

ADOPTED GOALS, OBJECTIVES AND POLICIES

East Central first developed goals, objectives, and policies for transportation/land use planning in the mid 1970s, and updated those policies and objectives in the early 1980s. Passage of ISTEA in 1991 required all Metropolitan Planning Organizations (MPOs) to update and adopt long-range transportation plans which conformed to ISTEA's metropolitan planning requirements. ISTEA's requirements emphasized multimodal transportation, a strong transportation/land use interrelationship and an expanded public involvement process. This process meshed well with East Central's long-established planning process. Then in 1998, the Transportation Equity Act for the 21st Century (TEA-21) replaced ISTEA. The overall differences between the two include increased funding levels and a budgetary clause that guarantees promised funding for transportation projects.

An extensive issues identification process involving representatives of governmental agencies, area officials, environmental groups, developers, business groups, civic organizations, minority advocates, and interested citizens, took place late in 1993. Participants in the issues session, and those unable to attend, were invited to join East Central's on-going Technical Advisory Committee (TAC) in the review and development of goals objectives and policies, paying particular attention to issues raised in the previous session. The goals, objectives, and policies and accompanying definitions developed by the TAC were published in the document *Long-Range Transportation/Land Use Plan for the Fox Cities, Oshkosh and Fond du Lac Urban Areas: Goals, Objectives, and Policies*, and adopted by the East Central Commission in January of 1995.

Several key policy issues regarding growth management and urban service delivery were left unresolved by the TAC. TAC members who wished to continue working on these policies were asked to participate on a new committee, the Land Use Advisory Committee (LUAC). LUAC was organized to address unresolved issues and provide community input to the land use portion of the Long Range Transportation/Land Use Plan and also the urban sewer service area update. Discussion focused on the urban planning area, which includes the cities, towns, and villages of the Fox Cities, Fond du Lac and Oshkosh Urbanized Areas. Areas outside of the urban planning area need to address many of the same issues facing the Urbanized Areas of the East Central region.

However, since they differ in amount and density of development, policies need to correspondingly differ. Using LUAC's urban goals, policies, and objectives as a guideline, East Central staff also developed an open space recommendation and a rural development recommendation. The product of LUAC and staff efforts is the *Long-Range Transportation/Land Use Plan for the Fox Cities, Oshkosh and Fond du Lac Urban Areas: Addendum*. The recommendations were adopted by the Commission in April of 1996. Land use/transportation alternatives presented in this plan will be measured against these goals, objectives and policies as adopted and amended by the Commission.

In 2003, the Oshkosh MPO began identifying key transportation and land use issues, along with goals and objectives, to address these issues within the Urbanized Area. Input from the public was also taken into consideration. Issues within the Urbanized Area, along with goals, objectives, and policies which address the seven long-range planning factors of TEA-21 were adopted by the Oshkosh MPO in 2004.

TRANSPORTATION

The original goals and objectives for the East Central region were developed in 1973, resulting from an extensive public participation process. Shortly thereafter, with designation of the Commission as the MPO for the Appleton and Oshkosh Urbanized Areas, the first set of transportation goals, objectives, and policies was established for the *Fox Valley Transportation Study*. Almost ten years later, in 1982, after more than 50 studies, the transportation goals, objectives, and policies were updated and expanded beyond the Urbanized Area to address region wide issues. Except for a few refinements pertaining to individual highway and transit studies, the 1982 goals, objectives, and policies have been guiding the transportation planning process for over 20 years. In the current review and reevaluation, most were found to be still valid.

TRANSPORTATION GOALS AND OBJECTIVES

The overall goal for the regional transportation program is to “achieve a safe, efficient and environmentally sound transportation system that provides mobility for all segments of the population and supports the economy of the region.”

To attain this goal, the following objectives have been defined:

- **Integrated planning.** Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.
- **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all population subgroups and determine the relative effectiveness of various system alternatives.
- **An efficient street and highway system.** Provide a street and highway system along with other transportation facilities which will meet short and long-range needs, interests, and objectives in a cost-effective manner.
- **Safety.** Provide a safe transportation system throughout the region.
- **Minimum environmental disruption.** Develop a transportation system that minimizes environmental disruption and maintains environmental quality.
- **Compatibility with land use patterns.** Develop a transportation system compatible with existing and future land use patterns.
- **Conservation of energy.** Provide a transportation system that promotes the conservation of energy resources.
- **Multimodal interaction.** Provide an integrated transportation system that makes the best use of the capabilities of individual modes and modal combinations, including rail and trucking facilities, public transportation, bicycle and pedestrian travel, and air transportation.

OBJECTIVE: Integrated Planning. Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.

Policies:

1. The existing transportation system should be continually evaluated, deficiencies identified and solutions proposed in keeping with comprehensive planning goals and objectives.
2. The transportation system should be planned in support of current land use and desired patterns of future development.
3. All proposals and changes considered in the comprehensive planning program should be constructively reviewed in terms of their impact on the transportation system.
4. Local citizens should be formally involved in the transportation planning process.
5. Compatibility should be promoted among local, regional and state transportation policies and plans.
6. Compatibility should be promoted between public and private transportation services.

OBJECTIVE: Maximum System Effectiveness for all Residents. Consider the capabilities and transportation preferences of all population subgroups and determine the relative effectiveness of various system alternatives.

Policies:

1. At least a minimum level of transportation should be provided to all persons residing in the region.
2. Methodologies should be employed capable of comparing the effectiveness of investments in alternative networks and modes.
3. Subsidy programs should be considered to meet the needs of the economically disadvantaged.

OBJECTIVE: An efficient street and highway system. Provide a street and highway system along with other transportation facilities which will meet short and long-range needs, interests, and objectives in a cost-effective manner.

Policies:

1. The highway system should be designed to adequately accommodate projected future highway travel growth and the potential modal choices necessary for the efficient movement of goods and people.
2. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes cannot address the need to:
 - a. Alleviate significant safety hazards
 - b. Relieve communities of heavy through-traffic burdens
 - c. Alleviate traffic congestion
 - d. Conserve energy in highway use
 - e. Stimulate economic development
 - f. Provide a framework for future planned land use

3. A community's development plan should incorporate all proposed future principal and minor arterial streets within their existing and extraterritorial powers jurisdictions.
4. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.
5. Community development regulations allowing private streets should require right-of-way and design standards consistent with WisDOT's *Design Manual* for local streets.
6. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
7. Low-cost improvements such as channelization, signalization, removal of parking, etc. should be the first measure considered to maintain an adequate level of service on highway facilities.
8. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
9. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.
10. Traffic control signals within the Urbanized Area should be coordinated or timed to facilitate the efficient flow of traffic.
11. Through traffic in residential areas should be discouraged by incorporating such design concepts as cul-de-sacs and loop streets.

OBJECTIVE: Safety. Provide a safe transportation system throughout the region.

Policies:

1. The level of access control should be appropriate to the function of the highway.
2. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
3. Accident-producing facility deficiencies should be accorded a high priority for correction.
4. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
5. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.
6. Safe speed limits and laws dealing with drunk driving should be strictly enforced and new strategies for dealing with these problems should be explored.
7. The strictest possible safety regulations should be employed near transportation-related construction sites.
8. Driver education programs should be designed not only to train new drivers but also to improve the techniques of present drivers.

9. Educational programs should be expanded to include pedestrian, motorcycle and bicycle safety and the safe use of public transportation.
10. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.
11. Harbors and other navigable waters should be clearly marked and lighted where appropriate.
12. To ensure safe movement of hazardous material, infrastructure improvements should conform to guidelines set by local emergency services and state and federal regulations.

OBJECTIVE: Minimum Environmental Disruption. Develop a transportation system that minimizes environmental disruption and maintains environmental quality.

Policies:

1. Required federal and state environmental impact statements and assessments for transportation facilities should be carefully reviewed on the local and regional levels.
2. Care should be taken to protect historic or visually pleasing buildings and scenic, historic, scientific and cultural sites when constructing new or improving existing transportation facilities.
3. The location of roadways through environmentally sensitive areas should be minimized.
4. Transportation facilities should be designed to be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms and attractive landscaping on major arterials in urban areas and minimizing unsightly views such as junkyards, billboards, and strip commercial development in more rural areas.
5. Natural vegetation should be encouraged along roadsides to protect wildlife, reduce the use of herbicides and cut maintenance costs.
6. Transportation facilities should be located and designed to minimized exposure of people to harmful and/or annoying air, water or noise pollution levels.
7. Air pollution should be minimized through efficient traffic control measures and through encouragement of transit, bicycle and pedestrian travel.
8. Air quality should be monitored to ensure that motor vehicles, including air and water craft, do not exceed the exhaust emission standards set by the Environmental Protection Agency.
9. All transport related sewerage and other facilities should be constructed and maintained so that their contribution to water pollution will be minimized and will meet appropriate water quality standards.
10. Natural water depths should be used to the maximum extent possible to avoid unnecessary dredging. Where dredging is necessary, disposal sites should be planned and located consistent with state solid waste disposal regulations and/or disposed of in a nuisance-free and aesthetic manner.

11. National noise standards should be used to ensure that residential areas, schools, or other places with high concentrations of people are not exposed to harmful levels of noise from transportation facilities.

OBJECTIVE: Compatibility with Land Use Patterns. Develop a transportation system compatible with existing and future land use patterns.

Policies:

1. The proper use of land for and adjacent to highways should be maximized by coordinating street and highway planning with land development.
2. The relative accessibility provided by the highway system should be adapted to comprehensive plans by providing a higher level of accessibility to areas where development is to be encouraged.
3. The total amount of land used for roadways should be minimized and multiple uses of right-of-ways should be encouraged.
4. The disruption and dislocation of neighborhoods, households, businesses, industries and public and institutional buildings by construction of new or reconstruction of existing transportation facilities should be minimized.
5. Penetration of neighborhood units by arterial streets and highways should be avoided except where it can be demonstrated that the proposed location and design will improve the ability of the area to function effectively.
6. Location of new or relocation of existing transportation facilities in or through recreational facilities and historic, scenic or cultural sites should be avoided wherever possible.
7. When constructing or improving roadways, prime farmland should be preserved wherever possible.
8. Transportation facilities should be designed to promote compact development. New transportation facilities should not be extended for new subdivisions until existing subdivisions are fully developed.
9. Right-of-ways for proposed transportation facilities should be reserved to minimize disruption of future development.

OBJECTIVE: Conservation of Energy. Provide a transportation system that promotes the conservation of energy resources.

Policies:

1. Local governments should develop transportation policies to conserve transportation energy and meet contingency situations in case of fuel shortfalls.
2. Development patterns that reduce the need to travel should be promoted.
3. Interruptions in traffic flow should be minimized.

4. Highway facilities should be routed to provide the shortest travel paths for the greatest number of trips.
5. Bypasses of urbanized areas should be constructed where serious traffic congestion can be alleviated.
6. Highway facilities should be designed and maintained to conserve energy. This includes providing smooth pavements and the elimination of steep grades and sharp curves.
7. The use of ride sharing and mass transportation should be encouraged.
8. The most energy efficient methods of construction and maintenance should be identified and applied.
9. Efforts to improve energy conservation through improved fuel efficiency of vehicles and through educational programs on better driving and travel habits should be pursued.

OBJECTIVE: Multimodal Interaction. Provide an integrated transportation system that makes the best use of the capabilities of individual modes and modal combinations, including rail and trucking facilities, public transportation, bicycle and pedestrian travel, and air transportation.

FREIGHT TRANSPORTATION: Ensure that appropriate types and levels of freight transportation services are provided to the entire region.

Policies:

1. Common-carrier truck service should be provided to all areas of the region.
2. Efficient truck routing should be oriented to the freeway, expressway and high-level arterial network to facilitate truck traffic and to reduce conflicts with autos.
3. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.
4. The location of truck and rail terminals should be determined cooperatively by public and private interests.
5. Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan.
6. Air freight service should be provided at all metropolitan and regional centers.

PUBLIC TRANSPORTATION: Expand public transportation choices to provide a competitive mode of transportation.

Policies:

1. Local governments should recognize public transportation as a basic public service.

2. Public transportation should be provided in all urban areas using delivery systems appropriate to the density of development. Delivery systems include both fixed-route and demand-responsive services employing various sized buses, vans and taxis.
3. Local governments should promote land use patterns and site design standards which can be efficiently served by public transportation.
4. Public transportation should be related to travel patterns within an urban area.
5. At a minimum, public transportation should meet the mobility needs of the transit dependent.
6. Public transportation should provide a level of service that is safe, convenient, comfortable and affordable.
7. Funding and organizational mechanisms for public transportation should be based on principles of equity and reflect the interconnectivity of jurisdictions within an urban area.
8. Public transportation should strive to meet the service, performance, management and marketing standards determined for a given urban area.
9. Transportation services within an urban area should be coordinated to increase efficiency and avoid overlap and duplication of service. Coordination should encompass public and private transportation services and include such travel demand management programs as ride-sharing, employee van pools, subsidized transit passes, park and ride lots, etc.
10. Intercity public transportation should serve all populous areas of the region.

BICYCLE AND PEDESTRIAN TRAVEL: Make travel by foot or bicycle a safe, convenient, and attractive alternative to motorized travel by providing adequate accommodations, education and enforcement, and more compact land use patterns.

Policies:

1. A network of suitable on- and off-road routes should be developed which provide linkage between important origins and destinations and interconnect with other modes of transportation.
2. Conflicts between motor vehicles and bicycles and pedestrians should be minimized.
3. Bicycle and pedestrian related improvements should be integrated into the planning, design, and construction of all appropriate highway and street improvement projects.
4. Facilities and amenities which make bicycling and walking more attractive alternatives to the motor vehicle should be provided at destinations.
5. Actions, activities and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.
6. Efforts to increase community awareness of bicycle and pedestrian safety issues should be undertaken.

7. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.
8. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes should be undertaken.
9. Compact and mixed land use should be encouraged to increase opportunities for bicycling and walking.
10. New development should be encouraged to integrate the bicycle and pedestrian modes of transportation.
11. Natural and man-made corridors should be utilized for bicycle/pedestrian trails.

AIR TRANSPORTATION: Provide and maintain a safe air transportation system to meet travel and freight service demands.

Policies:

1. An airport system should be maintained to provide an adequate level of service to existing and anticipated patterns of development, especially areas of population concentration and activities which generate significant travel demands throughout the region.
2. Each airport in the region should be designed to conform to the standards and provide the type of service indicated by its classification in the Wisconsin Airport Systems Plan.
3. Master plans should be prepared for all airports in the region included in the Wisconsin Airport System plan.
4. A zoning ordinance should be adopted for every airport in the region to ensure compatible uses adjacent to each airport.
5. Airports should cause minimal disruption of the environment and natural resource base.
6. Noise exposure forecast criteria should be considered when developing areas surrounding airports.
7. Priority should be given to maintaining existing airport facilities in a safe condition before constructing new facilities.
8. Land proposed for new airports or expansion of existing airports should be reserved as soon as possible.
9. The airport system should be integrated with other major transportation modes.
10. Adequate public transportation should be provided between the airport and the central city.
11. Adequate parking areas should be maintained at all airports in the region.

PASSENGER RAIL: Encourage the implementation of the Midwest Rail Initiative as it applies to passenger rail service.

1. Local government should participate in the implementation of the Midwest Rail Initiative.
2. The future passenger rail system should be integrated with freight rail service infrastructure and supported by adequate parking and passenger facilities.

WATER TRANSPORTATION: Maintain the ability to safely serve recreational, commercial, and industrial travel needs on area waterways.

1. Local government should coordinate with pertinent enforcement agencies to keep river travel in safe condition.
2. Bridge openings should cause minimal disruption to bridge traffic.

LAND USE

The policies assembled pertaining to land use intend to encourage efficient, orderly, and planned land use development patterns consistent with sound environmental management practices. The land use element provides direction and integrates four sub-element functional plans which have direct impacts on future land use. These functional areas are Growth Management, Urban Service Delivery, Environmental Resources, and Open Space.

Like the transportation policies, the primary intent of the land use policies is to guide land use decisions, particularly in terms of sewer service area actions. A secondary use of the policies falls within the planning process, itself. These adopted transportation and land use policies are used to comparatively analyze the land use scenarios, to be discussed later.

LAND USE GOALS AND OBJECTIVES

Growth Management

GOAL: ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT.

OBJECTIVE: **Allocated Growth. Promote balanced allocation of land areas to accommodate current and future urban development needs.**

Policies:

1. The supply of land allocated for urban development should approximate the current and future needs as determined from population, employment and land use projections which have been developed in conjunction with adopted comprehensive or urban service area plans.
2. New urban development patterns should incorporate planned areas of mixed use and density neighborhoods that are clustered and compatible with adjacent uses.

3. Work places, shopping centers, recreational facilities, and community facilities should be located to provide a mix of land uses for improved accessibility for residents.
4. Urban designs with higher density land use alternatives should be promoted.

OBJECTIVE: Planned Urban Communities. Promote planned urban communities which contain centralized, compact, contiguous and compatible urban development patterns.

Policies:

1. Vacant developable lands within existing urban areas should first be infilled, then development staged outward from the existing development limits.
2. New subdivision development should be encouraged within existing urbanized areas or as an expansion of existing urban areas concurrent with the provision of necessary facilities and services.
3. The expansion of major commercial and industrial land use activities should be adjacent to existing areas or in areas designated for such development in adopted comprehensive plans.
4. Natural and man-made features, such as ridge lines, streams and major highways, should be considered in the expansion and staging of urban development.
5. Urban development should only take place in designated urban service areas.
6. Community development plans should be coordinated in multijurisdictional urban areas.
7. Urban sprawl in the form of unplanned development which is non-contiguous, low density, scattered and inefficiently served should be discouraged.

OBJECTIVE: Environmentally Sound Development. Promote urban development which protects environmentally sensitive areas and is compatible with the natural resource base.

Policies:

1. Urban development should be directed to suitable land and discouraged on unsuitable land, such as floodplains, wetlands, prime agricultural soils, areas of high bedrock and groundwater, steep slopes, prime wildlife habitat, unique scientific areas and areas of historical or archeological significance.
2. The development of environmentally sensitive areas should be discouraged.
3. Adverse development impacts to surface water and groundwater should be mitigated.
4. Designs and plans for new development should preserve open spaces for public use, complement the existing landscape, and conserve energy and natural resources.

5. Land reclamation should be required following extractive operations or other uses which significantly alter the land surface.
6. Urban redevelopment activities should weigh environmental, health and safety factors against associated costs and benefits.

OBJECTIVE: Efficient Development. Promote efficient and cost-effective development in urban growth areas.

Policies:

1. Urban development should be encouraged at densities adequate to sustain reasonable urban service costs.
2. Urban development should occur in areas served by adequate public facilities and services.
3. A variety of types, prices and locations of housing should be provided to promote convenience, choice and affordability.
4. Development patterns and site designs that support multimodal transportation should be encouraged.
5. Major commercial and industrial areas should be provided with readily accessible major transportation systems.
6. Community comprehensive plans should be adopted prior to the extension of urban services.

OBJECTIVE: Rural Land Development. Preserve rural land uses by requiring planning which considers water and sanitary sewer adequacy.

Policies:

1. Agricultural and open space characteristics of rural areas should be preserved.
2. Rural development should be limited to land with suitable physical characteristics and soils supporting conventional on-site sewage treatment systems.
3. Rural residential housing should be limited to dependent single lot use in agriculture and open space areas.
4. Rural subdivision development should be limited to areas which do not negatively impact agricultural or open space uses and the provision of public services.
5. Rural subdivision development should be restricted in urban planning areas until long-term urban services are provided.

OBJECTIVE: Compatibility with the Transportation Network. Encourage development in areas that are served by existing transportation infrastructure.

1. Infill development and redevelopment projects should be promoted in order to avoid the need for extension of transportation infrastructure and service.

2. Design standards for infill should be given different consideration for transportation/ traffic requirements compared to "greenfield" development.

Urban Service Delivery

GOAL: PROMOTE URBAN SERVICES IN AN EFFICIENT, ENVIRONMENTALLY SOUND, AND SOCIALLY RESPONSIBLE MANNER.

OBJECTIVE: **Economical Public Facilities. Provide efficient, economical, and equitable public facilities and services to urban development.**

Policies:

1. The use of existing public facilities and services should be maximized in the allocation of future urban growth.
2. Designing of new and upgraded transportation and utility facilities with capacities sufficient to respond to existing demand levels and to the additional demand generated by planned development should be encouraged.
3. A full range of essential urban services and facilities should be provided to urban development areas.
4. The costs of providing urban services should be minimized through higher density development.
5. Major infrastructure extensions should be staged to coincide with community growth rates.
6. Utilities serving individual developments should be extended consistent with community water and wastewater system plans.
7. Provision of public facilities and services should be coordinated with the location and timing of new development.

OBJECTIVE: **Cooperative Provision of Services. Provide services where efficiency, equity, and economies of scale can be obtained through cooperation and coordination.**

Policies:

1. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
2. The proliferation of major public infrastructure facilities that duplicate services should be discouraged.
3. Intermunicipal agreements should be promoted for the provision of joint service.
4. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

Environmental Resources

GOAL: PROTECT THE ENVIRONMENT AND MANAGE NATURAL RESOURCES IN AN ECOLOGICALLY SOUND MANNER.

OBJECTIVE: **Water Quality Protection. Improve and protect surface and groundwater quality.**

Policies:

1. The quality and supply of groundwater should be protected as the principal source of water supply and water conservation programs should be encouraged.
2. The use of natural drainage patterns and measures should be promoted to enhance water quality.
3. Wetlands should be preserved as an essential component of the hydrologic system.
4. The risk of groundwater contamination should be reduced in aquifer recharge areas.
5. Lakeshore and streambank erosion should be minimized.
6. Construction site erosion should be controlled and urban stormwater runoff reduced.
7. Non-point source pollution abatement programs should be supported.
8. The adverse water quality impacts of agricultural runoff should be minimized.

OBJECTIVE: **Air Quality Maintenance. Improve or maintain high air quality throughout east central Wisconsin.**

Policies:

1. Air pollution abatement programs and air quality regulations should be supported.
2. Geographically coordinated abatement strategies should be encouraged.
3. The public should be provided with information on air quality programs and specific air quality problems.
4. The increased use of transportation modes that are more efficient and environmentally sound than the private automobile should be encouraged.
5. Noise pollution should be reduced and noise sources isolated.

OBJECTIVE: **Environmentally Sensitive Area Protection. Preserve and protect environmentally sensitive areas and promote the linkage of these areas into environmental corridors.**

Policies:

1. The natural environment should be recognized as an integrated system of interacting and finite land, water and air resources that protect the health and stability of the entire ecosystem.
2. Shoreland, floodplain and wetland areas should be protected as essential components of the hydrologic system and their scenic and recreational value preserved.
3. The disturbance of environmentally sensitive areas by utilities and transportation facilities construction should be minimized.
4. Critical natural areas should be preserved and protected from development and other adverse impacts.
5. Adjacent land uses which adversely impact sensitive areas should be restricted or mitigated.
6. The interrelationship of adjacent landscape types should be recognized to avoid dividing the natural units or breaking important linkages.

OBJECTIVE: Wildlife Habitat Management. Manage wildlife and wildlife habitat in a manner that maintains ecological stability and diversity, and considers social and economic impacts.

Policies:

1. The diversity and population of plant and wildlife species should be maintained and increased.
2. Critical habitat areas for endangered and rare species should be preserved and enhanced.
3. Wildlife habitat such as fencerows, woodlots and natural areas should be protected and expanded.
4. Adequate public access to hunting and fishing areas should be provided.
5. Responsible public use of private land should be encouraged.
6. Wildlife and plant populations should be managed in ways that do not impose undue financial loss to individual property owners.
7. Plant and animal preserves used specifically for educational and observational purposes should be maintained and expanded.

OBJECTIVE: Food and Fiber Production. Preserve land suitable for the production of food and fiber to meet present and future needs.

Policies:

1. Land best suited for agriculture or forestry should be preserved for these uses or in other uses which enable the land to be readily converted to agricultural or forestry production.
2. Ecologically sound and economically feasible farm and forestry management practices which preserve soil productivity and minimize soil loss should be encouraged.
3. Soil should be recognized as one of the basic and most important resources and programs to preserve and improve productivity and wise use consistent with soil capability should be developed and promoted.

OBJECTIVE: Solid Waste Management. Employ a comprehensive management approach for solid and organic wastes.

Policies:

1. The amount of solid waste generated by households, business and industry should be reduced.
2. Solid waste should be recycled as an alternative raw material for construction, manufacturing, and energy production.
3. Organic wastes should be used as soil amendments.
4. Waste disposal operations and facilities should be centralized where economically feasible.
5. Cost-effective waste management systems should be provided that are consistent with development, and water and air quality regulations.
6. On-site waste disposal systems should be managed to minimize adverse land use, environmental, and public health impacts.
7. Health threats from toxic substances in the environment should be reduced.

Open Space

GOAL: PROVIDE SUFFICIENT PUBLIC OPEN SPACE TO MEET THE RECREATIONAL NEEDS OF ALL RESIDENTS AND PROTECT AND PRESERVE NATURAL AND CULTURAL RESOURCES.

OBJECTIVE: Recreational Opportunity. Provide all area residents an opportunity to partake in a wide range of active and passive recreational activities on a year-round basis.

Policies:

1. Recreational facilities should be provided to address the level of activity participation, facility deficiencies and aesthetic needs of the community.

2. Park sites to fully serve the local and areawide needs of the community should be located and developed.
3. Safe, convenient and adequate access to all parks and recreation areas should be provided.

OBJECTIVE: Preservation Areas. Preserve areas of unique natural, historical, and cultural significance or unusual beauty for public use and enjoyment.

Policies:

1. All significance preservation areas should be identified and mapped.
2. Unique areas should be protected by minimizing the impact of individual development proposals.
3. Significant natural areas should be preserved as public open space.
4. Public access and use within environmental corridors and drainage ways should be promoted.

OBJECTIVE: Urban Recreation Needs. Plan for the future open space and recreational needs of the urban area.

Policies:

1. All municipalities should be encouraged to participate in the development of comprehensive park and open space plans.
2. Opportunities should be identified for developing a network of recreational trails along highly attractive environmental corridors, natural waterways, and transportation rights-of-way to link major recreational facilities and residential areas.
3. Coordination between neighboring jurisdictions should be facilitated for development of parks and recreation facilities and linkages.
4. Future parks and open space areas should be preserved so that suitable and adequate land will be available to provide active and passive recreational opportunities as growth occurs.

OBJECTIVE: Cost-Effective Recreation. Provide recreational opportunities in a cost-effective manner.

Policies:

1. Facilities should be developed which can provide multi-seasonal recreational opportunities.
2. The use of existing recreational facilities should be optimized.
3. Duplicative recreational facilities and programs should be avoided.
4. Grants and funding assistance should be maximized in the acquisition and development of recreational facilities.

5. Municipalities and school districts should be encouraged to cooperate in the development of community recreational and playground facilities.
6. The development of the county park system should be encouraged to complement recreational opportunities available in local parks.
7. Municipalities should be encouraged to establish capital funding and other parkland dedication methods to provide for future recreational needs.

OBJECTIVE: Attractive Communities. Make individual communities, and the region as a whole, a more attractive place to live, work, and play.

Policies:

1. Scenic areas should be preserved and landscaping and other site development requirements strengthened to promote community beautification.
2. Additional billboard proliferation should be prevented, their placement controlled and a phase-out program promoted.
3. Community tree planting programs on street terraces and public areas should be promoted.
4. Waterfront areas should be preserved and redeveloped to promote greater public recreational use.
5. Scenic easements to protect important viewsheds should be acquired.