



THE FOGHORN



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Focus On Comprehensive Planning



For the next few years, the Community Development Education pages of *The Foghorn* will emphasize land use education and information.

UWEX educational support for local and county comprehensive planning projects will include work-

shops and presentations about a variety of planning, development and conservation topics.

So, if you're active in a comprehensive planning project, or just want to learn more about land use issues, be watching for each *Foghorn* issue!

What's a Comprehensive Plan?

A comprehensive plan is a legal document that serves as long-range guide for physical development &/or conservation of resources in your community.

Wisconsin's Comprehensive Planning law – found in Chapter 66 of the State Statutes - defines the types of content that local plans must address – economic development, transportation, etc. – but leaves it up to citizens, officials and other plan participants to de-

fine actual plan content.

A good comprehensive plan has a strategic focus – it provides a basis for action. Beginning in 2010, the law requires consistency between your municipality's adopted Comprehensive Plan and land use actions handled through local zoning and subdivision ordinances, and the official map. Managing land use plan-action consistency is a challenge faced by all Kewaunee County municipalities.

Addressing Transportation In Your Local Comprehensive Plan

This overview of local planning for transportation draws from educational materials I developed while working as a UWEX Land Use Education Specialist. A presentation by Walt Raith, Transportation Planner at East Central Regional Planning Commission also provides significant content. Finally, the Transportation Planning Resource Guide sponsored by the Wisconsin Department of Transportation was a source for this article. - Merritt

Transportation Element: What's The Law?

Communities working with the Baylakes Regional Planning Commission to complete local Comprehensive Plans are focused in coming weeks on the Transportation Element of their plans. Based on Chapter 66.1001(2)(c) of the Wisconsin Statutes, the content of every Comprehensive Plan Transportation element must address the following:

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air

transportation, trucking and water transportation. The element shall:

- Compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans.
- Identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans including:
 - * transportation corridor plans
 - * county highway functional and jurisdictional studies
 - * urban area and rural area transportation plans
 - * airport master plans and rail plans that apply in the local unit.

2 What Do Communities Analyze?

Transportation is one of the "functional" planning elements that must be addressed under Wisconsin's Comprehensive Planning law. The content of the data and analysis varies with each community. The "functional" elements are ones that address physical resources in a community:

Transportation

- Housing
- Natural, Agricultural & Cultural Resources
- Economic Development
- Utilities & Community Facilities

Generally, for each of these elements, community planning participants and professional planners:

- Establish Goals & Objectives
- Inventory, Map & Analyze data
- Explore Core Issues & Policy Alternatives

- Create implementation Strategies
A principle question for communities to ask is "How can our transportation services and facilities be maintained and developed to achieve our community's overall vision of the future?"

Basically, community plans explore an inventory of existing transportation networks, a trends analysis of traffic patterns, identifying and developing policies to address of hot transportation and/or traffic issues, and review of larger (regional, state and federal) transportation systems.

More specifically, within a Comprehensive Plan, core questions include:

- How will land use decisions impact transportation needs?
- How will transportation decisions impact land use needs?
- What steps will be taken to ensure that transportation decisions and land use decisions are compatible?



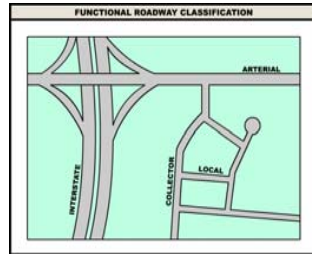
What Is the Transportation Cycle?



Follow the "traffic circle" to understand the logic that transportation planners deal with.

How are Roadways Classified?

4 Roads are the most basic transportation facility that most towns deal with. Planners look



at 4 basic types of roadway classification: interstate highways, arterials, collectors and local roads.

The basic function of local roadways providing people with access to land. The basic function of arterials is providing mobility. Collectors provide both land access and mobility.

5 What Sorts of Questions Do Planners & Communities Need to Ask About These Facilities? What Are We Looking For in the Data?

Planners' and communities' questions – and because of this - inventory, data analysis and mapping tends to focus on:

- Physical Condition of the Transportation System: The existing and future physical condition of the system is considered to determine where and when improvements are needed.
- Capacity: The existing and future capacity of the system is considered to determine where and when expansion is needed.
- Traffic Flow: The movement of traffic is analyzed to determine if improvements are needed to allow traffic to move more smoothly (e.g., traffic signals, realigning intersections).
- Safety: The incidence of accidents is considered to determine if certain

areas of the transportation system are unsafe relative to other areas and what can be done to address the issue.

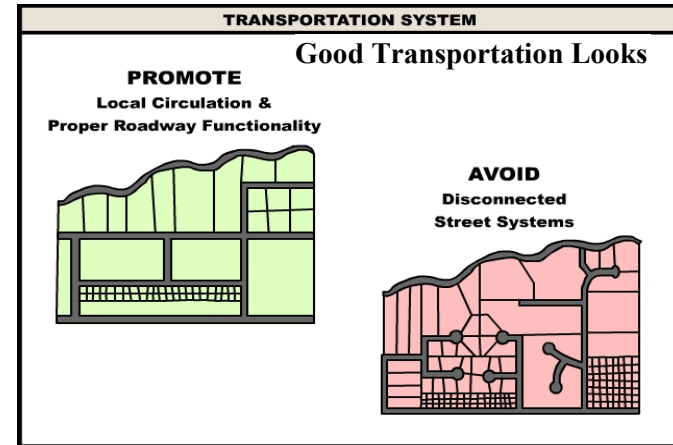
- Accessibility: The ability of transportation users to access the system is considered to determine if physical improvements or additions of different modes of transportation are needed.
- Connectivity: A big word that needs attention. The level of connectivity between within a single mode of transportation and between multiple modes of transportation is considered to determine if adjustments to the transportation system are needed. For example, do streets connect to adequately and safely move automobile traffic? Or, does the bus system connect to bike trails to encourage multi-modal use?

6 What Output and Results are Generated?

Big picture ideals are raised through maps and system descriptions. Recommendations may address:

- Local problems & opportunities
- Policy choices for local government
- Potential solutions/strategies
- Need for up-to-date facility studies for physical infrastructure, recommendations emerge regarding:
 - Maintain
 - Rehabilitate
 - Replace

- Expand
 - A Capital Improvement Program (CIP) is a year-by-year estimate showing the sequence, timing and cost of physical improvements to a municipality's transportation facilities. While not typically a component of the comprehensive plan, good planners, with an eye towards plan implementation, will scope their facilities analysis and recommendations in ways that support CIP development and deployment.



7 What are Critical Integration Points Between this Element and Other Plan Elements and Issues?

Economic Development:

- How can the transportation system enhance economic development?
- How will economic development impact the transportation system?

Environment

- How will changes to transportation impact the preservation/protection of environmental resources, such as water and air quality?

Aesthetics

- How do transportation facilities affect aesthetics in your community?

Efficiency

- How will you ensure that the decisions you make for your transportation system preserve the existing facilities and potentially reduce the need for expansion or realignment?

Cost

- How will the associated costs of the transportation system be addressed?
- How can fiscal requirements be minimized in the short and long term?