

COUNTY PLANNING



American Planning Association
County Planning Division

Making Great Communities Happen

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The Consolidation of Philadelphia County

With the National APA Conference headed to the city of brotherly love in 2023, you might be curious to know which county holds claim over Philadelphia, the sixth most populated city in America. The answer, Philadelphia County (of course!), may be

straightforward, but the county was fully consolidated with the city in 1854, simultaneously expanding Philadelphia’s limits, tax revenue, and governance. Learn more about what prompted the consolidation in an article by R. Scott Hanson, Ph.D., on [page 6](#).



A later publication of an early Pennsylvania map, drawn by Thomas Holme in 1682. It includes large land holdings in Chester (west), Philadelphia (center), and Bucks (east) Counties, as well as an inset layout of the City of Philadelphia (top center). Credit: Library of Congress

OUR MISSION: The County Planning Division of the APA seeks to strengthen relationships among county planners, county elected officials, and other county personnel by facilitating the sharing of technical information, encouraging continuing professional development of its members, researching county planning issues, and building strong ties with other organizations and disciplines with related interests.



Letter from the Chair

A few years ago, I decided to take a leadership class, specifically NaCO's High Performance Leadership Academy. I wasn't sure what to expect. I previously had training in the Harvard method for negotiation, but as we all know, you are never done learning. I looked at the opportunity to potentially revisit many topics and broaden my knowledge of leadership and negotiation.

It turns out that class was awesome. It was an excellent learning experience that required much self-reflection. It was 12 weeks long and included mentorship and consisted of weekly homework, a full group virtual meeting and small group projects. We assessed issues, provided feedback and had in-depth discussions on weekly topics. The course covered topics ranging from employee motivation to being an advocate for my bosses. It focused on listening, understanding and finding solutions that work for people on all sides of the proverbial table. It highlighted behaviors that can undermine and behaviors that can take projects to new levels. It addressed the need for leaders to look at situations with fresh eyes.

My career has provided me with a lot of opportunity for learning along the way, but this training really pushed me to expand my knowledge out of the box and into new territory.

For planners, leadership is very important. The lessons in leadership teach us to leave our egos behind and to look at negotiations as problem solving sessions. We learn to advocate while preserving relationships, being respectful and trying to find ways to meet everyone's goals. Being a strong leader will help you in your career.

As it turns out, I would recommend every planner take a leadership class. We are leaders. We need to come up with innovative solutions to problems. We need to be able to communicate with people in a way that they listen. We need to be able to address a variety of needs when reviewing projects and writing code. Leadership should be part of the curriculum as part of our planning programs. If you are already into your career, at a minimum, make a commitment to learn about leadership, but consider taking some formal leadership training.

That being said, I have a leadership challenge for you all: make a personal leadership mission statement! This is like having a theme song, but without the music. Write down the things that define your leadership style and your goals that you would like to accomplish in the workplace and summarize it into a few sentences. Here is mine: *"We all have the power to accomplish things both great and small, which is initiated, maintained and protected by a positive attitude. I will encourage my employees, co-workers and bosses to confidently use that power to accomplish our goals, hone it, do good with it, and set the example. I will support them in doing this, personally and professionally, and I will care. I will always be there to help, and I will always strive to improve."*

Please, let me know your results. Through strong leadership, we can all help each other in trying to find solutions to our many planning challenges.

Michelle Fuson

Chair, County Planning Division

Project Awards Program - 2022 Winners

The County Planning Division and the National Association of County Planners jointly determined two 2022 Project Award Program winners.

Award of Merit to Franklin County, Ohio and The Ohio State University, in the Best Practices category for the *Local Food Zoning Code: Recommendations for Implementation of the Local Food Action Plan*.

Franklin County's Economic Development & Planning Department entered into an innovative practice/academy partnership with the Ohio State University's City & Regional Planning studio to identify robust recommendations for the County's ongoing zoning recommendations project and benefit from the creative expertise of the Ohio State University students. Franklin County's Food Systems Planner Brian Estabrook worked closely with the CRP students during the Autumn 2021 term. Together, they built a strong baseline of food system and urban agriculture knowledge and how their work could benefit Columbus' and Franklin County's Local Food Action Plan implementation. The seniors in OSU's city and regional planning program produced an evidence-based hybrid zoning code complete with form-based visuals, complete with permitted/conditional/prohibited land use tables.

Through an extensive first month of research, gaining knowledge from local and national experts who visited the class, students identified and developed best practice case studies that led to the production of a quality hybrid zoning code document.



A cohesive, hardworking culture made it possible to complete this ambitious project in one academic term. The students engaged with experts on food systems



Award of Merit to Ellis County, Kansas, in the Comprehensive Plan – Small Jurisdiction category for the *Ellis County Comprehensive Plan*.

The Ellis County Comprehensive Plan began in mid-2018. The plan was to be a complete update to their plan created approximately six years prior. The actual plan was finally completed in 2021, (the plan was delayed (COVID-19 influenced) to allow for the zoning regulations to be written. Both documents were adopted in August 2021. The significance of this plan to Ellis County and the planning community (planning community in Kansas and Midwest) is as follows: 1) The new plan replaced a previous plan which was more focused on the urban settings of the county, 2) The new plan examined issues surrounding energy production and usage since Ellis County has the most oil and gas well of any county in Kansas. This is a critical component of the local economy, 3) In addition to the oil and gas production in Ellis County, the county is home to the Buckeye Windfarm. Therefore, Ellis County is home to a mixed portfolio of energy production, 4) Ellis County has a very limited amount of water for domestic and other uses and



planning, community-based research, equity, civic engagement, national food planning trends, Ohio's regulatory regime for agriculture, urban agriculture operations, and municipal/jurisdictional fragmentation. All parties benefited from the focus group participation of planning and zoning staff from eight Franklin County municipalities. Planning for this partnership began in Summer 2021 and continues in a highly productive, remarkable team where this baseline work drives Franklin County's implementation efforts. Unusually, the document contains 100% student work, as directed by the Local Food Action Plan team lead by the Franklin County Economic Development & Planning Department. The department will utilize the project document to provide zoning code revision recommendations to Franklin County municipalities and zoning authorities.



is in need of conservation measures, 5) Ellis County and the City of Hays negotiated an extraterritorial jurisdiction for Hays, allowing the community to protect their growth areas, 6) Ellis County, to the best of our knowledge is the first county in Kansas to adopt a comprehensive plan with a Sustainability Chapter. 7) The plan also included components of the regions Hazard Mitigation Plan (relating to Ellis County) in order to make county staff and residents aware of what was actually in that specific Plan. This allows staff, developers, and residents to understand key issues impacting certain proposals, and finally, when the regional hazard mitigation plan is updated, every five years, Ellis County will update the specific chapter related to the topic. Implementation of the plan has already begun with the adoption of new zoning and subdivision regulations. The new regulations directly reflect the policies developed in the plan itself. Final adoption of the plan was reliant upon the completion of the regulations.

Project Awards Program - 2023 Application

Due March 3, 2023

The APA County Planning Division (CPD) and the National Association of County Planners (NACP) are pleased to announce the opening of their 2023 Project Awards Program application cycle. This program provides the opportunity to recognize outstanding planning projects from counties around the country at the County Planning Division business meeting in Philadelphia at the APA National Conference.

The program provides members with the chance to see and learn about development, conservation, government or environmental projects, where planning has had a positive impact on the outcome. In awarding awards of Excellence or Merit, judges will be looking for innovativeness and quality, and the potential for use in other areas.

Nominate a Project!

Submit a nomination package for a project completed within the last two years under one of the following categories:

PLANNING PROJECT AWARD: To a specific physical planning project of unusually high merit conducted by a county that is in the process of being constructed or has been constructed within the last two years. The project should demonstrate “on-the-ground” results that are supported by documentable physical or social change.

COMPREHENSIVE PLAN AWARD:

Large Jurisdiction: For a comprehensive plan of unusually high merit completed and adopted by a county within the last two years for, by or within a jurisdiction with the most recent Census population of 50,000 or more.

Small Jurisdiction: For a comprehensive plan of unusually high merit completed and adopted by a county within the last two years, for, by or within a jurisdiction with the most recent Census population of less than 50,000.

BEST PRACTICES AWARD: For a specific planning tool, practice, program, project, or process that is a significant advancement to specific elements of planning. This category emphasizes results and demonstrates how innovative and state-of-the-art planning methods and practices helped to implement a plan. Nominations may include such things as ordinances, regulations, legislation, adopted policy and codes, tax policies or initiatives, growth management or design guidelines, transferable development rights program, land acquisition efforts, public/private partnerships, applications of technology, handbooks, or efforts to foster greater participation in community planning.

GRASSROOTS INITIATIVE AWARD: For an initiative that illustrates how a community utilized the planning process to address a need that extends beyond the traditional scope of planning. Emphasis is placed on the success of planning in new or different settings. Nominated projects should expand public understanding of the planning process. This could include such efforts as community policing or drug prevention, neighborhood outreach initiatives, programs designed for special populations, rural development, public art or cultural efforts, community festivals, environmental or conservation initiatives, summer recreational initiatives for children, or focused tourism ventures.

SMALL AREA/SPECIAL AREA PLANNING AWARD: This award will go to a small area/special area plan, program, design, or related effort that demonstrates innovative planning principles and measures that create sustainable communities that have lasting value.

COUNTY HOLISTIC INNOVATION PROJECT (CHIP): A current special focus area of the APA Divisions Council is the concept of smart cities and sustainability. This award will recognize a county that has incorporated "[smart cities and sustainability](#)" considerations into the planning process and has demonstrated a commitment to involving innovative practices that improve the cost efficiencies, infrastructure resiliency and enhanced citizen engagement.

For details on the nomination process, please visit countyplanning.org/project-awards/

A Home of My Own

Yavapai County Helps New Home Affordability With New

by **JEREMY DYE**

Yavapai County
Development Services Director

Yavapai County is one of the fastest growing counties in Arizona. Due to the increase in demand for homes, this has slowly driven the purchase price and rental rates of houses to an unattainable level for the first-time home buyer and low-income families. The start of the Covid-19 pandemic only exacerbated the situation with rising home costs, a supply shortage of homes, and lack of building materials available. Yavapai County Development Services Department recognized the challenges presented within the county and rapidly dwindling workforce housing available.

For many years, the Development Services department had pre-approved standard plans for simple, scalable building projects, such as detached garages and decks. Those plans were already designed, reviewed, approved for construction, and best of all, free to residents in the County. Residents could walk into the office and, with a few minor calculations, walk out with a permit to build a new deck or garage.

Then, in 2020, as the COVID-19 pandemic was just beginning, the Planning and Building Safety staff took the “standard plan”

model and expanded on it. The idea was that the “American Dream” of home ownership should be within the reach of everyone. From that, the Home of My Own program was created. A local architect was contracted to design three standard home plans of various sizes that could be built on nearly any lot in the County, and that met all current adopted Building Codes. The home designs were also modest enough that construction costs would be affordable across all income brackets. Each design was also created with energy-efficiency in mind, and all are designed to the 2018 International Building Code.

The resulting three home designs were reviewed by internal plan review staff, and approved for use in December of 2020. The design options include an 890 square-foot one-bedroom home, a 1,220 square-foot two-bedroom home, or an 1,827 square-foot three-bedroom home. Each plan includes an option for a carport or enclosed garage. The home designs are modest and not heavily optioned because they are designed to be affordable and economically built.

Property owners can preview the plans



L-R: Jeremy Dye, Director, Carrie Holmes, Building Official, and Mark Lussion, Asst. Director of Yavapai County Development Services

online, decide which floorplan is best suited to their needs and budget, and download the plans without cost. From there, they apply for the construction permits and are ready to go. They can choose their own contractor or opt to build the home themselves. The construction drawings for the home are free, and the cost of the permit is reduced, but property owners are still responsible for ensuring they have a functioning septic system and geotechnical soils report.

The response to this new program has been very positive. We are very proud of this program, and it has been very well received by the public. The cost savings of the pre-approved drawings has been very attractive to folks in the County. The one-bedroom home can even be used as a guest home on properties where the zoning and lot size allows for it. Since the program’s rollout in December 2020, Development Services has issued 37 Home of My Own permits with several more in process. More information about the program, as well as floor plans and construction drawings are found here: <https://yavapaiaz.gov/devserv/A-Home-of-My-Own>.



A completed *Home of My Own*, three-bedroom model.

The Consolidation of Philadelphia County

How a Two-Square-Mile City Came to Absorb a 143-Square-Mile County



by **R. SCOTT HANSON, PH.D.**

Senior Scholar in Urban History and Material Culture

Department of History and Lenfest Center for Cultural Partnerships

Well before the mid-nineteenth century, the neat gridiron street pattern of William Penn's City of Philadelphia, as depicted in Thomas Holme's map of 1682 (see cover), was bursting at the seams. Even by the late eighteenth century, colonists tended to ignore Penn's desire for an orderly Quaker utopia to spread out evenly, and instead clustered in densely populated, subdivided plots close to the Delaware River. In 1775, Thomas Jefferson sought solitude to work on the Declaration of Independence by renting an apartment at 7th and Market Streets. Over the next 75 years, Philadelphia was fast on its way to becoming the largest metropolis in the U.S. until the late nineteenth century. By the 1850s, immigration and population growth, public clamor for better safety and policing, and developments in mass transit all led to new calls to enlarge the city limits (and its tax base) from two square miles to almost 130 square miles.¹

With the arrival of many Irish and German immigrants—and increasing numbers of Italian immigrants—in the early-mid nineteenth century, population growth began to stretch the colonial

confines of the city as ethnic, religious, and racial tensions threatened to tear it apart.

The 1840s saw an increase of 58% from 258,037 to 408,672 by 1850, and another 38% in the 1850s to 565,529 by 1860. By the eve of the Civil War, Philadelphia was the fourth largest city in the Western world, with a foreign-born population of 169,430.² The largest number of immigrants were Irish Catholics, and in a city that had been overwhelmingly Protestant, tensions from Catholic complaints of being forced to use the Protestant King James version of the Bible in schools—a compulsory textbook since 1834—mixed with rising anti-Catholic nativism quickly escalated into religious war. The conflict became violent in the Philadelphia Bible Riots of 1844, when 30 people were killed and hundreds injured.³

The Bible Riots were the most violent urban outbreak since the Revolution

and convinced many the time had come for better public safety and an adequate police force. Making the city safer and more governable was a principal motive of a proposed Consolidation Act. Granting the office of mayor with new power to maintain law and order while reserving most of the fiscal control of the city in Councils, an act passed by the legislature in 1850 established a Philadelphia police district with authority in the city and surrounding districts as well. Better fire protection and other city services such as water, sewerage, street paving, street cleaning, and street lighting also illustrated the need for an extended tax base. By December of 1853, with all the city's leading newspapers supporting the cause, a bill for a new city charter was introduced that was signed by Governor William Bigler on February 2, 1854.⁴

Expansion of Philadelphia city limits also made sense in terms of changes in mass transit and the possibility of com-



An 1857 lithograph by Léon-Auguste Asselineau, depicting a bird's eye view of burgeoning Philadelphia. *Credit: Library Company of Philadelphia*

The Consolidation of Philadelphia County

How a Two-Square-Mile City Came to Absorb a 143-Square-Mile County

muter rail from former suburbs to and from Center City. The compact "walking city" of the early nineteenth century in which urbanites mostly walked and lived in mixed use, more integrated neighborhoods with few distinct districts or enclaves was transformed by innovations like the omnibus, street and horse-railway companies, and commuter railroads at the same time that the wealthy were moving outside the city to build mansions.⁵

After consolidation with the county in 1854 (making their boundaries co-terminus), the City of Philadelphia now included densely populated older inner-city areas, smaller towns connected by

railway, and vast open land in between. Second only to New York in the U.S., Philadelphia now rivaled many much older cities in Europe—leading some observers to take note: "Anthony Trollope remarked with characteristic condescension that if all cities were to stretch their boundaries as Philadelphia had done, 'there would soon be no rural population left at all.'"⁶

Scott is also the author of *City of Gods: Religious Freedom, Immigration, and Pluralism in Flushing, Queens* (New York: Fordham University Press, 2016).

¹ Andrew Heath, "Consolidation Act of 1854," *Encyclopedia of Greater Philadelphia*, accessed February 17, 2023, <https://philadelphiaencyclopedia.org/essays/consolidation-act-of-1854>. Also see Andrew Heath, *In Union There Is Strength: Philadelphia in the Age of Urban Consolidation* (Philadelphia: University of Pennsylvania Press, 2019).

² Elizabeth M. Geffen, "Industrial Development and Social Crisis, 1841-1854" and Russell F. Weigley, "The Border City in Civil War, 1854-1865" in Weigley et al, *Philadelphia: A 300-Year History* (New York: W.W. Norton and Co., 1982), 309, 366.

³ Katie Oxx, *The Nativist Movement in America: Religious Conflict in the Nineteenth Century* (New York: Routledge, 2013), 54.

⁴ Geffen, "Industrial Development and Social Crisis, 1841-1854," 359-60.

⁵ Howard B. Chudacoff and Judith Smith, *The Evolution of American Urban Society, Fifth Edition* (Upper Saddle, NJ: Prentice Hall, 2000), 65-90; and Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 12-19.

⁶ Weigley, "The Border City in Civil War, 1854-1865," 363.



npc23 | PHILADELPHIA | APRIL 1-4
ONLINE | APRIL 26-28

Planning on attending the National Planning Conference in Philadelphia this spring? Register by March 1 to get the early bird rate. The hotel special conference rates are also limited and first come, first serve.

When registering at the event, be sure to grab a County Division ribbon for your conference badge to spot and connect with other division members!

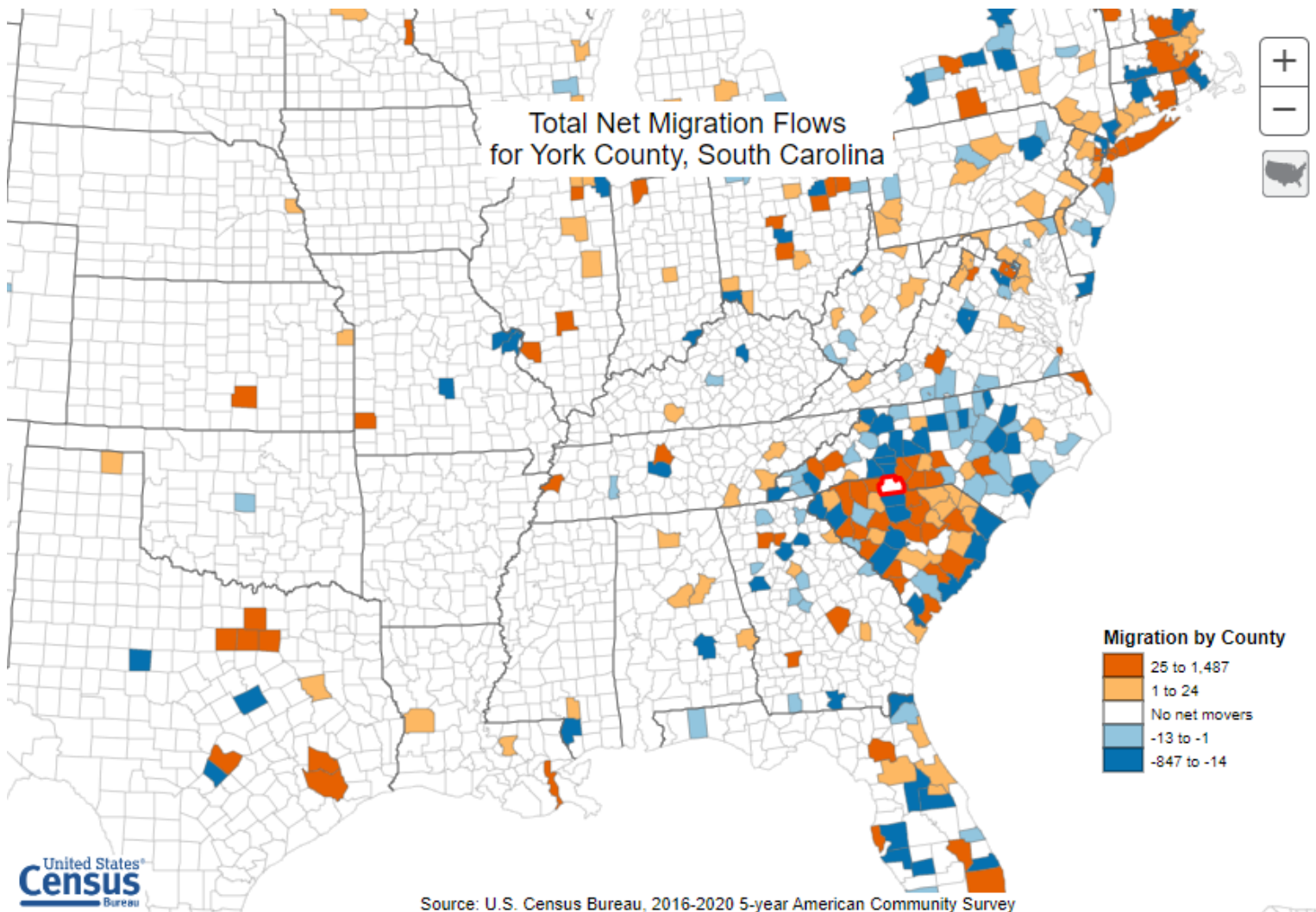
If you're not able to make the trip, but still want to take advantage of the great programming, don't forget that NPC23 offers an online-only option just a few weeks after the in-person conference.

Learn more: [National Planning Conference](#)

New County Migration Data Available



Whether your county is growing by leaps and bounds, is steadily losing population over time, or falls somewhere between, there is strategic policy value in knowing where populations are flowing. The United States Census Bureau recently released new migration data from the 2016-2020 American Community Survey. As part of the data release, the Census has updated its [Census Flows Mapper](#), a handy tool that displays migration patterns at the county level. The mapper includes five-year dataset periods that start in 2006, so you can analyze historical migration trends. You can also toggle by migration type, viewing solely outbound or inbound migration, or even net migration as seen in the York County, South Carolina example below. Examining this data with your partners in economic development, housing, and elected leadership is important in identifying factors that contribute to particular migration patterns. Appropriate policy adjustments may become apparent, which in turn can contribute to preferred outcomes in population change.





Flipping the Script

How Putnam County is Revamping Planning



by **LISA ZEINER**
Putnam County
Plan Director

Putnam County, Indiana is a small community of 36,726 residents (2020 U.S. Census), located just west of the state’s capitol of Indianapolis. The county consists of fourteen townships, including the City of Greencastle (pop. 9,947), and the towns of Bainbridge (pop. 672), Cloverdale (pop. 2,024), Fillmore (pop. 526), Roachdale (pop. 824), and Russellville (pop. 297 residents). Putnam County is also home to the prestigious liberal arts college, DePauw University.

The Putnam County Planning & Building Department oversees the development of unincorporated areas of the county, as well as the towns of Bainbridge and Roachdale. Greencastle and Cloverdale each have their own town manager/planner, while the towns of Russellville and Fillmore have not adopted county zoning regulations.

Dated and Misaligned Planning Documents

Putnam County first adopted its current zoning ordinance in 1992. While the county itself has encountered growth since 1992, the original ordinance is still being used today, 31 years later.

The comprehensive plan for the county was last updated in 2008. With a 16-year difference between the zoning ordinance and comprehensive plan, there were too many irregularities and miscommunications. Beginning in 2019,

the county started the process of obtaining a grant for updating both the comprehensive plan and zoning ordinance. Unfortunately, the project was placed on hold due to several other Community Development Block Grants that took priority.

In September 2020, a new administration entered the Planning & Building Department, with a goal to streamline the application process for all permits, including with the Board of Zoning Appeals (BZA) and Plan Commission (PC).

Overlooked Development Standards

With due deference to both the BZA and PC, the new administration took to updating the Subdivision Control Ordinance, as there were major subdivisions that had been approved that did not appear to comply with the zoning ordinance.

The 1992 ordinance did not allow major subdivisions in agricultural areas, yet several such subdivisions were approved in the early 2000’s. These various subdivisions failed to meet the minimum requirements of the developmental standards for an agricultural district. Staff and the PC were approving subdivision plats that did not meet all development standards, believing that the standards could be varied through the plat process, thereby bypassing the BZA altogether.

A major moment of realization of the ongoing misapplication of land use regulation came in 2021. An RV Park was proposed in an unincorporated area of the

county. This development was allowed in an agricultural zoning district with a special exception. During the review of the project, it was discovered that once a special exception was granted, no other approvals were required, thus allowing the project to begin without a developmental plan review, drainage, or stormwater and erosion control reviews.

Funding the Revamp

With the eye-opening realization that both safety and developmental reviews could be easily bypassed, the plan director campaigned for funding to proceed with updating the comprehensive plan, the zoning ordinance, the subdivision control ordinance, and to create a stormwater, erosion control, and drainage ordinance.

Between the plan director, the PC, the BZA, and the county commissioners, it was agreed that the plans and regulations needed to be updated and unified. Bids were accepted, and two companies were chosen to split the project, and the county council agreed to the



appropriation of current funds.

Updating One by One

With a comprehensive plan update on the horizon, reviews and updates on the building ordinance were the first to be tackled in-office. The ordinance was drafted by the plan director using a model ordinance supplied by the State of Indiana. In 2021, a draft of the ordinance was sent to the Indiana Department of Homeland Security Plan Review Division. While the ordinance is still under review as of February 2023, there's hope for it to be approved and adopted by the end of the year.

The next ordinance to need a major revamp was the Development Plan Review ordinance. While researching for that update, the plan director attended various webinars on solar and wind ordinances, realizing that the county's current solar and wind ordinance was also lacking detail. A new ordinance was drafted (from a model ordinance that was presented during a webinar) and was adopted in January 2022.

Shortly after its adoption, solar companies began reaching out to area farmers, proposing an 1,800-acre solar farm in the northern portion of Putnam County. Coinciding with this project's preliminary stages, the State of Indiana passed the Senate Enrolled Act (SEA) 411, which addressed solar and wind projects. With the county ordinance still newly adopted, the plan director amended it to comply with the SEA 411. This final ordinance was adopted in August 2022, alongside the Development Plan Review ordinance.

Full Steam Ahead

Carrying the momentum of several ordinances either active in the preliminary stages or newly adopted, the plan director also petitioned for the in-house updating of the Special Flood Hazard ordinance and the county's Driveway ordinance. The Special Flood Hazard was updated using the model



ordinance provided by the Indiana Department of Natural Resources (INDNR). After INDNR reviewed the ordinance, it was presented to both the county commissioners and PC, where it was adopted in November 2022.

The Driveway ordinance is currently in its drafting stages by the plan director, in conjunction with the County Highway Engineer.

Reaching Putnam's Goals

The overarching goal for Putnam County is to preserve our farmland and natural resources, as well as bring the county up to date with state practices. A secondary goal is to encourage builders and developers who work in surrounding counties, as well as inside the City of Greencastle, to begin development in the unincorporated areas of Putnam County. As a way to reach this goal, Putnam County is working toward adoption of and creation of policies and ordinances that are in line with surrounding communities and the state to ensure uniformity and make the transition easier for those developers and contractors to adapt to the new policies. An example of

this will be found in the newly created stormwater ordinance. The City of Greencastle falls into a Municipal Separate Storm Sewer System (MS4). Therefore, the draft stormwater ordinance will adopt and incorporate the same requirements as an MS4 area.

The ultimate vision for Putnam County is to actively celebrate our historic small towns, agricultural heritage, natural beauty, and the cultural amenities, while also providing a variety of housing options, diverse employment opportunities, and become a quality recreational destination for people of all ages.

In order to support the existing residents and businesses, we must continue to invest in transportation networks, utility systems, and to plan for both residential and employment growth in and around our established communities—all while identifying opportunities for rural development and preserving the natural amenities that make Putnam County a wonderful place to live and work.

Safety First

Price County Adopts a Local Road Safety Plan to Reduce Fatalities



by **ERIC R. HOWELL, NCI**

Price County, Wisconsin, with an estimated population of 14,050, is the seventh smallest of 72 counties in the state. County leadership agreed that committing to improving transportation safety for all within their communities should be anchored by the idea that changing traffic safety culture is essential to changing the landscape of how traffic safety issues are effectively addressed. Maintaining a business-as-usual mindset regarding the realities of transportation safety issues in their rural communities is simply dangerous, and the area will only continue a trend of increased traffic crash rates in coming decades. So, how exactly did they step up to the plate?

In my former role as Community Development Planner with the Northwest Regional Planning Commission and as a Heart of the North Transportation Candidate, I took it upon myself to advocate for changing the traffic safety culture in Northwest Wisconsin. Through developing relationships with stakeholders across Price County, I articulated the criticality of addressing traffic safety culture as a means to effectively influence transportation safety outcomes in a more efficient manner. How? Through the development of a Local Road Safety Plan (LRSP).

After a few months of also developing relationships with the FHWA Madison and DC offices, the Wisconsin Department of Transportation, and other local agencies, the ball got rolling to initiate a project that would entail supporting the development of

a Local Road Safety Plan (LRSP) for Price County, Wisconsin. This would become the first plan of its kind in the region and only one of a handful across the state.

The Price County LRSP sought to leverage federal, State, and local resources to address the safety needs of all community members in the County, particularly those populations that may be traditionally underserved, including persons living in rural areas, lower income areas, older adults, or persons with disabilities. The intent of this LRSP was to:

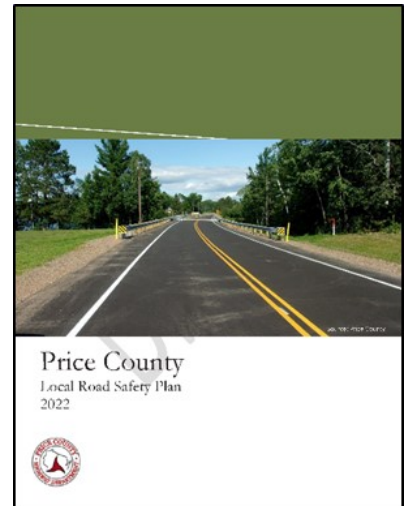
- Achieve a significant reduction in traffic fatalities and serious injuries on the Price County Trunk Highway system.
- Complement the County's efforts to develop and implement a master transportation plan.
- Leverage partnerships and resources to maximize implementation of this plan.
- Identify strategies and action items based on data analysis and crash trends.
- Prioritize needed roadway safety improvements.
- Increase awareness of road safety and risks through education and enforcement.
- Develop support for funding applications.

To maximize existing resources, I encouraged the county to leverage the Traffic Safety Commission as a working group to assist in the development of the LRSP, based upon 50+ year old legislation requiring counties to bring together various state and local expertise around the table to address traffic safety issues in the county on a quarterly basis. The end product included identifying the establishment of leadership, analyzing safety data, determining emphasis areas, identifying strategies, prioritizing and incorporating strategies, and evaluating and updating the plan on a recurring basis.

Project participants believe the home run for this project is the breadth of local and professional representation that were at the table and the desire to address and identify some of the root issues that create a reactive traffic safety culture in Price County. The new Local Road Safety Plan will serve

as a roadmap towards helping local leadership justify budgeting transportation investments and implementing proven roadway safety countermeasures through this unique partnership and collaboration.

The Price County Local Road Safety Plan can be viewed here: <https://highways.dot.gov/safety/local-rural/price-county-wi-local-road-safety-plan>



WANT TO SHINE A SPOTLIGHT?

This newsletter is published by the County Planning Division of the American Planning Association and is circulated to the division membership.

We want to share your contributions! Submission of original articles, editorial letters, planning project spotlights, and any other information of interest to county planners are welcomed. Submissions and inquiries should be made to the Newsletter Editor:

Jonathan Buono, AICP email:

jonathan.buono@yorkcountygov.com

2023

APA FORESIGHT

Trend Report for Planners

The 2023 edition of APA Foresight’s Trend Report for Planners is now available. The report, created by APA in partnership with the Lincoln Institute of Policy, covers trends that have an impact on planning activities across three timeframes. The “Act Now” timeframe includes trends that are actively impacting our communities, including climate policies, digitization, and mass wildlife extinctions. The “Prepare” timeframe covers emerging trends that planners need to participate in as they evolve, such as

blockchain technology, economic restructuring, and the future of retail. “Learn and Watch” identifies trends a bit further out on the horizon, but are worth close monitoring. These include methods of food production, emerging technologies, and even the influence of space on economic expansion. A link to the report, available for download, is provided below:

[2023 Trend Report for Planners \(planning.org\)](https://planning.org/2023-trend-report-for-planners)



Photo by Jiraroj Praditcharoenkul/iStock/ Getty Images Plus.



Counties in the News

[Albany County, NY - 30+ Projects Identified to Mitigate Climate-Change Impacts in Draft Resiliency Plan \(altamontenterprise.com\)](#)

[Arlington County, VA - Animals, Brewers And Farmers Can Fill Vacant Office Space With Zoning Change \(bisnow.com\)](#)

[Berrien County, MI - County Adopts First Trails Master Plan, Includes Water and Equestrian Trails \(southbendtribune.com\)](#)

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[Cochise County, AZ - County Reassures Residents Water Use and Supply Are Sustainable \(kgun9.com\)](#)

[Cook County, IL - Board Announces Nearly \\$16 Million for Climate Resiliency in Suburban Communities \(cookcountyil.gov\)](#)

[Douglas County, CO - Board of Education Considers Partnership to Develop Teacher Housing \(cbsnews.com\)](#)

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[Kandiyohi County, MN - County Board Plans to Extend Broadband to Three More Rural Townships \(wctrib.com\)](#)

[Lee County, FL - Commissioners Plan for Repairs and Resiliency Measures to Bridges Damaged by Ian \(news.wgcu.org\)](#)

[Linn County, IA - Judge Dismisses Lawsuit Challenging Rezoning for Massive Solar Project \(thegazette.com\)](#)

[Northampton County, PA - Policies and Parks Win Recognition as an 'Age-Friendly' Community \(wfmz.com\)](#)

[Pitt County, NC - Recreation, Housing Key in New Land Use Plan \(reflector.com\)](#)

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[Counties Nationwide - DOT Announces \\$800 Million in Grants for 500+ Projects Targeting Local Road Safety \(transportation.gov\)](#)



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