

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission Planning Efforts for Milwaukee County

July 2014

The following provides a brief summary of work recently completed or underway at the Southeastern Wisconsin Regional Planning Commission, including both regional planning efforts and efforts for Milwaukee County and Milwaukee County municipalities.

TRANSPORTATION PLANNING

- Assisted Milwaukee County in avoiding significant reductions in transit service and increases in fares by encouraging use of Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (\$12.7 million in 2012-2014 and \$17.2 million in 2015-2018) to convert local bus routes to express bus routes.
- Assisted Milwaukee County Intergovernmental Relations staff in communicating to State legislators the implications of 2013-2015 State budget proposals on the Milwaukee County Transit System (MCTS), and the need for increased State funding of MCTS and for dedicated local transit funding. This included preparation and delivery of a statement to the Legislature Joint Finance Committee.
- Identified eight potential modest Milwaukee County Transit System route extensions with the objective of better connecting Milwaukee County residents with employment centers in Milwaukee County, and Ozaukee, Washington, and Waukesha Counties not presently served by public transit. These routes would represent an estimated 1 percent increase in total system annual operating cost, and a 6 percent increase in Milwaukee County operating funding.
- Serve as the Region's Metropolitan Transportation Planning Organization (MPO) and prepare and maintain up-to-date the Federally-required regional transportation plan and transportation improvement program and ensure meeting all necessary Federal transportation planning and programming requirements to permit the continued use of U.S. Department of Transportation (USDOT) funds on Milwaukee County streets and highways and MCTS. Annual USDOT funding within Milwaukee County is approximately \$200 to \$400 million annually.
- Continued work on a major review, reevaluation, and update of the regional transportation system plan, being prepared in conjunction with an updated regional land use plan. That plan—called VISION 2050—is intended to provide a vision for, and guide to, the development of the Region's land and multimodal transportation system for over 30 years into the future. The new plan—expected to be completed in 2015—will replace the existing year 2035 regional land use and transportation

system plans, and will serve as a guide to land and transportation system development to the year 2050. The periodic (every 10 years) major reevaluation of the regional transportation plan, incorporating new U.S. Census population, employment, and travel survey data and maintaining a minimum 20-year future timeframe, is essential to State and local governments continuing to obtain highway and transit project funding from the USDOT.

To prepare VISION 2050, Commission staff initiated a visioning and scenario planning process in 2013, which will identify a long-range future vision for land use and transportation for the Region. Staff held two sets of interactive public visioning workshops for VISION 2050 in each County of the Region in October and December (in Milwaukee County, these workshops were held at the War Memorial Center). Concurrent workshops were also held by eight partner community organizations targeted at their constituents, with the purpose being to reach and engage minority populations, people with disabilities, and low-income individuals. Workshop activities were also made available online. The Commission also contracted with the Department of Economics and the Center for Urban Initiatives and Research at UW-Milwaukee to conduct a telephone survey in the fall of 2013. The survey asked randomly selected residents in the Region about their land use and transportation preferences for the future, with a similar survey made available on the VISION 2050 website (www.vision2050sewis.org).

During the first half of 2014, staff prepared *Guiding the Vision* which presents the preliminary vision for land use and transportation that will guide the VISION 2050 process. This initial vision is expressed through a series of Guiding Statements developed to reflect the key values and priorities provided through the initial visioning activities. Staff also initiated work to develop and compare a series of sketch-level land use and transportation scenarios. The scenarios are intended to represent a range of possible conceptual futures and will be the subject of the third series of public workshops in the fall of 2014. Input on the scenarios will then be used to develop detailed alternative land use and transportation system plans. The alternative plans will be evaluated and presented to the public in 2015. Ultimately, a final recommended year 2050 land use and transportation plan will be developed, representing a preferred comprehensive vision for the Region.

Preparation of VISION 2050 is being guided by the Commission Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning.

- As part of the upcoming major update, reevaluation, and extension of regional land use and transportation plans, the Commission is continuing work on a new large-scale origin and destination travel survey for the seven-county Southeastern Wisconsin Region. The survey is conducted once every ten years in conjunction with the decennial U.S. Census, and is funded by the USDOT and WisDOT. The information obtained from the survey will be used to estimate the current travel habits and patterns of the resident population of the Region, identify trends in those travel habits and patterns, and assist in the development of mathematical models to project future travel behavior in the Region. The travel survey information is vital to the proper planning of the highway and transit systems in Southeastern Wisconsin. The origin and destination travel study consists of five main elements—a resident household travel survey, an external travel survey, a group-quartered travel survey, a public transit travel survey, and a truck travel survey. Similar large-scale origin and destination surveys of travel characteristics and patterns in the Region were previously conducted in 1963, 1972, 1991, and 2001. The resident household travel survey and group-quartered travel survey were completed in 2011. The data collection phase of the external travel survey, public transit travel survey, and the commercial truck survey were completed in 2012. The public transit survey included an on-board survey of MCTS passengers, and a summary of fare payment method by minority, non-minority, and low-income individuals was provided to MCTS in May 2013 for use by MCTS in a fare equity analysis needed as MCTS transitions to smart card fare payment.

- Completed in October 2012 the 2013-2016 Transportation Improvement Program (TIP), which lists transportation projects intended to be undertaken by State, County, and local governments in Southeastern Wisconsin. The preparation of a TIP every two years, and amendments as needed, are a prerequisite to State, County, and local governments obtaining project funding from the USDOT, Federal Highway and Transit Administrations. In order to obtain Federal approval of the TIP and Federal funding of State, County, and local transportation projects, the Commission must conduct and document an extensive analysis of the air pollutant emission forecasts attendant to the regional transportation plan and TIP and their conformity with respect to the State Air Quality Implementation Plan. Following its completion, Commission staff has processed 12 amendments to the 2013-2016 TIP for Milwaukee County and 14 amendments for Milwaukee County municipalities.
- Completed work, in cooperation with local officials and WisDOT staff, on identifying adjustments to the year 2010 Census-defined boundaries for the Milwaukee urbanized area. After each decennial U.S. Census, urbanized areas are delineated by the U.S. Bureau of the Census based on resident population and population density, and are intended to represent the intensively developed urban cores of metropolitan areas. By definition, each urbanized area has a resident population of over 50,000 and a population density of at least 500 persons per square mile. Because the Census-defined urbanized areas are defined primarily by residential development, adjustments to the urbanized area boundary are necessary to include non-residential urban development—such as commercial and industrial areas, and to include segments of arterial facilities which would otherwise have irregular urban and rural segments. The proposed adjustments to the Milwaukee urbanized area were reviewed and approved by the Commission’s Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area.
- Working with the Commission’s Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee TIP Committee) and local governments within the Milwaukee urbanized area, procedures were developed to evaluate, prioritize, and recommend projects for Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding. These procedures serve as a revision to the procedures developed and utilized by the Milwaukee TIP Committee and communities within the Milwaukee urbanized area over the last 20 years to evaluate, prioritize, and recommend projects for STP-M funding. The procedures were utilized by the Milwaukee TIP Committee this year to evaluate, prioritize, and recommend projects for years 2015 through 2018 STP-M funding.
- Worked with the transit operators in the Milwaukee urbanized area to reach agreement on the distribution of FTA Section 5307/5340 formula program funds in 2014 among the four designated recipients in the Milwaukee urbanized area—Milwaukee, Ozaukee, Washington, and Waukesha Counties. A total of \$19,403,672 and \$19,601,596 in Section 5307/5340 funds were allocated to the area in 2013 and 2014, respectively. The funds were distributed among the designated recipients/transit operators based on revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles, which are reported by each transit operator to the FTA and WisDOT, with 25 percent of the urbanized area apportionment distributed using each criterion.

In addition, Commission staff worked with the transit operators in the Milwaukee urbanized area to reach agreement on the distribution of FTA Section 5310, FTA Section 5337, and FTA Section 5339 formula program funds among the four designated recipients. FTA Section 5310 funding, of which the urbanized area received \$1,187,949 in 2013 and \$1,162,803 in 2014, will be distributed using a competitive selection process managed by the Commission staff. This program is intended to support transit services that are specifically targeted at seniors and people with disabilities, and go above and

beyond the requirements of the Americans with Disabilities Act of 1990. FTA Section 5337 funding for capital projects, of which the urbanized area received \$167,371 in 2013 and \$421,944 in 2014, was distributed to Waukesha County because the funds were allocated to the urbanized area due to the exclusive bus lanes located on W. Bluemound Rd. in Waukesha County. FTA Section 5339 funding for bus and bus facility capital projects, of which the urbanized area received \$2,678,007 in 2013 and \$2,652,232 in 2014, was distributed among the designated recipients/transit operators based on revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles, which are reported by each transit operator to the FTA and WisDOT, with 25 percent of the urbanized area apportionment distributed using each criterion.

- In support of preliminary engineering for highway projects, the Commission provides long-range traffic forecasts to municipalities, counties, and the State of Wisconsin. Recent work has included forecasts for W. College Avenue (CTH ZZ) in the Cities of Franklin, Greendale, and Greenfield, S. 76th Street (CTH U) in the City of Franklin, S. 27th Street (STH 241) in the Cities of Franklin and Oak Creek, the IH 94 N-S reconstruction, the Zoo Interchange reconstruction, the IH 43 N-S corridor study, the IH 94 E-W corridor study, and the long-planned extension of 124th Street in the Cities of West Allis, Wauwatosa, and Brookfield, and Village of Elm Grove.
- Assisted the Milwaukee County Research Park Corporation in two efforts assessing the potential impacts of the reconstruction of the Zoo interchange. One effort involved reviewing data with respect to the need and desirability of the installation of a traffic signal at the intersection of Innovation and Research Drives. The other effort involves assessing the impact of the proposed reconstruction of the Zoo interchange, and specifically the reconstruction of Watertown Plank Road, on Vel R. Phillips Juvenile Justice Center employees. This study included a survey of Justice Center employee travel patterns to and from work, assessment of the impacts of the proposed roadway reconstruction on those travel patterns, and evaluation of the adequacy of the proposed reconstruction to serve Justice Center employees, and identification, if necessary, of potential refinements and improvements to address problems and better serve Justice Center employees.
- Continued to be involved in the efforts of the Milwaukee Gateway Aerotropolis Corporation (MGAC), a non-profit organization which promotes the use of Milwaukee's General Mitchell International Airport (GMIA) as an economic driver for the Region, attempting to efficiently link air, rail, road, and shipping transportation capabilities in the communities in the vicinity of GMIA. Through MGAC, Commission staff is assisting these communities in developing and implementing a vision for future development and redevelopment of the land adjacent to GMIA.

LAND USE PLANNING

- A new regional housing plan was adopted by the Commission in March 2013. The job/housing balance analysis conducted as part of the plan was updated in late 2013 to reflect the projected job/housing balance for each sewerage community in the Region, rather than groups of communities within sub-areas. In 2014, data from the regional housing plan for areas within the City of Milwaukee was provided to the Milwaukee County Economic Development Director in response to his request. Information and recommendations pertinent to the City of St. Francis were provided to the City for use in updating the City comprehensive plan, at the request of the consultant working with the City to prepare the plan update.
- The Commission staff worked with staff from the Milwaukee County Architecture, Engineering, and Environmental Services Division to determine the requirements and need for a Milwaukee County Farmland Preservation Plan. Although the new Wisconsin Farmland Preservation Program (Chapter 91 of the Wisconsin Statutes) requires that all counties adopt an updated Farmland Preservation Plan

by January 1, 2016, staff from the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) confirmed the Commission staff's interpretation that adoption of such a plan is required only to enable eligible owners of farmland parcels to claim State farmland preservation tax credits. In addition, the Statutes would not allow any farmed parcels that are planned to be converted to urban use within a 15-year period to be designated for farmland preservation. All of Milwaukee County is included in a planned sewer service area and eventual urban development, which is inconsistent with the Statutory requirement for designating farmland preservation areas.

- In a companion effort related to the review and update of the regional transportation plan, the Commission continued work on a major review and reevaluation of the long-range regional land use plan. Major inventory updates required in support of the new regional plan—including the regional land use, environmental corridor, and public utility inventories—have been completed. More information on the plan – called VISION 2050 – is included in the transportation section of this report.
- In May 2013, the Commission staff completed work on the preparation of a new set of projections of population and employment for the Region and its seven counties. The Commission reconsiders and extends its long-range population and employment projections every ten years, following the receipt of new population data from the decennial census along with the most current information on employment levels. The new projections are for the period from 2010 to 2050. The new population and employment projections will serve as a basis for updating and extending the currently adopted regional land use and transportation plans, along with other elements of the comprehensive plan for the Region, through the year 2050. The new projections are also available for use in county and local planning efforts.

ECONOMIC DEVELOPMENT PLANNING

- Provided assistance to the Milwaukee 7 (M7) to revise a draft comprehensive economic development strategy (CEDS) for Southeastern Wisconsin to address comments on the draft received from the U.S. Economic Development Administration (EDA). The materials were submitted to the M7 for use in completing a final CEDS for submittal to the EDA.
- Provided assistance to the Regional Economic Partnership, an economic development initiative of the seven counties in the Southeastern Wisconsin Region, the City of Milwaukee, We Energies, the M7, and the Commission.
- The Commission, in cooperation with WEDC, has made Economic Modeling Specialist International (EMSI) Analyst software available to County and local governments and economic development organizations. EMSI Analyst is a web-based economic development tool that includes extensive industry, occupation, and workforce data, and is used in business and industry analysis and attraction. County and local economic development organizations and units of government can request SEWRPC staff to apply the software to conduct analyses. During the last 12 months, EMSI data was provided by SEWRPC to the Milwaukee Department of City Development and the City of Milwaukee Business Improvement District #21 in response to their requests.
- Provided assistance to the Village of Shorewood in managing the Village's business incentive loan fund program and completing the following activities: 1) providing assistance in the servicing of six loans totaling \$427,500 that were provided with the assistance of the Commission, and 2) providing assistance in the underwriting, closing, and servicing of one new loan totaling \$50,000.

ENVIRONMENTAL PLANNING

- Assisted the Milwaukee County staff in preparation of an environmental assessment of the Estabrook dam on the Milwaukee River. This assessment is part of the evaluation of whether to restore or remove the dam. The SEWRPC staff updated the hydraulic model of the Milwaukee River and used that updated model to evaluate dam alternatives developed by the Estabrook Dam Environmental Assessment Advisory Committee convened by Milwaukee County. The alternatives analyzed are:
 - Rehabilitate the dam
 - Rehabilitate the dam and add provisions for fish passage from downstream to upstream
 - Abandon and remove the dam
 - Abandon and remove the dam, providing a rock ramp to facilitate fish passage and establish an impoundment

The hydraulic analyses considered normal and flood flow conditions in the River, enabling evaluation of the effects of the alternatives on recreational navigation, flooding, and fish migration.

The hydraulic analyses were presented by the Commission staff at a June 5, 2014, public meeting convened by Milwaukee County.

- The following work was performed under the floodplain mapping program for the Milwaukee County Automated Mapping and Land Information System (MCAMLIS) Steering Committee and the Metropolitan Milwaukee Sewerage District (MMSD):
 - Continued work on developing the hydrologic and hydraulic models for the Root River watershed. The project involves mapping the 10-, four-, two-, one-, and 0.2 percent annual-probability (10-, 25-, 50-, 100-, and 500-year recurrence interval) floodplains along 28 streams in the watershed, including the main stem of the Root River. This project involves lands in Milwaukee County parks, the Cities of Franklin, Greenfield, Milwaukee, Oak Creek, West Allis, and the Villages of Greendale and Hales Corners.

Work on the hydrologic model included updating meteorological data, preparing land use data by subbasin for planned year 2035 conditions, and developing flow routing information for 11 of the 28 streams, including the entire Root River main stem.

- Prepared hydraulic models of the West Branch of the Root River and the Dakota Street and 130th Street Tributaries to the West Branch of the Root River in the City of West Allis using the U.S. Army Corps of Engineers HEC-GeoRAS model. HEC-GeoRAS enables use of a digital elevation model, developed from the 2010 Milwaukee County LiDAR data to automate the process of developing stream channel and overbank cross section geometries and mapping floodplain limits. Began developing HEC-GeoRAS models of Ryan Creek in the City of Franklin, Tess Corners Creek in the City of Franklin and the Village of Greendale, and Wildcat Creek in the City of Greenfield. Continued developing HEC-GeoRAS models of the Root River main stem, which flows through the Milwaukee County Root River Parkway in the Cities of Franklin, Greenfield, and West Allis and the Village of Greendale.
- Completed mapping the floodplain along the Little Menomonee River in the City of Milwaukee.
- Continued mapping the floodplain along Fish Creek in the Village of Bayside.

- Completed work on a restoration plan for the Root River watershed in partnership with the municipalities and counties of the watershed (including Milwaukee County), MMSD, WDNR, the Root-Pike Watershed Initiative Network, and the Southeastern Wisconsin Watersheds Trust, Inc. The plan was developed within the framework of the 2007 SEWRPC regional water quality management plan update for the greater Milwaukee watersheds, and it focuses on water quality, habitat, recreation, and flooding issues. The plan is documented in SEWRPC Community Assistance Planning Report No. 316, *A Restoration Plan for the Root River Watershed*, Part 1: Chapters 1 - 7 and Part 2: Appendices, July 2014.
- Continued to coordinate with the Cities of Milwaukee and Wauwatosa and the Wisconsin Department of Natural Resources (WDNR) during the WDNR review of a conditional letter of map revision (CLOMR) application for the floodplain along the main stem of the Menomonee River in the approximately 8.4-mile-long reach extending from the confluence with Underwood Creek near W. North Avenue, downstream to the River's mouth at its confluence with the Milwaukee River in the Milwaukee Harbor estuary. The Commission staff created a hydraulic model of the River that incorporated numerous flood mitigation projects implemented over the last decade by MMSD and/or the Cities of Milwaukee and Wauwatosa along with projects committed to be implemented in the near future. The incorporation of those projects, representing over a decade of progress in flood mitigation, in a single hydraulic model is a major achievement that will greatly assist the cities in administering floodplain zoning and MMSD in completing additional flood mitigation projects.
- At the request of the City of Milwaukee, submitted to the WDNR an updated hydrologic analysis for the Kinnickinnic River watershed that was developed under the MCAMLIS/MMSD floodplain mapping program. This submittal is the first step in ultimately gaining approval of the updated floodplain maps for this watershed from the WDNR and the Federal Emergency Management Agency.
- Continued work on a Honey Creek watercourse system plan for MMSD. The plan will address flooding mitigation and stream rehabilitation in the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis.
- Reviewed a proposal to replace a bridge deck and to construct the Victory Creek/Pleasant View recreational trail in the floodplain of the East Branch of the Root River in the City of Franklin. Performed a hydraulic analysis of proposed modifications to the S. 1st Street bridge over the Kinnickinnic River in the City of Milwaukee, and reviewed a hydraulic analysis of the W. Becher Street bridge over the Kinnickinnic River in the City of Milwaukee.
- Assembled and submitted hydrologic model information requested by WDNR for its review of the Beaver Creek floodplain mapping project in the City of Milwaukee and the Village of Brown Deer.
- The Commission, along with WDNR and the Wisconsin Department of Transportation, provided funding for the Wisconsin portion of a June 2013 National Weather Service study of precipitation frequencies in the Midwestern United States. Under this study, updated precipitation frequency information (rainfall depths, durations, and probabilities of occurrence) has been developed for 11 Midwestern states, and, specifically for regions of the State of Wisconsin, including specific information for the Southeastern Wisconsin Region. Precipitation frequency information is used by Counties, municipalities, State and Federal agencies, and consulting engineers for the analysis of stormwater and riverine flooding and for the evaluation and design of stormwater management, flood mitigation, and roadway drainage systems. The Commission has historically updated regional precipitation frequency information every 10 to 15 years. The last Commission update was in 2000, so the new study offers a cost effective way of updating the Regional information through a Federal

study that will become the standard for the Midwestern U.S. The Commission staff presented the study results to the MMSD Technical Advisory Team, which includes representatives of all Milwaukee County communities except the City of South Milwaukee.

- Previously completed work on development of a watershed-based stormwater permit framework for the Menomonee River watershed communities in Milwaukee, Ozaukee, and Waukesha Counties. The project was funded by the U.S. Environmental Protection Agency (USEPA) and was conducted in collaboration with the municipalities in the watershed, USEPA, the Wisconsin Department of Natural Resources (WDNR), and MMSD. Milwaukee County; the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis; and the Village of West Milwaukee are parties to the permit. The Commission staff made a joint presentation of the study, along with the WDNR staff, at the 2013 American Public Works Association International Public Works Congress and Exposition in Chicago and the Commission staff presented the study at the 2014 Central States Water Environment Association Wisconsin Section Annual Wisconsin Government Affairs Seminar.
- Provided technical assistance to MMSD and its consultant in the conduct of a third-party total maximum daily load (TMDL) study for the Kinnickinnic, Menomonee, and Milwaukee River watersheds and the Milwaukee Harbor estuary. Also served as member of the TMDL development team.
- Served on the Advisory Committee for the MMSD Green Infrastructure Plan, and provided MMSD with extensive geographic information system-based data, including year 2000 land use, 2005 environmental corridors and planned environmental corridors, depth to bedrock, groundwater recharge, and historical urban growth.
- Assisted the City of Milwaukee as a technical advisor for its *ReFresh Milwaukee* sustainability plan.
- Collaborated with the University of Wisconsin-Milwaukee (UW-M) Great Lakes WATER Institute in the School of Freshwater Sciences, the UW-M Department of Civil Engineering and Mechanics, and the University of Wisconsin-Madison Center for Climatic Research in the Nelson Institute for Environmental Studies on a study of the potential effects of climate change on water quality conditions within the streams and rivers of the greater Milwaukee watersheds under a range of projected mid-century climate change conditions. This study applied the watershed water quality models developed for the Kinnickinnic, Menomonee, Milwaukee, and Root River watersheds and the Oak Creek watershed under the 2007 MMSD/SEWRPC/WDNR Water Quality Initiative. The final report was issued in October 2013, and the study was presented at a plenary session of the Southeastern Wisconsin Watersheds Trust, Inc. Clean Rivers/Clean Lake Conference in the City of Milwaukee in May 2014.
- Provided hydrologic and hydraulic data to consultants and communities for Honey Creek in the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis; the Milwaukee River, Lincoln Creek, the Kinnickinnic River, Wilson Park Creek, Villa Mann Creek, the Menomonee River, Grantosa Creek, and the North Branch of Oak Creek in the City of Milwaukee; Wilson Park Creek in the City of Cudahy; the North Branch of Oak Creek in the City of Oak Creek; the Menomonee River and Grantosa Creek in the City of Wauwatosa; and Fish Creek in the Village of Bayside. Data on stream channels and existing and potential stream buffers were also provided to the City of Milwaukee to assist them with implementation of green infrastructure components of the City sustainability plan. Information on Lake Michigan shoreline erosion resources developed by the Commission were provided to a consultant for the U.S. Army Corps of Engineers working on an assessment of the Great Lakes under the National Shoreline Management Study.

- As the areawide water quality management planning agency, the Commission staff reviewed, and recommended approval of, three public sewer service extension projects, all of which were determined to be consistent with the regional water quality management plan. Those projects were located in the Cities of Greenfield and Oak Creek and the Village of Shorewood. The Commission staff also reviewed nine private sanitary sewer extensions. Those projects were located in the Cities of Cudahy (2) Greenfield (1), St. Francis (1), and Wauwatosa (1) and the Villages of Brown Deer (3 and Whitefish Bay (1).
- Agreed to serve on the stakeholder committee meeting for the streambank stabilization projects that MMSD is proposing to implement in preparation for the increased flows from the WisDOT's Zoo Interchange Reconstruction project. As part of the WisDOT project, MMSD and WisDOT entered into an agreement to perform streambank stabilization on the impacted waterways downstream of their interchange project area that includes Honey Creek and Underwood Creek north of I-94 to their confluences with the Menomonee River. Commission staff will assist MMSD and their associated consultant team in the development of a final list of project sites as well as a prioritization list for ranking the projects for the fall of 2014.
- Continued to serve on the Burnham Canal Technical Stakeholder Committee as part of the MMSD and US Army Corps of Engineers project.
- Continued to serve on the Menomonee River Technical Stakeholder Committee as part of the MMSD project for the removal of three low flow barriers to improve fish passage.
- Continued to provide technical assistance for the concrete channel removal and reconstruction to improve fish passage on the Menomonee River. This Menomonee River Fish Passage project is a joint effort with MMSD, USFWS, WDNR, Milwaukee Riverkeeper, and Trout Unlimited. This project will re-establish the biological continuity between the Menomonee River, Milwaukee River Estuary, and Lake Michigan to improve fish and wildlife as well as recreational opportunities.
- Continued to serve on the Menomonee River Watershed Action Team Technical Advisory Committee to help identify and prioritize restoration projects and help obtain funding to address them.
- Continued to serve on the Milwaukee Estuary Area of Concern (AOC) Fish and Wildlife Technical Advisory Committee.
- Conducted environmental planning lectures at the Milwaukee Area Technical College (MATC) and University of Wisconsin-Milwaukee as well as participated in the West Allis High School Career Day event.

Environmental Field Work

Public Facility/Municipal Utility – 2 Projects

- Proposed Evergreen Court Extension (City of Franklin) – Secondary Environmental Corridor and Wetland Delineation
- Proposed Training Facility Expansion at MATC Oak Creek Campus (City of Oak Creek) – Wetland Delineation

Transportation – 2 Projects

- Whitnall Park Drive Bridge Replacements (City of Franklin and Village of Hales Corners) – Wetland Delineation
- Watertown Plank Road and Underwood Creek Bridge Reconstruction (City of Wauwatosa) – Wetland Delineation

Park Sites – 3 Projects

- Proposed Pleasant View Neighborhood Park Improvements (City of Franklin) – Secondary Environmental Corridor and Wetland Delineation
- Wildcat Creek Rehabilitation within Kulwicki Park (City of Greenfield) – Wetland Delineation
- Noyes Park Creek Rehabilitation (City of Milwaukee) – Wetland Delineation

Residential/Commercial Development Parcels – 5 Projects

- Thomas Kyser Living Trust Property at 7711 S. 76th Street (City of Franklin) – Secondary Environmental Corridor Delineation and Wetland Delineation Review
- Proposed Multi-family Development on the Northern Management, LLC Property (City of Franklin) – Isolated Natural Resource Area and Wetland Delineation
- Proposed Victory of the Lamb Church Development on the Hribar Trust Property (City of Franklin) – Isolated Natural Resource Area Delineation and Wetland Delineation Review
- Brad and Gregg Schmidt Property (City of Franklin) – Isolated Natural Resource Area and Wetland Delineation
- James and Kyong Watson Properties (City of Oak Creek) – Wetland Delineation

SURVEYING AND MAPPING ASSISTANCE

The Commission has, since its inception, provided surveying and mapping services to Milwaukee County. As a part of such services, the Commission has since 1984 provided a County Surveyor for Milwaukee County. Pursuant to State Legislation, the County Surveyor is responsible for perpetuating corners of the U.S. Public Land Survey System which may be subject to disturbance, removal, or burial through construction or other activities, and for maintaining a record of the surveys required for such perpetuation. The U.S. Public Land Survey corners, as monumented by the County Surveyor, provide the basis for the conduct of all land and engineering surveys within the County. The Commission remonuments from 50 to 60 such corners annually. The surveys and remonumentation required, if performed through private contract, may be expected to cost over \$100,000 per year. Importantly, the Commission not only remonuments disturbed corners as necessary, but establishes the State Plane Coordinates and Mean Sea Level elevations for those corners through the conduct of high order geodetic surveys. This makes the resulting control survey network invaluable for public works engineering as well as for land surveying purposes.

Also pursuant to State Legislation, a copy of each land survey plat prepared by a land surveyor must be filed with the County Surveyor, and through that office made available to other surveyors, engineers,

realtors, assessors, and the public in general. Approximately 900 to 1,000 such plats are filed annually with the County Surveyor.

In addition to meeting the statutory responsibilities of the County Surveyor, the Commission provides related technical assistance in survey and mapping in response to County requests. At the County request, the Commission in 1989 prepared a detailed design plan for the creation of an Automated Mapping and Land Information System for Milwaukee County. In accordance with that design, the Milwaukee County Board created the Milwaukee County Automated Mapping and Land Information System (MCAMLIS). The exclusive work necessary to create the system was initially funded with matching grants totaling \$2.1 million from the Wisconsin Electric Power Company, Wisconsin Bell, the Wisconsin Gas Company, and the Milwaukee Metropolitan Sewerage District. The County Surveyor for many years served as chairman of, and still serves as a member of, the MCAMLIS Steering Committee. The Commission provided the technical specifications for the creation of the foundational elements of the MCAMLIS – consisting of a horizontal and vertical control survey network, covering the entire County and the large-scale topographic and matching property boundary line maps – and administered the creation of those elements through contracts with consulting engineering firms. That administration included the conduct of the field surveys necessary for quality control of the finished control survey system and the attendant base maps. The Commission has also completed the technical analyses required to facilitate the bidirectional transformation of control survey data between the various survey datums in use by various public and private sector organizations operating within the County; and has, in response to a specific request from Milwaukee County, undertaken a technical evaluation of ability of alternative orthophotography programs to meet National Map Accuracy Standards. The Commission has also at County request provided special surveys such as those necessary to map hazards to air navigation that exist in the approach zones to Milwaukee County General Mitchell International Airport, and special surveys to delineate environmental corridor and flood hazard areas.

The Commission participated in a business needs assessment project to assist the MCAMLIS Steering Committee in 2013. The assessment project was intended to help identify priorities for MCAMLIS and recommend mapping data and services that the system could potentially provide. Selected Commission staff assisted the project consultant by taking part in an online survey pertaining to mapping activities and location-based data and technologies. Following the survey, staff members participated in a group interview with the business needs assessment project consultant to provide additional information about MCAMLIS resources and services.

In 2010, the Commission assisted Milwaukee County in the acquisition of new digital orthophotography as part of the Regional Orthophotography Program. The Commission anticipates that the next aerial photo acquisition project in the ongoing Regional Orthophotography Program will occur in 2015. In preparation for this project, Commission staff have sought input from participating counties and municipalities concerning various options for deliverable image products. The project will be designed to allow interested counties and municipalities to obtain additional elevation data to complement the imagery. In the past year Commission staff have also explored various funding alternatives for the proposed 2015 Regional Orthophotography Project.

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