

BAY-LAKE Regional Planning Commission

NEWSLETTER 4th Quarter 1999

The Bay-Lake Regional Planning Commission was established by Governor Lucey in April 1972 by Executive Order 35 to provide planning services on area-wide issues, to represent local interests on state and federal planning program activities, and to provide local planning assistance to communities in the northeastern Wisconsin region.

TOWN OF LITTLE SUAMICO ADOPTS “MASTER PLAN”

The Bay-Lake Regional Planning Commission recently developed a “Master Plan” for the town of Little Suamico, Oconto County. This “Master Plan” is the first for the community developed under §62.23, and is a statement of public policy concerning development for the community. With 600 to 900 new single-family homes expected by the year 2020, and USH 41/141 expansion, the town is facing ever increasing development pressures. The plan provides a guide to where future growth and development should occur, and should be consulted by town officials when making future decisions concerning land use. The plan inventoried and analyzed the town’s population, physical setting, economy, land use, transportation facilities, outdoor recreation, community facilities and housing.

Over the last 12 months, the Commission worked closely with town officials, engineers, UW-Extension representatives, and town residents in developing a Preferred Land Use Design and Action Plan for the community. The Little Suamico Town Board adopted the plan on January 10, 2000, and is expected to appoint a Plan Commission in early March. The Bay-Lake Regional Planning Commission is expected to adopt this plan as part of its “Region Wide Master Plan” later this year. For more information on developing a Comprehensive Plan or developing the ordinances used to enforce one, please call or email Dale W. Mohr of the Commission at dmohr@baylakerpc.org.

WISCONSIN COMMUNITIES MUST PLAN!

Wisconsin’s “Smart Growth” Legislation, enacted on October 27, 1999, requires that by the year 2010, all Wisconsin communities which are in the practice of enforcing land controls have a Comprehensive Plan in place. This Comprehensive Plan would need to be adopted under the newly created §66.0295, which mandates that a core of nine elements be addressed. These nine elements are (1) Issues and Opportunities, (2) Housing, (3) Transportation, (4) Utilities and Community Facilities, (5) Agricultural, Natural and Cultural Resources, (6) Economic Development, (7) Intergovernmental Cooperation, (8) Land Use, and (9) Implementation.

According to the legislation, any program or action of a local unit of government that affects land use shall be consistent with the Comprehensive Plan adopted by the community. This includes actions such as zoning, annexations, official mapping, impact fee ordinances, subdivision ordinances, farmland preservation plans, stormwater and erosion control ordinances, nuisance ordinances, and any other action that relates to land use.

The legislation offers three funding sources to assist communities as they plan. The first is \$1.5 million under the General Planning Grant Program, established to help

communities develop and adopt a Comprehensive Plan. The second is the Transportation Planning Grant Program that has \$1 million available to develop the transportation elements within comprehensive plans. These grants must be awarded by June 30, 2000. The third funding source created is the Smart Growth Dividend Aid Program which provides additional aid to local governments that have a Comprehensive Plan adopted, along with subdivision and zoning ordinances. This program is to take effect in state fiscal year 2005-06.

For more information on the Smart Growth Legislation, or how BLRPC can assist you in developing or updating your plans, please call or email Dale Mohr of the Commission staff.



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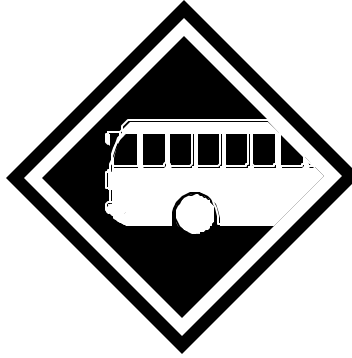
SHEBOYGAN TRANSIT RIDERSHIP INCREASES FOLLOWING SERVICE AND FARE CHANGES

Ridership on Sheboygan Transit buses increased by 6.8 percent in 1999 in comparison to 1998. The 718,455 passenger boardings represented the first annual increase in bus ridership for Sheboygan Transit since 1992.

For 1999, Sheboygan Transit extended its weekday evening bus service from the former ending time of 10:00 p.m. to the later time of 12:00 midnight. These later service hours allowed for more second shift workers to return home on the bus. Also, third shift workers could leave home for work later in the evening and still arrive to work on time. Extended weeknight bus service accounted for 42 percent of the overall 1999 ridership increase.

Sheboygan Transit also reintroduced Sunday bus service in 1999. This service, absent for decades, attracted riders needing to attend worship services, obtain meals, visit family or friends, as well as shop for groceries and other items. Sunday bus ridership accounted for 30 percent of the increased usage of Sheboygan Transit's services in 1999.

At Sheboygan Transit, 1999 represented the first full year of reduced cash fares during certain off-peak hours of service. After experimenting with various cash fare discounts in 1998, Sheboygan Transit lowered its full cash fare of \$1.25 to \$1.00 after 5:30 p.m. on weekdays, all day on Saturday, and all day on Sunday in 1999. Associated half-fares were also reduced. This strategy successfully attracted riders to lesser used time periods with no appreciable loss in revenue.



The number of cash paying riders on Sheboygan Transit buses increased by 23 percent in 1999, and the total amount paid by all cash fare riders increased by 14 percent. The added evening and Sunday bus services represented an 11 percent increase in the scheduled miles of service. The number of persons with mobility disabilities who paid half-cash fares increased by 19 percent in 1999. Adult bus token usage only decreased by one percent during the same time period.

The extended night service and new Sunday bus service in Sheboygan are funded by a United States Department of Transportation Congestion Mitigation and Air Quality grant that provides 80 percent initial funding for three years: 1999, 2000 and 2001. (Extended weekday night service and new, limited Sunday service were key recommendations in the *Sheboygan Transit Development*

Program: 1999 - 2003 approved by the Sheboygan Parking and Transit Utility Commission as well as by the Bay-Lake Regional Planning Commission in November of 1998).

(Steven Billings, Director of the Sheboygan Parking and Transit Utility, provided most of the information in this article in a press release dated January 4, 2000. Mr. Billings can be reached at (920) 459-3285.)

For more information concerning transit planning components of the Sheboygan Metropolitan Planning Organization (MPO) transportation planning program, please call or email Jeff Agee-Aguayo of the Commission staff at jagee@baylakerpc.org.

2000 - 2003 SHEBOYGAN METROPOLITAN AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(TIP) APPROVED

The 2000 - 2003 Sheboygan Metropolitan Area Transportation Improvements Program (TIP) was adopted by the Commission at a meeting of its Executive Committee on October 8, 1999. The 2000 - 2003 TIP contains various transit operating and capital projects, elderly and disabled transportation operating and capital projects, Statewide Multimodal Improvement Program (SMIP) projects, and street and highway improvement projects which are eligible for funding during the program period. Additional documentation in the 2000 - 2003 TIP includes a financial plan demonstrating how projects in the TIP can be implemented given reasonably available

funding sources, the public participation process for the TIP, and the implementation status of projects recommended for 1999 in the 1998 - 2001 TIP Amendment adopted in late 1998. Various appendices also appear in the 2000 - 2003 TIP, including a glossary of terms, procedures for the involvement of private enterprise in transit programs, a financial capacity assessment of the Sheboygan Transit System, the air quality conformity assessment for the Year 2020 Sheboygan Area Transportation Plan (SATP) and its implementing 2000 - 2003 TIP, a letter documenting statewide clearinghouse review of the 2000 - 2003 TIP, a resolution documenting

Commission endorsement of the 2000 - 2003 TIP (this resolution also reaffirmed the validity of the Year 2020 SATP originally endorsed by the Commission in December 1999), the Surface Transportation Program (STP) Urban System Project Prioritization Policy, and a listing of Sheboygan Metropolitan Planning Organization (MPO) Technical and Policy Advisory Committee members.

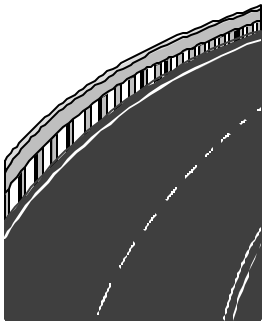
A 30 day public comment period and a public hearing were part of the process used to develop the 2000 - 2003 TIP, and public comments (as well as the disposition of those comments) have been incorporated into the public participation process section of the 2000 - 2003 TIP. The U.S. Environmental Protection Agency, the Federal Highway Administration and the Federal Transit Administration concurred with the air quality conformity findings of the reaffirmed Year 2020 SATP and the 2000 - 2003 TIP in October and November of 1999. The Wisconsin Department of Transportation approved the 2000 - 2003 TIP on behalf of the Governor in late November of 1999.

"The 2000 - 2003 TIP contains various transit operating and capital projects, elderly and disabled transportation operating and capital projects, Statewide Multimodal Improvement Program (SMIP) projects, and street and highway improvement projects which are eligible for funding during the program period."

An amendment to the 2000 - 2003 TIP involving the addition of one SMIP project and one highway reconstruction project was prepared by Commission staff in November of 1999. The Sheboygan MPO Technical and Policy Advisory Committees approved this amendment at their joint meeting on December 2, 1999. The Commission endorsed this amendment at its December 10, 1999, meeting. The air quality conformity assessment for the original 2000 - 2003 TIP also applies to the amendment to that TIP. The Commission submitted this amendment to applicable state and federal agencies in early January of 2000, and the amendment was approved by the Wisconsin Department of Transportation in early February of 2000.

Please call or email Jeff Agee-Aguayo at the Commission office if you have questions concerning the 2000 - 2003 Sheboygan Metropolitan Area Transportation Improvements Program, the recent amendment to that TIP, or other elements within the Sheboygan MPO transportation planning program (jagee@baylakerpc.org).

COMMISSION INITIATES THE STATE HIGHWAY 57 TRANSPORTATION/LAND USE CORRIDOR PLAN



The Commission has initiated development of the *State Highway 57 Transportation/Land Use Corridor Plan*. The underlying motivation for the development of this plan is the significant impact that this major highway expansion project may have on future land uses and land use development

within the state highway corridor. The key concerns of the communities that will be directly impacted by the expansion of the highway include: 1) protection and enhancement of local road access to the highway; 2) impact of land use development within the highway corridor; 3) proliferation of signs and billboards; 4) preservation of the corridor's environmental and cultural resources; and 5) development of local plans and implementation controls to protect and enhance the corridor.

The construction project entails expansion of State Highway 57 (from STH 54 in Brown County to STH 42 in Door County) from two to four lanes. The highway project will also include bypasses of the unincorporated communities of Dyckesville, Namur and Brussels. The 12-

mile section of State Highway 57 situated between State Highway 54 north of the city of Green Bay and CTH A north of the community of Dyckesville in Kewaunee County is scheduled to be reconstructed to a four lane, limited access expressway by 2004. The remaining two-lane, 15-mile section of State Highway 57 between CTH A in Kewaunee County and State Highway 42 in Door County is scheduled to be reconstructed to a four-lane, limited access expressway with construction completed by 2008.

A Technical Advisory Committee comprised of county planners, zoning and highway administrators, representatives of the UW Extension offices, the WDOT, the WDNR and other interested groups and parties has been formed to facilitate development of the plan.

In addition, a Policy Advisory Committee comprised of the chairpersons, or a designated representative, of the towns of Brussels, Gardner, Union and Nasewaupee in Door County, the town of Red River in Kewaunee County, and the towns of Scott and Green Bay in Brown County, has been formed to facilitate the development of the plan's goals, objectives and policies. For more information, please call or email James Van Laanen of the Commission staff at jvanlaan@baylakerpc.org.

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY PROJECT SURVEY

Every year the Commission sends out an economic development project inventory survey to every community and county in the Bay-Lake Region. This survey asks each community to list and rank projects that they are planning to undertake in the next few years. Instead of producing a new list, they also have the option to say "No new projects" or "Keep the same as last year." A copy of last year's projects is included in the survey.

These survey results will be included in the 2000 Comprehensive Economic Development (CED) Strategy and will be used to assemble a comprehensive list of priority economic development projects for the region. To include your community's projects in the 2000 CED Strategy Annual Report, make sure you return your survey to the Commission office by March 6, 2000. For more information, call or email

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CALENDAR OF EVENTS

March 10; 10:00 a.m.

Executive Committee Meeting
Commission Office
Green Bay, WI

March 16; 10:00 a.m.

Economic Development Advisory Committee Meeting
Commission Office
Green Bay, WI

March 16; 1:30 p.m.

Regional Bicycle Plan Technical Advisory Committee
Neville Public Museum
Green Bay, WI

March 21; 3:00 p.m.

STH 57 Technical Advisory Committee Meeting
Red River Town Hall
Dyckesville, WI

March 28; 7:00 p.m.

STH 57 Policy Advisory Committee Meeting
Red River Town Hall
Dyckesville, WI

April 13; 1:30 p.m.

Sheboygan MPO Technical and Policy Advisory
Committee Joint Meeting
Sheboygan, WI

April 14; 10:00 a.m.

Full Commission Meeting
Green Bay, WI

May 12; 10:00 a.m.

Executive Committee Meeting
Oconto County, WI

BAY-LAKE Regional Planning Commission

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