



Center for Land Use Education

THE LAND USE TRACKER

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SMART FORESTRY FOR SMART GROWTH PLANNER'S TOOLBOX: INCORPORATING FORESTS AND FORESTRY INTO LOCAL COMPREHENSIVE PLANS

Jackie Guzman, Intern

Wisconsin Department of Natural Resources, Division of Forestry

Forests play an important role in many communities, yet their benefits many times go unrecognized and thus, unplanned for. It is important to determine the role forests play in your community by assessing their role in your local economy, as recreational opportunities, as scenic values, or as valuable green spaces in local neighborhoods. These are just some of the considerations that communities should be making in the development of their comprehensive plans to ensure that the benefits and resources that forests provide are sustained for current and future generations.

Unfortunately, the reality is that very few communities are adequately considering forest resources when they draft their comprehensive plans. In many cases the communities that should be paying the most attention to their forests – communities that are heavily forested, located in or next to a county, state or national forest, or dependent on the forest products industry – are not considering them at all.

As a shared resource, the sustainable use of Wisconsin's forests is a shared responsibility. It is important to consider forests when planning because forests are dependent on the land upon which they grow, requiring adequate quantities, large

contiguous blocks, and the right soil and water conditions. Also, forest functions and processes do not stop at human designated boundary lines, making it best to plan for forests on an ecosystem or landscape scale. Through planning, the economic, social and ecological value of forests to our communities can be enhanced.

The Value of Forests

Economically, forests should be addressed in comprehensive plans because they are an integral part of Wisconsin's economic vitality. Wisconsin is the number one paper making state in the country, ranking first in both fine papers and sanitary paper products. In addition, it ranks first in high quality juvenile furniture, millwork, and third in hardwood veneers. Wisconsin's forest industry employs 1 in every 6 manufacturing jobs in the state, while creating an additional 1.6 jobs in support industries for every one of its positions. Jobs in Wisconsin's forest products industry pay competitive wages, averaging \$38,000 annually, \$8,000 above the state average. In addition, paper mill jobs pay even higher wages, averaging \$49,000 a year. Forests also support tourism and recreation, contributing \$5.5 billion annually to the



USDA Forest Service – North Central Research Station,
The Changing Midwest Assessment
<http://ncrs.fs.fed.us/4153/deltawest/>

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WISCONSIN COASTAL MANAGEMENT GRANTS AVAILABLE

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.

WCMP Grants are available for coastal land acquisition, coastal wetland protection and habitat restoration, nonpoint source pollution control, coastal resource and community planning, Great Lakes education, public access and historic preservation. Applications are due November 8, 2004.

Please visit <http://coastal.wisconsin.gov> to view the grant program information, including the Request for Proposals, Application Instructions, and Application Form.

COASTAL PLANNING GUIDE PUBLISHED

A Guide to Planning for Coastal Communities in Wisconsin has been published by Bay-Lake Regional Planning Commission, with support from the Wisconsin Coastal Management Program. The planning guide is for communities in Wisconsin within the Great Lakes coastal zone of the state. Coastal communities face unique challenges when they prepare their comprehensive plans. The guide is intended to help Wisconsin communities focus on coastal issues within each of the nine elements of their local comprehensive plans.

Copies of the Coastal Planning Guide can be requested from:

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920-448-2820

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Wisconsin Coastal Management Program
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FROM THE CALENDAR

Wisconsin Counties Association Conference

66th Annual Wisconsin Counties Association Conference. "The Future is Wisconsin Counties." September 26-28. Midwest Airlines Center, Milwaukee. A tentative agenda and registration form are available online at www.wicounties.org.

League of Wisconsin Municipalities Conference

League of Wisconsin Municipalities Annual Conference with Engineering & Public Works Institute. October 27-29. Radisson Hotel, La Crosse. The conference agenda and online registration are available at www.lwm-info.org/.



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state's economy. Communities should consider the benefits to their community of maintaining a strong forestry economy.

Although the social benefits provided by forests may be more difficult to quantify than their economic benefits, the social benefits are no less important. People value forests for many different reasons, whether it is for cultural, recreational, scenic, or social reasons. Forests serve as a place for people to socialize, recreate, and retreat to away from their daily activities. The diversity of forest uses and values and potential for user conflicts raises the importance of addressing these issues in comprehensive plans.

Wisconsin's forests are the state's largest land cover and land use. As such, their ecological benefits are an integral component of ecosystem health. Forests provide clean air and water, wildlife habitat, and cycle important nutrients back into the earth. Forests filter the air by capturing nitrogen, particulates, and other pollutants in the atmosphere, and they help maintain water quality by holding soil and preventing erosion. They also provide shelter for wildlife and moderate stream temperatures for aquatic life. Urban forests, which account for 4.7% of the total land area in Wisconsin, also play an important role in maintaining ecological health. They alleviate the burdens placed upon urban environments by moderating temperatures on hot or cold days, muffling the noises of busy city life, and capturing dust and other airborne particles on their leaves so that they can easily be washed away on a rainy day.

The functions performed by forests contribute to our quality of life, ensuring that the air and water we breathe are clean. However, their functions can only be maintained if we make conscious decisions to ensure that adequate measures are in place to protect the natural processes carried out each day.

Planning for Our Forest Resources

Comprehensive planning offers a framework for communities to assess what forest resources are important to them and to plan for the role forests will play in their future. Forests and forestry can be addressed throughout the planning process, from an initial assessment of forest resources, to the creation of goals, objectives, and policies, all the way through the development of a realistic and strong implementation plan. Because forests are an integral aspect of community life, forest resources can be addressed in all nine elements of a comprehensive plan, not just in the agricultural, natural and cultural

Figure 1: Snapshot of the Planners Toolbox

The screenshot shows a web browser window displaying the Wisconsin Department of Natural Resources website. The browser's address bar shows the URL: <http://www.dnr.state.wi.us/org/land/forestry/SmartForestry/toolbox/datahome.html>. The website header includes the Wisconsin Department of Natural Resources logo and navigation links: Home, Search, Feedback, and What's New? The main content area is titled "Planner's Toolbox" and "Assessment Overview". It contains the following sections:

- Forest Considerations:** Conducting your assessment? Identify the role forests play in your community by considering forestry in each element.
- Data and Maps:** This section gives you available tabular data and analysis maps as well as links to forest data.
- County and State Forest Statistics:** This section gives you quick forestry statistics for all Wisconsin counties as well as the state.
- Interactive Mapping and Data Applications:** This section provides links to more comprehensive tools for mapping forest resources such as downloading forest data.

The left sidebar menu includes the following items:

- Forestry
- Smart Forestry for Smart Growth
- Planner's Toolbox
 - Assessment
 - Overview
 - Forest Considerations
 - Data & Maps
 - County & State Forest Statistics
 - Mapping & Data Applications
 - Plan by Issue
 - Plan by Element
 - Implementation



The Planner's Toolbox provides planners, resource managers, and local officials with the information needed to address forests and forestry in comprehensive plans.

resources or land use elements. For instance, the siting of utility infrastructure, such as power lines, has the potential to unnecessarily fragment forestland. By planning to maintain large blocks of forestland while maintaining a suitable utility infrastructure, forests can be planned for in conjunction with the needs of the community and businesses so that both are able to sustain themselves and thrive. Through the consideration and integration of forests within each of the planning elements, communities can coordinate activities affecting forests, ensure that adequate acreage of productive forests will be available to sustainably meet economic demands, and preserve forests for identified community goals and values.

In order to assist local officials, resource managers, and planners with incorporating forests and forestry into local comprehensive plans, the Wisconsin Department of Natural Resources, Division of Forestry, under its *Smart Forestry for Smart Growth* initiative, has developed a toolbox designed to follow the comprehensive planning process. It has three main sections: Assessment, Planning, and Implementation.

- I. The **Assessment Section** provides communities with forest and forestry considerations by planning element and supporting data and maps to assess the role and importance that forests play in their community. An especially useful tool in this section is the database that allows individuals to search for forest statistics specific to their county and the state. (See **Figure 1** for a snapshot of the Assessment page.)
- II. The **Planning Section** provides individuals with the tools they need to develop a comprehensive plan that considers forests and forestry. This section allows the user to learn about current issues facing Wisconsin's

forests, find sample goals, objectives, and policies, and search for model implementation language organized by planning element or forest issue.

- III. The **Implementation Section** provides a list of grants, plans, programs, and other resources to help communities implement their goals and objectives. Forest fact sheets are also available for more information on specific forestry issues and why they might be important to consider in comprehensive planning.

The *Smart Forestry for Smart Growth Planner's Toolbox* aims to provide planners, resource managers, and local officials with the information they need to address forests and forestry within comprehensive plans. In addition, the toolbox enables communities to consider the importance and interconnectedness of forests within all of the planning elements and develop a framework to support their forest resources through planned land use decisions.

To learn more about the toolbox, visit the Wisconsin Department of Natural Resources, Division of Forestry's *Smart Forestry for Smart Growth* website at <http://www.dnr.state.wi.us/org/land/forestry/SmartForestry/toolbox/>.

This article has been reviewed for form and content by Sarah Attwood and Teague Prichard of the Wisconsin Department of Natural Resources and Rebecca Roberts of the Center for Land Use Education. Any errors, mistakes and omissions remain the responsibility of the author.

We're on the Web!
www.uwsp.edu/cnr/landcenter/



FREE ON-LINE COURSE FOR LOCAL OFFICIALS AND WOODLAND OWNERS: FOREST PLANNING FOR WISCONSIN'S FUTURE

*Bobbie Webster, Project Coordinator
Center for Land Use Education*

What if Wisconsin's privately owned forests were replaced with or became fragmented beyond repair by residential and commercial developments? Almost sixty percent or nearly ten million acres of our forestland would be missing. Maybe you do not give forests much thought. But do you hunt, fish, mountain bike, snowmobile or ride an ATV? Maybe you like to hike, camp, canoe, view wildlife, pick berries or collect morels. Chances are that you enjoy breathing clean air and drinking clean water. Did you know that the average Wisconsinite consumes about 1,600 pounds of forest products a year in building supplies, newsprint, writing paper, tissue paper, product packaging and mail?¹ Everyone has an interest in Wisconsin forests and should have a voice in their management. Planning for forests is important if we are going to sustain their role in our economy, protect our remaining clean air and water, and enjoy the recreational value of forests in the future.

The Center for Land Use Education has just released a free on-line course called *Forest Planning for Wisconsin's Future*. It is written to assist local officials, forestland owners and the public with forest planning and plan implementation. The course is funded in part by a grant from the Wisconsin Environmental Education Board.

This user-friendly website has three main sections:

Case Studies Showcasing Forest Conservation Tools Used in Wisconsin

This section offers insight into the why and how of establishing a County Forest,

starting a county Purchase of Development Rights program, establishing a county Stewardship Fund, donating a working forest conservation easement, and purchasing forestland outright. The cases described should help private landowners and local governments explore new ways to manage forestland. The individuals listed at the end of each case study are willing to answer additional questions.

County Reference Pages

This section includes data and maps showing the acreage and percent of forestland by county, location and ownership patterns of forestland, and the economic value of forest industry to each county. Individuals from local, regional and state organizations who can help with forest planning in your community are also listed. Local government officials may find the county reference pages useful for identifying and contacting stakeholders and interested parties that should be included in a forest planning process. These pages can also help residents and landowners get involved in local forest planning.

Forest Planning Process

This section begins with a description of what planning is and describes each step of a planning cycle as it applies to forested land. The planning process section includes frequent links to the Wisconsin Department of Natural Resources' recently released *Planner's Toolbox*, which includes forest statistics and maps, model language for forest-related goals, objectives and policies, and a list of grants, plans, programs, and other resources.

Forest Planning for Wisconsin's Future is written to assist local officials, forestland owners and the public with forest planning and plan implementation.



Figure 1 illustrates the planning process described in the *Forest Planning Process* section of the website. Two points worth mentioning are that the process is cyclical and that education and public participation are crucial throughout.

1. **Decide to plan for forests** – Describes economic, ecological and social/cultural benefits of forests and potential consequences of not planning for forests.
2. **Plan for planning** – Describes how to develop a planning timeline and assign responsibilities.
3. **Inventory and analyze trends** – Provides links to forestland data compiled by county and describes state trends.
4. **Create goals and objectives** – Distinguishes between goals and objectives and provides examples of forest-related goals and objectives.
5. **Select implementation tools** – Includes a table explaining the wide range of policy and incentive tools that local governments, organizations and landowners can use to implement their goals.
6. **Obtain public approval** – Describes how community plans are formally adopted by local elected officials. Public involvement throughout the

process can help to streamline plan adoption.

7. **Implement plan** – Helps communities move their plans into action by identifying achievable implementation steps, assigning responsibility, developing a timeline for implementation, and following through.
8. **Monitor performance** – Describes the importance of collecting data over time and periodically analyzing the data to learn about what is happening and why.

We challenge you, Wisconsin's forest users, to visit this informational website, www.uwsp.edu/cnr/landcenter/forestplanning.html and learn something new about Wisconsin's forest lands. After visiting this website, you will be better prepared to participate in local discussions regarding how best to manage our forests. These discussions and the plans they produce will determine the quality of forest resources we leave for our future generations.

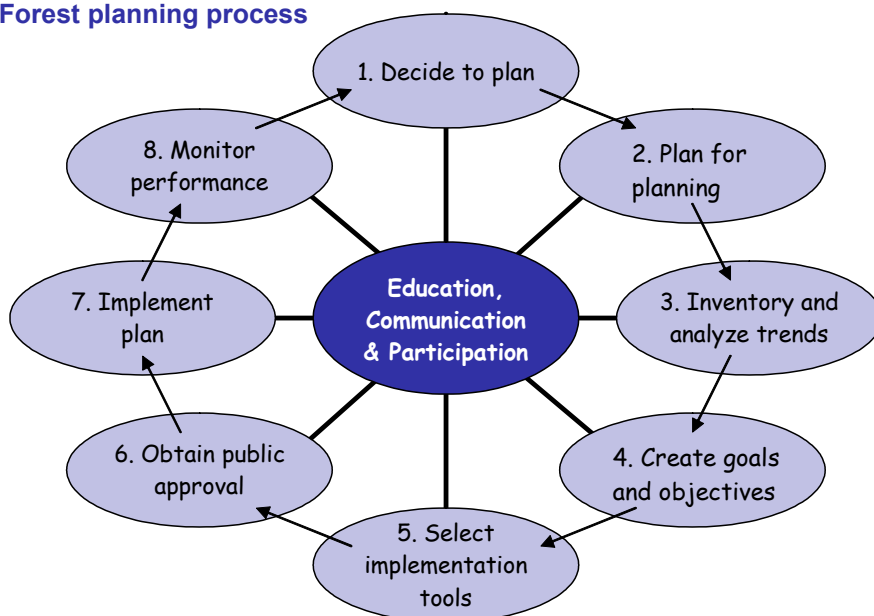
For additional information on the *Forest Planning for Wisconsin's Future* project, contact Project Coordinator, Bobbie Webster at 715-346-2407 or bwebster@uwsp.edu.

This article has been reviewed for form and content by Lynn Markham and Rebecca Roberts of the Center for Land Use Education. Any errors, mistakes and omissions remain the responsibility of the author.

¹ Wisconsin Governor's Forestry Council. No date. [Questions and Answers about Wisconsin's Forests](#). [Pamphlet]. Available: <http://wisconsincountyforests.com/qa-forst.htm>.

The Wisconsin forest maps included on the insert were produced as part of the Forest Planning for Wisconsin's Future project. Additional maps at the county and state levels are available on-line at www.uwsp.edu/cnr/landcenter/

Figure 1:
Forest planning process



CONSIDERING NOISE IMPACTS OF TRANSPORTATION FACILITIES

*Barbara Feeney, AICP, Transportation Planner
Wisconsin Department of Transportation*

According to a publication of the U.S. Department of Transportation, the most pervasive sources of noise in our environment are noises associated with transportation. Noise is generally defined as “unwanted sound,” and it has documented effects on human health, such as raising blood pressure and heart rate. The degree of physical stress caused by noise is related to the level of loudness, duration and frequency of the noise. It is difficult to generalize about the impacts of highway noise. However, it is generally correct to say that highway noise is a source of irritation to those that are exposed to it on an on-going basis. Aside from societal and health impacts, another practical reason to consider noise impacts relates to property values. If noise impacts are not anticipated and actions taken to minimize them, properties located near roads may lose their value over time as traffic levels rise.

Useful Definitions and Measurements

The physics of noise measurement are complex, but there are a few basic definitions and relationships worth knowing:

- Sound pressure levels are measured in terms of **decibels (dB)**, and the sound pressure levels of most commonly heard sounds range from 0 to 140 dB.
- The A-weighted sound measurement scale (**dBA**) approximates the way sound is heard by people. The A-weighting filter de-emphasizes the very low and very high frequency components of sound in a manner similar to the human ear and correlates well with subjective reactions to noise.
- The smallest perceptible change in noise levels is 3 dBA. An increase in

10 dBA will sound twice as loud to the average listener. Thus, a decrease of 10 dBA will sound half as loud.

- The dominant noise produced by autos is the tire-road interaction, since properly-tuned car engines are relatively quiet. Trucks produce noise levels that are about 15 dBA higher than autos, with engine-related noises dominating, especially during acceleration. **Table 1** shows the relative level of transportation noises in comparison to other common community noises.

Table 1: Comparison of Common Noise Levels

Noise Source and Distance	A-weighted sound level in decibels (dBA)	Characterization ²
	130	Threshold of pain
Jet aircraft takeoff, 200 ft ¹	120	Possible building damage
Commercial fireworks, 1,500 ft ²	115	Threshold for immediate permanent hearing damage
Emergency vehicle siren, 50 ft ²	105	
Shotgun, 200 ft ³	100	
Locomotive horn, 100 ft ²	95	Extremely noisy
Bulldozer, 50 ft ²	90	
Jet ski, 20 ft ²	85	Very noisy
Boat, 50 ft ³	80	
Off-road vehicle, 50 ft ³	70	Noisy
Freeway, 100 ft ¹	70	
Industrial ambient noise level ³	65	Moderately noisy
Urban ambient noise level ²	60	
Light traffic, 100 ft ¹	50	
Suburban ambient noise level ²	50	
Rural ambient noise level ²	45	Quiet
Wind turbine, 1,000 ft ⁴	40	
Soft whisper, 2 ft ³	30	Very quiet
	0	Threshold of hearing



- On average, community members respond with widespread complaints to an increase in noise levels of 10 dBA. **Table 2** shows expected community responses to noise level changes.

Minimizing Transportation-Related Noise Impacts

Because there are limits to how much can be done to eliminate noise emanating from vehicles, it is important that local governments use their authority to mitigate noise impacts at the point where sound is received.

There are three principal ways to minimize noise impacts on humans:

1. Regulating the proximity of noise-sensitive uses to noise sources such as highways and airports.
2. Using site design, building layout and construction techniques to minimize sound impacts.
3. Planning for noise barriers in the form of berms or vegetation.

Regulating the Proximity of Developed Uses to Highways and Airports

A seemingly obvious way to prevent noise impacts is to locate highway facilities away from developed areas. Unfortunately there are some undesirable consequences associated with this approach. First, highway users from the developed area are required to drive farther to access the highway. Development also tends to grow towards the highway facility because of the access

benefits it offers. This can result in more open lands being consumed by development than is otherwise needed to accommodate growth. For these reasons, new highway facilities (such as bypasses) are often located relatively close to the edges of communities.

Local zoning regulations play an essential role in preventing noise-sensitive uses from locating near busy arterials and highways. In general, land uses to avoid placing near high traffic roads include residences, schools, churches, day care centers and hospitals. While some advocate placing open space uses between highways and adjacent land uses to act as a buffer zone, this practice is only appropriate if the open space is not intended for recreational use.

Uses which are less noise sensitive and may be appropriate near busy roads include commercial, office, and industrial. Unfortunately, there is often not enough demand for noise-compatible land uses to allow all areas near high volume roads to be zoned for these uses. In this case, communities may decide to permit residential or institutional uses with special requirements for noise barriers, noise sensitive building layouts and special acoustical treatments.

Using Site Design, Building Layout and Construction Techniques

In the event that developed uses will be permitted near highways, there are some techniques available to help reduce noise impacts. Walls facing the highway should be well-insulated and constructed of noise-absorbing materials. Additional wall thickness and special efforts to seal windows can assist to some extent.

When considering site design and layout, open space facilities intended for recreational use should be located on the side of the building farthest from the highway. If residential uses are involved, patios and balconies should be placed on the side of the building opposite the highway.

Table 2: Community Response to Increased Noise Levels ⁵

Change (dBA)	Category	Description
0	None	No observed reaction
5	Little	Sporadic complaints
10	Medium	Widespread complaints
15	Strong	Threats of community action
20	Very Strong	Vigorous community action



The layout of interior spaces can also be planned to protect against noise impacts. However, these opportunities are limited, especially for residential uses.

Providing Noise Barriers

Federal Highway Administration regulations do not permit the use of federal funds for the construction of noise barriers in areas near existing highways. Therefore, it is up to local communities to plan to prevent noise impacts.

New developments are often required to include sound walls or berms adjacent to highways. The Federal Highway Administration (FHWA) publication, *The Audible Landscape*, suggests that earthen berms can provide noise reduction of up to 15 dBA. Due to considerable cost and size requirements, however, earthen berms may only be practical in cases where a large development can financially absorb the costs.

The effectiveness of vegetation in mitigating sound impacts has been the subject of some debate. A 1971 publication by David I. Cook and David Haverbeke, *Trees and Shrubs for Noise Abatement*, recommends planting 20 to 50-foot wide belts of trees and shrubs, located 20 to 50 feet from the center of the nearest traffic lane. This may be helpful in urban areas where the main source of noise is the tire-road interaction, but it is less helpful if truck noise predominates. Along high-speed rural facilities, 65 to 100-foot wide belts of trees and shrubs are recommended. Evergreen varieties are recommended where year-round screening is desired.

Another option is to erect manmade noise barriers. This is a costly solution and is only practical when the property developer expects that the market for the land near the highway will bring high enough prices to cover the costs of erecting the barrier.

Summary

A multi-pronged approach is needed to address the impacts that traffic noise can have on a community. A comprehensive plan that includes a long term vision for the location or expansion of multi-lane arterials is essential to plan for community noise impacts. In general, the plan should identify the probable need for new or expanded roads and minimize the placement of noise sensitive uses near those locations, especially if truck traffic is expected. An approach commonly used by communities to determine which uses should or should not be permitted adjacent to a road involves determining the expected future level of traffic on a road and comparing that to existing roads carrying similar volumes and types of traffic. When the placement of noise sensitive uses near noise sources cannot be completely avoided, local zoning and subdivision regulations should include special provisions to minimize noise impacts. A combination of site design, building layout, acoustical techniques and noise barriers, as described in this article, are appropriate.

This article has been reviewed for form and content by Rebecca Roberts of the Center for Land Use Education. Any errors, mistakes and omissions remain the responsibility of the author.

Data Sources:

¹ Peterson, A.P.G. and Gross, Jr., E. E. (1974). *Handbook of Noise Measurement*. General Radio, (7th ed.) Concord, MA.

² Tetra Tech, Inc. *Final Environmental Impact Statement*, Chapter 3.06. Available online: http://www.ttsfo.com/sbeteis/feis/text/03_06.pdf.

³ Tahoe Regional Planning Agency. (2001). *Threshold Evaluation Report*, Chapter 9: Noise. Available online: www.trpa.org/documents/Threshold_Eval_2001/9-NOIS%20FINAL.pdf.

⁴ Danish Wind Industry Association. *Sounds from Wind Turbines*. Available online: <http://www.windpower.org/en/tour/env/sound.htm>.

⁵ International Standards Organization. (November 1969). *Noise Assessment with Respect to Community Responses*. ISO/TC 43. New York: United Nations.

Noise Resources

AASHTO Highway Subcommittee on Design, Task Force for Environmental Design. (1993). *Guide on Evaluation and Abatement of Traffic Noise*. American Association of State Highway and Transportation Officials.

Texas Southern University, Center for Transportation Training and Research. (May 2002). *Entering the Quiet Zone: Noise Compatible Land Use Planning*. USDOT, Federal Highway Administration. [Brochure]. Available online: www.fhwa.dot.gov/environment/noise/quietzon/index.htm

Urban Systems Research and Engineering, Inc. (August 1976). *The Audible Landscape: A Manual for Highway Noise and Land Use*. USDOT, Federal Highway Administration. Available online: www.fhwa.dot.gov/environment/audible/index.htm.

For additional resources and publications, see the *Noise Pollution Clearinghouse* website at www.nonoise.org.



CONNECTIONS 2030: THE WISCONSIN DEPARTMENT OF TRANSPORTATION'S LONG-RANGE PLAN

*Jonquil Johnston, AICP, Program and Planning Analyst
Wisconsin Department of Transportation*

The Long Range Plan Update

The Wisconsin Department of Transportation (WisDOT) is currently developing a statewide long-range transportation policy plan called *Connections 2030*. *Connections 2030* is an update of WisDOT's long-range plan completed in the 1990s, *Translinks 21*.

The *Connections 2030* planning process will build on the strengths of Wisconsin's current transportation network by identifying key multi-modal transportation corridors needed to serve the travel desires of the state's citizens and to support economic development. The regional corridor concept will permit: 1) analysis of travel shifts among modes within a corridor, 2) analysis of travel shifts between corridors, 3) prioritization of transportation investments by corridor, and 4) presentation of plan recommendations by corridor.

The new long-range plan will serve as an aid to decision-makers in answering transportation-related questions. The plan will include policy recommendations for all transportation modes, including highways, local roads and streets, transit, waterways, airports, rail, bicycle, and pedestrian facilities, and for key issues such as land use and economic development. WisDOT anticipates *Connections 2030* will be completed by spring 2006.

Connections 2030 and Local Comprehensive Plans

Currently, many local governments across Wisconsin are engaged in planning efforts. Many of these communities are

completing comprehensive plans under Wisconsin's Comprehensive Planning Law. Each comprehensive plan requires a transportation element that must look at many of the same transportation issues that WisDOT will examine in *Connections 2030*.

The statewide nature of *Connections 2030* makes the scale and scope of the plan broad and general. Nonetheless, it is important for local governments to consider the state's long-range plan while making local transportation and land use decisions, and vice versa. Local decisions on land use often influence how state transportation resources will be invested in future projects. Coordinating local and state plans allows for more consistency between plans and the greater likelihood that plans will be implemented.

WisDOT hopes to look at the various components of local comprehensive plans to assist in the identification of statewide patterns and trends, similarities in vision, goals, and objectives, and directives for regional and state-wide transportation issues. Specifically, WisDOT will examine local land use and transportation elements to identify local and regional connections between and within various modes of transportation. WisDOT will also look to local comprehensive plans to understand how surrounding land use activities impact critical statewide transportation corridors.

Opportunities for State and Local Collaboration

WisDOT has an interest in participating in local planning efforts and has placed a priority on this activity. With more than

Connections 2030

Timeline

Plan Alternatives
July 2005

Draft Plan
December 2005

Final Plan
March 2006



1,000 Wisconsin communities currently engaged in a comprehensive planning process or having recently completed a plan, there are many opportunities for WisDOT to coordinate with local governments on land use and transportation planning.

Since the state Comprehensive Planning Law was enacted in 1999, WisDOT staff have been involved in local comprehensive planning efforts – serving as technical advisors, plan committee participants, and in a variety of other capacities. During the plan development phase of *Connections 2030*, WisDOT staff will continue to work cooperatively with local governments to examine the relationship between state transportation facilities and local land use.

What Has Been Completed So Far?

◆ Telephone Survey

WisDOT conducted a statewide telephone survey in spring 2004 for *Connections 2030*. A total of 1,100 Wisconsin residents were randomly selected to participate. Topics included overall transportation in Wisconsin, quality of life, congestion, and safety. Copies of the executive summary of the survey results and a complete report can be downloaded shortly at www.wiconnections2030.gov. For questions on the report or to request a printed copy, call (608) 264-7757 or email connections2030@dot.state.wi.us.

◆ Stakeholder Meetings

Beginning in May 2004, WisDOT staff started meeting with statewide transportation stakeholder organizations and large municipalities. The meetings serve two purposes: 1) to inform stakeholders about the long-range transportation plan process, and 2) to identify transportation-related issues facing Wisconsin. To date, WisDOT has met with over 20 groups. Meetings will continue into the fall. When all meetings are complete, a summary report will be prepared and meeting minutes will be

placed on the *Connections 2030* web site.

For more information about the stakeholder meetings, contact Casey Newman at (608) 266-1862 (email: kenneth.newman@dot.state.wi.us) or Bobbi Retzlaff at (608) 264-7266 (email: bobbi.retzlaff@dot.state.wi.us).

How Can You Get Involved?

◆ Newsletter

To add your name to the mailing list of our newsletter, *Staying Connected*, please e-mail connections2030@dot.state.wi.us, call (608) 264-7757, or write to the address at right.

◆ Connections 2030 Web Site

WisDOT has created a web site dedicated to *Connections 2030*. The web address is www.wiconnections2030.gov. The site is designed to keep interested persons informed of the status of the planning process, alert persons to opportunities for public involvement, and provide a means for citizens to ask a question or submit a comment or concern. In addition, WisDOT will periodically post a question and allow interested persons to submit responses. WisDOT will review the responses and share some of the responses online. We encourage you to check the web site regularly!

WisDOT shares with local governments a vested interest in a safe and efficient transportation system. For *Connections 2030* to be successful, we need your help! Your involvement and input into the planning process will help ensure *Connections 2030* meets the needs of Wisconsin residents. Public involvement opportunities will be available throughout the planning process. We encourage you to become involved!

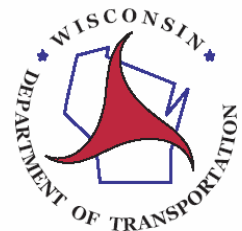
This article has been reviewed for form and content by Rebecca Roberts of the Center for Land Use Education. Any errors, mistakes and omissions remain the responsibility of the author.

Connections 2030 Contact Information

Interested individuals are encouraged to submit questions, comments or concerns at any time by writing, emailing, or calling:

Connections 2030
Wisconsin Department of
Transportation
PO Box 7913, Room 901
Madison, WI 53707-7913

Phone: (608) 264-7757
Fax: (608) 267-0294
Email: connections2030@dot.state.wi.us



Submit Articles!

Please submit an article to our newsletter.

It should be:

- 1,000 words or less,
- Informative,
- Of statewide concern,
- And address a land use issue.

The managing editor will review your submission and get back to you if any changes are necessary.

*Managing Editor
Rebecca Roberts*

905014

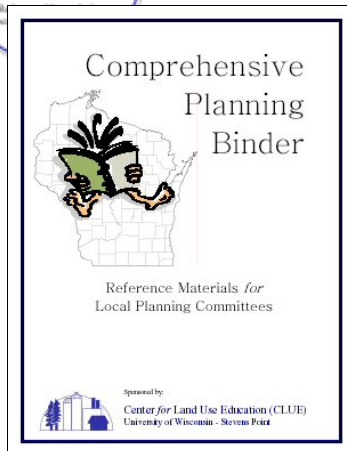
Center for Land Use Education



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COMPREHENSIVE PLANNING BINDER FOR LOCAL PLANNING COMMITTEES



If your community is preparing for a planning process and you would like to receive a planning binder for your local planning committee, we have a few still available.

Please contact Bob Newby at 715-346-3783 and request either a hard copy to insert into a binder or a CD-ROM version. These binders are made available through funding by the Wisconsin Chapter of the American Planning Association and CLUE through a grant from the American Planning Association.

It is also available through the following website: www.uwsp.edu/cnr/landcenter/pubs.html.

