

OZAUKEE COUNTY BOARD ADOPTS JURISDICTIONAL HIGHWAY PLAN

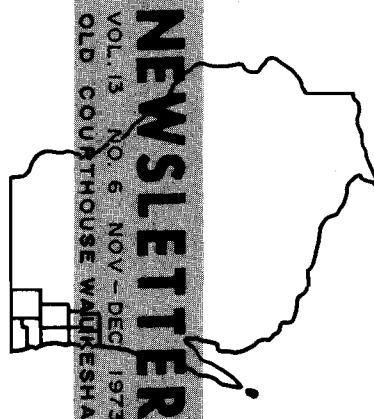
The Ozaukee County Board at its December 5, 1973 meeting adopted a jurisdictional highway system plan for the county, which plan, in addition to recommending jurisdictional responsibility for the individual facilities which comprise the county's total arterial street and highway system, recommends levels of service, right-of-way and pavement widths for each arterial facility, as well as the type of improvements which will be required to serve land use and transportation needs in the county to 1990. The plan includes among its recommendations an amendment to the adopted regional transportation plan which would delete the proposed Stadium Freeway from the Saukville Interchange to the Sheboygan County line; the completion of the proposed Stadium Freeway from the Milwaukee County line to the Saukville Interchange; and the completion of the proposed North-South Freeway (USH 141) from the Grafton Interchange north to the Saukville Interchange, and east and north to the Sheboygan County line.

The Board amended the plan as recommended by the Advisory Committee, however, to retain CTH KK from STH 84 to USH 141, CTH P from USH 141 to Forest Beach Lane, and CTH T from Green Bay Road to CTH W as arterial highways on the county trunk highway system; and to retain CTH KK from USH 141 to N. Spring Street in the City of Port Washington and CTH T from the City of Cedarburg to Green Bay Road on the county trunk highway system.

The plan as adopted also recommends elimination of the connecting street concept to provide continuity of state trunk highways through cities and villages, the abolition of the county aid highway system, and the establishment of a town road improvement fund.

The preparation of jurisdictional highway system plans for the seven counties in the Region was recommended as an important plan implementation action in the adopted

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



OZAUKEE COUNTY JURISDICTIONAL PLAN—continued

regional transportation plan. Similar plans have been completed and adopted for Milwaukee and Walworth Counties, and are being prepared for Kenosha, Racine, Washington, and Waukesha Counties. Each of the jurisdictional plans is cooperatively prepared by the County Highway Committee involved; the Wisconsin Department of Transportation, Divisions of Highways and Planning; the U. S. Department of Transportation, Federal Highway Administration; the Regional Planning Commission; and the local units of government concerned.

A Technical Coordinating and Advisory Committee provides technical policy direction for the jurisdictional highway studies. The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Ozaukee County includes the following members:

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Sylvester N. Weyker	County Highway Commissioner,
Chairman	Ozaukee County
Kurt W. Bauer	Executive Director, SEWRPC
Secretary	
Russell A. Dimick	City Engineer, City of Cedarburg
Arne L. Gausmann	Director, Bureau of Systems Planning, Division of Planning,
	Wisconsin Department of Transportation
Thomas R. Kinsey	District Engineer, District 2, Division of Highways,
	Wisconsin Department of Transportation
Martin J. Monahan	Assistant Planning and Research Engineer,
	U. S. Department of Transportation,
	Federal Highway Administration, Madison
Herbert H. Peters	Consulting Engineer, Ozaukee County Highway Department
Kenneth A. Roell	Town Manager, Town of Cedarburg
Donald A. Roensch	Director of Public Works, City of Mequon
John H. Sigwart	Director of Public Works, City of Port Washington

The regional transportation plan adopted in 1966 is a functional plan, which makes recommendations concerning the general location, type, capacity, and service levels

OZAUKEE COUNTY JURISDICTIONAL PLAN--continued

of the arterial street and highway facilities needed to serve the Region to 1990. With the exception of the proposed freeway system recommended to be under the jurisdiction of the state, it did not recommend which level of government should be responsible for the construction, operation, and maintenance of the various facilities. The jurisdictional plans, however, contain specific recommendations as to which government level should be responsible for these functions. The jurisdictional plans, therefore, constitute refinements of, and amendments to, the adopted regional transportation plan as it applies to the respective counties.

Recommended Arterial Street, Highway System

Various criteria were prepared for use in assigning jurisdiction to the various arterial facilities. The most significant of these were related to trip service, land use service, and the operational characteristics of the facilities themselves. The detailed criteria relating to each of these characteristics are shown in Table 1.

A total of nearly 319 route-miles of arterial streets and highways are recommended to serve arterial traffic demand in Ozaukee County through 1990, representing about 35 percent of the estimated 912 route-miles of facilities on the total street and highway system in the county by 1990, as shown on Map 1.

Of the 319 route-mile total, 97 miles are proposed to comprise the state trunk system, a decrease of about two miles from the 1969 system; 176 miles are proposed to comprise the county trunk system, an increase of nearly 56 miles; and 46 route-miles are proposed to comprise the local trunk system, a decrease of nearly three miles.

In terms of lane miles, however, the state trunk and county trunk highway systems will experience increases in the number of lanes of highway, while the local trunk system will experience a slight decrease by 1990. The plan recommends a total of 365 lane miles on the state trunk system by 1990, an increase of 139 miles over the 1969 system; a total of 363 lane miles on the county trunk system, an increase of 121 miles; and a total of 92 lane miles on the local trunk system, a decrease of six miles.

The state trunk system as recommended includes all of the committed and proposed freeway facilities within the county, as well as certain important surface arterials, and comprises the basic framework of the total highway transportation system in

Table 1

**SUMMARY OF FUNCTIONAL CRITERIA FOR
JURISDICTIONAL CLASSIFICATION OF ARTERIAL HIGHWAYS
IN OZAUKEE COUNTY**

Criteria		Arterial Type		
		I (State Trunk)	II (County Trunk)	III (Local Trunk) ^a
T E R R I T O R Y C R I T E R I A	Average Trip Length (Miles)	<u>Urban</u> More than 16 <u>Rural</u> More than 21	<u>Urban</u> 10 to 16 <u>Rural</u> 5 to 21	<u>Urban</u> 2 to 10
	Transportation Terminals	<u>Urban^b and Rural^c</u> Connect and Serve Interregional Rail, Bus, and Major Truck Terminals; Air-Carrier Airports; and Seaports.	<u>Urban^b and Rural^c</u> Connect and Serve Freeway Interchanges, General Aviation Airports, Pipeline Terminals, Major Intraregional Truck Terminals, and Rapid Transit and Modified Rapid Transit System Loading and Unloading Points Not Served by Type I Arterials.	<u>Urban^b</u> Connect and Serve Truck Terminals Generating 250 or More Truck Trips Per Average Weekday, and Off-Street Parking Facilities Having a Minimum of 150 Parking Spaces Not Served by Type I and II Arterials.
	Recreational Facilities	<u>Urban and Rural</u> Connect and Serve All State Parks Having a Gross Area of 500 Acres or More.	<u>Urban and Rural</u> Connect and Serve Regional Parks and Special Recreational Use Areas of County-wide Significance, such as Zoological and Botanical Gardens, Arenas and Stadia Seating a Minimum of 10,000 Persons Not Served by Type I Arterials, and Public Recreation Areas Providing Onsite Parking for a Minimum of 250 Vehicles.	<u>Urban</u> Connect and Serve Community Parks Not Served by Type I and II Arterials.
	Commercial Centers	<u>Urban and Rural</u> Connect and Serve Major Retail and Service Centers.	<u>Urban and Rural</u> Connect and Serve Community Retail and Service Centers Not Served by Type I Arterials.	<u>Urban</u> Connect and Serve Neighborhood Retail and Service Commercial Centers Not Served by Type I and II Arterials.
L A N D U S E S E R V I C E	Industrial Centers	<u>Urban and Rural</u> Connect and Serve Major Regional Industrial Centers.	<u>Urban and Rural</u> Connect and Serve Major Community Industrial Centers Not Served by Type I Arterials.	<u>Urban</u> Connect and Serve Minor Community Industrial Centers Not Served by Type I and II Arterials.
	Institutional	<u>Urban and Rural</u> Connect and Serve Universities, County Seats, and State Institutions.	<u>Urban and Rural</u> Connect and Serve Institutions; Accredited, Degree-Granting Colleges; Public Vocational Schools; and Community Hospitals Not Served by Type I Arterials.	<u>Urban</u> Connect and Serve City and Village Halls and High Schools Not Served by Type I and II Arterials.
	Urban Areas	<u>Rural</u> Connect and Serve Urban Areas of 2,500 or More Population.	<u>Rural</u> Connect and Serve Developed Areas of 500 or More Population.	

Table 1—(continued)

Criteria		Arterial Type		
		I (State Trunk)	II (County Trunk)	III (Local Trunk) ^a
OPERATIONAL CHARACTERISTICS	System Continuity	<u>Urban and Rural</u> Interregional or Regional Continuity Comprising Total Systems at the Regional and State Level.	<u>Urban and Rural</u> Intermunicipality and Intercounty Continuity Comprising Integrated Systems at the County Level.	<u>Urban</u> Intracommunity Continuity Comprising an Integrated System at the City, Village, or Town Level.
	Spacing	<u>Urban and Rural</u> Minimum 2 Miles.	<u>Urban and Rural</u> Minimum 1 Mile.	<u>Urban</u> Minimum 0.5 Mile.
	Volume	<u>Urban</u> Minimum 6,500 Vehicles Per Average Weekday (1990 Forecast). <u>Rural</u> Minimum 4,500 Vehicles Per Average Weekday (1990 Forecast).	<u>Urban</u> 3,500 to 6,500 Vehicles Per Average Weekday (1990 Forecast). <u>Rural</u> 1,000 to 4,500 Vehicles Per Average Weekday (1990 Forecast).	<u>Urban</u> 3,500 Vehicles Per Average Weekday (1990 Forecast).
	Traffic Mobility	<u>Urban</u> Average Overall Travel Speed ^d 30 to 70 Miles Per Hour. <u>Rural</u> Average Overall Travel Speed ^d 40 to 70 Miles Per Hour.	<u>Urban</u> Average Overall Travel Speed ^d 25 to 50 Miles Per Hour. <u>Rural</u> Average Overall Travel Speed ^d 30 to 60 Miles Per Hour.	<u>Urban</u> Average Overall Travel Speed ^d 20 to 40 Miles Per Hour.
	Land Access Control	Full or Partial Control of Access. ^{e,f}	Partial Control of Access. ^f	Minimum Control of Access. ^g

^a A rural subcategory for Type III arterials is not provided.

^b Urban arterial facilities are considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served. Type I arterial facility, 1 mile; Type II arterial facility, 0.5 mile; Type III arterial facility, 0.25 mile.

^c Rural arterial facilities are considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served. Type I arterial facility, 2 miles; Type II arterial facility, 1 mile.

^d Average overall travel speed is defined as the sum of the distances traveled by all vehicles using a given section of highway during an average weekday divided by the sum of the actual travel times, including traffic delays.

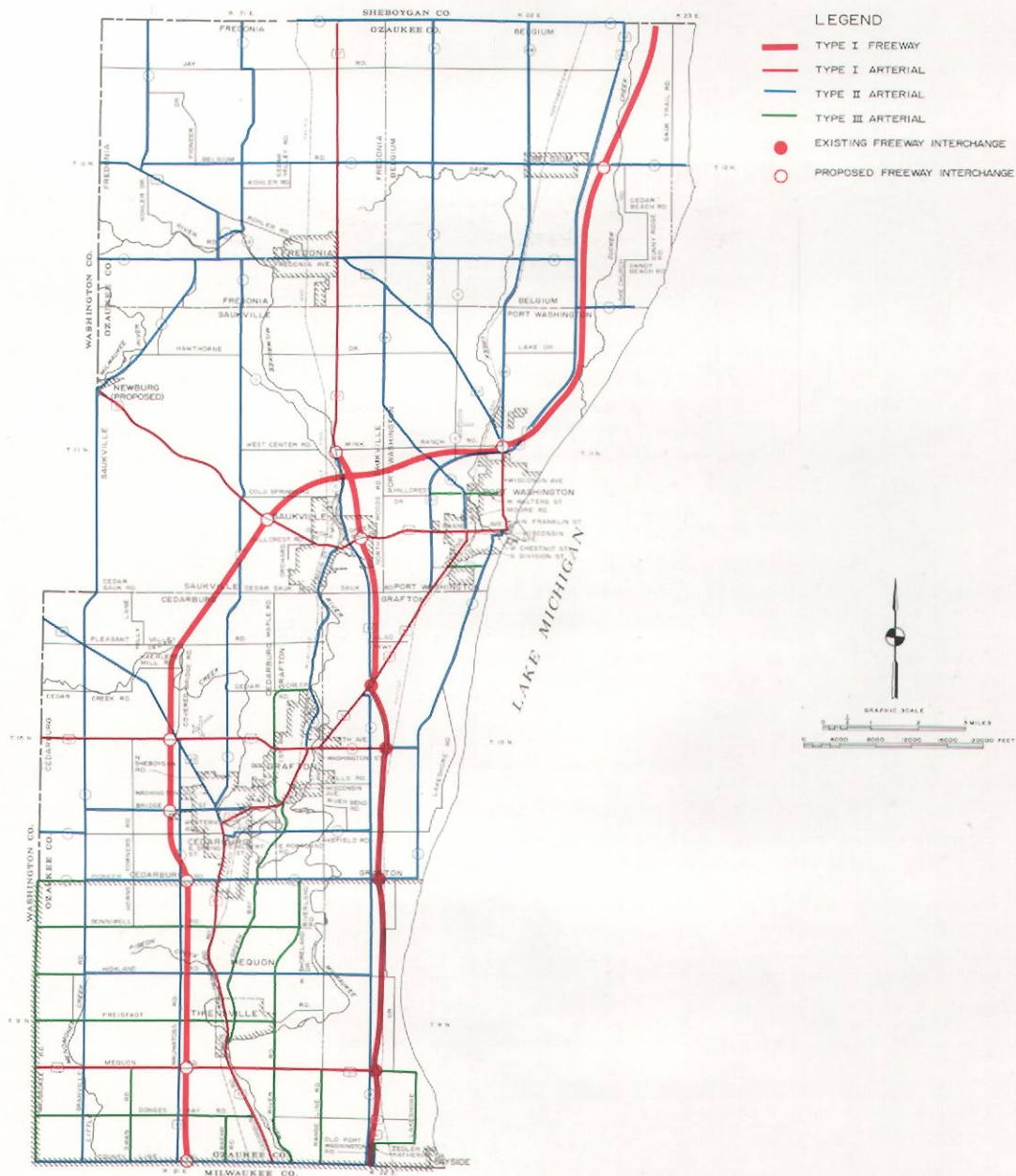
^e Full control of access is defined as the exercise of eminent domain or police power to control access so as to give preference to movement of through traffic by providing access connections only at selected public roads via grade-separated interchanges.

^f Partial control of access is defined as the exercise of eminent domain or police power to control access so as to give preference to the movement of through traffic to a degree that, in addition to access connections at selected public roads, there may be some direct access to abutting land uses with generally one point of reasonably direct access to each parcel of abutting land as these parcels existed at the time of an official declaration that partial control of access shall be exercised.

^g Minimum control of access is defined as the exercise of eminent domain or police power to regulate the placement and geometrics of direct access roadway connections as necessary for safety.

Source: SEWRPC.

Map 1
PROPOSED JURISDICTIONAL CLASSIFICATION OF THE
ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY: 1990



OZAUKEE COUNTY JURISDICTIONAL PLAN—continued

the county. The county trunk system complements the state trunk highways, and includes all major arterial facilities of areawide significance. The local trunk system serves primarily local arterial street and highway needs.

One of the most important objectives of the jurisdictional highway planning process is to make the most effective use of public resources in providing highway transportation by focusing the appropriate resources and capabilities on corresponding areas of need. The jurisdictional highway plan accomplishes this objective, as indicated by the fact that the proposed state trunk system may be expected to carry about 1.21 million, or 61 percent, of the 1.99 million total miles of travel expected daily in Ozaukee County by 1990. The proposed county trunk system may be expected to carry an additional 440,000 vehicle miles, or 22 percent, while the total local system, comprised of both arterial and collector/land access streets and highways, may be expected to carry 340,000 total vehicle miles, or 17 percent. Figure 1 shows this concentration of travel demand on the various arterial subsystems.

Thus, the proposed state and county trunk systems combined may be expected to carry about 83 percent of the total 1990 vehicle miles of travel, leaving only 17 percent to be carried by the local arterial and nonarterial systems.

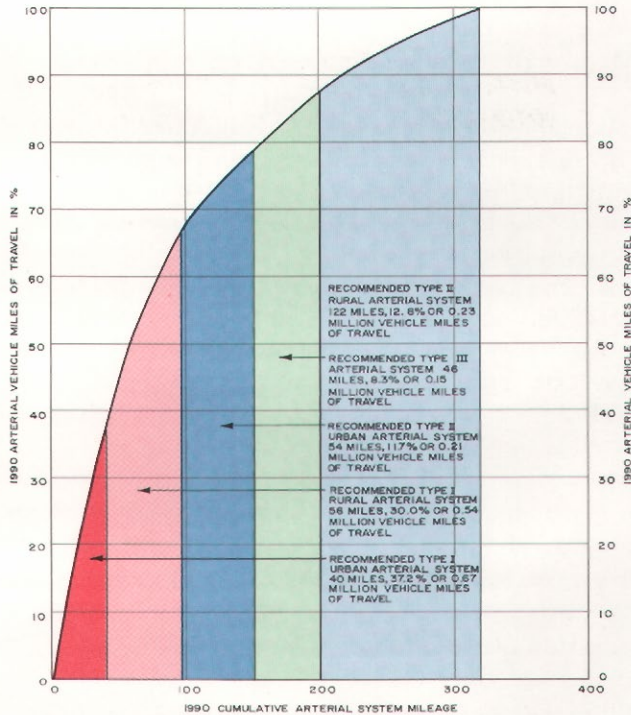
Financing, Implementation Steps Outlined

The financial feasibility of the recommended plan was carefully studied. Total plan construction and maintenance costs were estimated and compared to anticipated revenues over a 20-year plan implementation period, and costs tabulated for each municipality in the county. The estimated total cost for the 1970 to 1990 plan implementation period by jurisdictional subsystem is as follows: state trunk arterial highways, \$58 million; county trunk arterial highways, \$24 million; local trunk arterial highways, \$7 million; and nonarterial streets and highways, \$31 million, for a total street and highway system cost of \$120 million. It was found that the plan, if followed, could be implemented at about the present rate of public expenditures for highways at the county level, and at reduced rates of expenditure at the city, village, and town levels.

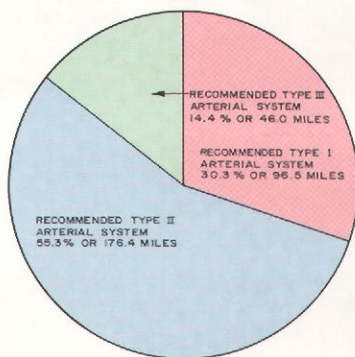
Procedures for implementation of the recommended plan are set forth in the report, and include formal plan adoption by the federal, state, and local units of government concerned; realignment of the state trunk, county trunk, and federal aid

Figure 1

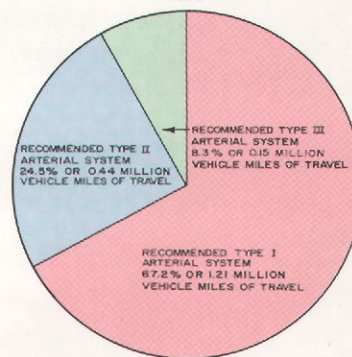
RELATIONSHIP BETWEEN PERCENT OF ARTERIAL VEHICLE MILES
OF TRAVEL AND CUMULATIVE ARTERIAL MILEAGE
RECOMMENDED OZAUKEE COUNTY
JURISDICTIONAL HIGHWAY SYSTEM: 1990



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



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



Source: SEWRPC.

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLAN—continued

systems to conform with the adopted plan; and assumption of full maintenance responsibilities by the state for all state trunk highways and by the county for all county trunk highways. The report also recommends certain actions by the state, county, and local units of government to protect needed rights-of-way from development and to protect the capacity of the arterial highway facilities through the control of marginal access.

The plan also recommends that STH 143, STH 84, STH 181, and portions of STH 57 and present USH 141 be included in the county trunk highway system; that CTH Q between STH 57 and USH 141 be placed on the state trunk highway system; that CTH CC and CTH AA and portions of CTH B, CTH O, and CTH T become collector and local streets under the jurisdiction of the respective city, village, or town within which they lie; and that Highland Road, South County Line Road, Granville Road, Bridge Street, and Belgium Road become county trunk highways.

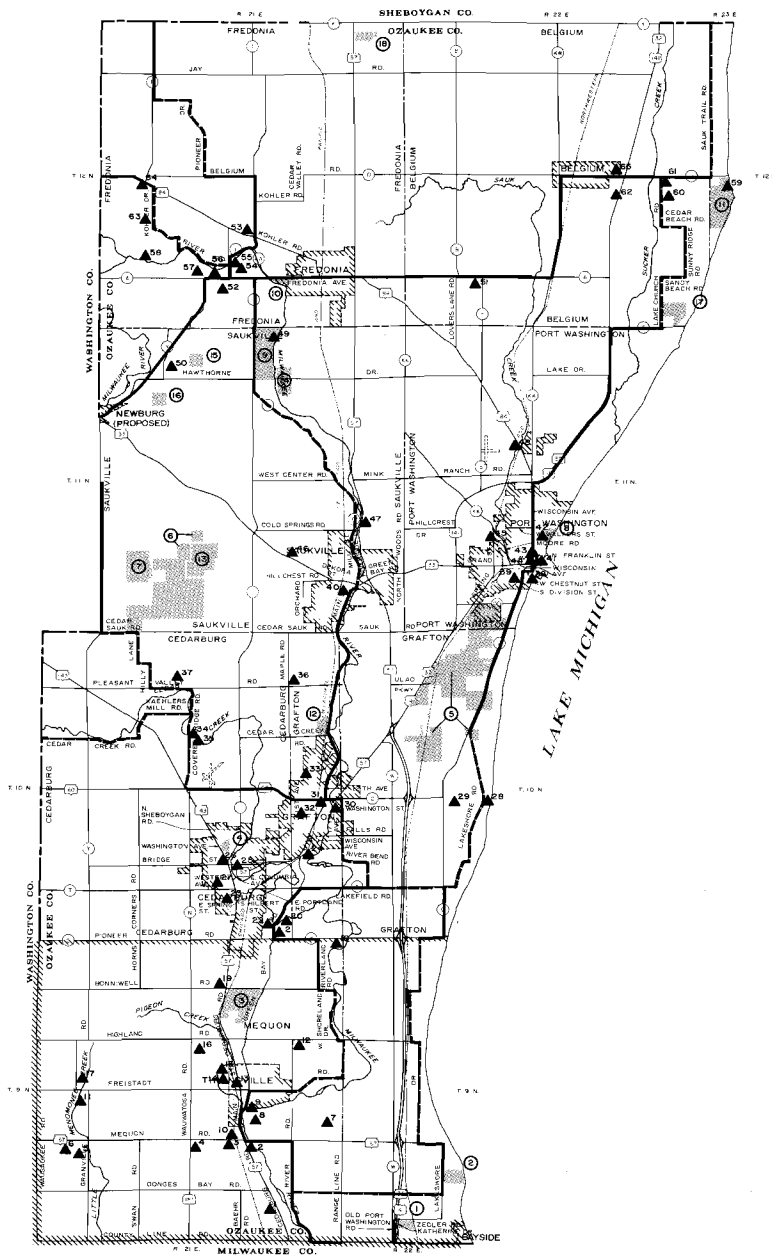
Scenic Drives Recommended

The popularity of pleasure driving in Ozaukee County is evidenced by the estimated 10,000 average seasonal Sunday pleasure drivers in the county in 1969. By 1990, the total is expected to increase to about 18,000 pleasure drivers. To provide facilities for this activity, as well as for bicycling and hiking, the plan recommends that a system of scenic drives, routed over existing roadways in the county which would be kept in a rustic condition, be signed and marked.

The three basic scenic drives which are recommended are shown on Map 2, and are routed over about 100 miles of streets and highways. The first drive would extend north along the Milwaukee River from the Milwaukee County line in the City of Mequon to the Village of Fredonia, separating there into three branches. The first branch would extend west along the main stem of the Milwaukee River to the West Bend and Paradise Valley areas in Washington County, joining the Kettle Moraine Scenic Drive west of West Bend. The second branch would extend west along the North Branch of the Milwaukee River and Stony Creek, joining the Kettle Moraine Scenic Drive which extends north to the Greenbush area and the Old Wade House State Historic Site at New Fane in Fond du Lac County. The third branch would extend north from Fredonia through the Random Lake and Cascade areas of Sheboygan County.

Map 2

RECOMMENDED SCENIC DRIVE SYSTEM IN OZAUKEE COUNTY: 1990



LEGEND

- SCENIC DRIVE ROUTED OVER ARTERIAL STREET OR HIGHWAY
- SCENIC DRIVE ROUTED OVER COLLECTOR OR LAND ACCESS STREET OR HIGHWAY
- ▲² CULTURAL, HISTORICAL, OR SCIENTIFIC SITE (SEE TABLE 16)
- ⑥ MAJOR OUTDOOR RECREATION, CONSERVATION, AND RELATED OPEN SPACE SITE (OVER 30 ACRES--SEE TABLE 16) WITH NUMBER CODE IDENTIFIER



Source: SEWRPC.

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLAN—continued

The second scenic drive would extend west from the Village of Grafton along Cedar Creek to the Slinger area in Washington County, where it would join the existing Kettle Moraine Scenic Drive, with a branch extending from the Covered Bridge County Park to the scenic drive leading west from Fredonia to West Bend.

The third scenic drive would extend north along the shoreline of Lake Michigan from Mequon through the City of Port Washington, past the Harrington Beach State Park, and into Sheboygan County to the Terry Andrae State Park. It would connect with the previous drives via a route connecting Fredonia with the Harrington Beach State Park. The proposed scenic drive system would connect all existing county and state parks within the county, as well as 55 of the 65 sites of cultural, historical, and scientific interest in the county.

SEWRPC NOTES

GEORGE BERTEAU REELECTED CHAIRMAN

George C. Berteau of Racine County was reelected chairman of the Commission at its quarterly meeting December 7. Other officers elected to one-year terms include Lawrence W. Hillman, Washington County, vice-chairman; Richard W. Cutler, Milwaukee County, secretary; and Joseph A. Schmitz, Washington County, treasurer.

Mr. Berteau has served as chairman of the Commission since 1961.

Members of the Commission's Executive Committee were also elected at the meeting, and include, in addition to the four officers, Thomas H. Buestrin, Ozaukee County; Eugene A. Hollister, Walworth County; Donald L. Klapper, Kenosha County; John Margis, Jr., Racine County; Theodore F. Matt, Waukesha County; Francis J. Pitts, Kenosha County; Leonard C. Rauen, Racine County; and Norman C. Storck, Milwaukee County.

The following appointments for 1974 to the Commission's three standing committees have also been announced, and include the following:

SEWRPC NOTES—continued

ADMINISTRATIVE COMMITTEE

Francis J. Pitts, Chairman
Donald L. Klapper, Vice-Chairman
John B. Christians
Lyle L. Link
Leonard C. Rauen
Joseph A. Schmitz

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

John Margis, Jr., Chairman
Theodore F. Matt, Vice-Chairman
George C. Berteau
John P. Dries
Eugene A. Hollister
Francis J. Pitts
Joseph A. Schmitz
Emil M. Stanislawski

PLANNING AND RESEARCH COMMITTEE

Norman C. Storck, Chairman
Lawrence W. Hillman, Vice-Chairman
Anthony F. Balestrieri
George C. Berteau
Thomas H. Buestrin
Charles J. Davis

James F. Egan
Lyle L. Link
John Margis, Jr.
Donald E. Mayew
Paul F. Quick

Two Commissioners, James F. Egan and Donald L. Klapper, as members of the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., and the Southeast Wisconsin Criminal Justice Planning Council, respectively, will continue to serve as liaison between SEWRPC and these two agencies.

COMPUTER CAR POOL PROGRAM AVAILABLE FROM SEWRPC

The City of Milwaukee has become the first large employer to make use of a new computerized car pooling program which is now available from the Regional Planning Commission. The computer program, which was developed by the Federal Highway Administration, uses home addresses and time and place of work of potential riders coded to a map grid to produce a master list which can be used by employees to form car pools. The master list groups the potential car pool members according to proximity of home address and time and place of work.

SEWRPC NOTES—continued

Of an estimated 6,000 City of Milwaukee employees with working schedules and destinations which appeared amenable to car pooling, 980, or about 16 percent, indicated interest in being matched for car pooling. Using data provided by the City, the Commission applied the computer program and returned a master list of matched potential car pool participants to the City. The matched list is then made available to employees who can readily form car pools. In addition, the City will send to each employee whose name was coded in the computer program a list of the names of other potential car pool members living nearby and having a similar work schedule and destination.

The computer program uses information such as name, home address, place of work, work starting and ending times, phone number, the times the employee wishes to make the trip to and from work, and willingness to drive only, share driving, or ride only, to produce the matched master list. The program has the capability of matching residences within very small geographic areas such as a square mile, quarter square mile, or even block or block face, if concentrations of trip origins are high enough to warrant.

The Commission will make the computer service available to employers in the Region interested in promoting car pooling. Employers can either code the data themselves and submit it to the Commission in a machine readable form for processing, or they can submit necessary data to the Commission for both coding and processing. The cost of the services in the former case approximates 10 cents per matched employee; and in the latter case, about twice this amount. Employers wishing to code their data before giving it to the Commission should contact SEWRPC to obtain the correct format for presenting the data. The Commission will also make copies of the computer program available at cost to employers who wish to run the program on their own computers.

The potential for car pooling was recognized by the Commission in a survey conducted during its 1972 inventory of travel. The Commission at that time obtained a list of addresses of employees in 15 employment areas in the Region to determine the concentration of residences and jobs to see if there was a potential for improved or new mass transit service or for car pooling. The car pool computer program was also obtained by the Commission from the Federal Highway Administration, and is being made available to employers in light of the current energy shortage and increased interest in car pools.

SEWRPC NOTES—continued

The Commission as part of its public opinion survey in the 1972 travel inventory asked respondents whether they would use a car pool to and from work on a more or less regular basis if one were available, and whether they presently participated in a car pool. Regionwide, about 41 percent said they would use a car pool, 43 percent said they would not, and 16 percent did not respond. Only 3 percent said they were presently participating in a car pool.

The potential benefits of a successful car pooling program might include, in addition to a reduction of gasoline consumption, alleviation of peak hour traffic congestion, a reduction in the cost of personal transportation, and a reduction in parking demand at employment concentrations. Since car pooling provides, in effect, a very high level of private transit service, successful car pooling may reduce public transit ridership.

TRANSIT DEVELOPMENT PROGRAMS UNDERWAY

Transit development programs designed to improve urban mass transit in the Region have been undertaken by SEWRPC in the Kenosha, Milwaukee, and Racine urban areas. In Racine, Mayor Stephen F. Olsen has appointed the following persons to a Racine Mass Transit Development Program Technical Coordinating and Advisory Committee:

Dr. William J. Murin	Professor, Political Science Department, Chairman University of Wisconsin-Parkside, Kenosha
Kurt W. Bauer	Executive Director, SEWRPC
Ed Benter	Demographer/Planner, Unified School District No. 1, Racine
Eual Bodenbach	Town Coordinator, Town of Mt. Pleasant
Arnold L. Clement	Planning Director and Zoning Administrator, Racine County
Marcel A. Dandeneau	Town Supervisor, Town of Caledonia
Jubentino Gonzales	Director, Racine Spanish Center
John Hartz	Transit Planning Supervisor, Division of Planning, Wisconsin Department of Transportation
Thomas N. Harvey	Regional Representative, Urban Mass Transportation Administration, Chicago
Eugene N. Korzilius	Chairman, Traffic and Transportation Commission, Racine
James Kurcharski	Village Trustee, Village of Sturtevant
Richard E. LaFave	Chairman, Racine County Board of Supervisors

SEWRPC NOTES—continued

Raymond Mathews	Executive Director, Urban League of Racine
Leo F. Mutchler	Alderman, City of Racine
Walter Neider	Member, Downtown Businessmen's Association, Racine
Frank Rizzo	President, Racine County AFL-CIO Council
Eric Schroder	Vice-Chairman, Racine Urban Planning District Citizens Advisory Committee
A. John Swan	Coordinator, Racine Areawide Model Project on Aging
Victor C. Tannehill	Executive Vice-President, Manufacturers and Employers Association, Racine
Jack Taylor.	President, Flash City Transit Company, Racine
Ray F. Truesdell	Vocational Rehabilitation Supervisor, Department of Health and Social Services, Division of Vocational Rehabilitation, Racine
Fred Wentorf	Coordinator of Trade and Industry in the Community Services Department, Gateway Technical Institute, Racine Campus
Darrell Wright	Executive Director, Racine Chamber of Commerce
Erwin Zuehlke.	Director of Business Office, University of Wisconsin-Parkside, Kenosha

Members of a Milwaukee Transit Development Program Advisory Committee have been named by the Milwaukee County Board, and include the following members:

S. J. Helfer	Director, Campus Planning and Construction, Chairman Marquette University, Milwaukee
Stanley E. Altenbern.	President, Wisconsin Coach Lines, Inc., Waukesha
Kurt W. Bauer	Executive Director, SEWRPC
Francis F. Biernat	County Supervisor, Milwaukee County; Chairman, Transportation and Public Works Committee, Milwaukee County Board
Fred Erchul.	Secretary-Treasurer, Milwaukee County Labor Council
Rev. Patrick Flood	Executive Director, Council on Urban Life, Milwaukee
Booker T. Hamilton	Resident Council Member, Model Cities Residents Concerned About Transportation, Milwaukee
Edward J. Hayes	Commissioner, Department of City Development, Milwaukee
William Kesselman	Chairman, Senior Action Coalition, Milwaukee
Russell Knetzger	Planning Consultant, East Side Community Council, Shorewood

SEWRPC NOTES—continued

Francis D. Kuckuck Mayor, City of Wauwatosa
Henry M. Mayer Vice-President and General Manager,
Milwaukee and Suburban Transport Corporation
Filiberto Murguia Program Director, Guadalupe Center, Milwaukee
William Nichol Transit Writer, Sherman Park News
Tony Paras President, Amalgamated Transit Union,
Division 998, Milwaukee
Mrs. Evelyn Petshek Vice-Chairman, Subcommittee on Transportation,
Governor's Task Force on Problems of the
Physically Handicapped, Milwaukee
Richard Rechlicz Representative, Wisconsin School Bus Contractors, Brookfield
Donovan Riley Assistant Chancellor, Community and Government Relations,
University of Wisconsin-Milwaukee
James Saltzstein Member, Downtown Association of Milwaukee
Harout O. Sanasarian Assemblyman, 26th Assembly District, Milwaukee
George Schuett Partner, Schuett, Erdmann & Gray-Architects III, Inc.;
Director of the North Central States Region,
American Institute of Architects
Sister Margaret Shekleton Coordinator, Senior Citizens Interfaith
Program for the Elderly, Milwaukee

Members of an advisory committee for the Kenosha study will be appointed by Kenosha Mayor Wallace E. Burkee.

The transit development programs outline the steps required to effect immediate improvements in transit service, as well as the steps required to carry out adopted long-range transit plans in a coordinated manner. The programs will thus document how the urbanized areas concerned propose to carry out the adopted long-range transit plans, as well as provide needed short-term improvements.

The transit development programs will make recommendations concerning needed and desirable transit routings, as well as service areas, schedules, headways, ridership, shelter and parking facilities, ownership and management of the transit system, financial status, and the various management systems available. The programs will also include recommendations for the coordinated operation of all transit facilities and operations in each urbanized area, as well as needed improvements in the transportation system for a five-year development period.

SEWRPC NOTES—continued

Cost estimates for the five-year period will be provided, as will a schedule of staged priorities. The financial commitments and agency actions necessary to fully develop the transit program are also identified.

The Commission was formally requested to undertake the three programs by the Milwaukee County Board and the mayors of the Cities of Kenosha and Racine. The U. S. Department of Transportation, Urban Mass Transportation Administration, requires that such programs be prepared as a prerequisite for federal grants-in-aid.

AROUND THE REGION

TWO NEW TRANSIT STATIONS PLANNED

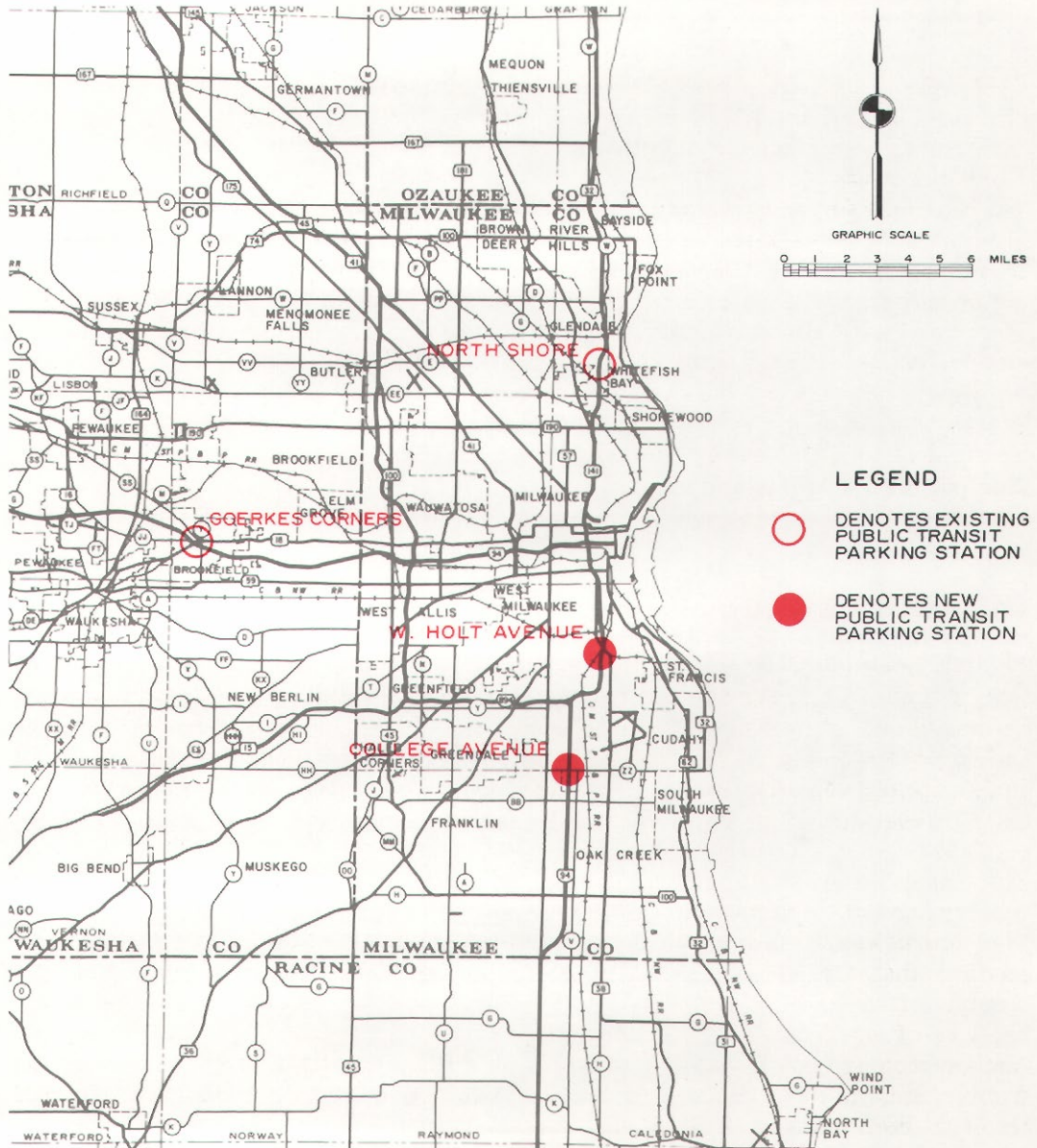
The Wisconsin Department of Transportation, Division of Highways, has applied for federal funds to build two transit parking stations in Milwaukee County. Both would be located along the North-South Freeway, one in the College Avenue Interchange and the other in the W. Holt Avenue Interchange. The proposed stations would enable fringe area auto users to use expanded freeway flyer bus service to be provided by the Milwaukee and Suburban Transport Corporation.

The College Avenue station would have an initial capacity of 250 cars, and could be expanded to include 910 parking spaces. The station in the W. Holt Avenue Interchange would have an initial capacity of 300 cars, and could be expanded to accommodate 1,790 vehicles. The locations of the stations are shown on the accompanying map.

The Division of Highways has applied for federal grants of \$166,095 for the College Avenue Station and \$193,905 for the W. Holt Avenue station. The grant requests represent 90 percent of the total cost for each station.

Construction of the two stations implements the adopted regional transportation plan as amended by the Milwaukee Area Transit Plan.

LOCATION OF EXISTING AND PROPOSED TRANSIT PARKING STATIONS



Source: SEWRPC.

QUESTION BOX

WHAT IS MEANT BY THE TERM CONNECTING STREET?

The concept of connecting streets dates back to 1917, when a special committee of the State Legislature was appointed to establish a state trunk highway system. The system was envisioned as a network of improved rural highways linking the various urban communities of the state. As such, the state trunk highways were not envisioned as penetrating incorporated urban areas of 2,500 or more population, but, as necessary for system continuity, were to be routed through such areas over existing urban streets. Consequently, state trunk highways generally are not continuous through incorporated cities and villages with a population of 2,500 or more, but either end at the corporate limits of such cities and villages or extend into them only to the point where residential structures exist at an average spacing of less than 200 feet. The urban streets over which the state trunk highways were routed became known as "connecting streets."

Cities and villages which have connecting streets are entitled to receive certain allotments from the state net motor vehicle revenues as a reimbursement for expenses incurred in maintaining the streets. In 1943, the Legislature established the present allotment rate of \$500 per mile for all connecting streets regardless of federal aid classification. The actual cost of maintaining heavily traveled connecting streets within the Region is, on an average, more than 10 times the \$500 allotment. Thus, a major portion of the burden of maintaining what are in fact state highway facilities has been shifted to the local units of government, and thereby to the property tax base.

The jurisdictional highway plans prepared within the Region to date have recommended that the obsolete concept of the connecting street be abandoned, both because of the discontinuity in the state trunk highway system which results, and because of inequities in the distribution of maintenance costs. The plans have further recommended that the state trunk highway system be made continuous through incorporated areas, and that the State Highway Commission either continue to contract with the county for maintenance of the state trunk facilities, or contract directly with the cities and villages for such maintenance. The municipalities would thus be fully reimbursed for the costs of maintaining the state trunk highway facilities.

QUOTABLE QUOTE.....

"...a necessary reconsideration of the functioning of our highways has begun. They are evaluated no longer solely by how well they facilitate movement but by how they meet a broad range of social criteria.

"It seems obvious to me that no road will ever again be built without consideration of its effect on the health and comfort of the people it serves or without sober calculation of its total impact on the stability of the community during a period of years. Indeed, once a major thoroughfare has been constructed, we must live with its consequences for generations.

"In other words, highways today are not less important but more so, and their social significance is now widely recognized. The main task then is to place highways in such a manner that they improve the land rather than spoil it, reduce congestion rather than intensify it, cut pollution instead of adding to it, and save lives instead of taking them."

Address given at the Chairman's Luncheon during the Fifty-Second Annual Meeting of the Highway Research Board

William D. Ruckelshaus, Administrator
U. S. Environmental Protection Agency

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SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION

Old Courthouse

P.O. Box 769

Waukesha, Wisconsin

53186

Phone: (414) 547-6721

Kurt W. Bauer

Executive Director

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