

1000 FRIENDS OF WISCONSIN

LANDSCAPES

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Connecting the Pieces

for healthy communities

The Director's Desk

1000 Friends of Wisconsin
Created to protect and enhance Wisconsin's rural and urban landscapes by providing citizens with the inspiration, information and tools they need to effectively participate in the decisions that have the greatest impact on community health.

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www.1kfriends.org

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www.co2gether.org
www.wisconsinrta.org

In less than a year, Wisconsin's Comprehensive Planning (Smart Growth) law will achieve a milestone. Most of the state's approximately 1800 units of government that are required to have adopted a Comprehensive Plan will have adopted a locally generated land use plan. Starting on January 1, 2010, those communities will be required to have ordinances that are consistent with their plan and make land use decisions consistent with the adopted plan.

While not all communities will be in compliance, it's likely that over 90% of those communities required to have plans will have done their work. Not perfect – but pretty good considering the rough path that took us to this point.

Over the past decade, local anti-government groups and some “land rights” activists have tried to derail the effort. Decrying the law as “top down” and “telling local governments what to do” were the more modest complaints. Some talked about the law as being part of a United Nations secret agenda to take over the U.S. Bills were routinely introduced to repeal the law. In 2005, the legislature actually passed a repeal of the law in the state budget but once again we prevailed when Governor Doyle vetoed the repeal.

Moving forward, the communities that have completed their plans will be better positioned to address growth. They will have considered options, set aside treasured areas and be pre-positioned for economic development.

1000 Friends is preparing for the implementation phase of Smart Growth. We are working on tools and publications to help communities avoid problems and to understand how to implement their locally developed plans.

We are committed to the success of Smart Growth. Look for more details in the months to come as we focus on Smart Growth implementation.

Thank you for your continuing support!

Steve Hiniker



Eddee Daniel



Connecting the Pieces

Steve Hiniker

We'll be the first to admit that 1000 Friends of Wisconsin is not your typical environmental organization. After all, who else would preserve farmland by advocating for a Regional Transportation Authority? Or improve Lake Michigan water quality by working with an inner city neighborhood garden project? Or curb greenhouse gas emissions through form-based zoning codes?



We do things differently. We are focused on connections and making the link between good community design and protection of the natural environment. We know that when we make substantial improvements to our communities, we are having a

bigger impact on the world we live in. Everything that we do on the land touches something else. We address policies in communities that are too frequently underestimated in their importance to protecting the natural environment.

We have never strayed from our objective to curb sprawl through better use of our lands, but we have taken steps that many others tend to overlook – achieving benefits that go far beyond any one community's borders.

Low Tech Solutions for 21st Century Problems

Transportation

Our natural landscape has been transformed by our highways. Hills flattened, farms removed and wetlands drained are all a result of the highway construction that has extended the reach of the modern commute. Now it is feasible for someone to live in a rural landscape and drive to work in a downtown or job center 30 or 40 miles away.

Consequently, new housing developments and shopping malls have been created atop former farm fields devastating many existing communities.



The Marquette Interchange in Milwaukee moves 150,000

vehicles a day through its serpentine loops of concrete. It overlays a once vibrant downtown with 33 acres of cement and steel. Today, that former downtown is used as a parking lot for commuters who drive downtown instead of taking transit.

Throughout the state, by-passes have taken the life out of Main Street and put retail stores out of walking distance of neighborhoods. Large houses on large lots that are connected by roads instead of sidewalks have replaced real communities.



Those new communities of large houses on large lots discourage walking. Low density means not enough foot traffic to support neighborhood stores, so shopping destinations can be reached only by car. That same low density

makes transit not feasible, meaning that even for regular commutes to and from work, a car is required.

1000 Friends is working to rebuild communities. By focusing on the relationship between community design and transportation, we can help build better places to live. Our plans help residents build neighborhoods that foster the economic development that builds great places. With an emphasis on developing transit connections, we can also help residents save money by reducing their dependence on cars and gasoline. A walkable neighborhood supports local retail, which improves the quality of life.



Healthy Communities

A walkable community provides many other tangible benefits. People who walk more are in better shape than their sedentary counterparts. A walkable community has many amenities within walking distance – meaning that trips to the store, library, school, church, etc, are done on foot, saving gasoline and car expenses.

At the same time, walkable neighborhood design saves natural areas from development. It also means reduced emissions from cars that

cause air pollution and global warming. And, of course, it means less development on productive farmland and in natural areas.

1000 Friends of Wisconsin is creating a Green Tier program for municipalities that will allow a community to identify ways to improve walkability and improve neighborhoods.



Water Quality

In the thirty-five years since the Clean Water Act was passed, we have made tremendous progress in cleaning our streams, rivers and lakes. The billions invested in pollution control technology has removed many of the most egregious forms of water pollution – yet, we are still far short of our State goal of achieving “swimmable and fishable” waters throughout the state.

To get to the point where fish can thrive and swimmers can safely swim in our waters, we’ll have to focus on non-point water pollution. The runoff from our lawns, driveways and streets continues to foul our waterways, adding sediments and pollutants to our most precious resources.

Polluted runoff can be stopped through measures that add value to communities. Rain gardens add splashes of color to our landscape and collect sediments before they can reach our streams. Community gardens can be designed to add color, grow crops and manage stormwater. (See sidebar on Walnut Way, a successful inner city effort to control runoff, teach residents about the environment and make the community a better place.)

By incorporating natural landscapes into the urban environment, cities are made more vibrant – creating a sense of place. When a neighborhood takes ownership of a community garden, it becomes much more than a garden. It is a meeting place, a place to get to know neighbors, a place to become better acquainted with the community and a place to call home. And yes, it does help clean our waterways.

Read more about our Milwaukee watershed project on page 5.



Walnut Way Conservation Corp

When Sharon and Larry Adams started the Walnut Way Conservation Corporation in central Milwaukee, they knew they were taking on a big task. Once a thriving community, Walnut Way was littered with 100 abandoned lots and dumping grounds. Empty storefronts and boarded up buildings defined the neighborhood. The Walnut Way Conservation Corporation was established to develop a culture of environmental stewardship with water at its center. Their commitment has paid big dividends.

The Walnut Way project is changing the neighborhood. As hardpan soil is cultivated into productive gardens, neighbors are investing and building the foundation for a transformation of the neighborhood. The pride in the community gardens has increased neighborhood pride – one of the essential building blocks in making a great neighborhood.

The community gardens are helping to develop youth involvement and technical expertise through urban agricultural practices. Support is building for an environmental innovation center that would offer training and certificate programs and to support business development related to environmental opportunities.

What appears on the surface to be a simple effort to create a community garden has shown to have positive impacts on the environment and on the community at large.

Green Infrastructure: Turning to Nature to Manage Non-point Pollution and Stormwater

Kate Morgan
Water Policy Director

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Since the enactment of the Clean Water Act of 1972, we've made great strides in protecting our water resources. Our waters have shown marked improvement, yet 42% of our rivers

and streams fall below minimum water quality standards. With pollution from point sources largely curtailed, attention has turned to non-point pollution. Non-point pollution is responsible for approximately 40% of the pollution fouling our rivers and lakes.

The leading source of non-point pollution is stormwater runoff from agricultural lands and impervious surfaces. As stormwater flows across urban and rural landscapes into receiving waters, it carries a mix of pollutants picked up along the way including nutrients, bacteria, sediment, pesticides, fertilizers, heavy metals and other toxic chemicals.

Some conventional management practices utilizing pipes and channelized rivers and streams inadvertently add to the problem by increasing peak flow and volume, transporting and concentrating non-point pollutants, and degrading both water quality and habitat.

This conventional approach has been turned on its head. What if we viewed stormwater as a resource rather than a nuisance? What if we managed the rain on the site where it falls? What if we looked to processes found in nature to address the problem?

This new way of viewing stormwater has given rise to an innovative approach called green infrastructure. Its practices mimic and utilize the natural processes of soil, plants, wetlands and open space for stormwater management. Natural processes capture, filter, and infiltrate stormwater on the site where it falls before it enters receiving waters or pipes.

Green infrastructure practices include green roofs, stormwater trees, rain gardens, vegetated swales, pocket wetlands, porous and permeable pavements, wetland restoration and reforestation, protection and enhancement of riparian buffers and floodplains as well as rainwater harvesting for reuse with rain barrels and cisterns.



Last year, we developed a publication to highlight green infrastructure projects in the Greater Milwaukee Watersheds. The publication was funded by a grant from the Joyce Foundation and the Milwaukee Metropolitan Sewage District. The project was part of a collaborative effort of seven non-profit organizations to advance the goals of Southeastern Wisconsin Watersheds Trust (SWWT).

Building on that initial grant, a second grant was awarded this spring to the non-profit team that includes 1000 Friends of Wisconsin, Clean Wisconsin, River Alliance of Wisconsin, River Revitalization Foundation, 16th Street Community Health Center, Midwest Environmental Advocates and Milwaukee Riverkeepers. The objective of this three-year grant is to advance water quality and river restoration in the Greater Milwaukee Watersheds.

Through this grant, we'll work with municipalities to create public outreach programs promoting green infrastructure. We'll collaborate with partners on the development of demonstration projects. We'll also assist the Executive Steering Council of SWWT with the coordination and development of an outreach and communication strategy for the partnership.

These projects are a natural extension of the work of 1000 Friends as land use and water quality are inextricably bound together. Green infrastructure complements smart growth principles and will help advance the development of healthy, sustainable communities that address the needs of people, the economy, and the environment.

Getting from Madison to Clinton Without a Car

B.C. Brown



Mission

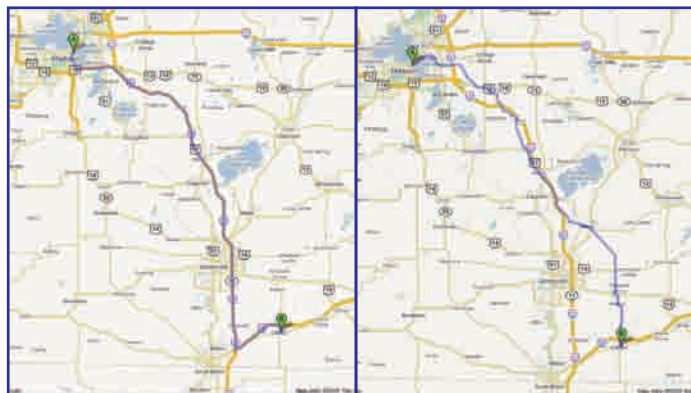
Get from home in downtown Madison to the village of Clinton (Father's home) and back without the use of a private automobile.

How far is it anyway?

I spent most of my childhood in Clinton and most of my adulthood in Madison and yet I don't know the actual distance between the two. According to Google Map's suggested car route, 58.2 miles. Via their suggested walking route, 54.3 miles.

Planes

Neither of these distances is as the crow flies, but since commandeering a neighborhood bird or other aircraft would probably be too difficult or expensive anyway, they'll do.



Trains

What actually jumps out at me when I first type in my address, is the rail line that runs basically outside the back door of my apartment building. According to the Wisconsin DOT railroad map, lines still run between Madison and Clinton. Through Evansville and Janesville would be the most direct route. Riding the rails might be an option, but not a particularly safe or legal one at this time.



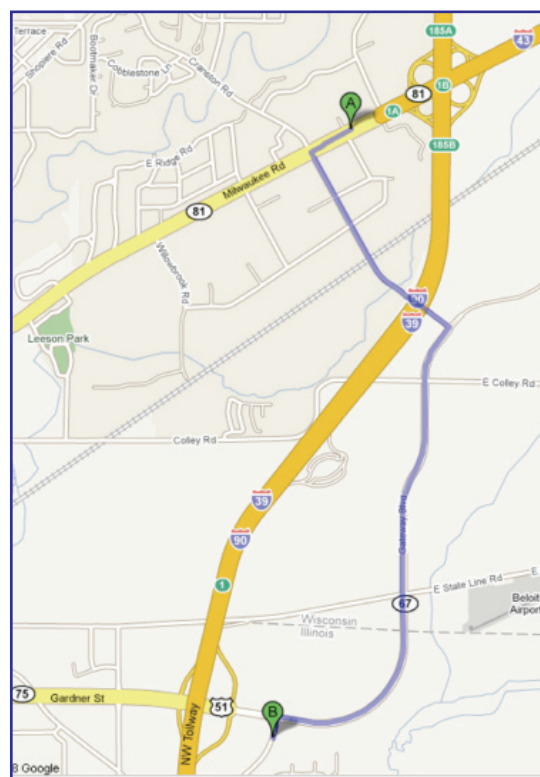
Other discarded ideas

- Walking, as suggested by Google. Maybe someday, but this is a transportation experiment, not an entire summer vacation.
- Watercraft. Ditto. Although the Yahara River does empty into the Rock River and Turtle Creek (also a tributary of the Rock) does flow within a couple of miles of Clinton, my paddling experience is nearly nil and it looks like it could also...take a while.
- Golf cart. Ever notice how much prominence golf courses are given on maps? Might be possible to borrow a cart at one, drive it to the next, swap for a new one and continue thus. Or maybe not.

Bus + Bike

A friend's husband thinks 50-some miles each way would be a perfect day's bike ride, but he bikes for sport. And I do not. Bus will be used for the majority of the trip.

And although Google informs me that my search for transit directions appears to be outside their coverage area, I'm aware of two regional buses that travel between Madison and Beloit (the closest city to Clinton): Greyhound (A) and Van Galder Bus Company, a subsidiary of Coach USA (B).



“Dog” problems

The Beloit Greyhound stop, at 3001 Milwaukee Road, or the “Pilot Travel Center,” is the closest (8.3 miles as the car flies), but has a few problems.

- There’s a cloverleaf in the way. (What will future civilizations make of our roadbuilding culture, our vast asphalt monuments and walls? Who were the road builders? Where were these people going and why did they use so much concrete?) Google offers a walking route that bypasses the cloverleaf (adding a mile), but—
- Greyhound service to the Beloit Pilot Center is only once a day each way anyway.
- And bikes taken on Greyhound buses must be boxed. (What do I do with the box?)



development northeast of Gateway Boulevard, and on to Town Hall Road. There’s even a separated path most of the way.

Town Hall Road is scenic, but narrow, hilly and without a shoulder. County X (aka Milwaukee Road) on into Clinton has moderate vehicle traffic and a narrow shoulder.



Not perfect, but a doable 10 mile route. In daylight and good weather, at least.

Other dog problems remain

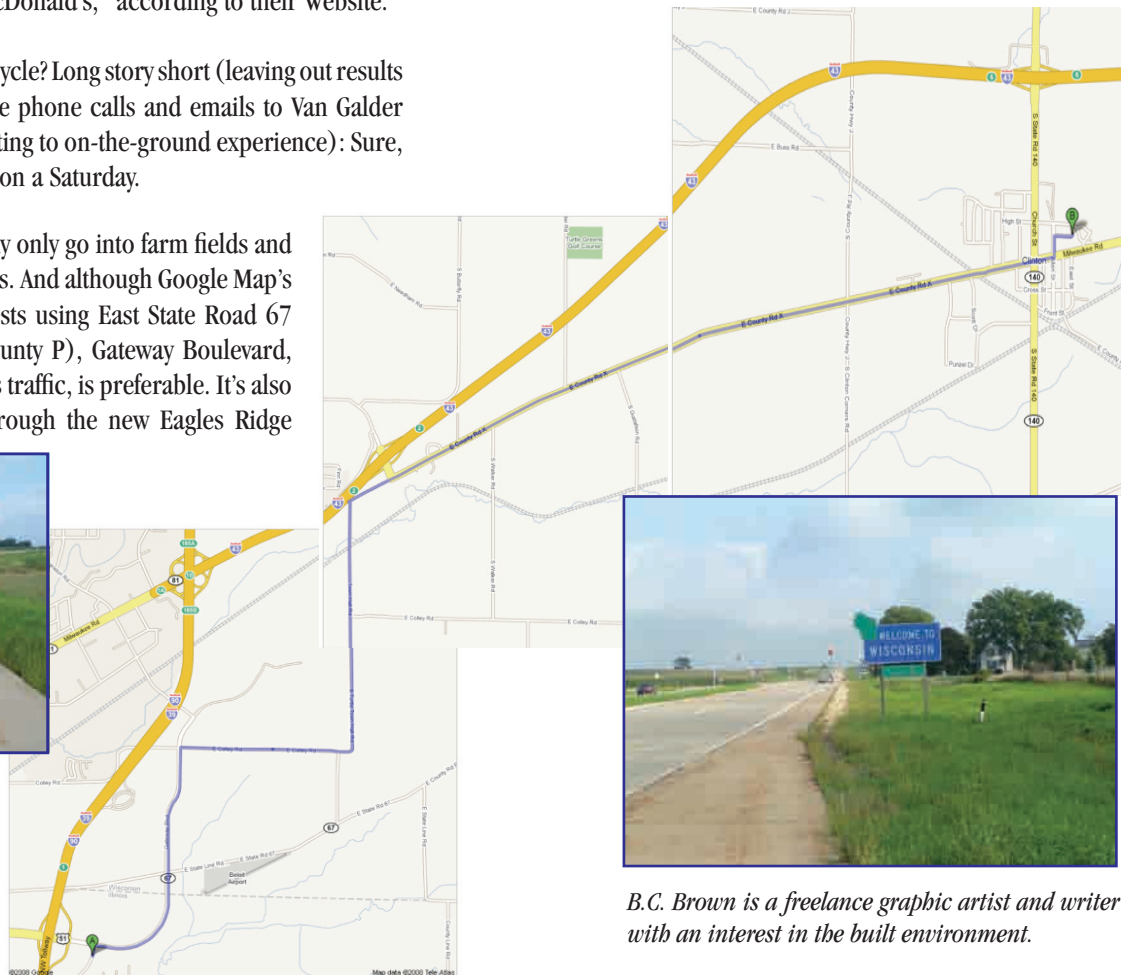
I also tried via E. Colley Road (avoiding a chunk of Town Hall Road), but an encounter with a loose dog will dissuade me from using that route again. (I actually love dogs, but when those with a genetically inherited task of thwarting perceived trespassers are left unfettered, they’re a menace to bicyclists.)

Mission possible

The closest stop by Van Galder, which doesn’t require that bikes be boxed and has more frequent service, is just over the border at IL-75 & I-90, or “Road Ranger/McDonald’s,” according to their Website.

Is this place accessible by bicycle? Long story short (leaving out results of some not very informative phone calls and emails to Van Galder and the Illinois DOT and cutting to on-the-ground experience): Sure, at least for the moment and on a Saturday.

Turn lanes on IL-75 currently only go into farm fields and make for generous shoulders. And although Google Map’s default walking route suggests using East State Road 67 (aka State Line Road or County P), Gateway Boulevard, with wide shoulders and less traffic, is preferable. It’s also possible to continue on through the new Eagles Ridge



B.C. Brown is a freelance graphic artist and writer with an interest in the built environment.

Working Lands Initiative

Tom Lyon, 1000 Friends Board Member



Every Wisconsin citizen has a vested interest in conserving and preserving our most valuable natural resources, the land and water. The Wisconsin landscape is fertile but fragile. It is the diversity of the land that provides for a multi-faceted agriculture and an intrinsic beauty that appeals to both visitors and those who reside here. While the image of Wisconsin is rural, only eight states, all with much higher populations, rank above Wisconsin in the number of designated urban areas (populations over 50,000).

Once a road is paved or a parcel of land platted into lots for residential and commercial occupancy, the working land is lost in perpetuity. In recent years, Wisconsin has experienced a loss of up to 30,000 acres of farmland annually. With a yield of 150 bushels of corn per acre and at current prices, 30,000 acres of farmland provides cash receipts of more than \$13 million annually. Like they say, a few million here and a few million there, and pretty soon you are counting serious money. In 1970, 20.1 million acres were being used for production agriculture. By 2004, farmland was down 22.9 percent to 15.5 million acres. Today's estimate is a little over 15 million acres.

Gov. Jim Doyle's Working Lands Initiative recognizes the importance of protecting Wisconsin's critical working lands by providing a comprehensive set of tools to local governments, farmers and others interested in sustaining these resources and the economic wellbeing of our citizens. The Initiative was carefully constructed based on input from thousands of citizens at meetings, workshops and listening sessions across the state.

As we look to the future, it's obvious that the stakes are high. Wisconsin's population of more than 5.5 million people is expected to grow to 6.1 million by 2020 and 6.4 million a decade later. More people means greater demand for transportation infrastructure, and commercial and residential development. In recent years, much of Wisconsin has experienced unprecedented flooding. A portion of this flooding can be attributed to poor water retention planning in the construction of capital assets. Properly managed land serves as the absorption and filtration system in maintaining water quality. Large expanses of misplaced hard surfaces disrupt the system.

Citizens in a rapidly ascending number are expressing interest in where and how their food is produced and processed. More

consumers want to stock their coolers and pantries with locally grown foods. Community gardens, direct marketing and farm markets now supply a relatively small percentage of the food but are growing in demand. More significant, with a major portion of food costs associated with transportation, regional processing is destined to grow. Wisconsin producers have an 18 million customer base in the Twin Cities, northern Illinois and the Badger state.

Agriculture has become the economic flagship of Wisconsin. While manufacturing has transitioned away from the state, and the service industries are exhibiting considerable instability, agriculture has been identified as an economic sector with growth potential. The newly created regional economic development entities in various regions of the state recognize the potential of agriculture. The Milwaukee 7 has food processing at the top of its list. Thrive, representing Dane and seven other south central and southwest Wisconsin counties, chose agriculture as its highest priority. It is much the same with New North in northeast Wisconsin and Centergy in the north central part of the state. But keeping our working lands productive and sustainable cannot happen without conscious efforts to protect them. In some areas, current tax policies, zoning authority, and existing farmland preservation laws have and will continue to be effective in keeping reasonably large tracts of



land unencumbered for farming. In other areas where encroachment is in its early stages, agricultural enterprise zones may be of benefit. And in areas where farmland is directly threatened by urbanization, a voluntary purchase of agricultural conservation easement program may be in the best interest of the area.

A lesson being learned through the current economic crisis is that taking urban sprawl to new pastures is not in the economic and social best interests of the citizenry. Greater taxes are required to service such areas. Service costs are greater, and greater distance is placed between the producers and consumers of the food supply. The reasons for protecting our working lands are many. Now is the time to act. Future generations will be grateful.

Tom Lyon is the retired CEO of Cooperative Resources International, Shawano, WI. His avocational activities included service on the Boards of American Farmland Trust, the Wisconsin Natural Resources Foundation, and the University of Wisconsin Board of Regents.

Cities: Cultural and Economic Assets

Bill Rattunde



1000 Friends of Wisconsin has long made the connection between enlightened urban design and its positive impact on rural and working lands, healthy lifestyles and communities. Anyone promoting urban design issues over the past 40+ years however has probably felt a bit like a salmon trying to swim up stream.

Since WWII, urban issues have been either given little priority or have been cast as addressing poverty. Consider the Urban Renewal-Great Society initiatives of the Johnson years, the HUD Enterprise Zones, and Hope VI Public Housing of late. These were made necessary by other federal policies that effectively drained cities through intentional subsidies for suburbanization. Cities unwittingly also became victims of partisan politics with Democrats seeing them as safe voting blocks and Republicans seeing few constituents to gain. Now, cities are finally being viewed as our primary cultural and economic assets.

“Yes, we need to fight poverty; yes, we need to fight crime,” President Obama told a group of mayors, “But we also need to stop seeing our cities as the problem and start seeing them as the solution. Because strong cities are the building blocks of strong regions, and strong regions are essential for a strong America.”

President Obama and his chief urban adviser, Valerie Jarrett, have signaled that federal urban policy is about to evolve into something very different: a means of helping cities and their regions become instruments of American economic strength. In March, HUD Secretary Shaun Donovan and DOT Secretary Ray LaHood both testified before the House Appropriations Subcommittee on Transportation, and Housing and Urban Development and announced the creation of a new interagency partnership to help American families gain better

access to affordable housing, more transportation options, and lower transportation costs. With the average working American family spending nearly 60 percent of its budget on housing and transportation costs, Donovan and LaHood want to seek ways to cut these costs by focusing their efforts on creating affordable, sustainable communities.

Our communities will better serve all of their residents if we are able to leave our cars to walk, bicycle and access other transportation alternatives. How a community is designed - including the layout of its roads, buildings and parks - has a huge impact on the health of its residents. For instance, nearly one-third of Americans live in neighborhoods without sidewalks and less than half of our country's children have a playground within walking distance of their homes.

It is encouraging to see the new administration addressing these issues. Smart Growth has the potential to help solve everything from global warming to the energy crisis to America's obesity epidemic. Recognition of this is happening at all levels of our culture and units of governance. The cooperation of HUD and DOT stands as a model for the states as well. This coordination should be evaluated by Wisconsin state administration officials.

The potential for our cities to provide solutions to a myriad of problems beyond their borders should reverse our long held perceptions. We must put the pieces together and see the big picture.

Bill Rattunde is a registered architect in Wisconsin. His professional affiliations include: American Institute of Architects, Wisconsin Green Building Alliance, and Congress for the New Urbanism (CNU).



LEGISLATIVE UPDATE

Steve Hiniker

Executive Director

Legislative Session - Budget Process Ongoing

The state budget process has dominated news from the legislative front. Some of the key items in the budget that are of concern to 1000 Friends of Wisconsin include:

Regional Transit Authorities

The Joint Finance Committee made a mess of proposed legislation to allow the creation of Regional Transit Authorities (RTA).

A straightforward proposal to allow Dane County, the Fox Valley and Southeastern Wisconsin to create Regional Transit Authorities to manage and fund expanded transit operations through a one-half cent sales tax was rejected for all but Dane County.

Working in closed caucuses and finally voting at 2:30 a.m., the Joint Finance Committee allowed the Dane County RTA to go ahead. The Fox Valley, which desperately needs additional transit aids because of a loss of federal funding in 2010, was denied any RTA.

Southeastern Wisconsin suffered serious setbacks as well. First, the Joint Finance Panel divided the region into separate RTAs: a Milwaukee County RTA and a separate Kenosha/Racine/Milwaukee RTA intended to fund the KRM commuter rail train.

The Milwaukee County RTA would be allowed to raise the sales tax by one cent, but it would have to divvy up the revenues between the county bus system, county parks and a set aside for the City of Milwaukee. Transit would end up with less than the original proposal.

The Kenosha/Racine/Milwaukee RTA would not be able to raise a half cent sales tax – it would have to rely on a rental car surcharge to fund the KRM commuter train. It is nearly certain that the rental car surcharge would be insufficient to fund the KRM rail connection.

1000 Friends of Wisconsin is working to change the RTA recommendations of the Joint Finance Committee.

Working Lands Initiative

The Joint Finance Committee voted to approve the Governor's Working Lands Initiative as part of AB 75, the 2009-2011 state budget bill. The committee voted unanimously on a motion introduced by Representative Jennifer Shilling and Senator Julie Lassa to strengthen the overall proposal

We are pleased to report the highlights from the Joint Finance Committee motion:

The Committee approved \$12 million for Purchase of Agricultural Conservation Easement (PACE) grants to support local purchase of development rights. The committee clarified that easements purchased through the program must be consistent with county farmland preservation plans.

The Committee gave DATCP the authority to designate up to 15 Agricultural Enterprise Area pilots over the next 2 1/2 years (the original proposal included only 10 pilot areas).

The Committee added a requirement that county farmland preservation plans describe county policies, goals, strategies and proposed actions to increase housing density in areas outside farmland preservation areas.

The Committee adopted several changes to the farmland preservation zoning portion of the Working Lands proposal. For example, the committee clarified that the zoning standards in the bill are minimum standards. Counties can put in place more restrictive measures to protect farmland.

The Committee clarified that only landowners requesting a rezone of their land out of farmland preservation zoning would be subject to a conversion fee. The committee's motion also delays the effective date of conversion fees to January 1, 2010.

The Committee approved the tax credit portion of the initiative in a separate motion on a party-line vote. The proposal replaces the current farmland preservation tax credit and farmland tax relief credits with a new per-acre farmland preservation tax credit. The new credit retains the farmland protection and soil and water goals of the current program but simplifies the payment formula and better targets critical farmland. There is no net increase in government costs under the proposal.

Other legislation of interest:

AB 260 – Changing the Extra-Territorial Powers of Cities

(Rep. Jeff Smith, D-Eau Claire)

This is a tool to make it easier to create sprawl-type development. Currently cities have powers that limit development in unincorporated areas within three miles of the borders of that city. This bill would prohibit a city from stopping a development in an unincorporated area within three miles of the city unless the denial is based on a plan that is mutually agreed upon by the City and unincorporated area.

1000 Friends of Wisconsin strongly opposes AB 260 as a step backwards in reigning in sprawl.

AB 243 – Extension for Communities to Comply with Comprehensive Planning Requirements

(Rep. Mary Hubler, D-Rice Lake)

This bill would extend the deadline for certain communities to comply with the state's comprehensive planning law until 2012 (the current deadline is 2010) if that community passes an ordinance that commits it to completing a plan by 2012.

1000 Friends of Wisconsin opposes this bill unless several changes are made – including a provision that a community that receives a grant in 2009 is eligible for the extension.

Kate Morgan

1000 Friends welcomes Kate Morgan, our new Water Policy Director working in Milwaukee.



Kate has over 25 years experience in the field of education with the last 14 years focused in environmental education working in the areas of program administration, design, and delivery with a special attention on freshwater. She is especially interested in the relationship of nature, culture and community. Kate has a BS in Education and is currently enrolled in a Master's program at Concordia University. She loves to spend time hiking, canoeing, and gardening.



Volunteer Bill Rattunde



Bill Rattunde has over 25 years experience as an architect planning, designing and executing projects including complex commercial office buildings, light manufacturing, educational and financial institutions.

"I have been a lifelong advocate for the unspoiled natural landscape and a well-designed urban environment. We need to preserve the natural landscape by doing a better job of designing the urban/human one. In my practice as an architect, I have become frustrated trying to design sustainable buildings within an un-sustainable urban framework. We are at a moment in history where we have the chance to, and need to, 'get both right'. I support 1000 Friends of Wisconsin because it is uniquely capable of making the connection between both these land use imperatives. I am an architect looking now for a way to practice that involves building toward a more sustainable, timeless, pedestrian/human scale future that leaves our landscape in an improved condition. 1000 Friends is helping to make this possible and that is why I am happy to support its mission."

Bill coaches both high school and middle school cross country ski teams and U-13 soccer. His daughter participates in both and tolerates him as her coach. He trains as a cross country skier year round and enjoys rowing, road & mountain biking, hiking, climbing and paddling. In his non-work professional hours, Bill is active in the Wisconsin Green Building Alliance and helped form a Wisconsin chapter of the Congress for the New Urbanism.

Kine Torinus - 1000 Friends New Board President - Looking forward to the years ahead

This is the season of economic scarcity but that doesn't mean we are retreating to a corner and sulking. It may be an opportunity to reevaluate the kind of growth we want to see in Wisconsin.



2009 is the 10-year anniversary of the passage of Wisconsin's Comprehensive Planning law. We can all rejoice at what this law has accomplished, which is primarily requiring government to include citizens in the planning process. It may have been cumbersome in some instances but the intent was clear: citizens must be allowed to participate in planning a community's future.

They could decide which lands should and should not be developed. It's an opportunity for innovative infrastructure, *not same old, same old*.

To quote journalist David Brooks, "If, indeed, we are going to have a once-in-a-half-century infrastructure investment, it would be great if the program would build on today's emerging patterns. It would be great if Obama's spending, instead of just dissolving into the maw of construction, would actually encourage the clustering and leave a legacy that would be visible and beloved 50 years from now."

1000 Friends does not take a position on spending \$800 million on existing structures, but we do support careful planning and creativity in that expenditure. In addition, it is time to take another look at our Smart Growth law. How about a report card showing what worked and what didn't?

Many municipalities are finished with their comprehensive plans. Citizens have plowed through the process; they have an understanding of what their communities will look like in the next 50 years; they are engaged; they are beginning to understand how health and community design are related; and they definitely know that more impervious material on our lands will not be a good thing for our water resources.

Thanks to 1000 Friends of Wisconsin for collaborating with a broad group of stakeholders in getting this important piece of legislation passed. Thanks to all the citizens who put in countless hours in their own communities.

Thanks to 1000 Friends of Wisconsin for collaborating with a broad group of stakeholders in getting this important piece of legislation passed. Thanks to all the citizens who put in countless hours in their own communities.

And thank you for your support of 1000 Friends in its efforts to build livable communities so we can protect the landscape we love.

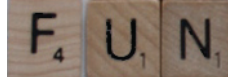
We did a decade of great work to put community plans in place across the state. We have another decade's work to make sure they are implemented.

A few words from the outgoing president, Steve Born...



The past few years have been a time of organizational strengthening, the focusing of our mission and work program, a quest for a sustainable budget, and significant programmatic accomplishment. As energy and climate change have moved front and center on the political stage, our work on future-oriented smart land use and transportation decision-making has become even more relevant. We are the *only* nonprofit organization in Wisconsin that addresses the inter-relationships among natural resources protection, healthy communities, forward-looking transportation choices, and sound energy decisions – and always with an eye toward genuine citizen involvement and governmental transparency in the decision-making arena.

If I had only one wish for the coming year, as Kine Torinus assumes the presidency of our organization, it would be that every member get one more member in the coming year – doubling our membership and impact as Wisconsin moves forward into the future. It's been a challenge and a privilege to be part of the leadership team for 1000 Friends and to work with such a talented staff and committed membership.



Friends and Founders

April 23 - Goodman Community Center - Madison

Honoring Emily H. Earley and Harold 'Bud' Jordahl



Governor Jim Doyle, Emily Earley & Susie Earley



Bud Jordahl & Mayor Dave Cieslewicz

Kine Torinus, Board President



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River Alliance of WI
WI Environmental Initiative
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Jim Arts & Helene Nelson
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Steve Born
Barbara Borns
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1000 Friends of Wisconsin Annual Report 2008

1000 Friends of Wisconsin began its second decade of advocating strong, environmentally responsible and comprehensive land use policies in 2008. Assisting communities develop and implement Smart Growth plans remained as the primary focus of our work. Eight years after the enactment of Wisconsin's Comprehensive Planning (Smart Growth) law, nearly 90% of all communities in Wisconsin that are required to have comprehensive plans have either adopted those plans or are in the process of creating the plan. That success is a strong indication that the people of Wisconsin care about their communities and are engaged in practices to make their communities better.

1000 Friends of Wisconsin was also deeply involved in the Governor's Global Warming Task Force, making recommendations that link land use practices and development patterns to greenhouse gas emissions. Our recommendations were incorporated into the report and will be incorporated in legislation to be introduced in 2009.

We also undertook a project to demonstrate the links between land use practices and water quality in southeast Wisconsin. We developed a publication, Milwaukee Water Quality Connections, in conjunction with the Milwaukee Metropolitan Sewerage District that is available to the general public, free of charge. We have also developed an outreach program based on the publication.

We don't do this by ourselves. We do it with the help of people like you.

Thanks to your support we are the most successful and effective voice for responsible land use and transportation policies in the state's history.



2008 Highlights

Smart Growth Comp Planning – Assisted the state in reviewing comprehensive planning grant applications. In May, Governor Doyle announced grant awards totaling over \$2 million for 149 local governments throughout Wisconsin.

Smart Growth Repeal – Successfully fought efforts again to move the comprehensive planning deadline and other bills introduced to alter the planning regulations.

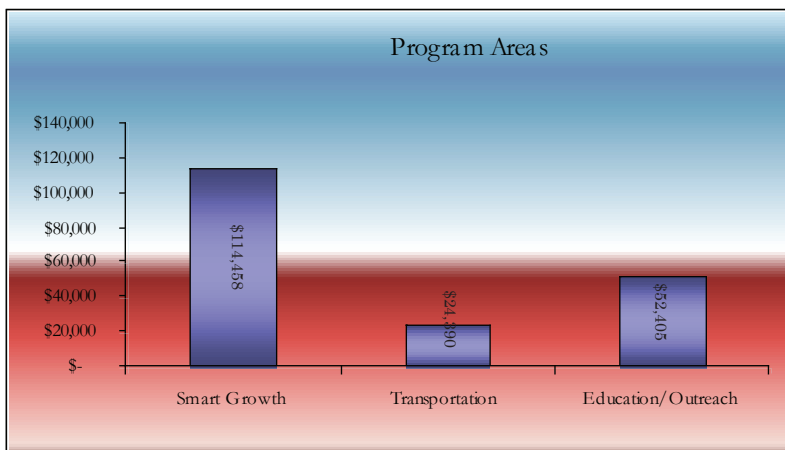
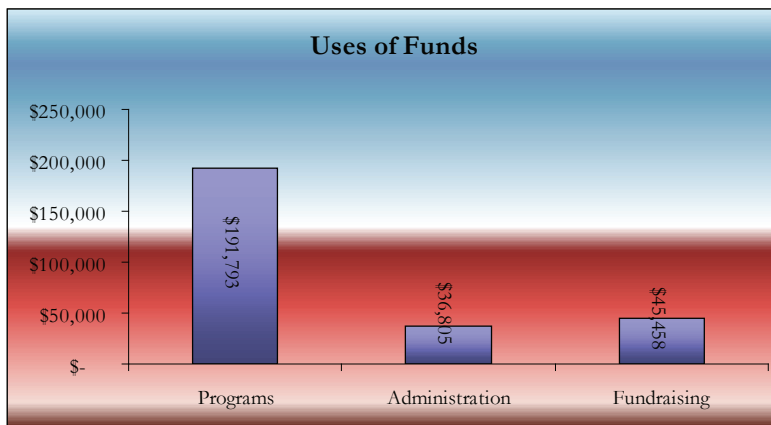
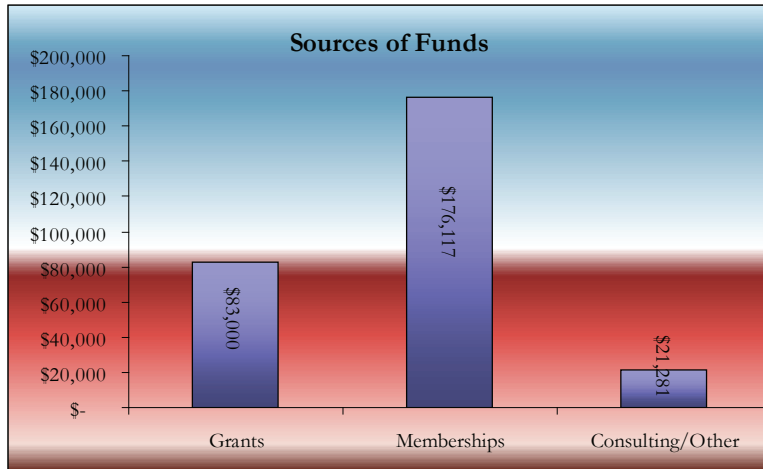
Transportation – Promoted Legislation designed to bring Wisconsin into the modern age of transit by allowing local governments to create Regional Transit Authorities. Promoted transit solutions within the framework of the Global Warming Task Force and by working with Dane County to promote Transport 2020.

Global Warming Task Force – Executive Director Steve Hiniker sat on the Governor's Task Force on Global Warming and co-chaired the Land Use and Transportation Working Group. The working group's recommendations were accepted unanimously in the Task Force Report.

Water Quality Connections – We became an official partner in the Southeastern Wisconsin Watershed Trust, a coalition dedicated to cleaning up the Milwaukee River Watershed through innovative land use controls. We will be an important part of this effort over the next several years. Our first task is to document the important linkage between land use and water quality.

Working Lands – We continued our work to preserve farmland by working to promote the adoption of the Working Lands Initiative recommended in the Working Lands Report.

CO2gether – 1000 Friends of Wisconsin, Madison Gas and Electric and UW-Madison's Center for Sustainability and the Global Environment joined together to provide the CO2gether web site for people who are interested in preserving the environment of south-central Wisconsin by reducing their carbon footprint.



Corporate Support

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Thank you to all of our Friends and supporters!

"If we learn, finally, that what we need to 'manage' is not the land so much as ourselves in the land, we will have turned the history of American land-use on its head."

Gaylord Nelson





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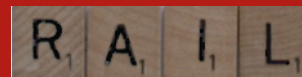
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1000 Friends has joined with over 25 other organizations to build a website to promote Regional Transit Authorities in Wisconsin. RTAs can create jobs and a stronger economy by empowering communities to operate cost-effective, balanced transportation systems.

Visit the new website to learn about RTAs and get all the late breaking news.



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