

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607

TELEPHONE (262) 547-6721
FAX (262) 547-1103

Serving the Counties of:

KENOSHA
MILWAUKEE
OZAUKEE
RACINE
WALWORTH
WASHINGTON
WAUKESHA



Southeastern Wisconsin Regional Planning Commission Planning Efforts for Milwaukee County

July 2013

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 obtaining \$12.7 million in Federal Highway administration Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to be used to implement two new express bus routes, which will improve the effectiveness and efficiency of transit service, while eliminating the need to reduce transit service and increase fares in 2012 and 2013.
- 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.
- Completed a study of the potential extension of the Lake Parkway from its current endpoint at Edgerton Avenue to STH 100, at the specific request of the Milwaukee County Board of Supervisors and County Executive, along with the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. Based on public comments, the Advisory Committee for the study determined to make a final recommendation that the Lake Parkway be extended from Edgerton Avenue to STH 100 in Milwaukee County. At the request of the Milwaukee County Board of Supervisors and County Executive, the Commission subsequently amended the year 2035 regional transportation system plan to include a Lake Parkway extension.
- 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.
- Initiated work on a major review, reevaluation, and update of the regional transportation system plan. That plan is intended to provide a vision for, and guide to, the development of the Region's multimodal transportation system for 20 or more years into the future. The new plan—expected to be

completed in 2015—will replace the existing year 2035 regional transportation system plan, and will serve as a guide to transportation system development to the year 2050. This 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.

- 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 subsequently provided to MCTS in May 2013 for use by MCTS in a fare equity analysis needed as MCTS transitions to smart card fare payment.
- A Public Transit-Human Services Coordination Plan for Milwaukee County was completed, and submitted to and approved by, the Wisconsin Department of Transportation (WisDOT). The coordination plan, updated every four years, is intended to provide a framework to assist community leaders, human services agencies, and public transit agencies to improve transportation services in each county and between counties. The Federal highway and transit funding authorization bill—Moving Ahead for Progress in the 21st Century Act (MAP-21)—enacted in July 2012, requires that a plan be completed for funding to be available for projects under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. All projects to be funded must be included in the coordination plan. The Commission facilitated this process at the request of WisDOT. Like the previous Milwaukee County coordination plan, completed in 2008, the 2012 coordination plan assessed the existing transportation needs and services in Milwaukee County, identified unmet needs or service gaps, and presented a prioritized list of strategies to address those needs in a cost-effective manner. A meeting was held in October to bring together County staff, transit providers, and others to provide input into the development of the plan.
- 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 at their meeting in October 2012.
- 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 recently completed procedures will be utilized by the Milwaukee TIP Committee later this year to evaluate, prioritize, and recommend projects for years 2015 through 2018 STP-M funding.
- Completed the development of a regional transportation operations plan (RTOP), which addresses the operation and systems management element of the regional transportation system, serving to refine and implement the transportation systems management (TSM) element of the regional transportation plan. This effort included a review of the TSM element of the regional transportation plan. As part of this RTOP effort, local and State governments, including each municipality in Milwaukee County and the County itself, were requested to identify projects over a short-range (five-year) period to implement this operations and management element of the regional transportation plan. Milwaukee County staff identified seven such TSM-related projects. Commission staff, guided by the Commission’s Advisory Committee on Regional Transportation System Planning, reviewed the list of projects received and developed a priority grouping of projects which would be used in funding determinations for FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.
- 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 2012 among the four designated recipients in the Milwaukee urbanized area—Milwaukee, Ozaukee, Washington, and Waukesha Counties. A total of \$20,959,831 and \$19,403,672 in Section 5307/5340 funds were allocated to the area in 2012 and 2013, 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 initiated discussions with transit operators to identify designated recipients for the funds allocated to the Milwaukee urbanized area in 2013 and future years under FTA funding programs that were either created as, or modified to become, formula programs under

the provisions of MAP-21. These programs included the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, the FTA Section 5337 State of Good Repair Program, and the FTA Section 5339 Bus and Bus Facilities Program. The modified Section 5310 program combined the traditional 5310 Program, which included capital funding for vehicles and related equipment used by private not-for-profit agencies and organizations to transport seniors and people with disabilities, and the previous Section 5317 New Freedom program, which included capital and operating funding for mobility management, travel training to instruct people with disabilities on using fixed-route bus services, and capital improvements to remove barriers at bus stops for people with disabilities. The Section 5337 Program was created to provide funds for repairing and upgrading the nation's rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). The Section 5339 Program was created to provide capital assistance funding that can be used to replace, rehabilitate and purchase buses and related equipment or to construct bus-related facilities.

- Met with, and provided U.S. Census and geographic information system data to, Milwaukee County and MCTS staff, for use in preparing Federally-required Title VI reports for MCTS.
- 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.
- Made a presentation to the Milwaukee County Department on Aging's Underserved Populations Workgroup related to the travel characteristics and demographics of transit-dependent populations of Milwaukee County.
- Worked with the Coalition for Advancing Transit to assist in communicating the need for a good public transit system, the desirable improvements and expansion to the existing public transit system, the funding problems facing MCTS, the unique method of funding transit in Wisconsin (heavy dependence on Federal and State funds), the means of funding public transit in peer metropolitan areas, and the need for dedicated local transit funding in Milwaukee County.
- 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 includes 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 new plan updates a regional housing plan adopted by the Commission in 1975. The plan is intended to address the availability, distribution, and density of housing in the Region, with a focus on addressing workforce housing needs and affordable housing for lower- and moderate-income households and persons with disabilities. The plan report was sent to all county and local governments in the Region in May. County review and endorsement of the plan as an advisory guide to housing development and redevelopment is requested.
- In a companion effort related to the review and update of the regional transportation plan, the Commission has initiated 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—are nearing completion.
- 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

- The Commission assisted Milwaukee County Economic Development staff in the preparation of an economic development plan for Milwaukee County. Efforts for the plan included a review of economic conditions, an assessment of infrastructure, analysis of existing economic development efforts, and formulation of a draft strategic economic development plan. The Commission staff also prepared a draft survey and materials for focus group meetings in anticipation of an outreach effort to review and refine the draft plan. However, at the direction of County staff, completion of the plan has been deferred in part so that it can reflect areas of emphasis consistent with the comprehensive economic development strategy (CEDS) for Southeastern Wisconsin. The Milwaukee 7 regional economic development organization (M7) is reviewing and updating the CEDS for the Region. Commission staff will work with County staff to complete the economic development plan for Milwaukee County, as County staff requests assistance in the future.
- 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 Metropolitan Milwaukee Association of Commerce, and the Commission.
- Hosted workshops for county and local economic development organizations and planners in cooperation with the Wisconsin Economic Development Corporation (WEDC) at the Commission office on WEDC local assistance programs in October 2012 and March 2013.

- 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. An in-depth presentation on the Analyst software was provided by WEDC and SEWRPC staff at a March 2013 workshop.
- 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 four loans totaling \$336,500 that were provided with the assistance of the Commission, and 2) providing assistance in the packaging, closing, and servicing of three new loans totaling \$200,000.
- Provided assistance to the City of Cudahy in developing a draft program manual to provide low-interest loans for the rehabilitation of single-family dwellings in Tax Incremental District No. 1.

ENVIRONMENTAL PLANNING

- Assisting the Milwaukee County staff in the initial stages of 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 is updating the hydraulic model of the Milwaukee River and will use that updated model to evaluate dam alternatives being considered under the environmental assessment. The alternatives under consideration are:
 - Do nothing
 - Rehabilitate the dam
 - Rehabilitate the dam and add a fishway
 - Replace the dam
 - Partially or fully remove the dam

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

- 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 model of the Root River watershed. The project will involve mapping the 10-, two-, one-, and 0.2 percent annual-probability (10-, 50-, 100-, and 500-year recurrence interval) floodplains along 25 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.
 - Prepared hydraulic models of the East Branch of the Root River and Unnamed Tributary No. 1 to the East Branch of the Root River (Woods Creek) in the Cities of Greenfield, Franklin, and Milwaukee and the Village of Greendale 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 the West Branch of the Root River in the City of West Allis and 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.

- Continued mapping the floodplain along the Little Menomonee River in the City of Milwaukee.
- Continued work on a restoration plan for the Root River watershed in partnership with the municipalities and counties of the watershed (including Milwaukee County), the Milwaukee Metropolitan Sewerage District (MMSD), WDNR, the Root-Pike Watershed Initiative Network, and the Southeastern Wisconsin Watersheds Trust, Inc. The plan is being 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
- Prepared 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.
- 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 place fill in the floodplain along Legend Creek in the City of Franklin.
- Performed hydraulic model calibration analyses and began assembling 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.
- Performed hydraulic analyses of a proposed ramp to improve accessibility to the Milwaukee Riverwalk in the vicinity of Kilbourn Avenue in the City of Milwaukee.
- Published SEWRPC Community Assistance Planning Report No. 282, 2nd Edition, *City of Milwaukee All Hazards Mitigation Plan*, June 2012. The updated plan is necessary for the City to qualify for Federal disaster relief funds.
- Completed and distributed a SEWRPC staff memorandum, prepared at the request of Supervisor Patricia Jursik, to help assist the City of South Milwaukee and Milwaukee County to understand, and assign responsibilities for, Oak Creek flood mitigation, City of South Milwaukee stormwater management problems, City of South Milwaukee sanitary sewer system basement backups, Oak Creek maintenance addressing sedimentation and erosion, and Mill Pond and dam maintenance.
- Prepared stream channel survey data, analysis, and recommendations regarding the relocation of an unnamed tributary to Oak Creek related to the improvement of the off-ramp at Ryan Road and IH 94 under the *WisDOT North-South Freeway (IH 94) Ryan Road Interchange* roadway improvement project.

- The Commission, along with WDNR and the Wisconsin Department of Transportation, provided funding for the Wisconsin portion of a 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 explicit 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, which was published in mid-2013, offers a cost effective way of updating the Regional information through a Federal study that is expected to become the standard for the Midwestern U.S.
- 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 is being 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.
- 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 Water Quality Initiative. It is anticipated that the final report will be issued in 2013.
- Provided technical assistance for a MMSD project to remove concrete to improve fish passage on the Menomonee River, and a Groundwork Milwaukee, Inc. habitat improvement project in the Menomonee and Kinnickinnic River portions of the Milwaukee Harbor estuary.
- Provided hydrologic and hydraulic data to consultants and communities for Tess Corners Creek in the City of Franklin; Honey Creek in the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis; ; Lincoln Creek, the Kinnickinnic and River, Lyons Park Creek, Wilson Park Creek, Villa Mann Creek, a tributary to Villa Mann Creek, the Menomonee River, the Little Menomonee River in the City of Milwaukee; the Mitchell Field Drainage Ditch, Southland Creek and a tributary to Southland Creek in the City of Oak Creek; and the Menomonee River in the City of Wauwatosa.
- As the areawide water quality management planning agency, the Commission staff reviewed, and recommended approval of, ten 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 Franklin (4), Milwaukee (3), and Oak Creek (2); and the Village of West Milwaukee (1). The Commission staff also reviewed 18 private sanitary sewer extensions. Those projects were located in the Cities of Franklin (3), Oak Creek (4), and Wauwatosa (5); and the Villages of Brown Deer (1), Greendale (1), Hales Corners (1), West Milwaukee (2), and Whitefish Bay (1).

Environmental Field Work

Public Facility/Municipal Utility – 3 Projects

- Proposed Victory Creek/Pleasant View Recreational Trail Connection (City of Franklin) – Secondary Environmental Corridor and Wetland Delineation
- Proposed Estabrook Park Dam Rehabilitation (City of Glendale) – Wetland Verification
- Proposed storm sewer relay route between a College Avenue lift station located west of Lake Drive and a proposed outfall structure at the Lake Michigan shoreline (City of South Milwaukee) – Wetland Review.

Transportation – 8 Projects

- West Mill Road (CTH S) Reconstruction Between North 43rd Street (CTH G) and North Sydney Place (Cities of Glendale and Milwaukee) – Wetland Delineation
- USH 41/45 & Good Hope Road Interchange Reconstruction (City of Milwaukee) – Wetland Delineation
- Granville Road Relocation Route at Good Hope Road and 91st Street (City of Milwaukee) – Wetland Delineation
- STH 38 (Howell Avenue) Improvements Between Grange Avenue and Oakwood Road (Cities of Milwaukee and Oak Creek) – Wetland Delineation
- STH 100 Reconstruction between IH-94 and Underwood Creek and the intersection of the Hank Aaron State Trail and a Railroad Right-of-way (Cities of Milwaukee, Wauwatosa, and West Allis) – Wetland Delineation
- South 5th Avenue Extension and Re-alignment Route Between STH 32 and E. Ryan Road (City of Oak Creek) – Wetland Delineation
- Proposed Stormwater Detention Pond Related to the STH 100 (Ryan Road) Reconstruction (City of Oak Creek) – Wetland Delineation
- IH 894 Crossings at Cleveland Avenue and Dakota Street where bridge replacements are proposed to accommodate the future expansion of IH 894 (City of West Allis) – Wetland Delineation

Individual Development Parcels – 5 Projects

- Meijer Development Site (City of Franklin) – Secondary Environmental Corridor and Wetland Delineation Review

- Conrad Kaminski Property (City of Franklin) – Primary Environmental Corridor and Wetland Delineation
- Dan Fuss Property (City of Franklin) – Secondary Environmental Corridor and Wetland Delineation
- Ken Sweeney Property (City of Franklin) – Wetland Verification
- Grand Trunk Redevelopment Site (City of Milwaukee) – Wetland Delineation

Environmental Inventories – 1 Project

- Potential Milwaukee County Land Acquisition at 12040 W. Appleton Avenue

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 necessary – 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 has recently participated in a business needs assessment project to assist the MCAMLIS Steering Committee. The assessment project is 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 will seek input from participating counties and municipalities concerning various options for deliverable image products and will also explore funding alternatives. During the past year, the Commission hosted the Wisconsin Aerial Mapping Regional Workshop, part of an initiative by the State Cartographer's Office (SCO) to promote a statewide orthophotography program. A Commission staff member also serves on the SCO's Aerial Imagery Steering Committee, which is preparing a business plan in support of the proposed statewide imagery program.

* * *

KRY/dad
Milwaukee County Annual Report (00210939.DOC)

