

REGIONAL PLANNING NEWS

A publication of the **Southeastern Wisconsin Regional Planning Commission**



Volume 5 • Issue 2 • September 2018



Seeking Public Input

VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, is being amended to incorporate related land use changes and transportation improvements serving the Foxconn campus.

See the back page for the detailed public meeting schedule and how to submit comments.

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The Workforce Mobility Team is a new initiative to assist businesses with connecting workers to jobs in Southeastern Wisconsin. The Team has been developed cooperatively with the Regional Transit Leadership Council in response to concerns from employers in the Region who experience challenges retaining and attracting workers as a result of those workers having limited or no commuting transportation options.

For more information:
sewrpc.org/mobility

To arrange a meeting to discuss your workforce mobility challenges:
mobility@sewrpc.org

The goal is to increase residents' access to jobs and businesses' access to workers by coordinating workforce transportation efforts regionally and supporting the implementation of innovative solutions across the seven-county Region.

There are a variety of workforce mobility strategies currently used nationally and locally that the Team may recommend based on your location and needs. The Team's webpage provides some potential strategies that could be sponsored by a single employer, a group of employers, or a public-private partnership.



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Ozaukee County Transit Development Plan: 2019-2023

The Commission recently completed a five-year plan for public transit services in Ozaukee County, which includes a set of recommended service changes for the transit system. The planning process included a performance review of the existing County transit system, an examination of the travel patterns and needs of system users, and an analysis of potential transit system alternatives. In addition to the technical analyses conducted during the planning process, Commission staff, in close coordination with an Advisory Committee established for the study and the staff of Ozaukee County, held two rounds of public outreach and two business-focused meetings. The outreach helped gather input on potential features that should be considered in the development of alternatives and the possible set of alternatives.

After careful study and evaluation, on June 5, 2018, the Advisory Committee approved the Recommended Transit Service Plan for the Ozaukee County Transit System that should be implemented between 2019 and 2023, with different service levels recommended depending on the amount of funding the County has available for transit services. For example, if funding is maintained, the Plan recommends an on-demand Shared-Ride Taxi service be offered for a premium fare of \$10.00 per trip. The premium service would guarantee same-day service within two hours of the trip request. If funding is increased, the Plan recommends a series of bus stop improvements along Port Washington Road to help increase accessibility for all individuals using the Ozaukee County Express, including people with disabilities, by providing bus pads and connecting sidewalks at an estimated cost of \$176,800.

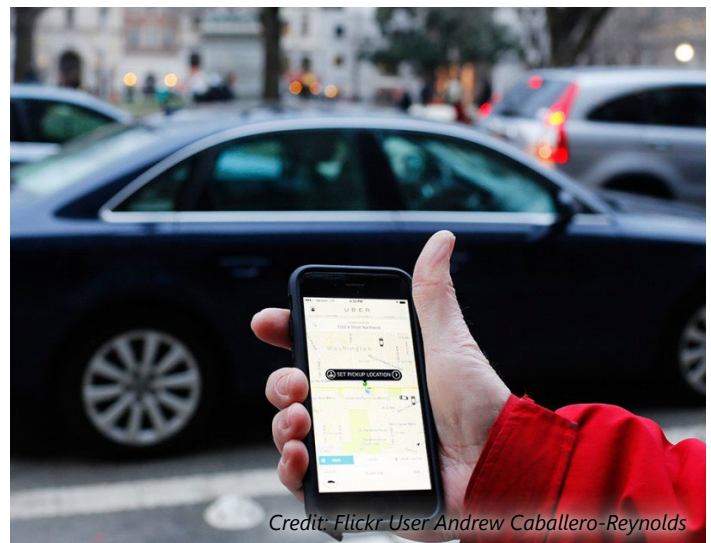
The Plan also identifies alternatives requiring further study due to their cost, complexity, and the amount of coordination needed. One such alternative includes studying bus-on-shoulder (BOS) operations along I-43, which would allow buses to use the shoulder during peak congestion periods. Bus-on-shoulder operations help increase reliability of transit trips. However, there are several factors that will need careful consideration such as ensuring there are adequate shoulder widths, bus driver training, and public education. The Commission will coordinate with key stakeholders, including the Wisconsin Department of Transportation, to further study bus-on-shoulder feasibility and will share results with Ozaukee County as they consider if implementation of BOS is appropriate. The Recommended Transit Service Plan also lists transit service alternatives that should not be considered for further implementation. More information on the Ozaukee County Transit Development Plan can be found here: sewrpc.org/OzaukeeTransit.



Credit: Ozaukee County Transit Services



Credit: Ozaukee County Transit Services



Credit: Flickr User Andrew Caballero-Reynolds



Ozaukee County Jurisdictional Highway System Plan

The Commission recently completed the second edition of SEWRPC Planning Report No. 17, *A Jurisdictional Highway System Plan for Ozaukee County*. The new plan was prepared at the request of the County and was developed under the guidance of the Ozaukee County Jurisdictional Highway Planning Committee. The Committee includes representatives from each of the cities, villages, and towns in Ozaukee County; the County; the Wisconsin Department of Transportation (WisDOT); and the Federal Highway Administration (FHWA). With a design year of 2050, the Ozaukee County jurisdictional highway system plan recommends the arterial street and highway functional improvements—widening of an existing facility with additional traffic lanes or construction of a new facility—necessary to accommodate future travel. The plan also recommends changes in arterial street and highway system jurisdiction—which unit of government (State, County, or local) is responsible for constructing and maintaining a roadway—in response to changing future land use and traffic patterns.

Highlights of the plan's recommendations include:

- Adding a new travel lane in each direction to 33 miles of existing roadways
- Constructing three miles of new roadways
- Constructing a STH 33 bypass in the Village and Town of Saukville over Cold Springs Road and its extension between CTH I and I-43/STH 57
- Transferring jurisdiction of about 14 miles of County roadways that are more suited to be under local jurisdiction
- Conversely, transferring jurisdiction of about 24 miles of local roadways that are more suited to be under County jurisdiction

The Ozaukee County jurisdictional highway system plan provides local governments in Ozaukee County, the County, and the State a long-term framework for implementing an integrated highway transportation system that would effectively serve and promote a desirable land use pattern within the County, abate traffic congestion, reduce travel time and costs, and reduce accident exposure. Plan implementation would also serve to concentrate appropriate resources and capabilities on corresponding areas of need, assuring the most effective use of available public resources. More information on the Ozaukee County jurisdictional highway system plan is available on the study website at sewrpc.org/OzaukeeJHSP.





Regional Nonmotorized Count Program

In May 2015, SEWRPC was selected as one of ten metropolitan planning organizations (MPOs) around the nation to participate in the Federal Highway Administration (FHWA) Bicycle-Pedestrian Count Technology Pilot Project, which was intended to increase the capacity of MPOs for establishing and operating bicycle and pedestrian counting programs. During the pilot project, SEWRPC purchased counters that were then placed on off-street paths throughout Southeastern Wisconsin. Between August 2015 and March 2016, SEWRPC collected count data at nearly 30 locations on 11 regionally significant off-street paths. The count data collected during the pilot project enabled Commission staff to analyze count volumes by area type (urban, suburban, rural), volume trends by day of the week (utilitarian and recreational), changes in volume by season, and the effects of temperature and weather conditions (e.g., rain and snow) on count volumes. The pilot study report is available at sewrpc.org/nmcounts/pilotprojectreport.pdf.

Since the conclusion of the pilot project, SEWRPC has continued to conduct the short-term counts on all of the long-distance off-street paths in the Region. In 2017, SEWRPC purchased seven additional counters to expand the number of locations counted and to differentiate between pedestrians and bicyclists. The Commission currently has four permanent count sites and collects short-term counts at over 50 locations throughout the Region. The Commission is not the only agency conducting nonmotorized counts. In addition to the Commission's counts, there are 14 permanent count sites managed by Milwaukee County, Ozaukee County,

and the City of Milwaukee, and the Wisconsin Department of Transportation also collects short-term counts on the regional off-street paths as part of its count program.

SEWRPC has developed a website that will make all of the count data collected by these government agencies available to the public. The goal is to have this website serve as the clearinghouse for count data in the Region. The website features an interactive map of all of the count locations categorized by agency. Each location identifies when counts were conducted and allows for the viewing and downloading of count data summary reports. While all of the data collected by the Commission through 2017 are currently available, data from other agencies through 2017 are expected to be on the website by the end of the year. The website can be accessed on the nonmotorized count program webpage on the Commission's website at sewrpc.org/nmcounts.

In addition to the current count program locations, the Commission has the ability to conduct a limited number of counts for the counties and municipalities of Southeastern Wisconsin, including conducting before-and-after counts on existing trail segments near locations where planned expansion is either programmed or currently under construction to determine the impact that the new trail segment has on volumes. Counts can also be conducted on bicycle lanes and paved shoulders.



Regional Chloride Impact Study Fieldwork Update

The SEWRPC regional chloride impact study will evaluate the introduction of chloride in the environment and the environmental impacts of such introduction within the Region. The study will provide a comprehensive inventory of the historical and present sources of chloride loads to surface and groundwater resources; an assessment of the impacts of these loads on the environment, and in particular on the surface water and groundwater resources of the Region; development of a state-of-the-art component addressing current research and emerging technologies and policies related to mitigating the environmental effects of chloride from multiple sources; identification of alternative means of achieving desired levels of management of sources of chloride; and the formulation of general recommendations for abatement of the undesirable environmental impacts of the use of chloride.

The field deployment of monitoring equipment for the regional chloride impact study is in full swing. Over the last two months, 32 of the 40 proposed stream conductance monitoring stations have been installed. These stations are recording data points every five minutes for water depth, temperature, and specific conductivity. Specific conductivity is a measure of the concentration of charged ions in water that is closely related to the amount of chloride dissolved in surface waters. Each continuous monitoring station is paired with a telemetry unit that allows staff to view and analyze the continuous monitoring data remotely from the SEWRPC offices. Instant access to the data provides many advantages including rapid troubleshooting, faster evaluation, and reducing the amount of work hours spent in the field. Staff will collect samples at each of these sites over the next two years to provide direct measurements of chloride and ensure the quality of our continuous monitoring data.

Favorable summer weather conditions, minimal private property access needs, and satisfactory stream depths, have led the stream monitor installations to be ahead of schedule. As a result, progress on the lake sampling portion of the regional chloride impact study has commenced as well. Six lakes in the Region were chosen to gather quarterly temperature and chloride profiles. With local boat support, SEWRPC staff have begun profile and sampling work on several of the selected lakes. Data are being collected using a Van Dorn-style sampling bottle, which is triggered at various depths to collect a physical water sample for laboratory analysis. Profiles are developed using an Aqua TROLL 500 sonde equipped with temperature, depth, conductivity, and chloride sensors. The collection of these data will be critical for understanding chloride concentrations in these lakes and how chloride moves through lakes in our Region.

Funding sources for the Regional Chloride Impact Study include the Federal Highway Administration, SEWRPC, the Wisconsin Department of Natural Resources, the Fund for Lake Michigan, and the Milwaukee Metropolitan Sewerage District.

For more information on the Regional Chloride Study, see sewrpc.org/chloridestudy.



Credit: SEWRPC Staff



Credit: SEWRPC Staff



Mason Creek Watershed Protection Plan Update

The North Lake Management District and Tall Pines Conservancy worked with SEWRPC to complete the Mason Creek Watershed Protection Plan (June 2018) in cooperation with the City of Oconomowoc, Towns of Erin and Merton, Washington and Waukesha Counties, the Wisconsin Department of Natural Resources (WDNR), the U.S. Environmental Protection Agency (USEPA), and the Natural Resources Conservation Service (NRCS). The protection plan is designed to be a practical guide for communities to work together to improve water quality and wildlife within

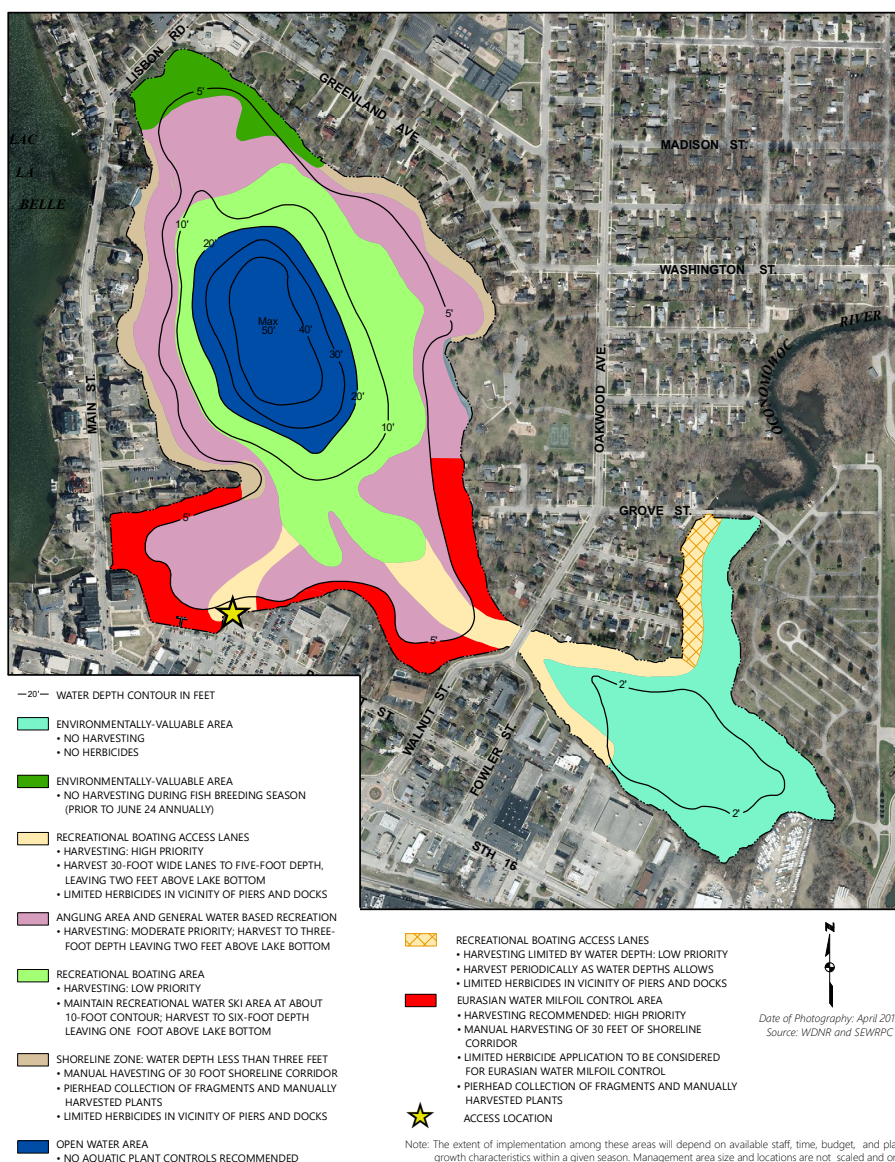
Mason Creek. The WDNR and USEPA have determined that this watershed-based plan is consistent with USEPA's 9-Key Elements (dnr.wi.gov/topic/nonpoint/9keyelementplans.html) due in part to the inclusion of detailed pollutant load analyses and prioritization of management actions. The Town of Merton was the first municipality to formerly adopt the plan—in July 2018—which is a great start to implementing recommended actions. The plan can be downloaded at sewrpc.org/capr-321.pdf.

Fowler Lake Aquatic Plant Management Plan

SEWRPC recently completed (May 2018) the fifth in a series of aquatic plant management plans for Fowler Lake, which represents an important element of the ongoing commitment of the City of Oconomowoc and Fowler Lake Management District (FLMD) to sound environmental management of the Lake.

This aquatic plant management plan refines the plan for Fowler Lake based upon the results of a point-intercept aquatic plant survey carried out on the Lake during August 2017 (sewrpc.org/FowlerLakeStaffMemo).

Recommended Aquatic Plant Management Plan Elements for Fowler Lake: 2018



Tree Planting Grants Announced

SEWRPC, along with WDNR and several other Wisconsin RPCs, announced the total award of \$122,200 to 18 Wisconsin communities and counties for projects to reduce runoff and mitigate the impacts of the Emerald Ash Borer.

The grant recipients in Southeast Wisconsin include the City of West Allis (\$10,000 to plant 140 trees), the City of Greenfield (\$10,000 to plant 67 trees), the City of Port Washington (\$5,000 to plant 45 trees), the City of Franklin (\$7,500 to plant 60 trees), the Village of River Hills (\$3,000 to plant 18 trees), and Ozaukee County (\$9,600 to plant 60 trees).



Park Planning Update

Milwaukee County

SEWRPC assists counties in the Region with preparing county-level park and open space plans. These plans refine, detail, and extend the regional park and open space plan, which consists of an open space preservation element and an outdoor recreation element. SEWRPC staff is assisting the Milwaukee County Department of Parks, Recreation, and Culture with an update and extension to the year 2050 of the County Park and Open Space Plan. The 2050 plan will 1) include a description of existing population, households, employment, land use, natural resources, and park and open space sites; 2) address park system and facility use and preferences, composite park facility levels of service provided across Milwaukee County, and estimated costs of capital maintenance of Milwaukee County parks and park facilities; and 3) include a needs analysis for park sites and facilities, a park and open space plan for the year 2050, and the actions needed to implement the plan. The Commission has, and will, participate in all public engagement efforts. A similar effort is also being initiated for an update of the Ozaukee County park and open space plan.

Cities of Racine and Brookfield and Village of Caledonia

SEWRPC also assists local governments (cities, villages, and towns) with updates to their park and open space plans. These plan updates are prepared if requested by a local government and are intended, in part, to help local governments meet Federal and State requirements for securing grants to acquire and preserve park and open

space land and develop recreational facilities. SEWRPC is currently assisting three communities in updating their park and open space plans, including the Cities of Racine and Brookfield and the Village of Caledonia. A *Park and Open Space Plan for the City of Racine: 2035* was adopted by the Racine Common Council in June as an amendment to City's comprehensive plan. SEWRPC staff is currently working on publishing the report.

Draft plans have also been completed for both the Village of Caledonia and the City of Brookfield. The Caledonia Parks and Recreation Commission approved a draft park and open space plan in July after reviewing comments received during a public comment period that was held in June. A public hearing on the park and open space plan has been scheduled for the Village Plan Commission in September and the plan is ultimately expected to be adopted as an amendment to the Village comprehensive plan by the Village Board.

Public information open houses are scheduled to be held on the City of Brookfield draft park and open space plan update on Wednesday, September 19th and Tuesday, September 25th in the Common Council Chambers of the Brookfield City Hall. The Parks & Recreation Commission will then review public comments and consider the plan update for approval. Ultimately, the plan update is anticipated to go through the process of becoming an amendment to the City's comprehensive plan, including a public hearing in front of the Common Council expected to be scheduled early next year.



Credit: SEWRPC Staff

Public Input Opportunity

You are invited to review and comment on a proposed amendment to VISION 2050. VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, is being amended to incorporate related land use changes and transportation improvements serving the Foxconn campus.

Please join us at one of these six public meetings to learn more about the proposed VISION 2050 amendment. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through **September 30, 2018**:

Website: vision2050sewis.org

Email: vision2050@sewrpc.org

Mail: W239 N1812 Rockwood Dr
P.O. Box 1607
Waukesha, WI 53187-1607

Fax: (262) 547-1103



Carroll University – Campus Center (Oak Room)
101 N East Ave, Waukesha, WI 53186
Monday, September 10, 2018 | 5-7PM

Mitchell Street Library (Community Room)
906 W Historic Mitchell St, Milwaukee, WI 53204
Tuesday, September 11, 2018 | 5-7PM

SC Johnson iMET Center
2320 Renaissance Blvd, Sturtevant, WI 53177
Monday, September 17, 2018 | 5-7PM

Villard Square Library (Community Room)
5190 N 35th St, Milwaukee, WI 53209
Tuesday, September 18, 2018 | 5-7PM

Boys and Girls Club of Kenosha
1330 52nd St, Kenosha, WI 53140
Wednesday, September 19, 2018 | 5-7PM

Corinne Reid-Owens Transit Center
1421 State St, Racine, WI 54305
Thursday, September 20, 2018 | 5-7PM

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