

REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN



INTRODUCTION

The review and update of the land use and transportation system plans for the seven-county Southeastern Wisconsin Region is underway. This newsletter is being published to keep you informed of the study's progress and findings.

This is the second in a series of newsletters, the first having been published in July 2004. The first issue included the announcement of an initial series of public meetings held in August 2004 and information regarding the Regional Planning Commission, the Advisory Committees guiding the development of the new plans, the new year 2035 population and economic projections for the Region, the basic principles guiding the Commission's regional land use and transportation planning, and the existing regional land use and transportation system plans. This issue includes information regarding the following:

- A second series of public meetings scheduled for May 2005 and other opportunities for public involvement.
- Advisory committees on regional land use and transportation planning.
- Implementation of existing regional land use and transportation plans and historic trends in land use and transportation.
- Process for development of regional land use and transportation plans.
- Next steps in the planning process.

ADVISORY COMMITTEES ON REGIONAL LAND USE AND TRANSPORTATION PLANNING

The new regional land use plan is being developed under the guidance of the Advisory Committee on Regional Land Use Planning, and the new regional transportation plan is being developed under the guidance of the Advisory Committee on Regional Transportation Planning. The Advisory Committees will be responsible for proposing to the Commission,

SECOND SERIES OF PUBLIC INFORMATIONAL MEETINGS SCHEDULED

A series of public information meetings has been scheduled, with meetings to be held throughout the Region in May. The purpose of these meetings is to familiarize the residents of the Region with the plan review and update process, and to provide an opportunity to comment on the development of the Region's land use and transportation system plans. Comments are encouraged, particularly on regional land use and transportation systems needs and problems, the current regional land use and transportation system plans, and land use and transportation alternatives. The table below highlights the dates and locations of the upcoming meetings. Staff will be available in an "open house" format from 4:30 p.m. to 7:00 p.m. to individually answer questions and provide information about the review and update of the regional land use and transportation system plans. Oral comments may be provided to a court reporter at the meetings and written comments may be made during and after the meetings. Persons with special needs are asked to contact the Commission offices a minimum of 72 hours in advance so that appropriate arrangements can be made. Contact information may be found on the back of this newsletter.

Date	Location
May 18, 2005	Kenosha Gateway Technical College, Room A-219 3520 30 th Avenue, Kenosha
May 18, 2005	HeartLove Place, Auditorium 3229 N. Dr. Martin Luther King, Jr. Drive Milwaukee
May 19, 2005	Rotary Building, Frame Park 1150 Baxter Street, Waukesha
May 19, 2005	United Community Center, Conference Room 2 1028 S. 9 th Street, Milwaukee
May 19, 2005	Washington County Fair Park Pavilion Room 112, 3000 County Highway PV, Town of Polk
May 25, 2005	Town of Cedarburg Town Hall, Conference Room, 1293 Washington Avenue, Cedarburg
May 25, 2005	Racine Gateway Technical College, Huron Room, 1001 Main Street, Racine
May 25, 2005	Elkhorn Gateway Technical College, Room 112, 100 Building 400 County Road H, Elkhorn
May 26, 2005	Zoofari Conference Center, Conference Room, 9715 W. Bluemound Road, Milwaukee

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Charles Erickson	Director of Planning and Economic Development, City of Greenfield	Andrew T. Struck	Assistant Director/County Planner, Ozaukee County Planning, Resources, and Land Management Department
Daniel F. Ertl	Director of Community Development, City of Brookfield	Randy L. Tetzlaff	Director of Planning and Development, City of Port Washington
		Nancy L. Welch	Director of Community Development, City of Wauwatosa

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Shane Crawford	Public Works Director, Walworth County Public Works Department	Jeffrey J. Mantes	Commissioner of Public Works, City of Milwaukee
Robert R. Dennik	Deputy Chief of Staff, Milwaukee County Executive's Office	Bharat Mathur	Acting Regional Administrator, Region 5, U.S. Environmental Protection Agency
Robert R. Dreblow	Highway Commissioner, Ozaukee County	Dwight E. McComb	Planning and Program Development Engineer, Federal Highway Administration, U.S. Department of Transportation
Lloyd L. Eagan	Director, Bureau of Air Management, Wisconsin Department of Natural Resources	Gloria L. McCutcheon	Southeast Region Director, Wisconsin Department of Natural Resources
Paul A. Feller	Director of Public Works, City of Waukesha	Kenneth M. Pesch	Highway Commissioner, Washington County
Donald Gismondi	Acting Regional Administrator, Region V, Federal Transit Administration, U.S. Department of Transportation	Jeffrey S. Polenske	City Engineer, City of Milwaukee
Thomas M. Grisa	Director of Public Works, City of Brookfield	Wallace Thiel	Village Administrator, Village of Hartland
		George A. Torres	Transportation Superintendent, Milwaukee County Department of Parks and Public Infrastructure
		Kenneth J. Warren	Managing Director, Milwaukee County Transit System

after careful study and evaluation, a recommended regional land use plan and a recommended regional transportation system plan. The Advisory Committees are intended to promote intergovernmental and interagency coordination, and to serve as direct liaisons between the Commission planning effort and the local and State governments that will be responsible for implementing the recommendations of the plans. The Advisory Committees have each held several meetings and have reviewed drafts of portions of the study reports. Advisory Committee meeting agenda and minutes, as well as the materials reviewed by the Committees, are all available on the Commission's website at www.sewrpc.org/regionalplans.

REGIONAL LAND USE AND TRANSPORTATION TRENDS

The first issue of this newsletter included summaries of the current year 2020 regional land use and transportation plans. Since that first issue was published, the Commission staff and Advisory Committees have reviewed and evaluated trends in land use development, transportation system development, transportation system use, and travel habits and patterns, and have examined the extent to which the year 2020 land use and transportation plans have been implemented. Chapter II, "Existing Conditions

and Trends,” and Chapter III, “Review of the Currently Adopted Regional Land Use Plan,” of SEWRPC Planning Report No. 48 present in detail the findings of an analysis of land development trends and regional land use plan implementation based upon Commission regional land use inventories for the years 1963, 1970, 1980, 1990, and 2000. Chapter II, “Review of the Current Adopted Regional Transportation System Plan,” Chapter III, Inventory of Transportation System Facilities and Services,” and Chapter IV, “Travel Habits and Patterns,” of SEWRPC Planning Report No. 49 present in detail the findings of the analysis of travel and transportation trends based upon Commission travel and transportation inventories for the years 1963, 1972, 1991, and 2001. These chapters are all available on the Commission website at www.sewrpc.org/regionalplans. The information presented in the following sections of this newsletter highlight some of the key findings.

Socioeconomic Trends

The year 2020 regional land use and transportation plans were based upon a series of socioeconomic forecasts, including forecasts of future population, household and employment levels. The actual changes experienced within the Region since 1990 were reviewed and compared to those forecasts. It was determined that the forecasts underlying the year 2020 plans remained valid, with current estimates very similar to forecast levels. In fact, the current estimates of population, households, and employment were each within 1 to 2 percent of the forecast level for 2003:

- The regional population of about 1,959,800 in 2003 was about 1 percent less than forecast. The regional population increased about 8 percent from 1990 to 2003. The vast majority of the growth in population was the result of natural increase, the difference between births and deaths, not in-migration.
- There were about 770,900 households in the Region in 2003, about 2 percent more than forecast. The number of households in the Region increased about 14 percent from 1990 to 2003. The number of households increased at a faster rate than the Region’s population, as the average household size in the Region continued to decrease. In 2000, average household size was 2.52 persons per household, a decrease from the 1990 average household size of 2.62 persons per household.
- There were about 1,179,000 jobs in the Region in 2003, about 1 percent less than forecast. The number of jobs in the Region increased more than 10 percent from 1990 to 2003. The Region’s employment actually increased by about 15 percent between 1990 and 2000, but then decreased each year between 2000 and 2003.

Regional Land Use Trends

Environmental Corridors

The regional land use plan has long recommended the preservation of the environmental corridors of the Region, including primary environmental corridors, secondary environmental corridors, and isolated natural resource areas. The environmental corridors encompass the best remaining elements of the natural resource base of the Region (see Map 1). They include the Region’s lakes, rivers, and streams, and their associated shorelands and floodlands; wetlands; woodlands; prairies; wildlife habitat areas; wet, poorly drained, and organic soils; rugged terrain and high-relief topography; existing and potential park and open space sites; scenic areas and vistas; and natural areas and critical species habitat sites. Between 1990 and 2000, the Region’s environmental corridors not only were preserved, they actually increased from 599.4 to 599.9 square miles, representing about 22 percent of the Region.

Agricultural Lands

The regional land use plan has also long recommended the preservation of the prime, or most productive, agricultural lands within the Region, specifically, agricultural lands with agricultural capability Class I and Class II soils as identified by the U.S. Natural Resources Conservation Service (see Map 2). About 945 square miles, or 35 percent, of the Region in the year 2000 was agricultural land with Class I or II soils. Between 1990 and 2000, the amount of prime agricultural lands with Class I or II soils within the Region developed and converted to urban uses totaled about 33 square miles. About 24 of these 33 square miles converted to urban uses were located within the planned urban growth/sanitary sewer service areas. Their conversion to urban use is necessary to the orderly growth and development of the Region, and is consistent with the regional land use plan. Between 1990 and 2000, only about nine square miles were converted to urban uses in rural areas inconsistent with the plan.

Residential Land Use Development

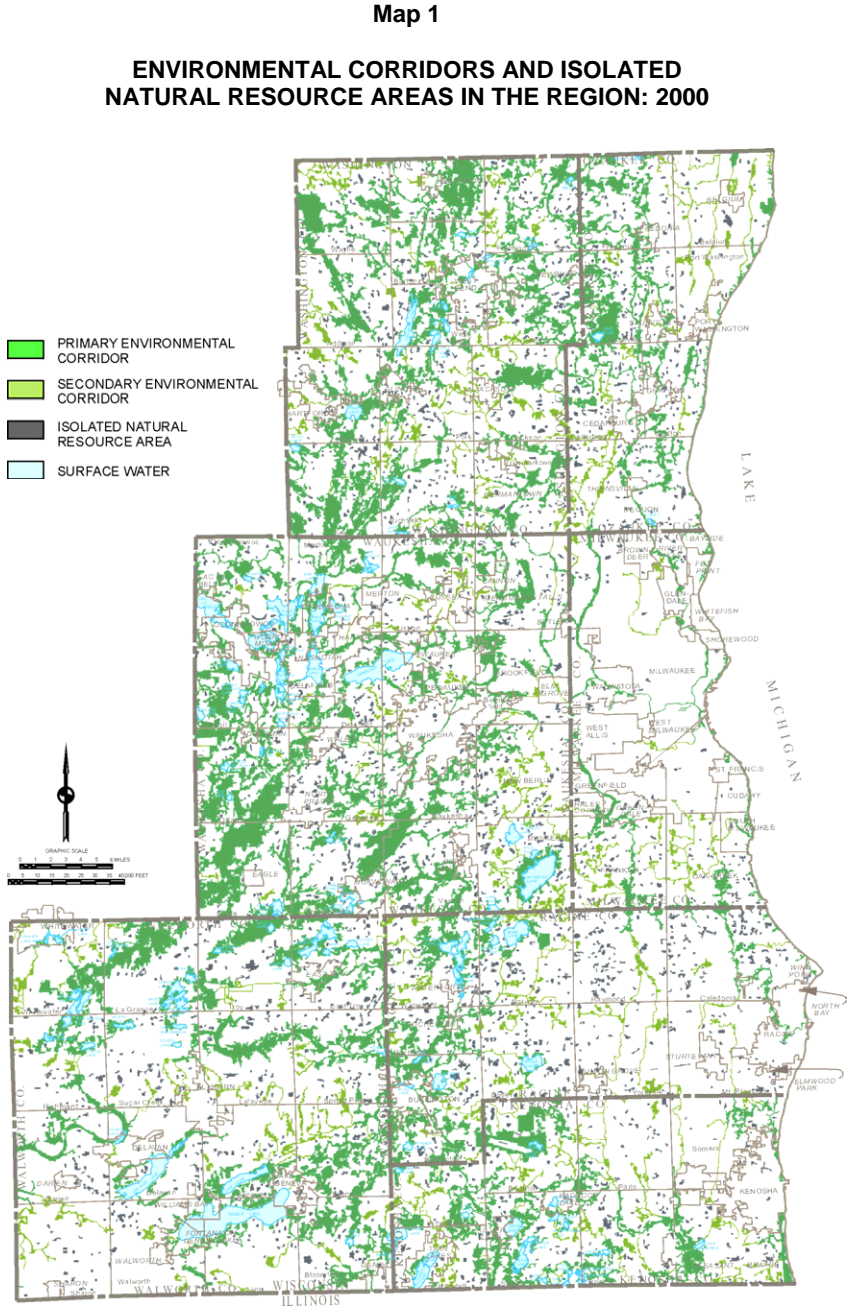
The year 2020 regional land use plan recommended that urban development, including residential development, should occur within existing urban centers as infill development and redevelopment, and within defined urban growth/sanitary sewer service

areas adjoining these centers. Specifically, the plan recommended that about 93 percent of new urban residential development should occur in existing urban centers and their defined urban growth/sanitary sewer service areas, with the remainder of residential development occurring in rural areas outside of planned urban centers and urban growth areas, including the accommodation of about 2 percent of new residential development at rural density (no more than one unit per 5 acres) and the accommodation of other residences then under construction or development in rural areas. The plan also recommended that about 88 percent of the new residential development occur at medium and high densities, which would efficiently and effectively support essential urban facilities and services and minimize conversion of agricultural land. Between 1990 and 2000, about 81 percent of the housing units constructed in the Region were developed within existing urban centers and their planned urban growth/sanitary sewer service areas, compared to the plan recommended 93 percent. Also, about 77 percent of the housing units constructed in the Region between 1990 and 2000 were developed at high and medium densities, compared to the plan recommended 88 percent.

Between 1990 and 2000, the density of the Region measured in terms of households per square mile in the urban portion of the Region declined from 1,320 households per square mile in 1990, to 1,290 households per square mile in 2000, a continuation of historic decline but at a more moderate rate than experienced in previous decades (see Figure 1).

Major Retail, Office, and Industrial Centers

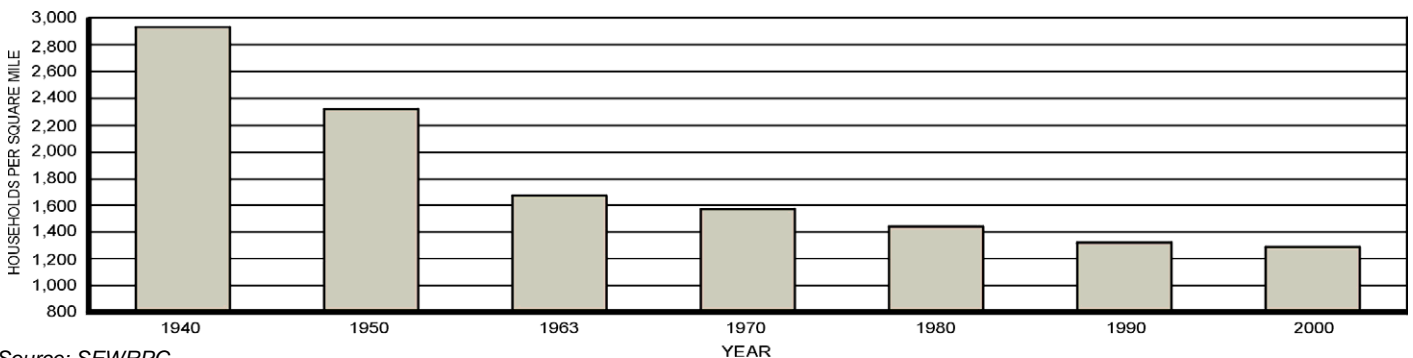
The year 2020 regional land use plan recommended that much of the Region’s employment be concentrated in 45 major centers which would have a minimum of 2,000 retail jobs, 3,500 office and service jobs, or 3,500 industrial jobs. The plan recommended the maintenance, including redevelopment as needed, and expansion



Source: SEWRPC.

Figure 1

HOUSEHOLD DENSITY OF SOUTHEASTERN WISCONSIN: 1940-2001



Source: SEWRPC.

of the 36 existing major employment centers and the development of nine new centers (see Map 3). The only existing or planned center which is not currently at, or may not be expected in the future to attain, major center employment levels is the Milwaukee South Industrial Center which has lost a number of major industries and has had industrial land and buildings converted to retail uses.

In addition, eight new centers not recommended in the regional plan have developed, and either currently represent, or may be expected to develop to, major centers. These eight new centers are generally located at the fringe of the Milwaukee area, or at the fringe of the Region.

Regional Transportation Trends

Implementation of the Regional Transportation Plan

The year 2020 regional transportation plan recommended the provision of a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin. The recommended multimodal transportation system included four elements: public transit, systems management, bicycle and pedestrian facilities, and arterial streets and highways. All elements of the plan are considered to be of equal priority, and each element needs to be implemented to provide a comprehensive, multi-modal, balanced, high quality transportation system.

Progress has been made towards the implementation of each element of the current regional transportation plan.

- Public transit – 15 percent of the planned service expansion has been implemented. (Vehicle-miles of bus service provided on an average weekday have increased from 65,000 in 1995 to 71,900 in 2003, representing 15 percent of the planned expansion of transit service to 110,000 by the year 2020.)

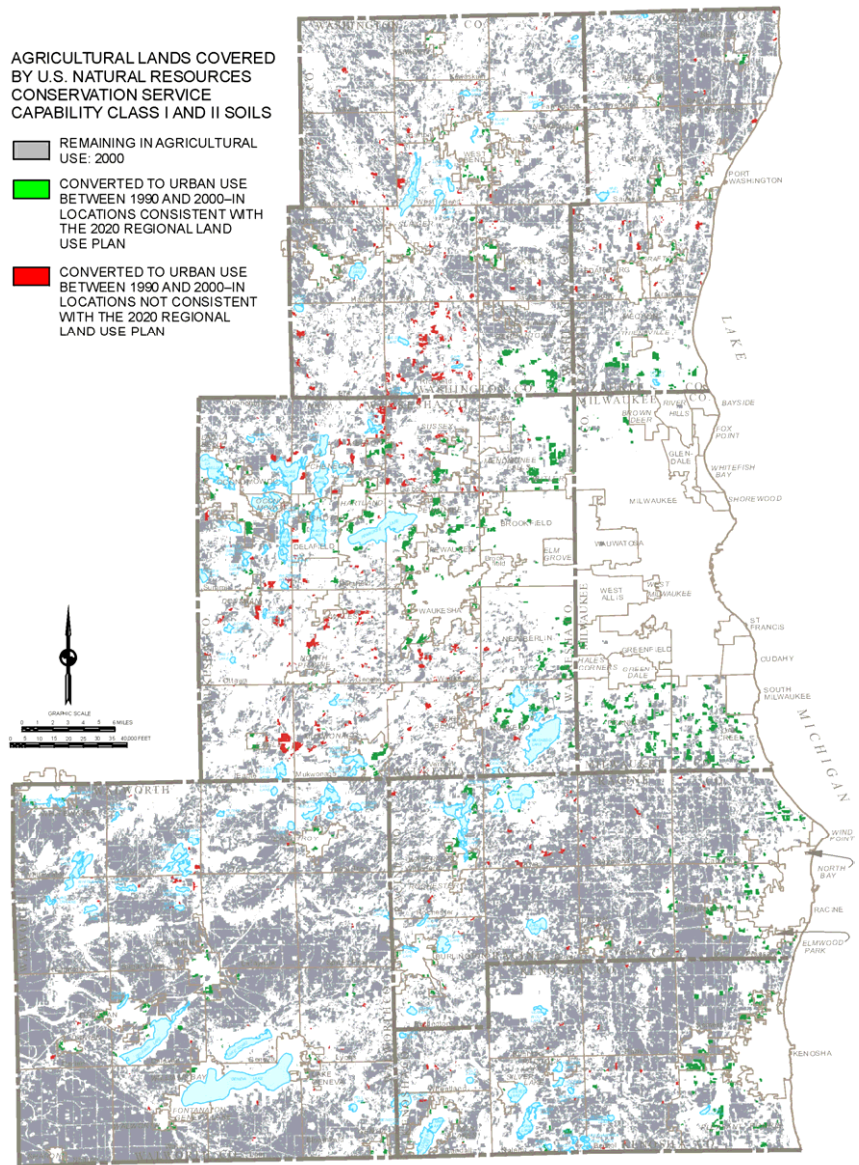
- Bicycle and pedestrian facilities – 16 percent of the planned new miles of off-street paths have been implemented. (Off-street bicycle paths increased from 134 miles in 1995 to 203 miles in 2003, representing 16 percent of the planned expansion to 575 miles.)

- Arterial streets and highways – 17 percent of the planned widened and new arterials have been implemented (110 miles of the planned 656 miles of new or widened arterials have been completed or are under construction).

- Transportation systems management – Progress cannot be quantified like the other elements, but progress has been made, particularly with respect to the freeway traffic management system implemented and operated by the Wisconsin Department of Transportation in the Milwaukee area, including ramp meters, high occupancy vehicle bypasses, incident management systems, and advisory information systems.

Map 2

AGRICULTURAL LANDS COVERED BY HIGHLY PRODUCTIVE SOILS CONVERTED TO URBAN USE IN THE REGION: 1990-2000



Source: SEWRPC.

Trends in Travel Habits and Patterns

The Commission's 2001 comprehensive travel inventory provides extensive information about the travel in the Region. Because travel inventories were also conducted in 1963, 1972, and 1991, comparisons can be made between the 2001 data findings and the findings of previous studies (see Figure 2).

Person Trips

About 6.8 million person trips were made within the Region on an average weekday in 2001. This represents a 63 percent increase in person trips over the 1963 level. During that same period, the number of households in the Region increased by 58 percent and employment increased 71 percent, but population increased by only 15 percent. Future levels of households and employment, rather than of resident population, should be considered key indicators of potential future travel growth.

Purpose of Travel

The distribution of person trips by trip purpose has remained relatively stable, being within the following ranges in each of the Commission's survey years of 1963, 1972, 1991, and 2001:

- Trips between home and work—23 to 25 percent of total trips.
- Trips between home and shopping—13 to 15 percent of total trips.
- Trips to or from school—9 to 11 percent of total trips.
- Trips between home and social, recreational, and personal business—30 to 34 percent of total trips.
- Trips between nonhome origins and destinations—17 to 20 percent of total trips.

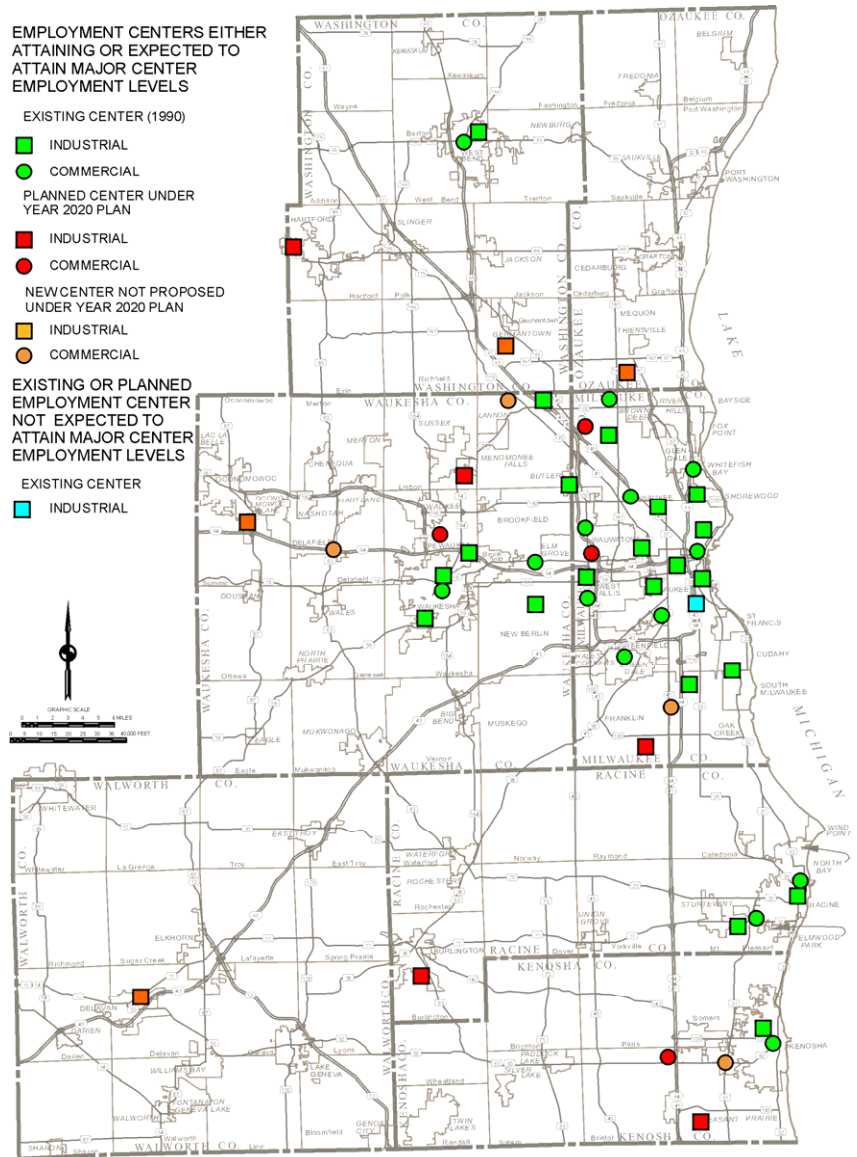
Vehicle Trips

About 5.5 million vehicle trips were made within the Region on an average weekday in 2001. This represents a 113 percent increase in vehicle trips over the 1963 level—a more substantial increase than the 63 percent increase experienced in person trips (trips by all modes of travel), principally due to decline in average vehicle occupancy, or carpooling. Vehicle tripmaking may not be expected to increase significantly faster than person tripmaking in the future as a result of declining vehicle occupancy because vehicle occupancy, can no longer experience declines of the magnitude exhibited historically.

Personal Vehicles

There were about 1.3 million personal vehicles—automobiles, pickup trucks, vans or minivans, and sport utility vehicles—available to residents of the Region for travel in 2001. This represents a 149 percent increase in the number of vehicles available over the 1963 level. During the period of 1963 to 2001, the percentage of households with two or more vehicles available increased from 24 to 56 percent, and the percentage of households with no vehicle available decreased from 17 to 9 percent.

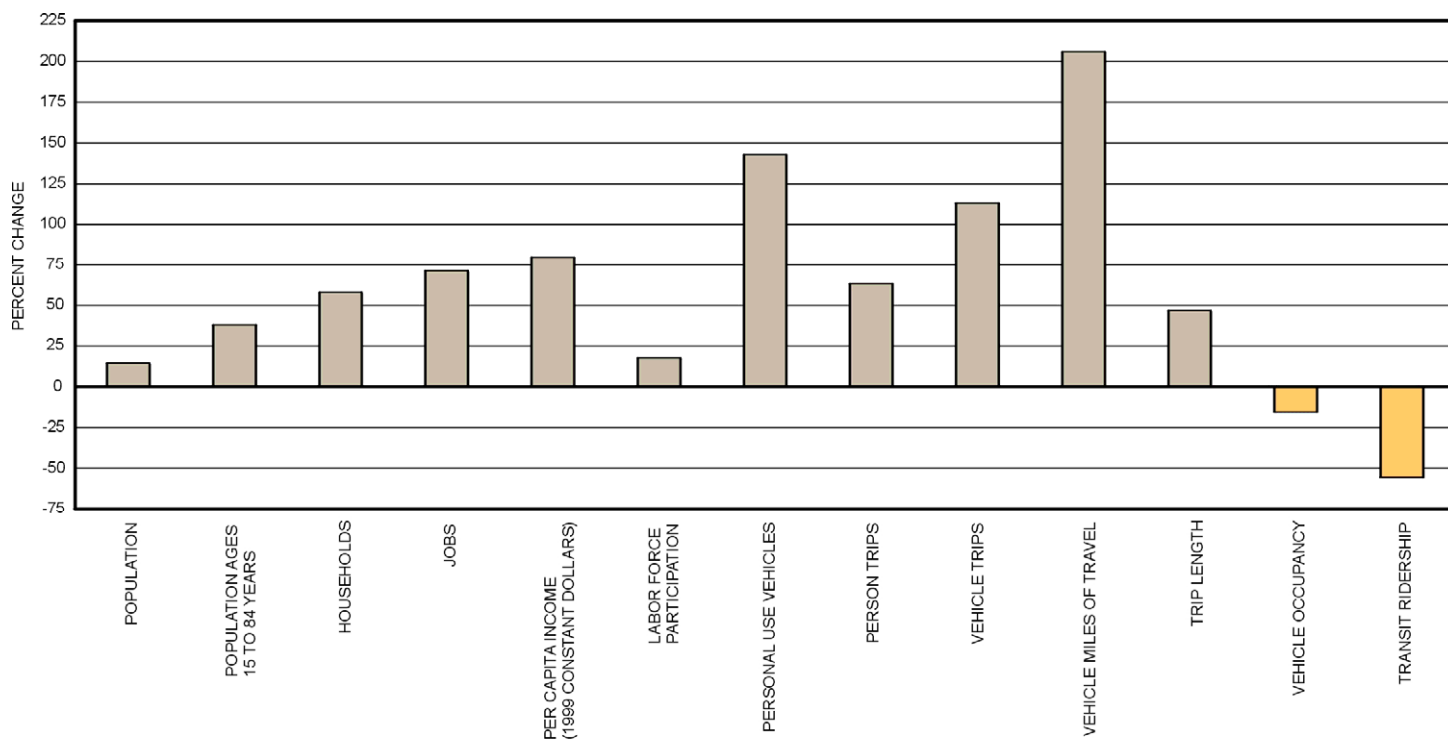
Map 3
STATUS OF EXISTING AND PLANNED MAJOR EMPLOYMENT CENTERS



Source: SEWRPC.

Figure 2

RELATIVE CHANGES IN SELECTED TRAVEL AND SOCIOECONOMIC CHARACTERISTICS WITHIN SOUTHEASTERN WISCONSIN: 1963 TO 2001



Source: SEWRPC.

Composition of Travel

Most of the travel within the Region on an average weekday is travel made by the residents of the Region internal to the Region, (internal meaning that both ends of the travel are within the Region). Of the 6.8 million person trips made within the Region on an average weekday in 2001, 6.4 million, or 94 percent, were made by Region residents and were internal to the Region. Of the 5.5 million vehicle trips made within the Region on an average weekday in 2001, 4.5 million or 82 percent were made by Region residents internal to the Region, 0.6 million or 11 percent were internal trips to the Region made by commercial trucks registered within the Region, and 0.4 million or 7 percent were trips external to the Region, either traveling through the Region or having one end of the trip outside the Region.

Transit Trips

About 142,200 trips were made on public transit within the Region on an average weekday in 2001. This represents a 56 percent decrease in transit trips over the 1963 level. The portion of all internal personal travel made public transit has also decreased. In 1963, 8 percent of all internal person travel was made using public transit, but by 2001, 2 percent of all internal person travel was made using public transit.

Vehicle-Miles of Travel

About 40.0 million vehicle-miles of travel occurred within the Region on an average weekday in 2001. This represents a 206 percent increase over the 1963 level. Vehicle-miles of travel increased more substantially between 1963 and 2001 than total person tripmaking and vehicle tripmaking, with the principal factor being an increase in average trip length. The average trip length in 1963 was 4.7 miles, but by 2001, the average trip length was 6.9 miles. The average annual growth rate in vehicle-miles of travel has slowed in the Region over the last 40 years. The average annual growth rate in vehicle-miles of travel in the Region was almost 5 percent in the 1960's, but has slowed since then to an average annual growth rate in the 1990's of about 2 percent.

Transportation System Supply and Use

The Commission also completed in the year 2001 an inventory of the Region's transportation infrastructure and services, documenting the characteristics of the transportation system as well as the use of the system. Similar inventories were conducted in 1963, 1972, and 1991 permitting historical comparison and analysis.

Arterial Street and Highway System

In total, there were about 11,937 miles of streets and highways in the Region in 2001. Of this total about 3,292 miles, or 28 percent, were arterial streets and highways. The primary function of arterial streets is traffic movement, with access to abutting properties being only a secondary function. Arterial streets carry about 90 percent of the total average weekday traffic in the Region. Freeways are a part of the arterial system. They represent 270 miles, or about 8 percent of arterial system, but carry 37 percent of the total arterial system vehicle-miles of travel.

Between 1963 and 2001, the miles of arterial streets and highways increased by only 3 percent, and the lane-miles of arterial streets and highways increased by about 12 percent. However, the average weekday vehicle-miles of travel increased by 206 percent during this period, far outpacing the increase in the supply of arterial streets and highways. Over this period, arterial street and highway traffic congestion has increased. The increase in traffic congestion is particularly significant on the Region's freeway system. As is shown in Figure 3, when the freeway system was substantially completed in 1972, traffic congestion was experienced on only 9 miles of the system, and no extreme traffic congestion was experienced. Extreme traffic congestion is the worst level, defined as stop-and-go, bumper-to-bumper traffic averaging 20 to 30 mph or less. By 2001, traffic congestion was experienced on 64 miles of the freeway system, and extreme traffic congestion was experienced on 24 of the 64 miles experiencing congestion.

Public Transit System

In 2001, public transit service was operated within the Region by four counties and three cities providing fixed route bus service, and two counties and four cities providing shared-ride taxi service.

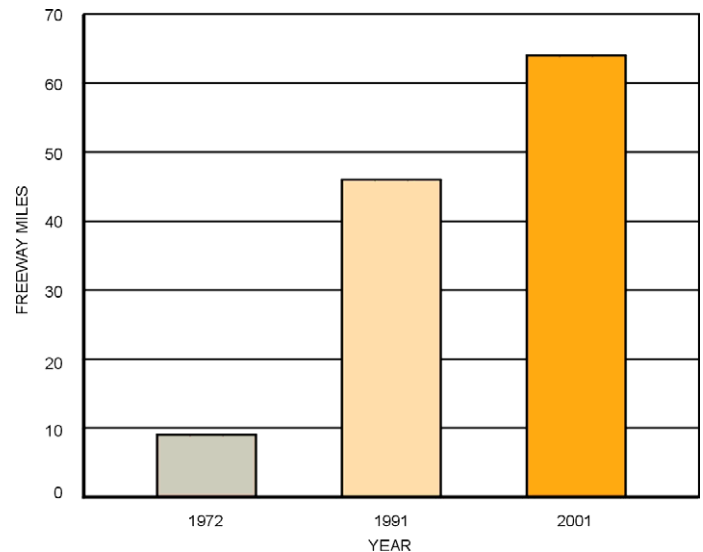
The 79,600 vehicle-miles of fixed route bus service on an average weekday in 2001 was 26 percent greater than the 63,300 vehicle-miles of service operated in 1991. The 2001 level was also 24 percent greater than that provided in 1972 and only 6 percent less than that provided in 1963. However, since 2001, the extent of fixed route transit service has declined by about 10 percent to 71,900 vehicle-miles of service on an average weekday due to the economic downturn following September 11, 2001, reduced Federal funds, and State and local budget problems. Shared-ride taxi service increased even more significantly between 1991 and 2001, from 1,800 vehicle-miles of service to 7,700 vehicle-miles of service per average weekday and since 2001 has only slightly declined to 7,600 vehicle-miles of service on an average weekday.

Park-Ride Facilities

Park-ride facilities enable more efficient travel within southeastern Wisconsin through transfer of mode between private vehicle and public transit, and between single occupant or solo driver private vehicles and carpools. In 2001, there were 46 park-ride lots serving intra-regional travel within the Region, with 37 served by rapid or express transit bus service. In comparison, there were 37 park-ride lots within southeastern Wisconsin in 1991 including 19 served by public transit, and, eight park-ride lots all served by public transit in 1972. The 46 park-ride lots in southeastern Wisconsin in 2001 included a total of approximately 6,500 parking spaces, about 38 percent of which are estimated to be in use on an average weekday.

Figure 3

MILES OF FREEWAYS IN SOUTHEASTERN WISCONSIN EXPERIENCING TRAFFIC CONGESTION



Source: SEWRPC.

REGIONAL LAND USE PLAN DEVELOPMENT

The Commission is now in the process of development of the year 2035 regional land use plan, building upon the current year 2020 regional land use plan. The design concepts and guidelines directing plan development include:

- Primary environmental corridors, secondary environmental corridors, and isolated natural resource areas should be preserved in essentially natural, open uses, continuing to account for about 22 percent of the land area of the Region.
- The prime, or most productive, farmland in the Region, identified as farmland covered by agricultural capability Class I and Class II soils as classified by the U.S. Natural Resources Conservation Service, should be preserved, continuing to account for about 35 percent of the land area of the Region. Some Class I and Class II farmland that is located within existing and planned urban growth/sanitary sewer service areas will necessarily be converted to urban use as a result of planned and orderly growth of those urban service areas.
- The historic trend in the decentralization of population, households, and employment relative to Milwaukee County within the Region may continue, but at a much more moderate rate. The decreases in population experienced by Milwaukee County over the past 20 years would be replaced by modest growth. These projections for Milwaukee County assume growth in the remaining undeveloped areas of the County and assume further that the City of Milwaukee and other communities in the County will be proactive and successful in efforts to maintain, renew, and revitalize as appropriate existing developed areas.
- New urban development would be accommodated within existing urban service areas as infill development and through redevelopment, and through the orderly expansion of planned urban growth/service areas on lands proximate to these areas. The allocation of incremental households and residential land to and within urban service areas would be intended to accommodate urban residential development in predominantly residential neighborhoods as well as in more mixed-use settings. The plan envisions residential neighborhoods designed as cohesive units, properly related to the larger community of which they are a part, and served by an interconnected internal street, bicycle-way, and pedestrian system and by a neighborhood school, park, and shopping area. In addition to such neighborhood residential development, the regional plan envisions residential development in settings having an even greater mixture of land uses. Examples of such mixed-use settings include dwellings above the ground floor of commercial uses and residential structures intermixed with, or located adjacent to, compatible commercial, institutional, or civic uses. The allocations of incremental households and residential land was also intended to provide opportunities for living in proximity to workplaces. This includes residential development appropriately integrated into, or located in proximity to, major economic activity centers. The plan envisions, like the current year 2020 plan, that new residential development should occur predominantly at medium and high densities.
- With respect to allocation of commercial and industrial employment, the predominant location of the Region's employment would continue to be in the Region's major commercial and industrial centers, which include a minimum of 2,000 retail jobs or 3,500 total jobs. The regional plan would envision the continued development and redevelopment of the Region's major commercial and industrial centers, and those now under development or redevelopment, and would not propose any new major employment centers.
- Rural development outside urban service areas would be greatly limited. Only about 2 percent of the projected increment in households in the Region between 2000 and 2035, or about 3,500 incremental households, would be accommodated at a rural density of no more than one unit per five acres and with conservation subdivision designs. Moreover, any new rural residential development would not be located within environmental corridors or on farmland covered by highly productive soils (U.S. Natural Resources Conservation Service agricultural capability Class I and Class II soils).

The only other residential development in rural areas outside planned urban service areas would be limited to that which was already committed through approved subdivision plats and certified surveys. As a practical matter, the regional plan has to recognize existing commitments to development and reflect the likelihood that such lots would be developed over time, accommodating a portion of the projected increase in population and households.

REGIONAL TRANSPORTATION PLAN DEVELOPMENT

The development and evaluation of a new regional transportation system plan for southeastern Wisconsin will be guided by the Commission's basic principles for regional transportation planning and adopted transportation planning objectives. These principles and objectives when combined provide the following vision for the transportation system of southeastern Wisconsin:

A multimodal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan, while minimizing the capital and annual operating costs of the transportation system.

The development of the regional transportation system plan for the year 2035 will be guided by this vision, and the supporting objectives and principles. The development of the new year 2035 plan will build upon the current adopted year 2020 regional transportation plan, recognizing the cyclical nature of the regional transportation planning and implementation process. The development of the year 2035 plan will consider the record of implementation of the year 2020 plan. Approximately 15 to 20 percent of the plan has been implemented with respect to public transit, bicycle and pedestrian, and arterial street and highway systems elements. In particular, the development of the year 2035 regional transportation system plan will address those year 2020 plan proposals which were considered in project planning and engineering, but could not be implemented at the project level. The development of the year 2035 regional transportation system plan will also consider the support and opposition which has been offered on the recommendations of the current adopted year 2020 regional transportation system plan and on the year 2035 plan concepts and alternatives. This includes comments received at the outset of this year 2035 planning process at the initial set of public meetings and during the initial comment period, and comments to be offered throughout the planning process including those at the second series of meetings announced in this newsletter. During the initial comment period, the comments received in opposition to the year 2020 plan were directed at a limited number of specific surface arterial street widening and extension projects, and the proposed widening upon reconstruction of 127 miles of freeways within southeastern Wisconsin, particularly 19 miles located within the City of Milwaukee.

Also, the new year 2035 regional transportation system plan will be designed to serve, and to be consistent with, the year 2035 regional land use plan. All future needs for transit, street and highway, and other transportation improvements considered in the regional transportation planning process will be derived from the future growth proposed in, and the projected travel derived from, the regional land use plan. In addition, the consistency of the regional transportation and land use plans will be evaluated by comparing the accessibility provided under the transportation plan and the location of improvements proposed under the transportation plan to the location of land use development and redevelopment proposed under the land use plan.

In addition, the development of the year 2035 regional transportation plan will begin with consideration of the travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements of the plan. These four plan elements will be considered and developed and quantitatively tested and evaluated with respect to their travel impacts prior to any consideration given to arterial street and highway system improvement and expansion. At the conclusion of consideration and development of these four plan elements of the regional transportation plan, the effects on travel of a regional transportation plan alternative including these four combined plan elements will be tested and evaluated, and compared to that of a no-build plan which would propose to maintain the existing transportation system.

Lastly, the year 2035 regional transportation system plan development process will consider arterial street and highway system improvement and expansion. Arterial street and highway improvement and expansion will be considered to address the residual highway traffic volume and traffic congestion which may not be expected to be alleviated by the plan's other elements of travel demand management, transportation systems management, bicycle and pedestrian, and public transit. A plan including arterial street and highway improvement and expansion will be compared and contrasted to a plan which only includes travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements, and a no-build transportation system plan. The third series of public meetings will be held to receive focused public input on alternative transportation plans. The results of this evaluation and public input may be expected to lead to the development of a recommended regional transportation plan for the year 2035.

WHAT'S AHEAD...

Between now and the spring of 2006, numerous additional steps will be taken to develop the new regional land use and transportation system plans. The future work will build upon, and draw from, the work completed to date. The following are the key remaining milestones, and when each is expected to be completed:

- Second series of public meetings—Spring 2005
- Development of recommended land use plan—Spring/Summer 2005
- Consideration and evaluation of transportation system plan alternatives—Summer/Fall 2005.
- Third series of public meetings—Fall/Winter 2005
- Development of recommended transportation system plan—Winter 2005/Spring 2006.
- Adoption of transportation system plan—Spring 2006.

PUBLIC INVOLVEMENT IN THE REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLAN REVIEW AND UPDATE PROCESS

The Commission will work throughout the plan review and update process to inform units of government and the general public about plan development, and will work to obtain input on land use and transportation system needs and problems, and land use and transportation system alternatives. Land use and transportation system plans—alternative, preliminary, and final recommended plans—will attempt to incorporate the input received from elected officials and the general public.

The following are means that will be used by the Commission to inform interested persons and groups about the progress of the plan review and update and the issues under consideration, and to encourage the sharing of comments and perspectives.

- A website—www.sewrpc.org/regionalplans—has been established as a source of comprehensive information regarding the review and update of the regional land use and transportation system plans. The website includes notifications of upcoming meetings, summary information on work progress, and an opportunity to submit comments. Draft plan materials and Advisory Committee agendas, minutes, and materials will be posted as they become available
- A series of newsletters—this being the second—will be produced and distributed, including at public meetings and on the website noted above.
- Public meetings will be held throughout the Region, with the second series announced on the front page of this newsletter. Three series of meetings will be held: the first series at the initiation of the review and update of the plans; the second series following analysis of land use and transportation inventory data, and early in the development of the regional land use plan and transportation plan; the third series during the consideration and evaluation of alternative transportation system plans.
- The Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning will meet throughout the review and update of the regional land use and transportation plans. The Advisory Committees are comprised primarily of local officials from the Region, providing a link to the municipalities and counties that the Advisory Committee members represent.
- The Commission will seek opportunities to notify and inform the Region's population, and obtain their input. Outreach efforts will particularly be made to notify and inform, and obtain input from, low-income and minority populations—including the African American, Hispanic, Hmong, and Native American communities. Commission staff is available to provide briefings and receive comments from all interested persons, community and other groups, and units of government.

The Commission has published the first volume of a “Record of Public Comments” for the review and update of the regional land use and transportation system plans. The first volume includes all comments received through September 20, 2004—the period that included the first series of public informational meetings. The “Record of Public Comments” includes a summary of the comments and responses to those comments, the individual comments themselves, the attendance records of each

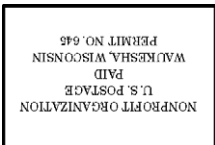
of the nine public informational meetings held throughout the Region, related opinion/editorial pieces and news articles, and Commission announcements of the public informational meetings. The “Record of Public Comments” is available on the internet at www.sewrpc.org/regionalplans and from the Commission using the contact information below. Additional volumes of the “Record of Public Comments” will be published as the review and update of the plans proceeds.

CONTACT INFORMATION

The following is contact information should a person wish to submit a comment, obtain additional information, or to request a briefing:

Website: www.sewrpc.org/regionalplans
E-mail: regionalplans@sewrpc.org
Phone (262) 547-6721
Fax: (262) 547-1103
Mail: P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, WI 53187

This newsletter was mailed directly to a list of individuals and organizations that have expressed interest in receiving such information. If you did not receive this newsletter directly, and would like to receive future issues directly, please contact the Commission using the contact information above.



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