

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



NEWSLETTER

JULY 2004

Introduction

The SEWRPC has begun the review and update of the land use and transportation system plans for the seven-county Southeastern Wisconsin Region. The regional land use and transportation plans are intended to provide a vision for, and guide to, land use development and redevelopment and transportation system development in the Region for 20 or more years into the future. The new land use plan—to be completed in early 2005—along with the new transportation system plan—to be completed in early 2006—will represent the fifth major long-range regional land use and transportation planning effort conducted by the Commission. The first such plans—for 1990—were adopted by the Commission in 1966, the second-generation plans—for 2000—were adopted by the Commission in 1978, the third-generation plans—for 2010—were adopted in 1994, and the fourth-generation plans—for 2020—were adopted in 1997. While the fourth-generation plans, which have been amended and extended to the year 2025, have served the Region well, the time has come to review and update the plans, in light of the year 2000 U.S. Bureau of Census population data, year 2000 regional land use inventory data, and year 2001 regional travel survey data. The new plans currently being prepared will replace the existing plans, and will serve as a guide to land use development and redevelopment and transportation system development to the year 2035.

This newsletter is the first in a series of newsletters intended to promote informed public debate about the issues to be addressed during the review and update of the plans, and to provide notification of plan development progress and opportunities for public input during the planning process. This issue includes information regarding the following:

- An initial series of public meetings scheduled in August 2004 and other opportunities for public involvement.
- The Regional Planning Commission.
- The Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning.
- Plan review and update schedule.
- Population and economic projections.
- Regional land use-transportation planning principles.
- The existing regional land use and transportation system plans.

INITIAL SERIES OF PUBLIC INFORMATIONAL MEETINGS SCHEDULED

A series of public information meetings has been scheduled, with meetings to be held throughout the Region in August. 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 system 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 4:00 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. 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
August 18, 2004	Kenosha City Hall, Room 202, 625 52nd Street, Kenosha
August 18, 2004	Elkhorn Gateway Technical College, Room 112— 100 Building, 400 County Highway H, Elkhorn
August 18, 2004	Racine Gateway Technical College, Huron Room, 1001 S. Main Street, Racine
August 19, 2004	Washington County Fair Park Pavilion, 3000 County Highway PV, Town of Polk
August 19, 2004	Rotary Building, Frame Park, 1150 Baxter Street, Waukesha
August 19, 2004	Ozaukee County Administration Center, Auditorium, 121 W. Main Street, Port Washington
August 25, 2004	Downtown Transit Center, Harbor Lights Room, 909 E. Michigan Street, Milwaukee
August 26, 2004	HeartLove Place, Auditorium, 3229 N. Dr. Martin Luther King, Jr. Drive, Milwaukee
August 26, 2004	United Community Center, Conference Room 2, 1028 S. 9th Street, Milwaukee

ADVISORY COMMITTEES ON REGIONAL LAND USE AND TRANSPORTATION PLANNING

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

Also, at times throughout the study, information will be provided to, and input obtained from, each county's Advisory Committee on Jurisdictional Highway Planning—which includes representation from each of the seven counties and 147 municipalities within the Region. In particular, these advisory committees will meet to discuss transportation problems and needs, and to consider and comment on alternative, preliminary, and final recommended plans advanced by the Advisory Committee on Regional Transportation Planning.

Also, at times throughout the study, the Commission staff will work with a number of informal task forces or groups, to provide information about, and obtain input on, the plans and planning process. These task forces will include groups representing freight transportation, business and industry, public and private transit operators, and minority and low income populations. These groups will also meet to define land use and transportation problems and needs, and to consider and comment on alternative, preliminary, and final recommended regional system plans.

WHAT IS SEWRPC?

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the official areawide planning agency for the seven-county Southeastern Wisconsin Region, including land use, transportation, flood management, and sewerage, and as well, parks and open spaces, environmental corridors, and natural areas. The Commission's regional land use plan serves as a guide to land development and redevelopment within the Region, and as the basis for the planning of physical infrastructure in the Region, including transportation. With respect to transportation, the Commission is responsible for considering the current and future transportation needs of the seven-county Region and recommending an advisory long-range regional transportation plan of actions to address those needs. By law, the plans of the Regional Planning Commission are advisory to State, county, and municipal government. Also, no recommendation of the regional transportation plan proceeds directly to implementation. Public transit plan recommendations are considered in short-range planning and programming by local government transit operators. Transit operators determine whether and when recommended transit improvement and expansion may be implemented. Arterial street and highway

recommendations are considered in preliminary engineering and environmental studies by the responsible State, county, or municipal government, and at the conclusion of preliminary engineering and environmental studies, the responsible state, county, or local government determines whether and how each arterial street and highway recommendation may proceed to implementation.

PLAN REVIEW AND UPDATE SCHEDULE

Over the next two years, numerous steps will be taken to develop new regional land use and transportation system plans. The following are the key steps, and when each step is expected to be completed:

- Development of new population and employment forecasts—Summer 2004
- Review of current land use plan—Fall 2004
- Review of current transportation plan—Fall 2004
- Development of recommended land use plan—Winter 2004/Spring 2005
- Review of existing transportation system, travel habits and patterns, and travel demand forecasting models—Winter 2004/Spring 2005
- Adoption of land use plan—Spring 2005
- Consideration and evaluation of transportation system plan alternatives—Summer/Fall 2005
- Development of recommended transportation system plan—Winter 2005/Spring 2006
- Adoption of transportation system plan—Spring 2006

PRELIMINARY DRAFT POPULATION AND ECONOMIC REPORTS PREPARED

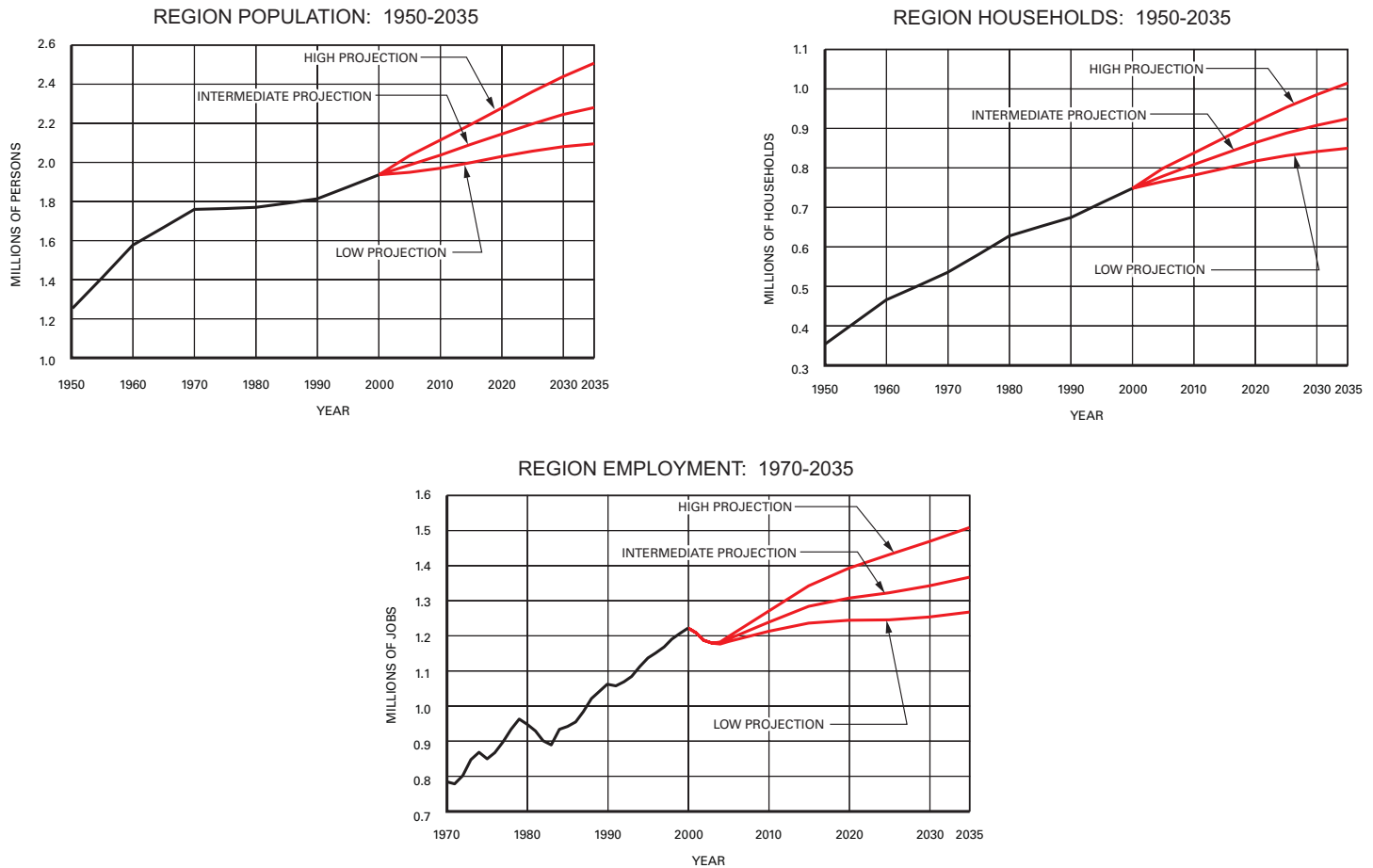
An important and necessary step in the regional planning process is the projection of population, households, and employment of the Southeastern Wisconsin Region. The Commission has developed preliminary draft reports that present current and historic population, household, and employment information as well as projections for the Region to the year 2035. After adoption, the projections will serve as a basis for both the regional land use plan and the regional transportation system plan.

Preliminary draft versions of SEWRPC Technical Report No. 10 (4th Edition), *The Economy of Southeastern Wisconsin*, and SEWRPC Technical Report No. 11 (4th Edition), *The Population of Southeastern Wisconsin*, are now available for public review. Copies may be obtained through the website established for the review and update of regional land use and transportation system plans (www.sewrpc.org/regionalplans). These draft reports are being reviewed by the Advisory Committee on Regional Population and Economic Forecasts, which is comprised of representatives of State and local governments and the private sector. Public comments regarding the preliminary draft reports are invited, and may be submitted through the website or by using the contacts identified at the end of this newsletter.

The historic, current, and projected future population, household, and employment levels contained in the preliminary draft population and economic reports are displayed in Figure 1.

Figure 1

**ACTUAL AND PROJECTED POPULATION, HOUSEHOLDS,
AND EMPLOYMENT IN THE SOUTHEASTERN WISCONSIN REGION: 1950-2035**



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

There are three projections—low, intermediate, and high—for future population, households, and employment. The intermediate projection for each is considered the most likely to be achieved for the Region overall, and, in this sense, constitutes the Commission’s “forecast,” to be used as a basis for the preparation of the regional land use and transportation plans. The high and low projections are intended to provide an indication of the range of population, household, and employment levels which could conceivably be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region.

**REGIONAL LAND USE–TRANSPORTATION
PLANNING PRINCIPLES**

The Commission’s regional land use and transportation planning is based on eight basic principles:

1. Land use and transportation system planning must be regional in scope. Travel patterns develop over an entire urban region without regard to corporate limits. Thus, land use and transportation planning cannot be accomplished successfully within the confines of a single municipality or even a single county if that municipality or county is a part of a larger urban complex. The regional surface transportation system, which is composed of arterial streets and highways, transit facilities and services, bicycle and pedestrian facilities, and related terminal facilities, as well as transportation system management measures, should form a single integrated system over the entire Region, a system which can adequately serve changing regional land use and travel patterns.

2. Transportation system planning must be conducted concurrently with, and cannot be separated from, land use planning. The land use pattern determines the amount and spatial distribution of travel to be accommodated by the transportation system and the ability of various modes of transportation to serve travel demand cost-effectively. In turn, the transportation system may have some impact on shaping the future land use pattern. Although detailed land use patterns are primarily of local concern and properly subject to local planning and

control, the aggregate effects of the spatial distribution of land use activities are regional in scope and interact strongly with the need for regional transportation facilities.

3. Land use and transportation system planning must recognize the existence of a limited natural resource base to which urban and rural development must be properly adjusted to ensure a pleasant and habitable environment. Land, water, and air resources are limited and subject to potential misuse through improper land use and transportation system development.
4. The regional land use and transportation planning process is cyclical in nature, alternating between areawide system planning and local project planning. Under this concept, transportation-related 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 and preliminary engineering. If, for whatever reasons, a particular transportation 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 cycle of systems planning. Similarly, land use-related proposals may be initially advanced at the areawide level of planning. If such proposals are not implemented at the local level, this must be taken into account in the next cycle of systems planning.
5. Highway facilities, transit facilities, bicycle and pedestrian facilities, and travel demand and transportation systems management measures should be planned together. Transit facilities, bicycle and pedestrian facilities, and travel demand and transportation systems management measures have the potential to affect and reduce future highway traffic and improvement needs. Their potential to address highway traffic volume and congestion should be quantitatively tested and determined, and highway improvements should be considered a measure of last resort in regional transportation planning, addressing highway traffic and congestion which may not be expected to be alleviated by transit facilities, bicycle and pedestrian facilities, or travel demand and transportation systems management measures.
6. Highway facilities should be planned as an integrated system, as should transit facilities. The capacities of each link in each system should be carefully fitted to travel or traffic loads, and the effects of each proposed facility on the remainder of the system should be quantitatively tested.
7. Transportation system planning must recognize the role of transportation in the achievement of personal and community goals. Access to good transportation supports and promotes the maintenance and expansion of the Region's economy. Access to good transportation, including a choice of modes, contributes to the Region's quality of life, reducing the amount of time which must

be expended on transportation in daily life and facilitating the freedom to choose between a variety of places to live, work, shop, and recreate. Transportation plays a key role in making accessible environmentally sound economic, cultural, and educational opportunities and promoting sound economic and social development.

8. Transportation systems planning must recognize the importance of properly relating the regional transportation system to the State and national systems. The planning for the interregional movement of people and goods, particularly by railway, pipeline, and waterway, is primarily the responsibility of the State and Federal levels of government. Also, decisions made at the State and Federal levels of government affect the scale and timing of regional transportation system development and the availability of capital funds to implement regional transportation system improvements. Therefore, coordination in the planning process with the State and Federal levels of government becomes essential to the attainment of a balanced, integrated, and workable regional transportation system.

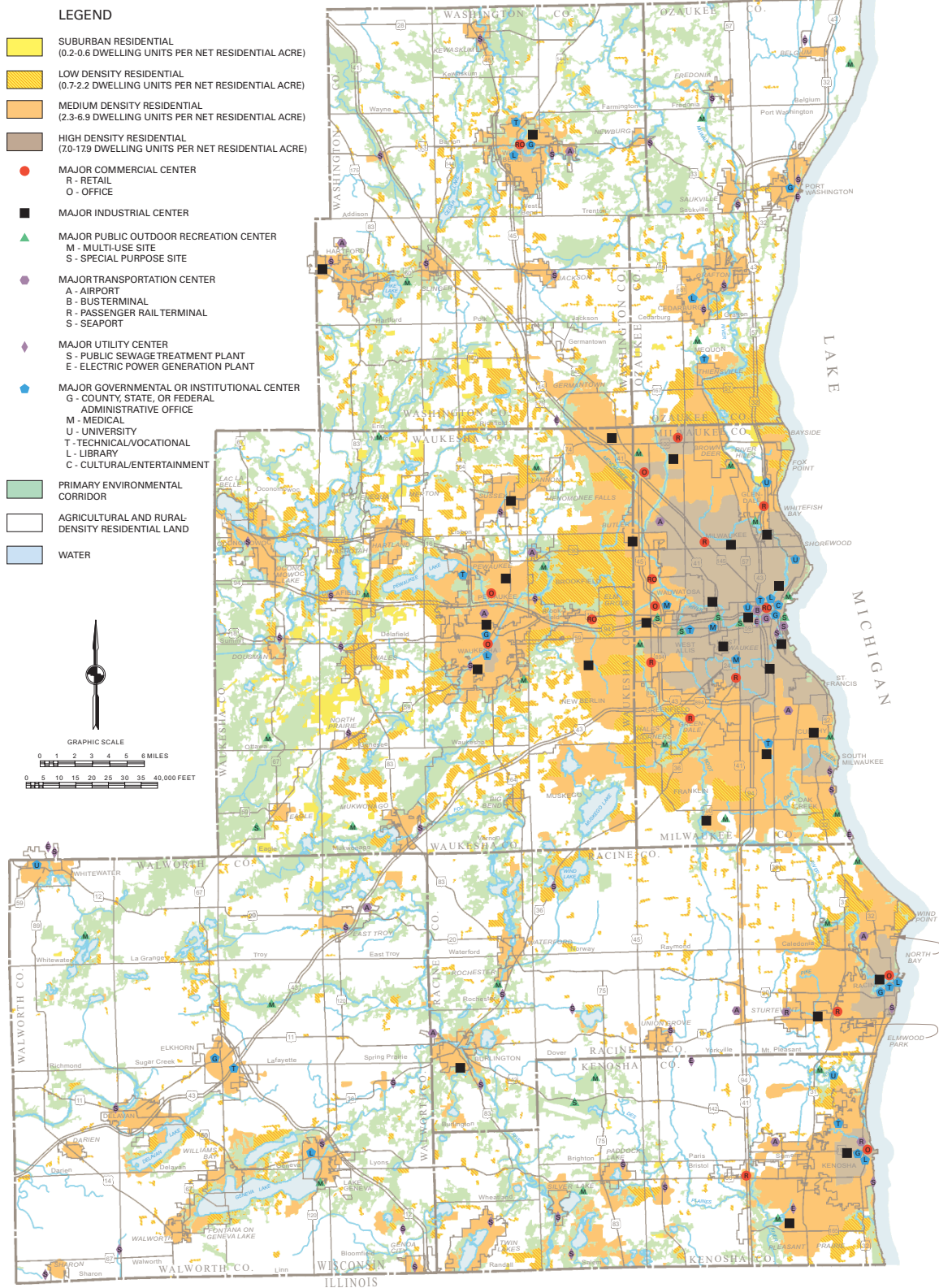
CURRENT REGIONAL LAND USE PLAN

The current regional land use plan recommends the attainment of a more centralized regional settlement pattern and seeks to reverse current land use development trends. The plan, as shown on Map 1, recommends stabilization and revitalization of the urban centers of the Region, particularly of the Milwaukee, Racine, and Kenosha urbanized areas. It recommends that new urban development be encouraged to occur largely as infill in existing urban centers, and in defined urban growth areas emanating outward from the existing urban centers of the Region. New urban development in the defined urban growth areas is proposed to occur at densities which can efficiently and effectively support essential urban services, including water supply, sanitary sewerage, and public transit.

The plan proposes that future land use in the Region be shaped in three significant ways. First, the plan recommends that urban development be encouraged to occur only in those areas of the Region which are covered by soils suitable for such development; which are not subject to special hazards, such as flooding and shoreline erosion; and which can be readily served by essential municipal facilities and services, including centralized public sanitary sewerage, water supply, and public transit service. The plan further recommends that new residential development in the defined urban growth areas occur primarily in planned neighborhoods at medium urban densities, averaging about five dwelling units per net residential acre. In this respect, the plan seeks to moderate the declining trend in urban population density experienced within the Region. A planned neighborhood would be characterized by having a full range of housing types and lot sizes, and would include neighborhood amenities such as a public elementary school, local park, and local shopping facilities. Additionally, a planned neighborhood would have convenient and direct access to the

Map 1

ADOPTED LAND USE PLAN FOR SOUTHEASTERN WISCONSIN: 2020



Source: SEWRPC.

public transit system and arterial street system, and provide for efficient pedestrian, bicycle, and vehicle travel within the neighborhood. The plan envisions a total of 27 major industrial centers and 18 major commercial centers within the Region. The major industrial and commercial centers in the central portions of Milwaukee, Racine, and Kenosha urban areas generally require stabilization and revitalization, and a return to employment growth to retain their designation as major centers. This stabilization and revitalization will assist in promoting a better balance between the location of jobs and population in the Region.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development, and discourages the location of urban development, as well, in the secondary environmental corridors and isolated natural resource areas. The primary environmental corridors encompass only about 17 percent of the total area of the Region and include all the major lakes and streams and most of the associated undeveloped shorelands and floodlands; most of the best remaining woodlands, wetlands, and wildlife habitat areas; areas with rough topography and significant geologic formations; most of the best remaining sites having scenic, historic, and scientific value; the major groundwater recharge and discharge areas; and many existing park sites and most of the best remaining potential park sites.

Third, the plan recommends the retention in essentially rural use of almost all remaining prime agricultural lands, consisting of the most productive farmlands in the Region. Any rural residential development would occur outside prime agricultural lands (and primary environmental corridors) at densities of no more than one unit per five acres and desirably in cluster designs to maintain rural character and open space.

CURRENT REGIONAL TRANSPORTATION SYSTEM PLAN

The current regional transportation system plan is a comprehensive, multimodal plan designed to serve the regional land use plan. All future needs for transit, street and highway, and other transportation improvements considered in the regional transportation planning process are derived from the future growth proposed in the regional land use plan. The regional transportation system plan's principal components include public transit, systems management, bicycle and pedestrian facilities, and arterial streets and highways, as described below.

Public Transit

The regional transportation system plan calls for the substantial improvement and expansion of transit service in the Region, including major increases in the levels of rapid and express transit service, as well as increases in the level of local transit service. The plan proposes the development of a true system of rapid and express transit service integrated with local transit service. In total, the plan proposes an approximately 70 percent increase in transit service as measured by daily vehicle-miles of bus service, from the 65,000 vehicle-miles of such service provided on an average weekday in the plan base year of 1995 to 111,500 vehicle-

miles in the plan design year 2020. The transit recommendations are shown on Maps 2 and 3.

Rapid Transit

The proposed rapid transit service would consist of buses operating over freeways between the Milwaukee central business district and outlying portions of the Milwaukee urbanized area and beyond, with service provided 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. The proposed rapid transit system would include the following: 1) service in both directions, providing for traditional and reverse commuting; 2) intermediate stops to increase accessibility to employment centers and to facilitate reverse commuting from residential areas within central Milwaukee; 3) service throughout the day in all directions, with service frequencies of five to 30 minutes in peak travel periods and 30 to 60 minutes in off-peak periods; and 4) relatively high overall travel speeds averaging about 25 miles per hour, about twice typical local bus transit speeds, which average about 12 miles per hour. The plan proposed an approximately 300 percent increase in rapid transit service as measured by daily vehicle-miles of bus service, from the 3,800 vehicle-miles of such service provided on an average weekday in the plan base year of 1995 to 14,700 vehicle-miles in the plan design year 2020.

Express Transit

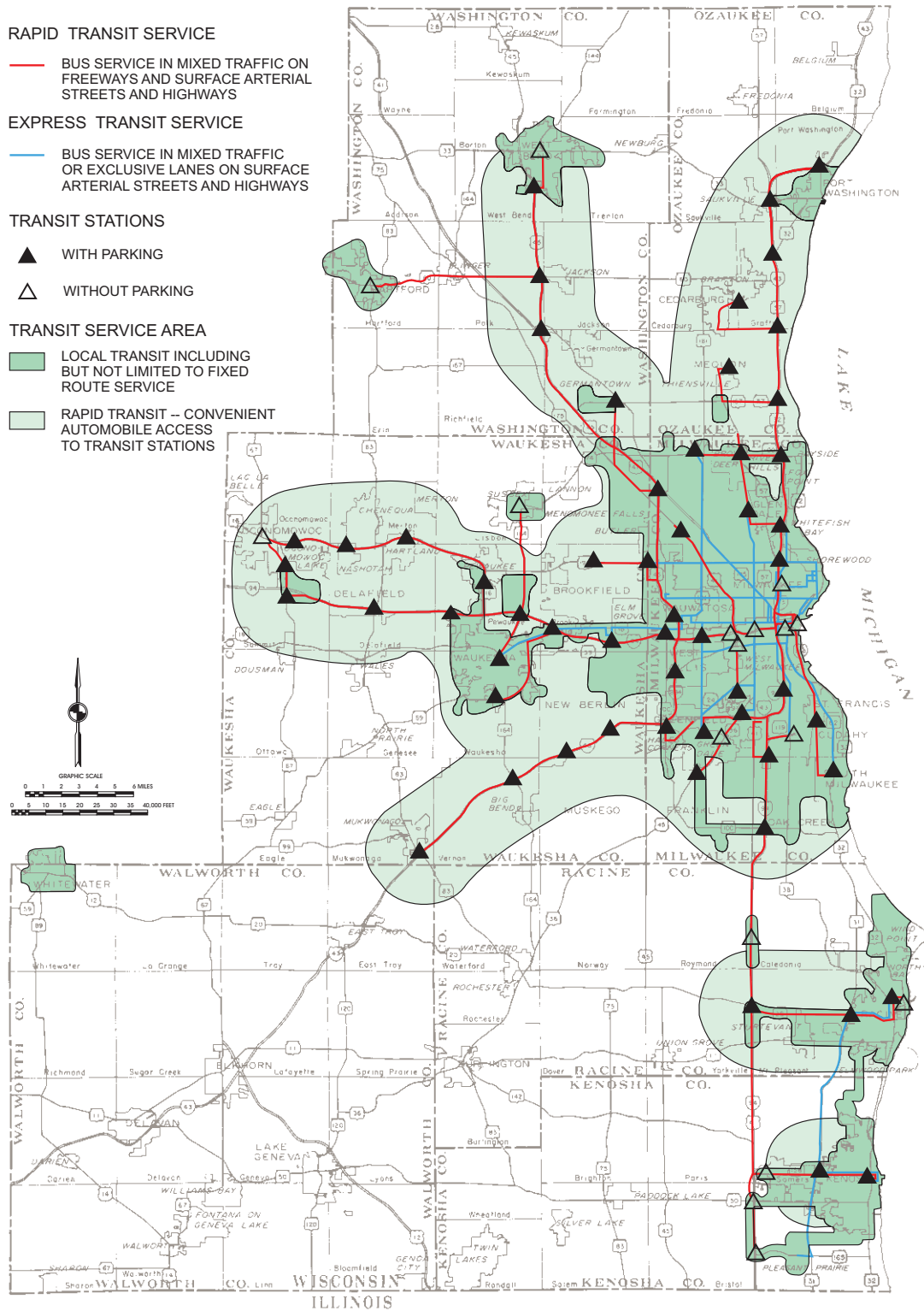
The proposed express transit system would consist primarily of buses operating over a grid of 12 limited-stop, higher-speed routes in Milwaukee and Waukesha Counties. The express transit service would include the following: 1) service in both directions during peak and off-peak travel periods; 2) stop spacing of about one-half mile; 3) service frequencies of 10 minutes during peak periods and 20 to 30 minutes during off-peak periods; and 4) overall travel speeds of about 18 miles per hour. Express bus service is also proposed between the Kenosha and Racine urbanized areas. All service would be provided by buses operating in mixed traffic over surface arterial streets and highways. The service could be upgraded to buses operating over reserved street lanes as is presently the case along Bluemound Road in Waukesha County. The plan proposed an approximately 300 percent increase in express transit service as measured by daily vehicle-miles of bus service, from the 5,400 vehicle-miles of such service provided on an average weekday in the plan base year of 1995 to 21,500 vehicle-miles in the plan design year 2020.

Local Transit

The plan also recommends the expansion 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 major local routes. The plan holds open the potential to restructure local transit service to provide for transit center-oriented local systems to replace grid-route systems, depending upon detailed local plan implementation studies. The plan recommends the provision of local transit service through shared-ride taxis in the smaller urban areas of the Region. The plan also recommends the continuation of appropriate paratransit services to help meet

Map 2

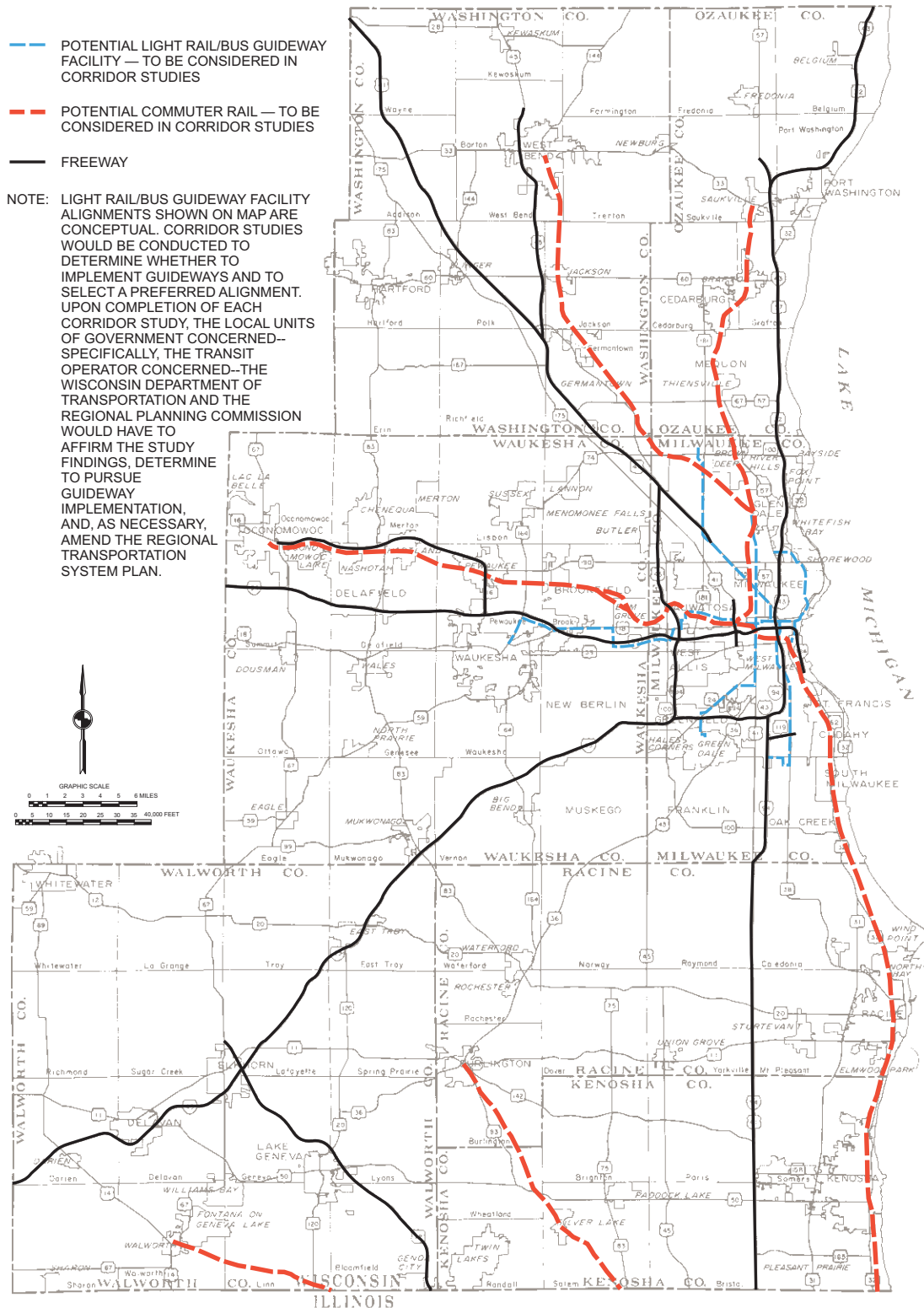
**PUBLIC TRANSIT ELEMENT OF THE ADOPTED
REGIONAL TRANSPORTATION SYSTEM PLAN
FOR SOUTHEASTERN WISCONSIN: 2020**



Source: SEWRPC.

Map 3

**POTENTIAL LIGHT RAIL/ EXPRESS GUIDEWAY
AND COMMUTER RAIL FACILITIES IDENTIFIED IN YEAR
2020 REGIONAL TRANSPORTATION SYSTEM PLAN**



Source: SEWRPC.

the needs of disabled individuals in the Region. The plan proposed an approximately 35 percent increase in local transit service as measured by daily vehicle-miles of bus service, from the 55,800 vehicle-miles of such service provided on an average weekday in the plan base year of 1995 to 75,300 vehicle-miles in the plan design year 2020.

Upgrading to Rail Transit or Bus Guideways

The plan recommends that rapid and express transit service initially be provided with buses, but that consideration be given through the conduct of detailed corridor transit alternatives analysis studies to upgrading bus service to commuter rail for rapid transit service and light rail or bus guideways for express transit service. Through these detailed corridor transit alternatives analysis studies, decisions would be made by the concerned local government sponsors and transit operators whether to provide rapid transit service through buses on existing freeways or through commuter rail, and whether to provide express transit service through buses on surface arterials, light rail, or exclusive bus guideways. The Milwaukee downtown connector study considering bus guideway technology, which is currently underway, is such a study. Rapid transit commuter rail in the Milwaukee-Racine-Kenosha corridor was considered and recently recommended in another such study.

Transportation Systems Management

The transportation systems management element of the regional transportation plan is intended to encourage more efficient use of the existing transportation system. It includes travel demand management measures to encourage alternatives to automobile travel and to promote the reduction of vehicular travel. It also includes traffic management measures which seek to obtain the maximum vehicular capacity practicable from existing arterial street and highway facilities. The transportation systems management element of the plan includes the following seven measures:

1. Freeway Traffic Management
Implementation of an areawide freeway traffic management system, including restricted access of single-occupancy vehicles at ramp meters, preferential access for buses and high-occupancy vehicles, freeway advisory information, and freeway traffic incident management.
2. Arterial Curb-Lane Parking Restrictions
Restriction of curb-lane parking as needed during peak periods along about 400 miles, or about 11 percent, of the planned 3,600-mile arterial street and highway system. Local government would consider the proposed curb-lane parking restrictions as traffic volumes and congestion increase, and implement these restrictions rather than considering expansion of highway capacity beyond that envisioned in the plan.
3. Traffic Engineering
The use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities, including intersection treatments with turn

lanes as needed, and efficient traffic signalization, and the facilitation of pedestrian and bicycle movements on arterial streets and highways.

4. Traffic Management Technology
The application of advanced traffic management technology, known as Intelligent Transportation Systems (ITS), as such technology becomes practicable and available over the plan implementation period. This may include traveler information for transit and highway travel, and advanced traffic management systems for improved transportation facility operation.
5. Travel Demand Management Promotion
A regionwide program to promote travel through ride-sharing, transit use, bicycle use, and pedestrian movement, together with telecommuting and work-time rescheduling.
6. Detailed Land Use Planning and Site Design
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.
7. Transit Systems Management and Service Enhancement Measures
The enhancement of the quality of transit services by the Region's transit agencies, including improvement of bus speeds through priority systems and signal preemption, promotion of innovative fare-payment systems, and conduct of marketing and public education.

Bicycle and Pedestrian Facilities

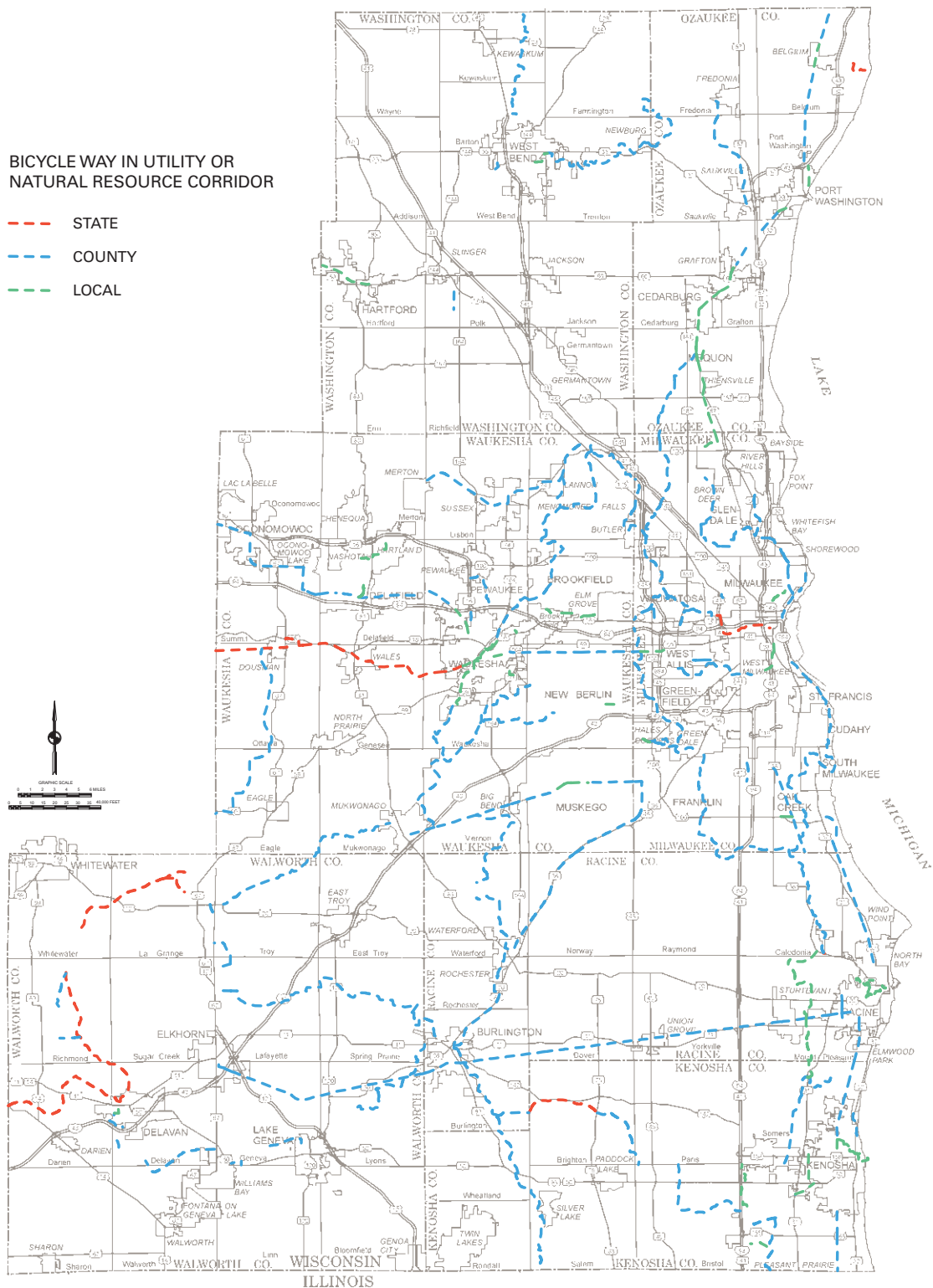
The bicycle and pedestrian facilities element of the plan is designed to provide for safe accommodation of bicycle and pedestrian travel, and to provide modal choice. The plan includes improvements on, or adjacent to arterial streets, and off-street networks of bicycle and pedestrian facilities. The plan recommends that as the surface arterial street system of 3,300 miles is resurfaced and reconstructed segment-by-segment, bicycle accommodation should be considered and implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened shoulders, and separate bicycle paths. Additionally, the plan also recommends development of 575 miles of off-street bicycle and pedestrian paths (see Map 4).

Arterial Street and Highway System

The plan recommendations for the arterial street and highway system for the year 2020 can be divided into three categories: system preservation—the proposed resurfacing, reconstruction, and modernization as needed of arterials to largely the same capacity as exists today; system improvement—the proposed widening of existing arterials to carry additional traffic lanes; and system expansion—the proposed construction of new arterial facilities. Map 5 displays the recommended arterial system preservation, improvement, and expansion by county. Highway improvements are recommended in the regional transportation plan only as a last resort, that is, to address the congestion which may not be

Map 4

RECOMMENDED OFF-STREET BICYCLE AND PEDESTRIAN WAY ELEMENT OF THE ADOPTED REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2020



Source: SEWRPC.

expected to be alleviated by proposed land use, systems management, bicycle and pedestrian facilities, or public transit measures.

System Preservation:

Maintaining Existing Facilities

System preservation consists of arterial preservation projects required to maintain the structural adequacy and serviceability of the existing arterial system without significantly increasing the capacity of that system. This would include all projects classified as resurfacing and reconstruction for the same capacity. The plan proposes system preservation activities for about 2,943 route-miles of the arterial system representing about 82 percent of the total planned arterial system in the year 2020.

System Improvement:

Widening Existing Facilities

System improvement consists of all projects which would significantly increase the capacity of the existing system through street widening to provide additional through traffic lanes. Under the plan, a total of 533 route-miles of facilities would be widened and improved with respect to traffic carrying capacity, representing about 15 percent of the total planned arterial system. This includes the recommended widening of 127 miles of freeways as the freeway system is reconstructed over the next approximately 30 years.

System Expansion:

Constructing New Facilities

System expansion consists of the proposed construction of new arterial streets and high-ways. The plan would provide for the construction of 124 route-miles of new arterial facilities, representing about 3 percent of the total planned arterial route-miles in the year 2020.

**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.

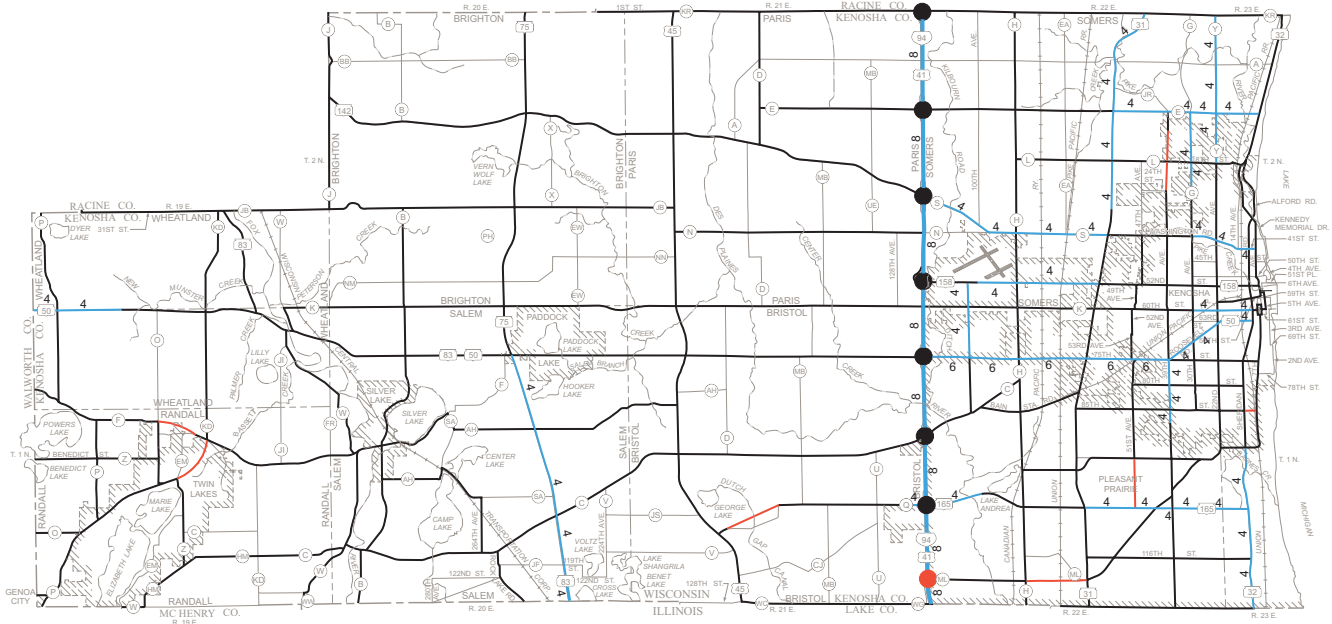
The following are means that will be used by the Commission to inform interested persons and groups about the progress of the plan review and update and the issues under consideration, and to encourage the sharing of comments and perspectives.

- 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 four newsletters—this being the first—will be produced and distributed, including at public meetings and on the website noted above.
- Public meetings will be held through-out the Region starting with those 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 will be held during the development of the regional land use plan and the initiation of consideration of alternative transportation system plans; and the third series will be held following the evaluation of alternative transportation plans.
- The Advisory Committees on Regional Land Use Planning and Regional Transportation Planning will meet through-out 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.

Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN^a

KENOSHA COUNTY



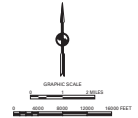
ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREWAY INTERCHANGE

- NEW
- EXISTING

^a Each proposed arterial street and highway improvement and expansion, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.



Map 5 (continued)

**ARTERIAL STREET AND HIGHWAY SYSTEM
PLAN ELEMENT OF THE ADOPTED YEAR 2020
REGIONAL TRANSPORTATION SYSTEM PLAN^a**

MILWAUKEE COUNTY

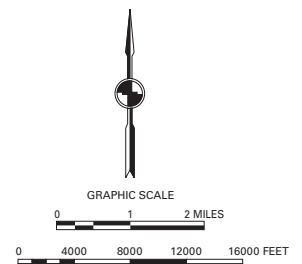
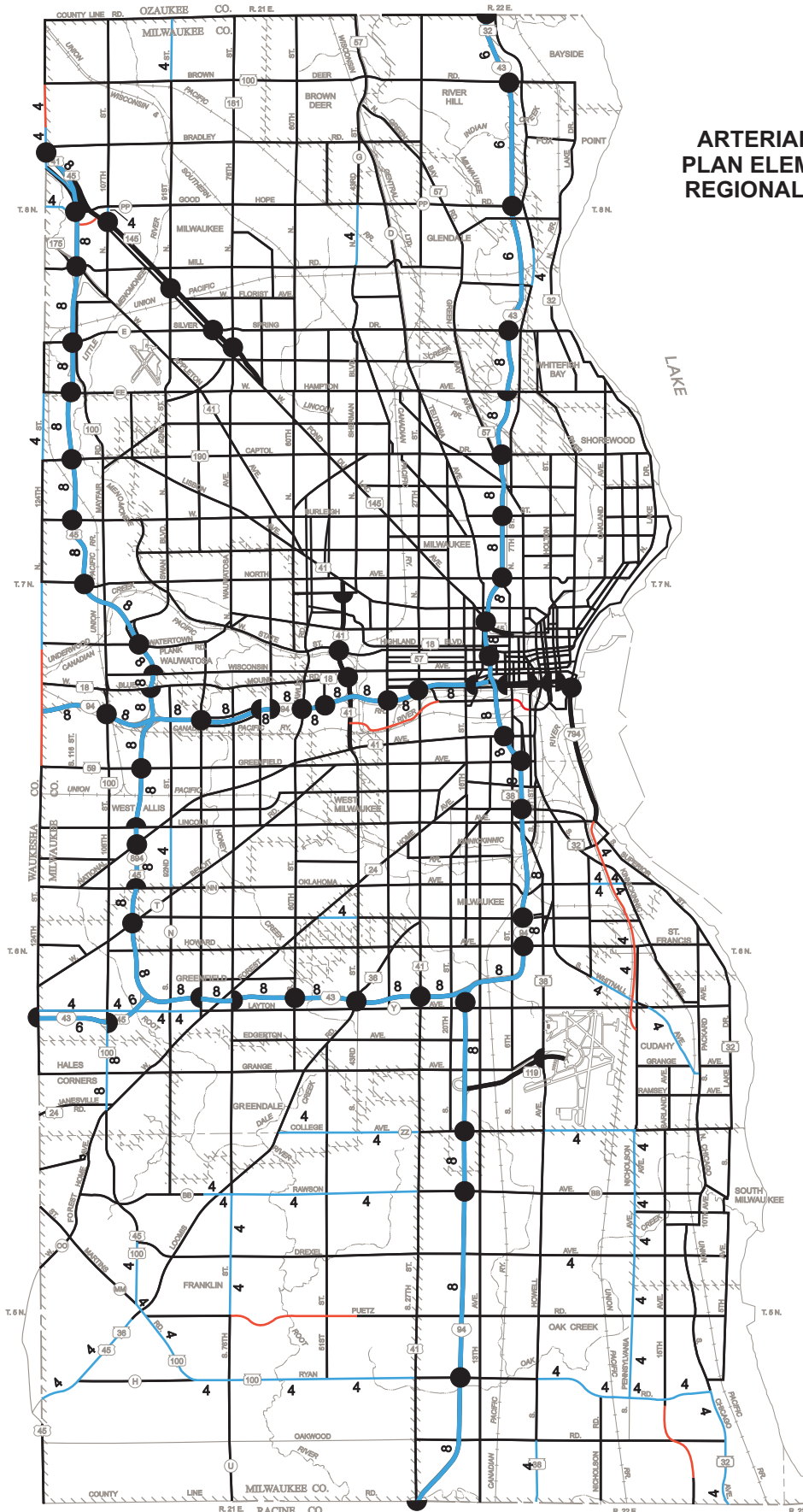
ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

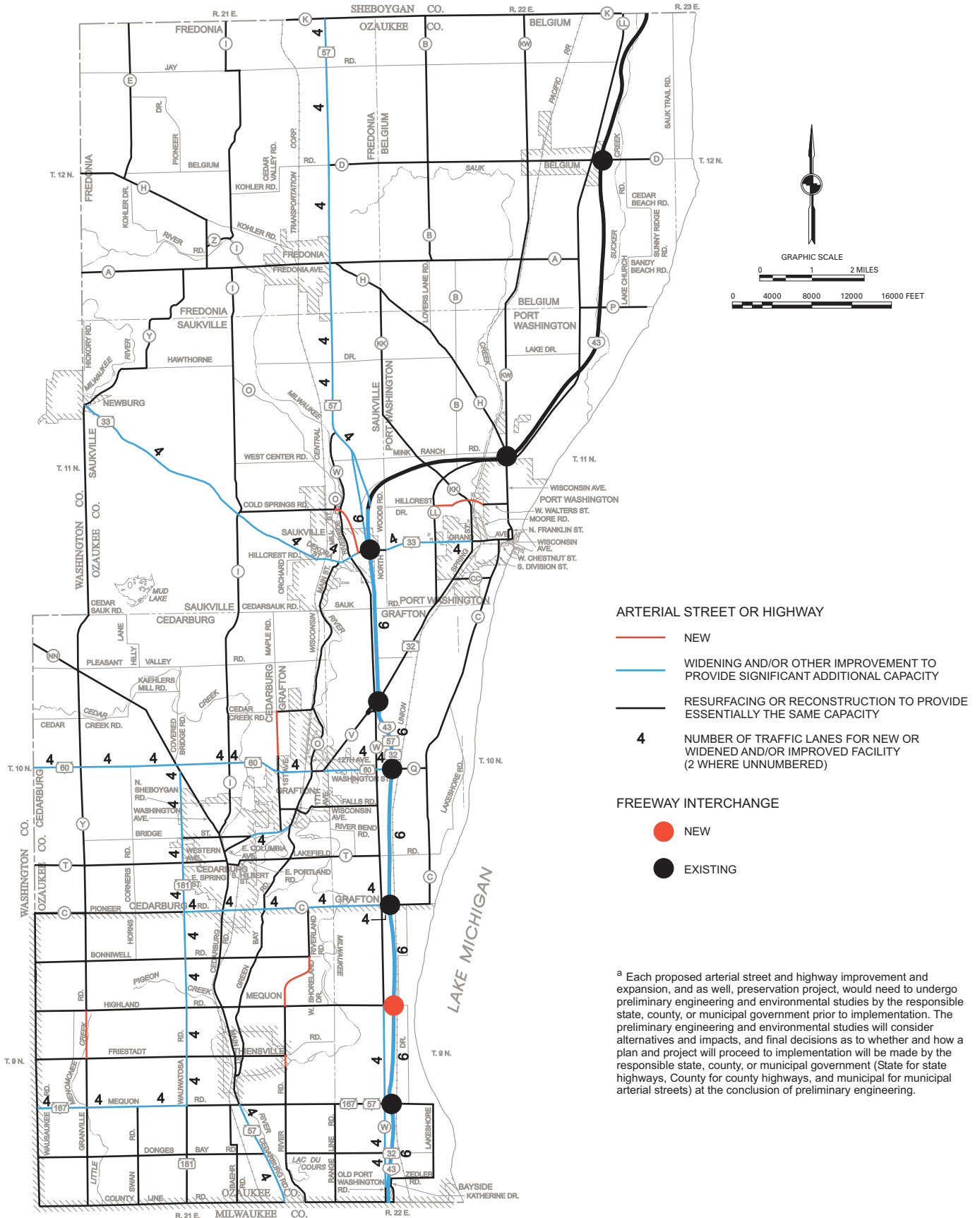
^a Each proposed arterial street and highway improvement and expansion, and as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible state, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible state, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.



Map 5 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN^a

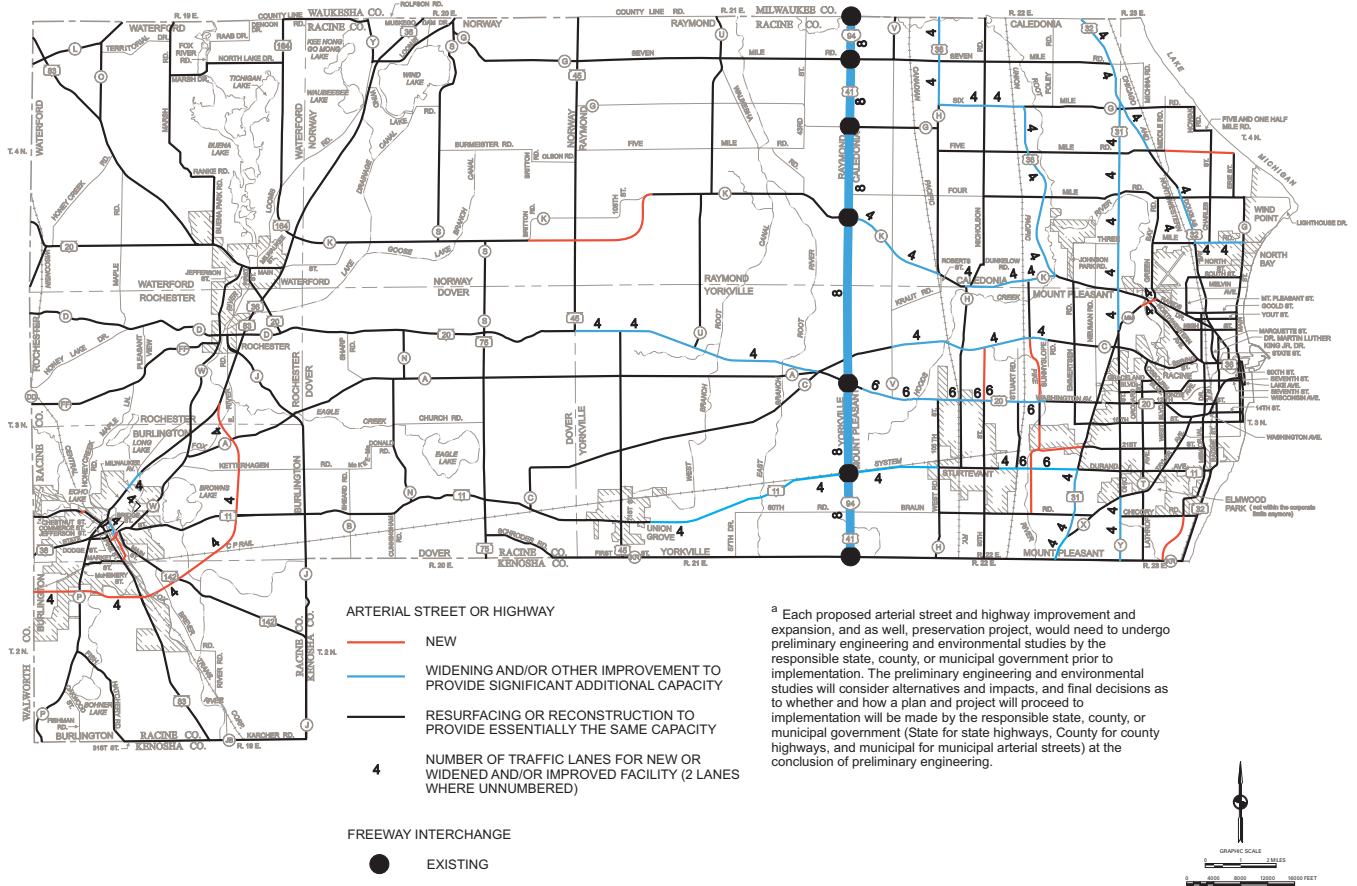
OZAUKEE COUNTY



Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN^a

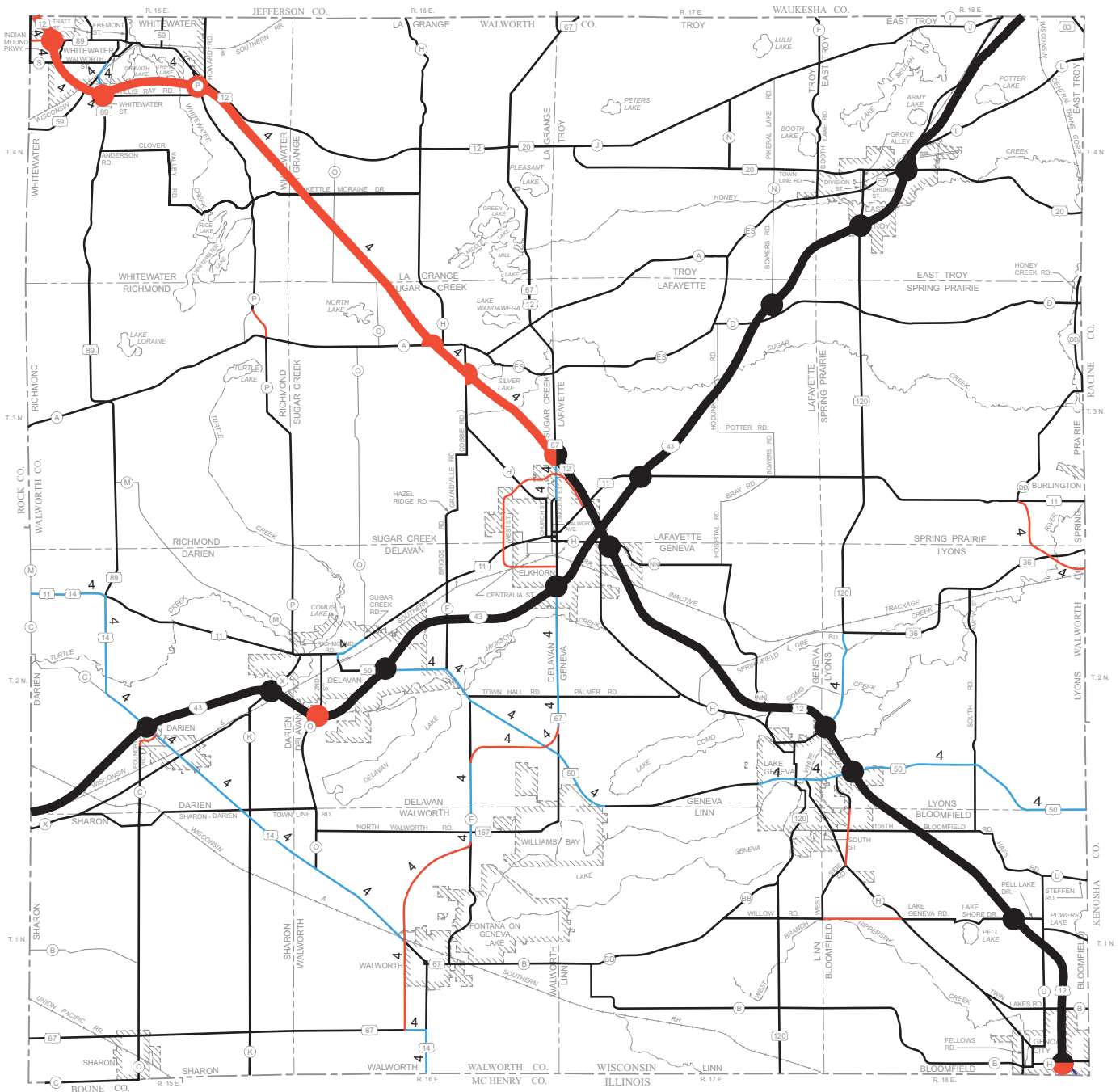
RACINE COUNTY



Map 5 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN^a

WALWORTH COUNTY

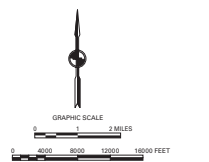


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING

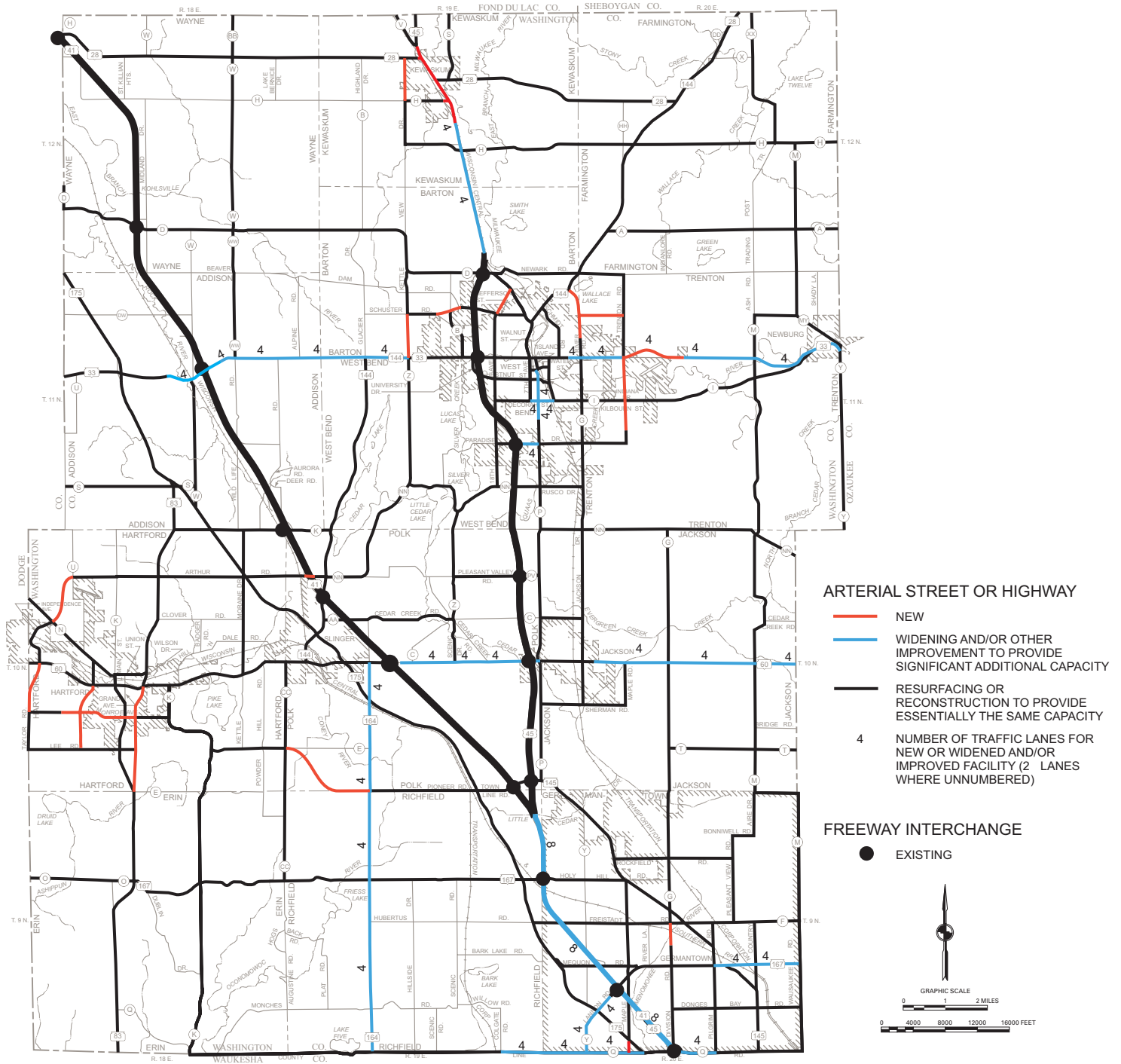


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Map 5 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN^a

WASHINGTON COUNTY

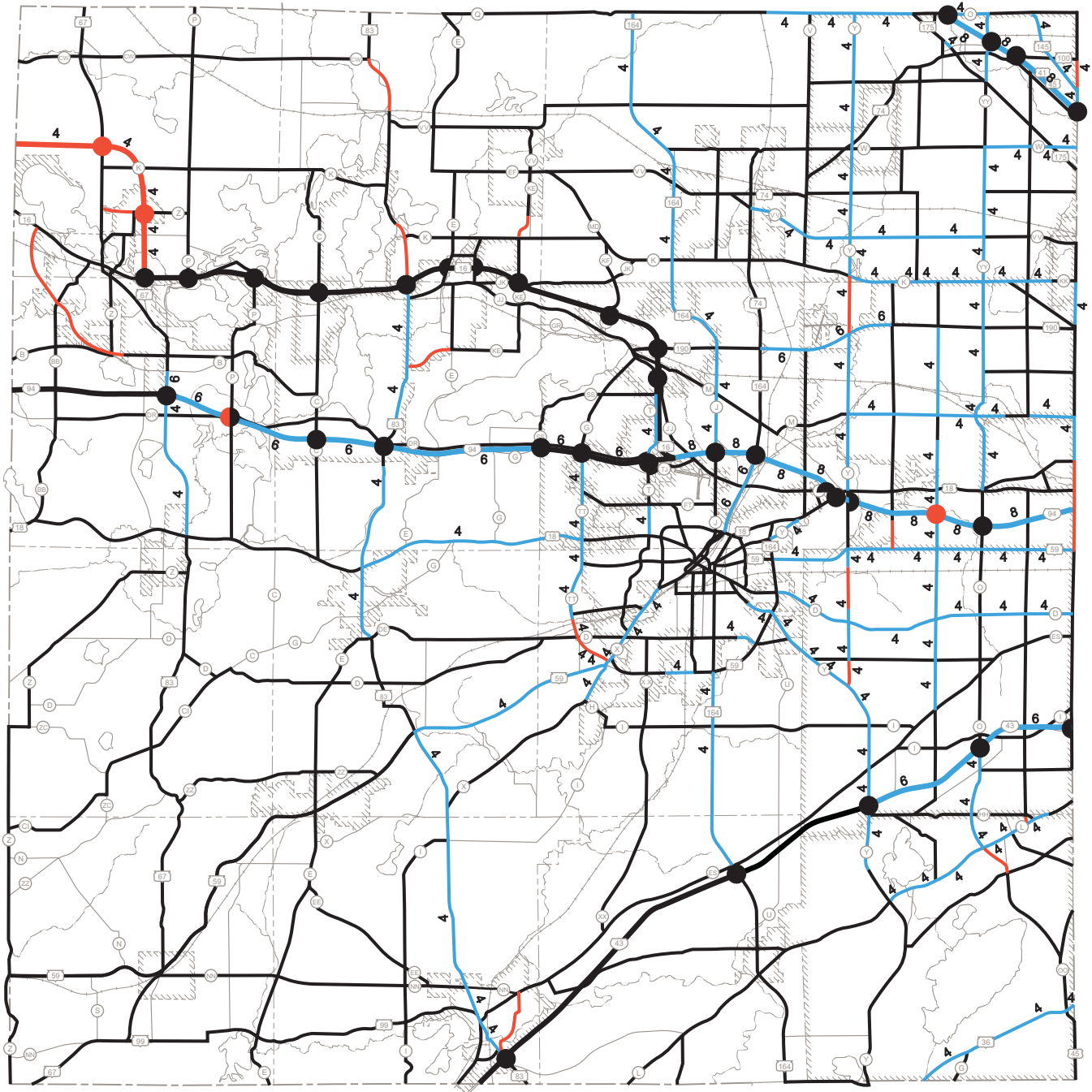


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Map 5 (continued)

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT OF THE
ADOPTED YEAR 2020 REGIONAL TRANSPORTATION SYSTEM PLAN

WAUKESHA COUNTY

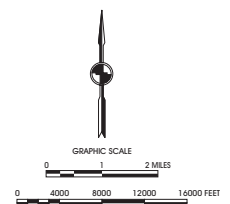


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY^a
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING



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Contact Information

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

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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.
