

SHEBOYGAN COUNTY

Get Connected!



November, 2008

NONMOTORIZED TRANSPORTATION

What's Up With All Those Projects??

You have been waiting patiently for projects for roughly three years now. We knew that there would be delays caused by the federal process, but nobody anticipated the process taking so long. You may ask why this is?

Well, primarily it boils down to one line in the legislation that guides our grant. Section (g) of Section 1807 Statutory language states, "Treatment of Projects- Notwithstanding any other provision of law, projects assisted under this subsection shall be treated as projects on a Federal-aid system under chapter 1 of title 23, United States Code."

So what does that mean, right? It means our projects must move forward like a federally funded highway project and thus, our projects must follow the same rules and regulations that guide construction of the said highways. If you are thinking that is likely not the best legislation to guide bicycle and pedestrian projects, many would agree.

As the Pilot Program has moved forward we have found many efficiencies within the system. That is what a "Pilot" is all about. Finding what works, and what does not to set the example for future funding. Sometimes, unfortunately, you have to learn the hard way.

Realizing the delays caused by the above legislation, there is a national committee working on recommendations to streamline the federal process as it relates to bicycle and pedestrian projects. One of the big questions is if bicycling and walking are considered transportation, should they not be treated like other transportation projects? Valid point, but another view is that perhaps different sets of rules should be present for different types of transportation projects and/or a greater degree of flexibility offered. As with most other things in this world, there is rarely a clear-cut answer to many problems. Hopefully, the committee recommendations make it into the next federal highway funding cycle in 2010.

With that said, spring and summer of 2009 should see (we make no guarantees!) a flurry of construction as many projects are currently in design over the winter months. Many other projects will begin in 2010 and 2011 barring any unforeseen circumstances.

Check us out on our TV8 Program,
"Get Connected"
All performances are Oscar worthy!
Tuesday @ 5:00PM
Thursday @ 12:30PM



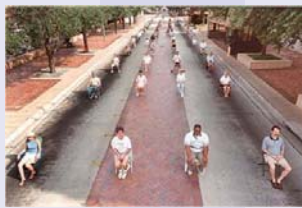
Before →

Our one completed infrastructure project - Eastern Avenue sidewalks in Plymouth. There has been roughly an 88% increase in pedestrian activity in this area since they have been installed.



After

CREATE A LASTING LEGACY..



Help move Sheboygan County towards

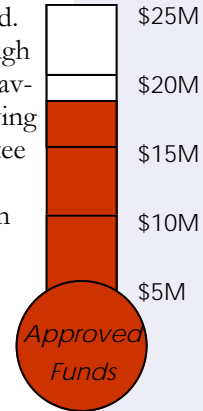


a healthier, less congested future!

Current Project Review

If you have followed the NMTTP you know we have two funding cycles per year where Sheboygan County communities and non-profit organizations are able to apply for funding. March 31st and September 30th are the due dates for the applications.

September 30th has come and gone, and the submitted applications are being reviewed. The committees that recommend and ultimately decide on the projects have some tough choices to make. After administrative costs and federal takedowns we anticipate on having a total of \$22M to allocate. Past funding cycle allocations total about \$18.5M, leaving about \$3.5M to allocate. However, out of the \$3.5M our County Board joint committee has recommended setting aside about \$900K (bringing the total contingency to about 20%) for project cost overruns because of soaring material prices not anticipated when projects were originally submitted. That leaves roughly \$2.5M to allocate. There are about \$5.5M in requests.



So what will the committees do? So far the consensus seems to be that we will fund those projects that can have the largest impact for the \$2.5M. The other projects that do not make that cut will then be prioritized so that if any of the \$900K contingency is left, or other funding becomes available, they get priority.

The discussions should be interesting and you are welcome to join them. All of our meetings are public.



Future Nonmotorized Funding

On an overwhelming 32-2 vote, the Sheboygan County Board adopted a resolution at its September, 2008 meeting to support Sheboygan County pursuing more federal funding for nonmotorized transportation. The Rails-to-Trails Conservancy lobbied hard for the original funding. According to their website, “the Rails-to-Trails Conservancy’s 2010 Campaign for Active Transportation aims to build on the success of the Nonmotorized Transportation Pilot Program. The goal: empowering dozens of communities to each advocate for \$50 million in federal funds to make focused investments in infrastructure and programs to shift automobile trips to walking and biking. The campaign aims to double the federal investment in active transportation in the next reauthorization.”

To view Sheboygan County’s case statement for further funding, or one of the other community’s statements go to www.railstotrails.org and navigate to the “Community Case Statements” link under the 2010 Campaign page. Milwaukee and Madison are two other Wisconsin communities vying for the funding.

Give your Representative or Senator a call to let them know you support sustainable transportation choices!

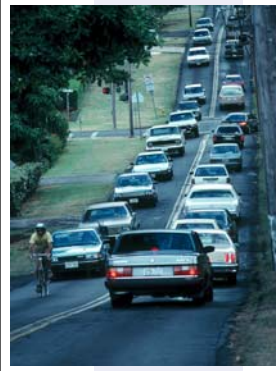
CREATE A LASTING LEGACY...



Help move Sheboygan County towards  a healthier, less congested future!

Landuse Patterns...how do we grow?

If you have followed the Nonmotorized Pilot Program to date, you realize a number of our funded projects are retro-fit applications. That is, we are adding facilities in built environments where gaps in the bicycle/pedestrian network exist. In most cases, retro-fits are typically more expensive than doing things upfront. The question that then arises is why are these retro-fit projects necessary?



This or....

There are many answers to that question. Areas of towns, which typically have comparatively relaxed infrastructure standards, may have been annexed into a municipality, which typically have higher infrastructure standards. Lack of intergovernmental cooperation where projects cross multiple jurisdictions is another reason. Funding is always an issue, and in many unfortunate cases the bicycle and pedestrian parts of a project are what get nixed. Sustainable land-use planning, or lack thereof, is yet another example. The list can go on and on.

No matter what town, village, or city you visit, post WWII development patterns are quite different from the pre-WWII period. Before WWII development tended to be more compact and based on a grid system. In its compactness, one typically saw employment, commercial, and residential mixes all within short distances. The grid system provided multiple routes one could take to arrive at their destination. Overall, the development footprint was relatively small and efficient.

In comparison, post-WWII development became auto-centric. Residential areas became based on a curvilinear/cul-de-sac pattern, and there was less mixed-use land use types. Now lacking a grid system, people left their subdivisions and employment centers through one, or maybe two, roadways and then, all filtered out onto the same roadway which was not typically upgraded to handle the additional development pressure. Commercial areas witnessed the rise of the mega parking lot. Overall, the long-term development footprint was comparatively large and inefficient.

So how do land-use decisions tie into nonmotorized transportation? In short, the pre-WWII developments were based on the human scale. The post-WWII developments were based around the automobile.

In pre-WWII developments, one could walk on a sidewalk from their home to the neighborhood grocery store, walk to the neighborhood school, walk to the park, and in many instances could easily walk to work. Bicyclists had it easier as well. Just like an automobile they had more routes to choose from and streets were narrower leading to lower traffic speeds.

In post-WWII development, sidewalks were often omitted, forcing people to walk on streets. This in itself keeps people from walking, but the residential, commercial, and employment centers were typically separated from one another as well. This made it much less desirable to walk and/or bike to destinations and, as we know, led to the rise of the automobile as the primary means



This??



Courtesy: Upstate Forever

of transportation. Furthermore, streets became much wider resulting in higher automobile speeds and longer intersection crossings if pedestrian facilities were even present.

Fortunately municipalities, developers, and even states are starting to realize the pre-WWII development patterns were much more sustainable from not only an environmental, but also from an economic standpoint (e.g. less road surface area results in less long-term maintenance costs, etc.). Transit-oriented development and traditional neighborhood designs are again starting to become accepted and desired. As a bonus, these types of developments typically sell out faster and for more than their counterparts.

Granted, there are many more factors that prevent folks from walking and/or biking to their destinations. But, land-use patterns play a rather large role.



SAVE THE DATE!!

**JAN. 7TH
6 PM**

**JAN. 7TH
6 PM**

Do you need:

- Better bicycling & walking connections?
- Better access to transit?
- A more livable community?

We need **YOU** to help continue the momentum of the Nonmotorized Transportation Pilot Program. Let's take the next step to continue promoting biking, walking, & transit as viable forms of utilitarian & recreational transportation in Sheboygan County.

The plan: Form a local non-profit bike/ped/transit organization focused on advocacy.

All are welcome. Please pass this on to whomever you wish! We plan on brainstorming, presenting a little information, and hopefully having some candid conversation about what the organization could focus on. Informal. Be there.

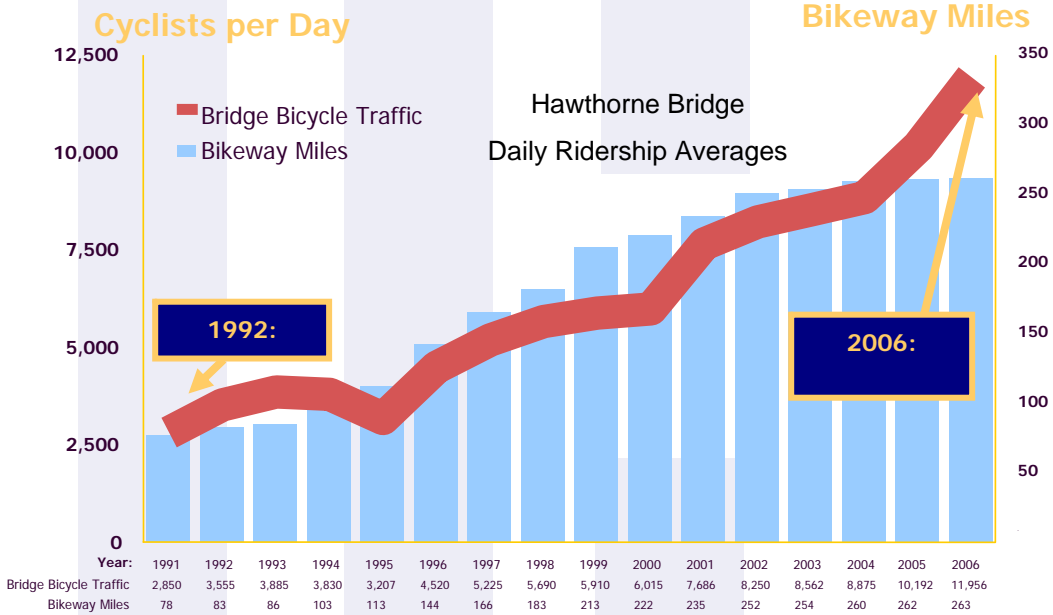
Contact:

Aaron or Mary 459-3060

Sheboygan County Planning Dept

January 7th - 6pm
Room 119
County Admin Bldg
508 New York Avenue
Sheboygan, WI

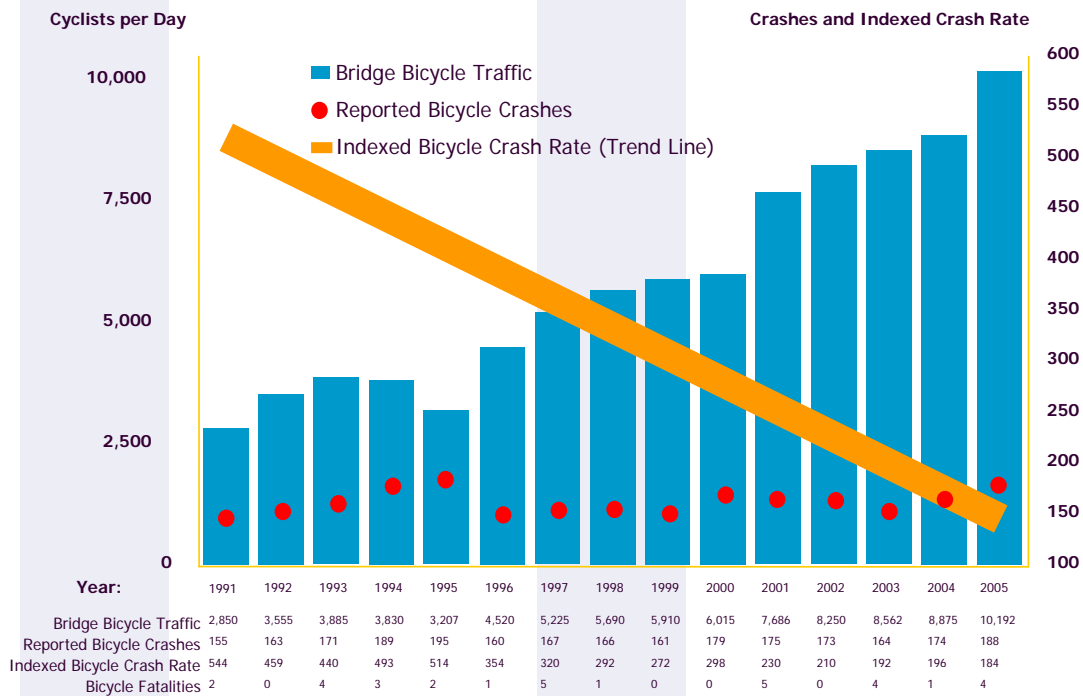
Build It...And They Will Come.



Source: Portland Traffic Division

These two simple graphs from Portland, OR represent proof that investments in bike/ped facilities pay off!

Build It Correctly = More Use & More Safety



Source: Portland Traffic Division

Program Details

The nonmotorized program is no longer accepting applications. We currently have more requests in funding than funds available.

If more funding becomes available, we will again open up the application process.



Check us out at:

http://www.co.sheboygan.wi.us/html/d_planning_nonmotorized_project.html

“When man invented the bicycle he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it, the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle.”

~Elizabeth West

In an effort to save taxpayer dollars, we plan to distribute this newsletter via email. If you would like to be added to our email distribution list, please email Mary at:

ebelimre@co.sheboygan.wi.us

Thanks for your interest in this project and for your commitment to safe and efficient non-motorized transportation options.

Pedestrian & Bicycle Comprehensive Plan Vision

By 2035, Sheboygan County's pedestrian and bicycle facilities will be an efficient, connecting system of routes and facilities that provides a safe, convenient and viable transportation choice for Sheboygan County residents and visitors.

