



BAY-LAKE Regional Planning Commission

NEWSLETTER Spring/Summer 2001

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.

COMPREHENSIVE PLANNING

Comprehensive Plans (Smart Growth) are continuing to be a major topic of discussion for many communities within the state and within the Bay-Lake region. The Commission has continued to assist local municipalities with educational meetings, plan facilitation and grant writing assistance. As the prices of comprehensive plans continue to increase throughout the state and region, it is becoming more important for municipalities to apply for financial assistance. Plans are ranging from \$35,000 for towns to \$100,000 or more for cities. Prices vary greatly between county and government produced plans and those of private firms. The mandated time for having a comprehensive plan (January 1, 2010) is fast approaching. Many plans take 16 to 24 months to complete. Due to the shortage of planning agencies within the Bay-Lake region and the remaining timeframe to do the plan, prices are inevitably going to increase.

In 2000, the Commission wrote 16 of the 20 successful planning grants within our region to help offset the communities planning costs. Many grants were for \$10,000 to \$15,000, which has given these communities an

additional incentive to plan now.

A planning grant, through the Office of Land Information Services (OLIS), is to help fund a comprehensive plan under s. 66.1001, Wis Stats. Towns, villages, cities, counties and regional planning commissions are eligible to apply if they have not previously received a fully funded transportation grant or comprehensive plan grant. Application materials will be available from OLIS in early September 2001, and the application period will last two months from early September 2001 to early November 2001. The current state biennial budget proposal provides \$3 million for this year's grant cycle. Planning activities taking place before a grant is awarded are not covered under the grant for payments. Only work conducted after successfully receiving a grant will be eligible for payments. Additional information can be found on the OLIS website at www.doa.state.wi.us/olis.

For information on complying with the new state laws, or for information on writing an application for a grant, contact Dale Mohr, Mark Walter or Brandon Robinson of the Commission staff.

MARINETTE COUNTY LAND USE

In December of 2000, the Bay-Lake Regional Planning Commission began a project to complete a county wide land use inventory in conjunction with Marinette County. This land use inventory process is being completed through the use of aerial photography and a windshield survey, with all roads driven by the Commission and Marinette County staff, noting the use of the land. The field inventory along with the digital entry of land uses for the county will be completed by February of 2002 with a majority of the field work to be completed during the summer of 2001. This project evolved from two cooperative lake planning assessments for the towns of Wausaukee and Goodman in Marinette County. The Commission will be working jointly with Marinette County throughout the summer and fall of 2001 in order to complete the project.

WEDA FALL CONFERENCE/NORTHERN NETWORKS TRADE CONFERENCE

The Wisconsin Economic Development Association (WEDA) Fall Conference/Northern Networks Trade Conference will be held September 19-21, 2001 at the Radisson Hotel and Conference Center-Green Bay, Wisconsin. The conference is entitled "Raising the Bar: Best of the Best in the Midwest and Ontario" and will focus on best practices in economic development and U.S and Canadian business relations. Businesses and communities that are interested in establishing relations with their Canadian counterparts are encouraged to attend. For further information, contact Fred Monique of the Green Bay Area Chamber of Commerce (920) 496-2118.

What's Inside

Comprehensive Planning.....	1
Marinette County Land Use	1
WEDA Fall Conference/Northern Networks Trade Conference	1
Governor's Blue Ribbon Task Force on Passenger Rail	2
Spring PASER Workshops.....	2
Maritime Metro Transit Development Program	3
2002-2003 Coastal Management Grant Program	4
Calendar of Events	4

GOVERNOR'S BLUE RIBBON TASK FORCE ON PASSENGER RAIL ISSUES REPORT



In March of 1999, former Governor Thompson created the Governor's Blue Ribbon Task Force on Passenger Rail. In a final report to Governor Scott McCallum in March 2001, the Task Force found that enhanced intercity passenger rail service would improve connectivity to the state's major urban areas and to the Midwest, and recommended that Wisconsin implement the state's component of the *Midwest Regional Rail Initiative (MWRRI)*, provided that substantial federal funding for initiating and operating the system is provided.

The *Midwest Regional Rail Initiative* is an ongoing effort to develop an expanded and improved intercity passenger rail system in nine Midwest states, including Wisconsin. Recommendations developed by the MWRRI include: enhancing service in the Chicago-Milwaukee corridor; developing a 110 mph maximum speed service from Milwaukee to Madison and from Madison to Minneapolis and St. Paul, Minnesota; a new service from Milwaukee to Green Bay with 79 mph top speeds; and a feeder bus system from northern Wisconsin to the Midwest rail system.

The Midwest Rail sponsors are seeking federal funds to cover 80 percent of the more than \$4 billion capital costs associated with initiation of the expanded and new service in Wisconsin, with the state's share estimated at \$125 million.

The Wisconsin components of the *Midwest Rail Initiative* are planned to be phased in over the next ten years with a mix of infrastructure upgrades, new equipment acquisition, implementation of new service, and the expansion of existing service.

Phase One of the initiative entails implementation of service from Madison to Milwaukee with continued 79 mph service

from Milwaukee to Chicago, and expansion of existing service, with the service up and running by the end of 2003.

Phase Two of the initiative entails a new 110 mph service from Minneapolis/St. Paul through La Crosse to Madison continuing on to Milwaukee and Chicago by the summer of 2005.

Phase Three entails initiation of new service from Green Bay to Milwaukee at 79 mph beginning in the summer of 2007.

The projected service attributes of the Milwaukee to Green Bay service include five trips daily, with fares ranging between \$21-\$35 and a one-way trip time of 2 hours and 45 minutes.

In addition to capital costs, Wisconsin's components of the MWRRI may require up to \$17.1 million in operating support in the first year of service (beginning in December of 2003). After the first year of service, the Wisconsin components as a whole are forecast to produce an operating surplus.

Barriers to implementation of the MWRRI include the lack of a dedicated federal funding source, the lack of an existing successful program from which to draw experiences, and the historic public perception of Amtrak as inefficient and costly.

The passenger rail report will continue to receive scrutiny and review as a component of the State Rail Plan Update, currently in progress. The Commission's Regional Transportation Planner is a member of the State Rail Plan Advisory Committee.

The Blue ribbon Task Force's full report is available at <http://www.dot.state.us/opa/rail.html>

SPRING PASER WORKSHOPS CONDUCTED BY THE COMMISSION

This past spring, the Commission's transportation planning staff conducted training workshops in each of the Region's eight counties to train city, village and town officials on how to conduct road pavement rating surveys. More than 230 officials representing 13 cities, 24 villages, and 88 towns participated in the workshops. In addition, several private construction and road maintenance businesses were in attendance.

The workshops were prompted by last year's State Budget Bill which required all local units of government to add pavement condition ratings to their biennial WisDOT Local Road Inventory. In addition, WisDOT required that all units of government that are not currently using an acceptable

pavement inventory and rating system use the PASER system developed by the University of Wisconsin's Transportation Information Center (TIC).

The Commission's staff provided the training workshops because many communities in the region were not familiar with the PASER pavement rating system. In addition, the workshops were scheduled during March and April so that the pavement survey could be conducted concurrent to the annual road survey that is typically conducted each spring by cities, villages and towns. Communities must report their pavement survey results to WisDOT by December 15, 2001. *(continued on Page 3)*

(PASER Workshops, continued from Page 2)

Utilizing the PASER system, each segment of each road surface is rated from 10 to one, based on the age of the pavement and the visible signs of pavement distress or wear. With the PASER system, road segments rated 10 indicate a new surface and pavements rated 1 indicate a completely deteriorated surface.

County Highway Commissioners from Door, Kewaunee, Florence, Manitowoc, Marinette, Oconto and Sheboygan Counties, as well as the Brown County Planning staff, assisted the Commission with scheduling and providing accommodations for the workshops.

The information derived from the survey will be used to

assess (on a statewide basis) the overall condition of road pavements and to determine road maintenance, restoration and construction needs.

More Workshops Offered

The Commission's staff is anticipating offering at least two more workshops later this summer for those who were unable to attend those conducted last spring. If you are interested in obtaining more information about the use of PASER and conducting pavement surveys, contact the Commission's Regional Transportation Planner, Jim Van Laanen, at (920) 448-2820 or e-mail: jvanlaan@baylakerpc.org

MARITIME METRO TRANSIT DEVELOPMENT PROGRAM UPDATE

The Commission is under contract with the city of Manitowoc to prepare a Transit Development Program (TDP) for the Maritime Metro Transit System, which serves the cities of Manitowoc and Two Rivers. A review committee has been established for this planning effort; this review committee first met in December of 2000.

Key accomplishments in the TDP planning process during this period included completion of transit system overview, community profile and transit system performance chapters of the TDP, as well as administration of boarding and alighting and passenger opinion surveys.

The **transit system overview chapter** of the TDP was first presented to the review committee in January, with revised drafts of this chapter presented at February and March meetings of the review committee.

Revised drafts of the **community profile chapter** of the TDP were presented to the review committee in January, February and March. Key components of this chapter included the documentation and mapping of demographic characteristics, land use patterns, and major employers in the transit service area. Of particular interest to the review committee was the documentation and mapping of "major potential trip generators," which involved a considerable amount of discussion at the January and February review committee meetings.

A preliminary draft of the peer system analysis component of the **transit system performance chapter** of the TDP was prepared in March, and was reviewed by members of the review committee in March. Commission staff revised the peer system analysis component of this chapter in April, and this revised peer system analysis component was presented to members of the review committee at their April meeting. Commission staff added cost allocation model and route productivity sections to this chapter in

May; this included route productivity for all days of service, for weekdays and for Saturdays in 2000. Route productivity on Maritime Metro Transit's Car Ferry Route was also examined for Sundays and holidays when that route was in operation in 2000.

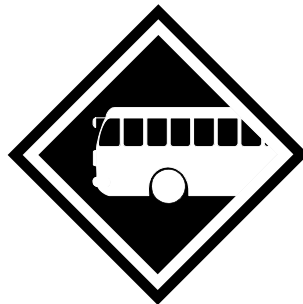
A **boarding and alighting survey** of the Maritime Metro Transit System was conducted in early May. Training of employees assisting with this survey took place on May 4, 2001, and the survey was administered on May 7 and 8, 2001. Survey findings were processed in late May and

June, and were presented to the review committee as the **route ridership patterns chapter** of the TDP in late June. Topics covered in this chapter include total daily boardings and alightings, maximum loads, a peak and off-peak boarding and alighting comparison, and route boarding and alighting profiles. This chapter will be refined further to include analysis of low demand segments and high-demand loading points for individual routes, and will be presented again

to the review committee in early August.

A **passenger opinion survey** of the Maritime Metro Transit System was conducted in mid May. Training of employees assisting with this survey took place on May 11, 2001, and the survey was administered on May 14 and 15, 2001. Survey findings are currently being processed and documented, and will be presented to the review committee in early August.

Finally, a **community opinion survey** of the Maritime Metro Transit System is expected to be completed in the near future. The Commission awarded a contract to complete this effort to Matousek and Associates of Green Bay in early June, and questionnaire design was underway in the second half of June. It is anticipated that results from this survey should be available by early September.



Please contact Jeff Agee-Aguayo at the Commission office Maritime Metro TDP.
if you would like additional information concerning the

WISCONSIN COASTAL GRANTS AVAILABLE

We are pleased to announce that the Wisconsin Coastal Management Program (WCMP) is soliciting proposals to enhance, preserve, protect and restore resources within the state's coastal zone - all counties adjacent to Lakes Superior and Michigan, with their 820 miles of shoreline.

The WCMP supports the balance of management, protection and restoration of Wisconsin's coastal resources with sustainable development, as well as increased public access to the Great Lakes.

WCMP Grants are available in two categories:

1. Coastal Protection and Public Access Grants (approximately \$1 million available): Wetland protection, Cumulative and secondary impacts of development, Land use and community planning, Waterfront renovation, and public access projects.
2. Coastal Restoration Grants (approximately \$5.6 million available): New in 2001, coastal and water quality restoration projects.

Application materials and the Request for Proposals are available on the WCMP website (www.doa.state.wi.us/dhir/boir/coastal). Applications are due November 8, 2001. The Commission is also hosting a WCMP grant workshop on September 11, 2001, at 1:30 p.m., at the Brown County Central Library in Green Bay.

BAY-LAKE Regional Planning Commission

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CALENDAR OF EVENTS

September 11; 9:00 a.m.
Multi Regional GIS Users Group
Keshena, WI

September 11; 1:30 p.m.
WCMP Grant Workshop
Brown County Central Library
Green Bay, WI

September 14; 10:00 a.m.
Commission Meeting
Green Bay, WI

October 4; 1:30 p.m.
Sheboygan MPO Technical and Policy
Advisory Committees Joint Meeting
Sheboygan, WI

October 12; 10:00 a.m.
Executive Committee Meeting
Florence, WI

November 9; 10:00 a.m.
Commission Meeting
Green Bay, WI

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