysis of which such improvements might ultimately be required should urban development in the Corridor exceed the levels of population and economic activity underlying the recommended Corridor land use plan. A number of such additional potential improvements were identified, including the addition of two travel lanes on IH 94 from CTH G to CTH P, about eight miles. This potential future freeway-widening project, not recommended at this time, plus other arterial widenings identified as needed to accommodate the potential additional traffic demand, may be expected to cost an additional $25.5 million. At year's end, the plan had been transmitted to the Waukesha County Board of Supervisors for its consideration.

West Bend Area Transportation System Plan Completed

A design year 2010 transportation system plan for the City of West Bend and environs was completed during 1994. This plan is documented in SEWRPC Community Assistance Planning Report No. 210, City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, March 1994. The plan was prepared by the Commission under the guidance of the City of West Bend 2010 Transportation System Plan Advisory Committee, consisting of concerned and knowledgeable elected and appointed local and State officials, private-sector representatives, and other concerned citizens.

The recommended plan, which has an arterial street system element and a public transit element, is based on the travel demand anticipated to be generated by the plan design year 2010 City and regional land use plans. The transportation system plan for the greater West Bend area was prepared within the framework provided by the adopted Washington County jurisdictional highway system plan and the adopted City of West Bend transit system development plan. The arterial street element of the new plan was also coordinated with and incorporated into the new, third-generation regional transportation system plan adopted in December 1994 and described above in this Annual Report.

The planning effort involved careful analyses of existing and probable future transportation needs in the West Bend planning area and took into account existing and planned land use development; the characteristics of existing transportation facilities and services; the existing and probable future use of transportation facilities; and land use and transportation system development objectives and standards. On the basis of these considerations, existing and probable future arterial street and highway deficiencies were identified, alternative improvements were proposed and evaluated, and a recommended plan was developed.

The West Bend planning area encompasses a 63-square-mile area including all of the City of West Bend and the Town of West Bend and portions of the Towns of Barton, Farmington, and Trenton.

Between 1960 and 1990 the levels of population, households, and employment in the West Bend planning area generally increased at a faster rate than those in Washington County and in the Region. It may be expected that between 1990 and 2010 the average annual growth rates of population, households, and employment levels for the West Bend planning area will be greater than, or at least equal to, the corresponding growth rates for Washington County and the Region. The population of the West Bend planning area may be expected to increase to about 41,400 persons by the year 2010, or by about 23 percent over the 1990 level; the number of households to about 15,800, or by about 28 percent over the 1990 level; and the number of jobs to about 21,200, or by about 23 percent over the 1990 level.

In 1990, an estimated 108,600 total vehicle-trips were made on an average weekday in the West Bend planning area. It was forecast that, by the design year 2010, the total number of vehicle-trips on an average weekday in the planning area will reach about 134,300, an increase of about 24 percent. Of these vehicle-trips, the number of internal vehicle-trips may be expected to increase from about 55,000 trips in 1990 to about 69,200 trips in 2010, a 26 percent increase. The number of internal/external trips may be expected to increase from about 45,600 in 1990 to about 54,100 in 2010, a 19 percent increase. The number of through trips may be expected to increase from about 8,000 in 1990 to about 11,000 in 2010, a 38 percent increase.

Arterial Street System Element

The recommended transportation system plan identifies the location and configuration of the needed arterial system. Also, for each segment of that system, it recommends the number of traffic lanes required to meet existing and probable future traffic demands under the adopted City and regional land use plans. It also recommends which levels of government should be responsible for the construction, operation, and maintenance of each segment of the total arterial system. The recommended arterial street and highway system plan is shown in graphic summary form on Map 16.

The recommended arterial system comprises 87 miles of streets and highways, including about 20 miles of State trunk highways, about 48 miles of County trunk highways, and about 19 miles of local arterials. Under the plan, State trunk highway mileage in the planning area would decrease from 26 to 20 miles, while County trunk highway mileage would increase from 26 to 48 miles. Of the total 87 miles of the recommended arterial system, about 72 miles, or about 83 percent, would require only preservation, that is, resurfacing or reconstruction; eight miles, or about 9 percent, would require improvement, that is, widening to provide additional traffic lanes; and seven miles, or about 8 percent, would consist of new facilities. Of the eight miles of proposed improvement projects, seven miles would be on the State trunk highway system and one mile on the County trunk highway system. Of the seven miles of proposed new arterial facilities, two miles would be on the County trunk highway system and five miles on the local arterial system.

The estimated construction cost for the arterial street and highway element of the plan is $69.0 million over the 20-year plan design period. More specifically, it envisions construction costs of $19.0 million for State trunk highways, $30.2 million for County trunk highways, and $19.8 million for local arterials.

Although full development of the lands within the West Bend urban service area is not anticipated by the year 2010, additional travel demand may be expected on the arterial system if development exceeds the forecast population, household, and employment levels. Due to this possibility, the plan also identified potential additional improvements to the area arterial street system and recommended that City officials acquire the necessary rights-of-way to accommodate those improvements in order to help avoid any future capacity deficiencies resulting from the additional travel demand (see Map 16). The cost of such additional acquisitions was estimated at $5.0 million.

Public Transit Element

Within Washington County, the public transit element of the regional transportation system plan has proposed that regional bus-on-freeway service be provided over two routes, serve five stations, and collect and distribute passengers on route extensions into the City of West Bend and the Village of Germantown. The bus-on-freeway service would connect with the Milwaukee central business district and with other express bus routes as part of a planned network of lines serving the Milwaukee urbanized area.

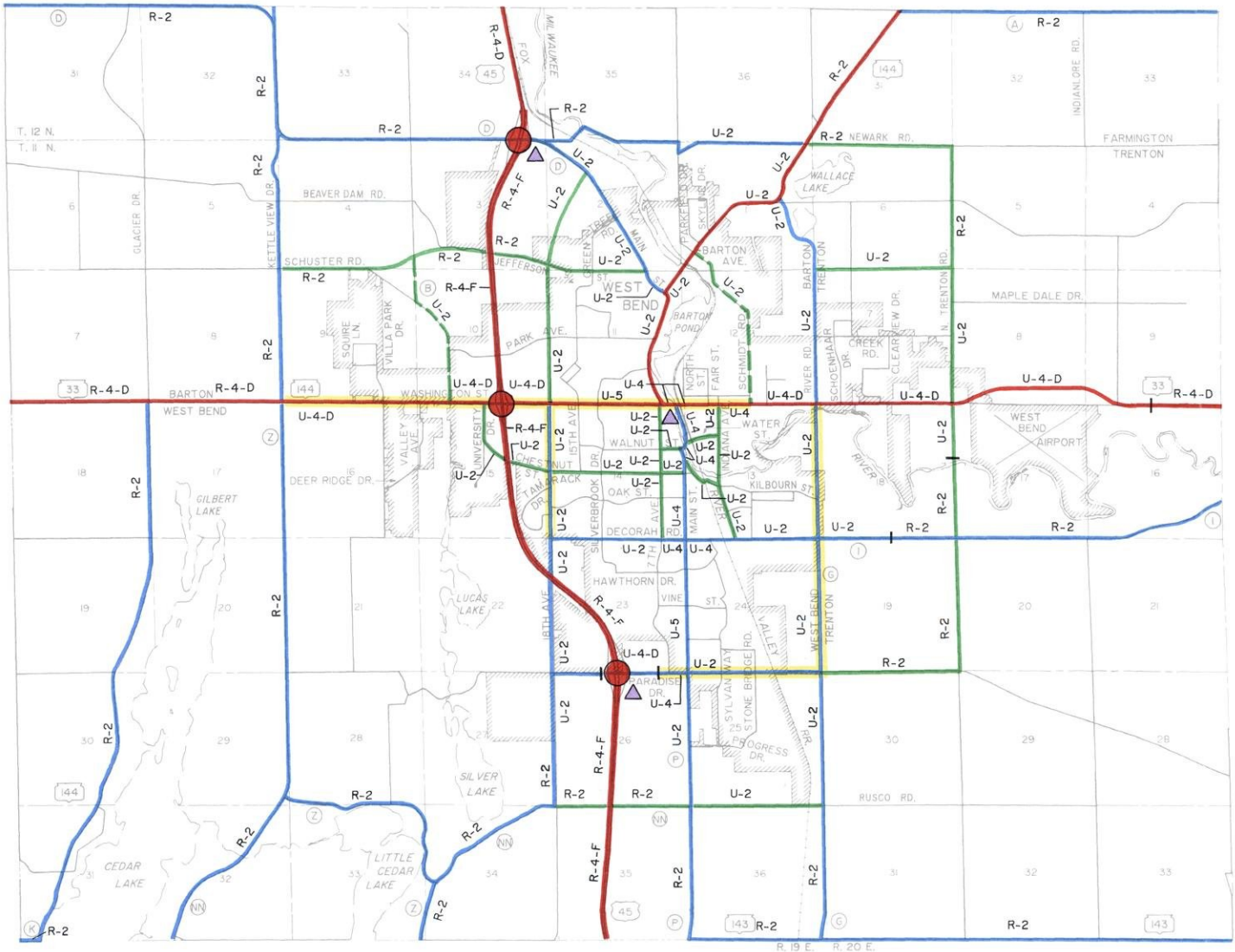
Of the five transit stations proposed for the County, two were proposed for the City of West Bend: one for the USH 45 interchange with Paradise Drive and one for STH 33 in the central business district. Parking is proposed at both of these stations. Construction of the USH 45-Paradise Drive parking lot has been scheduled for 1995, with the lot to be utilized for carpools until the proposed bus-on-freeway service is provided.

In addition to reaffirming the recommendations for the construction of these two stations, the new plan recommends the construction of a third carpool lot within the planning area at the USH 45 interchange with CTH D (see Map 16).

Continuation of the existing shared-ride taxicab local public transit service within the planning area was recommended. The estimated cost of operating this system through 1997 is $210,500 per year. The estimated operating revenue to be generated is $54,400 per year, leaving a deficit of about

Map 16

RECOMMENDED ARTERIAL STREET SYSTEM IN THE CITY OF WEST BEND PLANNING AREA BY JURISDICTIONAL CLASSIFICATION



LEGEND

RECOMMENDED ARTERIAL STREETS AND HIGHWAYS IN THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

STANDARD ARTERIAL

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

RECOMMENDED ARTERIAL STREET AND HIGHWAY ADDITIONS TO THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

- LOCAL TRUNK HIGHWAY
- ADVANCE RIGHT-OF-WAY ACQUISITION FOR IMPROVEMENTS BEYOND THOSE SHOWN

RECOMMENDED ROADWAY CROSS-SECTION

R-RURAL
U-URBAN

4-NUMBER OF TRAFFIC LANES

F-FREEWAY
D-DIVIDED ROADWAY
(UNDIVIDED UNLESS NOTED)

R-4-D

RECOMMENDED PARKING LOT SITES

- PARK AND RIDE/PARK AND POOL

NOTE: THE NORTH RIVER ROAD ALIGNMENT IS SHOWN TO THE WEST OF LAKE LENWOOD. A PRELIMINARY ENGINEERING STUDY WILL DETERMINE WHETHER THE ALIGNMENT WILL BE TO THE EAST OR WEST OF LAKE LENWOOD.

GRAPHIC SCALE
0 1 MILE
0 2000 4000 6000 FEET

$156,000 per year. Federal and State transit operating assistance funds totaling $147,300 per year may be expected to offset this estimated annual deficit. Thus, the local share of the transit operating expenses may be expected to be about $8,700 per year. In addition to the operating expenses, an estimated $214,000 in total capital expenses are expected to be incurred by the transit system from 1993 through 1997. While no State funds are available, it is estimated that between $32,100 and $34,200 per year in Federal funds will be available to offset the capital costs, resulting in an expected local share of between $8,600 and $10,700 per year for capital costs. Thus, the expected total local share of combined operating and capital costs to operate the existing local public transit system in the West Bend planning area is expected to be between $17,300 and $19,400 per year.

The recommended transportation system plan for the City of West Bend and environs is intended to help provide the West Bend area with an integrated transportation system. This system will effectively serve the existing, and promote a desirable future, land use pattern; meet anticipated future travel demand at an adequate level of service; abate traffic congestion; reduce travel time and costs; and reduce accident exposure. Consistent application of the plan will serve to concentrate appropriate resources of the various units and agencies of government involved, thus assuring a more effective use of public resources in the provision of highway and public transit transportation. It will also provide a sound basis for the establishment of long-range fiscal policies and for the systematic programming of arterial street and highway and public transit improvements within the study area. It will also serve as a basis for the more efficient, detailed planning and design of the total arterial street and highway system as well as the attainment of the intergovernmental cooperation necessary for efficient multi-jurisdictional management and development of that system. Finally, successful implementation of the plan will provide a more equitable distribution of highway and transit improvement, maintenance, and operating costs among the various levels and agencies of government concerned.

New Regional Bicycle and Pedestrian Facilities System Plan Completed

Work on a new bicycle and pedestrian facilities system plan for the Region was completed in 1994. The plan is documented in SEWRPC Planning Report No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994.

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

The plan was developed by the Commission staff under the guidance of the SEWRPC Technical and Citizen Advisory Committee on Regional Bicycle and Pedestrian Facilities System Planning. The membership of this Advisory Committee is listed in Appendix B of this Annual Report. Committee review of the plan began in January 1994 and concluded in November 1994 with Committee approval of a final recommended plan. As of year's end, the final recommended plan developed by the Committee awaited consideration and adoption by the Regional Planning Commission.

A preliminary bicycle and pedestrian plan was presented at the Regional Planning Conference held in Milwaukee on June 27, 1994, and at three public informational meetings and public hearings held in each of the three urbanized areas of the Region in September and October 1994. The public reaction to the preliminary recommended plan, as expressed at the public hearings and including the written comments received by the Commission before, at, and following the hearings, was fully documented in the Record of Public Informational Meetings and Public Hearings, Preliminary New Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, which was published by the Commission in October 1994. Following the close of the public comment period, the Advisory Committee carefully considered the comments received and recommended several modifications to the preliminary plan in response to those comments. The modifications recommended by the Advisory Committee were all incorporated into the final recommended plan.

The regional bicycle and pedestrian facilities system plan is intended to assist public officials in considering improvements to better accommodate

bicycle and pedestrian travel as part of the existing and planned regional transportation system, and to encourage increased levels of bicycle and pedestrian travel for primarily utilitarian, rather than for recreational, purposes.

Utilitarian bicycle and pedestrian trips include commuting trips to work or school, shopping trips, and trips to social or recreational events not related to bicycling or walking. Utilitarian bicycle and walking trips tend to follow more regular and predictable patterns than do recreational trips, with origins and destinations similar to those of trips taken by motorized vehicles. As such, the existing street system often provides the most direct and desirable travel routes for utilitarian bicycle and pedestrian travel. The regional bicycle and pedestrian plan therefore seeks to provide safe facilities for bicyclists and pedestrians as integral parts of the street and highway system, with consideration given to locating bicycle and pedestrian ways in off-street corridors where suitable alternatives to on-street locations exist.

Bicycle-Way System Plan

Map 17 shows the final recommended regional bicycle-way system for Southeastern Wisconsin outside of the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas, including, however, major routes through those areas. The plan was designed to provide connections between the Kenosha, Milwaukee, and Racine urbanized areas and between cities and villages with a population of 5,000 or more located outside the three planning areas, such cities and villages being termed "small urban areas"; and to provide bicycle access to major activity centers and transit stations located outside a planning or small urban area.

In addition to the regionwide network of bicycle ways, a network of bicycle ways at appropriate spacing was identified for the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas to provide convenient bicycle access to transit stations and to major activity centers identified in the adopted regional land use plan. The network of bicycle ways recommended within the three urbanized areas is more dense than the regionwide network in recognition of the greater potential for utilitarian bicycle travel in the urbanized areas due to the concentration of population and activity centers in such areas. The recommended bicycle-way system plans for the planning areas associated with the Kenosha, Milwaukee, and Racine urbanized areas are shown on Map 18, Map 19, and Map 20, respectively.

The recommended bicycle-way system plan envisions the development of a total of approximately 1,527 miles of bicycle ways within the Region by the year 2010. Table 21 provides a summary of the mileage and types of existing and proposed bicycle ways in each of the three planning areas and in that portion of the Region outside those planning areas. Table 22 provides similar information for each county in the Region, as well as information regarding the recommended jurisdictional responsibility for existing and proposed bicycle ways.

The proposed bicycle ways shown on Maps 17 through 20 depict recommended locations for bicycle ways and, in the case of bicycle ways located along existing streets and highways, do not necessarily indicate streets and highways that are currently suitable for bicycle travel. It is anticipated that many of the streets and highways designated as planned bicycle ways will require such improvements as widened shoulders, widened outside travel lanes, or the provision of bicycle lanes to make them more suitable for bicycle travel.

Bicycle Accommodation on Arterial Streets and Highways Not Designated as Bicycle Ways

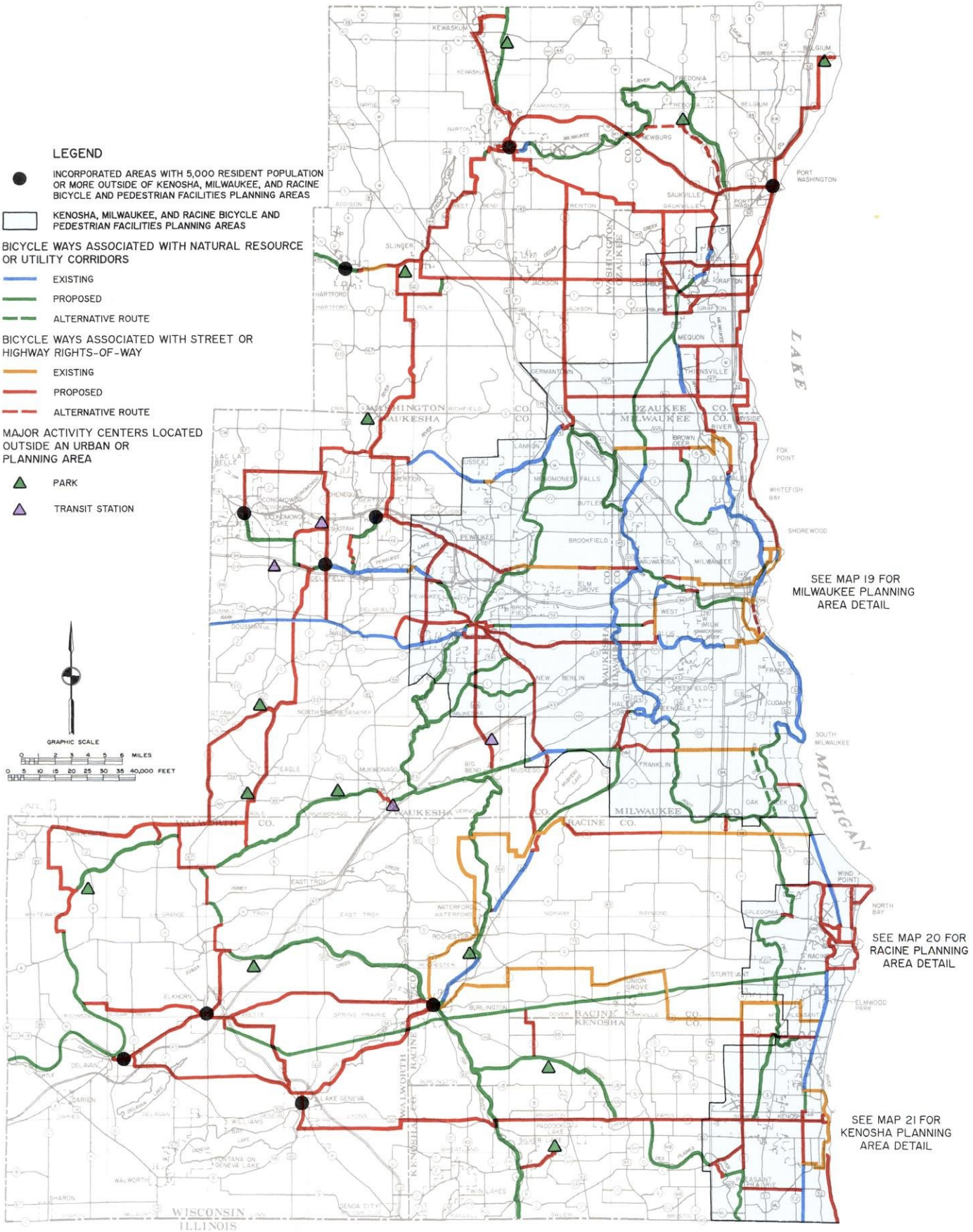
In addition to the bicycle-way system plan depicted on Maps 17 through 20, the plan recommends that consideration be given to providing extra-wide outside travel lanes or paved shoulders along all arterial streets and highways which are not designated in the plan as bicycle ways but which are located in one of the three planning areas associated with the three urbanized areas of the Region, or in one of the 11 incorporated areas of 5,000 or more residents located outside the three planning areas. Improvements to accommodate bicycle travel, if feasible, would be made at the time a street or highway is constructed, reconstructed, or resurfaced.

Bicycle Plan Costs and Revenues

The cost of constructing the bicycle-way system recommended by the plan over the 16-year implementation period from 1995 to 2010, expressed in constant 1994 dollars, is about $75.4 million, including nearly $51.9 million in construction costs for bicycle ways located on or within street rights-of-way and about $23.5 million in construction costs for off-street bicycle ways. Bicycle ways included as part of the regional bicycle-way system plan, including off-street bicycle ways and bicycle ways located

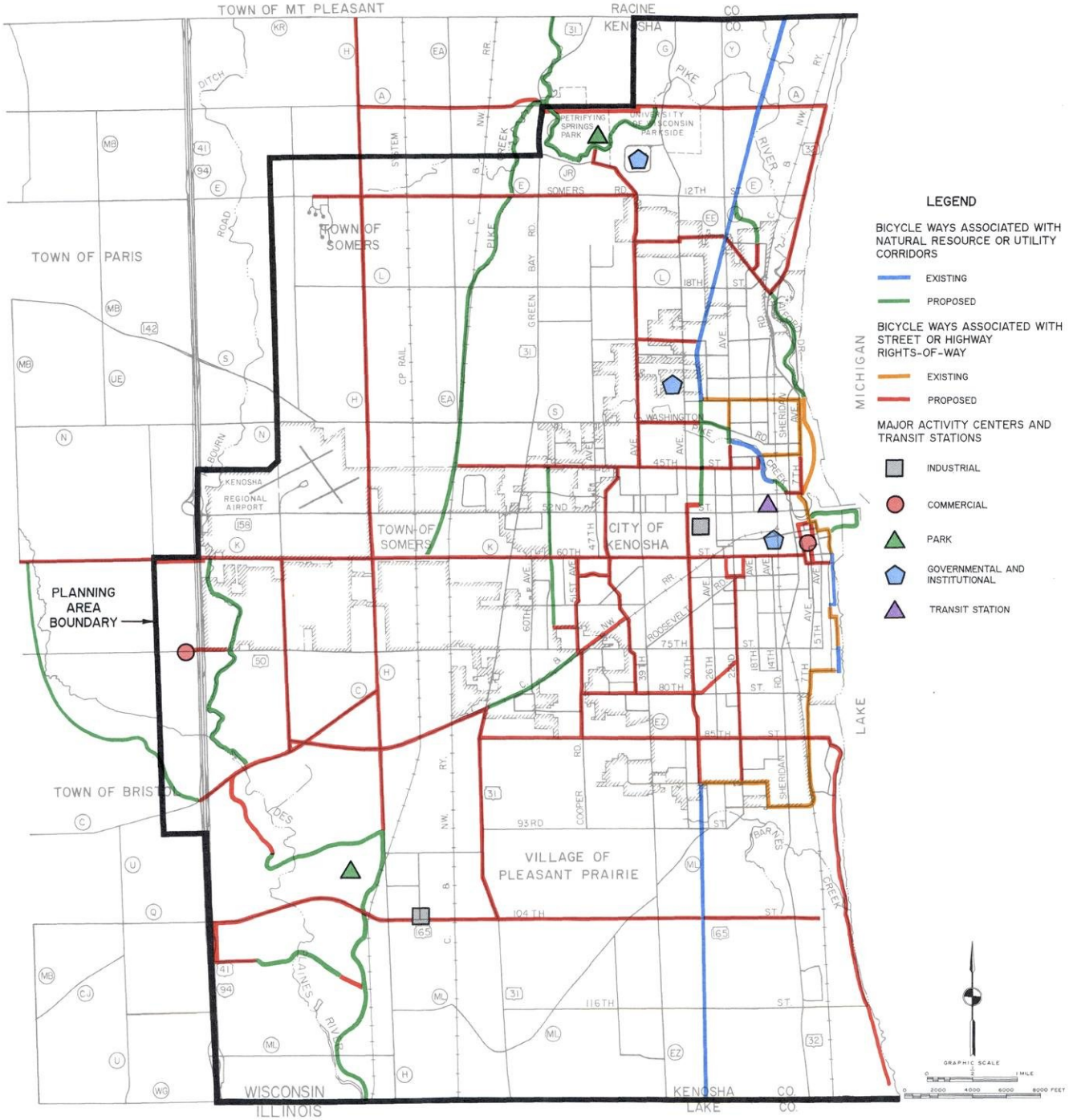
Map 17

RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE SOUTHEASTERN WISCONSIN REGION OUTSIDE KENOSHA, MILWAUKEE, AND RACINE PLANNING AREAS, BUT INCLUDING MAJOR ROUTES THROUGH THOSE AREAS: 2010



Map 18

RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE KENOSHA BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010

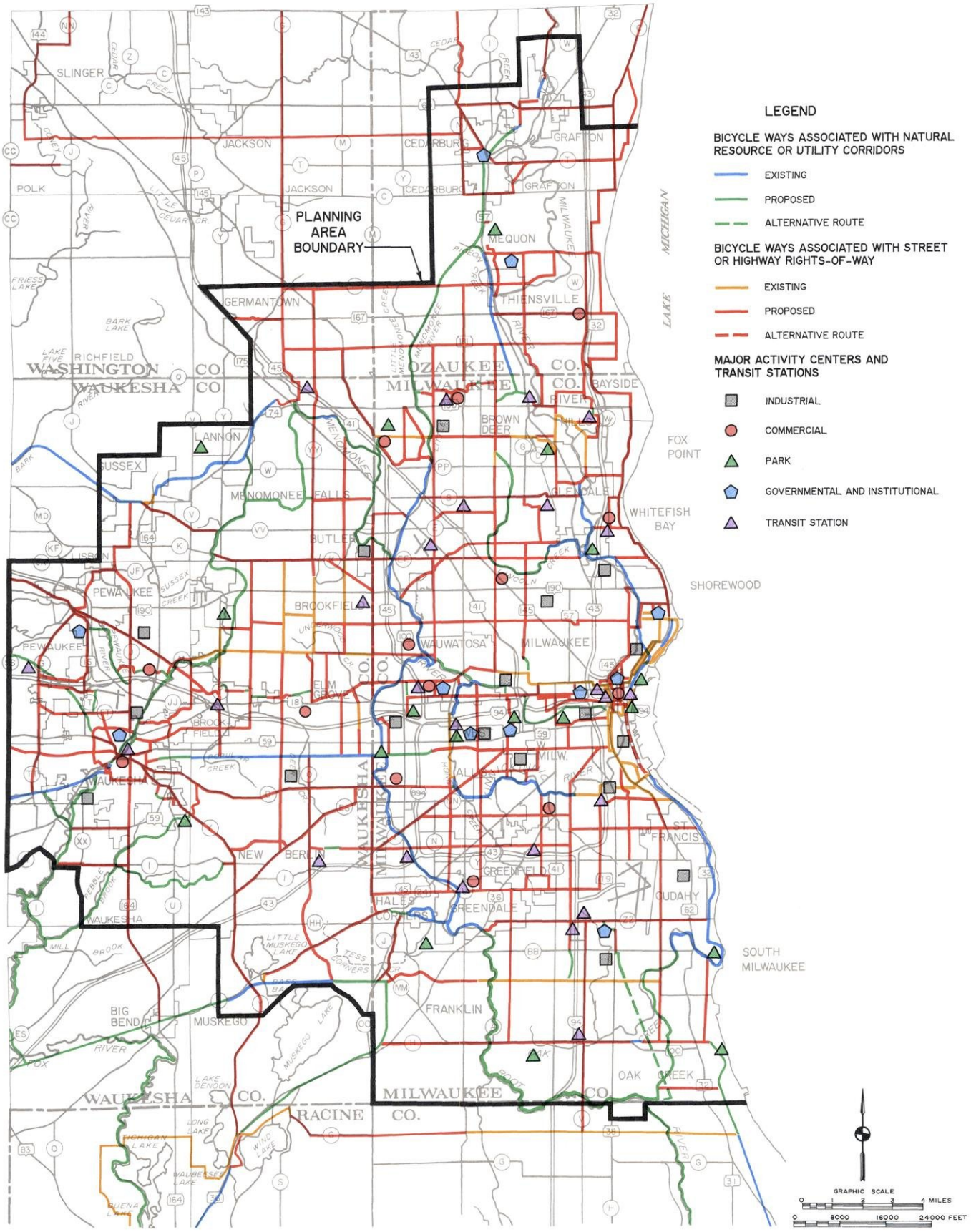


on nonarterial streets, are eligible to receive Federal funding for construction.

A major portion, approximately $71.5 million, or 95 percent, of the approximately $75.4 million in total capital costs for the bicycle system plan has been accounted for in other plans prepared by the Commission. The cost of providing bicycle ways on arterial streets and highways has been accounted for in the cost of the highway element of the regional transportation system plan. The costs of all but eight of the off-street bicycle and pedestrian ways recommended in the bicycle and pedestrian plan have been accounted for in the costs of the seven adopted county park and open space plans. These eight new bicycle and pedestrian ways total

Map 19

RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE MILWAUKEE BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010



Map 20

RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE RACINE BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010

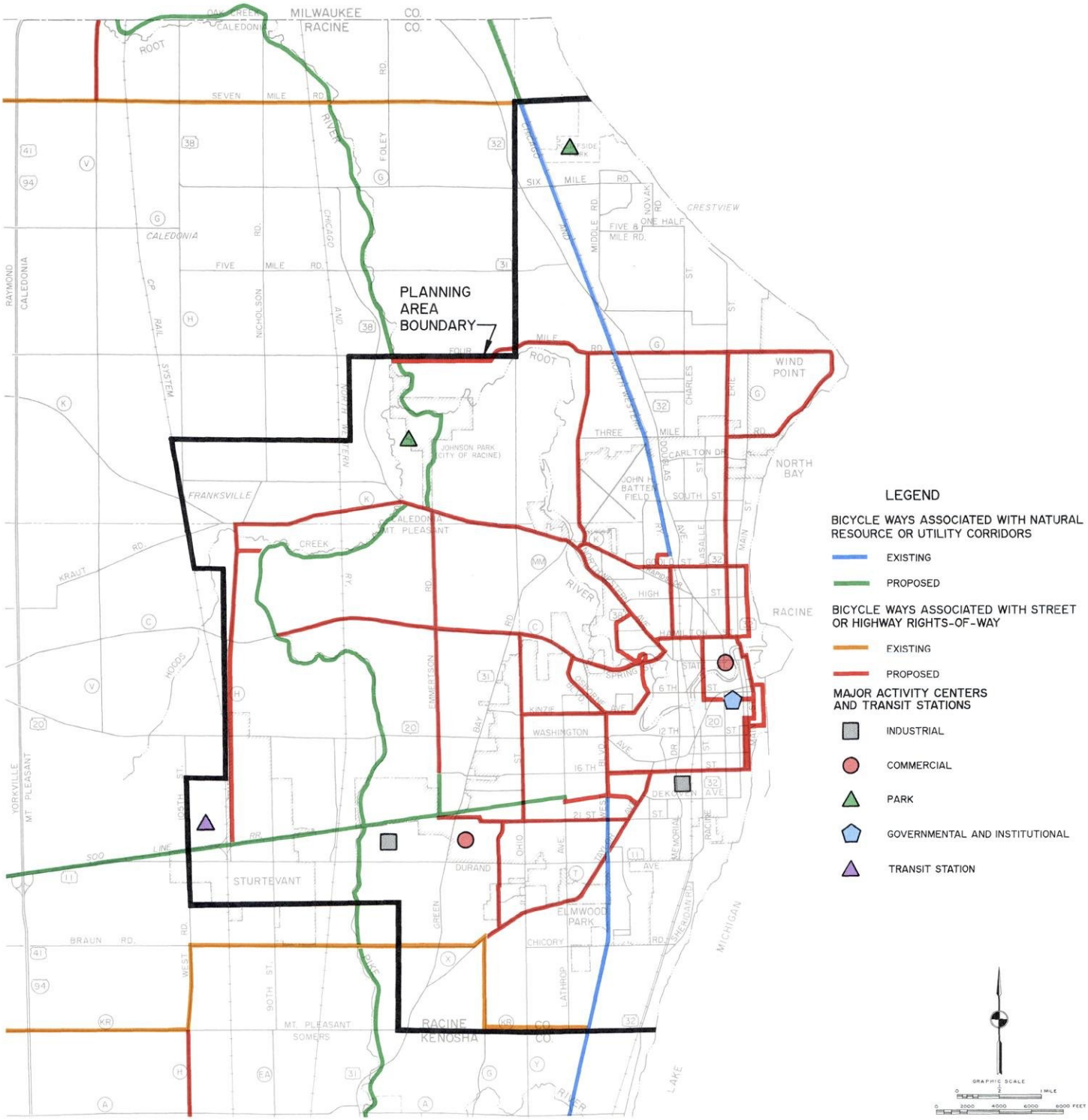


Table 21

MILES[a] OF 1993 EXISTING AND 2010 PROPOSED BICYCLE WAYS TO BE PROVIDED IN THE KENOSHA, MILWAUKEE, AND RACINE PLANNING AREAS AND REMAINDER OF REGION IN ACCORDANCE WITH THE RECOMMENDED REGIONAL BICYCLE-WAY SYSTEM PLAN

Area	On-Street Bicycle Ways on Arterial Streets			On-Street Bicycle Ways on Nonarterial Streets			Off-Street Bicycle Ways			Total On- and Off-Street Bicycle Ways		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Kenosha Planning Area	3	53	56	5	21	26	10	21	31	18	95	113
Milwaukee Planning Area	47	376	423	10	115	125	84	95	179	141	586	727
Racine Planning Area	2	39	41	1	20	21	9	16	25	12	75	87
Region outside Planning Areas	37	176	213	23	118	141	27	219	246	87	513	600
Total	89	644	733	39	274	313	130	351	481	258	1,269	1,527

[a] *The length of bicycle ways is given in route-miles. The number of bicycle-lane-miles will normally be approximately twice the number of bicycle-route-miles, as bicycle lanes and bicycle routes would be located along both sides of a street, and bicycle paths would generally accommodate two-way bicycle travel.*

an additional 70 miles, and their estimated cost of $3.8 million represents a new cost. The cost of providing bicycle ways on nonarterial streets, about $140,000, is also a new cost not included in any previous Commission plans. Thus, the new construction costs associated with the bicycle system plan total about $3.9 million, or an average of about $250,000 per year over the 16-year plan implementation period.

Pedestrian Facilities Plan

The pedestrian facilities element of the recommended bicycle and pedestrian facilities system plan for Southeastern Wisconsin is a policy, rather than a system, plan. In other words, it recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in Southeastern Wisconsin adopt and follow certain recommended policies and guidelines with regard to the development of those facilities. These policies and guidelines are designed to facilitate safe and efficient pedestrian travel within the Region.

The policies and guidelines set forth in the plan include recommendations that sidewalks be provided along streets and highways in areas of existing or planned urban development based upon the criteria set forth in Table 23; that sidewalks be designed and constructed using widths and clearances appropriate for the levels of pedestrian and vehicular traffic in any given area; that landscaped terraces, curb lawns, or other buffer areas be provided between sidewalks and the roadways paralleling them to enhance the pedestrian environment; and that efforts be made to maximize pedestrian safety at street crossings, including the timing of the "walk" phases of traffic signals to provide for safe pedestrian crossings and the provision of pedestrian "islands" and medians in wide, heavily traveled, or otherwise hazardous roadways. The plan also emphasizes that all pedestrian facilities must be designed and constructed in accordance with the requirements of the Federal Americans with Disabilities Act and its implementing regulations.

Plan Implementation

The recommended bicycle and pedestrian facilities system plan for Southeastern Wisconsin is intended to provide the various units and agencies of government in the Region with a framework for encouraging increased bicycle and pedestrian travel as viable alternatives to travel by motor vehicle in the Region, thus helping the Region meet Federal and State transportation and air-quality objectives.

Toward that end, a number of implementation actions are recommended in the plan which are intended to encourage the provision of improved facilities for bicycling and walking. These include, among others, the provision of support facilities such as bicycle parking racks and storage lockers; the provision of means to transport bicycles on transit vehicles; the promotion of land use planning and site design techniques which would

Table 22

MILES[a] OF 1993 EXISTING AND 2010 PROPOSED BICYCLE WAYS TO BE PROVIDED IN EACH COUNTY IN ACCORDANCE WITH THE RECOMMENDED REGIONAL BICYCLE-WAY SYSTEM PLAN

Recommended Year 2010 Bicycle-Way Classification and Jurisdiction	Kenosha County			Milwaukee County			Ozaukee County			Racine County		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Arterial Streets and Highways												
State Trunk Highway	0	17	17	10	26	36	0	25	25	0	8	8
County Trunk Highway	0	42	42	0	57	57	0	26	26	31	18	49
Local Trunk Highway	3	14	17	23	117	140	0	29	29	6	21	27
Subtotal	3	73	76	33	200	233	0	80	80	37	47	84
Nonarterial Streets and Highways												
State Jurisdiction	0	0	0	0	0	0	0	0	0	0	0	0
County Jurisdiction	0	0	0	1	0	1	0	0	0	0	0	0
Local Jurisdiction	5	24	29	7	58	65	0	30	30	24	18	42
Subtotal	5	24	29	8	58	66	0	30	30	24	18	42
Off-Street												
State Jurisdiction	0	6	6	0	5	5	0	0	0	0	2	2
County Jurisdiction	7	41	48	56	37	93	0	22	22	17	52	69
Local Jurisdiction	3	8	11	0	1	1	6	0	6	0	9	9
Subtotal	10	55	65	56	43	99	6	22	28	17	63	80
Total	18	152	170	97	301	398	6	132	138	78	128	206

Recommended Year 2010 Bicycle-Way Classification and Jurisdiction	Walworth County			Washington County			Waukesha County			Region		
	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total	Existing	Proposed	Total
Arterial Streets and Highways												
State Trunk Highway	0	11	11	2	11	13	0	25	25	12	123	135
County Trunk Highway	0	30	30	0	23	23	12	98	110	43	294	337
Local Trunk Highway	0	2	2	0	7	7	2	37	39	34	227	261
Subtotal	0	43	43	2	41	43	14	160	174	89	644	733
Nonarterial Streets and Highways												
State Jurisdiction	0	0	0	0	0	0	0	0	0	0	0	0
County Jurisdiction	0	0	0	0	0	0	0	0	0	1	0	1
Local Jurisdiction	0	44	44	0	48	48	2	52	54	38	274	312
Subtotal	0	44	44	0	48	48	2	52	54	39	274	313
Off-Street												
State Jurisdiction	0	29	29	0	3	3	17	0	17	17	45	62
County Jurisdiction	0	37	37	0	11	11	18	80	98	98	280	378
Local Jurisdiction	0	0	0	1	3	4	5	5	10	15	26	41
Subtotal	0	66	66	1	17	18	40	85	125	130	351	481
Total	0	153	153	3	106	109	56	297	353	258	1,269	1,527

[a]The length of bicycle ways is given in route-miles. The number of bicycle-lane-miles will normally be approximately twice the number of bicycle-route-miles, as bicycle lanes and bicycle routes would be located along both sides of a street, and bicycle paths would generally accommodate two-way bicycle travel.

better accommodate bicycling and walking trips; and the development of bicycle and pedestrian safety, education, and public informational materials and programs.

The plan recommends that local units of government prepare community bicycle and pedestrian plans to complement and supplement the regional plan; and that detailed neighborhood development plans prepared by local governments contain a bicycle and pedestrian element. Such local plans should provide facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and shopping centers, schools, parks, and transit stops within or adjacent to the neighborhood.

Table 23

RECOMMENDATIONS FOR PROVISION OF SIDEWALKS
IN AREAS OF EXISTING OR PLANNED URBAN DEVELOPMENT

Roadway Functional Classification	Land Use	New Streets[a]	Existing Streets[a]
Arterial Streets[b]	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential	Both sides	Both sides
Collector Streets	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential	Both sides	At least one side
Land Access Streets[c]	Industrial	Both sides	Both sides
	Commercial	Both sides	Both sides
	Residential (medium- and high-density)	Both sides	At least one side
	Residential (low-density)	At least one side	At least one side

[a] *Sidewalks may be omitted on one side of streets where there are no existing or anticipated uses that would generate pedestrian trips on that side.*

[b] *Where there are marginal access control or service roads, the sidewalk along the main road may be eliminated and replaced by a sidewalk along the service road on the side away from the main road.*

[c] *Sidewalks need not be provided along courts and cul-de-sac streets less than 600 feet in length, unless such streets serve multi-family development; or along streets served by parallel off-street walkways.*

TRANSPORTATION SYSTEMS MANAGEMENT PLANNING AND TRAFFIC ENGINEERING

During 1994, the Commission continued a work effort to carry out transportation systems management studies for communities in Southeastern Wisconsin. One such study was under way during the year for the Village of Brown Deer regarding perceived through-traffic and vehicular-speed problems on a segment of N. 68th Street in the Village between W. Dean Road and W. Brown Deer Road. Another such study, completed during the year, involved potential and recommended traffic control measures for the segment of W. Bender Road which crosses the Milwaukee River in the City of Glendale. This latter study is documented in SEWRPC Memorandum Report No. 95, Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994. In addition, work efforts attendant to ridesharing and transit system short-range planning were carried out.

Ridesharing Programs

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

Ozaukee County Transit Service Plan

During 1994, the Commission initiated work on a study of transit service needs in Ozaukee County and of the means by which those needs might best be met. The need for the study derived from the concern on the part of public officials over the increasing demand being placed upon the Ozaukee County Office of Aging Services to provide transit

services to elderly individuals and individuals with disabilities, as well as from the expressed needs of Ozaukee County employers for transit service to help overcome a labor shortage and to help meet the requirements of the Federal Clean Air Act Amendments of 1990 attendant to reducing employee work trips made in single-occupancy automobiles. The study was to culminate in the preparation of a public transit service plan for Ozaukee County.

Working under the guidance of an advisory committee created by Ozaukee County, the Commission staff began work on the study in the spring of 1994. By year's end, work on the study had progressed to include completion of the definition of transit service objectives and standards; the identification of existing land uses and travel patterns within Ozaukee County; the description of the existing transit services; and the identification of relevant Federal, State, and local legislation and regulations which could have impacts upon the funding or operation of potential transit services for the County. Work had also begun on the evaluation of the existing transit services. The transit service plan for the County resulting from the study is expected to be completed in 1995.

Milwaukee County Short-Range Transit Planning

During 1994, short-range transit planning activities for the Milwaukee County Transit System were conducted by the staff of that system and the Milwaukee County Department of Public Works. Through this planning effort, the following major activities were carried out during the year: development of the annual element of the regional transportation improvement program, preparation of a Title VI assessment evaluating the provision of transit service to special population groups, and updating of programs for the inclusion of business enterprises operated by the disadvantaged, minorities, and women in the provision of transit service.

TRANSPORTATION PLANNING FOR THE ELDERLY AND DISABLED

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

Section 504 Public Transit Programs for Persons with Disabilities

The adopted transportation plan for the transportation-handicapped was amended during 1987 following the completion of public transit plans for persons with disabilities for each of the urban public transit operators within the Region. These planning efforts were designed to identify actions necessary to ensure that the planning and provision of public transit service in the Region is fully in accordance with Section 504 of the Federal Rehabilitation Act of 1972 and is implementing regulations issued by the U. S. Department of Transportation in 1986. The 1986 regulations required that each recipient's public transportation program make services available to persons with disabilities through one of three service options: 1) providing some form of demand-responsive and specialized transportation service which is accessible to wheelchair-bound and semi-ambulatory persons, 2) providing fixed-route bus service which is accessible to wheelchair-bound

and semi-ambulatory persons over the regular routes operated by the recipient, or 3) providing a mix of accessible specialized transportation and accessible bus services. The public transit programs then recommended for each transit operator are documented in SEWRPC Memorandum Reports No. 17, A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility, May 1987; No. 21, A Public Transit Program for Handicapped Persons—Milwaukee County Transit System; No. 22, A Public Transit Program for Handicapped Persons—Waukesha County Transit System; No. 23, A Public Transit Program for Handicapped Persons—City of Kenosha Transit System; and No. 24, A Public Transit Program for Handicapped Persons—City of Racine Transit System, all published in June 1987. These plan documents have since been superseded by the plan documents described in the following section.

Americans with Disabilities Act

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

The 1991 regulations required each public entity operating a fixed-route transit system to prepare and submit to the FTA by January 26, 1992, a plan for providing the required complementary paratransit service. Additionally, in each case, annual updates of the initial plan, which would document the progress achieved in implementing the plan and any significant changes to the plan content or timetable, were also required to be submitted each year thereafter. The five public entities in the Region that operate fixed-route transit systems, Milwaukee and Waukesha Counties and the Cities of Kenosha, Racine, and Waukesha, each requested Commission assistance in preparing the initial paratransit service plans submitted in January 1992 to comply with the new Federal regulations, as well as in preparing the annual updates submitted in January of each subsequent year amending the initial paratransit plans. The most recent plan updates as of year's end, those for 1994, are documented in a series of SEWRPC memorandum reports[13] which were published in January 1994 and adopted by the Commission during that month as amendments to the 1978 regional elderly-handicapped transportation plan. These five 1994 amendments, whose plan documents were summarized in the 1993 Annual Report, thus supersede a series of earlier amendments to the regional elderly-handicapped transportation plan, as set forth in a footnote to Table 1 of this 1994 Annual Report (see pages 18-19).

Further assistance was provided during 1994 by the Commission to each transit operator in preparing the required annual updates of the 1992 plans to be submitted in January 1995. Summaries of each operator's current paratransit service plan, along with the progress made since 1992 in implementing the proposed changes to the paratransit services identified in each operator's current paratransit service plan, are provided in the following sections.

Milwaukee County

The current paratransit service plan for the Milwaukee County Transit System proposes that the County comply with the current Federal regulations

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[13]*See SEWRPC Memorandum Reports No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System; No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System; No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System; No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility; and No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System, all published in January 1994.*

by making modifications to the County's existing paratransit service for disabled persons, provided through the Milwaukee County user-side subsidy program. Under this program, eligible disabled users have their transportation publicly subsidized so that they can purchase service from participating private service providers of their choice. With the user-side subsidy program, the user has the freedom to choose the service provider and when and where he or she wishes to travel within Milwaukee County. During 1994, one private taxicab company and 13 private van carriers were under contract with the County to participate in the program.

Milwaukee County's 1995 plan update indicates that the County has made substantial progress since 1992 in implementing most of the modifications to the user-side subsidy program proposed under the 1992 plan and the 1993 and 1994 plan updates. The 1995 plan update indicates that at the end of 1994, the user-side subsidy program was in compliance with all Federal ADA eligibility requirements and with all but two ADA service criteria: those regarding 1) coordination with contiguous/overlapping service areas, and 2) scheduling service for trip requests on a "next-day" basis. The County is on schedule to implement between 1995 and 1997 the modifications proposed to bring the user-side subsidy program into compliance in these areas. No changes to the timetable are proposed in the 1995 plan update, which also proposes to continue to call for the Milwaukee County Transit System to achieve full compliance with the Federal paratransit service requirements by January 1, 1997.

During 1994, about 480,400 one-way trips were made under the user-side subsidy program, an increase of about 14 percent over the 423,200 one-way trips made under the program during 1993. Fares for the user-side subsidy program were increased from $2.20 to $2.25 per one-way trip on February 1, 1994.

Waukesha County

The current paratransit service plan for the Waukesha County Transit System proposes that the County comply with the current Federal regulations by making modifications to the County's existing program providing paratransit service for disabled persons unable to use its fixed-route bus service, the parallel commuter bus program. Under the current program, Waukesha County offers door-to-door lift-equipped van service to disabled individuals for trips with origins and destinations within one mile on either side of three regular non-commuter bus routes which are subsidized by Waukesha County within the major travel corridor between the City of Waukesha and the City of Milwaukee central business district. The paratransit service offered under the parallel commuter bus program during 1994 was administered for the Waukesha County Transportation Department by the Waukesha County Department of Aging and provided through the Department of Aging's Ride-Line transportation program—a countywide, advance-reservation, door-to-door transportation service for elderly and disabled individuals operated on a contract basis for the County by Nichols Medical Transports, Ltd., until September 15, 1994, and by other operators for the remainder of the year, as discussed below.

Waukesha County's 1995 plan update indicates that the County has made substantial progress since 1992 in implementing most of the modifications to the parallel commuter bus program proposed under the 1992 plan and the subsequent plan updates. The County's approved timetable for implementing the modifications to the parallel commuter bus program needed to meet Federal ADA paratransit service requirements presented in the 1994 plan update called for the County to achieve full compliance by January 1, 1995. The County was meeting its timetable for implementing service modifications until the summer of 1994 when the quality of the service provided by its private contract operator, Nichols Medical Transports, Ltd., began to diminish. The private transit company subsequently declared an "economic hardship" in running the service and, with one week's notice, defaulted on its contract for providing the paratransit services for Waukesha County on September 15, 1994. Several contractors provided paratransit services on an emergency basis for Waukesha County during the last two weeks of September. On October 1, 1994, Meda-Care Vans of Waukesha, Inc., began providing service under an interim short-term contract extending through March 1995. However, Meda-Care Vans of Waukesha, Inc.'s cost per one-way trip for the paratransit service was significantly greater than the cost per trip for the previous contract operator, upon which the County's paratransit budget was based. As a cost-saving measure to stay within the County's 1994 operating budget, the County temporarily changed the trip reservation policy of the paratransit service from the ADA-required "next-day" service policy to a 24-hour-advance-reservation

policy. Consequently, the County's 1995 plan update includes a revised timetable for implementing the modifications to the parallel commuter bus program needed to meet Federal ADA paratransit service requirements. This timetable calls for the Waukesha County Transit System to achieve full compliance with the Federal paratransit service requirements by June 1, 1995, five months later than proposed under the current Federally approved timetable.

During 1994, about 5,400 one-way trips were made under the program, a 17 percent decrease from the 6,500 one-way trips made under the program during 1993.

City of Kenosha

The current paratransit service plan for the City of Kenosha Transit System proposes that the City comply with the current Federal regulations by making modifications to the City's existing paratransit service for disabled persons provided through the Kenosha County Care-A-Van program. This paratransit service is designed to provide door-to-door transportation to disabled individuals who are unable to use the fixed-route bus service provided by the City's fixed-route transit system. To provide the service, the City annually participates in, and contributes funds to, the Care-A-Van program, a door-to-door paratransit service administered by the Kenosha County Department of Aging and provided by the Kenosha Achievement Center, Inc. The funds annually contributed to the program by the City of Kenosha, however, are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City's fixed-route transit system and who use the service to travel within only that portion of Kenosha County east of IH 94 plus an area of commercial development within the County located west of IH 94 at the intersection of IH 94 and STH 50. The service is provided on a contract basis by the Kenosha Achievement Center, Inc., and is available throughout the area served by the City's fixed-route transit system.

The City of Kenosha's 1995 plan update indicates that all the modifications proposed under the 1992 plan were implemented during 1992 in accordance with the plan timetable or with only minor delays. The City's paratransit service, consequently, was in full compliance with Federal regulations at the start of 1994. However, significant problems with the capacity of the service occurred during 1994 which were caused by subscription service being provided for dialysis and adult day-care trips. It was found that such trips used virtually all of the available capacity of the service on weekday afternoons. Measures implemented by the City and the County during 1994, which included adding one additional vehicle to provide service each weekday, were not successful in alleviating capacity problems. The City's 1995 plan update, consequently, indicates that the City's paratransit service no longer complies with the ADA paratransit service requirement which specifies that at times when service capacity is not available, that is, when paratransit service for trip requests cannot be scheduled, the number of subscription service trips cannot exceed 50 percent of the total service capacity as measured in such terms as vehicles available or total number of trips which can be served. The revised timetable included in the 1995 plan update calls for the City to undertake an analysis of the capacity problems and to implement the appropriate actions needed to bring the service back into compliance by no later than January 25, 1996.

During 1994, about 17,200 one-way trips were made on the paratransit service, an increase of about 6 percent over the 16,300 one-way trips made on the service during 1993.

City of Racine

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

The City of Racine's 1995 plan update indicates that all the modifications proposed under the 1992 plan were implemented during 1992 in accordance with the plan timetable or with only minor delays. The 1995 plan update proposes no significant changes or additions to the original plan recommendations. The City's paratransit service, consequently, is in full compliance with Federal regulations.

During 1994, about 34,300 one-way trips were made on the paratransit service, an increase of about 12 percent from the 30,700 one-way trips made on the service in 1993.

City of Waukesha

The current paratransit service plan for the City of Waukesha Transit System Utility proposes that the City comply with the current Federal regulations by making modifications to the existing paratransit service for disabled persons provided through the City's METROLIFT program. The paratransit service provided under the METROLIFT program is designed to provide door-to-door transportation to disabled individuals who are unable to use the fixed-route bus service provided by the City's fixed-route bus system, Waukesha Metro Transit. To provide the service offered under the METROLIFT program, the Waukesha Transit System Utility currently contracts with Dairyland Buses, Inc., a private "yellow school bus" operator in the area.

The City of Waukesha's 1995 plan update indicates that all the service modifications proposed under the 1992 plan were implemented during 1992 in accordance with the plan timetable or with only minor delays. The City was also in the process of acquiring the three small buses recommended by the plan. The 1995 plan update proposes no significant changes in, or additions to, the original plan. The City's paratransit service, consequently, is currently in full compliance with Federal regulations.

During 1994, about 17,200 one-way trips were made on the paratransit service, an increase of about 6 percent over the 16,200 one-way trips made on the service during 1993.

Adoption Status

All the original 1992 paratransit service plans, along with the paratransit service plan updates for 1993 and 1994, had been adopted by the respective public transit operators involved and by the Commission prior to their transmittal to the Federal Transit Administration. At the end of 1994, all the 1995 paratransit service plan updates described above had been completed and were being published by the Commission. The 1995 paratransit plan update for the City of Racine transit system was adopted by the City in December 1994 and was scheduled to be acted upon by the Commission early in 1995. All of the other 1995 paratransit plan updates were scheduled to be acted upon by the respective communities involved and by the Commission early in 1995.

TRANSPORTATION IMPROVEMENT PROGRAMMING

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

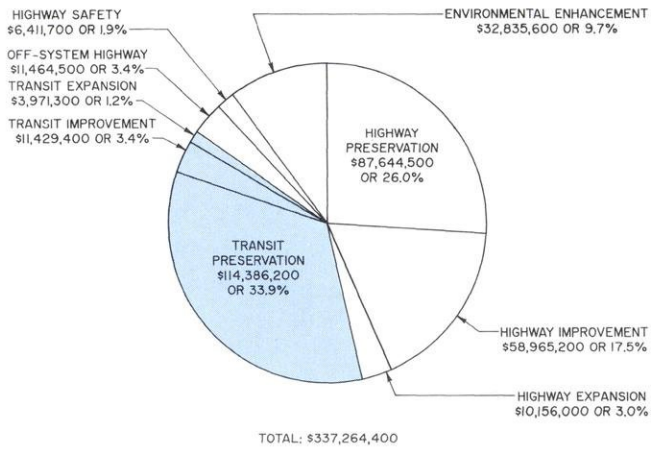
The 1995-1997 TIP document identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U. S. Department of Transportation funds administered through the Federal Highway Administration (FHWA) and the Federal Transit Administration. Following approval of the 1995-1997 TIP by the Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine Urbanized Areas, the Regional Planning Commission formally adopted the program on December 7, 1994.

The 1995-1997 TIP authorizes funding for many important projects essential to maintaining the existing highway system, including the resurfacing of the East-West Freeway (IH 94) from the Milwaukee-Waukesha county line to the Marquette

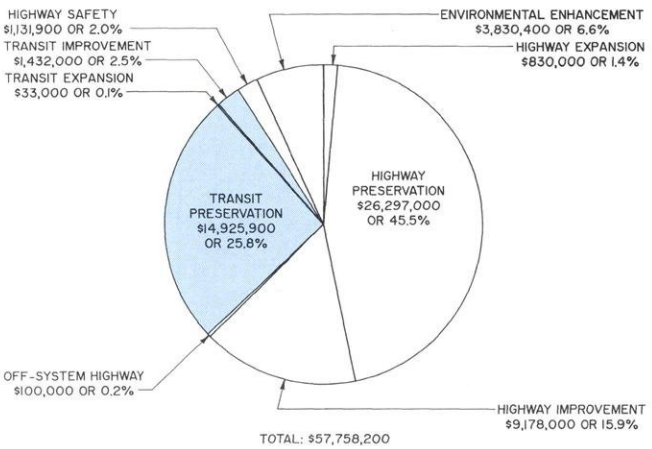
Figure 37

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

MILWAUKEE TRANSPORTATION MANAGEMENT AREA



KENOSHA-RACINE-WALWORTH TRANSPORTATION MANAGEMENT AREA



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

The 1995-1997 TIP contains 980 projects for the three-year programming period, representing a total potential investment in transportation improvement and services of about $1.25 billion. Of this total, $640 million, or about 51 percent, is proposed to be provided in Federal funds; $401 million, or about 32 percent, in State funds; and $208 million, or about 17 percent, in local funds.

While the entire three-year program is an important planning tool, the first two years are of primary interest, because a transportation system improvement project in the Region may be eligible for Federal funding in 1995 only if it is included in the first two years of the TIP. Proposed expenditures total $395,022,600 in 1995 and include 276 highway improvement and 142 transit projects. A cost summary for these projects is shown in Table 24.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to expand present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 37 reflects graphically the proposed expenditures in 1995 for these nine project categories for each of the two transportation management areas. At least three of the expenditure patterns apparent in the figures deserve comment:

- A significant proportion of financial resources is to be devoted to the preservation of the existing transportation facilities and services in the Region—about 66 percent. This allocation of resources is especially notable con-

Table 24

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

Transportation Management Area	Proposed 1995 Expenditures
Milwaukee Area	
Milwaukee County	
Federal	$112,911,600
State	73,901,100
Local	50,383,000
Total	$237,195,700
Ozaukee County	
Federal	$ 6,493,500
State	1,595,600
Local	960,900
Total	$ 9,050,000
Washington County	
Federal	$ 8,823,400
State	26,213,200
Local	3,251,100
Total	$ 38,287,700
Waukesha County	
Federal	$ 35,127,300
State	8,912,900
Local	8,690,800
Total	$ 52,731,000
Milwaukee Area Subtotal	
Federal	$163,355,800
State	110,622,800
Local	63,285,800
Total	$337,264,400
Kenosha-Racine-Walworth Area	
Kenosha County	
Federal	$ 11,633,700
State	1,823,000
Local	3,746,300
Total	$ 17,203,000
Racine County	
Federal	$ 22,223,300
State	11,932,700
Local	3,092,300
Total	$ 37,248,300
Walworth County	
Federal	$ 1,824,300
State	648,600
Local	834,000
Total	$ 3,306,900
Kenosha-Racine-Walworth Area Subtotal	
Federal	$ 35,681,300
State	14,404,300
Local	7,672,600
Total	$ 57,758,200
Region Total	
Federal	$199,037,100
State	125,027,100
Local	70,958,400
Total	$395,022,600

sidering that virtually none of the funding for routine highway maintenance activities—snow plowing, ice control, grass cutting, power for street lighting, and litter pick-up—is included in the TIP.

- The expenditure of funds for highway expansion totals about $11.0 million, or 3 percent of total programmed expenditures in the Region. The expenditures for highway improvement total approximately $68.1 million, or 17 percent of total expenditures. This compares to the $113.9 million programmed for expenditures on highway preservation, 29 percent of total expenditures.

- A significant proportion of total financial resources is devoted to public transit projects, which account for about 37 percent of programmed resources for 1995. Of the total programmed resources for public transit, 88 percent is for preservation, and only 9 percent and 3 percent for service improvement and service expansion, respectively.

As noted above, the Commission during 1994 prepared a memorandum report assessing the conformity of the 1995-1997 TIP and the adopted year 2010 regional transportation system plan with respect to the State Implementation Plan for Air Quality. The report concluded that both documents were in conformance with the State plan, and the U. S. Department of Transportation and Environmental Protection Agency concurred with that conformity determination.

RAILWAY TRANSPORTATION PLANNING

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

As of December 31, 1994, railway freight service was being provided within Southeastern Wisconsin over a total of 504 miles of active railway line by five railway companies. Three of the five carriers operated about 81 percent of the total railway mileage in the Region: the Chicago & North Western Transportation Company, which operated 175 miles, or 35 percent of the railway mileage in the Region; Wisconsin Central Transportation Corporation, which operated 137 miles, or 27 percent of the railway mileage in the Region; and the CP Rail System, which operated 95 miles, or 19 percent of the railway mileage in the Region. Operation of the remaining 19 percent of the railway mileage in the Region was divided between two other carriers: the Wisconsin & Southern Railroad Company, 91 miles; and the Municipality of East Troy Wisconsin Railroad, six miles.

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

The locations of common-carrier railway lines in Southeastern Wisconsin are shown on Map 21. The extent of railway mileage in each of the seven counties is set forth in Table 25. There were no significant changes to the Region's railway system during 1994.

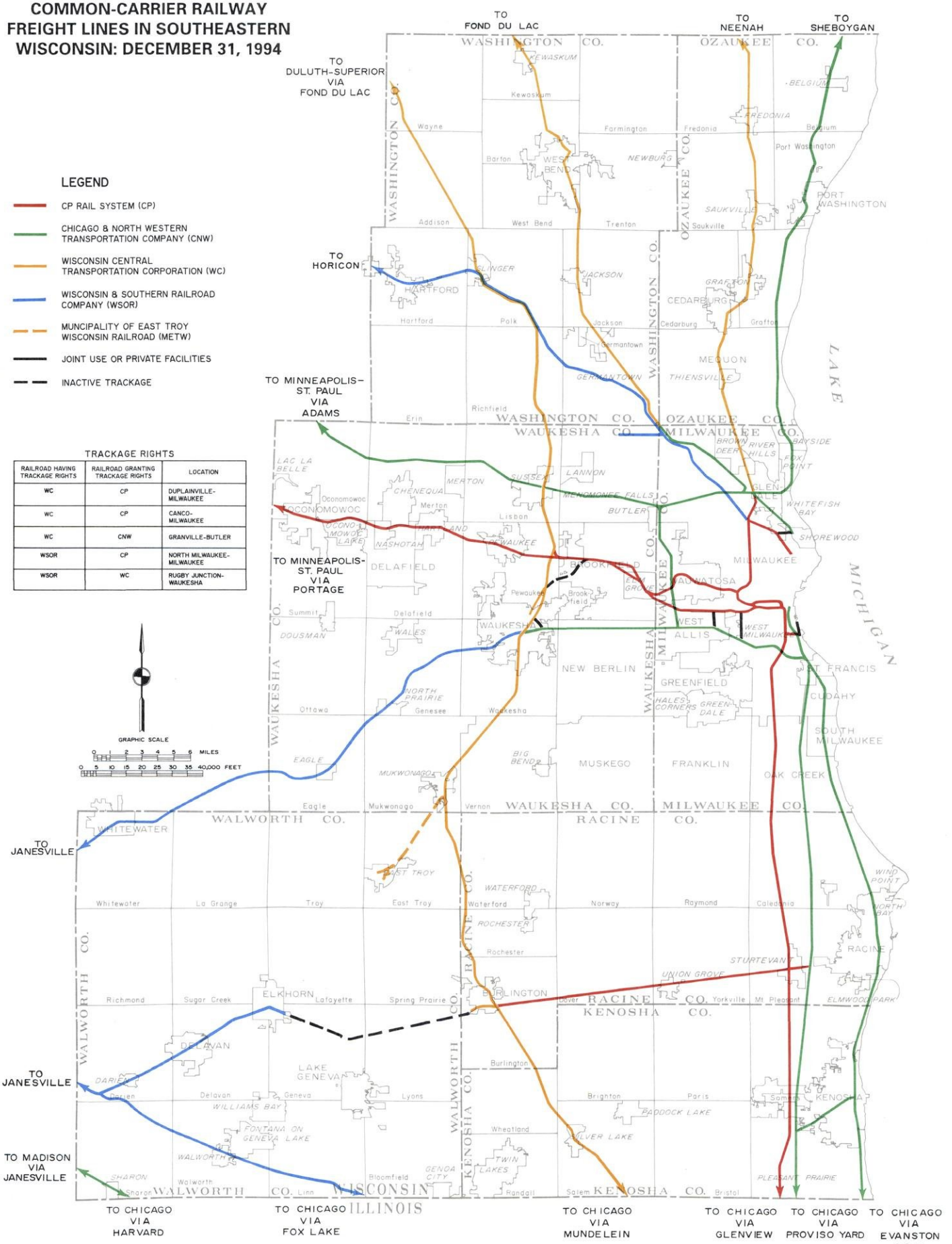
At the end of 1994, two railway line segments in the Region remained potential candidates for future abandonment, based on notifications filed by the carriers. Both segments are operated by CP Rail System and have served few customers in recent years. One is a 7.5-mile-long segment of rail line located within Racine County between the east side of the City of Burlington and the west side of the unincorporated settlement of Kansasville. The other is an 0.8-mile-long segment located between N. Richards Street and E. Chambers Street in the City of Milwaukee on what remains of the former Milwaukee Road Chestnut Street Line, or "Beer Line."

AIR TRANSPORTATION PLANNING

During 1994, Commission activities in air transportation and airport planning included the continued monitoring of aviation activities within the Region; the continued monitoring of, and provision of technical assistance to, airport master planning activi-

Map 21

COMMON-CARRIER RAILWAY FREIGHT LINES IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1994



TRACKAGE RIGHTS

RAILROAD HAVING TRACKAGE RIGHTS	RAILROAD GRANTING TRACKAGE RIGHTS	LOCATION
WC	CP	DUPLAINVILLE-MILWAUKEE
WC	CP	CANCO-MILWAUKEE
WC	CNW	GRANVILLE-BUTLER
WSOR	CP	NORTH MILWAUKEE-MILWAUKEE
WSOR	WC	RUGBY JUNCTION-WAUKESHA

Table 25

ACTIVE COMMON-CARRIER RAILWAY MAINLINE MILEAGE IN SOUTHEASTERN WISCONSIN: DECEMBER 31, 1994

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

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

ties; and other related airport planning activities. The adopted airport system plan for Southeastern Wisconsin is documented in SEWRPC Planning Report No. 38, A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987, and is shown on Map 22.

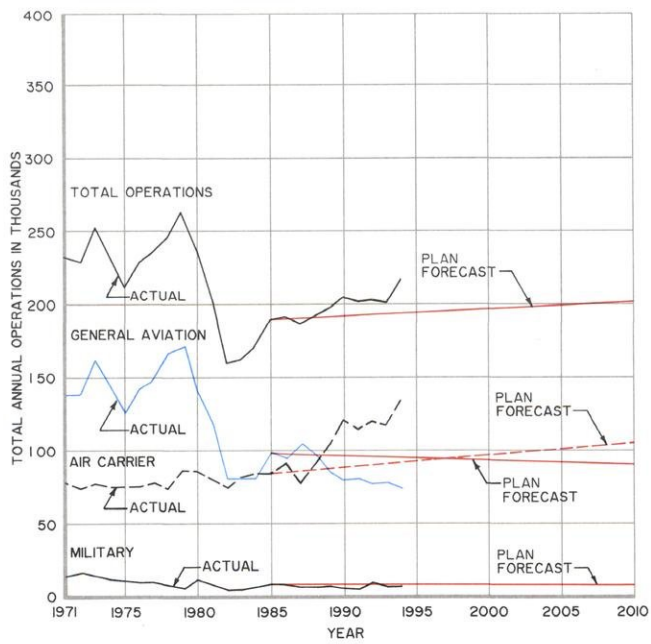
Aviation Activity

The Commission staff continued to monitor aviation activity within the Region during 1994. General trends in the level of aviation activity within Southeastern Wisconsin are indicated by the number of aircraft operations at, and passengers using, General Mitchell International Airport. General Mitchell International Airport is the largest and busiest airport in the Region and the only airport within the Region with scheduled air carrier service. As shown in Figure 38, in 1994 aircraft operations of all types at Mitchell International totaled about 215,900, representing about a 7 percent increase from the 201,300 operations in 1993. The 1994 total is almost 12 percent above the 192,900 operations forecast to occur at Mitchell International during that year under the regional airport system plan.

Total aircraft operations at Mitchell International can be divided into three categories: air carrier, general aviation, and military. Air carrier operations during 1994 totaled about 136,600, an increase of about 16 percent from the 1993 level of 118,000 operations. General aviation operations at Mitchell International Airport totaled about 74,000 during

Figure 38

ANNUAL AIRCRAFT OPERATIONS AT GENERAL MITCHELL INTERNATIONAL AIRPORT, MILWAUKEE



1994, a decrease of about 5 percent from the 1993 level of 77,500 operations. Military aircraft operations at Mitchell International Airport during 1994 totaled about 5,300, a decrease of about 9 percent from the 1993 level of 5,800 operations.

From 1993 to 1994, the number of air carrier enplaning and deplaning passengers at General

Map 22

REGIONAL AIRPORT SYSTEM PLAN: 2010

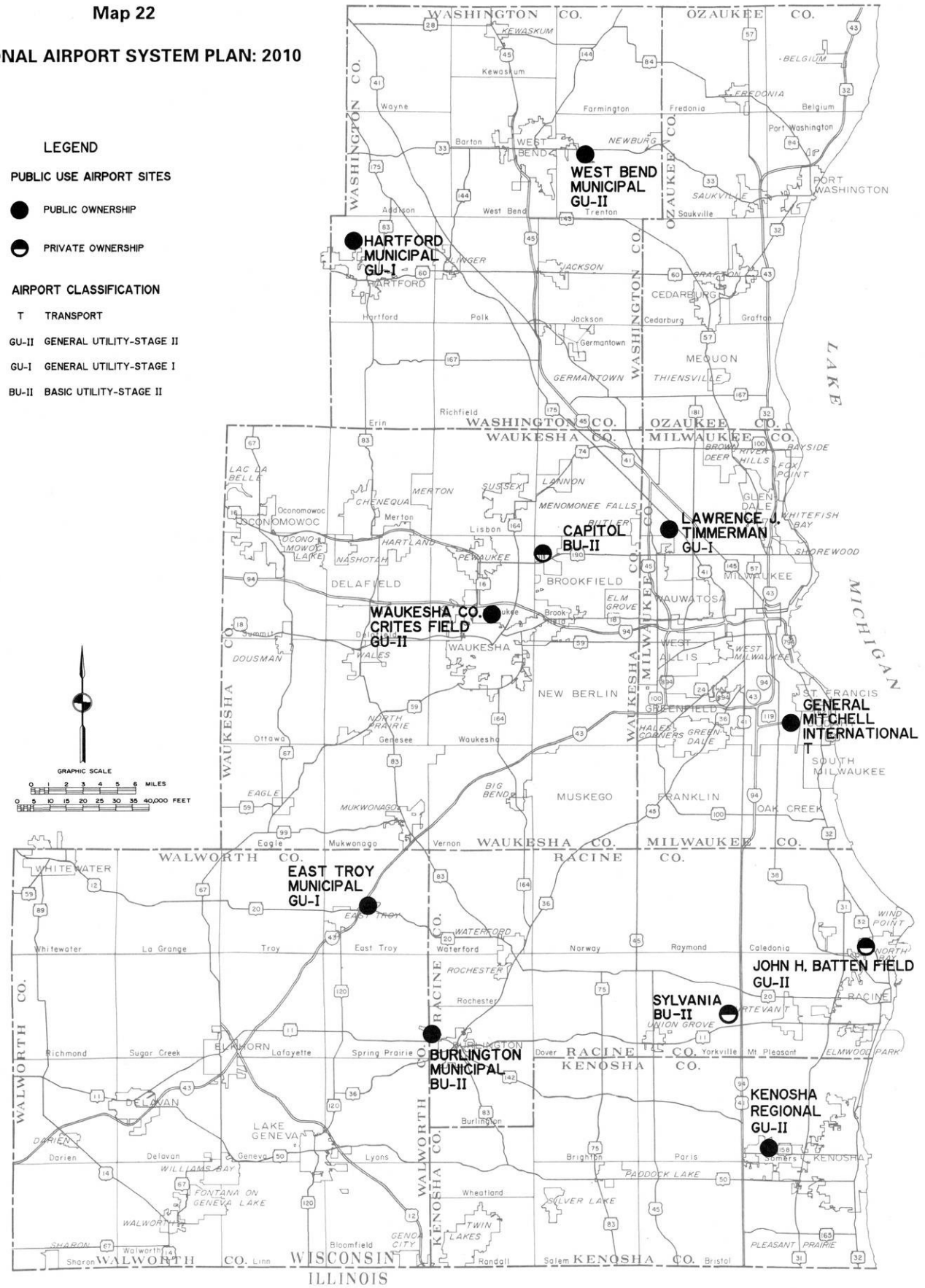


Table 26

GENERAL AVIATION AIRCRAFT BASED IN THE REGION

County	1960	1965	1970	1975	1980	1985	1990	1994
Kenosha	28	60	76	148	123	112	195	186
Milwaukee	338	362	356	371	388	373	358	331
Ozaukee	19	13	32	28	29	27	28	24
Racine	65	89	108	151	179	207	228	218
Walworth	23	31	48	82	98	121	127	162
Washington	45	63	118	136	158	165	191	175
Waukesha	118	163	243	255	304	350	341	306
Total	636	781	981	1,171	1,279	1,355	1,468	1,402

Figure 39

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

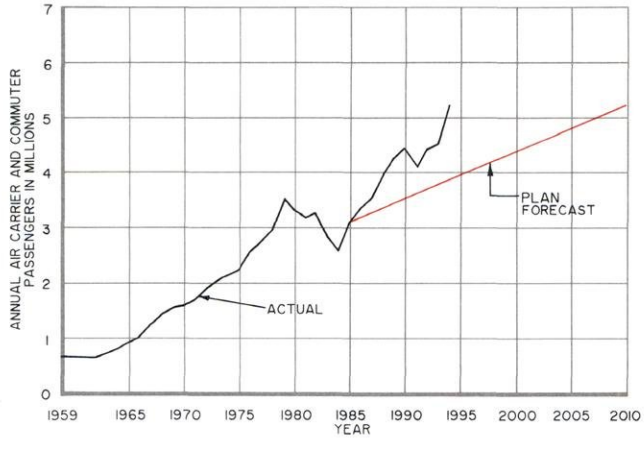
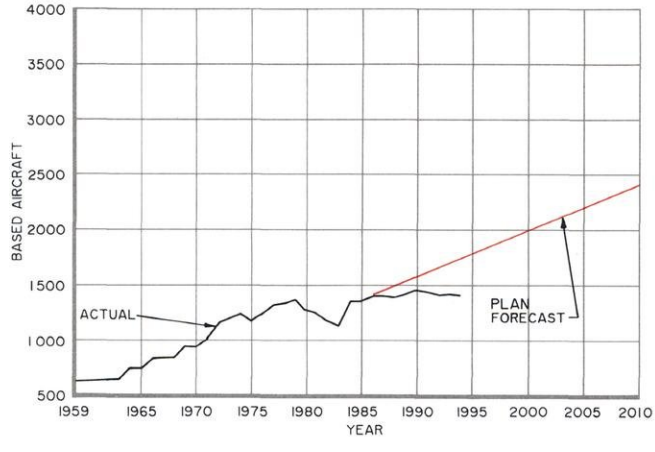


Figure 40

GENERAL AVIATION AIRCRAFT BASED IN THE REGION



Mitchell International Airport increased by about 765,000, to about 5,287,000 passengers, or about 17 percent above the 1993 level of about 4,522,000 passengers. The 1994 level was about 1,455,000, or about 38 percent, greater than the 3,832,000 passengers forecast for that year under the regional airport system plan, as shown in Figure 39.

General aviation activity can also be measured in terms of the number of aircraft based within Southeastern Wisconsin according to Wisconsin Department of Transportation aircraft registration records. As shown in Figure 40 and Table 26, a total of 1,402 aircraft were based in the Region in 1994, representing about a 1 percent decrease from the total of 1,420 aircraft based in the Region during 1993. The number of aircraft based in the Region during 1994 was about 27 percent lower than the total of 1,916 forecast for that year under the regional airport system plan.

Reevaluation of the Regional Airport System Plan

During 1993, work began on a reevaluation of the second-generation regional airport system plan, which was adopted in 1987. This work effort continued during 1994 and involves a refinement of the adopted regional airport system plan and is being based upon a careful reevaluation of that second-generation plan, using forecasts to the design year 2010. It will recommend a coordinated set of airport facility and service improvements that will provide the Region with an airport system able to serve the

business, commercial, sport, and personal general aviation needs of the area, as well as its scheduled air carrier, cargo, and military aviation needs, in an efficient and cost-effective manner. The findings of the supporting inventories, analyses, forecasts, and evaluation of alternatives, as well as the recommended updated and revised plan, will be summarized in a planning report.

During 1994, significant work on this plan reevaluation was completed. Several chapters of the planning report were completed during the year and approved by the SEWRPC Technical Coordinating and Advisory Committee on Regional Airport System Planning, which is guiding the work. Work on the regional airport system plan review is being coordinated with similar work for the update of the Wisconsin State airport system plan, begun in late 1993.

Airport Master Plans

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

As noted in previous Commission Annual Reports, airport master plans have been completed for, and adopted by, the local governing bodies for General Mitchell International, Kenosha Regional, West Bend Municipal, and Hartford Municipal Airports and Waukesha County-Crites Field. In addition, airport layout plans, an important element of the airport master planning process, have been completed for John H. Batten Field, in the City of Racine, and East Troy Municipal and Burlington Municipal Airports. During 1994, work continued on an airport master plan update for the Kenosha Regional Airport and on an initial airport master plan for Capitol Airport, in the City of Brookfield. Also during 1994, local officials were considering significant improvements at West Bend Municipal Airport, Waukesha County-Crites Field, and Burlington Municipal Airport which would require airport master plan update work and revision of each airport's layout plan. The Commission staff continued to provide planning data, technical information, and other assistance to these local efforts.

DATA PROVISION AND TECHNICAL ASSISTANCE

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

The following is a sample listing of the assistance provided by the Division in 1994:

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

- At the request of the City of South Milwaukee, the Commission staff provided guidance on the provision of pedestrian lanes on roadways with curb and gutter but without sidewalks.

- At the request of the City of Milwaukee, data were provided relating to the distribution of persons employed in the Milwaukee central business district by selected geographic areas of the Region, based on the 1991 Commission travel survey.

- At the request of The Center for Clean Air Policy, 1991 county-level summary data were provided on population, households, employment, and vehicle ownership within the seven counties of the Region.

- At the request of the City of Oak Creek, the Commission staff conducted a traffic impact analysis for a proposed development located at the intersection of S. 22nd Street and W. Ryan Road (STH 100) in the City. The analysis addressed the provision of driveways with respect to location and number and the provision of traffic signals at the intersection of S. 22nd Street and W. Ryan Road.

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

- At the request of the Wisconsin Department of Natural Resources, an analysis was completed to identify the potential impacts of failure to complete the construction of CTH SS between CTH G and CTH T in Waukesha County.

- The Commission staff served as a technical resource for the City of Oconomowoc Parkway Task Force, which was charged with identifying an alignment for the proposed parkway which would ultimately be recommended to the City of Oconomowoc Plan Commission and City Common Council. Commission staff met with this task force on two occasions to provide background information on the need for this facility as identified in both the Waukesha County jurisdictional highway system plan update under preparation during 1994 and the adopted year 2010 regional transportation system plan.

- At the request of the City of Port Washington, the Commission staff completed the 1995 application for Federal and State transit operating assistance for the City's shared-ride taxicab service, and provided technical assistance during the review of the grant application by the Wisconsin Department of Transportation.

- Traffic forecasts were provided in support of a project involving the reconstruction of STH 83 in the Village of Chenequa and the Town of Merton, Waukesha County.

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

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

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

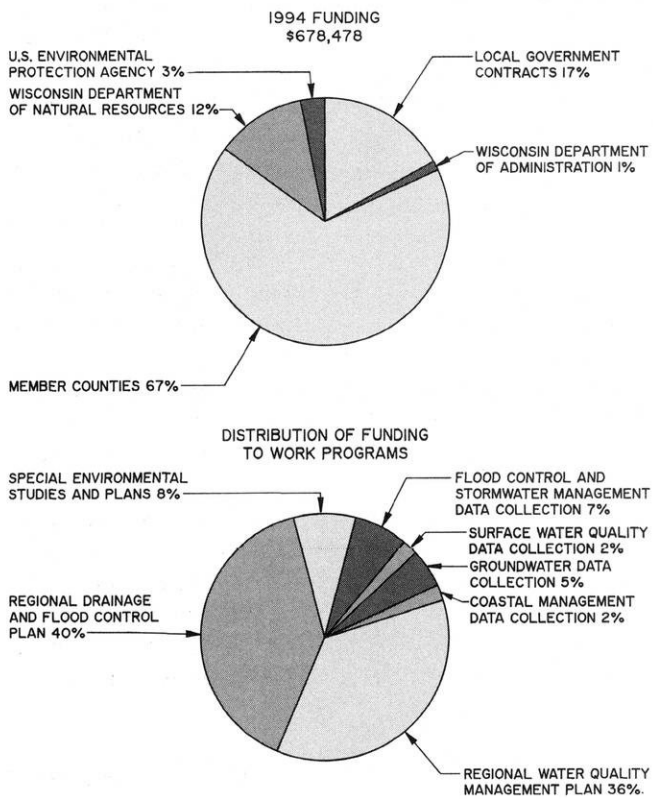
In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 1994 in four identifiable program areas: water quality management planning; watershed, floodland, and stormwater management planning; coastal management planning; and solid waste management planning.

WATER QUALITY MANAGEMENT PLANNING

During 1994, Commission water quality planning efforts continued to be focused primarily on activities relating to implementation of the adopted regional water quality management plan. Such activities included providing assistance and coordination in the preparation of more detailed and refined nonpoint source pollution abatement plans, providing assistance in the preparation of inland

Figure 41

ENVIRONMENTAL PLANNING DIVISION



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

The Regional Water Quality Management Plan

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

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

Nonpoint Source Pollution Abatement Planning

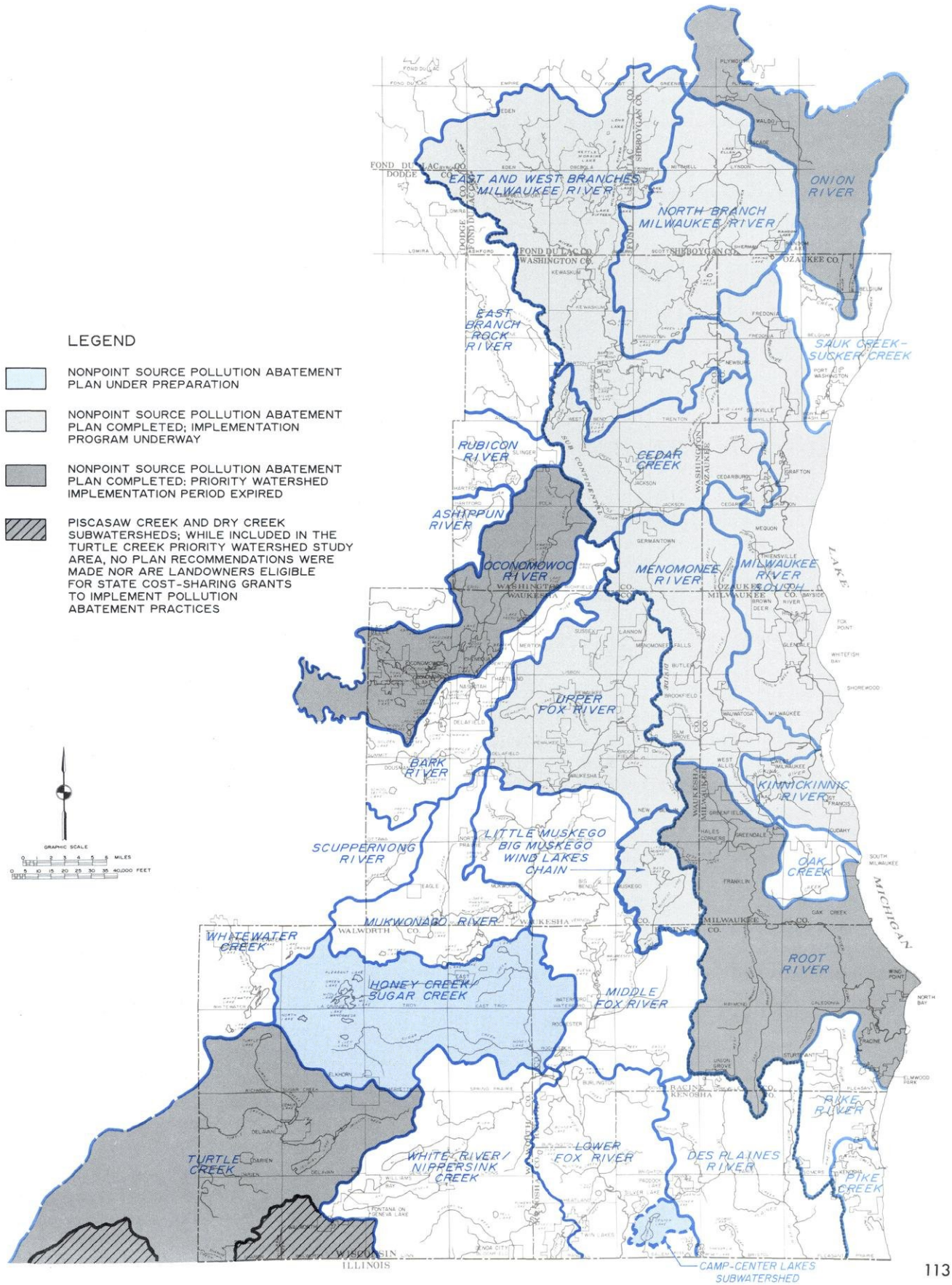
The adopted regional water quality management plan recommends that local agencies charged with responsibility for nonpoint source pollution control prepare refined and detailed local-level nonpoint source pollution control plans. Such plans are to identify the nonpoint source pollution control practices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

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

For nonpoint source detailed planning and plan implementation purposes, the Department of Natural Resources has divided the Southeastern Wisconsin Region into 28 "priority" watersheds, as shown on Map 23. In addition to the nonpoint source pollution abatement planning efforts being carried out throughout entire priority watershed areas, such efforts are also selectively carried out on a subwatershed-area basis in those watersheds not yet selected for watershedwide funding. Prior to 1994, priority watershed nonpoint source pollution abatement plans had been completed for the Root River watershed, lying primarily in Racine and Milwaukee Counties; for the Onion River watershed, a

Map 23

STATUS OF PRIORITY WATERSHEDS IN SOUTHEASTERN WISCONSIN: 1994



small portion of which lies in Ozaukee County and which drains north out of the Region through Sheboygan County; for the Turtle Creek watershed, a major portion of which lies in Walworth County and which drains west out of the Region through Rock County; for the Oconomowoc River watershed, major portions of which lie within Washington and Waukesha Counties and which drains west out of the Region through Jefferson County; for the East and West Branches, Milwaukee River, watershed and the North Branch, Milwaukee River, watershed, both of which lie partly within Ozaukee and Washington Counties; for the Menomonee River watershed, which lies in Milwaukee, Ozaukee, Washington, and Waukesha Counties; for the Milwaukee River South watershed, which lies in Ozaukee and Milwaukee Counties; for the Cedar Creek watershed, which lies in Ozaukee and Washington Counties; for the Upper Fox (Illinois) River watershed in Washington and Waukesha Counties; and for the Little Muskego-Big Muskego-Wind Lakes chain subwatershed, which lies in Milwaukee, Racine, and Waukesha Counties. During 1994, work was completed on the preparation of the plan for the Kinnickinnic River watershed in Milwaukee County. Also during 1994, work was initiated on the preparation of plans for the Honey Creek-Sugar Creek watershed, which lies in Walworth and Racine Counties, and for the Camp-Center Lakes subwatershed, which lies in Kenosha County.

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

The respective implementation periods of the completed priority watershed plans are summarized in Table 27. For the Root River, Onion River, and Turtle Creek priority watersheds, the full project implementation period ended prior to 1994. The project implementation period for the Oconomowoc River priority watershed ended in December 1994. As shown in Table 27, the project implementation end dates for the other priority watersheds with completed detailed plans range from June 1997 to October 2002.

During 1994, the Commission continued to assist the Department of Natural Resources and the concerned county land conservation committees and local units of government in the preparation of the priority watershed plans, data collection and analysis, and report production efforts for the priority watersheds. The Commission staff attended interagency coordinating meetings regarding these efforts. Base mapping and planned land use mapping and basic inventory data were provided to the Wisconsin Department of Natural Resources for use in the Honey Creek-Sugar Creek watershed and the Camp-Center Lakes subwatershed priority watershed planning programs.

Also during 1994, the Commission continued to assist the counties and other local units of government of the Region in establishing sound nonpoint source pollution abatement measures. The following are examples of such work:

- At the request of Kenosha County, review comments and recommendations were made to improve stormwater management nonpoint source pollution controls and construction erosion controls attendant to site development plans for the Randall School expansion in the Town of Randall; for six subdivisions, one in the Town of Bristol, two in the Town of Salem, two in the Town of Somers, and one in the Town of Wheatland; and for three governmental and institutional development projects, two in the Town of Bristol, and one in the Town of Somers.

- At the request of the Village of Menomonee Falls, the Commission staff reviewed and provided recommendations for refinement of a proposal for the construction of a wet detention basin along Lilly Creek. The detention basin was recommended in the Lilly Creek stormwater management and flood control plan prepared for the Village by the Commission.

- At the request of Milwaukee County, the Commission staff reviewed and provided recom-

Table 27

IMPLEMENTATION PERIODS OF COMPLETED AND APPROVED NONPOINT SOURCE POLLUTION ABATEMENT PRIORITY WATERSHED PLANS IN SOUTHEASTERN WISCONSIN: 1994

Watershed	Counties	Year Selected	Year Plan Completed	Project Sign-Up End Date	Project Implementation End Date
Root River	Racine Milwaukee Waukesha Kenosha	1979	1980	December 1984	December 1989
Onion River	Ozaukee Sheboygan	1980	1981	June 1984	June 1989
Turtle Creek	Walworth Rock	1982	1984	April 1987	April 1992
Oconomowoc River	Washington Waukesha Jefferson Dodge	1983	1986	April 1989	December 1994
East and West Branches of the Milwaukee River	Washington Ozaukee Fond du Lac Sheboygan Dodge	1984	1989	December 1993[a]	June 1997
North Branch of the Milwaukee River	Washington Ozaukee Sheboygan Fond du Lac	1984	1989	December 1993[a]	July 1997
Menomonee River	Washington Waukesha Milwaukee Ozaukee	1984	1991	October 1994[a]	October 1999
Milwaukee River South	Ozaukee Milwaukee	1984	1991	October 1994[a]	October 1999
Cedar Creek	Ozaukee Washington	1984	1992	March 1995[a]	March 2000
Upper Fox River	Waukesha Washington	1990	1993	January 1997[a]	January 2002
Little Muskego-Big Muskego-Wind Lakes Chain	Racine Waukesha Milwaukee	1991	1993	January 1997[a]	January 2002
Kinnickinnic River	Milwaukee	1990	1994	October 1997[a]	October 2002

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

mendations for refinement of the stormwater management system designed for a subdivision located adjacent to Root River Parkway lands.

- At the request of the Village of River Hills, the Commission completed a wetland inventory and protection and stormwater management plan for a neighborhood area which included

several artificial ponds. The plan was set forth in a letter report.

Lake Water Quality Management Planning

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

Prior to 1994, comprehensive lake water quality management plans were completed for the following lakes: Powers in Kenosha and Walworth Counties; Wind in Racine County; Ashippun, La Belle, Pewaukee, North, Oconomowoc, and Okauchee in Waukesha County; Geneva in Walworth County; and Friess in Washington County. These plans have been adopted by the Commission as amendments to the regional water quality management plan. In addition, a lake use management plan was completed for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant management plan was completed for the Phantom Lakes in Waukesha County; and a lake protection plan was completed for Silver Lake in Waukesha County. These plans, however, were not intended for adoption as amendments to the regional water quality management plan.

In addition to these management plans for lakes, the Commission continued to provide technical assistance to certain lake districts and associations. During 1994, the Commission participated in lake-related meetings convened by the Wisconsin Department of Natural Resources and the Wisconsin Association of Lakes. Technical assistance relating to selected lake management needs was provided to lake associations or districts for Camp and Center Lakes in Kenosha County; Wind Lake in Racine County; Delavan Lake, Geneva Lake, and Whitewater-Rice Lakes in Walworth County; Friess Lake, Little Cedar Lake, and Silver Lake in Washington County; and Big Muskego Lake, Eagle Spring Lake, Hunters Lake, Lake Keesus, Little Muskego Lake, Lower and Middle Genesee Lakes, North Lake, Pewaukee Lake, Pretty Lake, and Upper Nemahbin Lake in Waukesha County. Assistance in preparing applications for State grants in partial support of lake protection and management planning was provided during 1994 for four of these lakes.

During 1994, the Commission completed an alternative public boating access plan for Big Muskego Lake, Waukesha County. The plan, documented in SEWRPC Memorandum Report No. 94, A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994, was prepared by the Commission at the request of the Big Muskego-Bass Bay Lake Management District. The plan sets forth a recommended public boating access policy for the Lake as required by Chapter NR 1 of the Wisconsin Administrative Code, and is designed to form an integral part of any future comprehensive lake management plan prepared for the Lake. The District has adopted the plan and received partial funding from the Wisconsin Waterways Commission for the construction of a public boat launch site on the Lake.

Lake Management Plan for Fowler Lake

Also during 1994, the Commission completed a lake management plan for Fowler Lake, Waukesha County. This plan, documented in SEWRPC Community Assistance Planning Report No. 187, A Management Plan for Fowler Lake, Waukesha County, Wisconsin, March 1994, was prepared by the Commission for the City of Oconomowoc and the Fowler Lake Management District in cooperation with the Wisconsin Department of Natural Resources and the U. S. Geological Survey. The plan, which has a design year of 2010, is intended to serve as a guide to the making of decisions concerning the use and management of Fowler Lake. The study area, which is coterminous with the direct drainage area to the Lake and the immediately upstream reach of the Oconomowoc River, encompasses 2.5 square miles in northwestern Waukesha County. The study area includes lands in the City of Oconomowoc, the Village of Oconomowoc Lake, and the Towns of Oconomowoc and Summit.

The planning effort included inventories of historical, existing, and planned land use, population, and household levels within the study area; of water quality conditions, aquatic biota, ecologically valuable areas, recreational activities, and shoreline conditions; and of current water uses and water use objectives. Seventeen lake management measures were evaluated on the basis of their effectiveness for maintaining and improving the water quality and the recreational value of the Lake and on the basis of their costs and technical feasibility. Eleven of the 17 measures were incorporated in the recommended plan.

The plan thus proposes a variety of land use, water quality, aquatic plant, and fishery management measures, as well as habitat protection, lake use, shore protection, and public information and education measures. The recommended urban nonpoint source pollution control measures include the construction of two stormwater detention basins, one in Fowler Lake Park and one southeast of the Lake at Armour Road. It is estimated that implementation of these and other recommended urban nonpoint source pollution control measures will provide a 35 percent reduction in urban nonpoint source pollution runoff and a 4 percent reduction in the total phosphorus load to the Lake. Key recommended land use management measures involve the amendment of the City of Oconomowoc zoning ordinance to provide for a minimum shoreline setback of 75 feet for principal structures from Fowler Lake and other major surface waters within the City, and the adoption of conservancy zoning for the environmentally sensitive lands surrounding the inlet area of the Lake. Map 24 shows the recommended management plan for Fowler Lake in graphic summary form. The specific recommended management plan elements are summarized in Table 28.

Implementation of the plan, which is envisioned as primarily the responsibility of the City and the District, would entail a capital cost of about $453,000 and an annual operation and maintenance cost of about $40,400, including existing expenditures and expressed in constant 1993 dollars over the plan implementation period from 1993 to 2010. The majority of the capital costs are for urban nonpoint source pollutant control measures and for replacement of weed-harvesting equipment during the planning period. The plan sets forth recommendations regarding potential funding sources and a recommended allocation of plan implementation responsibility among concerned government agencies.

Local and Subregional Sewerage Facilities Planning

During 1994, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Clean Water Act, the requirements of the Wisconsin Clean Water Fund administered by the Wisconsin Department of Natural Resources, and good engineering practice. Work activities during 1994 included the provision of basic economic, demographic, land use, and natural resource base data for use in the preparation of the facilities plans; the extension of the findings and recommendations of the regional water quality management plan, particularly those regarding sanitary sewer service areas, trunk sewer configurations, and treatment plant locations, capacities, and levels of treatment; and the review of, and comment on, the preliminary plans.

The Commission was directly involved in the following local and subregional sewerage facility planning efforts in 1994:

- The continued extension of technical assistance to several local units of government that are considering the provision of centralized sanitary sewer service to existing urban development in areas surrounding inland lakes. During 1994, detailed facility planning was completed by the Towns of Randall and Wheatland in Kenosha County and the Town of Bloomfield in Walworth County for the Powers Lake area; the Bohner's Lake Sanitary District No. 1, Racine County, for the Bohner Lake area; and the Pell Lake Sanitary District, in Walworth County, for the Pell Lake area. The detailed planning studies are designed to ascertain the need for sewerage facilities and the probable cost of installing such facilities. The facility planning programs for the Powers Lake and Bohner Lake areas were conducted by consultants using funding provided by the Wisconsin Department of Natural Resources based upon grant application materials prepared by the Commission. During 1994, the Commission continued to assist in these efforts by participating in local committee and public meetings to discuss the findings of these facility plans and by the preparation of amendments to the regional water quality management plan as appropriate to incorporate the findings of these local plans.

Map 24

RECOMMENDED MANAGEMENT PLAN FOR FOWLER LAKE

LEGEND

LAKE USE ZONES

A:	ACCESS	H:	HABITAT
B:	BOATING	O:	OPEN WATER
F:	FISHING	R:	RECREATIONAL

- PUBLIC ACCESS SITE
- PROPOSED STORMWATER DETENTION BASIN

AQUATIC PLANT MANAGEMENT

- HARVESTING: HIGH PRIORITY CHEMICALS: LIMITED
- HARVESTING: MODERATE PRIORITY CHEMICALS: LIMITED
- HARVESTING: LOW PRIORITY CHEMICALS: NONE
- HARVESTING: NONE CHEMICALS: NONE
- ENVIRONMENTALLY VALUABLE AREAS RECOMMENDED FOR PROTECTION

MONITORING PROGRAM

- CONDUCT FISH SURVEY
- CONDUCT AQUATIC PLANT SURVEY
- CONTINUE WATER QUALITY MONITORING

WATERSHED MANAGEMENT

- CONTINUE IMPLEMENTATION OF PRIORITY WATERSHED PLAN

LAND USE MANAGEMENT

- PROTECT ENVIRONMENTALLY VALUABLE AREAS:
  - -NO BOAT ACCESS
  - -NO PLANT HARVESTING
  - -NO HERBICIDE USE
- INCLUDE SHOREYARD PROVISIONS IN ZONING ORDINANCE

SHORELINE PROTECTION

- MAINTAIN AND REPAIR EXISTING STRUCTURES
- PROTECT UNSTABLE AREAS

REPAIR ERODED AREAS USING VEGETATION

FISH MANAGEMENT

- CONTINUE STOCKING AS REQUIRED

GRAPHIC SCALE
0 200 400 600 FEET

Table 28

RECOMMENDED MANAGEMENT PLAN ELEMENTS FOR FOWLER LAKE

Plan Element	Subelement	Location	Management Measures
Land Use Management	Development control	Entire watershed	Observe the guidelines set forth in regional land use plan
	Shoreland protection	City	Add a shore setback provision to ordinances
	Conservancy zoning	City	Place inlet area environmentally sensitive land into conservancy district
Watershed Land Management Measures	Construction site erosion control	Entire watershed	Continue enforcement of existing ordinances
	Urban nonpoint control	City	Construct Fowler Lake Park and Armour Road detention basins; maintain existing infiltration strip at the Wisconsin Avenue parking lot
	Rural nonpoint control	County	Continue implementation of Oconomowoc River Priority Watershed Plan
	Environmentally sensitive land protection	City	Establish adequate protection of inlet and upstream wetlands as appropriate
Water Quality Management	Water quality monitoring	Entire Lake Fowler Lake Park beach	Enroll in Department of Natural Resources Self-Help Monitoring Program, continue health-related monitoring of beach
Aquatic Plant Management	Comprehensive plan revision	Entire Lake	Periodically update aquatic plant management plan
	Major channel harvesting	Zone A Zone O Zone R	Harvest aquatic plants as required
	Minor channel harvesting	Zone B Zone F	Provide access to active recreational zones by harvesting fish lanes and boat-access lanes
	Chemical treatment	Zone B Zone F Zone R	Limited to control of nuisance milfoil growth around docks
Fish Management	Comprehensive survey	Entire Lake	Conduct fish survey to determine stocking needs; conduct creel surveys periodically to update data base
	Fish stocking	Entire Lake	Stock fish as required
Habitat Protection and Lake Use	Restrict boating	Zone A Zone F Zone H	Establish "Slow-No-Wake" zones
	Restrict harvesting	Zone H	Restrict harvesting to access channel only
	Restrict chemical treatments	Zone A Zone B Zone F Zone H Zone O Zone R	Prohibit chemical treatments, harvest plants only Limited to control of nuisance growths around docks Limited to control of nuisance growths around docks Prohibit chemical treatments, restrict harvesting to Zone A Prohibit chemical treatments Limited to control of nuisance growths around docks
Shore Protection	Maintain existing structures	Entire Lake	Maintain structures
	Install shore erosion measures	Fowler Lake Park	Install erosion control measures
Information and Education Program	Develop comprehensive program	Entire Lake	Public information and education program

- Continued assistance to local units of government in the Region in developing modifications to existing public sewerage systems or providing new centralized sanitary sewer service to existing urban development. During 1994, a local sewerage facilities plan was completed for the Village of Darien in Walworth County. That plan sets forth recommendations for the construction of new sewerage facilities in accordance with the recommendations of the adopted regional water quality management plan. As such, that facilities plan was recommended by the Commission to the Wisconsin Department of Natural Resources for approval. At year's end, similar sewerage facilities plans were under development for the Town of Yorkville Sewer Utility District No. 1 in Racine County, the Lake Como area in Walworth County, the City of Hartford in Washington County, and the Village of Newburg in Washington and Ozaukee Counties.

- Agreement on the part of the Commission to administer, on behalf of the local units of government involved, a planning program involving the preparation of a new sanitary sewerage system plan for the northwestern Waukesha County area. The planning program was outlined in a prospectus prepared and published by the Commission in 1993 at the request of the local units of government involved. The prospectus placed particular emphasis upon identifying the most cost-effective and environmentally sound sewerage system to serve existing and probable future urban development in northwestern Waukesha County. It was envisioned that the study would also address the institutional and fiscal considerations inherent in the development of the selected sewerage facilities. During 1994, the prospectus was approved by all parties concerned, and funding had been secured in accordance with the recommendation in the prospectus.

Sanitary Sewer Extensions and Sewer Service Area Refinement Process

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

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

maintenance of the overall quality of the environment and helps avoid the creation of serious and costly developmental problems. Accordingly, urban development should be discouraged from occurring within the corridors identified in the sewer service area plans, an important factor to be considered in the extension of sanitary sewer service.

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

As noted above, the regional water quality management plan adopted in 1979 originally identified 85 sanitary sewer service areas. Subsequent to adoption of the original plan, the Commission has conducted a continuing effort to refine and detail the planned sewer service areas of the Region through local-level planning efforts resulting in amendments to the regional water quality management plan. During 1994, these efforts included the following:

- The completion and adoption by the Commission of a refined and detailed sanitary sewer service area plan for the City of Oak Creek in Milwaukee County. This plan was also adopted by the City during 1994.

- The completion and adoption by the Commission of a second-generation sanitary sewer service area plan for the Village of Sussex and environs, Waukesha County, whose prior plan was completed and adopted in 1983 and amended in 1987 and 1988. The updated and revised plan was also adopted locally during 1994.

- The completion and adoption by the Commission of an amendment to the regional water quality management plan adding to that plan newly created Pell Lake and Powers-Benedict-Tombeau Lakes sanitary sewer service areas. The newly created Pell Lake sanitary sewer service area is located within Walworth County; the newly created Powers-Benedict-Tombeau Lakes area is located within Kenosha and Walworth Counties.

- The completion and adoption by the Commission of an amendment to the regional water quality management plan adding to that plan a newly created Bohner Lake sanitary sewer service area and modifying the Burlington sanitary sewer service area, both in Racine County. This plan amendment was also adopted locally during 1994.

- The adoption by the Commission of minor amendments to the sewer service area plans for the Village of Darien, the Village of Fontana-on-Geneva Lake, and the Delavan-Delavan Lake sewer service area of the Walworth County Metropolitan Sewerage District, Walworth County; and the Village of Hartland and the Lake Pewaukee Sanitary District, the City of New Berlin, and the City of Waukesha, Waukesha County. Each of these plan amendments was also adopted locally during 1994.

By the end of 1994, as a result of this ongoing refinement and detailing process, a total of 70 of the 85 initially identified sanitary sewer service areas had been refined and detailed. Because the refinement and detailing process sometimes involves the redefinition and combination of previously defined areas, these 70 originally defined areas have been combined into a total of 57 currently defined areas.

In addition, the refinement and detailing process sometimes has resulted in the recognition of new sanitary sewer service planning areas which were either not envisioned in the original 1979 regional water quality management plan or were part of larger planning areas. As of the end of 1994, 12 such areas have been delineated by amendments to the regional water quality management plan. These 12 new areas are: the Powers-Benedict-Tombeau Lakes area in Kenosha and Walworth Counties; the City of Franklin and the City of Oak Creek portions of the Milwaukee Metropolitan Sewerage District in Milwaukee County; the Bohner Lake area in Racine County; the Alpine Valley, the Country Estates Sanitary District, the Pell Lake, and the Griedanus Landfill areas, all located in Walworth County; the Eagle Spring Lake Sanitary District, the Village of Lannon portion of the Lannon-Menomonee Falls area, and the Mukwonago County Park area in Waukesha County; and the Rainbow Springs area, lying in both Waukesha and Walworth Counties.

The existing status of all planned sanitary sewer service areas is summarized in Table 29 and on

Table 29

PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 1994

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

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Kenosha (continued)	Silver Lake	Silver Lake	June 15, 1987	SEWRPC Community Assistance Planning Report No. 119, Sanitary Sewer Service Area for the Village of Silver Lake, Kenosha County, Wisconsin, May 1987
	Twin Lakes	Twin Lakes	June 15, 1987	SEWRPC Community Assistance Planning Report No. 149, Sanitary Sewer Service Area for the Village of Twin Lakes, Kenosha County, Wisconsin, May 1987
Milwaukee	Milwaukee Metropolitan Sewerage District (portion)	Franklin	December 5, 1990	SEWRPC Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
	Milwaukee Metropolitan Sewerage District (portion)	Oak Creek	September 7, 1994	SEWRPC Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994
	Milwaukee Metropolitan Sewerage District (portion)	--	--	--
	South Milwaukee	--	--	--
Ozaukee	Belgium	Belgium	September 15, 1993	SEWRPC Community Assistance Planning Report No. 97, 3rd Edition, Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin, August 1993
	Cedarburg Grafton	Cedarburg Grafton	June 15, 1987	SEWRPC Community Assistance Planning Report No. 91, Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1987
	Fredonia Waubeka	Fredonia Waubeka	September 13, 1984	SEWRPC Community Assistance Planning Report No. 96, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, July 1984
	Lake Church	--	--	--
	Mequon Thiensville	Mequon Thiensville	January 15, 1992	SEWRPC Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin, January 1992
	Port Washington	Port Washington	December 1, 1983	SEWRPC Community Assistance Planning Report No. 95, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, September 1983

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Ozaukee (continued)	Saukville	Saukville	December 1, 1983	SEWRPC Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983
Racine	--	Bohner Lake	June 15, 1994	Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/Bohner Lake Sanitary Sewer Service Areas, June 1994
	Burlington	Burlington	June 16, 1986	SEWRPC Community Assistance Planning Report No. 78, Sanitary Sewer Service Area for the City of Burlington, Racine County, Wisconsin, April 1986
	Eagle Lake	Eagle Lake	January 18, 1993	SEWRPC Community Assistance Planning Report No. 206, Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin, December 1992
	Racine Caddy Vista	Racine Caddy Vista	December 1, 1986	SEWRPC Community Assistance Planning Report No. 147, Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin, November 1986
	Southern Wisconsin Center	Southern Wisconsin Center	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
	Union Grove	Union Grove	September 12, 1990	SEWRPC Community Assistance Planning Report No. 180, Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
	Waterford/Rochester Tichigan Lake	Waterford/Rochester	June 16, 1986	SEWRPC Community Assistance Planning Report No. 141, Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin, May 1986
	Wind Lake	--	--	--
	Yorkville	--	--	--
Walworth	--	Alpine Valley	December 4, 1989	Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy, December 1989
	Darien	Darien	September 23, 1992	SEWRPC Community Assistance Planning Report No. 123, 2nd Edition, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, July 1992

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	Delavan Delavan Lake Elkhorn Walworth County Institutions Williams Bay Lake Como --	Delavan-Delavan Lake Elkhorn Williams Bay-Geneva National-Lake Como Griedanus Landfill	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, November 1991
	East Troy Potter Lake	East Troy Potter Lake	June 16, 1993	SEWRPC Community Assistance Planning Report No. 112, 2nd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, June 1993
	Fontana	--	--	--
	Genoa City	Genoa City	March 6, 1989	SEWRPC Community Assistance Planning Report No. 175, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, February 1989
	Lake Geneva	Lake Geneva	January 18, 1993	SEWRPC Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
	Lyons --	Lyons Country Estates Sanitary District	September 15, 1993	SEWRPC Community Assistance Planning Report No. 158, 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
	--	Pell Lake	December 7, 1994	Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties, December 1994
	Sharon	--	--	--
	Walworth	--	--	--
	Whitewater	Whitewater	September 14, 1987	SEWRPC Community Assistance Planning Report No. 94, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, September 1987
Washington	Allenton	Allenton	March 11, 1985	SEWRPC Community Assistance Planning Report No. 103, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, September 1984
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	Hartford	Hartford	June 21, 1984	SEWRPC Community Assistance Planning Report No. 92, Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin, March 1984
	Jackson	Jackson	June 17, 1984	SEWRPC Community Assistance Planning Report No. 124, Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin, May 1985
	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, December 1988
	Newburg	Newburg	March 3, 1993	SEWRPC Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
	Slinger	Slinger	September 15, 1993	SEWRPC Community Assistance Planning Report No. 128, 2nd Edition, Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin, September 1993
	West Bend	West Bend	December 2, 1982	SEWRPC Community Assistance Planning Report No. 35, Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin, December 1982
Waukesha	Beaver Lake	--	--	--
	Brookfield East Elm Grove Brookfield West	Brookfield East Brookfield West	December 4, 1991	SEWRPC Community Assistance Planning Report No. 109, Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
	Butler	Butler	March 1, 1984	SEWRPC Community Assistance Planning Report No. 99, Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
	Delafield-Nashotah Nashotah-Nemahbin Lakes	Delafield-Nashotah	January 18, 1993	SEWRPC Community Assistance Planning Report No. 127, Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Dousman	Dousman	December 5, 1990	SEWRPC Community Assistance Planning Report No. 192, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, December 1990
	--	Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District, December 1985
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
	Menomonee Falls --	Menomonee Falls Lannon	June 16, 1993	SEWRPC Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
	--	Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Muskego	Muskego	March 3, 1986	SEWRPC Community Assistance Planning Report No. 64, 2nd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, March 1986
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin, November 1987
	North Lake	--	--	--
	North Prairie	--	--	--
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	March 6, 1989	SEWRPC Community Assistance Planning Report No. 172, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, February 1989
	Oconomowoc Lake	--	--	--
	Okauchee Lake	--	--	--

Table 29 (continued)

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s)	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985
	Pine Lake	--	--	--
	--	Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Sussex-Lannon	Sussex	September 7, 1994	SEWRPC Community Assistance Planning Report No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994
	Wales	--	--	--
	Waukesha	Waukesha	December 2, 1985	SEWRPC Community Assistance Planning Report No. 100, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, June 1985

Map 25. The table identifies the 85 initially identified sewer service areas; the 70 initially identified sewer service areas for which the recommended plan refinement process was completed at the end of 1994; and the 57 redefined areas and the 12 new areas resulting from that refinement process. The table also identifies the documents setting forth each refined and detailed sewer service area and the respective dates on which the Commission adopted those documents as amendments to the regional water quality management plan.

Sewer service area refinement plans under preparation at the end of 1994 included plans for the City of Elkhorn, the Fontana-Walworth Water Pollution Control Commission, and the City of Whitewater, Walworth County; and the City of Hartford, Waukesha County.

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

During 1994, review comments were provided on 247 public sanitary sewer extensions and 212 private main sewers or building sewer extensions, distributed by county as shown in Table 30.

WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING

During 1994, Commission efforts in watershed, floodland, and stormwater management consisted of continued work on the stormwater management plan for the City of West Bend; the provision of technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; the provision of hydrologic and hydraulic data, including flood-flow and stage data, to consulting engineers and governmental agencies;

Map 25

RECOMMENDED SANITARY SEWER SERVICE AREAS IN THE REGION: 1994

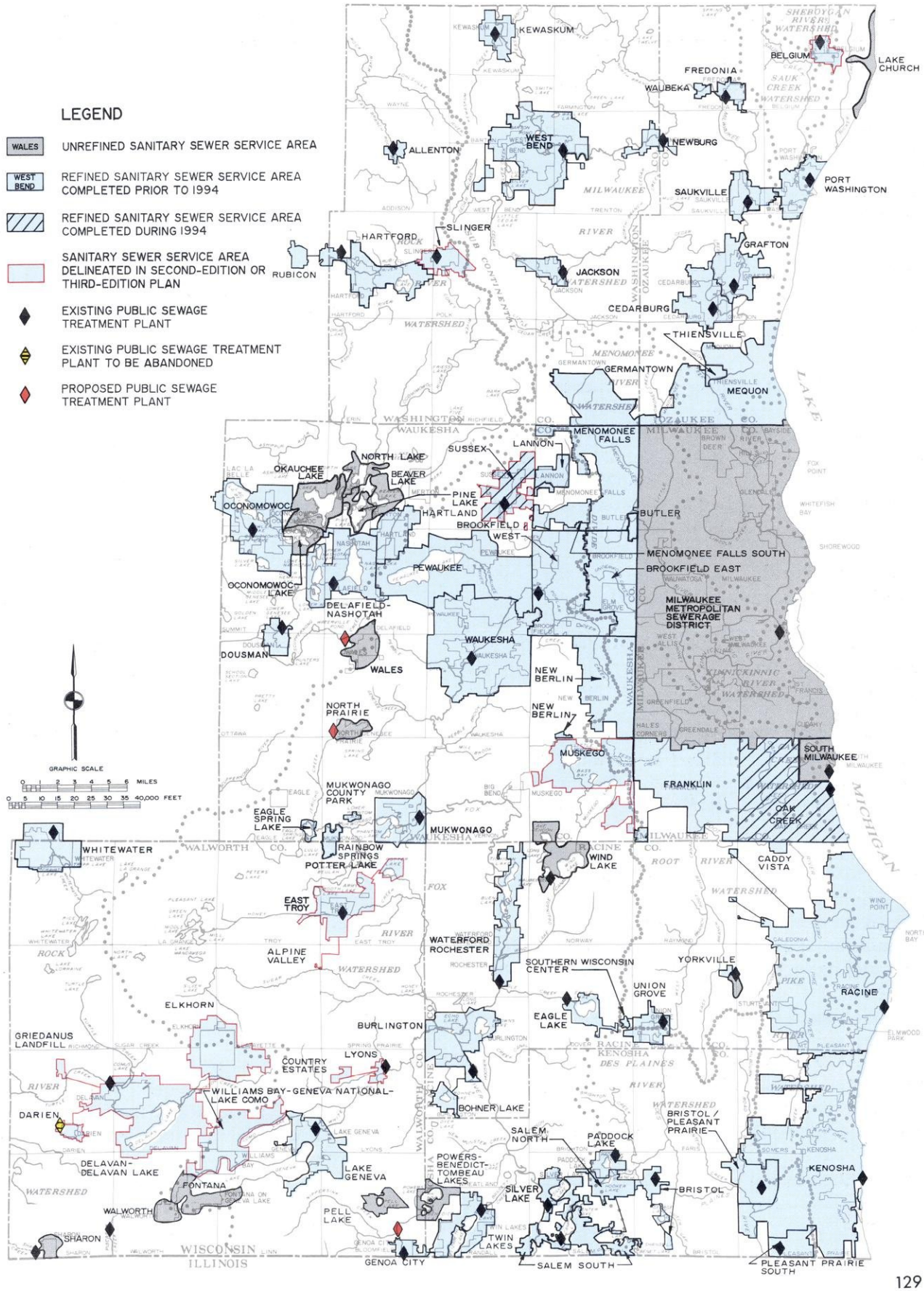


Table 30

SANITARY SEWER EXTENSION REVIEWS: 1994

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha	39	17	56
Milwaukee ...	41	32[a]	73
Ozaukee	12	24	36
Racine	25	18	43
Walworth	20	28	48
Washington ..	29	25	54
Waukesha ...	81	68	149
Total	247	212	459

[a] *The Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 1994, 365 reviews of building sewer extensions were conducted by the City.*

and the conduct of a cooperative stream-gaging program. Work also continued in 1994 on the preparation of a comprehensive watershed plan for that portion of the Des Plaines River watershed lying within the State of Wisconsin. Map 26 indicates the coverage of the watershed studies conducted by the Commission through 1994.

Stormwater and Floodland Management Planning

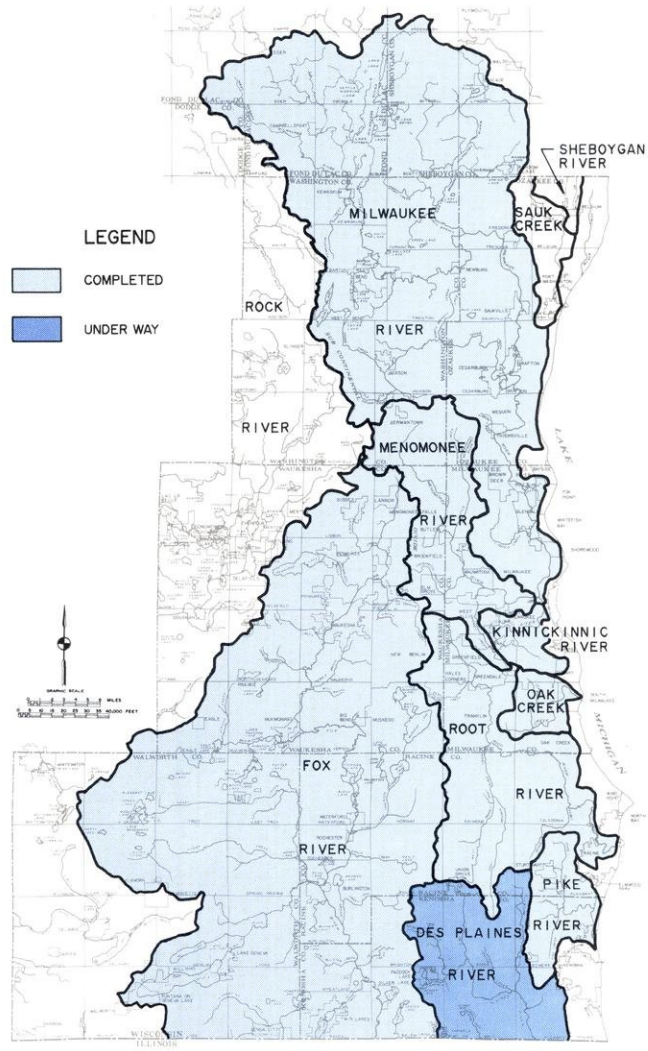
During 1994, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems. Both stormwater drainage and flood control deal with problems of disposal of unwanted water; the distinction between these two concepts is not always clear-cut. The Commission defines flood control as the prevention of damage from the overflow of natural streams and watercourses. In contrast, drainage is defined by the Commission as the disposal of excess stormwater on the land surface before such water has entered defined stream channels. While the Commission continues to be extensively involved in flood control planning, its work efforts in recent years have been increasingly directed toward stormwater management planning.

In 1994, the Commission undertook a number of stormwater and floodland management planning activities at the request of local units of government. The following are examples of such work:

- At the request of Kenosha County, the Commission staff reviewed 13 stormwater management plans for new development within the

Map 26

SEWRPC WATERSHED STUDIES UNDER WAY OR COMPLETED: 1994



County. The reviews included consideration of stormwater drainage, nonpoint source pollution control, and construction erosion control. Where appropriate, the reviews were conducted within the broader context of the adopted watershed studies and the regional water quality management plan.

- At the request of Milwaukee County and the City of Oak Creek, the Commission staff analyzed drainage and flooding problems at two sites in the Crayfish Creek subwatershed of the Root River watershed. The analysis was conducted within the context of the recommendations set forth in SEWRPC Memorandum Report No. 35, A Stormwater Manage-

ment Plan for the Crayfish Creek Subwatershed, City of Oak Creek, Milwaukee County, Wisconsin, June 1988.

- The Commission staff prepared hydraulic analyses of two proposed bicycle-trail bridges over the Menomonee River in the City of Wauwatosa. The analyses, which were requested by Milwaukee County, used the hydraulic model developed by the Commission staff for SEWRPC Community Assistance Planning Report No. 152, A Stormwater Drainage and Flood Control System Plan for the Milwaukee Metropolitan Sewerage District, December 1990.

- At the request of the City of Milwaukee, the Commission staff performed a hydraulic analysis of a proposed replacement bridge for the S. Kinnickinnic Avenue (STH 32) bascule bridge over the Kinnickinnic River. The hydraulic model used in the analysis was developed under the Commission's Kinnickinnic River watershed study and was also used in the Commission's Milwaukee Harbor estuary study and the stormwater drainage and flood control system plan prepared by the Commission for the Milwaukee Metropolitan Sewerage District.

- The Commission staff performed a hydraulic analysis to determine the impact of a channel realignment proposed along the Kenosha Branch of the Pike River. That realignment is proposed by the City of Kenosha as part of a remediation project aimed at capping an abandoned landfill.

- The findings and recommendations of SEWRPC Community Assistance Planning Report No. 173, A Stormwater Management Plan for the City of West Bend, City of West Bend, Washington County, Wisconsin, Volume Three, Alternatives and Recommended Plan for the Milwaukee River Drainage Area, were presented by Commission staff to the Board of Public Works of the City, and the plan was adopted by the Common Council. Final publication of the volume was scheduled for 1995. The recommended plan calls for the provision of detention storage facilities for both water quantity and quality control and for new and replacement storm sewers and open channels. The plan also identifies 100-year flood inundation areas under planned land use and drainage conditions. The recommended plan for a typical portion of the study area is shown on Map 27.

- The Commission staff performed hydraulic analyses of alternative bridge structures for the proposed extension of River Crest Drive across the Menomonee River in the Village of Menomonee Falls. The hydraulic model used in the analyses was developed by Commission staff under the stormwater drainage and flood control system plan prepared by the Commission for the Milwaukee Metropolitan Sewerage District.

- The Commission staff performed a hydrologic and hydraulic analysis of an unnamed tributary to the Pewaukee River. The analysis enabled delineation of the 100-year recurrence interval floodplain boundary along the tributary for use by the Village of Pewaukee Plan Commission in its review of a proposed residential and commercial development located near the intersection of W. Capitol Drive (STH 190) and CTH J.

- The Commission staff completed a stormwater management plan for the W. Greenbrook Road neighborhood in the Village of River Hills and presented that report to the Village Committee on the Environment.

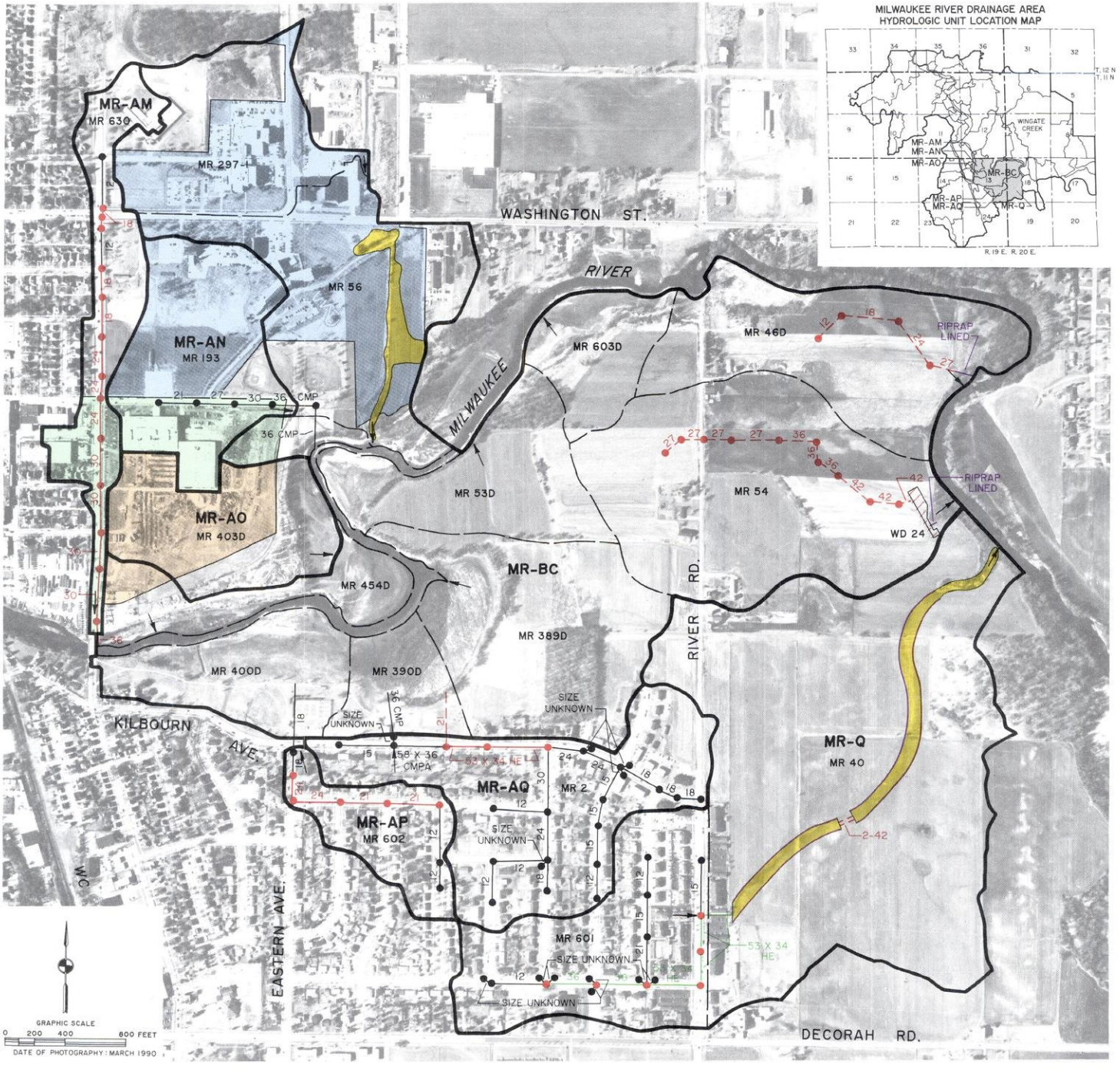
- The Commission staff provided technical assistance and/or made informational presentations regarding stormwater and floodland management issues and problems to the City of Franklin, the City of Wauwatosa, the Village of Hales Corners, the Village of Kewaskum, the Town of Dover, and the Town of Summit.

- Commission staff served on an advisory committee formed to assist the Waukesha County Department of Environmental Resources in developing a stormwater management ordinance and on an advisory committee formed by the City of Waukesha to assist in the development of a stormwater management plan for the Frame Park Creek subwatershed of the Fox River watershed.

- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the

RECOMMENDED SYSTEM PLAN FOR STORMWATER MANAGEMENT FOR THE MILWAUKEE RIVER DRAINAGE AREA OUTSIDE THE WINGATE CREEK SUBWATERSHED IN THE CITY OF WEST BEND STUDY AREA

HYDROLOGIC UNITS MR-Q, MR-AM, MR-AN, MR-AO, MR-AP, MR-AQ, AND MR-BC



LEGEND

- HYDROLOGIC UNIT BOUNDARY UNDER EXISTING DRAINAGE CONDITIONS
- MR-Q — HYDROLOGIC UNIT IDENTIFICATION
- SUBBASIN BOUNDARY
- MR 602 — SUBBASIN IDENTIFICATION
- SUBBASIN OUTLET
- 12 — EXISTING STORM SEWER TO BE RETAINED (SIZE IN INCHES)
- EXISTING MANHOLE OR CATCHBASIN
- 21 — PROPOSED REPLACEMENT STORM SEWER DESIGNED FOR 10-YEAR STORM (SIZE IN INCHES)
- 36 — PROPOSED REPLACEMENT STORM SEWER DESIGNED FOR 100-YEAR STORM (SIZE IN INCHES)
- 21 — PROPOSED STORM SEWER OR CULVERT (SIZE IN INCHES)
- PROPOSED MANHOLE
- PROPOSED OPEN CHANNEL
- WD 24 — PERMANENT POND AREA OF PROPOSED WET DETENTION BASIN AND DESIGNATION
- 100-YEAR RECURRENCE INTERVAL FLOOD INUNDATION AREA UNDER PLANNED 2010 LAND USE AND PLANNED DRAINAGE CONDITIONS
- PROPOSED INFILTRATION SYSTEMS TO RETAIN RUNOFF FROM 50% OF PARKING LOT AREA
- AREA TRIBUTARY TO STREET TO BE SWEPT 11 TIMES IN SPRING AND 11 TIMES IN FALL
- AREA TRIBUTARY TO INDUSTRIAL PARKING LOT OR STORAGE AREA TO BE SWEPT WEEKLY IN SPRING, SUMMER, AND FALL
- CMP — CORRUGATED METAL PIPE
- CMPA — CORRUGATED METAL PIPE ARCH
- HE — HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE

NOTE:
1.) PIPES ARE CONSTRUCTED OF REINFORCED CONCRETE UNLESS DESIGNATED AS ABOVE.
2.) A RECOMMENDED PLAN WAS NOT DEVELOPED FOR HYDROLOGIC UNITS MR-AN AND MR-AO. THEREFORE, THE EXISTING STORM SEWER SYSTEM IS SHOWN FOR THOSE UNITS.

design of bridges and culverts along streams in the Region, in the facilities design phases of projects recommended under Commission plans, and in other related water resource projects. During 1994, data were provided for: 1) the Pike River in the Town of Somers, Kenosha County; 2) Oak Creek in the Cities of Oak Creek and South Milwaukee; 3) Southbranch Creek in the Village of Brown Deer; 4) Whitnall Park Creek in the Village of Greendale; 5) Lilly Creek and several tributaries in the Village of Menomonee Falls; 6) the North Branch of the Root River in the Cities of Franklin and West Allis; 7) the Pike River watershed in Kenosha and Racine Counties; 8) the East Branch of the Milwaukee River in the Town of Kewaskum, Washington County, as requested by the Wisconsin Department of Transportation; 9) the Milwaukee Harbor; 10) the Milwaukee Metropolitan Sewerage District's recently completed inline tunnel storage system; 11) the Wind Lake area in the Town of Norway, Racine County; 12) Pike Creek in the City of Kenosha; 13) the Cedar Creek subwatershed in Ozaukee County; 14) Willow Springs Creek in the Town of Lisbon, Waukesha County; 15) the Menomonee River and Honey Creek, as requested by Milwaukee County; 16) the Kinnickinnic River in the City of Milwaukee; 17) the Pewaukee River in the Village of Pewaukee; and 18) the Honey Creek and Sugar Creek subwatersheds in Walworth County.

In 1995, the Commission will continue its involvement in stormwater management and floodland management activities, maintaining a staff capability to respond to requests for assistance from local governmental units and State agencies.

Floodplain Data Availability

The status of existing flood hazard data in the Region is shown on Map 28. The Commission has completed comprehensive watershed studies for the Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in the development of flood hazard data for about 699 miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of flood hazard data for a total of about 65 additional miles of stream channel. Large-scale flood hazard maps prepared to Commission specifications are available for the riverine areas along about 556 miles of stream channel for which the Commission, the Wisconsin Department of Natural Resources, and the Federal Emergency Management Agency have developed flood hazard data. The large-scale mapping total represents a 1 percent increase over the 1993 total.

Flood Insurance Rate Studies

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

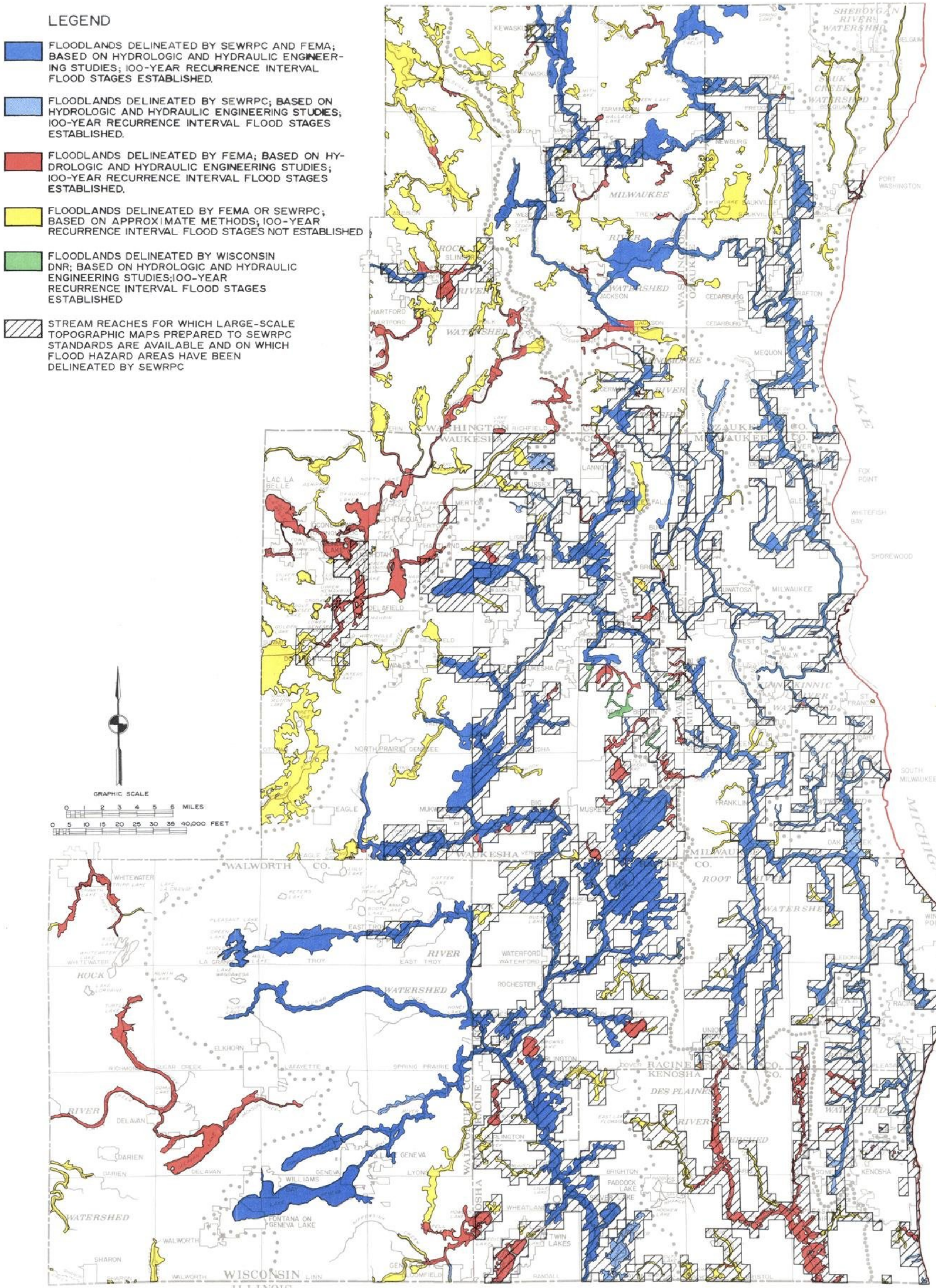
Federal flood insurance studies are carried out individually for incorporated cities and villages and for the remaining unincorporated areas of counties. The status of flood insurance rate studies in the Region at the end of 1994 is shown on Map 29. During 1994, the revision of a second study of Poplar Creek in the City of New Berlin was being conducted by Commission staff. It is the intent of the Federal Emergency Management Agency to update older studies, depending upon need and funding availability.

Map 28

DELINEATION OF FLOODLANDS: 1994

LEGEND

- FLOODLANDS DELINEATED BY SEWRPC AND FEMA; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
- FLOODLANDS DELINEATED BY SEWRPC; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
- FLOODLANDS DELINEATED BY FEMA; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED.
- FLOODLANDS DELINEATED BY FEMA OR SEWRPC; BASED ON APPROXIMATE METHODS; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES NOT ESTABLISHED
- FLOODLANDS DELINEATED BY WISCONSIN DNR; BASED ON HYDROLOGIC AND HYDRAULIC ENGINEERING STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED
- STREAM REACHES FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS PREPARED TO SEWRPC STANDARDS ARE AVAILABLE AND ON WHICH FLOOD HAZARD AREAS HAVE BEEN DELINEATED BY SEWRPC

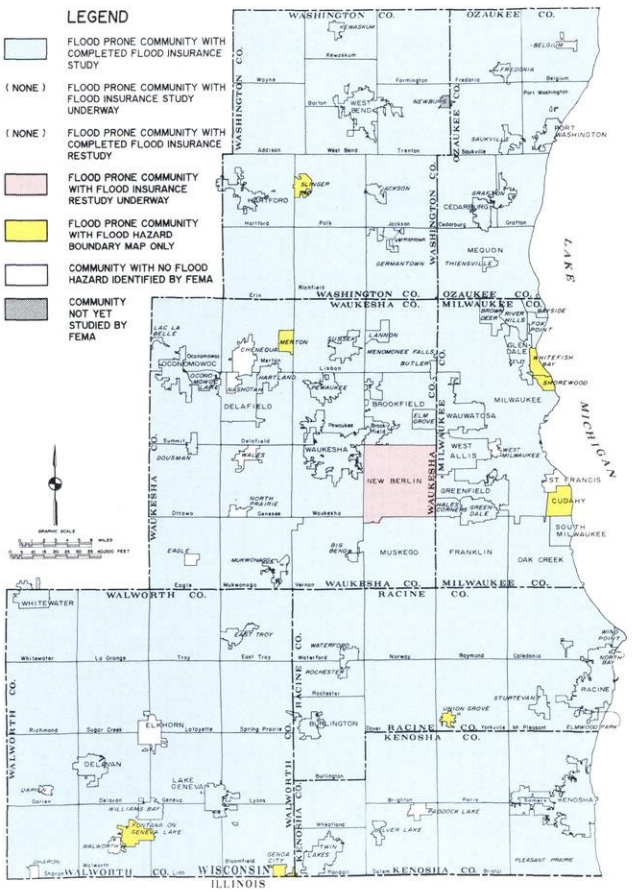


As shown on Map 29, as of 1994, there were 24 cities or villages in the Region for which the Federal Emergency Management Agency had not conducted a flood insurance rate study. In eight cases, the Agency has instead published a "flood hazard boundary map," which shows the approximate location of floodlands without the support of detailed engineering studies. The remaining 16 cities or villages in the Region are not considered by the Agency to contain flood hazard areas. In one of those 16, the Village of Newburg in Washington and Ozaukee Counties, a flood hazard area was identified and delineated by the Commission in the Milwaukee River watershed study. Although the Agency has not yet undertaken a flood insurance study for the Village of Newburg, the Village has enacted appropriate floodland zoning regulations.

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

Map 29

STATUS OF FLOOD INSURANCE STUDIES: 1994



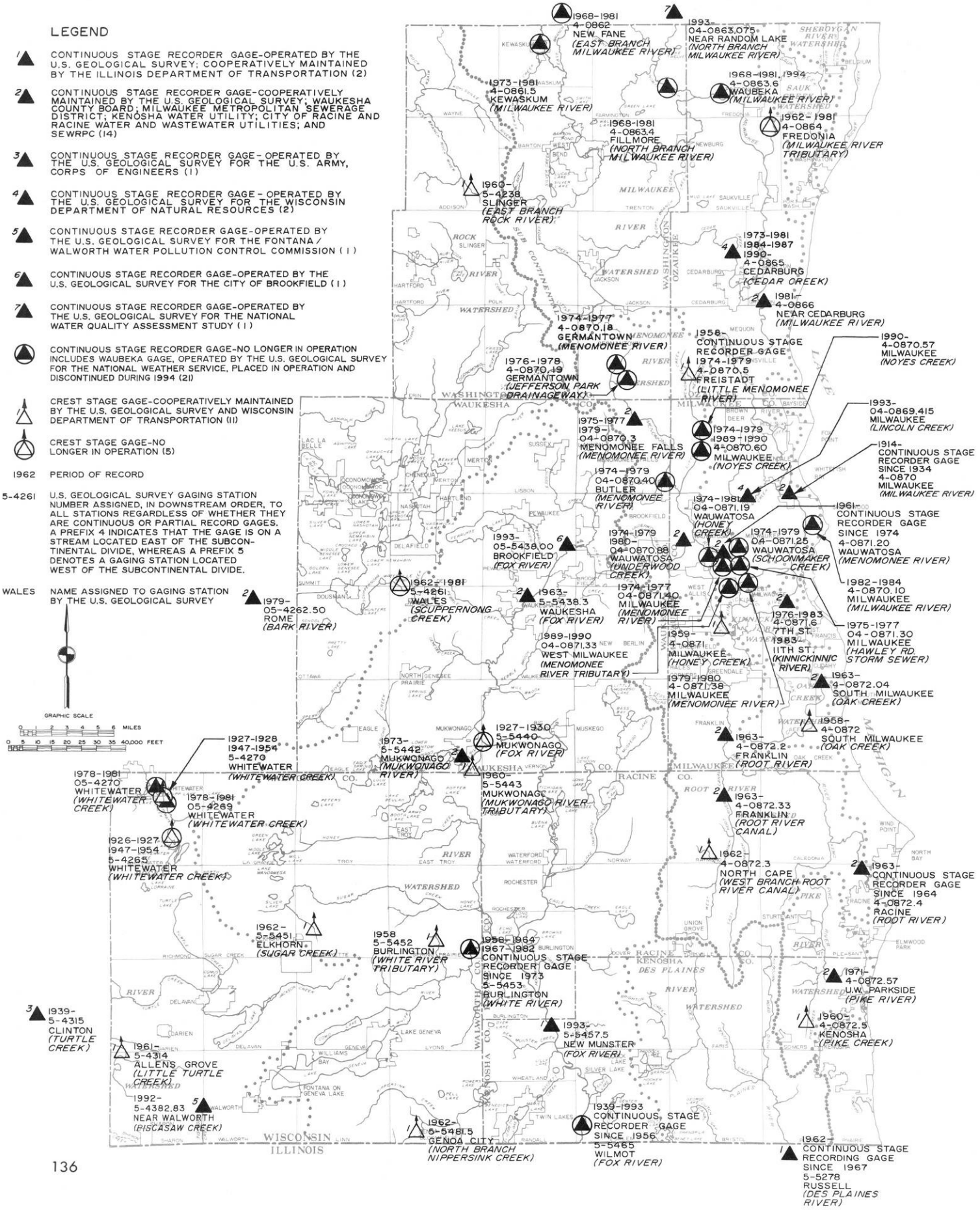
Stream-Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous recording streamflow gages were in operation on the entire regional stream network. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more comprehensive streamflow-gaging program (see Map 30). The U. S. Geological Survey (USGS) annually publishes the data collected under this streamflow-monitoring program. In 1994, there were 23 continuous recording streamflow gages in operation to monitor stream reaches entering, lying within, or originating within the Region, one more than in 1993. As noted below, however, one such gage was both placed in operation and discontinued during 1994. Of the 23 gages, 14 were financially supported by the Waukesha County Board of Supervisors, the Milwaukee Metropolitan Sewerage District, the City of Racine and the Racine Water and Wastewater Utilities, and the Kenosha Water Utility under the Commission's cooperative program. In addition, one gage was supported by the Fontana-Walworth Water Pollution Control Commission (WPCC), one gage was supported by the City of Brookfield, two gages were supported by the Wisconsin Department of Natural Resources, one gage was supported by the U. S. Army Corps of Engineers, one gage was operated for the National Water Quality Assessment study, one gage was operated by the USGS for a National Weather Service flood-forecasting program, and two were supported by the Illinois Department of Transportation. The gage operated for the National Weather Service flood-forecasting program was both placed in operation and discontinued in 1994, and constituted a reactivation of the Waubeka gage located in the Town of Fredonia, Ozaukee County.

COASTAL MANAGEMENT PLANNING

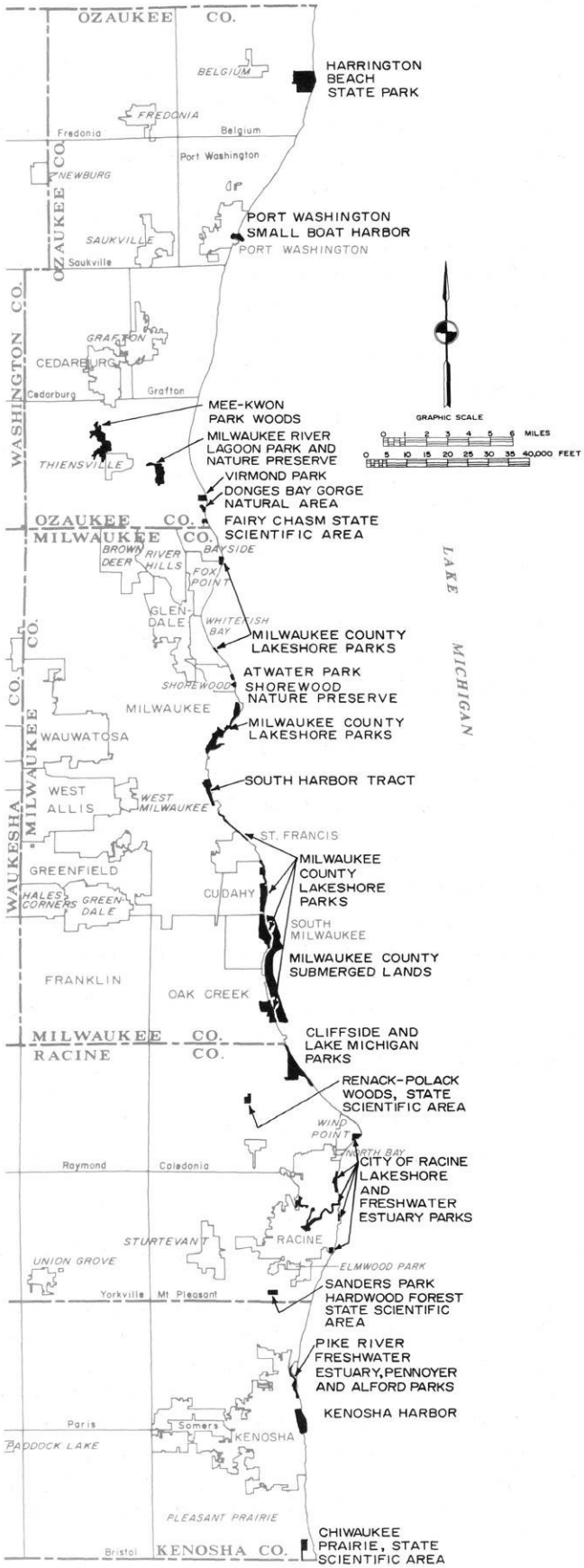
During 1994, the Commission continued to provide assistance to the Wisconsin Department of Administration's Bureau of Energy and Coastal Policy

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 1994



Map 31

DESIGNATED COASTAL AREAS IN SOUTHEASTERN WISCONSIN: 1994



Analysis in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities toward achieving the objective of better management of the resources of the Lake Michigan and Lake Superior coastal zones of the State. The program is being carried out by the State of Wisconsin pursuant to the Federal Coastal Zone Management Act of 1972 through the Wisconsin Coastal Management Council.

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

One of the continuing functions of the Commission under the coastal management program is the designation of special coastal areas. In 1994, no additional areas in the Region were formally designated as special coastal areas. The existing Lake Michigan shoreline special coastal areas are shown on Map 31. These special areas have natural, scientific, economic, cultural, or historical importance. Designation by the Wisconsin Coastal Management Council as a special coastal area ensures eligibility for financial or technical assistance for special coastal area management activities through the Wisconsin Coastal Management Program and focuses attention on a valuable coastal resource.

In 1994, the Commission continued to assist local units of government in the implementation of locally developed shoreline erosion control plans. Comprehensive plans have been developed cooperatively by the Commission for Milwaukee and Racine Counties. These plans were described, respectively, in the 1989 and 1982 Annual Reports.

SOLID WASTE MANAGEMENT PLANNING

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

Walworth County Solid Waste Management Plan Update

Since the completion of the initial solid waste management plan for Walworth County in 1982, significant changes have taken place with regard to solid waste management in the County. These changes have included a shift toward increased recycling of materials; the abandonment of eight landfills once used for disposal of Walworth County solid waste; the siting of a new major landfill in the County; and new State regulations relating to landfill disposal, incineration facility requirements, and recycling. At the request of the Walworth County Solid Waste Management Board, an update of the solid waste management plan for the County was prepared by the Regional Planning Commission in cooperation with the County Solid Waste Management Department to address these and other relevant changes affecting solid waste management within the County. Under this effort, the plan was updated to the design year 2010.

The study conducted under this planning effort is documented in SEWRPC Community Assistance Planning Report No. 75 (2nd Edition), A Solid Waste Management Plan for Walworth County, Wisconsin, December 1994.

The study evaluated the existing and anticipated future physical and demographic characteristics of the County, as well as the existing and anticipated solid waste types, quantities, and sources, and associated disposal methods. The existing solid waste disposal facilities and the transportation patterns for the residential solid wastes generated in and around the County are shown on Maps 32 and 33. The study also evaluated the components and associated costs of six alternative plans for residential recyclable material management, four alternative plans for yard waste management, and four alternative plans for household hazardous waste management. In addition, four alternative plans for recycling waste generated at County-owned facilities were evaluated. The alternative plans considered contained options with regard to the level of separation of materials, the number and location of storage or processing facilities, the frequency of collection, and the type of processing to be used.

With regard to residential recyclable materials, the plan recommends continuation of the current system, under which individual communities contract individually or jointly with private contractors. County involvement is recommended to be limited to implementing a public information and education program.

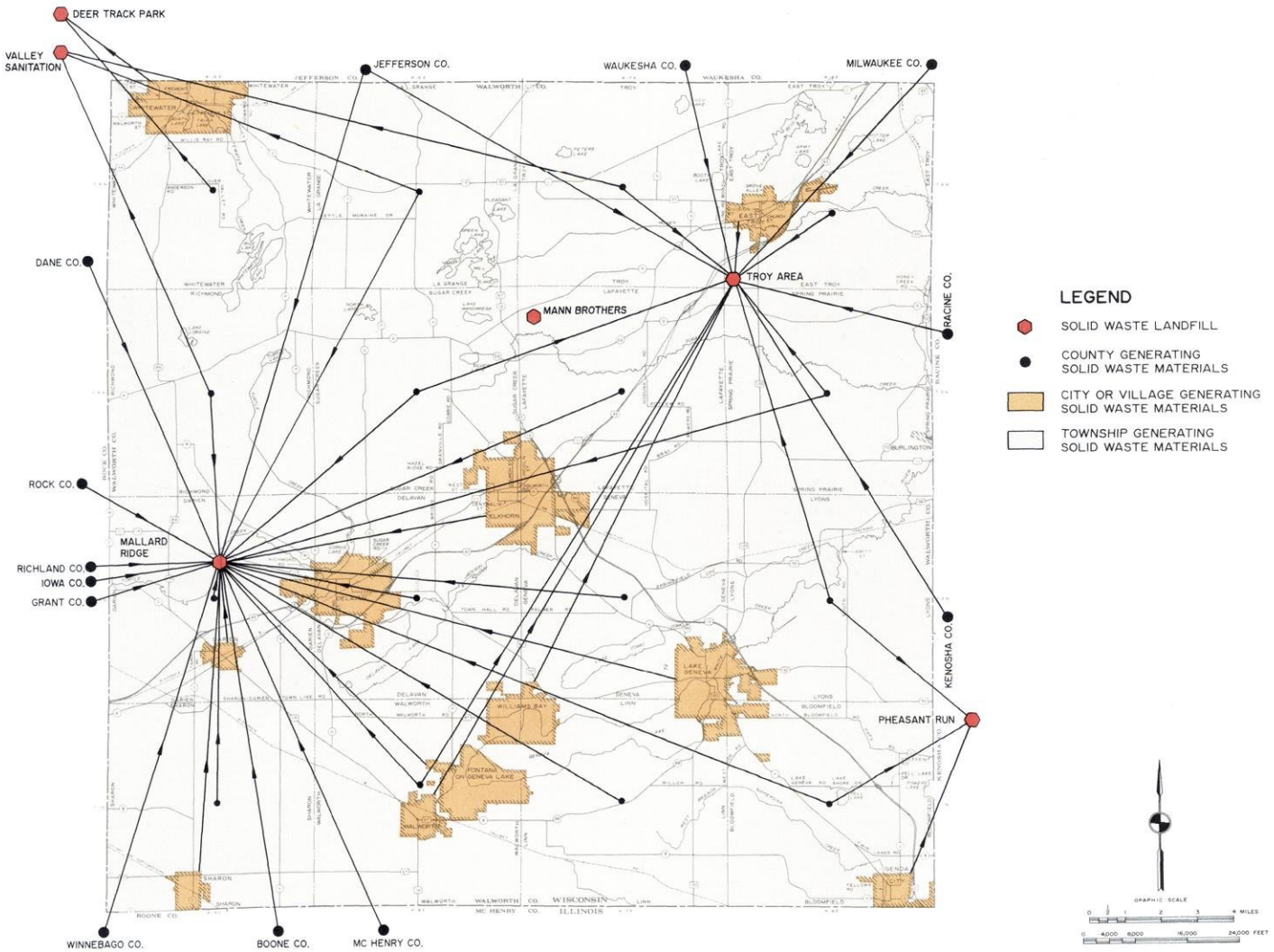
With regard to yard waste, it was concluded that an adequate number of compost operations exist within the County. It was recommended that consideration be given to expanding the compost operation located at the County Lakeland Complex and that it be made available to the communities in the County for an appropriate fee. In addition, the plan recommends that further evaluation be conducted of the potential for disposal of yard wastes by land application on the County Farm through the use of demonstration plots and testing. Finally, it is recommended that the County Solid Waste Management Department and the University of Wisconsin-Extension staffs assist the local units of government within the County in developing and implementing a public information and education program designed to promote the use of onsite yard waste management measures.

With regard to household hazardous waste management, it was recommended that a collection be carried out at about six locations in the County over a one-week-to-two-week period at an annual or biennial frequency and that a survey be conducted to determine the amounts of stored agricultural hazardous waste and the level of potential participation in an agricultural hazardous waste program. The survey would also develop information on the potential for waste exchange to be developed as part of an agricultural hazardous waste management program. The plan also recommends development of a program directed toward reducing household hazardous wastes through public education and information efforts designed to encourage purchasing practices and uses of materials which do not leave residual materials in storage and to encourage greater use of nonhazardous material alternatives, with the long-term goal of greatly reducing dependence on hazardous products.

With regard to recycling of wastes generated at the County's own facilities, the plan recommends a program of separation and internal storage facilities to be owned by the County, with external storage, transportation, and marketing of materials to be contracted to other parties. It is also recommended that source-reduction measures be carried out at the County facilities as part of the County's solid waste management program through procurement policies, selected equipment and material installa-

Map 32

EXISTING RESIDENTIAL UNRECYCLED SOLID WASTE TRANSPORTATION PATTERNS AND DISPOSAL SITES IN AND AROUND WALWORTH COUNTY: 1992



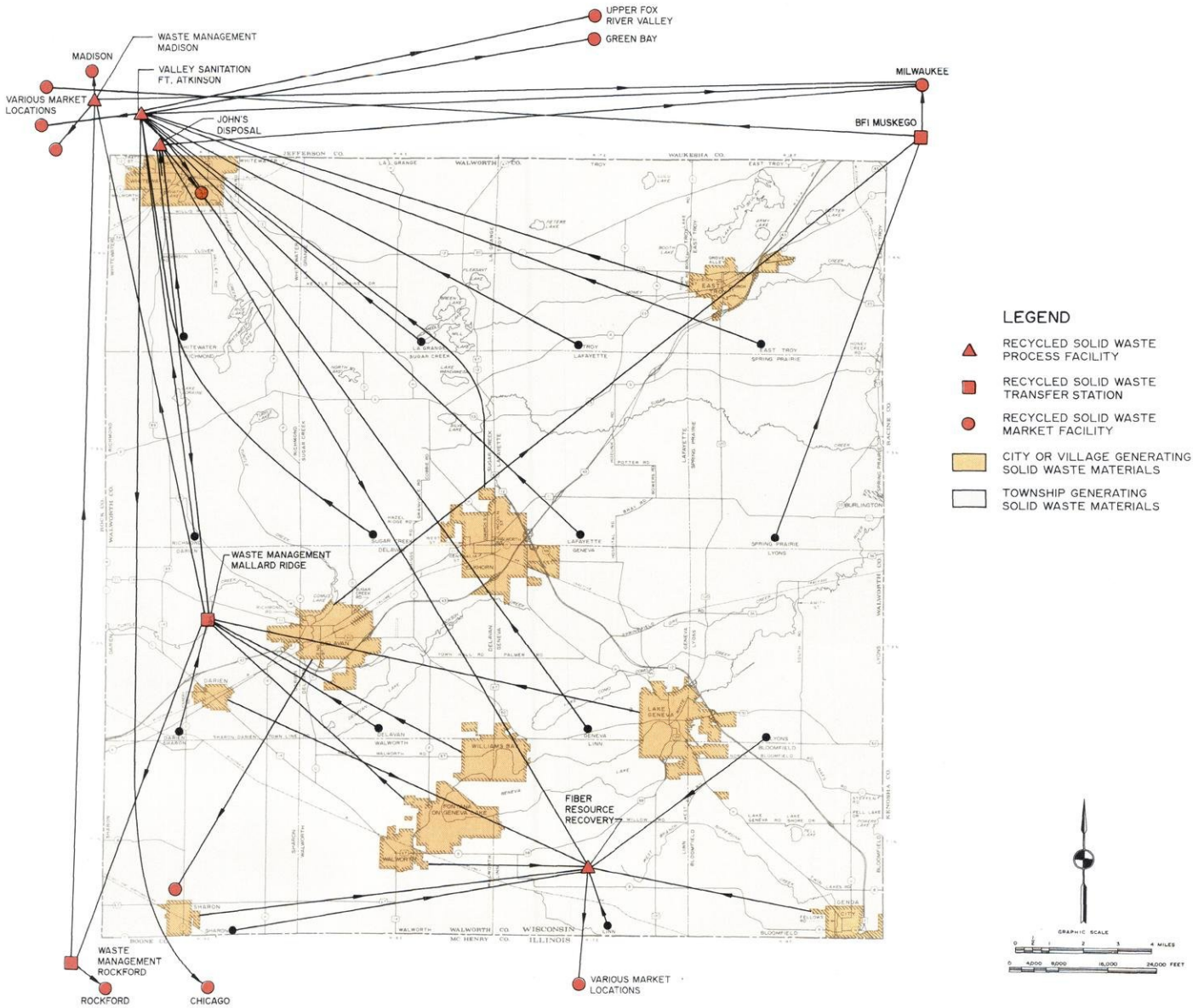
tion and use, office practices, and staff educational programs.

The 1982 Walworth County solid waste management plan included a generalized landfill-siting analysis and recommendations regarding the need for additional landfill capacity to serve the residents, industry, and commerce of the County. The 1982 plan also included recommendations with regard to the potential future use of solid waste incineration facilities incorporating energy recovery in the County. Under the plan update effort, these recommendations were reevaluated. It was concluded that there is adequate landfill capacity available or planned at the landfills receiving Walworth County solid waste. However, the possibility exists that the approved landfill capacity for disposal of nonrecycled solid waste may become inadequate in the future because of the potential impact of solid waste generated in other counties on landfill capacities available for Walworth County. The updated plan recommends that the capacities available and the total loadings be monitored annually.

The 1982 Walworth County solid waste management plan recommended that the County undertake a feasibility study of the construction and operation of a waste-to-energy incineration system envisioned in that plan. The feasibility study was completed in 1985; at that time, it was concluded by the County that the proposed solid waste resource recovery facility was not economically viable. Under the plan

Map 33

EXISTING RESIDENTIAL RECYCLED SOLID WASTE TRANSPORTATION PATTERNS AND PROCESSING FACILITIES IN AND AROUND WALWORTH COUNTY: 1992



update effort, updated cost analyses were conducted for a waste-to-energy incineration system. On the basis of the results, it was again concluded that the construction and operation of a waste-to-energy incineration facility would be more costly than landfill methods. It is noted under the updated plan that this may not be the case late in the planning period if landfill costs and energy costs escalate at rates significantly greater than the rate of general price inflation. The costs of the programs recommended to be carried out under the updated plan are summarized in Table 31.

As Figure 42 shows, the percentage of the Walworth County study area solid waste stream disposed of in landfills is planned to decrease significantly between 1992 and 2010 as a result of more stringent requirements regarding solid waste disposal facilities, recycling requirements, and increased public awareness about waste reduction and recycling. Under 1992 conditions, about 19 percent of the solid waste generated in the County was recycled through public or onsite yard waste management programs, with the remaining 81 percent of the solid waste stream disposed of in landfills. Under planned year 2010 conditions, the amount of solid waste recycled or managed through public or onsite yard waste management programs is expected to increase to about 40 percent of the total solid waste stream.

Table 31

COSTS OF IMPLEMENTING UPDATED WALWORTH COUNTY SOLID WASTE MANAGEMENT PLAN

Plan Element	Total Average Annual Cost	Cost per Ton of Solid Waste	Cost per Household per Year
To Be Implemented by County			
Public Education and Information Program	$ 3,000	--	--
Recycling Program for County Facilities	20,000	$ 66	--
Contract for Management of Unrecycled Waste from County Facilities	--[a]	--[a]	--
Landfill Ordinance and Monitoring	--[b]	--[b]	--
Yard Waste Compost Site Operation	--[c]	--[c]	--
Yard Waste Land Application Evaluation	1,000	--	--
Household Hazardous Waste Program	40,000 to 70,000[d]	--[d]	--
Agricultural Hazardous Waste Program	--[b]	--[b]	--
Total	$64,000 to $94,000	--	--
To Be Implemented by the Other Local Units of Government in the County and Private Sector			
Residential Solid Waste Recycling	$1,190,000	$110	$ 35
Yard Waste Management	224,000[e]	83[e]	7[e]
Unrecycled Solid Waste Landfilling	2,650,000	75	78
Total	$4,064,000	--	$120

[a] *Estimated to be $60,000 for about 1,100 tons per year, or $55 per ton. Represents costs currently incurred by the County.*

[b] *Item which is expected to be funded through current operating budget of the Walworth County Solid Waste Management Department.*

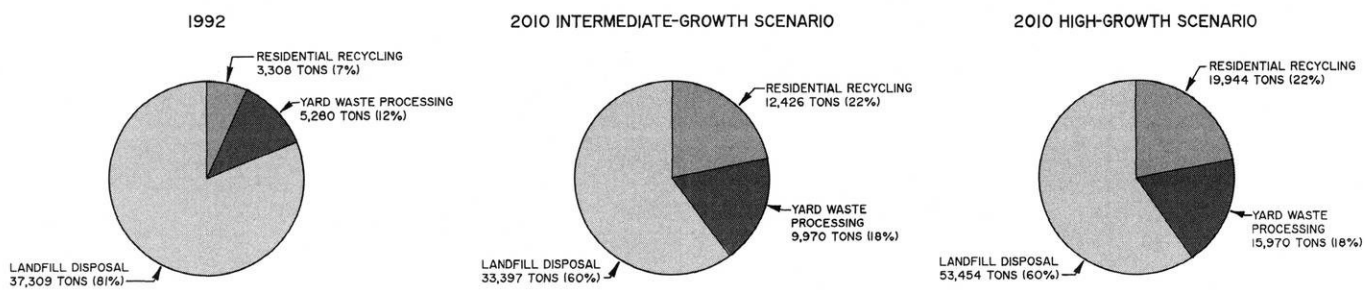
[c] *Cost which can be recovered by fees for use of compost site at Lakeland Complex. Costs dependent upon number of municipalities using facility.*

[d] *Costs vary depending on the number of cooperating communities and the frequency of collection, once per year or once per two years. Cost estimate is total cost. State funds will be provided to partially fund the collection. Currently, grants are available in the amount of $15,000 per collection.*

[e] *Assumes 50 percent of the yard waste is managed onsite, with no cost impact. Includes cost for collection of yard waste managed offsite.*

Figure 42

SUMMARY OF DISPOSITION OF SOLID WASTE IN THE WALWORTH COUNTY STUDY AREA: 1992 AND PLANNED 2010



ECONOMIC DEVELOPMENT ASSISTANCE DIVISION

DIVISION FUNCTIONS

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

LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING

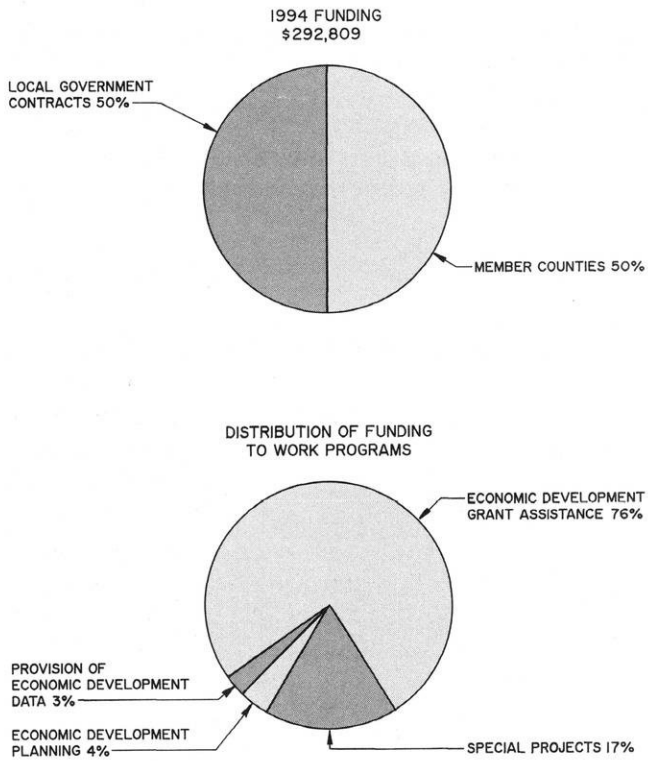
Increasingly, communities within the Southeastern Wisconsin Region have identified a need for ongoing local economic development activities. This need has been evidenced by a variety of local and regional economic development problems, including: 1) structural changes in the regional and national economies,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

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

During 1994, the Commission engaged in the following local economic development program planning efforts:

Figure 43

ECONOMIC DEVELOPMENT ASSISTANCE DIVISION



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

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

ECONOMIC DEVELOPMENT DATA AND INFORMATION PROVISION

Considerable Commission staff effort is directed at responding to requests for economic development-related data. This function also includes the provision of short-term technical assistance to local units of government, public agencies, and local development corporations in the analysis of economic development data. During 1994, the Division prepared written responses from the Commission files to 65 requests for economic development-related data. In addition, the Division responded to approximately 420 requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, Federal and State agencies, local development organizations, businesses, and individual citizens. The following are some examples of Division activity in performing this function during 1994:

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

- Provision of assistance to local community staff and representatives of businesses interested in locating or expanding in communities in Southeastern Wisconsin, utilizing information on State and Federal business loan and infrastructure development programs. This assistance was provided on 60 separate occasions at locations in each of the Region's seven counties.

ECONOMIC DEVELOPMENT PROJECT PLANNING SERVICES

Economic development project planning involves conducting detailed economic development planning studies for local units of government, development corporations, and other organizations concerned with economic development and seeking Commission assistance. During 1994, the following representative project planning services were provided:

- The Commission staff initiated work on an update of the series of community economic profiles originally prepared in 1984 and updated in 1988 and 1990 with the assistance of the Wisconsin Electric Power Company. The profiles are intended to be used by local units of government and private development organizations in Southeastern Wisconsin in efforts to attract and retain industrial and commercial development. The profiles, prepared in a succinct, easy-to-read format, provide information on resident population, personal income, employment and labor force statistics, financial and educational institutions, public and private utilities and public services, transportation facilities, housing stock, health facilities and services, and media outlets. In addition, each profile is illustrated with a map of the community and of the Southeastern Wisconsin Region. The updated series will include community profiles for the Region, the Milwaukee Metropolitan Statistical Area, each of the constituent seven counties, and 60 cities, villages, and towns within the Region. The communities whose existing profiles will be updated, as well as those for which new profiles will be prepared as part of the update effort, are shown on Map 34.

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

- Commission staff assisted the City of Waukesha in distribution and data analysis for a local building inspection services survey.

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

- Commission staff assisted the Waukesha Area Chamber of Commerce in the design and implementation of an Ameritech business retention survey.

- Commission staff initiated preparation of an economic development fact sheet at the request of the 30th Street Industrial Corridor Corporation in the City of Milwaukee. Completion of the fact sheet is scheduled for 1995.

- Commission staff initiated a work program to assist the City of Greenfield Economic Development Committee in conducting an economic development and land use study for the STH 100 corridor in the City. Work is scheduled for completion in 1995.

- Commission staff initiated work on survey design for a Village of Menomonee Falls business retention survey. Survey distribution and data analysis are scheduled for completion in 1995.

- Commission staff completed work on, and distribution of, a directory of industrial and business parks in the Southeastern Wisconsin Region.

- Commission staff assisted the Hartford Area Chamber of Commerce in the design and tabulation of a City of Hartford industry retention survey.

- Commission staff assisted the Burlington Area Chamber of Commerce in data tabulation for a 1994 wage survey of local businesses.

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

ECONOMIC DEVELOPMENT, HOUSING, AND PUBLIC FACILITY GRANT ASSISTANCE

The Commission staff provides assistance to local units of government in the preparation of State and Federal economic development, housing, and public facility grant applications and in the administration of the programs after issuance of a grant award. The grant applications seek State or Federal funding to provide below-market-interest-rate loans to businesses or grants to local units of government in an effort to expand employment opportunities and to increase the community tax base, to provide for the rehabilitation of existing housing for low- and moderate-income persons, and to improve deficient public facilities serving low- and moderate-income persons. Tables 32 and 33 provide a summary of grants obtained during 1994 with Commission assistance. These grants involved a total of about $5.5 million, as well as about $10.8 million in expected accompanying investment, the expected accompanying creation of 122 new jobs and retention of eight jobs, and the expected accompanying construction, improvement, or rehabilitation of a total of 112 housing units. The specific grant awards involved are summarized below.

Grant Preparation

In 1994, the Commission assisted local units of government and economic development-related agencies in obtaining a variety of economic development, public facility, and housing grants:

- The City of Delavan was the recipient of a $463,307 Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award. This grant will be used to provide public infrastructure improvements adjacent to the Stock Lumber, Inc., truss plant and retail yard in the City. The grant award is expected to result in 47 new jobs and generate $3.8 million in private investment.

- The Village of Jackson was the recipient of a $116,088 Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award. This grant will be used to provide public infrastructure improvements adjacent to the Craft-Cast Company, Inc., manufacturing facility in the

Map 34

COMMUNITIES FOR WHICH ECONOMIC DEVELOPMENT PROFILES HAVE BEEN AND WILL BE PREPARED: 1994

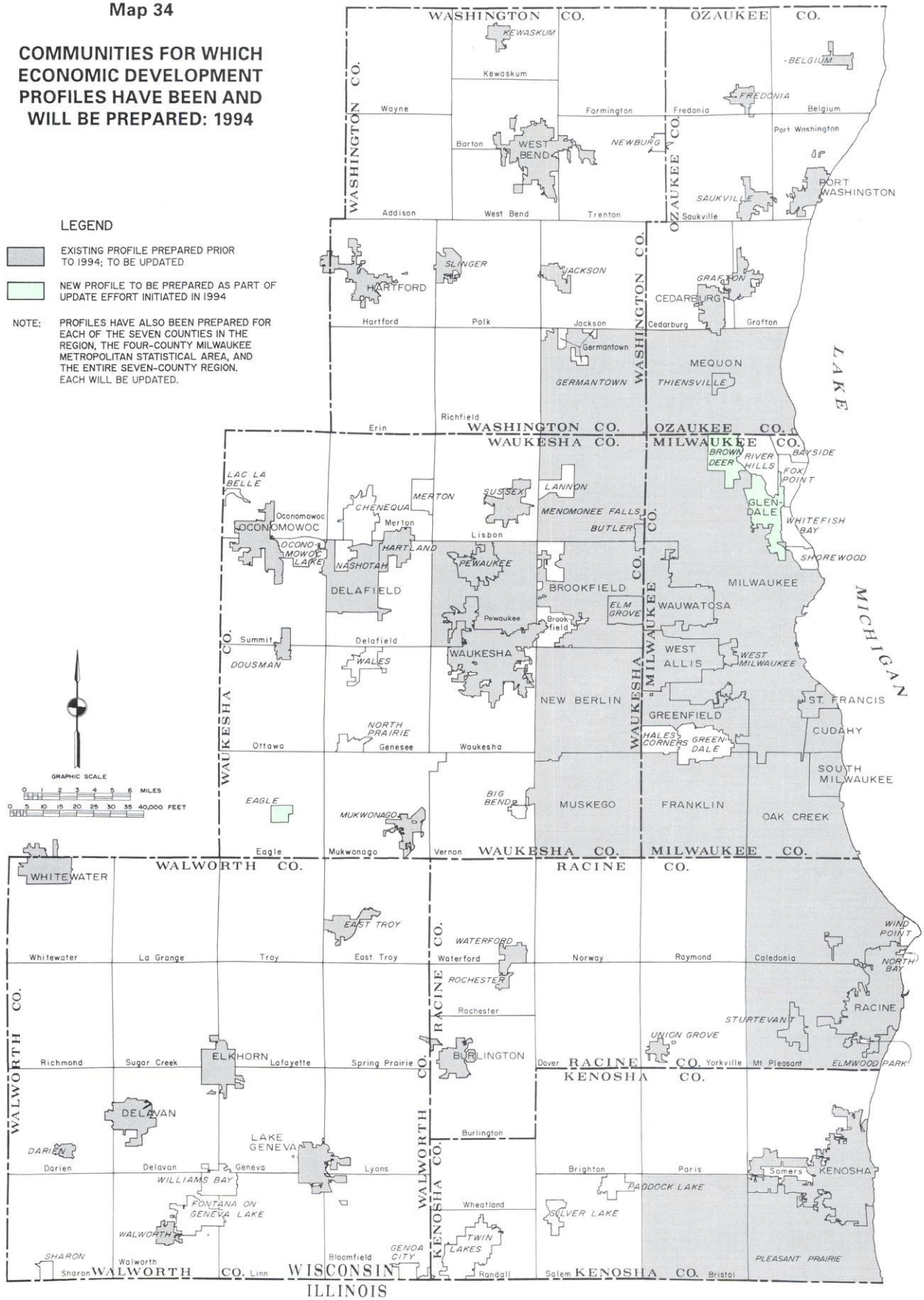


Table 32

ECONOMIC DEVELOPMENT GRANT ASSISTANCE: 1994

Project	Grant Amount	Private Investment	New Jobs	Retained Jobs
Community Development Block Grant-Public Facilities for Economic Development (PFED) Program				
City of Delavan				
Stock Lumber, Inc.	$ 463,307	$3,802,800	47	0
Village of Jackson				
Craft-Cast Company, Inc.	116,088	1,239,400	13	0
Subtotal	$ 579,395	$5,042,200	60	0
Community Development Block Grant-Revolving Loan Funds				
Village of Menomonee Falls				
Wilson's, Inc.	$ 21,632	$ 48,200[a]	1	2
Ganoung Flowers, Inc.	41,600	83,800	0	6
Debra and Kevin Krause, doing business as Needful Things	40,000	53,000	4	0
City of Muskego				
Spectrum Aluminum Finishing, LLC	45,000	195,000	7	0
Village of East Troy				
Buell Motorcycle Company	200,000	200,000	20	0
Subtotal	$ 348,232	$ 580,000	32	8
Village of Menomonee Falls-Economic Development Master Fund				
Richard and Melanie Frank, doing business as Main Street Deli	$ 20,000	$ 40,000	N/A	N/A
Debra and Kevin Krause, doing business as Needful Things	17,000	17,000	N/A	N/A
Subtotal	$ 37,000	$ 57,000	--	--
Wisconsin Transportation Facilities Economic Assistance and Development (TEA) Program				
Village of Walworth				
Systematic Technologies, Inc.	$ 150,000	$ 241,700	30	0
Wisconsin Transportation Demand Management (TDM) Program				
Hartford Area Chamber of Commerce	$ 14,000	N/A	N/A	N/A
U. S. Department of Agriculture-Intermediary Relending Program				
Hartford Area Development Corporation				
Revolving Loan Fund Program	$ 900,000	$ 175,000[b]	N/A	N/A
U. S. Small Business Administration (7a) Program				
Racine County Economic Development Corporation				
Creative Rehab, Inc.	$ 75,000	N/A	N/A	N/A
M & M Douglas Park Service, Inc.	842,000	N/A	N/A	N/A
Mohammed Suleman, doing business as Jo Jo's Foods	50,000	N/A	N/A	N/A
Mirko and Jela Lakic, doing business as Rodeway Inn	1,086,400	N/A	N/A	N/A
Jalil M. Mian, doing business as MJ Petroleum	254,000	N/A	N/A	N/A
Subtotal	$2,307,400	--	--	--
Total	$4,336,027	$6,095,900	122	8

[a] *Partial investment provided by the Wisconsin Department of Development.*

[b] *Partial investment provided by the City of Hartford.*

Village. The grant award is expected to result in 13 new jobs and generate $1.2 million in private investment.

- The Village of Walworth was the recipient of a $150,000 Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development (TEA) grant award. The TEA grant will be used to provide roadway improvements attendant to the Systematic Technologies, Inc., expansion project in the Village. The grant award is expected to result in 30 new jobs and generate $242,000 in private investment.

Table 33

HOUSING GRANT ASSISTANCE: 1994

Project	Grant Amount	Private Investment	Housing Units
Home Investment Partnerships Program			
Community Action, Inc.			
Whitewater Senior Adult Living Center	$ 220,000	$3,120,000	51
Community Development Block Grant-Housing and Neighborhood Revitalization Program			
Kenosha County			
Kenosha County Housing Authority-Housing Rehabilitation Program	316,931	1,565,300[a]	44
Community Development Block Grant-Disaster Recovery Assistance Program			
Kenosha County			
Kenosha County Housing Authority-Qualified Buyout Program	500,000	N/A	N/A
Community Development Block Grant-Revolving Loan Funds			
Kenosha County			
Kenosha County Housing Authority-Housing Rehabilitation Program	150,940	N/A	17
Total	$1,187,871	$4,685,300	112

[a]*Public-sector funds from the U. S. Department of Agriculture.*

- The Hartford Area Chamber of Commerce was the recipient of a $14,000 Wisconsin Department of Transportation-Transportation Demand Management (TDM) grant award. The TDM grant will be used to finance the formation of a transportation management association in the Hartford area.

- The Hartford Area Development Corporation was the recipient of a $900,000 low-interest loan from the U. S. Department of Agriculture-Intermediary Relending Program to capitalize a revolving loan fund in the City of Hartford. The loan is expected to generate an additional $175,000 in private- and public-sector investment.

- Community Action, Inc., was the recipient of a $220,000 Wisconsin Department of Administration-Home Investment Partnerships Program (HOME) grant to assist in the construction of a senior-adult living center in the City of Whitewater. The HOME grant is expected to result in the construction of 51 new rental units in the City and to generate $3.1 million in private investment.

- Kenosha County was the recipient of a $316,931 Wisconsin Community Development Block Grant-Housing and Neighborhood Revitalization Program award. The grant funds will be used to increase the pool of funds available through the Kenosha County Housing Authority housing rehabilitation revolving loan fund program established with loan repayments from 1985, 1988, and 1990 Wisconsin Community Development Block Grant awards that Kenosha County obtained with the assistance of the Commission. The grant is expected to result in the rehabilitation of 24 existing single-family residences in the County and to provide sanitary sewer and water connections for 20 single-family residences. In addition, the grant is expected to generate $1.6 million in investment from the U. S. Department of Agriculture.

- Kenosha County was the recipient of a $500,000 Wisconsin Community Development Block Grant-Disaster Recovery Assistance Program award to finance a qualified buyout program for the purpose of acquiring residential dwellings located in the 100-year recurrence interval floodplain of the Fox River in the Towns of Salem and Wheatland and the Village of Silver Lake, as well as demolishing the acquired dwellings and relocating the residents living in those dwellings.

The Commission staff assisted the Racine County Economic Development Corporation in obtaining approval for the following U. S. Small Business

Administration (SBA) 7(a) loan guarantee applications on behalf of businesses located in Racine County: 1) a $75,000 loan for Creative Rehab, Inc.; 2) an $842,000 loan for M & M Douglas Park Service Center, Inc.; 3) a $50,000 loan for Mohammed Suleman, doing business as Jo Jo's Foods; 4) a $1,086,400 loan for Mirko and Jela Lakic, doing business as Rodeway Inn; and 5) a $254,000 loan for Jalil M. Mian, doing business as MJ Petroleum.

The Commission staff completed work on the following grant applications during 1994 for submission to their respective funding agencies for consideration in 1995:

- A City of Delavan application for a Wisconsin Community Development Block Grant-Housing and Neighborhood Revitalization award that would be used to rehabilitate renter- and owner-occupied housing in the City.

- A Community Housing Initiative, Inc., application for a Wisconsin Department of Administration-Local Housing Organization Grant (LHOG) that would support the development of new low- and moderate-income housing in Waukesha County.

The Commission staff provided the following economic development grant-related technical assistance services in 1994:

- Provision of assistance to determine the feasibility of using Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development Program (TEA) funds to partially finance the development of an industrial park in the Village of Darien.

- Provision of assistance to determine the feasibility of using Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development Program (TEA) funds and Wisconsin Department of Development-Major Economic Development (MED) funds to assist with the development of the Sysco Food Services of Eastern Wisconsin distribution facility in the Village of Jackson.

- Provision of assistance to the City of Whitewater Community Development Authority to determine the appropriate use of repaid loan funds from a Federal Urban Development Action Grant project in the City.

- Provision of assistance to determine the feasibility of using Wisconsin Community Development Block Grant-Economic Development funds to finance two business expansion projects in the City of Elkhorn.

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

- Review of applications and submission of letters of support for Wisconsin Department of Development Community-Based Economic Development grant applications for the Village of West Milwaukee and the following neighborhood groups in the City of Milwaukee: ESHAC, Inc.; the Northeast Milwaukee Industrial Development Corporation; the 30th Street Industrial Corridor Corporation; and the United Community Center.

Grant Administration

In addition to helping local communities apply for available Federal and State funds, the Commission will, upon request, contract with successful applicants for the administration of the grant awards and for the administration of revolving loan funds financed with repayments on loans to businesses and homeowners. A number of activities are involved in administering the grant awards, including ensuring that the terms of each grant award are met. During 1994, the Commission provided contract services to administer the following Federal and State grant awards:

1. A Wisconsin Community Development Block Grant-Economic Development grant award obtained by Kenosha County with Commission assistance in 1991 and used to provide a business loan to Nitro-Bar, Ltd.

2. A Wisconsin Community Development Block Grant-Economic Development grant award obtained by the City of Hartford with Commission assistance in 1992 and used to provide a business loan to Mantz Automation, Inc.

3. A Wisconsin Department of Administration Housing Cost Reduction Initiative program grant award obtained by the City of Hartford with Commission assistance in 1991, with assistance in the administration of such grant being provided to the City with regard to the implementation of that part of the program which provides financial assistance to low- and moderate-income home buyers.

4. A Wisconsin Department of Administration Community Development Block Grant award obtained by the City of Hartford with Commission assistance in 1992 and used to assist low- and moderate-income residents through the rehabilitation of housing units in the City.

5. A Wisconsin Community Development Block Grant-Economic Development grant award obtained by the City of Port Washington with Commission assistance in 1992 and used to provide a business loan to Exactech, Inc.

6. A Wisconsin Community Development Block Grant-Economic Development loan obtained by QF & C Foot Apparel, Ltd., with Commission assistance in 1991, with assistance in the administration of such loan being provided to the City of Oconomowoc.

7. A Wisconsin Community Development Block Grant-Economic Development loan obtained by the Village of Menomonee Falls with Commission assistance in 1993 and used to provide a business loan to Performance Mold Products, Inc.

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

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

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

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

In addition, the Commission provided contract services to administer the following grant awards made in 1994:

- A Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award in the amount of $463,307 obtained by the City of Delavan with the assistance of the Commission. The grant funds will be used to provide public infrastructure improvements adjacent to the Stock Lumber, Inc., truss plant and retail yard in the City. The grant award is expected to result in 47 new jobs and generate $3.8 million in private investment.

- A Wisconsin Department of Transportation-Transportation Facilities Economic Assistance and Development Program (TEA) grant award in the amount of $364,000 obtained by the City of Delavan. The grant funds will be used to provide roadway and storm sewer improvements adjacent to the Stock Lumber, Inc., truss plant and retail yard in the City. The grant award is expected to result in an additional 53 new jobs.

- A Wisconsin Community Development Block Grant-Public Facilities for Economic Development (PFED) grant award in the amount of $116,088 obtained by the Village of Jackson with the assistance of the Commission. The grant funds will be used to provide public infrastructure improvements adjacent to the Craft-Cast Company, Inc., expansion project in the Village. The grant award is expected to result in 13 new jobs and generate $1.2 million in private investment.

- A Wisconsin Community Development Block Grant-Housing and Neighborhood Revitalization Program award in the amount of $316,931 obtained by Kenosha County with the assistance of the Commission. The grant funds will be used to increase the pool of funds available through the Kenosha County

Housing Authority housing rehabilitation revolving loan fund program established with loan repayments from 1985, 1988, and 1990 Wisconsin Community Development Block Grant awards that Kenosha County obtained with the assistance of the Commission. The grant is expected to result in the rehabilitation of 24 existing single-family residences in the County and to provide sanitary sewer and water connections for 20 single-family residences. In addition, the grant is expected to generate $1.6 million in investment from the U. S. Department of Agriculture.

- A Wisconsin Community Development Block Grant-Disaster Recovery Assistance Program award in the amount of $500,000 obtained by Kenosha County with the assistance of the Commission. The grant funds will be used to finance a qualified buyout program for the purpose of acquiring residential dwellings located in the 100-year recurrence interval floodplain of the Fox River in the Towns of Salem and Wheatland and the Village of Silver Lake, as well as demolishing the acquired dwellings and relocating the residents living in those dwellings.

Finally, the Commission provided technical assistance in the utilization and administration of revolving loan fund programs established through repayments on Wisconsin Community Development Block Grant awards and through locally borrowed funds during 1994 as follows:

- Provision of assistance to the Village of East Troy in conducting meetings with businesses interested in obtaining financing from the Village's revolving loan fund program and in completing the following activities: 1) administration of the Rodger N. and Catherine A. Trader, doing business as Tradecraft Wood Products, loan that was provided with the assistance of the Commission in 1992; 2) provision of assistance in the packaging, closing, and administration of a $200,000 Village loan to the Buell Motorcycle Company, which loan is expected to create 20 new jobs and generate $200,000 in private investment; and 3) provision of assistance in the preparation of a 1993 annual report for the Wisconsin Department of Development.

- Provision of assistance to the Village of Menomonee Falls in conducting meetings with businesses interested in obtaining financing from the Village's Community Development Block Grant revolving loan fund program and the Village's economic development master fund program, in developing a policies-and-procedures manual for the economic development master fund program, and in completing the following activities: 1) administration of the CAAP, Inc., loan that was provided with the assistance of the Commission in 1989; 2) administration of the Children's Community Center, Inc., loan that was provided with the assistance of the Commission in 1991; 3) administration of two loans for Performance Mold Products, Inc., that were provided with the assistance of the Commission in 1993; 4) administration of the Titan Plastics, Inc., loan that was provided with the assistance of the Commission in 1993; 5) administration of the James L. Schaefer, doing business as Signworks, loan that was provided with the assistance of the Commission in 1993; 6) provision of assistance in the packaging, closing, and administration of a $21,632 Village loan to Wilson's, Inc., which loan is expected to create one new job, retain two existing jobs, and generate $48,200 in additional public and private investment; 7) provision of assistance in the packaging, closing, and administration of a $41,600 Village loan to Ganoung Flowers, Inc., which loan is expected to retain six existing jobs and generate $83,800 in private investment; 8) provision of assistance in the packaging, closing, and administration of two Village loans totaling $57,000 to Debra and Kevin Krause, doing business as Needful Things, which loans are expected to create four new jobs and generate $70,000 in private investment; 9) provision of assistance in the packaging, closing, and administration of a $20,000 Village loan to Richard and Melanie Frank, doing business as Main Street Deli, which loan is expected to generate $40,000 in private investment; and 10) provision of assistance in the preparation of a 1993 annual report for the Wisconsin Department of Development.

- Provision of assistance to the City of Muskego in conducting meetings with businesses inter-

ested in obtaining financing from the City's revolving loan fund program and in completing the following activities: 1) administration of the Kids Kampus South, Inc., loan that was provided with the assistance of the Commission in 1993; 2) provision of assistance in the packaging, closing, and administration of a $45,000 loan to Spectrum Aluminum Finishing, LLC, which loan is expected to create seven new jobs and generate $195,000 in private investment; and 3) provision of assistance in preparing a 1993 annual report for the Wisconsin Department of Development.

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

- Provision of assistance to the City of Hartford in establishing procedures for the servicing of the City's economic development loan fund portfolio and the restructuring of two delinquent loans.

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

- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the Kenosha County housing rehabilitation revolving loan fund program, which included the following activities: 1) submission of 31 loan applications to the Kenosha County Housing Authority for review and approval; 2) conduct of closings for 17 revolving loan fund loans totaling $150,940; 3) provision of information to 48 residents interested in the revolving loan fund program; 4) administration of all outstanding revolving loan fund loans; and 5) participation in a panel discussion on housing programs for senior citizens and individuals with disabilities or low incomes, which discussion was sponsored by the Kenosha County Aging Consortium.

COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

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

EDUCATIONAL SERVICES

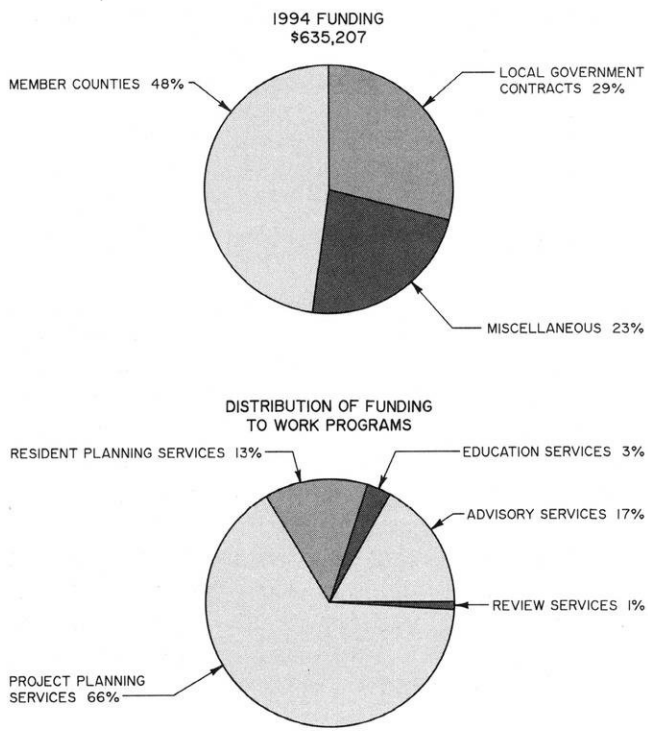
Educational services are provided by the Division staff to local units of government and citizen groups on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. In addition, these efforts are directed at encouraging the creation, organization, staffing, and financing of local planning programs. During 1994, educational efforts included:

- Presentations regarding the general scope of the work of the Commission and the details of specific work programs to local governmental, student, professional, and civic groups, including classes at Waukesha County Technical College, the University of Wisconsin-Milwaukee, and the University of Wisconsin-Parkside; to town officials in the Town of Caledonia in Racine County, and to village officials in the Village of Jackson in Washington County; to the Kenosha Civic Council; to staff of the Southeast District Office of the Wisconsin Department of Natural Resources; to the Sierra Club and Wisconsin's Environmental Decade; to the Union Grove Kiwanis Club; and to a delegation of planners visiting from Poland. A presentation on the delineation of environmental corridors was made at the fall conference of the Wisconsin Chapter of the American Planning Association. A presentation on the use of conditional use procedures and planned unit developments in zoning was made to a meeting of Waukesha County town officials. A presentation on ethnic trails was made to officials in the Village of Saukville interested in recreation trails.

- Presentations on automated land information management and attendant demonstrations to classes from the University of Wisconsin-Milwaukee and the University of Wisconsin-Parkside; for staff of the Cities of Elkhorn, Glendale, Oak Creek, Oconomowoc, Wauwatosa, and West Bend and the Village of Whitefish Bay; to Milwaukee County Department of Parks, Recreation and Culture staff, Milwaukee County Department of Public Works staff, Milwaukee County Information Management Services Division staff, and Walworth County Surveyor's Office staff; to a communications expert from Thailand; and to a delegation of planners visiting from Poland. Commission staff conducted demonstrations for the annual

Figure 44

COMMUNITY ASSISTANCE PLANNING DIVISION



meeting of the Urban and Regional Information Systems Association and for the staff of the Wisconsin Geological and Natural History Survey. Commission staff participated in panel discussions of the Milwaukee County Automated Mapping and Land Information System (MCAMLIS) at the annual meeting of the Wisconsin Land Information Association and at a chapter meeting of Automated Mapping/Facility Management International.

- Presentations on wetland preservation to classes at the University of Wisconsin-Milwaukee, at a Continuing Legal Education International Wetlands training course, and to U. S. Soil Conservation Service staff.

- Wildlife and nature tours, conducted by Commission staff, of the Chiwaukee Prairie for U. S. Environmental Protection Agency regional staff; of the Lulu Lake wildlife area for the Wisconsin Society of Ornithology, a Gateway Technical College class, and the International Crane Foundation; and of the Kenosha Sand Dunes Natural Area for The Nature Conservancy. A wetland boundary workshop was conducted for Wisconsin Department of Natural Resources staff.

- Conduct of the Commission's 17th Regional Planning Conference to present the preliminary findings and recommendations of the third-generation regional transportation system planning effort.

- Preparation of five Commission newsletters, including one combined issue, discussing Commission planning programs and related activities. The newsletters are distributed to over 2,600 public officials, interested private citizens, and other parties.

- Preparation and distribution to newspapers and to radio and television stations of nine news releases announcing, respectively: 1) progress on the preparation of the long-range, third-generation regional transportation system plan; 2) completion of the preliminary development plan for the IH 94 West Freeway Corridor in Waukesha County; 3) the Regional Planning Conference on the preliminary third-generation regional transportation system plan; 4) the review process and public hearing schedule for the third-generation regional transportation system plan; 5) the removal of the proposed 30th Avenue extension in Kenosha County from the third-generation regional transportation system plan; 6) the receipt by the Commission of two national-level awards from Genasys II, Inc., in recognition of Commission mapping; 7) the review process and public hearing schedule for the regional bicycle and pedestrian facilities system plan; 8) the adoption of the third-generation regional transportation system plan; and 9) the election of the Commission's officers and assignment of Commissioners to Commission committees for 1995.

- Preparation of the Commission's 1993 Annual Report.

ADVISORY SERVICES

Advisory services consist of the provision of basic planning and engineering data available in the Commission's files to local units of government and private interests, and the provision, on an ad hoc basis, of technical planning and engineering assistance to local communities. Representative advisory services performed during 1994 included:

- Provision of model zoning regulations governing accessory apartments, rural residential development, planned unit developments, home occupations, floodplain development, exclusive zoning districts, site plan review, yard requirements, plan commission duties, construction erosion control, business park regulations, and "as-built" surveys to the Cities of Cudahy, Greenfield, and South Milwaukee; the Villages of Eagle, Elm Grove, Hartland, Mukwonago, Thiensville, and Whitefish Bay; and the Towns of Barton and Geneva.

- Provision of a sample land subdivision control ordinance and subdivision ordinance administration materials to the Village of Genoa City.

- Provision of review comments on the Pike Lake East neighborhood plan for the City of Hartford.

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

- Preparation of alternative street and lot layouts for the extension of Williams Avenue in the City of South Milwaukee. The City requested that alternative street layouts be prepared to evaluate a proposed change to the City official map.

- Comment in support of the Ozaukee County land information system plan to the Village of Saukville.

- Provision of assistance to the Towns of Addison, Barton, and Merton in preparing requests for proposals for project planning and resident planning services. The Commission staff also assisted the Town of Merton in the review of proposals received.

- Provision of assistance to 154 persons who visited the Commission offices in reading 496 flood insurance rate maps. In accordance with Federal Emergency Management Agency (FEMA) guidelines, the Commission staff has not, since September 1, 1989, provided certifications of flood hazard data to users. The Commission staff also responded to 84 telephone inquiries about the National Flood Insurance Program.

REVIEW SERVICES

Review services are intended to encourage the incorporation into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances, of regional studies and plans. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation. Three basic types of review services are performed: review of local plans, plan implementation devices, and development proposals; review of Federal and State grant applications; and review of environmental impact statements, reports, and assessments. The following is a representative sample of review services provided by the Division staff in 1994 in the first review category:

- Review of, and comment on, 68 preliminary land subdivision plats, including three plats at the request of Kenosha County for subdivisions located in the Towns of Salem and Wheatland; 15 plats at the request of Racine County for subdivisions located in the Towns of Caledonia, Dover, Mt. Pleasant, Rochester, and Waterford; five plats at the request of Walworth County for subdivisions located in the Towns of East Troy, Geneva, LaGrange, and Lyons; three plats at the request of the City of Burlington; two plats at the request of the City of Hartford; three plats at the request of the City of Oak Creek; three plats at the request of the City of Waukesha; three plats at the request of the Village of Belgium; two plats at the request of the Village of Eagle; four plats at the request of the Village of Fredonia; six plats at the request of the Village of Germantown; one plat at the request of the Village of Menomonee Falls; one plat at the request of the Village of Pewaukee; four plats at the request of the Village of Pleasant Prairie; one plat at the request of the Village of Saukville; five plats at the request of the Village of Sussex; one plat at the request of the Town of Barton; one plat at the request of the Town of Mukwonago; three plats at the request of the Town of Pewaukee; and two plats at the request of the Town of Somers.

- Review of, and comment on, eight certified survey maps, including the review of four certified survey maps in the City of Burlington, one certified survey map in the Village of Sussex, and three certified survey maps in the Town of Somers.

- Review of, and comment on, 16 petitions to rezone lands, including one rezoning petition in the City of Burlington; two rezoning petitions in the Village of Menomonee Falls; two rezoning petitions in the Village of Sussex; five rezoning petitions in the Town of Somers; and six rezoning petitions in the Town of Wheatland.

Commission activities regarding the review of Federal and State grant applications are summarized in Table 34. In total, review comments were provided for 142 applications for Federal and/or State grants, loans, or mortgage insurance guarantees requesting in the aggregate nearly $337 million in Federal and State financial assistance. Of the 142 requests, 23 were found to be in conformance with, and to serve to implement, the adopted regional plan elements and 119 were found to be not in conflict with the adopted regional plan elements. None was found to be in conflict with the adopted regional plan elements.

Table 34

STATE AND FEDERAL GRANT REVIEWS: 1994

Review Category	Number of Reviews	Aggregate Amount of Federal and/or State Grant, Loan, or Mortgage Insurance Requests
Community Action	47	$101,967,168
Community Development	8	8,124,398
Community Facilities	3	3,103,304
Conservation	30	79,051,661
Historic Programs	1	829,766
Housing	12	31,493,420
Law Enforcement	6	803,325
Solid Waste	2	4,199,898
Transportation	33	107,174,300
Total	142	$336,747,240

Division activities also include the review of environmental impact statements, reports, and assessments. Comments are provided, when required, relating the proposed projects and the data contained in the environmental impact statements to the adopted regional plans. During 1994, the Commission staff reviewed draft environmental impact statements for the Whitewater Cogeneration Facility, the proposed USH 12 bypass of Whitewater, and the proposed STH 16 bypass of Oconomowoc.

PROJECT PLANNING SERVICES

Project planning services involve the conduct for local member units of government, at cost, of detailed planning studies resulting in the preparation of local plans and plan implementation devices. During 1994, the following representative project planning efforts were conducted:

- Completion of a land use plan for the Town of Waterford, Racine County. This plan refines and details the adopted regional land use plan. Plan preparation was a joint effort of the Regional Planning Commission staff and the Racine County Planning and Development Division staff. The plan will be documented in SEWRPC Community Assistance Planning Report No. 217, A Land Use Plan for the Town of Waterford: 2010, Racine County, Wisconsin, scheduled to be published in 1995.

  The plan provides guidelines for land use development in the Town to assist the Town Plan Commission in making day-to-day development decisions that will ensure the preservation of the Town's rich agricultural base, protect its environmental corridors, and direct incremental urban development into areas where a full range of urban services can be provided in an economically sound manner. The recommended land use plan for the area is shown in graphic summary form on Map 35. The plan recommends extensive zoning changes intended to foster plan implementation.

- Continuation or initiation of work on land use plans for the Villages of Kewaskum, Slinger, and Sussex and the Towns of Dover, Richmond, Sugar Creek, and Wheatland.

- Completion and reprinting of revised zoning ordinances for the Village of Williams Bay and the Town of West Bend.

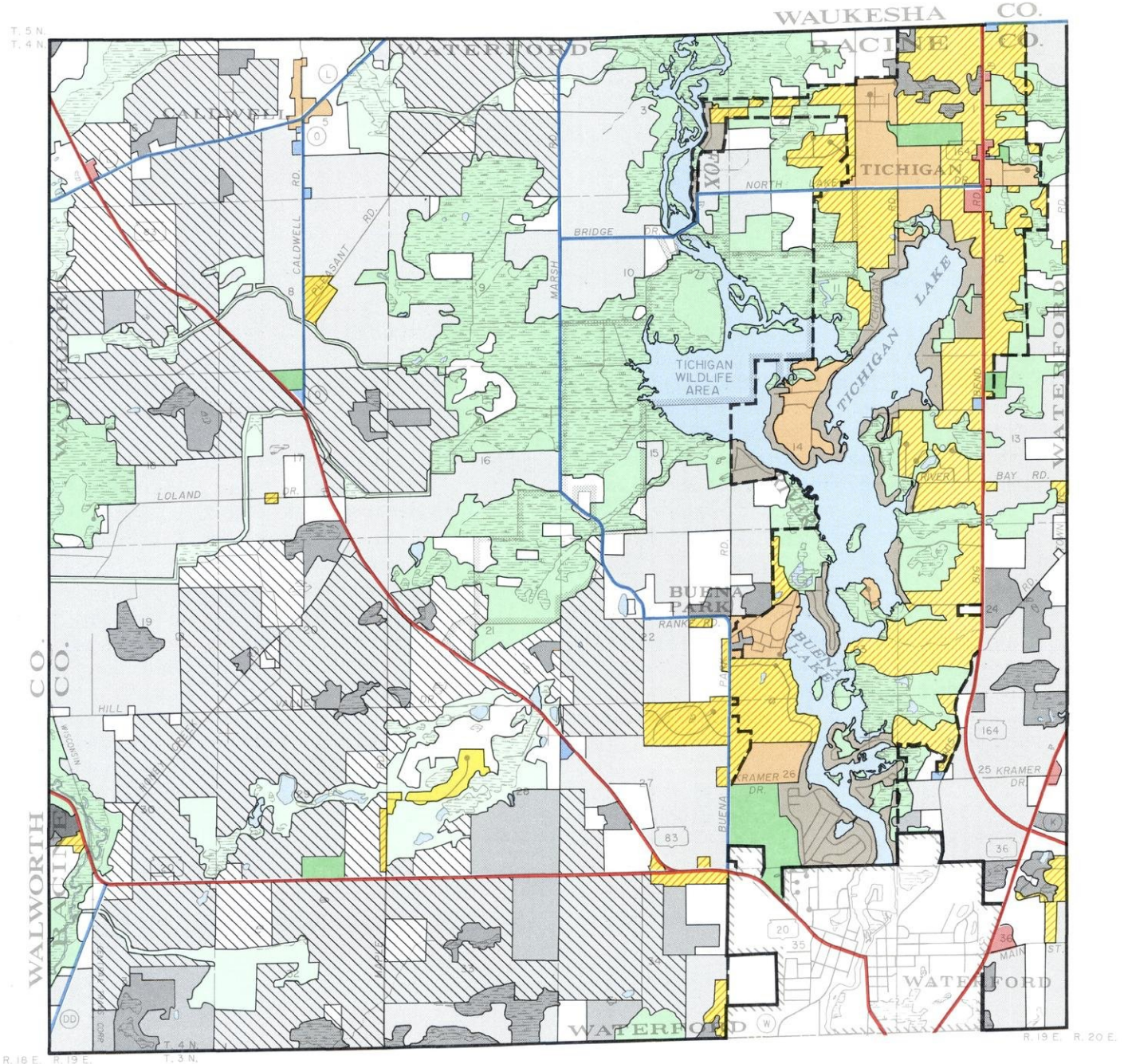
- Completion of zoning district boundary maps for the Village of East Troy and the Towns of Jackson and Polk.

RESIDENT PLANNING SERVICES

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

Map 35

RECOMMENDED LAND USE PLAN FOR THE TOWN OF WATERFORD: 2010



LEGEND

- SUBURBAN RESIDENTIAL (1.5 TO 4.99 ACRES PER DWELLING)
- LOW DENSITY RESIDENTIAL (40,000 SQUARE FEET TO 1.49 ACRES PER DWELLING)
- MEDIUM-LOW DENSITY RESIDENTIAL (19,000 TO 39,999 SQUARE FEET PER DWELLING)
- MEDIUM DENSITY RESIDENTIAL (6,200 TO 18,999 SQUARE FEET PER DWELLING)
- COMMERCIAL
- INDUSTRIAL
- EXTRACTIVE (SAND AND GRAVEL OPERATION)
- EXTRACTIVE RESERVE
- GOVERNMENTAL AND INSTITUTIONAL
- RECREATIONAL
- PRIME AGRICULTURAL LAND
- OTHER AGRICULTURAL, RURAL RESIDENTIAL, AND OPEN LAND
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- PLANNED URBAN SERVICE AREA BOUNDARY

ARTERIAL STREET AND HIGHWAY SYSTEM

- STATE TRUNK
- COUNTY TRUNK

GRAPHIC SCALE
0 1/4 1/2 MILE
0 2000 4000 FEET

During 1994, resident planning assistance was provided on a contractual basis to the Cities of Burlington and New Berlin; to the Villages of Menomonee Falls, Saukville, and Sussex; and to the Towns of Somers and Wheatland. Together, these services required Division staff attendance at and participation in a total of 92 plan commission, town board, village board, and city council meetings. The Commission agreement with the City of Burlington to provide resident planning services to the City was terminated in October 1994.

Representative examples of services provided in 1994 include:

- Preparation of five zoning text amendments to the City of Burlington zoning ordinance regarding regulation of offensive odors, sign regulations, nonconforming use regulations, permitting "manufacturing of rubber and molded plastic products" in the M-2 General Manufacturing District, and permitting "pet grooming shops" in the B-2 Central Business District.

- Review of, and comment on, six development site plans, five conditional use permit applications, three sign permit applications, two proposed annexations, a proposal to vacate a street, and one official map amendment, all in the City of Burlington.

- Preparation of a planning staff memorandum evaluating the distribution of neighborhood shopping centers in a selected part of the southeastern portion of the City of New Berlin and selected adjacent areas. The memorandum inventoried the number and types of business facilities located in the selected portion of the City of New Berlin as well as facilities located in the adjacent communities of Franklin, Greenfield, Hales Corners, and Muskego.

- Preparation of a zoning text amendment to the Village of Menomonee Falls zoning ordinance regarding the creation of a C-6 Office and Professional District.

- Preparation of a zoning text amendment to the Village of Saukville zoning ordinance regarding regulation of "exotic pets," interpretation of the Village zoning ordinance with regard to "massage therapy facilities," and interpretation of the preapplication provisions of the Village land division ordinance.

- Preparation of seven zoning text amendments to the Village of Sussex zoning ordinance regarding the addition of permitted uses in the B-3 Highway Business District, regulation of accessory uses, creating a BP-1 Business Park District, regulating community-based residential facilities, minimum open space requirements, parking requirements for multi-family residential development, and regulating maximum driveway widths.

- Review of, and comment on, two conditional use permit applications, nine development site plans, and one annexation in the Village of Sussex.

- Review of, and comment on, two conditional use permit applications and three applications for zoning variances in the Town of Somers.

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

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

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

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

BASE MAPPING

During 1994, work continued on the updating of the Commission's one-inch-equals-2,000-feet-scale county planning base maps, using 1990 ratioed and rectified aerial photography and Wisconsin Department of Transportation state aid mileage summary maps. In 1994, this updating effort included updating of planimetric features and changing civil division corporate limit lines to reflect recent annexations and incorporations. As of the end of 1994, all of Kenosha, Milwaukee, and Walworth Counties and portions of Washington and Waukesha Counties had been updated to the year 1990, representing about 52 percent of the total area of the Region.

TOPOGRAPHIC MAPPING AND SURVEY CONTROL

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

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

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

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

mission staff provide the necessary supervision and assistance. By the end of 1994, mapping and attendant control surveys had been completed for about 81 percent and 85 percent of the County, respectively.

In 1991, Milwaukee County undertook a countywide program under which the land survey and control survey work was completed and the topographic mapping work was initiated with the Commission staff providing the necessary technical direction. As of the end of 1994, topographic mapping within Milwaukee County had been completed, and a program to convert existing mapping to digital form was started.

In 1992, Walworth County also undertook a countywide program under which topographic mapping and land survey and control survey work was initiated with the Commission providing assistance in the preparation of contracts and specifications and with the field inspections and office analyses required for quality control. By the end of 1994, mapping and attendant control surveys had been or were being completed for about 16 percent and 33 percent of the County, respectively.

In 1992, Washington County also undertook a countywide program under which land survey and control survey work was initiated with the Commission providing assistance in the preparation of contracts and specifications and with the field inspections and office analyses required for quality control. By the end of 1994, control surveys had been or were being completed for about 64 percent of the County.

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

Map 36 shows those areas of the Region for which, by the end of 1994, large-scale topographic maps have been or are being prepared to Commission-recommended standards. As shown in Figure 45 and Table 35, this area totals 1,652 square miles, or about 61 percent of the total area of the Region. A total of 8,515 U. S. Public Land Survey corners in the Region have been or by the end of 1994 were being relocated, monumented, and coordinated, representing about 72 percent of all such corners in the Region. The utility of the mapping and control survey data developed and collated by the Commission is indicated by the fact that the Commission received several hundred inquiries for topographic mapping and for control survey data during 1994 alone.

Under Commission practice, the ready recovery and use of the control survey stations is facilitated by the preparation of a monument record—or dossier sheet—for each monumented U. S. Public Land Survey corner. The dossier sheets are prepared on 8½-inch-by-11-inch stable base material. Each dossier sheet recording a monument provides a sketch showing the monument erected in relation to the salient features of the immediate vicinity; all witness marks together with the tie distances; the State Plane Coordinates of the corner; its U. S. Public Land Survey description; the elevation of the monument and of a supplementary benchmark referenced to the National Geodetic Vertical Datum of 1929; and the bearing to an azimuth mark visible from the monumented corner (see Figure 46). The dossier sheet also contains a surveyor's affidavit indicating how the corner location was determined, including a description of any monumentation previously marking the corner. These dossier sheets are recorded with the County Surveyor as well as with the Commission and are thereby readily available to all land surveyors and engineers operating within the Region. Indeed, survey crews are now able to obtain copies of dossier sheets from the Commission while in the field via cellular telephones and facsimile machines.

The control survey data obtained under the Commission-recommended system are summarized by means of a control survey summary diagram showing the grid and ground lengths and grid bearings of the exterior boundaries of each one-quarter section; the area of each one-quarter section; all monuments erected; the interior angles of each one-quarter section; the State Plane Coordinates of all one-quarter-section corners; the elevations of all monuments set; the basic National Geodetic Survey control stations utilized to tie the U. S. Public Land Survey corners to the horizontal geodetic control datum, together with the coordinates of these stations; the angle between geodetic and grid bearing; and the combination scale and sea level reduction factor (see Figure 47). The Commission updates the control survey summary diagrams as new control survey data are obtained, and provides copies of such diagrams upon request to land surveyors and engineers operating in the area.

The Commission-recommended control survey network is intended to be used as a basis for the preparation of large-scale topographic and cadastral

Map 36

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1994

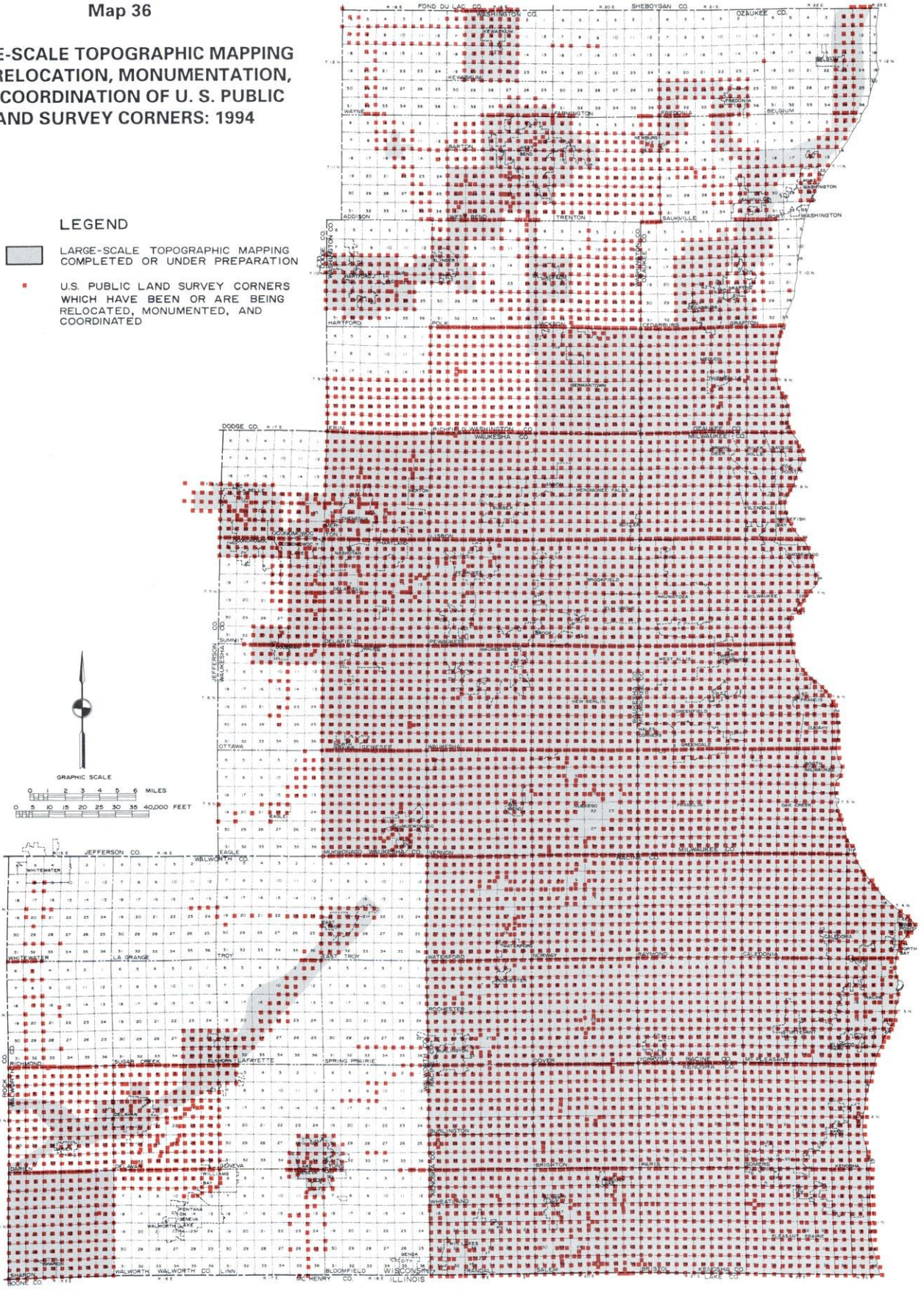
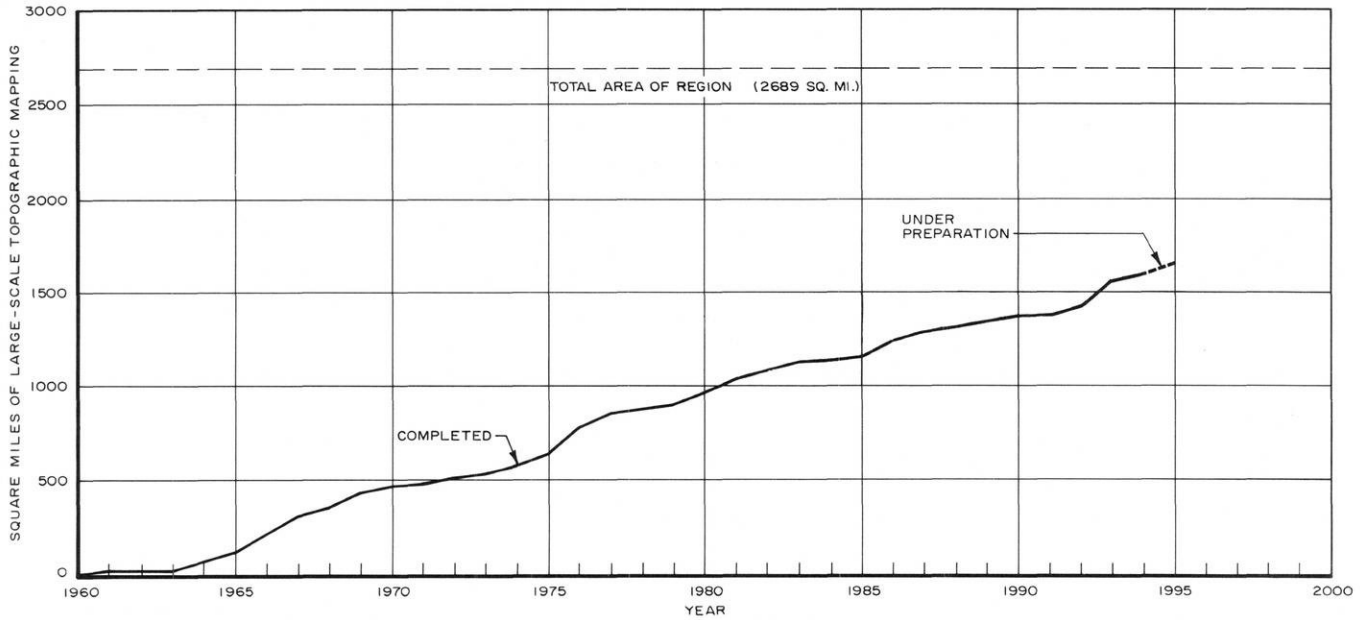
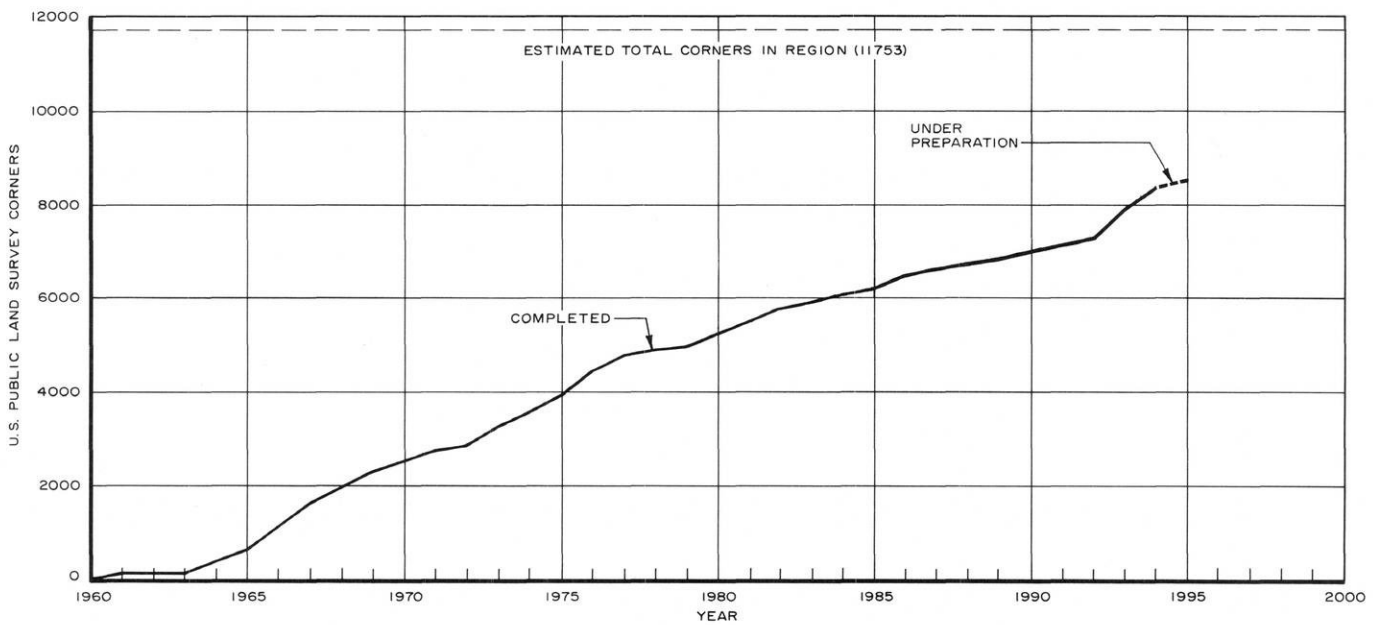


Figure 45

STATUS OF LARGE-SCALE TOPOGRAPHIC MAPPING AND U. S. PUBLIC LAND SURVEY SECTION AND QUARTER-SECTION CORNER RELOCATION, MONUMENTATION, AND COORDINATION IN THE REGION: 1994





maps, thereby permitting the accurate correlation of topographic and cadastral data as well as the accurate reproduction in the field of all lines shown on the maps, whether these lines relate to existing or proposed real-property boundaries, to the location of areas to which public land use regulations are to be applied, or to the location and alignment of proposed public works improvements. The topographic maps show the U. S. Public Land Survey corners, the monuments erected at these corners, and the grid lengths and bearings of the one-

TYPICAL SEWRPC MONUMENT

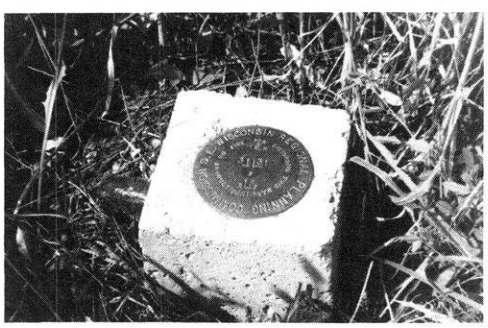


Table 35

LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1994

County	Total Area (square miles)	Area (square miles) of Large-Scale Topographic Mapping Completed or under Preparation							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[a]	Multi-Agency	Total	Percent
Kenosha	278	--	27.75	236.25	--	14.00	--	278.00	100.00
Milwaukee	242	--	11.00	102.00	49.50	77.00	2.50	242.00	100.00
Ozaukee	234	26.75	24.25	43.25	--	17.50	--	111.75	47.76
Racine	340	--	25.50	314.11	--	--	--	339.61	100.00
Walworth	578	30.25	--	36.00	--	24.00	--	90.25	15.61
Washington	436	1.50	22.75	--	--	89.25	9.00	122.50	28.10
Waukesha	581	1.25	78.75	242.75	--	145.25	--	468.00	80.55
Region	2,689	59.75	190.00	974.36	49.50	367.00	11.50	1,652.11	61.44

NOTE: Includes only those areas of the Region for which large-scale topographic maps have been or are being prepared and throughout which U. S. Public Land Survey corners have been or are being relocated, monumented, and coordinated utilizing SEWRPC-recommended procedures. Area shown indicates original large-scale topographic mapping programs. Of the 59.75 square miles originally mapped under WisDOT programs, 7.25 square miles have been updated by other agencies. Of the 190.00 square miles originally mapped under SEWRPC programs, 83.75 square miles have been updated by other agencies. Of the 974.36 square miles originally mapped under county programs, 2.00 square miles have been updated by other agencies. Of the 367.00 square miles originally mapped under local programs, 171.25 square miles have been updated by other agencies.

[a] *Includes 20 cities, 18 villages, and three towns.*

County	Estimated Total Corners[a]	Number of U. S. Public Land Survey Corners Which Have Been or Are Being Relocated, Monumented, and Coordinated							
		Wisconsin Department of Transportation	SEWRPC	County	Milwaukee Metropolitan Sewerage District	Local[b]	Multi-Agency	Total	Percent
Kenosha	1,203	58	168	914	--	63	--	1,203	100.00
Milwaukee	1,065	72	184	132	159	492	26	1,065	100.00
Ozaukee	1,064	133	179	146	3	110	--	571	53.67
Racine	1,478	--	172	1,306	--	--	--	1,478	100.00
Walworth	2,503	282	--	420	--	121	11	834	33.32
Washington	1,905	150	149	442	--	428	51	1,220	64.04
Waukesha	2,535	76	463	1,009	--	596	--	2,144	84.58
Region	11,753	771	1,315	4,369	162	1,810	88	8,515[c]	72.45

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

[b] *Includes 20 cities, 18 villages, and three towns.*

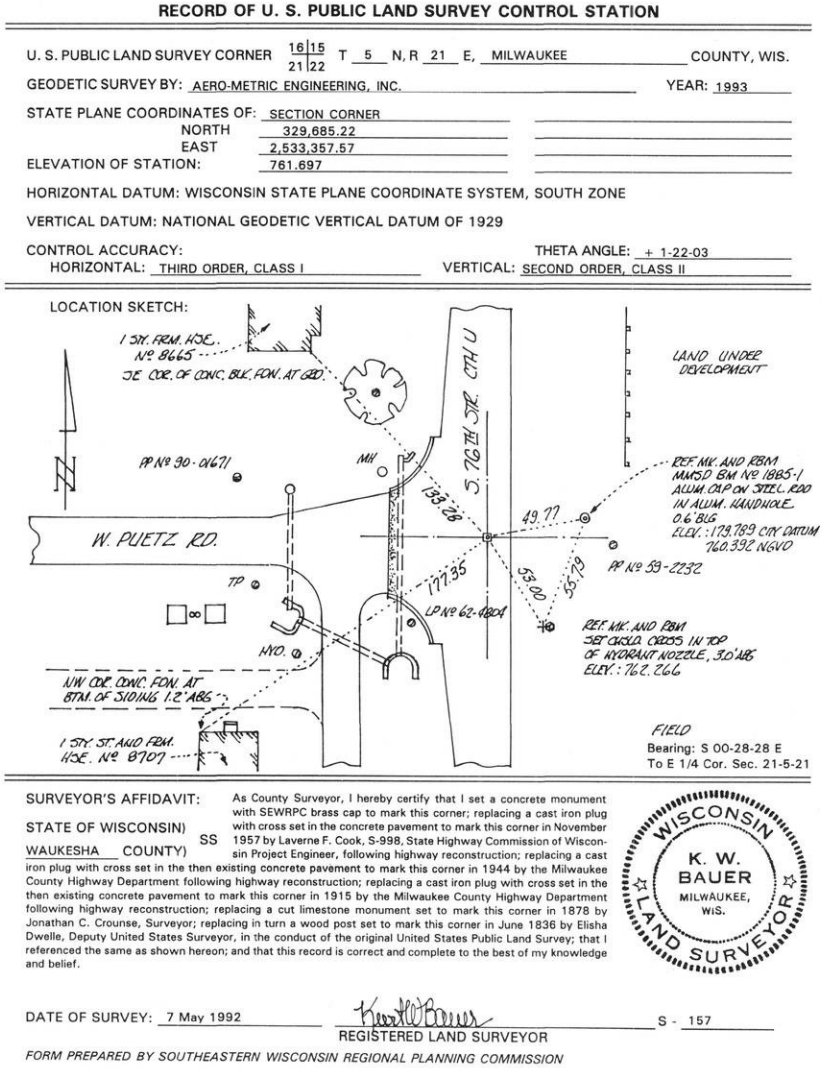
[c] *Because of the need to set witness corners, these 8,515 U. S. Public Land Survey corners, including the centers of the sections, are marked by 8,661 monuments.*

quarter-section lines, as well as the usual topographic and cultural features of the landscape (see Map 37). The cadastral maps show the U. S. Public Land Survey corners, the monuments erected at these corners, the grid lengths and bearings of the one-quarter-section lines, and well-defined planimetric features, including major streams and watercourses, as well as real-property boundary lines; street, alley, and public and utility lines, widths, and rights-of-way; subdivision names or certified survey map numbers; block numbers and lot numbers and dimensions; street names; and tax assessment key numbers (see Map 38).

Finally during 1994, work was completed on the development of an operational computation system that permits the ready and reliable bidirectional transformation of coordinates between the Wiscon-

Figure 46

RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION



RECORD OF U. S. PUBLIC LAND SURVEY CONTROL STATION

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

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

STATE PLANE COORDINATES OF: SECTION CORNER

NORTH 329,685.22

EAST 2,533,357.57

ELEVATION OF STATION: 761.697

HORIZONTAL DATUM: WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE

VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ACCURACY:

HORIZONTAL: THIRD ORDER, CLASS I

THETA ANGLE: + 1-22-03

VERTICAL: SECOND ORDER, CLASS II

LOCATION SKETCH:

SURVEYOR'S AFFIDAVIT:

STATE OF WISCONSIN) SS
WAUKESHA COUNTY)

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

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

DATE OF SURVEY: 7 May 1992

REGISTERED LAND SURVEYOR S - 157

FORM PREPARED BY SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

sin plane coordinate system, South Zone, North American Datum of 1927 (NAD-27), and the Wisconsin plane coordinate system, South Zone, North American Datum of 1983 (1991 adjustment) (NAD-83[91]). All of the horizontal control survey work based on the Commission-recommended system within the Region has been referenced to NAD-27, a datum which fits the Region well. The NAD-83(91) datum was designed to provide a good fit to the entire earth. Use of the NAD-83(91) datum, however, does not provide any significant advantages over the continued use of the NAD-27 datum within the Region. A very large cost would be entailed in shifting from the NAD-27 datum to the NAD-83(91) datum within the Region, without any corresponding benefits. Consequently, the Commission and the seven counties in the Region have determined to continue to utilize NAD-27 as the basis for surveying and mapping activities within the Region. The computation system was developed to facilitate the use of the NAD-83(91) datum within the Region by those agencies that determine to do so. The methodology for transforming the coordinates between the two datums was specifically designed to maintain control survey accuracy in the transformed coordinates, that is, to maintain Third Order Class I standards with inversed distances maintaining closures of one part in 10,000 or better. The methodology is presented in SEWRPC Technical Report No. 34, A Mathematical Relationship between NAD-27 and NAD-83(91) State Plane Coordinates in Southeastern Wisconsin, published in December 1994.

PROVISION OF OTHER SURVEY-RELATED DATA

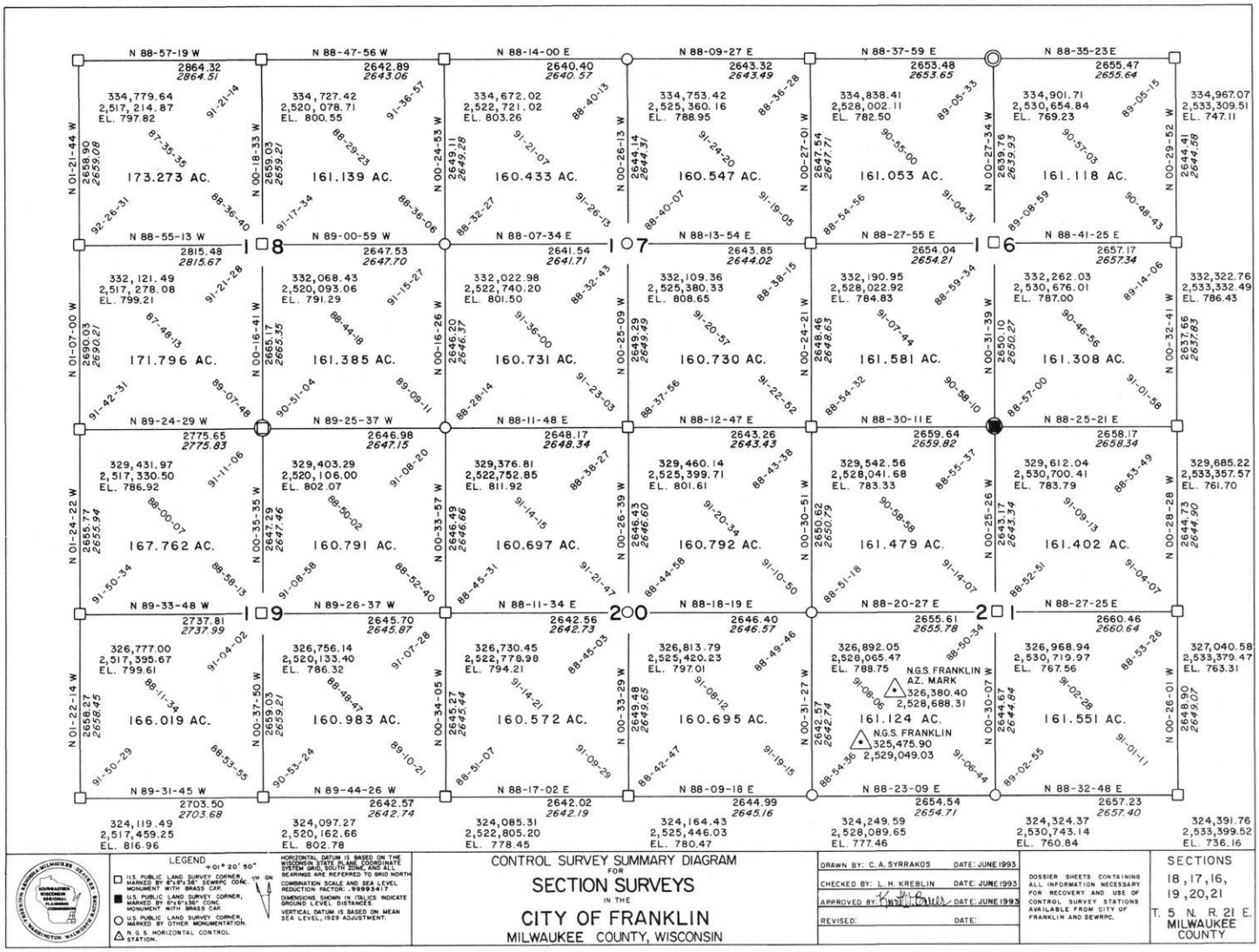
The Commission provides, on request, information on the latitude and longitude of specific sites. Such requests come primarily from industrial and institutional establishments. In 1994, requests for such information were fulfilled for 18 sites, bringing to 246 the total number of sites for which information has been provided since 1980. This kind of information has been required in the past primarily for the location of radio transmitters. The need for this kind of information may be expected to increase somewhat in the future as the U. S. Environmental Protection Agency requires the submittal of industrial hazardous and toxic waste data for integration into a national data bank.

MILWAUKEE COUNTY LAND SURVEY RECORDS

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

Figure 47

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



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

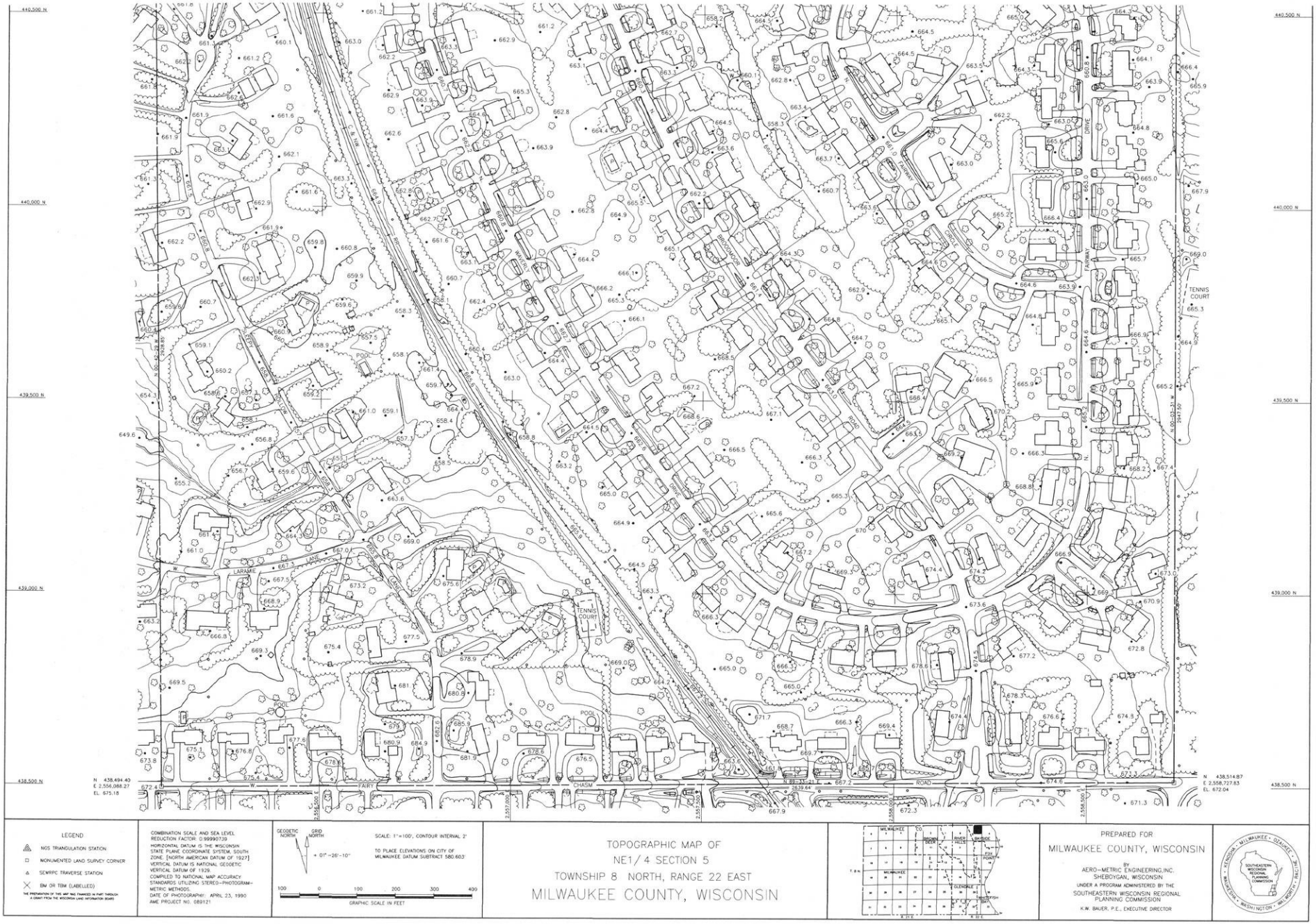
In 1994, under the requirements of this legislation, the Division received, indexed, and filed 1,964 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria concerned. This brings the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 21,452.

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

1. Numerically by U. S. Public Land Survey township, range, section, quarter section, and record of survey.
2. Alphabetically by minor civil division (city or village).
3. Alphabetically by the property owner or client for whom the survey was completed.

Map 37

TYPICAL TOPOGRAPHIC MAP



Map 38

TYPICAL CADASTRAL MAP

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

5. Chronologically by the date of the survey.

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

Since 1961, the Commission has maintained records on U. S. Public Land Survey corners within the entire Region. However, as already noted, since 1984 the Commission has been responsible for the perpetuation of the U. S. Public Land Survey System in Milwaukee County. Since 1984, 344 corners of that system in Milwaukee County have been perpetuated by remonumentation and referencing carried out by, or under the direction of, the Commission staff to replace destroyed, damaged, or substandard monumentation. Also since 1984, dossier sheets have been prepared for the 344 remonumented corners as well as for 285 corners which were referenced by the Commission staff subsequent to perpetuation of the corners by the Wisconsin Department of Transportation, the Milwaukee County Department of Public Works, and city and village engineers.

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. A total of 8,979 prints of aerial photographs of portions of the Region were reproduced, along with 59 soil map prints and 174 prints of maps in the Commission base map series. Aerial photographs were purchased primarily by local units of government, utilities, real-estate agents, retail businesses, and service and manufacturing companies. Soil photo prints and base maps were purchased primarily by real-estate agents, utilities, surveyors, engineers, and individual property owners.

FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 1994, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

OVERALL WORK PROGRAMS

- Overall Work Program—1995 Southeastern Wisconsin Regional Planning Commission, November 1994, 243 pages

ANNUAL REPORTS

- 1993 Annual Report, July 1994, 226 pages

PLANNING REPORTS

- No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994, 707 pages

- No. 43, A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994, 182 pages

TECHNICAL REPORTS

- No. 34, A Mathematical Relationship between NAD-27 and NAD-83(91) State Plane Coordinates in Southeastern Wisconsin, December 1994, 200 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 75, 2nd Edition, A Solid Waste Management Plan for Walworth County, Wisconsin, December 1994, 261 pages

- No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994, 37 pages

- No. 187, A Management Plan for Fowler Lake, Waukesha County, Wisconsin, March 1994, 144 pages

- No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994, 186 pages

- No. 210, City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, March 1994, 127 pages

- No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994, 35 pages

MEMORANDUM REPORTS

- No. 87, Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994, 12 pages
- No. 88, A Paratransit Service Plan for Disabled Persons: 1994 Update/ Milwaukee County Transit System, January 1994, 80 pages
- No. 89, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System, January 1994, 45 pages
- No. 90, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System, January 1994, 42 pages
- No. 91, A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility, January 1994, 45 pages
- No. 92, A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System, January 1994, 74 pages
- No. 94, A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994, 53 pages
- No. 95, Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994, 20 pages
- No. 103, Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994, 209 pages
- No. 104, Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994, 102 pages

NEWSLETTERS

- Vol. 34, Nos. 1-6, 204 pages

OTHER

- Proceedings of the 17th Regional Planning Conference, June 27, 1994, 333 pages
- A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994, 339 pages
- Economic Development Planning Staff Memorandum No. 94-01, August 1994, 33 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of New Berlin, March 1994, 11 pages
- Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area, March 1994, 12 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Fontana, March 1994, 9 pages
- Amendment to the Regional Water Quality Management Plan—2000, Village of Hartland and Lake Pewaukee Sanitary District, March 1994, 4 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha, June 1994, 10 pages
- Amendment to the Regional Water Quality Management Plan—2000, City of Burlington/ Bohner Lake Sanitary Sewer Service Areas, June 1994, 14 pages
- Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Village of Darien/ Town of Darien, September 1994, 4 pages
- Amendment to the Regional Water Quality Management Plan—2000, Pell Lake Area and Powers-Benedict-Tombeau Lakes Area, Kenosha and Walworth Counties, December 1994, 74 pages

GEOGRAPHIC INFORMATION SYSTEMS DIVISION

DIVISION FUNCTIONS

The Commission's Geographic Information Systems Division provides basic support services not only to all of the Commission's planning divisions, but also to county and local governments in the development of automated land information systems. Since the mid-1970s, the Division has had a computer mapping capability that has provided the foundation for a still-evolving regional geographic information system (GIS). Conceptually, the Commission defines a GIS as a computer-based system of capturing, storing, retrieving, analyzing, and reproducing geographically based data such as land use, soils, wildlife habitat, and floodplain data. The system thus identifies and maps areas exhibiting a defined characteristic without regard to real-property ownership. Nevertheless, in the Commission's GIS, the basis for the control of these data sets is the U. S. Public Land Survey System tied to the State Plane Coordinate System.

A land information system (LIS) is by Commission definition conceptually different from a GIS only in that an important new component is added, namely, real-property boundary lines and definitions of ownership parcels. The data in an LIS are thus all parcel-related. Since such cultural information is also directly related to the U. S. Public Land Survey System, it is possible to integrate fully the Commission's regional GIS data base with the additional information being developed under the county land information systems. Indeed, over time and as counties complete land information systems, it may be expected that the regional GIS in Southeastern Wisconsin will, in effect, be merged with the seven county land information systems into a single computer-based system wherein resides a wide range of data pertaining both to the physical characteristics of the land and environment and the cultural characteristics of how the land and environment is owned and managed.

The following sections present a technical description of the Commission's computer mapping capabilities, which are evolving from year to year to take advantage of changes in the state of the art; a discussion of the status of the regional GIS; and a review of the status of the seven county-based land information systems in Southeastern Wisconsin.

COMPUTER MAPPING CAPABILITIES

The Commission has maintained a computer-assisted mapping capability since 1976. Two general types of computer software are currently available for computer-assisted mapping applications. These are computer-assisted drafting (CAD) software and geographic information systems (GIS) software. Superficially, these software products appear to operate in a similar fashion and to produce similar map products, but they are, in fact, quite different in design, operation, and function.

CAD software functions quite well in situations where the only need is for the creation, maintenance, and replication of maps. Where there is the additional need to extract, analyze, and report the information content of maps, or to synthesize map and map-related information, GIS software is a more appropriate tool. In addition, GIS software possesses the capability of simultaneously extracting information from more than one map, synthesizing and analyzing that information, and producing "new" information and "new" maps from the process. The ability to perform these types of operations is especially valuable to the Commission's areawide planning efforts.

The computer software necessary to establish and operate geographic information systems is complex and evolving. True GIS software has been commercially available only within the relatively recent past; prior to 1987, the Commission utilized CAD-type software for its computer-assisted mapping applications. In 1986, the Commission staff evaluated a number of GIS software products then commercially available to identify a software system most suitable for its use. Also evaluated were several products in advanced stages of development, but not yet ready for commercial release. This evaluation led in 1987 to the acquisition by the Commission of the DELTAMAP software system. DELTAMAP, since renamed GENAMAP as the result of a change in ownership of the software company that originally developed the product, is a true GIS software product capable of supporting a wide variety of map digitizing, map production, and map-related analytical functions, including network- and land parcel-based functions.

The computer graphics hardware configuration upon which GENAMAP operates is based upon two Hewlett-Packard series 9000, Model 380, engineering work stations, each having a 19-inch, 16-color monitor and two 571-megabyte disks, and one Hewlett-Packard series 9000, Model 750 engineering work station having a 19-inch, 256-color monitor and eight 1.3-gigabyte disks. The three engineering work stations are connected through a local area network (LAN).

These three work stations share a Hewlett-Packard 1600/6250 dual-density tape drive, an eight-millimeter tape drive, a four-millimeter tape drive, a CD-ROM drive, and a Hewlett-Packard high-resolution, eight-color pen plotter capable of handling A-size through E-size cut sheet media or 36-inch roll-feed media. The three work stations jointly serve as the support devices for seven Hewlett-Packard 19-inch, 256-color terminals, six of which are attached to Calcomp 44-inch-by-60-inch, high-precision digitizing tables for interactive map data capture and editing. A Calcomp color electrostatic plotter is also available for on-line color map production. This device is capable of handling 44-inch roll-feed media, and can produce monochrome, color-line, and solid color-fill finished drawings at a resolution of 400 dots per inch.

DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM

Since the mid-1970s, the Commission has had under development a regional geographic information system with an emphasis on regional planning data needs. Efforts to date to build that system have been concentrated on the computerization of land use and related inventories that previously were quantified, manipulated, and stored in noncomputerized fashion. Consequently, through 1994 the regional GIS consists largely of data on land use, soils, watersheds, floodlands, shorelands, vegetation, wildlife habitat, environmental corridors, and scientific and natural areas. Not all of these data sets have as yet been fully converted to digital format for computerized storage and retrieval. The Commission continues to work annually toward completing the computerized regional planning data base.

In addition to the foregoing land-based data sets, the GIS also includes at the present time limited cultural boundary features, including civil divisions, traffic analysis zones, and planning analysis areas used for regional planning purposes. Over time, the Commission intends to build its GIS by adding base mapping information as well as network and line data attendant to the Region's transportation systems and, indeed, work toward achieving this goal was initiated during 1993 and continued during 1994 when, by year's end, digital base maps had been completed for each of the seven counties of the Region. Because the regional GIS is continually evolving, potential users of the data residing in the system need to specifically inquire of the Commission as to data availability.

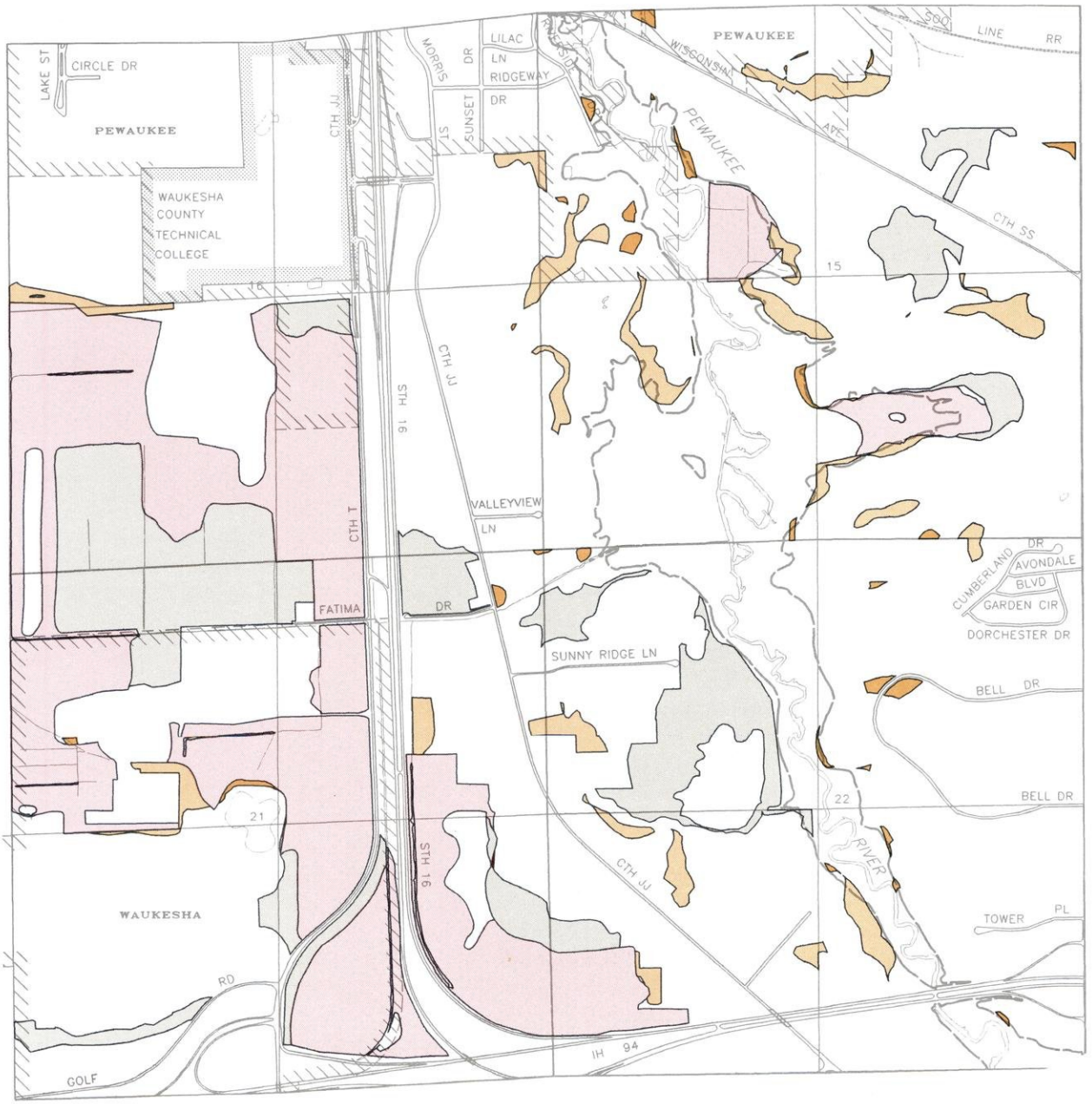
Using the Commission's regional GIS, the Commission, in 1992, at the request of the Wisconsin Department of Transportation, conducted a demonstration effort in which the computer technology was used to identify for the Department potential wetland mitigation and enhancement sites. The identification of such sites is critical in carrying out an agreement between the Wisconsin Departments of Natural Resources and Transportation under which the latter Department will mitigate wetland losses caused by State-sponsored highway and airport construction projects.

To demonstrate the capabilities of the GIS to assist in this matter, the Wisconsin Department of Transportation selected a four-square-mile study area mostly in the Town of Pewaukee. Within that study area, the data base residing in the GIS was expanded to include all relevant data on soils, wetlands, woodlands, natural areas, critical species habitats, wildlife habitat areas, land use, and primary environmental corridors. Using a set of locational criteria developed jointly by the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, and the Commission, the computerized GIS was then used to locate, quantify, and map specific areas that would be suitable for wetland mitigation and for wetland enhancement within the study area. The results of this demonstration work effort are summarized graphically on Map 39. With this information, the Department of Transportation was then in a position to identify specific areas for potential use as wetland mitigation and/or enhancement sites.

On the basis of the results of the demonstration study, the Department of Transportation indicated to the Commission its intent to use the GIS technique to identify potential wetland mitigation and enhancement sites throughout the Region. During the balance of 1992, the Department contracted with the Commission to identify such sites attendant to several highway improvement projects being programmed by the Department. This cooperative

Map 39

SUITABLE WETLAND MITIGATION AND ENHANCEMENT SITES IN THE PEWAUKEE-IH 94 STUDY AREA: 1992



WETLAND MITIGATION SITES

- LESS THAN 1.0 ACRE
- 1.0 – 5.0 ACRES
- GREATER THAN 5.0 ACRES

WETLAND ENHANCEMENT SITES

- LESS THAN 1.0 ACRE
- 1.0 – 5.0 ACRES (NONE)
- GREATER THAN 5.0 ACRES

FLOODPLAIN BOUNDARY

WAUKESHA COUNTY

T 07 N R 19 E

16 15 21 22

GRAPHIC SCALE

400 0 400 800 1200 FEET

effort continued during 1993 and 1994. By the end of 1994, a total of 10 such site identification studies had been completed within the Region. The locations of these sites are shown graphically on Map 40. This cooperative working relationship with the Department of Transportation will also contribute to the further building of the regional digital GIS data base.

DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS

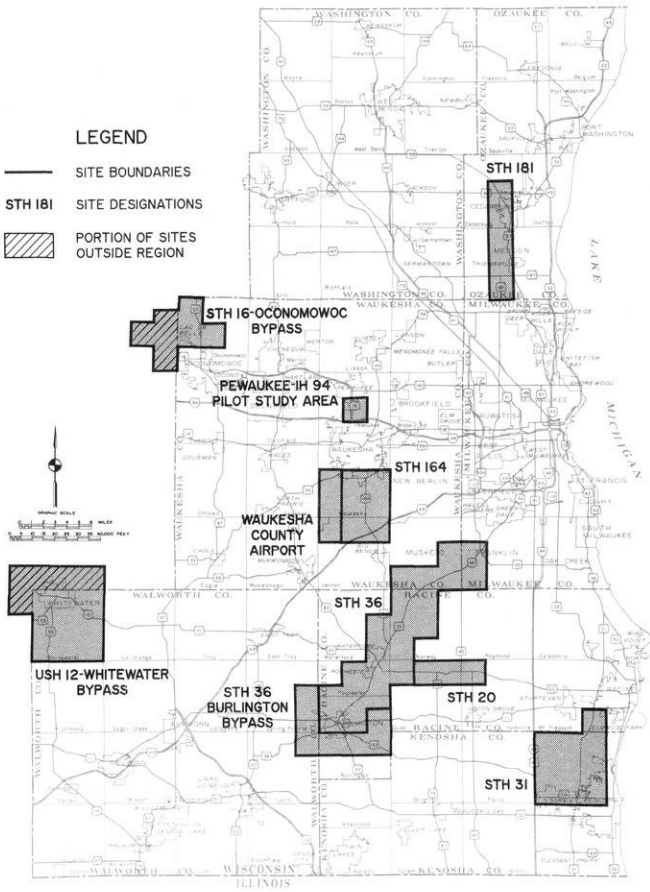
Since its inception, the Commission has recommended that county and local units of government in the Region prepare large-scale topographic and cadastral, or property-boundary, base maps founded upon a Commission-recommended monumented control survey network that precisely and accurately relates the U. S. Public Land Survey System to the State Plane Coordinate System. With the advent of computer-assisted mapping and geographic information systems, counties and local units of government in the Region are beginning to convert conventionally mapped data to digital, that is, computer-readable, form and are also developing new mapping directly in digital form. Such mapping forms the foundation for modernized systems of land records management.

Efforts to develop county-based land information systems were significantly enhanced by the initiation in 1990 of the Wisconsin Land Information Program. This program, overseen by the Wisconsin Land Information Board, provides a focal point for land records modernization issues and efforts within Wisconsin. Under the program, it is envisioned that counties throughout the State will prepare and implement plans to modernize land records systems. The program includes a supplemental Register of Deeds filing and recording fee of $6.00. Counties retain $4.00, to be used exclusively for implementing county land records modernization plans. The remaining $2.00 is forwarded to the Wisconsin Land Information Board and is used by that Board primarily to award grants to county and local governments for projects that would implement county plans.

By the end of 1992, the Commission had assisted all seven counties in the Region in preparing county land information system plans. The following summarizes the major activities carried out during 1994 with the assistance of the Commission in the implementation of those plans.

Map 40

WISCONSIN DEPARTMENT OF TRANSPORTATION WETLAND MITIGATION AND ENHANCEMENT SITE IDENTIFICATION STUDIES CARRIED OUT WITHIN THE REGION: DECEMBER 31, 1994



Kenosha County

The Kenosha County plan is documented in SEWRPC Community Assistance Planning Report No. 185, A Plan for the Creation of an Automated Mapping and Parcel-based Land Information System for Kenosha County, August 1990. The plan was adopted by the County Board on September 25, 1990, and approved by the Wisconsin Land Information Board on January 7, 1991. The plan formalized a work effort that had begun in the mid-1980s following a land information system demonstration project undertaken jointly by the Commission and Kenosha County using the Town of Randall as a demonstration area. Based on that pilot project, the Kenosha County plan included the following

elements which, when completed, would provide an initial, usable land information system for the County:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,203 U. S. Public Land Survey corners in the County and establish State Plane Coordinates and elevations for those corners. This work was completed prior to the preparation of the County plan in accordance with long-standing Commission recommendations.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals. This mapping was also completed by Kenosha County to Commission specifications in conventional format prior to the development of digital mapping capabilities. Consequently, the demonstration study and the plan recommended that the conventional maps be converted to digital form by digitizing and/or scanning techniques.

- The completion of cadastral overlay maps in digital form at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers.

- The completion of an initial series of planning-oriented parcel-related digital files, including parcel ownership, assessed valuation, soil, land use, wetland, floodplain, shoreland, and zoning data.

In 1993, the Commission and Kenosha County executed an agreement under which the Commission would prepare for the County the automated land information system for the last remaining portion of Kenosha County for which the basic elements of such a system had not as yet been prepared. Work toward the completion of that system for this project area—an area of approximately 108 square miles, containing about 16,950 parcels, and including portions of the City of Kenosha and of the Village of Pleasant Prairie, all of the Villages of Paddock Lake and Silver Lake, and all of the Towns of Brighton and Paris—continued during 1994. Funding for this project was provided by a grant from the Wisconsin Land Information Board, by County-retained document-filing fees, and by a contribution from the Kenosha Water Utility.

During 1994, the Commission and Kenosha County executed an agreement under which the Commission would secure large-scale digital topographic base maps for an approximately seven-square-mile area in the County. This mapping is intended to replace previously completed analog-format topographic maps that have become outdated and represents the first digital-format topographic mapping obtained by the County. Funding for this project was provided by County tax-levy monies.

Map 41 identifies the status of completion of the initial land information system in Kenosha County as of December 31, 1994. The automated base map, cadastral overlays, and planning and zoning overlays have been completed and are available for use over approximately 177 square miles, or 64 percent of the area of the County, representing about 48,870 parcels, or 82 percent of the number of parcels in the County. In addition, the automated system was under preparation at year's end for the remaining 101 square miles, or 36 percent of the County, representing an additional approximately 10,695 parcels, or the remaining 18 percent of the parcels in the County.

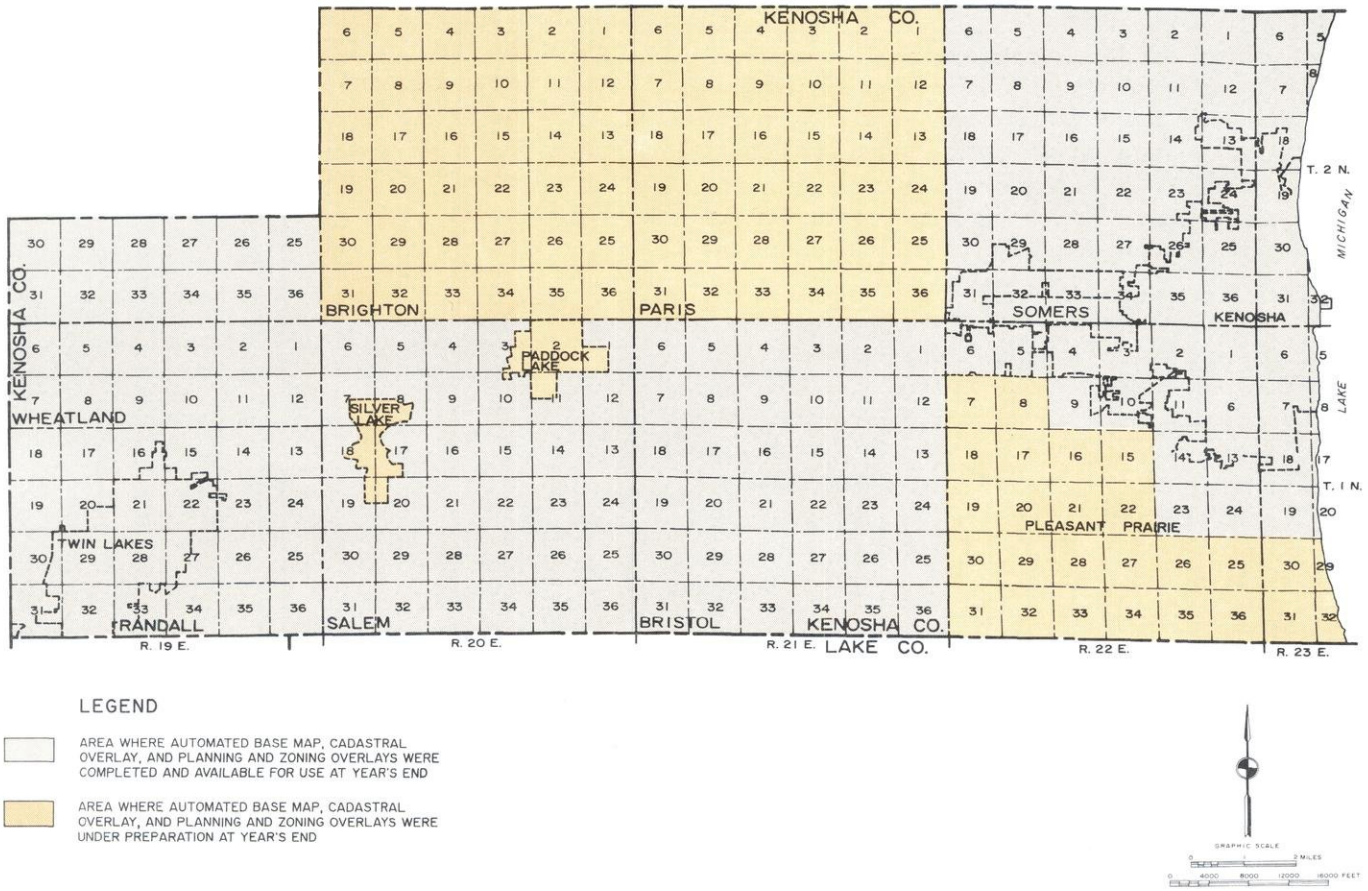
Kenosha County acquired computer hardware and software for its automated land information system during 1993, choosing GENAMAP software running on IBM RS 6000 engineering work stations. Two GENAMAP sites have been installed—one at the Courthouse in downtown Kenosha and a second at the Kenosha County Center in the Town of Bristol. These sites are linked together over a County computer communication line. In addition, the two engineering work stations are linked to the County's IBM AS 400 computer system, allowing access to nongraphic land information files, such as property-ownership and tax-assessment information.

At the request of Kenosha County, Commission staff assisted the County in the design and configuration of the hardware components of its system and, after its installation, provided specialized training to Kenosha County staff on the use of the GENAMAP software in conjunction with the County land information system digital maps.

The choice of GENAMAP by the Kenosha County staff as the computer software for the County's land information system ensures that the County will be able to easily access and make use of digital map information in the regional GIS being developed by the Commission. It also further

Map 41

STATUS OF COMPLETION OF INITIAL LAND INFORMATION SYSTEM IN KENOSHA COUNTY: DECEMBER 31, 1994



ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS/LIS application development and training.

Milwaukee County

The Milwaukee County plan is documented in SEWRPC Community Assistance Planning Report No. 177, Feasibility Study for a Milwaukee County Automated Mapping and Land Information System, October 1989. The plan was adopted by the County Board on February 15, 1990, and approved by the Wisconsin Land Information Board on January 7, 1991. The plan proposed the creation of an automated digital mapping base for the entire County based upon Commission-recommended control survey and mapping specifications. The proposed mapping would build upon historic base mapping efforts carried out by Milwaukee County, the Milwaukee Metropolitan Sewerage District, and many of the cities and villages in the County. The Milwaukee County plan also proposed the creation of a public-private partnership jointly to develop, to own, and to manage the automated base map.

As reported in prior Annual Reports, a number of major steps have been taken to implement the Milwaukee County land information system plan. These steps include the execution in 1990 of a cooperative agreement between Milwaukee County, Wisconsin Bell (now known as Ameritech), the Wisconsin Electric Power Company, and the Wisconsin Gas Company jointly to develop and maintain the recommended land information system. Importantly, during 1993, an addendum to the cooperative agreement was executed that added the Milwaukee Metropolitan Sewerage District as a full partner in the development of the land information system. The development of that system, known by the acronym MCAMLIS, is being overseen by a Steering Committee which, through 1994, was chaired by the Executive Director of the Regional Planning Commission, who, under State law, serves

as Milwaukee County Surveyor. The Steering Committee in turn has contracted with the Commission to provide for the day-to-day technical management of the program.

The MCAMLIS work program, as refined in an implementation study completed in 1991, consists of the following basic tasks:

- The completion of the location and remonumentation of all U. S. Public Land Survey corners in the County, including the centers of the sections.

- The completion of high-order horizontal and vertical control surveys to establish the State Plane Coordinates and elevations of the U. S. Public Land Survey corners.

- The completion of large-scale topographic base maps in digital form at a scale of one inch equals 100 feet with two-foot contour intervals.

- The completion of cadastral overlay maps in digital form at a scale of one inch equals 100 feet providing detailed information on the location and configuration of all real-property boundaries, including the property boundaries of all streets and public ways and other public land holdings; and assigning a parcel identification number (tax key number) to each ownership parcel to enable the linking of geographic with nongeographic data files.

- The creation of a data set containing the street addresses of all structures identified in the mapping program.

- The development of a neutral spatial data exchange mechanism so that computerized data can be readily exchanged between the several proprietary hardware and software systems of the MCAMLIS partners.

- A data integration work effort that would eliminate the redundancies that exist in the conventional maps prepared by U. S. Public Land Survey one-quarter section; for example, common quarter-section lines and text associated with those lines, as well as the elimination of data "overlaps" along conventionally mapped borders. In effect, this work effort would create in digital form a "seamless" map of the County.

Prior to 1992, all recommended land and control survey work had been completed and steps had been undertaken to prepare, on a phased basis, the digital topographic base and cadastral overlays. During 1994, the following additional major steps were taken toward completion of the MCAMLIS-recommended work program:

- The MCAMLIS Steering Committee received notice that the Milwaukee County grant application submitted with Commission assistance to the Wisconsin Land Information Board for the January 1994 filing period had resulted in the awarding of a grant in the amount of $100,000. The project to be supported by the State grant would provide for the conversion of contour lines and spot elevations to digital format over an approximately 53-square-mile area of the County. The digital conversion of planimetric and hydrographic map features for this area has been previously carried out under other MCAMLIS work projects. This work will be initiated in 1995. In addition to the State grant, funding for the work was provided by County-retained document-filing fees and by contributions from the participating utilities.

- With the assistance of the Commission, Milwaukee County submitted another grant application to the Wisconsin Land Information Board. This application was for the July 1994 filing period. This application also resulted in the granting of an award in the amount of $100,000. The project to be supported by the State grant award will result in the completion of one-inch-equals-100-feet-scale, two-foot-contour-interval digital topographic mapping derived from scanned hard-copy topographic maps for 46 U. S. Public Land Survey one-quarter sections; and will also result in the preparation of digital cadastral mapping for 236 one-quarter sections in the Cities of Franklin and Oak Creek, containing approximately 14,300 parcels. In addition to the State grant, funding for this project, which will be initiated by the MCAMLIS Steering Committee in 1995, will be provided by County-retained document-filing fees and by contributions from the participating utilities.

- In December 1994, the last in a series of five digital topographic mapping projects undertaken by the MCAMLIS Steering Committee was completed. These five projects, the first of

which was initiated in 1991, resulted in the preparation of one-inch-equals-100-feet-scale, two-foot-contour-interval digital topographic map files over approximately 178 square miles, or about 74 percent of the area of the County. The acquisition of this large-scale, high-quality map product over such an extensive portion of the County represents one of the more significant accomplishments to date of the MCAMLIS project.

Under Steering Committee guidance, other projects that began in 1991, 1992, and 1993 continued throughout 1994. These consisted of several interrelated efforts to prepare cadastral overlay mapping in the northeastern and central portions of the County and the preparation of the integrated automated mapping base in the northern half of the County. In addition to these projects, work to prepare cadastral overlay maps for the City of West Allis was completed by that City. Also completed in 1994 was work by the City of Milwaukee to adjust its previously prepared digital cadastral overlay mapping to the horizontal control data secured by the Steering Committee in 1991.

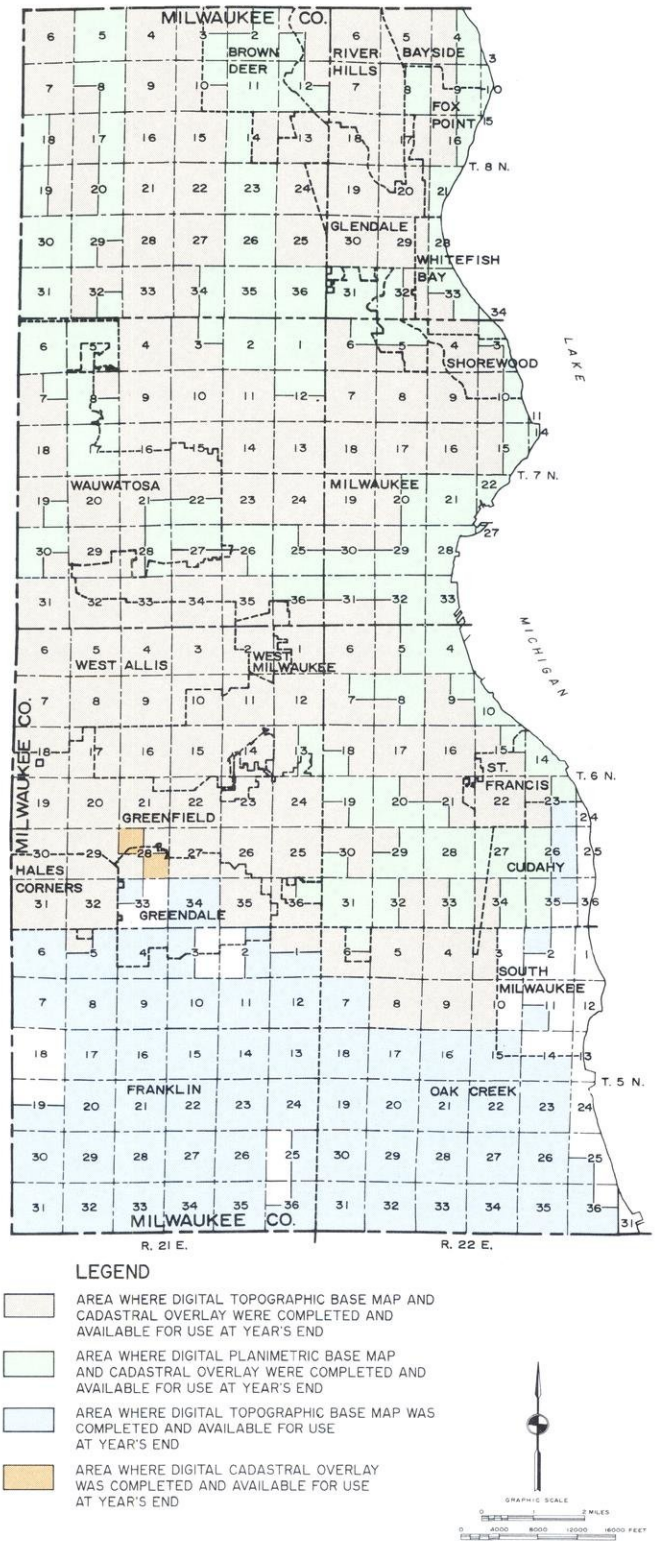
Map 42 identifies the status of completion of digital topographic base mapping and cadastral overlay mapping in Milwaukee County as of December 31, 1994. The automated end product, digital topographic base maps and cadastral overlays, has been completed and is available for use over approximately 122 square miles, or about 50 percent of the area of the County. Partially digitally converted topographic base maps—lacking only digital contour lines and spot elevations—and digital cadastral overlays are available for an additional 53 square miles, or about 22 percent of the area of the County. In addition, digital topographic base maps have been completed and are available for use over an additional 56 square miles, or about 23 percent of the County, while digital cadastral overlays are completed and available for use over an additional one-half square mile, or about 1 percent of the area of the County.

Ozaukee County

The Ozaukee County plan was completed in 1992. The plan is documented in SEWRPC Community Assistance Planning Report No. 142, A Land Information System Plan for Ozaukee County, April 1992. The plan was adopted by the County Board on May 6, 1992, and approved by the Wisconsin Land

Map 42

STATUS OF COMPLETION OF DIGITAL TOPOGRAPHIC BASE MAPPING AND CADASTRAL OVERLAY MAPPING IN MILWAUKEE COUNTY: DECEMBER 31, 1994



Information Board on June 8, 1992. The plan builds upon prior limited topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,064 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Ozaukee County Surveyor and others had completed the relocation and remonumentation of 751 such corners, while State Plane Coordinates had been obtained for 494 corners and elevations for 438 corners.

- The completion of digital topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals.

- The completion of cadastral overlay maps in digital form at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers.

The Commission worked with Ozaukee County and the City of Mequon in developing an initial project to facilitate the implementation of the County land information system plan. This project was submitted to the Wisconsin Land Information Board for the December 1992 grant period, and resulted in a State grant award of $75,000. Work on the project began in 1993 and was completed in 1994. The project involved the conduct of land and control surveys and digital topographic base mapping for an area of approximately 46 square miles, or 20 percent, of Ozaukee County. This area encompassed most of the City of Mequon, all of the Village of Thiensville, and that portion of the Village of Bayside lying within the County. This project, which involved multiple funding sources, required a detailed prioritization of tasks, as a portion of the project area was located within a separately managed coastal management zone.

Following completion of the Mequon project, the Ozaukee County Land Information Office assumed full responsibility for carrying out projects to complete implementation of the County plan.

Racine County

The Racine County plan is documented in SEWRPC Community Assistance Planning Report No. 194, A Land Information System Plan for Racine County, August 1991. The plan was adopted by the County Board on September 9, 1991, and approved by the Wisconsin Land Information Board on October 14, 1991. The plan built upon control survey and conventional base mapping work completed by Racine County based upon Commission-recommended mapping specifications. Indeed, Racine County was the first county within the Region to complete the Commission-recommended control survey and topographic mapping program, in 1976. The Racine County plan included the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,478 U. S. Public Land Survey corners in the County and establish State Plane Coordinates and elevations for those corners. This work was completed prior to the preparation of the County plan.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals. This work was also completed prior to the preparation of the County plan. Consequently, the plan recommended that the conventional maps be converted to digital form by digitizing and/or scanning techniques.

- The completion of cadastral overlay maps at a scale of one inch equals 200 feet providing detailed information on real-property boundaries and parcel identification numbers. At the time of the preparation of the County plan, Racine County had completed cadastral mapping in conventional form for the entire County except the City of Racine. Consequently, the plan recommended that work efforts be undertaken to prepare in digital form cadastral maps for the City of Racine and that the conventional cadastral maps completed for areas outside the City of Racine be converted to digital form.

- The completion of an initial series of planning-oriented parcel-related digital files, including parcel ownership, assessed valuation, soil, land use, wetland, floodplain, shoreland, and zoning data.

- The establishment of a computerized image indexing, storage, retrieval, transmittal, and copying system in the Register of Deeds office. This system would use optical-disk technology, in which a scanning device electronically captures the image on each document page and stores that image on an optical platter similar to a compact disc. With proper indexing and processing, it is possible to view documents on computer terminals and also to obtain hard copies of the viewed image.

The following steps were taken during 1994 toward completion of the Racine County land information system:

- As a result of a finding made by the Commission in 1993, Racine County requested the assistance of the Commission in revising and restructuring a project originally proposed to be undertaken with a grant award received by the County from the Wisconsin Land Information Board. This project had proposed using digital mapping compiled and owned by Wisconsin Natural Gas Company. The Commission had provided assistance to Racine County during 1993 relative to evaluating the utility of that digital mapping for potential integration into the County's digital data base. The Commission performed a thorough analysis of the mapping, and advised Racine County that that mapping did not meet the specifications detailed within the Racine County land information system plan. Moreover, the analysis indicated that it would be more cost-effective to produce new mapping for the areas involved than it would be to modify or enhance the Wisconsin Natural Gas Company mapping. During 1994, Commission staff prepared a revised scope of work and project budget and assisted County staff in responding to questions raised by the Board during its review of the revised project scope of work. The revised project description proposed the digital conversion of analog cadastral maps previously compiled by County staff rather than the use of the Wisconsin Natural Gas Company digital maps, and Racine County was given approval by the Board to use the grant award for the revised project. This project will result in the preparation of digital cadastral maps for the Town of Norway and a large portion of the Town of Raymond involving approximately 2,110 parcels and will be initiated during 1995.

- With the assistance of the Commission, Racine County submitted a grant application to the Wisconsin Land Information Board for the July 1994 filing period. This application was approved and resulted in an award of $100,000. The project to be supported by this State grant involves the preparation of digital cadastral mapping for an area of approximately 38 square miles containing about 11,365 real-property parcels in the Town of Mt. Pleasant and the Villages of Sturtevant and Elmwood Park. In addition to the State grant, funding for this project, which will be initiated during 1995, was provided by Racine County through tax-levy monies.

- The Commission and Racine County executed an agreement under which the Commission would secure large-scale digital topographic base maps for an approximately 14-square-mile area in the County. This mapping is intended to replace previously completed analog-format topographic maps that have become outdated and represents the first digital-format topographic mapping to be obtained by the County. Funding for this project was provided by County tax-levy monies.

During 1994, a major digital cadastral mapping project initiated by the County in 1992 continued. Under this work effort, the County is acquiring digital cadastral mapping for the City of Racine—an area of about 14 square miles—containing about 27,100 real-estate parcels, or about 39 percent of all such parcels in the County. At the request of County staff, the Commission staff has assisted in the review of the work performed by the firm retained by the County to carry out this work effort to ensure that the mapping was being performed in accordance with specifications set forth in the County plan.

Also during 1994, the County continued the process of establishing a computerized image indexing, storage, retrieval, transmittal, and copying system in the Register of Deeds office. Equipment to operate the system was acquired in 1993 and computer programming to control the operation of the system was initiated by County staff. Conversion of image records was started in 1993 and continued into 1994.

Racine County acquired computer hardware and software for its automated land information system during 1994, choosing GENAMAP software running

on IBM RS 6000 engineering work stations. Two GENAMAP sites have been installed, one at the Courthouse in downtown Racine and one at the Ives Grove Office Complex in the Town of Yorkville. These sites are linked together over a County computer communication line. In addition, the two engineering work stations are linked to the County's IBM AS 400 computer system, allowing access to nongraphic land information files, such as property-ownership and tax-assessment information.

At the request of Racine County, Commission staff assisted the County in the design and configuration of the hardware components of its system. The choice of GENAMAP by the Racine County staff as the computer software for the County land information system ensures that the County will be able to readily access and make use of digital map information in the regional GIS being developed by the Commission. It also further ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS/LIS application development and training.

Walworth County

The Walworth County plan is documented in SEWRPC Community Assistance Planning Report No. 139, A Land Information System Plan for Walworth County, September 1991. The plan was adopted by the County Board on October 15, 1991, and approved by the Wisconsin Land Information Board on December 9, 1991. The plan builds upon prior limited topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 2,503 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Walworth County Surveyor and others had completed the relocation and remonumentation of 1,778 such corners, while State Plane Coordinates had been obtained for 466 corners and elevations for 266 corners. The plan recommended that Walworth County focus its available resources in completing the land and control surveys throughout the County.

- The completion of digital topographic base maps and digital cadastral overlay maps at a scale of one inch equals 200 feet. The plan envisioned that such efforts would be initiated primarily by the local units of government in the County. The County would provide support for such efforts, particularly in seeking Wisconsin Land Information Board grants.

- The creation of an automated tract index pursuant to Section 59.55 of the Wisconsin Statutes.

The following steps were taken in 1994 toward implementation of the Walworth County plan:

- The Commission and Walworth County executed an agreement under which the Commission would secure large-scale digital topographic base mapping under a project set forth in a grant application which Walworth County, with the assistance of the Commission, had submitted to the Wisconsin Land Information Board for the January 1994 filing period. The project to be supported by the requested State grant would provide for the completion of large-scale topographic mapping for a 36-square-mile area in the Town of Sharon. This application was approved and resulted in an award of $60,000. In addition to the State grant, funding for the work was also provided by County-retained document-filing fees.

- With the assistance of the Commission, Walworth County submitted to the Wisconsin Land Information Board a grant application for the July 1994 filing period. The project to be supported by the requested State grant would provide for the completion of one-inch-equals-200-feet-scale, two-foot-contour-interval topographic mapping for a 36-square-mile area in the Town of Darien. This application was approved and resulted in an award of $71,250. Following the granting of this award, the Commission and Walworth County executed an agreement under which the Commission would secure the desired large-scale topographic base maps. In addition to the State grant, funding for the work was also provided by County-retained document-filing fees.

Also during 1994, two other projects that began in 1992 and 1993 were continued. These projects pertain to the completion of land and control surveys in a 41-square-mile area in the Towns of Sharon and Darien and the Village of Darien and a 43-square-mile area in the Towns of Delavan and Walworth and the City of Delavan. Both of these projects are being carried out jointly by the Walworth County Surveyor and the Commission.

Walworth County acquired computer hardware and software for its automated land information system during 1994, choosing GENAMAP software running on an IBM RS 6000 engineering work station. The equipment has been installed at the Courthouse in Elkhorn and is linked to the County's IBM AS 400 computer system, allowing access to nongraphic land information files, such as property-ownership and tax-assessment information.

At the request of Walworth County, Commission staff assisted the County in the design and configuration of the hardware components of its system and, after its installation, provided specialized training to Walworth County staff regarding the use of the GENAMAP software.

The choice of GENAMAP by the Walworth County staff as the computer software for the County's land information system ensures that the County will be able to readily access and make use of digital map information in the regional GIS being developed by the Commission. It also ensures that the staffs of the County and the Commission will be able to cooperate closely on such issues of mutual concern as GIS/LIS application development and training.

Washington County

The Washington County plan was completed in 1992. The plan is documented in SEWRPC Community Assistance Planning Report No. 184, A Land Information System Plan for Washington County, March 1992. The plan was adopted by the County Board on April 21, 1992, and approved by the Wisconsin Land Information Board on June 8, 1992. The plan builds upon prior topographic base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 1,905 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Washington County Surveyor and others had completed the relocation and remonumentation of 1,163 such corners, while State Plane Coordinates had been obtained for 786 corners and elevations for 593 corners.

- The completion of digital topographic base maps and digital cadastral overlay maps at a scale of one inch equals 200 feet. The plan envisioned that such efforts would be initiated primarily by the local units of government in the County. The County would provide support for such efforts in seeking Wisconsin Land Information Board grants and, potentially, in providing County monies to accelerate the mapping efforts.

The following steps were taken in 1994 toward implementation of the Washington County plan:

- The Commission and Washington County executed an agreement under which the Washington County Surveyor and the Commission would work together to complete the work set forth in a grant application which had been submitted to the Wisconsin Land Information Board in 1993. This application had been submitted to the Board by Washington County and the Village of Kewaskum, with the assistance of the Commission, for the July 1993 filing period. The project to be supported by the requested State grant would conduct land and control surveys, and complete digital topographic base mapping over a 12-square-mile area in the Village and its environs. During 1993, this application was approved and resulted in a grant award of $40,000. In addition to this State grant, funding for this project was provided by Washington County through retained document-filing fees and by the Village of Kewaskum through tax-levy monies.

- Washington County received a grant award of $60,000 as the result of a grant application which it had submitted, with the assistance of the Commission, during 1993 to the Wisconsin Land Information Board for the January 1994 filing period. The project to be supported by the requested State grant would conduct land and control surveys over an 18-square-mile

area in the Town of Erin. Following the granting of this award, the Commission and Washington County executed an agreement under which the Washington County Surveyor and the Commission would work together to complete the work set forth in the grant application. In addition to the State grant, funding for this project was provided by Washington County through retained document-filing fees.

- The Commission and Washington County executed an agreement under which the Washington County Surveyor and the Commission would work together to complete the land survey required in a 66-square-mile area in the Towns of Jackson, Polk, and Hartford. Funding for this project was provided by Washington County through tax-levy monies.

- With the assistance of the Commission, Washington County submitted to the Wisconsin Land Information Board a grant application for the July 1994 filing period. The project to be supported by the requested State grant would conduct land and control surveys over a 25-square-mile area in the Towns of Erin and Hartford. This application was approved and resulted in a grant award of $60,000. At year's end, arrangements for carrying out this project were being made.

Work also continued during 1994 on other projects that were initiated in 1993. These projects pertained to the completion of land and control survey work in the Town of Richfield and a portion of the Town of Trenton and to control survey work in a portion of the Town of Jackson. These projects were being carried out jointly by the Washington County Surveyor and the Commission.

Waukesha County

The Waukesha County plan is documented in SEWRPC Community Assistance Planning Report No. 193, A Land Information System Plan for Waukesha County, April 1991. The plan was adopted by the County Board on June 18, 1991, and approved by the Wisconsin Land Information Board on July 8, 1991. The plan builds upon prior topographic and cadastral base mapping efforts completed to Commission-recommended specifications. More specifically, the plan includes the following elements:

- Land and control surveys as recommended by the Commission to locate and remonument all 2,535 U. S. Public Land Survey section and quarter-section corners in the County and establish State Plane Coordinates and elevations for those corners. When the plan was adopted, the Waukesha County Surveyor and others had completed the relocation and remonumentation of, and obtained State Plane Coordinates for, 1,737 such corners, while elevations had been obtained for 1,663 corners.

- The completion of topographic base maps at a scale of one inch equals 200 feet with two-foot contour intervals, or at a larger scale of one inch equals 100 feet should local units of government in the County share in the additional cost of the larger-scale mapping. At the time of the completion of the County plan, large-scale topographic mapping had been completed for 354 square miles, or about 61 percent of the area of the County. The plan called for any such already-completed mapping in hard-copy form to be converted over time to digital form.

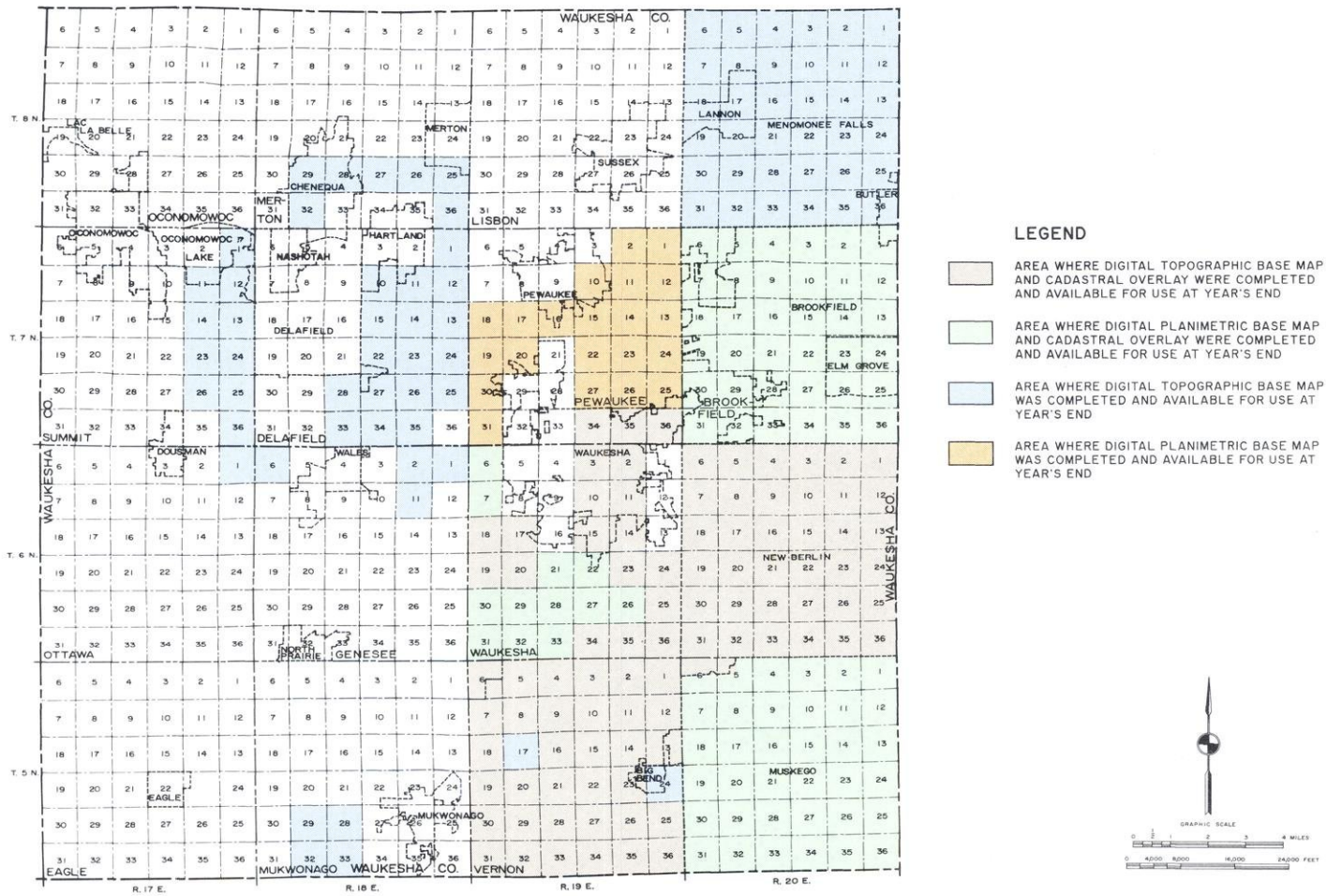
- The completion of cadastral overlay maps in digital form at scales of either one inch equals 200 feet or one inch equals 100 feet, depending upon the underlying topographic mapping scale. At the time of the preparation of the County plan, about 136 square miles of cadastral maps had been completed in conventional form. The plan recommends the conversion of that mapping to digital form over time.

The following steps were taken during 1994 toward implementation of the Waukesha County land information system plan:

- The Commission and Waukesha County executed an agreement under which the Commission would complete the work specified in a successful Wisconsin Land Information Board grant application submitted in 1993. This grant application had been submitted to the Board by Waukesha County, with the assistance of the Commission, for the July 1993 filing period. The project to be supported by the requested State grant would involve the compilation and digitization of cadastral information for an area of about 79 square miles, containing about 11,825 parcels, and the

Map 43

STATUS OF COMPLETION OF DIGITAL TOPOGRAPHIC BASE MAPPING AND CADASTRAL OVERLAY MAPPING IN WAUKESHA COUNTY: DECEMBER 31, 1994



digitization of planimetric map features for an area of 52 square miles. This application was approved and resulted in an award of $100,000. In addition to the State grant, funding for this project was provided by Waukesha County through retained document-filing fees.

- The Commission and Waukesha County executed an agreement under which the Commission would complete the land and control surveying and digital topographic mapping over an approximately 30-square-mile area comprising all of the Village of Wales and portions of the Village of Nashotah and the Towns of Delafield and Genesee. Funding for this project was provided by Waukesha County using tax-levy monies and retained document-filing fees.

- The Commission and Waukesha County executed an agreement to carry out the project tasks called for in a successful Wisconsin Land Information Board grant application prepared in 1993. This application had been submitted to the Board by Waukesha County, with the assistance of the Commission, for the January 1994 filing period, and resulted in a grant award of $80,000. The project to be supported by the requested State grant would conduct land and control surveys and prepare digital topographic mapping over an area of 23 square miles in the Town of Merton. In addition to the State grant, funding for this project was provided by Waukesha County through retained document-filing fees.

- With the assistance of the Commission, Waukesha County submitted to the Wisconsin

Land Information Board a grant application for the July 1994 filing period. The project to be supported by the requested State grant would complete land and control surveys and prepare digital topographic mapping over an area of approximately 36 square miles covering all of the Village of Lac La Belle and the Town of Oconomowoc and portions of the City of Oconomowoc and the Village of Oconomowoc Lake. This application was approved and resulted in a grant award of $100,000. At year's end, arrangements for carrying out this project were being made.

During 1994, other projects that began in 1992 and 1993 continued. These consisted of several topographic mapping projects and several interrelated efforts to prepare cadastral overlay mapping. In addition to a project in which the Commission is preparing for Waukesha County new cadastral overlay maps of the City of Muskego and a portion of the City of Brookfield, and a second project in which the Commission is converting existing hardcopy cadastral overlay maps to digital form for the City of New Berlin, the City of Waukesha and the Village of Menomonee Falls had work under way to prepare digital cadastral overlay mapping for portions of those respective civil divisions.

Map 43 identifies the status of completion of digital topographic base mapping and cadastral overlay mapping in Waukesha County as of December 31, 1994. The automated end product—digital topographic base maps and cadastral overlays—has been completed and is available for use over approximately 90 square miles, or 15 percent of the County. Digitally converted topographic base maps—lacking, however, digital contour lines and spot elevations—and digital cadastral overlays have been completed and are available for an additional 83 square miles, or 14 percent of the County. In addition, digital topographic base maps have been completed and are available for use over an additional 81 square miles, or 14 percent of the County, while partially digitally converted topographic base maps are available for use over 21 square miles, or 4 percent of the County.

ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

The Commission's Administrative Services Division performs a number of functions supportive of the work of all of the other Commission divisions. These functions include financial management, consisting of accounting, bookkeeping, and budget control; personnel management and the implementation of affirmative action and equal opportunity programs; grant-in-aid procurement; purchasing and clerical support; and the sale and distribution of publications.

FINANCIAL MANAGEMENT AND PLANNING

One of the most important functions of the Division is managing the Commission's financial affairs. This includes maintaining a fund accounting system, preparing an annual Commission budget, preparing Commission payrolls, and processing accounts receivable and payable. Through the computerized accounting system, monthly financial management reports are prepared, including budget control, cash flow, and quarterly Treasurer's reports. These reports are utilized by the Commission, its committees, and the Executive Director to ensure that the financial integrity of the Commission is maintained.

The Division is also responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's business. This task was continued during 1994 by maintaining a trust account with a minority-controlled bank within the Commission's service area. In addition, the Commission has established a business enterprise program, including the completion, maintenance, and expansion of a list of disadvantaged/women-owned businesses which are contacted as potential Commission vendors.

The Division is also responsible for assisting the Executive Director in preparing the Commission annual budget. With the help of this document and an accompanying Federally required overall work program, the Commission is able to plan and organize its work effort from a sound financial basis.

PERSONNEL ADMINISTRATION

Personnel recruitment, testing, and selection are centered in the Administrative Services Division. During 1994, the Commission continued to make progress in carrying out a comprehensive equal employment opportunity program in the areas of recruitment, employment, promotion, transferring, and training. Action was taken to better monitor applicant flow in order to gauge progress in attracting minority applicants as required in the affirmative action program. Efforts were continued toward attracting qualified minority and women applicants during the year.

GRANT-IN-AID PROCUREMENT

Along with accounting for the Federal, State, and local funds received to operate the Commission, the Division is responsible for Federal and State grant application preparation. This includes completing the necessary application forms, including supporting narratives describing proposed work programs, preparing budgets to carry out the work programs, and assisting in obtaining final grant approval. These grants provide a substantial portion of the working capital required to carry out the Commission's overall work program.

The Division also processes any claims for reimbursement of expenses incurred under each grant contract, prepares detailed financial status reports as required by Federal and State funding agencies, and maintains detailed financial records for audit by grantor agencies.

The Commission's annual overall work program, a document, as already noted, required by Federal regulation, is also prepared with the assistance of the Division. This report is an important vehicle for securing Federal and State grants-in-aid, and serves as a guide to the financial management of the Commission.

PURCHASING AND CLERICAL SUPPORT

The Administrative Services Division provides the Commission with purchasing services and clerical

staff support in the typing of reports, in addition to the typing of routine and specialized correspondence.

SALE AND DISTRIBUTION OF PUBLICATIONS

During 1994, the Division distributed a total of 20,426 copies of Commission publications. These included: 31 prospectuses, 90 planning reports, 363 amendments to planning reports, 28 technical reports, 597 community assistance planning reports, 610 memorandum reports, 400 technical records, 695 annual reports, 15,897 newsletters, 1,665 community economic development profiles, four lake use reports, 14 transportation improvement programs, 19 overall work programs, 10 study designs, and three copies of the publication entitled Twenty-Five Years of Regional Planning. In addition, the Division distributed 8,979 aerial photographs, 59 soils maps, 284 topographic maps, 947 control survey station dossiers and control survey summary diagrams, and 174 maps from the Commission's base map series.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: 1994

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
*** Leon T. Dreger	2000
* Thomas J. Gorlinski	1998
** Sheila M. Siegler	1998
MILWAUKEE COUNTY	
** Daniel J. Diliberti	1998
*** William Ryan Drew	1996
* Patrick Marchese	1996
OZAUKEE COUNTY	
* Leroy A. Bley	1996
** Thomas H. Buestrin, Treasurer	1996
*** Elroy J. Schreiner	2000
RACINE COUNTY	
*** David B. Falstad, Chairman	1998
** Martin J. Itzin	2000
* Jean M. Jacobson, Secretary	1996
WALWORTH COUNTY	
** John D. Ames	1996
*** Anthony F. Balestrieri	2000
* Allen L. Morrison, Vice-Chairman	2000
WASHINGTON COUNTY	
** Daniel S. Schmidt	1998
* Patricia A. Strachota	1996
*** Frank F. Uttech	1994
WAUKESHA COUNTY	
*** Duane H. Bluemke	1998
* Robert F. Hamilton	2000
** Paul G. Vrakas	1998

* County Board-appointed Commissioners.

** Appointed by the Governor from a County Board-approved list of candidates.

*** Appointed by the Governor on his own motion without reference to any County Board-approved list.

COMMITTEES

EXECUTIVE COMMITTEE
David B. Falstad, Chairman
Allen L. Morrison, Vice-Chairman
Jean M. Jacobson, Secretary
Thomas H. Buestrin, Treasurer
Anthony F. Balestrieri
William Ryan Drew
Robert F. Hamilton
Daniel S. Schmidt
Elroy J. Schreiner
Sheila M. Siegler
Frank F. Uttech

ADMINISTRATIVE COMMITTEE
Sheila M. Siegler, Chairman
Thomas H. Buestrin, Vice-Chairman
Duane H. Bluemke
David B. Falstad
Jean M. Jacobson
Allen L. Morrison
Frank F. Uttech
Paul G. Vrakas

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE
Jean M. Jacobson, Chairman
Allen L. Morrison, Vice-Chairman
Leroy A. Bley
Thomas H. Buestrin
Daniel J. Diliberti
David B. Falstad
Robert F. Hamilton
Patricia A. Strachota

PLANNING AND RESEARCH COMMITTEE
Daniel S. Schmidt, Chairman
Anthony F. Balestrieri, Vice-Chairman
Duane H. Bluemke
Daniel J. Diliberti
Leon T. Dreger
David B. Falstad
Martin J. Itzin
Jean M. Jacobson
Patrick Marchese
Allen L. Morrison
Elroy J. Schreiner
Patricia A. Strachota
Paul G. Vrakas

Appendix B

COMMISSION ADVISORY COMMITTEES: 1994

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

Duane H. Bluemke ..... Commissioner, Southeastern Wisconsin Regional Planning Commission, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
C. Barry Bateman ..... Airport Director, General Mitchell International Airport
John B. Capelle ..... Director of Community Development, City of West Bend
Sharon E. Crowe ..... Administrator, Village of East Troy
Robert S. Demski ..... Owner, Sylvania Airport, Town of Yorkville
Tyrone P. Dumas ..... Director of Public Works, Milwaukee County
Dennis H. Eiler ..... Airport Director, Kenosha Regional Airport
William J. Flanagan ..... U. S. Department of Transportation, Federal Aviation Administration
Major Steven Ford ..... Base Civil Engineer, Wisconsin National Guard
Thomas J. Gorlinski ..... Supervisor, Kenosha County Board
Glenn S. Januska ..... Airport Manager, Crites Field, Waukesha
Robert W. Kunkel ..... Director, Bureau of Aeronautics, Wisconsin Department of Transportation
N. David Mann ..... Airport Manager, John H. Batten Field, Racine
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
Paul E. Milewski ..... Director of Community Development, City of Oak Creek
Lois Mitchell ..... Owner, Capitol Airport, City of Brookfield
Brian Turk ..... City Planner, City of Hartford
Earl E. Vorpagel, Jr. ..... Chairman, Airport Commission, City of Burlington
Randall E. Wade ..... Chief of Statewide System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR KENOSHA COUNTY

Frederick J. Patrie ..... Director of Public Works, Kenosha County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
John M. Antaramian ..... Mayor, City of Kenosha
Nickolas E. Arnold ..... Administrator, City of Kenosha
Shirley Boening ..... Chairman, Town of Salem
Ralph L. Drinkwine, Jr. ..... President, Village of Silver Lake
Raymond A. Forgianni, Jr. ..... Director of City Development, City of Kenosha
Lauren A. Fox ..... Chairman, Town of Randall
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Marlene P. Goodson ..... President, Village of Paddock Lake
David D. Holtze ..... Chairman, Town of Somers
Charles Huck ..... Chairman, Kenosha County Highway and Parks Committee
Thomas W. Kerkman ..... Chairman, Town of Brighton
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie
Donald Smitz ..... Chairman, Town of Wheatland
John J. Staudemeyer ..... President, Village of Twin Lakes
Audrey J. Van Slochteren ..... Chairman, Town of Bristol
August Zirbel, Jr. ..... Chairman, Town of Paris

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR MILWAUKEE COUNTY

Tyrone P. Dumas ..... Director of Public Works, Milwaukee County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
James R. Grassman ..... Administrator, City of Wauwatosa
Dennis M. Johnson ..... City Engineer, City of West Allis
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Nick T. Paulos ..... Village Engineer, Village of Greendale
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Kenneth B. Western ..... City Engineer, City of Glendale

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR RACINE COUNTY

James F. Rooney ..... Director of Public Works, Racine County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Arnold L. Clement ..... Planning and Development Director, Racine County
Marcel Dandeneau ..... Chairman, Town of Caledonia
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Edward C. Furey ..... Chairman, Town of Dover
Richard J. Furst ..... Trustee, Village of Wind Point
Arthur W. Henning, Sr. ..... President, Village of Waterford
Lloyd Human ..... Chairman, Town of Norway
Richard M. Jones ..... Commissioner of Public Works, City of Racine
Roger Kieffer ..... President, Village of Rochester
Clifford Kinsey ..... Chairman, Town of Burlington
Robert L. Langmesser ..... Chairman, Town of Waterford
Wayne A. Loppnow ..... Chairman, Town of Raymond
Edna M. Lowe ..... President, Village of Union Grove
Dennis C. Mahoney ..... President, Village of North Bay
Cecil F. Mehring ..... Highway Engineering Director, Racine County
Thomas P. Melzer ..... Chairman, Town of Mt. Pleasant
Frank A. Miller ..... President, Village of Elmwood Park
Clay E. Morgan ..... President, Village of Sturtevant
James E. Moyer ..... Chairman, Town of Yorkville
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Wayne Raisleger ..... Chairman, Town of Rochester
Thomas N. Wright ..... Director of City Development, City of Racine

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County, Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission, Secretary
Leland J. Allen ..... Chairman, Town of Port Washington
Lester A. Bartel, Jr. ..... Chairman, Town of Grafton
Anthony R. Depies ..... City Engineer, City of Port Washington
Robert R. Dreblow ..... Director of Engineering and Public Works, City of Cedarburg

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY (continued)

Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Robert Gehrke ..... Street Commissioner, Department of Public Works, Village of Thiensville
William Heimlich ..... Planning Supervisor, Wisconsin Department of Transportation
Marvin O. Hoffmann ..... Chairman, Town of Saukville
Frederick Kaul ..... Chairman, Ozaukee County Highway Committee
Francis J. Kleckner ..... Chairman, Town of Belgium
Jeffery P. Knight ..... President, Village of Saukville
Fred W. Koehler, Jr. ..... Chairman, Town of Fredonia
James J. Moriarty ..... Mayor, City of Mequon
William Rathsack ..... President, Village of Fredonia
Kenneth A. Roell ..... Highway Commissioner/Town Engineer, Town of Cedarburg
Donald J. Schommer ..... President, Village of Belgium
Rodney Schroeder ..... President, Village of Grafton

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WALWORTH COUNTY

Benjamin J. Coopman, Jr. ..... Highway Commissioner, Chairman — Walworth County
Kurt W. Bauer ..... Executive Director, Secretary — Southeastern Wisconsin Regional Planning Commission
Susan Bellman-Borglin ..... Chairman, Town of Richmond
James R. Bilskey ..... Chairman, Town of Darien
Gary W. Boden ..... City Manager, City of Whitewater
Jane Brandley ..... Mayor, City of Lake Geneva
James W. Byrnes ..... Chairman, Town of East Troy
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Carl A. Gustafson ..... Supervisor, Town of LaFayette
Kevin Hoak ..... President, Village of Sharon
Albert J. Jones ..... President, Village of Walworth
Neal J. Kedzie ..... Chairman, Town of LaGrange
Marilyn Kienbaum ..... Chairman, Town of Whitewater
Dean Logterman ..... President, Village of Darien
Thomas Lorden ..... Chairman, Town of Troy
LaMarr R. Lundberg ..... President, Village of Williams Bay
William R. Mangold ..... Chairman, Town of Lyons
James A. Mitchell ..... President, Village of East Troy
Allen L. Morrison ..... Chairman, Town of Sharon
Paul Ormson ..... Mayor, City of Elkhorn
Richard H. Ploch ..... Chairman, Town of Geneva
Allan Polyock ..... Chairman, Town of Linn
Joseph H. Schaefer ..... Chairman, Walworth County Transportation Committee
Charles Schuren ..... President, Village of Genoa City
Lyle A. Smith ..... Public Works Director, City of Delavan
David S. Stebnitz ..... Chairman, Town of Delavan
James M. Stowell ..... Chairman, Town of Spring Prairie
Robert W. Tilton ..... Chairman, Town of Bloomfield
William S. Turner ..... President, Village of Fontana-on-Geneva Lake
Loren Waite ..... Chairman, Town of Sugar Creek
Neil R. Wienser ..... Planning Supervisor, Wisconsin Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY

Kenneth M. Pesch ..... City Engineer, City of West Bend — Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission — Secretary
Russell C. Abel ..... Chairman, Town of Barton
George B. Allman ..... Chairman, Town of Kewaskum
Arthur Anderson ..... Chairman, Town of Erin
Paul H. Bautzmann ..... Chairman, Town of Hartford
Gerald E. Boldt ..... President, Village of Jackson
Howard O. Buth ..... Supervisor, Washington County Board

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WASHINGTON COUNTY (continued)

John B. Capelle ..... Director of Community Development, City of West Bend
Peter L. Gonnering ..... Supervisor, Washington County Board
Charles H. Hargan ..... President, Village of Germantown
James E. Heipp ..... Supervisor, Town of West Bend
Willard F. Heppe ..... Chairman, Town of Polk
Gordon C. Hoffmann ..... Clerk, Town of Jackson
Carl Hohlweck ..... Chairman, Town of Wayne
Paul J. Metz ..... Chairman, Town of Germantown
Kenneth F. Miller ..... Chairman, Washington County Board
Michael R. Miller ..... Mayor, City of West Bend
Paul E. Mueller ..... Administrator, Land Use and Park Department, Washington County
William R. Neureuther ..... Chairman, Town of Richfield
Dean A. Otte ..... Clerk, Village of Slinger
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
William Ripp ..... City Engineer, City of Hartford
James E. St. John ..... Division Administrator, U. S. Department of Transportation, Federal Highway Administration
Franklin B. Scharrer ..... Commissioner, Washington County Highway Department
Daniel S. Schmidt ..... Administrator, Village of Kewaskum
Donald M. Shane ..... Citizen Member, Town of Trenton
John C. Spielmann ..... Economic Development Coordinator, City of Hartford
John Theusch ..... Chairman, Town of Farmington
Cheryl Vogt ..... Clerk, Town of Addison
Gary Wendorff ..... Member, Plan Commission, City of Hartford
Todd W. Wetterau ..... Trustee, Village of Germantown
Milton H. Wilkens ..... President, Village of Newburg

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY

Edwin H. Rohloff ..... Chairman, Town of Summit — Chairman
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin Regional Planning Commission — Secretary
Larry Alexander ..... Trustee, Village of Wales
Harry L. Behrens ..... Chairman, Town of Brookfield
Kathryn C. Bloomberg ..... Mayor, City of Brookfield
Richard A. Bolte ..... Director of Transportation, Waukesha County
Harlan E. Clinkenbeard ..... Administrator/Planner, Town of Pewaukee
Gerald J. Crawley ..... Chairman, Town of Vernon
David L. De Angelis ..... Mayor, City of Muskego
Richard A. Ensslin ..... President, Village of Butler
Charles Erickson ..... Administrator, Village of Hartland
Paul A. Feller ..... City Engineer, City of Waukesha
Thomas L. Frank ..... Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Cheri A. Frederick ..... Chairman, Waukesha County Public Works Committee
Jerry W. Gasser ..... President, Village of Mukwonago
Terry Gissal ..... President, Village of Lannon
Mark Grosel ..... President, Village of Nashotah
James P. Hansen ..... President, Village of North Prairie
Donald R. Holt ..... Chairman, Town of Lisbon
Vytautas P. Janusonis ..... Chairman, Town of Ottawa
Thomas E. Kraus ..... Chairman, Town of Merton
John F. Laimon ..... President, Village of Pewaukee
Sharon L. Leair ..... Chairman, Town of Genesee
Edmond McAleer ..... Mayor, City of Delafield
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
William E. Roberts ..... President, Village of Oconomowoc Lake
Joseph St. Thomas ..... Chairman, Town of Oconomowoc
Allen Salmela ..... President, Village of Eagle
Mark J. Schmalz ..... City Engineer, City of New Berlin
Bernard Schultz ..... City Engineer, City of Oconomowoc
Richard Seaman, Jr. ..... President, Village of Chenequa
James S. Soneberg ..... President, Village of Big Bend
Rodney T. Stilwell ..... Supervisor, Town of Waukesha
George Stumpf ..... President, Village of Lac La Belle
John H. Tews ..... President, Village of Sussex

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY (continued)

Thomas E. Vavra, III ..... President, Village of Elm Grove
Marian Velk ..... Chairman, Town of Mukwonago
Max A. Vogt ..... Director of Public Works, Village of Menomonee Falls
Robert W. Weber ..... President, Village of Merton
Donald Wilton ..... Chairman, Town of Eagle
Kent D. Woods ..... Chairman, Town of Delafield

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE RACINE URBANIZED AREA

James F. Rooney ..... Director of Public Works, Racine County
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
James J. Blazek ..... City Engineer, City of Racine
Jon J. Dederich ..... Plan Commissioner, Village of Elmwood Park
Joel P. Ettinger ..... Area Director, U. S. Department of Transportation, Federal Transit Administration
Michael J. Glasheen ..... Transit Planner, Department of Transportation, City of Racine
Gerard Griswold ..... Town Engineer, Town of Caledonia
George Gundersen ..... Director, Bureau of System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Wolfgang H. Klassen ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Dennis C. Mahoney ..... President, Village of North Bay
Thomas P. Melzer ..... Chairman, Town of Mt. Pleasant
Clay E. Morgan ..... President, Village of Sturtevant
Toya M. Nelson ..... Director, Bureau of Transit, Wisconsin Department of Transportation
Cheryl L. Newton ..... Environmental Protection Specialist, Region V, U. S. Environmental Protection Agency
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
Robert S. Randleman ..... President, Village of Wind Point
James E. St. John ..... Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Frederick J. Patrie ..... Director of Public Works, Kenosha County
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Joel P. Ettinger ..... Area Director, U. S. Department of Transportation, Federal Transit Administration
George Gundersen ..... Director, Bureau of System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
Frederick A. Haerter ..... Public Service Administrator, City of Kenosha
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Wolfgang H. Klassen ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Joseph McCarthy ..... Director, Department of Transportation, City of Kenosha
Toya M. Nelson ..... Director, Bureau of Transit, Wisconsin Department of Transportation
Cheryl L. Newton ..... Environmental Protection Specialist, Region V, U. S. Environmental Protection Agency
Robert R. Packee ..... District Director, Wisconsin Department of Transportation
James E. St. John ..... Wisconsin Division Administrator, U. S. Department of Transportation, Federal Highway Administration

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Lawrence J. Kenny ..... Supervisor, Milwaukee County Board
Chairman
F. Thomas Ament ..... Milwaukee County Executive
Richard A. Bolte ..... Director of Transportation, Waukesha County
Daniel Cupertino, Jr. ..... Supervisor, Milwaukee County Board
Tyrone P. Dumas ..... Director of Public Works, Milwaukee County
Brian G. DuPont ..... City Engineer, City of Greenfield
Richard H. Halfman ..... Village Engineer, Village of Brown Deer
Richard Heaps ..... Director, Intergovernmental Relations, City of Milwaukee
Dennis M. Johnson ..... City Engineer, City of West Allis
James C. Kaminski ..... Commissioner of Public Works, City of Milwaukee
Kenneth S. Kinney ..... Director of Strategic Planning, Department of Administration, City of Milwaukee
Kathryn A. Kuhn ..... Legislative Coordinator, Milwaukee County
Michael L. Morgan ..... Commissioner, Department of City Development, City of Milwaukee
Carol A. Opel ..... Mayor, City of Waukesha
Nick T. Paulos ..... Village Engineer, Village of Greendale
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Mark J. Schmalz ..... City Engineer, City of New Berlin
Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County
S. Howard Young ..... Engineering and Operational Administrator, City of Wauwatosa

Nonvoting Technical Staff Members

Kurt W. Bauer ..... Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Joel P. Ettinger ..... Area Director,
U. S. Department of Transportation,
Federal Transit Administration
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Wolfgang H. Klassen ..... Assistant District Director,
Southeast District, Wisconsin
Department of Natural Resources
Thomas P. Kujawa ..... Managing Director, Milwaukee
County Transit System
Toya M. Nelson ..... Director, Bureau of Transit,
Wisconsin Department of Transportation
Robert R. Packee ..... District Director, Wisconsin
Department of Transportation
James E. St. John ..... Division Administrator,
U. S. Department of Transportation,
Federal Highway Administration
Ernest F. Wittwer ..... Director, Bureau of Program
Management, Wisconsin
Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING

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Chairman Regional Planning Commission
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin
Secretary Regional Planning Commission
Edward A. Beimborn ..... Professor of Civil Engineering and Mechanics, University of Wisconsin-Milwaukee
Peter W. Beitzel ..... Vice-President of International Trade, Transportation, and Business Development, Metropolitan Milwaukee Association of Commerce
John M. Bennett ..... City Engineer, City of Franklin
Richard A. Bolte ..... Director of Transportation, Waukesha County
Benjamin J. Coopman, Jr. ..... Highway Commissioner, Walworth County
Tyrone P. Dumas ..... Director of Public Works, Milwaukee County
Joel P. Ettinger ..... Regional Administrator, Region V, U. S. Department of Transportation, Federal Transit Administration
Raymond A. Forgianni, Jr. ..... Director, Department of City Development, City of Kenosha
Michael J. Glasheen ..... Transit Planner, City of Racine

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING (continued)

George E. Hall ..... Chief, Boundary Review Section, Bureau of Intergovernmental Relations, Wisconsin Department of Administration
Michael L. Hansen ..... Chairman, Wisconsin Coach Lines, Inc.
Stephen J. Hiniker ..... Environmental Policy Coordinator, City of Milwaukee
Thomas A. Howells ..... President, Wisconsin Motor Carriers Association
Dennis M. Johnson ..... City Engineer, City of West Allis
Robert C. Johnson ..... Transit Coordinator, City of Waukesha
David A. Kuemmel ..... Associate Professor, Civil and Environmental Engineering, Marquette University
Thomas P. Kujawa ..... Managing Director, Milwaukee County Transit System
Glenn Lampark ..... Deputy Director of Public Works, Racine County
Joseph McCarthy ..... Director of Transportation, City of Kenosha
William A. Muth, Jr. ..... Director of Public Works, City of Brookfield
Robert R. Packee ..... District Director, Transportation District 2, Wisconsin Department of Transportation
Frederick J. Patrie ..... Director of Public Works, Kenosha County
James E. St. John ..... Division Administrator, U. S. Department of Transportation, Federal Highway Administration
William C. Schaefer ..... Transportation and Land Use Specialist, Citizens for a Better Environment
Franklin B. Scharrer ..... Highway Commissioner, Washington County
Philip J. Scherer ..... Executive Director, Transportation Development Association of Wisconsin
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Roger L. Schrantz ..... Administrator, Division of Planning and Budget, Wisconsin Department of Transportation
Donald F. Theiler ..... Director, Bureau of Air Management, Wisconsin Department of Natural Resources
Rodney M. Vanden Noven ..... Director of Public Works, City of Waukesha
Sylvester N. Weyker ..... Highway Commissioner, Ozaukee County

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL BICYCLE AND PEDESTRIAN FACILITIES SYSTEM PLANNING

Thomas W. Meaux ..... Treasurer, Milwaukee County
Chairman
Terry L. Witkowski ..... Safety Director, City of Milwaukee
Vice-Chairman Police Department
Kurt W. Bauer ..... Executive Director, Southeastern Wisconsin
Secretary Regional Planning Commission
Francis H. Dobbs ..... Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
Paul A. Feller ..... City Engineer, City of Waukesha
Thomas J. Genske ..... Surveyor and Construction Superintendent, Ozaukee County
Steven S. Halmo ..... President, Bay View Bicycle Club
Thomas P. Huber ..... State Bicycle and Pedestrian Program Coordinator, Wisconsin Department of Transportation
Marlin P. Johnson ..... Member, Ice Age Trail Committee
James W. Kavemeier ..... Assistant Parks Director, Waukesha County Park and Planning Department
Vivian M. "Kit" Keller ..... Policy Analyst, Bicycle Federation of America and Pedestrian Federation of America
Mary J. Lange. ..... Engineer, City of Brookfield
Jaclyn D. Lawton ..... Environmental Coordinator, Federal Highway Administration
Randal LeClaire ..... Traffic Engineer, City of Kenosha
Douglas E. McIntosh ..... Traffic Engineer, City of Racine
Raymond G. Meyer ..... Public Member, Ozaukee County
Mary R. Monroe ..... Director of Public Relations, Trek Bicycle Company
Maureen A. Murphy ..... Special Projects Manager, Milwaukee County
Robert F. Pfeiffer ..... Chief Design Engineer, District 2, Wisconsin Department of Transportation
Mark A. Piotrowicz ..... Planner, City of West Bend
Jeffrey S. Polenske ..... Traffic Control Engineer, City of Milwaukee
Sara Rottunda ..... Member, Transportation Subcommittee, Governor's Advisory Bicycle Coordinating Council
Paul S. Sandgren ..... Superintendent, Lapham Peak State Forest, Wisconsin Department of Natural Resources
William C. Schaefer ..... Transportation and Land Use Specialist, Citizens for a Better Environment
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
William R. Waldron ..... Planning Analyst, Milwaukee County Department of Parks, Recreation and Culture
Gary R. Weiher ..... Director, Transit and Traffic Engineering Services, Milwaukee County

ROOT RIVER WATERSHED COMMITTEE

Susan L. Baldwin ..... Director of Parks, Recreation and
Chairman Culture, Milwaukee County
Thomas N. Wright ..... Director of Community
Vice-Chairman Development, City of Racine
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
John M. Bennett ..... City Engineer, City of Franklin
James J. Blazek ..... City Engineer, City of Racine
N. Owen Davies ..... Mayor, City of Racine
David L. De Angelis ..... Mayor, City of Muskego
Brian G. DuPont ..... City Engineer, City of Greenfield
Ralph E. Hollmon ..... Executive Director, Milwaukee Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
Orville L. Kurth ..... District Conservationist, U. S. Soil Conservation Service, Milwaukee and Waukesha Counties
Steven E. Mace ..... Water Resources Planner, Southeast District, Wisconsin Department of Natural Resources
Nick T. Paulos ..... Village Engineer, Village of Greendale
Dale B. Richards ..... Mayor, City of Oak Creek
James F. Rooney ..... Director of Public Works, Racine County
James R. Ryan ..... President, Village of Hales Corners
Charles L. Seeger ..... County Conservationist, Racine County

FOX RIVER WATERSHED COMMITTEE

William D. Rogan ..... Former Commissioner,
Chairman Southeastern Wisconsin Regional Planning Commission
Kurt W. Bauer ..... Executive Director,
Secretary Southeastern Wisconsin Regional Planning Commission
Kathryn C. Bloomberg ..... Mayor, City of Brookfield
William Burmeister ..... Chairman, Norway-Dover Drainage District
Arnold L. Clement ..... Planning and Development Director, Racine County
Gerald J. Crawley ..... Chairman, Town of Vernon
Lee Cunningham ..... Agricultural Agent, Walworth County

David L. De Angelis ..... Mayor, City of Muskego
Francis H. Dobbs ..... Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
George S. Hardie ..... Chairman, Western Racine County Sewerage District
Robert E. Harvey ..... Citizen Member, Town of Vernon
Jeannie Hefty ..... Mayor, City of Burlington
Arthur W. Henning, Sr. ..... President, Village of Waterford
Lloyd Human ..... Chairman, Town of Norway
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Roger Kieffer ..... President, Village of Rochester
Orville L. Kurth ..... District Conservationist, U. S. Soil Conservation Service
Robert L. Langmesser ..... Chairman, Town of Waterford
George E. Melcher ..... Director, Office of Planning and Development, Kenosha County
John H. Mielke ..... Consulting Engineer, Ruekert & Mielke, Waukesha
Raymond J. Moyer, Jr. ..... Citizen Member, Town of Waterford
Cloyd A. Porter ..... Wisconsin State Representative
Wayne Raisleger ..... Chairman, Town of Rochester
Phil Sander ..... Representative, Southeastern Wisconsin Sportsmen's Federation
Dr. Bruno E. Schiffleger ..... Citizen Member, City of Elkhorn
Charles L. Seeger ..... County Conservationist, Racine County
Don Smitz ..... Chairman, Town of Wheatland
Arthur Stratton ..... Commissioner, Hoosier Creek Drainage District
Walter J. Tarmann ..... Director, Waukesha County Park and Planning Commission
Rodney M. Vanden Noven ..... Director of Public Works, City of Waukesha
Stan Wilson ..... Citizen Member, City of Burlington
John R. Zillmer ..... Secretary, Ice Age Park and Trail Foundation, Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler ..... Attorney, Milwaukee
Chairman
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and Culture,
Milwaukee County
Lawrence Brumm ..... President, Milwaukee River Restoration Council, Inc.
Delbert J. Cook ..... Chairman, Cedar Creek Restoration Council
James B. Esselman ..... Chairman, Town of Trenton
Edward Frauenheim ..... County Board Chairman, Sheboygan County
Lawrence W. Hillman ..... Commissioner, Southeastern Wisconsin
Regional Planning Commission
Ralph E. Hollmon ..... Executive Director, Milwaukee
Metropolitan Sewerage District
John Justen ..... Citizen Member
James C. Kaminski ..... Commissioner of Public Works, City of Milwaukee
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
Harry Kollman ..... Administrator, City of Mequon
Robert L. Konik ..... Planner, Fond du Lac County
Christopher B. Lear ..... Administrator/Clerk, Village of Saukville
Marilyn H. Merten ..... Clerk, Washington County
Paul E. Mueller ..... Land Use and Park Administrator,
Washington County
Steven Narveson ..... Director, Ozaukee County
Department of Environmental Health
Richard E. Zarling ..... Director of Elementary Education,
Kewaskum Community Schools

MENOMONEE RIVER WATERSHED COMMITTEE

James C. Kaminski ..... Commissioner of Public Works,
Chairman City of Milwaukee
Gordon Rozmus ..... City Planner,
Vice-Chairman City of Wauwatosa
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and
Culture, Milwaukee County
Randall Burr ..... Village of Elm Grove
Glenn H. Evans ..... Citizens for Menomonee River Restoration
Richard Farrenkopf ..... Manager, Village of Menomonee Falls
Frank S. Hartay ..... Director of Manufacturing,
Falk Corporation, Milwaukee
Ralph E. Hollmon ..... Executive Director, Milwaukee
Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
George C. Keller ..... President, Wauwatosa State Bank
Raymond J. Kipp ..... Former Dean, College of Engineering,
Marquette University
Harry Kollman ..... Administrator, City of Mequon
Walter J. Tarmann ..... Director, Waukesha County
Park and Planning Commission
Lloyd L. Turner ..... Director of Public Works, Village of Germantown
Clark E. Wangerin ..... Special Projects Engineer, City of Brookfield

KINNICKINNIC RIVER WATERSHED COMMITTEE

Susan L. Baldwin ..... Director of Parks, Recreation and
Chairman Culture, Milwaukee County
Mariano A. Schifalacqua ..... City Engineer,
Vice-Chairman City of Milwaukee
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Brian G. DuPont ..... City Engineer, City of Greenfield
E. Craig Faucett ..... Director of Engineering, City of Cudahy
Ralph E. Hollmon ..... Executive Director, Milwaukee
Metropolitan Sewerage District
Dennis M. Johnson ..... City Engineer, City of West Allis
James C. Kaminski ..... Commissioner of Public Works,
City of Milwaukee
Stanley Polewski ..... Proprietor, Polewski Pharmacy, Milwaukee
Rudolfo N. Salcedo ..... Environmental Scientist, Department of
City Development, City of Milwaukee
Frank C. Schultz ..... Chief, Solid and Hazardous Waste
Management, Southeast District,
Wisconsin Department of Natural Resources
Frank J. Wabiszewski ..... Vice-President, Maynard Steel
Casting Company, Milwaukee

PIKE RIVER WATERSHED COMMITTEE

George E. Melcher ..... Director of Planning and
Chairman Development, Kenosha County
Charles E. Creuziger ..... Chairman, Mt. Pleasant
Vice-Chairman Stormwater Drainage District
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Arnold L. Clement ..... Planning and Development Director,
Racine County
Patrick DeGrave ..... Administrator, Town of Mt. Pleasant
John T. Dickert ..... Eastern District Director,
Congressman Peter W. Barca, 1st District
Raymond A. Forgianni, Jr. ..... Director of Development, City of Kenosha
Gerald L. Hebard ..... District Conservationist, U. S. Soil
Conservation Service, Racine County
David D. Holtze ..... Chairman, Town of Somers
Niels E. Ladine ..... Director, Parks Department, Kenosha County
Steven E. Mace ..... Water Resources Planner, Southeast District,
Wisconsin Department of Natural Resources
Chelvadurai Manogaran ..... Associate Professor, Department of
Geography, University of Wisconsin-Parkside
Thomas P. Melzer ..... Chairman, Town of Mt. Pleasant
Clay E. Morgan ..... President, Village of Sturtevant
O. Fred Nelson ..... Manager, Kenosha Water Utility
Charles A. Schweitzer ..... Representative, Racine Water
and Wastewater Utility
Charles L. Seeger ..... County Conservationist, Racine County

OAK CREEK WATERSHED COMMITTEE

Jon J. Syndergaard ..... Administrator, City of South Milwaukee
Chairman
Paul E. Milewski ..... Director of Community Development,
Vice-Chairman City of Oak Creek
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Susan L. Baldwin ..... Director of Parks, Recreation and
Culture, Milwaukee County
John M. Bennett ..... City Engineer, City of Franklin
Thomas D. Borgwardt ..... Airport Engineer, Milwaukee
County Department of Public Works
Ralph E. Hollmon ..... Executive Director, Milwaukee
Metropolitan Sewerage District
Ronald W. Kazmierczak ..... Assistant District Director, Southeast District,
Wisconsin Department of Natural Resources
Richard A. Keyes ..... Environmental Engineer, Department
of Public Works, Milwaukee County
Charles G. Lambert ..... Secretary, Milwaukee County
Conservation Alliance
John D. St. John ..... Former Supervisor, Milwaukee County
Mariano A. Schifalacqua ..... City Engineer, City of Milwaukee
Douglas R. Sleight ..... Member, South Milwaukee Yacht Club

DES PLAINES RIVER WATERSHED COMMITTEE

George E. Melcher ..... Director, Office of Planning and
Chairman Development, Kenosha County
Kurt W. Bauer ..... Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Nancy Braker ..... Director of Science and Stewardship,
The Nature Conservancy
Arnold L. Clement ..... Director of Planning and
Development, Racine County
Raymond A. Forgianni, Jr. ..... Director, City Development, City of Kenosha
Marlene P. Goodson ..... President, Village of Paddock Lake
Richard E. Hart ..... Kenosha County Board Supervisor; Member,
Kenosha County Land Use Committee
David D. Holtze ..... Chairman, Town of Somers
Leonard R. Johnson ..... Kenosha County Board Supervisor; Chairman,
Kenosha County Land Conservation Committee
Wayne E. Koessl ..... Senior Local Relations Representative, WEPCo;
Representative, WISPARK Corporation
O. Fred Nelson ..... Manager, City of Kenosha Water Utility
Phillip D. Peters ..... Executive Director, Northeastern
Illinois Planning Commission
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie
Phil Sander ..... Representative, Southeastern
Wisconsin Sportsmen's Federation
Carroll Schaal ..... Planner, Lake County Stormwater
Management Commission

DES PLAINES RIVER WATERSHED COMMITTEE (continued)

Audrey J. Van Slochteren	Chairman, Town of Bristol
Mary Ellen Vollbrecht	Supervisor, Water Regulation and Zoning Program, Wisconsin Department of Natural Resources
Pamela A. Wallis	Kenosha County Conservationist
August Zirbel, Jr.	Chairman, Town of Paris

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN

Dr. Norman P. Lasca, Chairman	Professor, Department of Geological Sciences, University of Wisconsin-Milwaukee
Susan L. Baldwin, Vice-Chairman	Director of Parks, Recreation and Culture, Milwaukee County
Donald M. Reed, Secretary	Principal Biologist, Southeastern Wisconsin Regional Planning Commission
Hubert J. Albert	Port Washington Yacht Club
Carl W. Birks	Director, Engineering, Environment and Energy, Milwaukee County
Joseph A. Dean	Mayor, City of Port Washington
E. Craig Faucett	Director of Engineering, City of Cudahy
Ralph E. Hollmon	Executive Director, Milwaukee Metropolitan Sewerage District
James C. Kaminski	Commissioner of Public Works, City of Milwaukee
Dr. Harold M. Mayer	Professor, Department of Geography, University of Wisconsin-Milwaukee
Gloria L. McCutcheon	District Director, Southeast District, Wisconsin Department of Natural Resources
Allan Medoff	Manager, Village of Fox Point
Dr. William G. Murphy	Former Professor, Soils Mechanics, College of Engineering, Marquette University; Engineers and Scientists of Milwaukee
C. William Nelson	Member, Great Lakes Sports Fisherman's Club
Mary C. Nelson	City of South Milwaukee Shoreline Property Owner
Dr. William T. Painter	President, Foundation Engineering, Inc., Milwaukee
James M. Phinney	Resident, Village of Fox Point
Phil Sander	Representative, Southeastern Wisconsin Sportsmen's Federation
Charles L. Seeger	County Conservationist, Racine County
Jon J. Syndergaard	Administrator, City of South Milwaukee
Kenneth J. Szallai	Port Director, Board of Harbor Commissioners, City of Milwaukee

GREATER KENOSHA AREA UTILITY PLANNING COMMITTEE

David D. Holtze, Chairman	Chairman, Town of Somers
Kurt W. Bauer, Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Nickolas E. Arnold	Administrator, City of Kenosha
Harvey D. Elmer	Director of Engineering Services, Kenosha Water Utility
Orlando Infusino	Clerk, Town of Paris
Ronald W. Kazmierczak	Assistant District Director, Wisconsin Department of Natural Resources
Wayne E. Koessl	Senior Local Relations Representative, WEPCo; Representative, WISPARK Corporation
George E. Melcher	Director, Office of Planning and Development, Kenosha County
O. Fred Nelson	Manager, Kenosha Water Utility
Michael R. Pollocoff	Administrator, Town of Pleasant Prairie
Audrey J. Van Slochteren	Chairman, Town of Bristol
August Zirbel, Jr.	Chairman, Town of Paris

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING

Arnold L. Clement, Chairman	Director of Planning and Development, Racine County
Harlan E. Clinkenbeard, Vice-Chairman	Administrator/Planner, Town of Pewaukee
Kurt W. Bauer, Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Susan L. Baldwin	Director of Parks, Recreation and Culture, Milwaukee County

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE PLANNING (continued)

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Lewis R. Dixon	Manager, Land Use Planning, Wisconsin Energy Corporation
Francis H. Dobbs	Director, Walworth County Department of Planning, Zoning, Sanitation, and Solid Waste Management
Robert R. Dreblow	Director of Engineering and Public Works, City of Cedarburg
Daniel F. Ertl	Director of Planning and Zoning, City of Brookfield
Raymond A. Forgianni, Jr.	Director of City Development, City of Kenosha
George E. Hall	Chief, Boundary Review Section, Bureau of Intergovernmental Relations, Wisconsin Department of Administration
Frank M. Hedgcock	Director of Community Development, City of Waukesha
Gregory I. Igl	District Conservationist, U. S. Soil Conservation Service, Walworth County
J. David Jelinski	Director, Land and Water Resources Bureau, Wisconsin Department of Agriculture, Trade and Consumer Protection
Gordon M. Kacala	Executive Director, Racine County Economic Development Corporation
G. Andrew Larsen	Executive Director, Riveredge Nature Center
James J. Lynch	Director of Community Development, Village of Shorewood
Gloria L. McCutcheon	District Director, Southeast District, Wisconsin Department of Natural Resources
George E. Melcher	Director, Office of Planning and Development, Kenosha County
Paul E. Milewski	Director of Community Development, City of Oak Creek
Michael L. Morgan	Commissioner, Department of City Development, City of Milwaukee
Paul E. Mueller	Administrator, Washington County Land Use and Park Department
David L. Peterson	Attorney, Quarles & Brady
Gordon Rozmus	City Planner, City of Wauwatosa
Brad Lee G. Steinke	Director of Community Development, City of Mequon
Walter J. Tarmann	Director, Waukesha County Park and Planning Commission
Jean M. Werbie	Community Development Director, Village of Pleasant Prairie
Dan A. Wilson	Resource/Horticulture Agent, UWEX-Washington County
Lawrence P. Witzling	Associate Dean of Architecture and Urban Planning, University of Wisconsin-Milwaukee
Thomas N. Wright	Director of City Development, City of Racine

INTERGOVERNMENTAL COORDINATING AND TECHNICAL ADVISORY COMMITTEE FOR THE IH 94 WEST FREEWAY CORRIDOR DEVELOPMENT PLAN

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Kurt W. Bauer, Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Harlan E. Clinkenbeard	Administrator/Planner, Town of Pewaukee
Paul A. Feller	City Engineer, City of Waukesha
Thomas L. Frank	Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration
Cheri A. Frederick	Chairman, Waukesha County Public Works Committee
Robert F. Hamilton	Supervisor, Waukesha County Board
Edmond McAleer	Mayor, City of Delafield
Robert R. Packee	District Director, Wisconsin Department of Transportation
Frank M. Paulus	Administrator, Village of Pewaukee
Edwin H. Rohloff	Chairman, Town of Summit
Marlene M. Schumacher	Mayor, City of Oconomowoc
Patric Spheeris	Village Representative, Village of Oconomowoc Lake
Kent D. Woods	Chairman, Town of Delafield

TECHNICAL ADVISORY COMMITTEE FOR THE PROTECTION AND MANAGEMENT OF NATURAL AREAS IN SOUTHEASTERN WISCONSIN

Dr. Forest W. Stearns Chairman	Chairman, Wisconsin Scientific Areas Preservation Council; Professor Emeritus, Department of Biological Sciences, University of Wisconsin-Milwaukee
Donald M. Reed Secretary	Principal Biologist, Southeastern Wisconsin Regional Planning Commission
Dr. Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
John E. Bielefeldt	Naturalist, Racine County Parks Department
Dr. Martyn J. Dibben	Curator of Botany, Milwaukee Public Museum
Wesley Eisenhauer	Former Director, Horticulture-Nature Division, Milwaukee County Department of Parks, Recreation and Culture
Andrew A. Holschbach	Land Conservation Director, Ozaukee County
Marlin P. Johnson	Associate Professor, Department of Biological Sciences, University of Wisconsin-Waukesha Center
G. Andrew Larsen	Executive Director, Riveredge Nature Center, Ozaukee County
Dr. Diane S. Lindsley	Horticulture Director, Milwaukee County Department of Parks, Recreation and Culture
Paul E. Matthiae	Chief, Natural Areas Section, Wisconsin Department of Natural Resources-Madison
Peter E. McKeever	State Director, The Nature Conservancy, Wisconsin Chapter
James P. Morrissey	Environmental Impact Coordinator, Wisconsin Department of Natural Resources-Southeast District
Robert M. Nichols	Director, Schlitz Audubon Center
Dr. David F. Overstreet	Principal Investigator, Great Lakes Archaeological Research Center
Jerry A. Schwarzmeier	Park Naturalist, Retzer Nature Center, Waukesha County
Dr. S. Galen Smith	Professor Emeritus, Department of Biology, University of Wisconsin-Whitewater
David W. White	Director, YWCA River Bend Nature Center, Racine
Dan A. Wilson	Resources Agent, University of Wisconsin-Extension, Washington County

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE FOR THE KENOSHA URBAN PLANNING DISTRICT

Anthony F. Bisciglia Chairman	Superintendent, Kenosha Unified School District No. 1
Jean M. Werbie Vice-Chairman	Community Development Director, Village of Pleasant Prairie
Kurt W. Bauer Secretary	Executive Director, Southeastern Wisconsin Regional Planning Commission
Robert G. Anderson	Planning Analyst, Wisconsin Department of Transportation District 2
Wanda Lynn Bellow	Alderman and Plan Commissioner, City of Kenosha

INTERGOVERNMENTAL COORDINATING AND ADVISORY COMMITTEE FOR THE KENOSHA URBAN PLANNING DISTRICT (continued)

Ernest P. Celebre	Vice-Chairman, Town of Somers Plan Commission
Harvey D. Elmer	Director of Engineering Services, Kenosha Water Utility
Raymond A. Forgianni, Jr.	Director of City Development, City of Kenosha
Richard E. Hart	Supervisor, Kenosha County Board of Supervisors
David D. Holtze	Chairman, Town of Somers
Ronald W. Kazmierczak	Assistant Southeast District Director, Wisconsin Department of Natural Resources
George E. Melcher	Director, Office of Planning and Development, Kenosha County
William A. Morris	Public Works Coordinator, Town of Somers
O. Fred Nelson	General Manager, Kenosha Water Utility
Frederick J. Patrie	Director of Public Works, Kenosha County
Michael R. Pollocoff	Administrator, Village of Pleasant Prairie
Phil Sander	Citizen Member, City of Kenosha
Michael J. Serpe	Trustee, Village of Pleasant Prairie
Geoffrey L. Wheeler	Board of Directors, Kenosha Area Development Corporation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON THE STUDY OF ENVIRONMENTALLY SENSITIVE LANDS IN THE TOWN OF NORWAY SANITARY DISTRICT NO. 1

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Kathy A. Aron	Chairperson, Wind Lake Management District
Arnold L. Clement	Director of Planning and Development, Racine County
Lloyd Human	Chairman, Town of Norway
Philip T. Jacobson	Member, Town of Norway Plan Commission
Roland Kieffer	Member, Town of Norway Plan Commission
Robert J. Malsack	Vice-President, Tri-Lakes Conservation, Inc.
Delores Otto	Supervisor, Town of Norway
Dale J. Pfeiffle	Environmental Protection Specialist, U. S. Army Corps of Engineers
Donald J. Quarford	District Manager, Town of Norway Sanitary District No. 1
Mary Ellen Vollbrecht	Water Regulation and Zoning Supervisor, Southeast District, Wisconsin Department of Natural Resources
Robert F. Welch	Citizen Member
Melvin Wendt	Citizen Member

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 1994

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Assistant Director

Kenneth R. Yunker, PE
Assistant Director

Margaret M. Shanley
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Elaine I. Andersen
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Karen J. Goralski
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James G. Landwehr
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Christopher Petersen
Todd R. Plahmer
Bradley T. Subotnik
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Digitizer Operators

Patricia L. Bouchard
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Craig C. Kaliebe
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Craig R. Skala
Cadastral Map Draftsmen

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Principal Planner

Rachel E. Lang
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Najoua Ksontini
Engineer

Christopher J. Jors
Brian S. Lennie
Tiffany G. Lyden
Jennifer L. McCauley
Craig R. Webster
Research Analysts

Irene A. Brown
Secretary

ECONOMIC DEVELOPMENT PLANNING DIVISION

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Philip L. Cosson
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Kevin S. Hall
Senior Planner

Garry M. Werra
Planner

COMMUNITY ASSISTANCE PLANNING DIVISION

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Tami J. Dake
Jennifer J. Reek
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Arno M. Klausmeier
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Dolores M. Knezinek
Graphic Arts Technician

Appendix D

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-DECEMBER 1994

PROSPECTUSES

Regional Planning Program, April 1962*
Root River Watershed Planning Program, March 1963*
Fox River Watershed Planning Program, October 1964*
Continuing Land Use-Transportation Study, October 1965
Milwaukee River Watershed Planning Program, September 1966*
Comprehensive Library Planning Program, April 1968
Community Shelter Planning Program, August 1968
Racine Urban Planning District Comprehensive Planning Program, November 1968
Regional Sanitary Sewerage System Planning Program, December 1968
Menomonee River Watershed Planning Program, November 1969
Comprehensive Regional Airport Planning Program, December 1969*
Regional Housing Study, December 1969
Deep Sandstone Aquifer Simulation Modeling Program, October 1972
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee Metropolitan Area, July 1973*
Kinnickinnic River Watershed Planning Program Prospectus, November 1974*
Regional Air Quality Maintenance Planning Program Prospectus, November 1974
Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975
Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program Prospectus, September 1978*
Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978
Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus, November 1978
Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978
Pike River Watershed Planning Program Prospectus, April 1979
Milwaukee Area Freeway Traffic Management System Study Prospectus, June 1979
Oak Creek Watershed Planning Program Prospectus, December 1979
Prospectus for an Energy Emergency Contingency Plan for Southeastern Wisconsin, December 1983
Milwaukee River Priority Watersheds Program Prospectus, March 1985
Stormwater Drainage and Flood Control Planning Program Prospectus for the Milwaukee Metropolitan Sewerage District, March 1985
Infrastructure Study for the Southeastern Wisconsin Region, June 1986
Milwaukee High Lake Level Impact Study Prospectus, December 1987
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Kenosha Area, June 1988
Prospectus for the Preparation of Coordinated Sanitary Sewer and Water Supply System Plans for the Racine Area, May 1989*
Natural Area Protection and Management Planning Program Prospectus, August 1989*
Prospectus for the Preparation of a Comprehensive Plan for the Kenosha Urban Planning District, December 1990
Des Plaines River Watershed Planning Program Prospectus, September 1991
Prospectus for a Study of Emergency Medical Services in Waukesha County, March 1992
Prospectus for the Preparation of a Sanitary Sewerage System Plan for the Northwestern Waukesha County Area, September 1993

OVERALL WORK PROGRAMS

Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1976-1980, December 1975
Overall Work Program of the Southeastern Wisconsin Regional Planning Commission: 1977-1981, December 1976
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1978-1982, December 1977
Overall Work Program—1979 Southeastern Wisconsin Regional Planning Commission, October 1978
Overall Work Program—1980 Southeastern Wisconsin Regional Planning Commission, November 1979
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Overall Work Program—1982 Southeastern Wisconsin Regional Planning Commission, November 1981
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Overall Work Program—1991 Southeastern Wisconsin Regional Planning Commission, November 1990
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Overall Work Program—1993 Southeastern Wisconsin Regional Planning Commission, December 1992
Overall Work Program—1994 Southeastern Wisconsin Regional Planning Commission, November 1993
Overall Work Program—1995 Southeastern Wisconsin Regional Planning Commission, November 1994

STUDY DESIGNS

Study Design for the Continuing Regional Land Use-Transportation Study: 1970-1974*
Study Design for the Continuing Land Use-Transportation Study: 1972-1976*
Study Design for the Areawide Water Quality Planning and Management Program for Southeastern Wisconsin: 1975-1977*
Study Design for the Milwaukee Harbor Estuary Comprehensive Water Resources Planning Program, September 1981
Study Design for the Continuing Regional Land Use-Transportation Study: 1992-2000, February 1993
Waukesha County Development Plan Study Design, May 1993

PLANNING REPORTS

No. 1 - Regional Planning Systems Study, December 1962*
No. 2 - Regional Base Mapping Program, July 1963*
No. 3 - The Economy of Southeastern Wisconsin, June 1963*
No. 4 - The Population of Southeastern Wisconsin, June 1963*
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963*
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963*
No. 7 - The Regional Land Use-Transportation Study
Volume 1 - Inventory Findings: 1963, May 1965
Volume 2 - Forecasts and Alternative Plans: 1990, June 1966
Volume 3 - Recommended Regional Land Use and Transportation Plans: 1990, November 1966*
No. 8 - Soils of Southeastern Wisconsin, June 1966*
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966*

PLANNING REPORTS—continued

No. 10 - A Comprehensive Plan for the Kenosha Planning District
Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967*
Volume 2 - Implementation Devices, February 1967*
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969*
No. 12 - A Comprehensive Plan for the Fox River Watershed
Volume 1 - Inventory Findings and Forecasts, April 1969*
Volume 2 - Alternative Plans and Recommended Plan, February 1970
No. 13 - A Comprehensive Plan for the Milwaukee River Watershed
Volume 1 - Inventory Findings and Forecasts, December 1970*
Volume 2 - Alternative Plans and Recommended Plan, October 1971*
No. 14 - A Comprehensive Plan for the Racine Urban Planning District
Volume 1 - Inventory Findings and Forecasts, December 1970
Volume 2 - The Recommended Comprehensive Plan, October 1972
Volume 3 - Model Plan Implementation Ordinances, September 1972
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972
No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973
No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974
No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
No. 20 - A Regional Housing Plan for Southeastern Wisconsin, February 1975
No. 21 - A Regional Airport System Plan for Southeastern Wisconsin, December 1975
No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975
No. 23 - A Jurisdictional Highway System Plan for Washington County, October 1974*
No. 24 - A Jurisdictional Highway System Plan for Kenosha County, April 1975
No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, April 1975
Volume 2 - Alternative and Recommended Plans, May 1978
No. 26 - A Comprehensive Plan for the Menomonee River Watershed
Volume 1 - Inventory Findings and Forecasts, October 1976*
Volume 2 - Alternative Plans and Recommended Plan, October 1976*
No. 27 - A Regional Park and Open Space Plan for Southeastern Wisconsin, November 1977
No. 28 - A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000, June 1980
No. 29 - A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin, July 1978*
No. 30 - A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000
Volume 1 - Inventory Findings, September 1978*
Volume 2 - Alternative Plans, February 1979*
Volume 3 - Recommended Plan, June 1979*
No. 31 - A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982, April 1978
No. 32 - A Comprehensive Plan for the Kinnickinnic River Watershed, December 1978*
No. 33 - A Primary Transit System Plan for the Milwaukee Area, June 1982
No. 34 - A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area, August 1983
No. 35 - A Comprehensive Plan for the Pike River Watershed, June 1983
No. 36 - A Comprehensive Plan for the Oak Creek Watershed, August 1986
No. 37 - A Water Resources Management Plan for the Milwaukee Harbor Estuary
Volume 1 - Inventory Findings, March 1987
Volume 2 - Alternative and Recommended Plans, December 1987
No. 38 - A Regional Airport System Plan for Southeastern Wisconsin: 2010, May 1987
No. 39 - A Freeway Traffic Management System Plan for the Milwaukee Area, November 1988*

PLANNING REPORTS—continued

No. 40 - A Regional Land Use Plan for Southeastern Wisconsin—2010, January 1992
No. 41 - A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994
No. 43 - A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010, December 1994

PLANNING GUIDES

No. 1 - Land Development, November 1963*
No. 2 - Official Mapping, February 1964
No. 3 - Zoning, April 1964*
No. 4 - Organization of Planning Agencies, June 1964*
No. 5 - Floodland and Shoreland Development, November 1968*
No. 6 - Soils Development, August 1969*

TECHNICAL REPORTS

No. 1 - Potential Parks and Related Open Spaces, September 1965*
No. 2 - Water Law in Southeastern Wisconsin, January 1966*
No. 2 - 2nd Edition, Water Law in Southeastern Wisconsin, December 1977
No. 3 - A Mathematical Approach to Urban Design, January 1966*
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966*
No. 5 - Regional Economic Simulation Model, October 1966*
No. 6 - Planning Law in Southeastern Wisconsin, October 1966*
No. 6 - 2nd Edition, Planning Law in Southeastern Wisconsin, April 1977
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968*
No. 7 - 2nd Edition, Horizontal and Vertical Survey Control in Southeastern Wisconsin, August 1990
No. 8 - A Land Use Design Model
Volume 1 - Model Development, January 1968
Volume 2 - Model Test, October 1969
Volume 3 - Final Report, April 1973
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971
No. 10 - The Economy of Southeastern Wisconsin, December 1972*
No. 10 - 2nd Edition, The Economy of Southeastern Wisconsin, May 1984
No. 11 - The Population of Southeastern Wisconsin, December 1972*
No. 11 - 2nd Edition, The Population of Southeastern Wisconsin, June 1984
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin: 1972 and 1973, June 1972
No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974
No. 14 - An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin: 1975, June 1975
No. 15 - Household Response to Motor Fuel Shortages and Higher Prices in Southeastern Wisconsin, August 1976
No. 16 - Digital Computer Model of the Sandstone Aquifer in Southeastern Wisconsin: April 1976
No. 17 - Water Quality of Lakes and Streams in Southeastern Wisconsin: 1964-1975, June 1978
No. 18 - State of the Art of Water Pollution Control in Southeastern Wisconsin
Volume 1 - Point Sources, July 1977
Volume 2 - Sludge Management, August 1977
Volume 3 - Urban Storm Water Runoff, July 1977
Volume 4 - Rural Storm Water Runoff, December 1976
No. 19 - A Regional Population Projection Model, October 1980
No. 20 - Carpooling in the Metropolitan Milwaukee Area, March 1977
No. 21 - Sources of Water Pollution in Southeastern Wisconsin: 1975, September 1978*

TECHNICAL REPORTS—continued

No. 22 - Recent Population Growth and Change in Southeastern Wisconsin: 1970-1977, September 1979
No. 23 - Transit-Related Socioeconomic, Land Use, and Transportation Conditions and Trends in the Milwaukee Area, December 1980
No. 24 - State-of-the-Art of Primary Transit System Technology, February 1981
No. 25 - Alternative Futures for Southeastern Wisconsin, December 1980
No. 26 - Milwaukee Area Alternative Primary Transit System Plan Preparation, Test, and Evaluation, March 1982
No. 27 - Milwaukee Area Work Time Rescheduling Study, August 1981
No. 28 - Evaluation of the Milwaukee Area Rideshare Program: 1972-1982, May 1983
No. 29 - Industrial Land Use in Southeastern Wisconsin, November 1984*
No. 30 - The Development of an Automated Mapping and Land Information System: A Demonstration Project for the Town of Randall, Kenosha County, Wisconsin, December 1985
No. 31 - Costs of Urban Nonpoint Source Water Pollution Control Measures, June 1991
No. 32 - General Mitchell International Airport Enplaning Passenger Survey Findings: 1989, August 1990
No. 33 - Integration of the Computer-Assisted Management and Planning System with a Parcel-Based Land Information System: A Demonstration Project in Kenosha County, September 1992
No. 34 - A Mathematical Relationship between NAD27 and NAD83 (91) State Plane Coordinates in Southeastern Wisconsin, December 1994

COMMUNITY ASSISTANCE PLANNING REPORTS

No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973
No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond: 1990, January 1974
No. 3 - Racine Area Transit Development Program: 1975-1979, June 1974
No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974
No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975
No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975*
No. 7 - Kenosha Area Transit Development Program: 1976-1980, March 1976
No. 8 - Analysis of the Deployment of Paramedic Emergency Medical Services in Milwaukee County, April 1976
No. 9 - Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, October 1976
No. 9 - 2nd Edition, Floodland Information Report for the Pewaukee River, Village of Pewaukee, Waukesha County, Wisconsin, March 1985
No. 10 - Land Use and Arterial Street System Plans, Village of Jackson, Washington County, Wisconsin, December 1976
No. 11 - Floodland Information Report for Sussex Creek and Willow Springs Creek, March 1977
No. 12 - Waukesha Area Transit Development Program: 1977-1981, January 1977*
No. 13 - Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1977
No. 13 - 2nd Edition, Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 1982
No. 14 - Floodland Management Plan for the Village of Pewaukee, February 1978
No. 15 - Off-Airport Land Use Development Plan for General Mitchell Field and Environs: 1977, May 1977*

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No. 16 - A Plan for the Whittier Neighborhood, City of Kenosha and Town of Pleasant Prairie, Kenosha County, Wisconsin, June 1977*
No. 17 - A Plan for the Jefferson Park Neighborhood, Village of Germantown, Washington County, Wisconsin, March 1978
No. 18 - A Land Use Plan for the Town of Erin: 2000, July 1978*
No. 19 - Storm Water Storage Alternatives for the Crossway Bridge and Port Washington-Bayfield Drainage Area in the Village of Fox Point, August 1977*
No. 20 - A Rail Transportation Service Plan for the East Troy Area, September 1977
No. 21 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978, December 1977*
No. 22 - Alternative and Recommended Land Use Plans for the Town of Genesee: 2000, February 1978
No. 23 - A Park and Recreation Plan for Ozaukee County, August 1978
No. 24 - A Park and Open Space Plan for the Village of Darien, December 1978*
No. 25 - A Plan for the Delrock Neighborhood, City of Delavan, Walworth County, Wisconsin, January 1979*
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No. 27 - A Park and Open Space Plan for the Town of Eagle, April 1979
No. 28 - Oconomowoc Area Traffic Management Plan, City of Oconomowoc, Waukesha County, Wisconsin, December 1979
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No. 30 - Whitewater Area Rail Service Plan, August 1979*
No. 31 - Waukesha Area Transit Development Program: 1981-1985, February 1980*
No. 32 - Recommended Electronic Data Processing and Transmittal System for Criminal Justice Agencies in Southeastern Wisconsin, September 1979*
No. 33 - A Land Use Plan for the Town of Fredonia: 2000, September 1979
No. 34 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980, December 1979*
No. 35 - Sanitary Sewer Service Area for the City of West Bend, Washington County, Wisconsin, December 1982
No. 36 - A Land Use Plan for the Village of Germantown: 2000, Village of Germantown, Washington County, Wisconsin, July 1980*
No. 37 - A Nonpoint Source Water Pollution Control Plan for the Root River Watershed, March 1980*
No. 38 - A Land Use and Traffic Circulation Plan for the Village of Fredonia: 2000, Ozaukee County, Wisconsin, September 1980*
No. 39 - A Public Transit System Accessibility Plan
Volume 1 - Kenosha Urbanized Area, June 1980
Volume 2 - Milwaukee Urbanized Area, Milwaukee County, May 1980
Volume 3 - Racine Urbanized Area, June 1980
Volume 4 - Milwaukee Urbanized Area, Waukesha County, June 1980
No. 40 - Recommended Locations for Motor Vehicle Inspection and Emissions Test Facilities in the Southeastern Wisconsin Region, October 1980*
No. 41 - A Park and Open Space Plan for the Kenosha Planning District, December 1980*
No. 42 - A Park and Open Space Plan for the Town and Village of Pewaukee, Waukesha County, Wisconsin, October 1980
No. 43 - A Development Plan for the Woodview Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1980*
No. 44 - Proposed Public Transit Service Improvements: 1980, Waukesha County, Wisconsin, July 1980*
No. 45 - A Farmland Preservation Plan for Kenosha County, Wisconsin, June 1981*

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No. 46 - A Farmland Preservation Plan for Racine County, Wisconsin, August 1981*
No. 47 - A Water Quality Management Plan for Lac La Belle, December 1980*
No. 48 - A Water Quality Management Plan for Ashippun Lake, Waukesha County, Wisconsin, January 1982
No. 49 - A Land Use and Traffic Circulation Plan for the Village of Hartland: 2000, Waukesha County,
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No. 50 - A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981, June 1981
No. 51 - A Land Use Plan for the Village of Sussex: 2000, Waukesha County, Wisconsin, January 1982*
No. 52 - Housing Opportunities Guide for the Southeastern Wisconsin Region, December 1980
No. 53 - A Water Quality Management Plan for Okauchee Lake, Waukesha County, Wisconsin, August 1981
No. 54 - A Water Quality Management Plan for North Lake, Waukesha County, Wisconsin, July 1982
No. 55 - A Land Use Plan for the Village of Darien: 2000, Walworth County, Wisconsin, December 1981
No. 56 - Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, August 1981
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No. 57 - A Development Plan for the Forest Hills Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1983*
No. 58 - A Water Quality Management Plan for Pewaukee Lake, Waukesha County, Wisconsin, March 1984
No. 59 - A Development Plan for the Whitnall Neighborhood, City of Franklin, Milwaukee County, Wisconsin, September 1985*
No. 60 - A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin, October 1985
No. 61 - A Public Transportation Service Plan for Washington County, October 1981*
No. 62 - A Traffic Circulation Plan for the West Bend Central Business District, August 1981*
No. 63 - A Development Plan for the Echo Lake Neighborhood, City of Burlington, Racine County, Wisconsin, August 1982*
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No. 65 - A Public Transportation Service Plan for Walworth County, January 1982
No. 66 - A Park and Open Space Plan for the City of New Berlin, Waukesha County, Wisconsin, October 1981
No. 67 - A Traffic Circulation Plan for Lac La Belle, Waukesha County, Wisconsin, March 1982*
No. 68 - Upland Disposal Area Siting Study for Dredged Materials from the Port of Milwaukee, December 1981*
No. 69 - A Land Use and Urban Design Plan for the City of Elkhorn: 2000, Walworth County, Wisconsin, January 1985
No. 70 - Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
No. 71 - A Park and Open Space Plan for the Town of Waterford, Racine County, Wisconsin, January 1990

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No. 77 - A Wetland Protection and Management Plan for the City of Waukesha and Environs, February 1983*
No. 78 - Sanitary Sewer Service Area for the City of Burlington, April 1986*
No. 79 - Racine Area Transit System Plan and Program: 1984-1988, May 1984
No. 80 - A Lake Michigan Public Access Study for Racine County, Wisconsin, September 1982*
No. 81 - Hartford Area Traffic Management Plan, June 1983
No. 82 - A Central Transfer Site Location and Design Analysis for the City of Waukesha Transit System, December 1982
No. 83 - A Transit System Operations Analysis for the City of Waukesha Transit System, February 1983
No. 84 - Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, February 1983*
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No. 85 - A Land Use Plan for the Village of Eagle: 2000, Waukesha County, Wisconsin, September 1983
No. 86 - A Lake Michigan Coastal Erosion Management Study for Racine County, Wisconsin, October 1982
No. 87 - A Farmland Preservation Plan for Ozaukee County, Wisconsin, May 1983
No. 88 - A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin, February 1985*
No. 89 - A Stormwater Management Plan for the Village of Sussex, Waukesha County, Wisconsin, October 1983
No. 90 - Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983
No. 91 - Sanitary Sewer Service Area for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1987
No. 92 - Sanitary Sewer Service Area for the City of Hartford, Washington County, Wisconsin, March 1984
No. 93 - Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985*
No. 94 - Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, September 1987
No. 95 - Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, September 1983
No. 96 - Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, July 1984
No. 97 - Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin, November 1984*
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COMMUNITY ASSISTANCE PLANNING REPORTS—continued

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No. 98 - A Water Quality Management Plan for Friess Lake, Washington County, Wisconsin, August 1983
No. 99 - Sanitary Sewer Service Area for the Village of Butler, Waukesha County, Wisconsin, February 1984
No. 100 - Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, June 1985*
No. 101 - Kenosha Area Transit System Plan and Program: 1984-1988, June 1984
No. 102 - City of Whitewater Overall Economic Development Program Plan, January 1985
No. 103 - Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, September 1984
No. 104 - A Park and Open Space Plan for the City of West Bend, Washington County, Wisconsin, June 1985
No. 105 - Waukesha County Transit Plan: 1988-1992, September 1988
No. 106 - Sanitary Sewer Service Areas for the City of Kenosha and Environs, Kenosha County, Wisconsin, November 1985
No. 107 - East Moreland Boulevard Short-Range and Long-Range Highway Improvement Plan, April 1984
No. 108 - A Park and Open Space Plan for the City of Brookfield, Waukesha County, Wisconsin, August 1991
No. 109 - Sanitary Sewer Service Area for the City and Town of Brookfield and the Village of Elm Grove, Waukesha County, Wisconsin, November 1991
No. 110 - A Lake Michigan Coastal Erosion and Related Land Use Management Study for the City of St. Francis, Wisconsin, August 1984
No. 111 - Land Use and Urban Design Plan for the City of New Berlin: 2010, April 1987
No. 112 - Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, August 1984
No. 112 - 2nd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, June 1993
No. 113 - Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985*
No. 114 - Village of Shorewood Comprehensive Traffic Plan, Milwaukee County, Wisconsin, September 1984
No. 115 - A Fire Station Building Program and Site Analysis, Village of Sturtevant, Racine County, Wisconsin, September 1984
No. 116 - Milwaukee County Overall Economic Development Program Plan, October 1985
No. 117 - Washington County Overall Economic Development Program Plan, December 1985*
No. 118 - Waukesha County Overall Economic Development Program Plan, December 1985*
No. 119 - Sanitary Sewer Service Area, Village of Silver Lake, Kenosha County, Wisconsin, May 1987
No. 120 - A Solid Waste Management Plan for Milwaukee County, Wisconsin, July 1987*
No. 121 - A Stormwater Management Plan for the Village of Hales Corners, Milwaukee County, Wisconsin, March 1986
No. 122 - A Park and Open Space Plan for the Town of Vernon, Waukesha County, Wisconsin, March 1985
No. 123 - Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, May 1988
No. 123 - 2nd Edition, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, July 1992
No. 124 - Sanitary Sewer Service Area for the Village of Jackson, Washington County, Wisconsin, May 1985

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No. 125 - A Transportation Plan for the Village of Germantown: 2000, Washington County, Wisconsin, October 1985
No. 126 - A Development Plan for Kenosha County, Wisconsin, Volume One, Inventory Findings, May 1987
No. 127 - Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin, November 1992
No. 128 - Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin, November 1985
No. 128 - 2nd Edition, Sanitary Sewer Service Area for the Village of Slinger, Washington County, Wisconsin, September 1993
No. 129 - A Solid Waste Management Plan for Kenosha County, Wisconsin, May 1989
No. 130 - A Stormwater Drainage and Flood Control Policy Plan for the Milwaukee Metropolitan Sewerage District, March 1986*
No. 131 - A Park and Open Space Plan for Kenosha County, November 1987*
No. 132 - A Park and Open Space Plan for Milwaukee County, November 1991
No. 133 - A Park and Open Space Plan for Ozaukee County, July 1987
No. 134 - A Park and Open Space Plan for Racine County, September 1988*
No. 135 - A Park and Open Space Plan for Walworth County, February 1991*
No. 136 - A Park and Open Space Plan for Washington County, March 1989
No. 137 - A Park and Open Space Plan for Waukesha County, December 1989*
No. 138 - A Development Plan for the Franklin Industrial Park Neighborhood, City of Franklin, Milwaukee County, Wisconsin, July 1988
No. 139 - A Land Information System Plan for Walworth County, September 1991
No. 140 - A Park and Open Space Plan for the Town of Jackson, Washington County, Wisconsin, September 1986
No. 141 - Sanitary Sewer Service Area for the Waterford/Rochester Area, Racine County, Wisconsin, May 1986
No. 142 - A Land Information System Plan for Ozaukee County, April 1992
No. 143 - Sanitary Sewer Service Area for the Town of Salem Utility District No. 2, Kenosha County, Wisconsin, February 1986
No. 144 - A Development Plan for the City of Cedarburg: 2010, February 1991*
No. 145 - Sanitary Sewer Service Area for the Town of Salem Utility District No. 1, Village of Paddock Lake, and Town of Bristol Utility District Nos. 1 and 1B, Kenosha County, Wisconsin, October 1986
No. 146 - A Wildlife Habitat Management Plan for the Nicholson Wildlife Center, Town of Caledonia, Racine County, Wisconsin, May 1986
No. 147 - Sanitary Sewer Service Area for the City of Racine and Environs, Racine County, Wisconsin, November 1986
No. 148 - A Park and Open Space Plan, Village of Walworth, Walworth County, Wisconsin, November 1986
No. 149 - Sanitary Sewer Service Area, Village of Twin Lakes, Kenosha County, Wisconsin, May 1987
No. 150 - A Rapid Transit Facility Plan for the Milwaukee Northwest Corridor, January 1988
No. 151 - A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987
No. 152 - A Stormwater Drainage and Flood Control System Plan for the Milwaukee Metropolitan Sewerage District, December 1990*
No. 153 - Traffic Management and Control Plan for the Village of Whitefish Bay, July 1988
No. 154 - A Transit System Development Plan for the City of Waukesha: 1988-1992, December 1989*
No. 155 - A Lake Michigan Shoreline Erosion Management Plan for Northern Milwaukee County, Wisconsin, December 1988
No. 156 - Waukesha County Animal Waste Management Plan, August 1987
No. 157 - Sanitary Sewer Service Area, City of New Berlin, Waukesha County, Wisconsin, November 1987*

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No. 158 - Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, November 1987
No. 158 - 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
No. 159 - Waukesha County Agricultural Soil Erosion Control Plan, June 1988
No. 160 - Racine County Agricultural Soil Erosion Control Plan, July 1988
No. 161 - Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, March 1988
No. 162 - A Land Use and Transportation System Plan for the Village of Menomonee Falls: 2010, April 1990
No. 163 - A Lake Michigan Shoreline Erosion Management Plan for Milwaukee County, Wisconsin, October 1989*
No. 164 - Kenosha County Agricultural Soil Erosion Control Plan, April 1989
No. 165 - A Development Plan for the Burlington Industrial Park Neighborhood, City of Burlington, Racine County, Wisconsin, January 1991
No. 166 - A Park and Open Space Plan for the Village of Sussex, Waukesha County, Wisconsin, September 1988
No. 167 - A Land Use Plan for the City of West Bend: 2010, Washington County, Wisconsin, July 1992*
No. 168 - A Land Use Plan for the Town of LaGrange: 2010, March 1991*
No. 169 - A Land Use Plan for the City of Waukesha Planning Area: 2010, Waukesha County, Wisconsin, September 1993*
No. 170 - Washington County Agricultural Soil Erosion Control Plan, March 1989
No. 171 - Ozaukee County Agricultural Soil Erosion Control Plan, February 1989
No. 172 - Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, February 1989*
No. 173 - A Stormwater Management Plan for the City of West Bend, Washington County, Wisconsin
Volume One - Inventory Findings, Forecasts, Objectives, and Design Criteria, October 1989
Volume Two - Alternatives and Recommended Plan for the Silver Creek Subwatershed, June 1990
No. 174 - An Evaluation of Alternative Means for the Governance of the Delavan Lake Area, Walworth County, Wisconsin, March 1989
No. 175 - Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, February 1989
No. 176 - Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
No. 177 - Feasibility Study for a Milwaukee County Automated Mapping and Land Information System, October 1989
No. 178 - A Park and Open Space Plan for the Village of Grafton, Ozaukee County, Wisconsin, March 1989
No. 179 - A Park and Open Space Plan for the Town of Caledonia, Racine County, Wisconsin, November 1989
No. 180 - Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin, August 1990
No. 181 - A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin, March 1990
No. 182 - A Water Use Management Plan for Waubeesee Lake and the Anderson Canal, Racine County, Wisconsin, December 1990*
No. 183 - Kenosha Transit System Development Plan: 1991-1995, City of Kenosha, Wisconsin, September 1991*
No. 184 - A Land Information System Plan for Washington County, March 1992

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No. 185 - A Plan for the Creation of an Automated Mapping and Parcel-Based Land Information System for Kenosha County, August 1990
No. 187 - A Management Plan for Fowler Lake, Waukesha County, Wisconsin, March 1994
No. 188 - Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin, January 1992
No. 189 - A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996, February 1991
No. 190 - A Stormwater Management and Flood Control Plan for the Lilly Creek Subwatershed, Village of Menomonee Falls, Waukesha County, Wisconsin, February 1993
No. 191 - Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
No. 192 - Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, December 1990
No. 193 - A Land Information System Plan for Waukesha County, April 1991*
No. 194 - A Land Information System Plan for Racine County, August 1991
No. 195 - A Land Use, Urban Design, and Transportation Plan for Selected Arterial Street Corridors in the Village of Hales Corners, Milwaukee County, Wisconsin, May 1993
No. 196 - A Management Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin, November 1991
No. 197 - A Wildlife Habitat Management Plan for the General Electric Company, Medical Systems Group, Lands, City of Waukesha and Town of Pewaukee, Waukesha County, Wisconsin, June 1991
No. 198 - A Management Plan for Wind Lake, Racine County, Wisconsin, December 1991
No. 199 - A Park and Open Space Plan for the Town of Mt. Pleasant, Racine County, Wisconsin, November 1991
No. 200 - A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties, December 1991*
No. 201 - A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994
No. 202 - A Park and Open Space Plan for the City of Muskego, Waukesha County, Wisconsin, January 1992
No. 203 - Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
No. 204 - Racine Transit System Development Plan: 1993-1997, City of Racine, Wisconsin, June 1993
No. 205 - Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
No. 206 - Sanitary Sewer Service Area for the Eagle Lake Sewer Utility District, Racine County, Wisconsin, December 1992
No. 208 - Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
No. 210 - City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, March 1994
No. 213 - Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994

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No. 1 - Cedarburg Central Business District Parking Study, City of Cedarburg, Ozaukee County, Wisconsin, December 1986
No. 2 - Courthouse Parking Study, Ozaukee County, Wisconsin, November 1986
No. 3 - Alternative Industrial Park Site Location and Cost Estimate Analysis, City of Oconomowoc, Waukesha County, Wisconsin, December 1986*

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No. 4 - Pilgrim Parkway Traffic Study, Village of Elm Grove, Waukesha County, Wisconsin, December 1986*
No. 5 - Capital Improvements Program: 1987-1991, Village of East Troy, Walworth County, Wisconsin, December 1986*
No. 6 - Report of the Hoan Bridge South Task Force, Milwaukee County, Wisconsin, December 1986
No. 7 - Public Transit Ridership Trends in Southeastern Wisconsin: 1975-1986, May 1987
No. 8 - Assessment of Transportation Needs of Elderly and Handicapped Residents of Ozaukee County, June 1987
No. 9 - An Arterial Highway System Plan for Eastern Racine County, April 1987
No. 10 - City of Elkhorn Fact Book, Walworth County, Wisconsin, November 1986
No. 11 - City of Elkhorn Overall Economic Development Program Plan, Walworth County, Wisconsin, December 1986*
No. 12 - Economic Development Fact Book, City of Oconomowoc, Waukesha County, Wisconsin, March 1987
No. 13 - Overall Economic Development Program Plan, City of Oconomowoc, Waukesha County, Wisconsin, March 1987
No. 14 - Village of Menomonee Falls Economic Development Fact Book, September 1991
No. 15 - Overall Economic Development Program Plan, Village of Menomonee Falls, Waukesha County, Wisconsin, September 1987
No. 16 - Unpolluted Dredge Materials Disposal Plan for the Port Washington Harbor, City of Port Washington, Ozaukee County, Wisconsin, May 1987
No. 17 - A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility, May 1987*
No. 18 - A Central Public Works Facility Building Program, Site Location Analysis, and Site Development Plan for the City of New Berlin, May 1987
No. 19 - Overall Economic Development Program Plan, City of Burlington, Racine County, Wisconsin, March 1988
No. 20 - CTH N Traffic Study, City of Cedarburg, Ozaukee County, Wisconsin, February 1987
No. 21 - A Public Transit Program for Handicapped Persons—Milwaukee County Transit System, June 1987*
No. 22 - A Public Transit Program for Handicapped Persons—Waukesha County Transit System, June 1987*
No. 23 - A Public Transit Program for Handicapped Persons—City of Kenosha Transit System, June 1987*
No. 24 - A Public Transit Program for Handicapped Persons—City of Racine Transit System, June 1987*
No. 25 - Traffic Impact Study of Proposed Development along Paradise Drive between the USH 45 Bypass and S. Main Street, City of West Bend, Washington County, Wisconsin, September 1987*
No. 26 - Official Map, City of Burlington, Racine County, Wisconsin, December 1987
No. 27 - Village of Mukwonago Industrial Park Development Plan, Waukesha County, Wisconsin, March 1988
No. 28 - Streams and Watercourses for Which the Milwaukee Metropolitan Sewerage District Has Assumed Jurisdiction for Drainage and Flood Control Purposes, August 1987
No. 29 - A Plan for the Abatement of Through Traffic Problems in the Village of West Milwaukee, March 1988
No. 30 - Overall Economic Development Program Plan, City of South Milwaukee, Milwaukee County, Wisconsin, March 1988
No. 31 - Analysis of the Conversion from One-Way to Two-Way Operation of Pine Street from State Street to Jefferson Street, City of Burlington, Racine County, Wisconsin, January 1988

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No. 32 - Traffic Engineering Study of West and North Beach Roads in the Village of Oconomowoc Lake, Waukesha County, Wisconsin, January 1991
No. 33 - Traffic Engineering Study of Robinhood Drive in the Village of Menomonee Falls, Waukesha County, Wisconsin, December 1989
No. 34 - Overall Economic Development Program Plan, City of West Allis, Milwaukee County, Wisconsin, September 1988
No. 35 - A Stormwater Management Plan for the Crayfish Creek Subwatershed, City of Oak Creek, Milwaukee County, Wisconsin, June 1988
No. 36 - Traffic Engineering Study of Milwaukee Avenue (STH 36) between the Central Business District and the Northern Corporate Limits of the City of Burlington, Racine County, Wisconsin, August 1988
No. 37 - Economic Development Fact Book, City of South Milwaukee, Milwaukee County, Wisconsin, May 1988
No. 38 - A Regional Transportation Authority Feasibility Study for Southeastern Wisconsin, November 1990
No. 39 - A Flood Control Plan for a Portion of the Menomonee River Estuary Area, June 1989
No. 40 - An Inventory of Vacant or Underutilized Lands in the Riverine Areas of Central Milwaukee County, May 1989
No. 41 - A Traffic Safety Study of N. Berkeley Boulevard between E. Montclaire Avenue and E. School Road in the Village of Whitefish Bay, Milwaukee County, Wisconsin, November 1991
No. 42 - Traffic Engineering Study of Grandview Boulevard--CTH T—from Northview Road to Fatima Drive, Waukesha County, Wisconsin, July 1989
No. 43 - Amtrak Milwaukee-Chicago Passenger Survey Findings: May 1989, August 1989
No. 44 - Town of Lisbon Southeast Area Quarry Operations—Environmental Impact Evaluation, September 1990
No. 45 - Overall Economic Development Program Plan, Village of Slinger, Washington County, Wisconsin, October 1989
No. 46 - Traffic Impact Study of the Interchange of STH 33 and CTH LL, Ozaukee County, Wisconsin, September 1989
No. 47 - Economic Development Fact Book, City of West Allis, Milwaukee County, Wisconsin, October 1989*
No. 48 - Washington Avenue (STH 57) Traffic Study in the City of Cedarburg, Ozaukee County, Wisconsin, January 1991
No. 49 - Overall Economic Development Program Plan, City of Brookfield, Waukesha County, Wisconsin, December 1989
No. 50 - Traffic Engineering Study of County Line Road (CTH Q) between the Intersection with Appleton Avenue (STH 175) and USH 41/45, December 1990
No. 51 - Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls between N. 124th Street (STH 145) and W. Main Street (STH 74), Waukesha County, Wisconsin, January 1991
No. 52 - Traffic Impact Study of the Alpine Valley Music Theatre in the Town of LaFayette, January 1991
No. 53 - A Stormwater Drainage and Flood Control System Plan for Grantosa Creek, Cities of Milwaukee and Wauwatosa, Milwaukee County, Wisconsin, February 1992
No. 54 - Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay, January 1991
No. 57 - Amtrak Milwaukee-Chicago Passenger Survey Findings: June 1991, January 1993
No. 58 - A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System, January 1992
No. 59 - A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System, January 1992
No. 60 - A Paratransit Service Plan for Disabled Persons—City of Racine Transit System, January 1992

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No. 61 - A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility, January 1992
No. 62 - A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System, January 1992
No. 63 - A Land Use-Transportation Study of the N. 76th Street Corridor, August 1991
No. 64 - Lake Arterial Extension Planning Study, August 1991
No. 65 - Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin, September 1991
No. 66 - City of Cudahy Overall Economic Development Program Plan, Milwaukee County, Wisconsin, June 1992
No. 68 - Regional Land Use Plan Implementation in Southeastern Wisconsin: Status and Needs, May 1993
No. 69 - Environmental Assessment of the Proposed Development of the Millard Sand and Gravel Pit, July 1992
No. 70 - A Wildlife Habitat Management Plan for the Franklin Lions Legend Park Study Area, August 1991
No. 71 - A Specialized Transportation Service Plan for Elderly and Disabled Persons within Waukesha County, June 1992*
No. 73 - A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System, January 1993*
No. 74 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Kenosha Transit System, January 1993*
No. 75 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Racine Transit System, January 1993*
No. 76 - A Paratransit Service Plan for Disabled Persons: 1993 Update/City of Waukesha Transit System Utility, January 1993*
No. 77 - A Paratransit Service Plan for Disabled Persons: 1993 Update/Waukesha County Transit System, January 1993*
No. 78 - Traffic Study of STH 83 between the Illinois-Wisconsin State Line and STH 50 in Kenosha County, March 1993
No. 79 - An Agricultural Drainage and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1, Village of Waterford and Towns of Norway and Waterford, Racine County, Wisconsin, September 1993
No. 80 - A Development Plan for the Parkside East Neighborhood, Town of Somers, Kenosha County, Wisconsin, September 1993
No. 81 - Aquatic Plant Management Plan for Phantom Lakes, Waukesha County, Wisconsin, July 1993
No. 82 - A Lake Protection Plan for Silver Lake, Waukesha County, Wisconsin, July 1993
No. 83 - City of Cudahy Economic Development Fact Book, Milwaukee County, Wisconsin, August 1993
No. 84 - Transportation Impacts of W. Wisconsin Avenue Closure between N. 11th Street and N. 16th Street, City of Milwaukee, Milwaukee County, Wisconsin, August 1993
No. 85 - A Development Plan for the Endicott Neighborhood, City of Brookfield, Waukesha County, Wisconsin, September 1993
No. 86 - Traffic Engineering Study of Ann Rita Drive, Coventry Drive, and Macaulay Drive in the Canterbury Hill Subdivision, City of Brookfield, Waukesha County, Wisconsin, July 1993
No. 87 - Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994
No. 88 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System, January 1994
No. 89 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System, January 1994

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No. 90 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Racine Transit System, January 1994
No. 91 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility, January 1994
No. 92 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Waukesha County Transit System, January 1994
No. 94 - A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994
No. 95 - Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994
No. 103 - Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994
No. 104 - Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994

ECONOMIC DEVELOPMENT PROFILES

Economic Development Profiles have been prepared for the Southeastern Wisconsin Region, for each of the seven counties in the Region, for the Milwaukee Metropolitan Statistical Area, and for the following communities within each of the seven counties:

Kenosha County
- City of Kenosha
- Village of Pleasant Prairie
- Town of Bristol

Milwaukee County
- City of Cudahy
- City of Franklin
- City of Greenfield
- City of Milwaukee
- City of Oak Creek
- City of St. Francis
- City of South Milwaukee
- City of Wauwatosa
- City of West Allis
- Village of West Milwaukee

Ozaukee County
- City of Cedarburg
- City of Mequon
- City of Port Washington
- Village of Belgium
- Village of Fredonia
- Village of Grafton
- Village of Saukville
- Village of Thiensville

Racine County
- City of Burlington
- City of Racine
- Village of Rochester
- Village of Sturtevant
- Village of Union Grove
- Village of Waterford
- Village of Caledonia
- Town of Mt. Pleasant

Walworth County
- City of Delavan
- City of Elkhorn
- City of Lake Geneva
- City of Whitewater
- Village of Darien
- Village of East Troy
- Village of Walworth

Washington County
- City of Hartford
- City of West Bend

Washington County (continued)
- Village of Germantown
- Village of Jackson
- Village of Kewaskum
- Village of Slinger

Waukesha County
- City of Brookfield
- City of Delafield
- City of Muskego
- City of New Berlin
- City of Oconomowoc
- City of Waukesha
- Village of Butler
- Village of Dousman
- Village of Elm Grove
- Village of Hartland
- Village of Menomonee Falls
- Village of Mukwonago
- Village of Pewaukee
- Village of Sussex
- Town of Pewaukee

LAKE USE REPORTS-FOX RIVER WATERSHED

Kenosha County
- No. FX-40, Benedict Lake
- No. FX-12, Camp Lake
- No. FX-27, Center Lake
- No. FX-35, Cross Lake
- No. FX-45, Dyer Lake
- No. FX-7, Elizabeth Lake
- No. FX-34, Lilly Lake
- No. FX-17, Marie Lake
- No. FX-13, Powers Lake
- No. FX-11, Silver Lake
- No. FX-45, Voltz Lake

Racine County
- No. FX-25, Bohner Lake
- No. FX-15, Browns Lake
- No. FX-9, Eagle Lake
- No. FX-42, Echo Lake
- No. FX-32, Kee Nong Go-Mong Lake
- No. FX-29, Long Lake
- No. FX-6, Waterford-Tichigan Lakes
- No. FX-276, Waubeesee Lake
- No. FX-5, Wind Lake

Walworth County
- No. FX-41, Army Lake
- No. FX-40, Benedict Lake
- No. FX-7, Beulah Lake
- No. FX-31, Booth Lake
- No. FX-4, Como Lake
- No. FX-1, Lake Geneva
- No. FX-Lauderdale Lakes
  (17, Green Lake,
  20, Middle Lake,
  18, Mill Lake)
- No. FX-39, Lulu Lake
- No. FX-21, North Lake
- No. FX-37, Pell Lake
- No. FX-43, Peters Lake
- No. FX-25, Pleasant Lake
- No. FX-24, Potters Lake
- No. FX-38, Silver Lake
- No. FX-30, Wandawega Lake

Waukesha County
- No. FX-3, Big Muskego Lake
- No. FX-23, Denoon Lake
- No. FX-19, Eagle Spring Lake
- No. FX-10, Little Muskego Lake
- No. FX-14, Lower Phantom Lake
- No. FX-2, Pewaukee Lake
- No. FX-34, Spring Lake
- No. FX-33, Upper Phantom Lake

LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

Fond du Lac County
- No. ML-2, Long Lake
- No. ML-9, Auburn Lake
- No. ML-21, Forest Lake
- No. ML-12, Mauthe Lake
- No. ML-18, Mud Lake
- No. ML-5, Kettle Moraine Lake

Ozaukee County
- No. ML-4, Mud Lake
- No. ML-17, Spring Lake

Sheboygan County
- No. ML-6, Random Lake*
- No. ML-10, Crooked Lake
- No. ML-7, Lake Ellen

Washington County
- No. ML-3, Little Cedar Lake
- No. ML-14, Green Lake
- No. ML-19, Lake Twelve
- No. ML-13, Lucas Lake
- No. ML-11, Smith Lake
- No. ML-20, Wallace Lake*
- No. ML-15, Barton Pond
- No. ML-1, Big Cedar Lake*
- No. ML-8, Silver Lake
- No. ML-16, West Bend Pond

TECHNICAL RECORDS

Volume 1-No. 1, October-November 1963*

Regional Planning in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director
The SEWRPC Land Use-Transportation Study
by J. Robert Doughty, Study Director
Home Interview Sample Selection - Part I
by Kenneth J. Schlager, Chief Systems Engineer
Truck and Taxi Sample Selection
by Thomas A. Winkel, Urban Planning Supervisor
A Backward Glance: Early Toll Roads in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 2, December 1963-January 1964

Arterial Network and Traffic Analysis Zones
by Richard B. Sheridan, Chief Transportation Planner
Conducting the Household Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the Home Interview Survey
by Sheldon W. Sullivan, Administrative Officer
Aerial Photographs and Their Use in the Land Use Inventory
by Harlan E. Clinkenbeard, Land Use Planning Chief
A Backward Glance: The U. S. Public Land Survey in Southeastern Wisconsin
by Richard E. Rehberg, Editor

Volume 1-No. 3, February-March 1964

Conducting the Truck and Taxi Survey
by Sheldon W. Sullivan, Administrative Officer
Conducting the Truck and Taxi Postal Questionnaire Survey
by Wade G. Fox, Cartography and Design Supervisor
Conducting the External Survey
by William E. Creger, P.E., Traffic Operations Engineer
Rail and Transit Inventory and Design of the Transit Network
by David A. Kuemmel, P.E., Transportation Planning Engineer
A Backward Glance: The Man-Made Ice Age
by Richard E. Rehberg, Editor

Volume 1-No. 4, April-May 1964*

The Application of Soil Studies to Regional Planning
by Kurt W. Bauer, Executive Director
Coding
by Wade G. Fox, Cartography and Design Supervisor, and
Robert L. Fisher, Coding Supervisor
Inventory of Existing Outdoor Recreation Facilities
and Historic Sites in Southeastern Wisconsin
by Theodore F. Lauf, Research Analyst
Inventory of Potential Park and Related Open Space Sites
by Karl W. Holzwarth, Landscape Architect
A Backward Glance: The Electric Interurban Railway
by Richard E. Rehberg, Editor

TECHNICAL RECORDS—continued

Volume 1-No. 5, June-July 1964

Reconciliation of Sample Coverage in the Internal O & D Surveys
by Eugene G. Muhich, P.E., Transportation Planning Engineer
The Contingency Check Program
by Wade G. Fox, Cartography and Design Supervisor
Inventory of the Arterial Street Network
by William T. Wambach, Jr., P.E.
A Backward Glance: The Milwaukee and Rock River Canal
by James E. Seybold, Editor

Volume 1-No. 6, August-September 1964

Checking the Network Description for Arterial Highway and Transit Networks
by Richard B. Sheridan, Chief Transportation Planner
A Study of the Water Quality and Flow of Streams in Southeastern Wisconsin
by Roy W. Ryling, Hydrologist
Expanding the Origin-Destination Sample
by Richard B. Sheridan, Chief Transportation Planner, and
Wade G. Fox, Cartography and Design Supervisor
A Backward Glance: Greendale-Garden City in Wisconsin
by Kurt W. Bauer, Executive Director

Volume 2-No. 1, October-November 1964*

Simulation Models in Urban and Regional Planning
by Kenneth J. Schlager, Chief Systems Engineer

Volume 2-No. 2, December 1964-January 1965

Capacity of Arterial Network Links
by Richard B. Sheridan, Chief Transportation Planner
The ABC Method of Current Population Estimating
by Donald L. Gehrke, Economics and Population Analyst, and
Orlando E. Delogu, Financial Resources and Legal Analyst
O & D Surveys Accuracy Checks
by Eugene G. Muhich, P.E., Transportation Planning Engineer
A Backward Glance: Railroad Transportation in Southeastern Wisconsin
by Patricia J. Tegge, Editor

Volume 2-No. 3, February-March 1965

Determination of Historical Flood Frequency for the Root River of Wisconsin
by James C. Ringenoldus, P.E., Harza Engineering Company
The Regional Multiplier
by Kenneth J. Schlager, Chief Systems Engineer
A Backward Glance: The Street Railway in Milwaukee
by Henry M. Mayer, Administrative Assistant,
Milwaukee & Suburban Transport Corporation

TECHNICAL RECORDS—continued

Volume 2-No. 4, April-May 1965*

Determination of Runoff for Urban Storm Water Drainage System Design
by Kurt W. Bauer, Executive Director

Volume 2-No. 5, June-July 1965

Screen Line Adjustment of Trip Data
by Richard B. Sheridan, P.E., Chief Transportation Planner
Inventory of Land Development Regulations in Southeastern Wisconsin
by William J. Kockelman, Chief Community Assistance Planner
A Backward Glance: Highway Development in Southeastern Wisconsin-Part I
by Jean C. Meier, Librarian and Research Assistant

Volume 2-No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin
by Edward Weiner, Highway Engineer

Volume 3-No. 1, 1968

Transit System Development Standards
by Edward Weiner, Transportation Planning Engineer
Modified Rapid Transit Service in the Southeastern Wisconsin Region
by Sheldon W. Sullivan, Administrative Officer
A Backward Glance: Highway Development in Southeastern Wisconsin-Part II
by Jean C. Meier, Research Assistant, and
Sheldon W. Sullivan, Administrative Officer

Volume 3-No. 2, 1969

Characteristics of Travel in the Milwaukee Central Business District
by Sheldon W. Sullivan, Administrative Officer
Computing the Center of Population and the Geographic Center
by Wayne H. Faust, Associate Planner
A Backward Glance: Downtown Yesterdays
by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

Volume 3-No. 3, September 1971*

Hydrogeologic Considerations in Liquid Waste Disposal,
with a Case Study in Southeastern Wisconsin
by Martha J. Ketelle, Department of Geology and Geophysics,
University of Wisconsin-Madison

TECHNICAL RECORDS—continued

Volume 3-No. 4, September 1971

Characteristics of Air and Ground Travel Generated by
General Mitchell Field Airport Terminal: May 1968
by Sheldon W. Sullivan, Chief of Data Collection
Shifts in Centers of Population within the Region: 1960-1970
by Wayne H. Faust, Associate Planner
A Backward Glance: The Development of General Mitchell Field
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 5, March 1973*

Freeway Flyer Service in Southeastern Wisconsin-A Progress Report: 1964-1971
by Sheldon W. Sullivan, Chief of Data Collection
Development of Equations for Rainfall Intensity-Duration-Frequency Relationship
by Stuart G. Walesh, Water Resources Engineer
A Backward Glance: The American Automobile-A Brief History of the Development
of the American Automobile and the Growth of Automobile Registrations in the
United States, Wisconsin, and the Southeastern Wisconsin Region: 1896-1970
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3-No. 6, April 1976*

Floodland Management: The Environmental Corridor Concept
by Stuart G. Walesh, SEWRPC Water Resources Engineer
Characteristics of Travel in the Milwaukee Central Business District: 1963 and 1972
by Sheldon W. Sullivan, SEWRPC Chief of Data Collection, and
Jean Lusk, SEWRPC Research Analyst
The Changing Factorial Ecology of Milwaukee's Black Ghetto
by Harold McConnell, Richard A. Karsten, and Marilyn Ragusa
A Backward Glance: Environmental Corridors of Yesterday and Today
by Dr. Jeremy M. Katz, Research Psychologist, and Jeanne Sollen, Editor

Volume 4-No. 1, March 1978*

A Backward Glance: Milwaukee's Water Story
by Milwaukee Water Works
Is There a Groundwater Shortage in Southeastern Wisconsin?
by Douglas A. Cherkaver and Vinton W. Bacon,
University of Wisconsin-Milwaukee
An Overview of the Sources of Water Pollution in Southeastern Wisconsin
by Kurt W. Bauer, Executive Director, SEWRPC
The Effect of Sample Rate on Socioeconomic and Travel Data
Obtained through Standard Home Interview
by Jean Lusk, SEWRPC Planner

TECHNICAL RECORDS—continued

Volume 4-No. 2, March 1981

Refining the Delineation of the Environmental Corridors in Southeastern Wisconsin
by Bruce P. Rubin, Chief Land Use Planner, SEWRPC, and
Gerald H. Emmerich, Jr., Senior Planner, SEWRPC
Water Quality and Quantity Simulation Modeling for the Areawide
Water Quality Management Planning Program for Southeastern Wisconsin
by Thomas R. Sear, P.E., Senior Water Resources Engineer, SEWRPC
Evaluation of a Water Quality Standard for Total Phosphorus in
Flowing Streams in Southeastern Wisconsin
by David B. Kendziorski, Senior Planner, SEWRPC
Bibliography of Lake Michigan Shore Erosion and Nearshore Process Studies
by Norman P. Lasca, Professor, Department of Geological Sciences and Center
for Great Lakes Studies, University of Wisconsin-Milwaukee, and
David Baier, Warren Baumann, Patrick Curth, and Jan H. Smith, Geologists,
Department of Geological Sciences and Center for Great Lakes Studies,
University of Wisconsin-Milwaukee
A Backward Glance: Historic Evolution of the Local Governmental
Structure in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 3, February 1982

Preservation of Scientifically and Historically Important Geologic Sites
in Milwaukee County, Wisconsin
by Donald G. Mikulic, Staff Geologist, Illinois State Geological Survey, and
Joanne Kluessendorf, Geologic Research Assistant, Illinois State Geological
Survey, Champaign, Illinois
Inventory of Solid Waste Management Facilities in Southeastern Wisconsin: 1980
by Robert P. Biebel, Principal Engineer, SEWRPC, and
Joseph E. Stuber, Senior Engineer, SEWRPC
Inventory Findings of Cannonball Passenger Surveys: 1980 and 1971
by Jean M. Lusk, SEWRPC Planner
A Backward Glance: Historic Evolution of the Local Governmental Structure
in Southeastern Wisconsin
by Eileen Hammer

Volume 4-No. 4, February 1984

Characteristics of Travel in Six Major Attractors in the Southeastern Wisconsin Region
by Jean M. Lusk, SEWRPC Planner, and
John L. Zastrow, SEWRPC Senior Specialist
Shopping Centers: Characteristics of Travel-1963-1972
by Jean M. Lusk, SEWRPC Planner, and
John L. Zastrow, SEWRPC Senior Specialist
A Backward Glance: Historic Evolution of the Local Governmental Structure
in Southeastern Wisconsin
by Eileen Hammer

TECHNICAL RECORDS—continued

Volume 4-No. 5, December 1989

Review and Analysis of Lake Michigan Water Levels at Milwaukee, Wisconsin
by David P. Kendziorski, SEWRPC Principal Planner
Lake Levels and Datum Differences
by Kurt W. Bauer, SEWRPC Executive Director
A Backward Glance—A History of Storm Damage and Protective Measures in Milwaukee Harbor
by Bruce W. Jordan, M.A.

Volume 4-No. 6, December 1993

Interpreting Soils of Southeastern Wisconsin for Onsite Disposal of Household Sewage
by Marvin T. Beatty, Ph.D., Professor Emeritus of Soil Science, University of Wisconsin-Madison
Shifts in Centers of Population within the Region: 1963-1990
by Donald G. Dittmar, SEWRPC Senior Specialist
Methodology for Review of Challenges to Wetland Field Delineations Conducted
by the Southeastern Wisconsin Regional Planning Commission
by Donald M. Reed, SEWRPC Chief Biologist
A Backward Glance—Unincorporated Settlements in Southeastern Wisconsin
by Arno M. Klausmeier, SEWRPC Librarian, with Assistance from
Scott K. Enk, SEWRPC Senior Editor

ANNUAL REPORTS

1961*, 1962*, 1963, 1964, 1965, 1966, 1967, 1968, 1969*, 1970, 1971, 1972*, 1973, 1974, 1975, 1976, 1977, 1978*, 1979*, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, and 1993

CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961*
2nd Regional Planning Conference, November 4, 1962*
3rd Regional Planning Conference, November 20, 1963*
4th Regional Planning Conference, May 12, 1965*
5th Regional Planning Conference, October 26, 1965*
6th Regional Planning Conference, May 6, 1969
7th Regional Planning Conference, January 19, 1972
8th Regional Planning Conference, October 16, 1974
Regional Conference on Sanitary Sewerage System User and
Industrial Waste Treatment Recovery Charges, July 18, 1974
9th Regional Planning Conference, April 14, 1976
10th Regional Planning Conference, March 15, 1978
11th Regional Planning Conference, April 19, 1979
12th Regional Planning Conference, January 31, 1980
13th Regional Planning Conference, November 9, 1983
14th Regional Planning Conference, May 13, 1985
15th Regional Planning Conference, November 14, 1988
16th Regional Planning Conference, May 5, 1992
17th Regional Planning Conference, June 27, 1994

NEWSLETTERS

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TRANSPORTATION IMPROVEMENT PROGRAMS

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 1977*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1979-1983, December 1978*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1980-1984, December 1979*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1981-1985, December 1980*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1982-1986, December 1981*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1983-1987, December 1982*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1984-1988, December 1983*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1985-1989, December 1984*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1986-1990, December 1985*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1987-1991, December 1986*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1988-1992, December 1987*
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990
A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991
A Transportation Improvement Program for Southeastern Wisconsin: 1993-1998, December 1992
A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994

OTHER

Twenty-Five Years of Regional Planning, December 1985
Economic Development Planning Staff Memorandum No. 94-01, Southeastern Wisconsin Region Industrial/Business Park Directory: July 1994, August 1994

*Out of print.

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INDEPENDENT AUDITOR'S REPORT

To the Commissioners of
Southeastern Wisconsin
Regional Planning Commission
Waukesha, Wisconsin

We have audited the accompanying general purpose financial statements of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1994, and for the year then ended. The information included in these statements are the responsibility of the Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these general purpose financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that the audit be planned and performed to provide reasonable assurance that the general purpose financial statements are free of material misstatement. The audit included examining, on a test basis, evidence supporting the amounts and disclosures in the general purpose financial statements. The audit also included assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of the Southeastern Wisconsin Regional Planning Commission, as of December 31, 1994, and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

Victor L. Young S.C.

VICTOR L. YOUNG, S.C.

Waukesha, Wisconsin
August 3, 1995

Southeastern Wisconsin Regional Planning Commission

Combined Balance Sheet - All Fund Types and Account Groups

December 31, 1994

	Governmental Fund Types		Account Groups	Totals (Memorandum Only)	
Assets	General	Special Revenue	General Fixed Assets	1994	1993
Treasurer's cash	$ 913,994.07	$	$	$ 913,994.07	$ 1,507,563.77
Other receivable					692.06
Grants receivable		536,829.74		536,829.74	456,366.13
Contracts receivable	157,732.00	127,396.73		285,128.73	284,615.22
Service agreements receivable	192,848.57			192,848.57	159,150.81
Prepaid expense	35,514.06			35,514.06	33,346.90
Fixed assets			781,787.24	781,787.24	745,324.93
Due from other funds	578,676.18			578,676.18	555,405.86
Total Assets	$ 1,878,764.88	$ 664,226.47	$ 781,787.24	$ 3,324,778.59	$ 3,742,465.68
Liabilities					
State sales tax	$ 156.63	$	$	$ 156.63	$ 232.33
Accounts payable	222,112.76	85,550.29		307,663.05	774,235.58
Vacation accrual	152,500.36			152,500.36	137,165.88
Deferred revenue	31,500.00			31,500.00	54,411.00
Sick pay accrual	7,094.86			7,094.86	
Due to other funds		578,676.18		578,676.18	555,405.86
Total Liabilities	413,364.61	664,226.47		1,077,591.08	1,521,450.65
Fund Equity					
Investments in fixed assets			781,787.24	781,787.24	745,324.93
Fund balances - designated	1,083,195.00			1,083,195.00	1,083,195.00
- undesignated	382,205.27			382,205.27	392,495.10
Total Fund Equity	1,465,400.27		781,787.24	2,247,187.51	2,221,015.03
Total Liabilities and Fund Equity	$ 1,878,764.88	$ 664,226.47	$ 781,787.24	$ 3,324,778.59	$ 3,742,465.68

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balance - All Governmental Fund Types

For the Year Ended December 31, 1994

	Governmental Fund Types		Total (Memorandum Only)	
Revenues	General	Special Revenue	1994	1993
Contributions from counties	$ 1,395,020.00	$	$ 1,395,020.00	$ 1,315,170.00
Grant revenues		2,029,790.91	2,029,790.91	2,079,981.40
Contract revenues	1,006,109.08	1,950,898.97	2,957,008.05	2,731,140.60
Service grants	668,495.87		668,495.87	366,234.49
Interest on invested funds	38,882.59		38,882.59	41,589.98
Other income	128,857.47	6,971.68	135,829.15	132,978.01
Total Revenues	3,237,365.01	3,987,661.56	7,225,026.57	6,667,094.48
Expenditures				
Salaries and fringe benefits	2,343,933.62	1,285,157.69	3,629,091.31	3,940,298.26
Office and other expenses				
Technical consultants	1,234,517.11	1,560,148.20	2,794,665.31	1,902,251.79
Office supplies	95,363.81	2,940.68	98,304.49	90,662.91
Insurance, audit, legal fees	42,333.56	1,060.00	43,393.56	56,061.33
Library acquisition and dues	21,547.66	6,737.24	28,284.90	25,187.22
Reprographics and publication	89,936.07	47,198.81	137,134.88	93,176.64
Newsletter	19,202.55		19,202.55	5,721.47
Postage expense	25,679.60	11.70	25,691.30	18,160.42
Travel expense	54,918.44	10,821.10	65,739.54	63,929.03
Telephone expense	32,434.33		32,434.33	22,790.17
Rent	159,592.78		159,592.78	147,848.32
Computer graphics hardware and maintenance	32,595.91		32,595.91	13,179.91
Annual report	17,538.20		17,538.20	741.30
Other operating expenses	11,789.30	5,630.04	17,419.34	7,068.17
Unemployment compensation expense	1,197.00	368.28	1,565.28	24,428.76
Auto/office equipment/maintenance	87,706.51	1,015.20	88,721.71	181,250.59
Capital outlay	36,462.31		36,462.31	93,366.05
Regional conference	7,478.70		7,478.70	
Total Expenditures	4,314,227.46	2,921,088.94	7,235,316.40	6,686,122.34
Excess (Deficit) Revenues Over Expenditures	(1,076,862.45)	1,066,572.62	(10,289.83)	(19,027.86)
Operating Transfers in (out)	1,066,572.62	(1,066,572.62)		
Fund Balance - beginning of year	1,475,690.10	-	1,475,690.10	1,494,717.96
Fund Balance - end of year	$ 1,465,400.27	$ -	$ 1,465,400.27	$ 1,475,690.10

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Statement of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual - All Government Fund Types

For the Year Ended December 31, 1994

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	$ 1,395,020.00	$ 1,395,020.00	$
Grant revenues	2,147,895.00	2,029,790.91	(118,104.09)
Contract revenues	5,000.00	2,957,008.05	2,952,008.05
Service grants	1,776,390.00	668,495.87	(1,107,894.13)
Interest on invested funds		38,882.59	38,882.59
Other income		135,829.15	135,829.15
Total Revenues	5,324,305.00	7,225,026.57	1,900,721.57
Expenditures			
Salaries and fringe benefits	4,364,955.00	3,629,091.31	735,863.69
Office and other expenses			
Technical consultants	87,690.00	2,794,665.31	(2,706,975.31)
Office supplies	119,000.00	98,304.49	20,695.51
Insurance, audit, legal fees	50,400.00	43,393.56	7,006.44
Library acquisition and dues	20,000.00	28,284.90	(8,284.90)
Reprographics and publication	180,000.00	137,134.88	42,865.12
Newsletter	6,500.00	19,202.55	(12,702.55)
Postage expense	19,000.00	25,691.30	(6,691.30)
Travel expense	59,260.00	65,739.54	(6,479.54)
Telephone expense	22,000.00	32,434.33	(10,434.33)
Rent	169,800.00	159,592.78	10,207.22
Computer graphic hardware and maintenance	90,000.00	32,595.91	57,404.09
Annual report	1,500.00	17,538.20	(16,038.20)
Other operating expenses	10,000.00	17,419.34	(7,419.34)
Unemployment compensation expense	4,500.00	1,565.28	2,934.72
Auto/office equipment/maintenance	36,700.00	88,721.71	(52,021.71)
Capital outlay	80,000.00	36,462.31	43,537.69
Regional conference	3,000.00	7,478.70	(4,478.70)
Total Expenditures	5,324,305.00	7,235,316.40	(1,911,011.40)
Excess Revenues Over Expenditures	-	(10,289.83)	(10,289.83)
Fund Balance - beginning of year	-	1,475,690.10	-
Fund Balance - end of year	$ -	$ 1,465,400.27	$ -

The accompanying accountant's audit report and notes to financial statements are an integral part of these statements.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1994

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of the Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds and account groups, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds and account groups are used by the Commission:

Governmental Funds

General Fund - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

Special Revenue Funds - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to Financial Statements

For the Year Ended December 31, 1994

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Account Groups

General Fixed Asset Group - Used to account for fixed assets not accounted for in any other fund.

Total (Memorandum Only) - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type and account groups. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balances and account groups balancing accounts have not been eliminated.

Budget

The Commissions annual budget is prepared principally on the cash basis and represents departmental appropriations as authorized and any authorized revisions during the year to reflect changes in programs and activities. The budget cash basis differs from generally accepted accounting principles (GAAP). Actual amounts in the accompanying budgetary comparison statement are presented on the modified accrual basis.

Cash and Cash Equivalents

In addition to bank accounts and petty cash, this classification includes all short-term investments.

Basis of Accounting

The modified accrual basis of accounting is followed by the governmental funds. Under the modified accrual basis those items of revenue for which a valid receivable can be determined in advance of their due date should be recognized on the accrual basis. All other items are recognized on the cash basis because the time of collection generally coincides with the determination of the amount. Expenditures are recognized when a liability to be met from fund assets is incurred.

Fixed Assets

Governmental general fixed assets acquired during the year ended December 31, 1994 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost in the general fixed assets account group.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1994

Note 1 - Summary of Significant Accounting Policies (Cont'd)

Accrued Vacation

The commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 25 days.

Fund Balances

The commission classifies its fund equity as follows:

Designated Fund Balances - indicates that portion of fund equity, which has been segregated for specific purposes.

Undesignated Fund Balances - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset Group

Fixed assets as of December 31 are as follows:

	1994	1993
Desks	$ 25,121.43	$ 24,005.09
Chairs	27,991.14	27,491.29
Calculators and adding machines	13,722.65	13,703.99
Filing cabinets	45,425.03	44,205.43
Typewriters	23,153.67	23,035.67
Book cases	26,882.60	26,671.40
Tables	35,900.97	35,900.97
Data processing equipment	244,119.60	225,036.60
Major equipment	169,374.17	157,199.17
Automobiles	114,725.50	114,725.50
Miscellaneous	55,370.48	53,349.82
	$ 781,787.24	$ 745,324.93

Note 3 - Employee Retirement Plan

The Commission is a participant in the State of Wisconsin Retirement System covering substantially all full-time employees on a non-contributory basis. The annual employer's contribution rate, which is actuarially determined by the State of Wisconsin, provides for funding of prior service costs. Information concerning the amount, if any, of the excess of the actuarially computed value of vested benefits over the total assets available in the pension fund is not maintained by individual participant units. Retirement plan expenses, which include amortization of prior service costs, for the year 1994 were $332,311.20

All employees expected to work over 600 hours a year are eligible to participate in the Wisconsin Retirement System. Covered employees are required by statutes to contribute 6.2% of their salary to the plan. Employers may make these contributions to the plan on behalf of the employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. The total contributions for the year ending December 31, 1994 was $332,311.20. This amount was paid by Southeastern Wisconsin Regional Planning Commission.

Employees who retire at or after age 65, are entitled to receive an unreduced retirement benefit. The benefit is calculated as 1.6% of final average earnings for each year of creditable service. Final average earnings is the average of the employees three highest years' earnings. Employees may retire at age 55 and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefit. Benefits are fully vested upon entry into the Wisconsin Retirement System.

The Wisconsin Retirement System also provides death and disability benefits for employees. Eligibility for and the amount of all benefits is determined under Chapter 40 of the Wisconsin Statutes.

Wisconsin Act 13, Laws of 1989, effective May 16, 1989, made significant benefit changes in participant requirements, interest crediting, early retirement actuarial reduction, asset valuation, vesting requirements and actuarial assumptions. Some of these changes were not effective until 1990.

The System utilizes the "Entry Age Normal with Frozen Initial Liability" actuarial method in establishing employer contribution rates. Under this method the Unfunded Accrued Actuarial Liability is affected only by the monthly amortization payments, compound interest, the added liability created by new employer units, and any added liabilities caused by changes in benefit provisions.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1994

Note 3 - Employee Retirement Plan (Cont'd)

All actuarial gains or losses arising from the difference between actual and assumed experience are reflected in the determination of the normal costs. The unfunded accrued actuarial liability is being amortized over a 40-year period beginning January 1, 1990. The unfunded liability for Southeastern Wisconsin Regional Planning Commission as of December 31, 1994 was $607,344.22 or .030% of the total system's unfunded liability of $2.01 billion.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for the effects of projected salary increases, estimated to be payable in the future as a result of employee service to date and disregarding the Wisconsin Retirement System funding objective of maintaining stable contribution rates over the long-term future. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the Wisconsin Retirement System's funding status on a going concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and measurements of assets and pension benefit obligation of individual employers. The Wisconsin Retirement System does not make separate measurements of assets and pension benefit obligation for individual employers. The pension benefit obligations as of December 31, 1994 for the Wisconsin Retirement System as a whole, determined through an actuarial valuation performed as of that date, was $26,583.4 million. The Wisconsin Retirement System's net assets available for benefits on that date were $26,954.3 million, leaving assets in excess of pension benefit obligation of $370.9 million.

Ten year historical trend information showing the Wisconsin Retirement System's progress in accumulating sufficient assets to pay benefits when due is presented in the Wisconsin Retirement System's June 30, 1994 Comprehensive Annual Financial Report.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 1994

Note 4 - Cash and Temporary Investments

Cash and temporary investment balances as disclosed on the accompanying financial statements are comprised of the following:

Cash on hand and on deposit	$ 10,520.28
Temporary cash investments	903,473.79
Total	$ 913,994.07

Note 5 - Cognizant Agency

The cognizant agency for the Single Audit report is the Wisconsin Department of Administration.

Note 6 - Commitments

Rent

The Commission leases space from Waukesha County under a lease agreement that runs through December 31, 1997. The Commission has the option of renewing the lease for two successive periods of three years each. The minimum lease payments are as follows: 1995 - $149,889.30, 1996 - $149,889.30, 1997 - $149,889.30.

Note 7 - Designated Funds

The Commission has designated the following funds for future purposes:

Surveying and mapping services trust	$ 100,000.00
Equipment replacement	50,000.00
Unemployment Compensation Trust	50,000.00
Errors and Omissions Insurance	150,000.00
Computer Graphics Reserve Account	350,000.00
Stream Gaging	13,195.00
Office Computer Reserve Account	320,000.00
Aerial photography Reserve Account	50,000.00
	$ 1,083,195.00

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