

ADOPTED GOALS, OBJECTIVES AND POLICIES

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. 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.

In 2000, the City of Fond du Lac and several neighboring municipalities reached urbanized area status, by exceeding a population of 50,000 people. This status now requires the Fond du Lac Urbanized Area to conduct this mandated long range transportation/land use planning process. The East Central Wisconsin Regional Planning Commission has been designated by the Fond du Lac Metropolitan Planning Organization (MPO) to carry out the urban transportation planning process.

In 2003, the Fond du Lac 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 Fond du Lac MPO in 2004. These issues, goals, objectives, and policies and how they relate to the planning factors are listed below. Issues, goals, objectives, and policies identified by the Fond du Lac MPO may address more than one planning factor.

Planning Factor #1: Economic Vitality

Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity and efficiency.

MPO ISSUES:

Economic Viability, Growth Management, Freight, Urban Service Delivery

GOAL #1:

TO PROMOTE AND ENCOURAGE THE LOCATION OF KEY COMMERCIAL AND/OR BUSINESS ENDEAVORS IN AN EFFORT TO STIMULATE THE ECONOMY OF THE DEVELOPMENT SITE(S), AND THE REGION AS A WHOLE.

OBJECTIVE #1:

To encourage incubator development.

POLICIES:

- A. A community's geographic amenities, physical development, architectural characteristics, cultural and historic attributes, and local desires in growth and development decisions should guide urban growth.
- B. Designs and plans for new development should preserve open spaces for public use, complement the existing landscape, and conserve energy and natural resources.

- C. Urban redevelopment activities should weigh environmental, health and safety factors against associated costs and benefits.

GOAL #2:

TO ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT EMPHASIZING THE NEED FOR MULTI-JURISDICTIONAL COOPERATION AND COORDINATION.

OBJECTIVE #1:

To further define growth patterns, encouraging further regionalization and coordination as a means for providing services efficiently and effectively.

POLICIES:

- A. 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.
- B. Community development plans should be coordinated in multi-jurisdictional urban areas.
- C. Urban sprawl in the form of unplanned development which is non-contiguous, low density, scattered and inefficiently served should be discouraged.
- D. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- E. The proliferation of major public infrastructure facilities should be discouraged.
- F. Intermunicipal agreements should be promoted for the provision of joint services.
- G. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

GOAL #3:

TO ENSURE THE APPROPRIATE TYPES AND LEVELS OF FREIGHT TRANSPORTATION SERVICE ARE PROVIDED AND ENHANCED FOR THE ENTIRE REGION IN A SAFE, EFFICIENT, AND PRO-ACTIVE MANNER.

OBJECTIVE #1:

To protect and enhance rail service along the mainline corridor, providing access to industries and distribution centers.

POLICIES:

- A. Major commercial and industrial areas should be provided with readily accessible transportation systems.
- B. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.

- C. The location of rail terminals should be determined cooperatively by public and private interests.
- D. Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan.
- E. 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.
- F. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.

GOAL #4:

TO PROVIDE SERVICES IN AN EFFICIENT AND ECONOMICAL MANNER BY ENCOURAGING INTERGOVERNMENTAL AGREEMENTS AND TO ADDRESS POTENTIAL CONTROVERSIES ARISING FROM SERVICE DELIVERY.

OBJECTIVE #1:

To foster cooperation and coordination in the provision of services where efficiency, equity, and economies of scale can be obtained.

POLICIES:

- A. The use of existing public facilities and services should be maximized in the allocation of future urban growth.
- B. 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.
- C. A full range of essential urban services and facilities should be provided to urban development areas.
- D. Major infrastructure extensions should be staged to coincide with community growth rates.
- E. Utilities serving individual developments should be extended consistent with community water and wastewater system plans.
- F. Provision of public facilities and services should be coordinated with the location and timing of new development.
- G. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- H. Intermunicipal agreements should be promoted for the provision of joint service.
- I. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

- J. The number of wastewater treatment plants should be minimized to avoid duplication of facilities, institute economies of scale and lessen environmental degradation.

Planning Factor #2: Safety and Security

Increase the safety and security of the transportation system for motorized and non-motorized users.

MPO ISSUE:

Safety

GOAL:

TO REDUCE THE POTENTIAL FOR TRAFFIC ACCIDENTS AND PROVIDE FOR SAFE TRANSPORTATION OF GOODS AND PEOPLE THROUGHOUT THE REGION.

OBJECTIVE #1:

To provide a safe and secure transportation system and living environment.

POLICIES:

- A. The level of access control should be appropriate to the function of the highway.
- B. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- C. Accident-producing facility deficiencies should be accorded a high priority for correction.
- D. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- E. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.
- F. Safe speed limits and laws dealing with drunk driving should be employed near transportation-related construction sites.
- G. Driver education programs should be designed not only to train new drivers but also to improve the techniques of present drivers.
- H. Educational programs should be expanded to include pedestrian, motorcycle and bicycle safety and the safe use of public transportation.
- I. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.
- J. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.

- K. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes should be undertaken.

OBJECTIVE #2:

To seek alternative solutions to hazardous transportation related conditions.

POLICIES:

- A. To ensure safe movement of hazardous material, infrastructure improvements should conform to guidelines set by local emergency services and state and federal regulations.
- B. Transportation facilities should be located and designed to minimize exposure of people to harmful and/or annoying air, water or noise pollution levels.
- C. Health threats from toxic substances in the environment should be reduced.

Planning Factor #3: Accessibility and Mobility

Increase the accessibility and mobility options available to people and for freight.

MPO ISSUE:

Transit, Pedestrian and Bicycle, Freight, Streets and Highways

GOAL #1:

TO DEVELOP A MULTI-JURISDICTIONAL PUBLIC TRANSIT SYSTEM THAT PROVIDES A MULTITUDE OF CHOICES AND SERVICES FOR ALL CITIZENS OF THE REGION IN A COST-EFFECTIVE, EFFICIENT, AND INTEGRATED MANNER.

OBJECTIVE #1:

To pursue the recommendations of the Midwest Rail Initiative.

POLICIES*:

- A. Integrate existing transit facilities to create multi-modal connections to improve rail system access.
- B. Promote regional rail service as a viable alternative to other modes of transportation.
- C. Local governments should recognize public transportation as a basic public service.
- D. Support economic development near rail stations.

*These policy statements have been compiled in accordance with *Midwest Regional Rail System: EXECUTIVE REPORT*. September 2004.

OBJECTIVE #2:

To enhance the transit system as dictated by demographic shift and urban growth.

POLICIES:

- A. Intercity public transportation should serve all populous areas of the region.

- B. Local governments should recognize public transportation as a basic public service.
- C. Public transportation should be related to travel patterns within an urban area.
- D. 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.
- E. Public transportation should provide a level of service that is safe, convenient, comfortable and affordable.
- F. 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.

OBJECTIVE #3:

To promote land use development which encourages efficient transit service, including infill and more compact development patterns.

POLICIES:

- A. 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.
- B. The transportation system should be planned in support of current land use and desired patterns of future development.
- C. Local governments should promote land use patterns and sited design standards which can be efficiently served by public transportation.
- D. 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.

GOAL #2:

TO CREATE A PHYSICAL AND CULTURAL ENVIRONMENT WHICH ENCOURAGES TRAVEL BY FOOT OR BICYCLE IN BOTH URBAN AND RURAL AREAS BY MAKING THESE MODES OF TRANSPORTATION SAFE, CONVENIENT AND ATTRACTIVE ALTERNATIVES TO MOTORIZED TRAVEL THROUGH THE PROVISION OF ADEQUATE ACCOMMODATIONS, EDUCATION AND ENFORCEMENT AND MORE COMPACT LAND USE PATTERNS BY LOCAL GOVERNMENTAL ENTITIES.

OBJECTIVE #1:

To consider bicycle and pedestrian facilities as a part of highway projects, while retrofitting existing facilities.

POLICIES:

- A. Bicycle and pedestrian-related improvements should be integrated into the planning, design, and construction of all appropriate highway and street improvement projects.
- B. Conflicts between motor vehicles and bicycles and pedestrians should be minimized.
- C. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.
- D. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes should be undertaken.
- E. Natural and man-made corridors should be utilized for bicycle/pedestrian trails.
- F. Educational programs should be expanded to include pedestrian and bicycle safety.

GOAL #3:

TO ENSURE THE APPROPRIATE TYPES AND LEVELS OF FREIGHT TRANSPORTATION SERVICE ARE PROVIDED AND ENHANCED FOR THE ENTIRE REGION IN A SAFE, EFFICIENT, AND PRO-ACTIVE MANNER.

OBJECTIVE #1:

To protect and enhance rail service along the mainline corridor, providing access to industries and distribution centers.

POLICIES:

- A. Major commercial and industrial areas should be provided with readily accessible major transportation systems.
- B. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.
- C. The location of rail terminals should be determined cooperatively by public and private interests.
- D. Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan.
- E. 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.
- F. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.

GOAL #4:

TO PROVIDE AN EFFICIENT AND ACCESSIBLE STREET AND HIGHWAY SYSTEM WHICH WILL MEET THE SHORT AND LONG-RANGE NEEDS, INTERESTS AND OBJECTIVES OF THE REGION'S CITIZENS AND COMMERCIAL ENTITIES IN A COST-EFFECTIVE MANNER.

OBJECTIVE #1:

To maintain and enhance strategic access to major highways for safe and efficient traffic management.

POLICIES:

- A. The level of access control should be appropriate to the function of the highway.
- B. 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.
- C. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.
- D. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
- E. 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.
- F. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
- G. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.
- H. Traffic control signals within the urbanized area should be coordinated or timed to facilitate the efficient flow of traffic.
- I. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- J. Accident-producing facility deficiencies should be accorded a high priority for correction.
- K. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- L. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.

OBJECTIVE #2:

To maximize opportunities for alternative sources of revenue.

POLICIES:

- A. Mechanisms for extracting fees for offsite improvements necessitated by large scale developments should be adopted.

- B. Less reliance on the property tax and increased use of alternative revenue systems should be encouraged to finance necessary services.
- C. The cost of extending infrastructure and services should be directed to those directly benefiting.
- D. Cost recovery methods for local jurisdictions should be promoted to address growth and development expenditures.
- E. All rural and urban local units of government should be assured the opportunity to obtain technical information and assistance necessary to finance, evaluate, and provide public services more economically.
- F. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- G. Intermunicipal agreements should be promoted for the provision of joint services.

OBJECTIVE #3:

To consider life-cycle costing for infrastructure as a more efficient use of resources.

POLICIES:

- A. Recognize that the cost/year is the true cost of a product, not the initial cost.
- B. Determine cost of bridges, roads, or other infrastructure on the basis of per year cost, factoring in the entire estimated lifespan.
- C. Incorporate long term expenditures and costs into the decision making process when evaluating bids for projects.

OBJECTIVE #4:

To examine the needs of USH 41 frontage roads, specifically Rolling Meadows Drive and Pioneer Road.

- A. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- B. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.
- C. Accident-producing facility deficiencies should be accorded a high priority for correction.
- D. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes and/or routes cannot address the need to:
 1. Alleviate significant safety hazards
 2. Relieve communities of heavy through traffic burdens
 3. Conserve energy in highway use

4. Stimulate economic development
5. Provide a framework for future planned land use

Planning Factor #4: Environmental

Protect and enhance the environment, promote energy conservation, and improve the quality of life.

MPO ISSUE:

Environmental Resources and Open Space

GOAL:

TO PROTECT THE ENVIRONMENT AND MANAGE NATURAL RESOURCES IN AN ECOLOGICALLY SOUND MANNER WHILE PROVIDING SUFFICIENT PUBLIC OPEN SPACE TO MEET THE RECREATIONAL NEEDS OF ALL RESIDENTS THAT IS CONSISTENT WITH PROTECTING AND PRESERVING NATURAL RESOURCES.

OBJECTIVE #1:

To protect and preserve environmentally sensitive areas, air quality, and water resources.

POLICIES:

- A. The development of environmentally sensitive areas should be discouraged.
- B. The natural environment should be recognized as an integrated system of interacting and finite land, water and air resources to protect the health and stability of this system.
- C. Shoreland, floodplain and wetland areas should be protected as essential components of the hydrologic system and their scenic and recreational value preserved.
- D. The disturbance of environmentally sensitive areas by utilities and transportation facilities construction should be minimized.
- E. Critical natural areas should be preserved and protected from development and other adverse impacts.
- F. Adjacent land uses which adversely impact sensitive areas should be restricted or mitigated.
- G. The interrelationship of adjacent landscape types should be recognized to avoid dividing the natural units or breaking important linkages.
- H. Air pollution abatement programs and air quality regulations should be supported.
- I. Geographically coordinated abatement strategies should be encouraged.
- J. The public should be provided with information on air quality programs and specific air quality problems.

- K. The increased use of transportation modes that are more efficient and environmentally sound than the private automobile should be encouraged.
- L. Noise pollution should be reduced and noise sources isolated.
- M. The quality and supply of groundwater should be protected as the principal source of water supply and encourage water conservation programs.
- N. The use of natural drainage patterns and measures should be promoted to enhance water quality.
- O. Wetlands should be preserved as an essential component of the hydrologic system.
- P. The risk of groundwater contamination should be reduced in aquifer recharge areas.
- Q. Lakeshore and streambank erosion should be minimized.
- R. Construction site erosion should be controlled and urban stormwater runoff reduced.
- S. Non-point source pollution abatement programs should be supported.
- T. The adverse water quality impacts of agricultural runoff should be minimized.
- U. Significant natural areas should be preserved as public open space.

Planning Factor #5: Integration and Connectivity

Enhance integration and connectivity of the transportation system, across and between modes, for people and freight.

MPO ISSUES:

Streets and Highways, Freight, Growth Management, Transit, Pedestrian and Bicycle

GOAL #1:

TO PROVIDE AN EFFICIENT AND ACCESSIBLE STREET AND HIGHWAY SYSTEM WHICH WILL MEET THE SHORT AND LONG-RANGE NEEDS, INTERESTS AND OBJECTIVES OF THE REGION'S CITIZENS AND COMMERCIAL ENTITIES IN A COST-EFFECTIVE MANNER.

OBJECTIVE #1:

To maintain and enhance strategic access to major highways for safe and efficient traffic management.

POLICIES:

- A. The level of access control should be appropriate to the function of the highway.
- B. 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.

- C. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.
- D. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
- E. 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.
- F. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
- G. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.
- H. Traffic control signals within the urbanized area should be coordinated or timed to facilitate the efficient flow of traffic.
- I. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- J. Accident-producing facility deficiencies should be accorded a high priority for correction.
- K. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- L. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.

GOAL #2:

TO ENSURE THE APPROPRIATE TYPES AND LEVELS OF FREIGHT TRANSPORTATION SERVICE ARE PROVIDED AND ENHANCED FOR THE ENTIRE REGION IN A SAFE, EFFICIENT, AND PRO-ACTIVE MANNER.

OBJECTIVE #1:

To protect and enhance rail service along the mainline corridor, providing access to industries and distribution centers.

POLICIES:

- A. Major commercial and industrial areas should be provided with readily accessible major transportation systems.
- B. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.
- C. The location of rail terminals should be determined cooperatively by public and private interests.

- D. Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan.
- E. 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.
- F. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.

OBJECTIVE #2:

To build and maintain safe highway facilities that tolerate heavy loads and increasing traffic volumes.

POLICIES:

- A. 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.
- B. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
- C. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
- D. 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.

GOAL #3:

TO ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT EMPHASIZING THE NEED FOR MULTI-JURISDICTIONAL COOPERATION AND COORDINATION.

OBJECTIVE #1:

To further define growth patterns, encouraging further regionalization and coordination as a means for providing services efficiently and effectively.

POLICIES:

- A. 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.
- B. Community development plans should be coordinated in multi-jurisdictional urban areas.
- C. Urban sprawl in the form of unplanned development which is non-contiguous, low density, scattered and inefficiently served should be discouraged.

- D. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- E. Intermunicipal agreements should be promoted for the provision of joint services.
- F. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

GOAL #4:

TO DEVELOP A MULTI-JURISDICTIONAL PUBLIC TRANSIT SYSTEM THAT PROVIDES A MULTITUDE OF CHOICES AND SERVICES FOR ALL CITIZENS OF THE REGION IN A COST-EFFECTIVE, EFFICIENT, AND INTEGRATED MANNER.

OBJECTIVE #1:

To pursue the recommendations of the Midwest Rail Initiative.

POLICIES*:

- A. Integrate existing transit facilities to create multi-modal connections to improve rail system access.
- B. Promote regional rail service as a viable alternative to other modes of transportation.
- C. Local governments should recognize public transportation as a basic public service.
- D. Support economic development near rail stations.

*These policy statements have been compiled in accordance with *Midwest Regional Rail System: EXECUTIVE REPORT*. September 2004.

OBJECTIVE #2:

To enhance the transit system as dictated by demographic shift and urban growth.

POLICIES:

- A. Intercity public transportation should serve all populous areas of the region.
- B. Local governments should recognize public transportation as a basic public service.
- C. Public transportation should be related to travel patterns within an urban area.
- D. 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.
- E. Public transportation should provide a level of service that is safe, convenient, comfortable and affordable.

- F. 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.

OBJECTIVE #3:

To promote land use development which encourages efficient transit service, including infill and more compact development patterns.

POLICIES:

- A. 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.
- B. The transportation system should be planned in support of current land use and desired patterns of future development.
- C. Local governments should promote land use patterns and site design standards which can be efficiently served by public transportation.
- D. 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.

GOAL #5:

TO CREATE A PHYSICAL AND CULTURAL ENVIRONMENT WHICH ENCOURAGES TRAVEL BY FOOT OR BICYCLE IN BOTH URBAN AND RURAL AREAS BY MAKING THESE MODES OF TRANSPORTATION SAFE, CONVENIENT AND ATTRACTIVE ALTERNATIVES TO MOTORIZED TRAVEL THROUGH THE PROVISION OF ADEQUATE ACCOMMODATIONS, EDUCATION AND ENFORCEMENT AND MORE COMPACT LAND USE PATTERNS BY LOCAL GOVERNMENTAL ENTITIES.

OBJECTIVE #1:

To consider bicycle and pedestrian facilities as a part of highway projects, while retrofitting existing facilities.

POLICIES:

- A. Bicycle and pedestrian-related improvements should be integrated into the planning, design, and construction of all appropriate highway and street improvement projects.
- B. Conflicts between motor vehicles and bicycles and pedestrians should be minimized.
- C. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.
- D. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes should be undertaken.

- E. Natural and man-made corridors should be utilized for bicycle/pedestrian trails.
- F. Educational programs should be expanded to include pedestrian and bicycle safety.

Planning Factor #6: Efficiency

Promote efficient system management and operation.

MPO ISSUES:

Streets and Highways

GOAL:

TO PROVIDE AN EFFICIENT AND ACCESSIBLE STREET AND HIGHWAY SYSTEM WHICH WILL MEET THE SHORT AND LONG-RANGE NEEDS, INTERESTS AND OBJECTIVES OF THE REGION'S CITIZENS AND COMMERCIAL ENTITIES IN A COST-EFFECTIVE MANNER.

OBJECTIVE #1:

To maintain and enhance strategic access to major highways for safe and efficient traffic management.

POLICIES:

- A. The level of access control should be appropriate to the function of the highway.
- B. 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.
- C. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.
- D. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
- E. 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.
- F. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
- G. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.
- H. Traffic control signals within the urbanized area should be coordinated or timed to facilitate the efficient flow of traffic.
- I. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.

- J. Accident-producing facility deficiencies should be accorded a high priority for correction.
- K. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- L. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.

OBJECTIVE #2:

To maximize opportunities for alternative sources of revenue.

POLICIES:

- A. Mechanisms for extracting fees for offsite improvements necessitated by large scale developments should be adopted.
- B. Less reliance on the property tax and increased use of alternative revenue systems should be encouraged to finance necessary services.
- C. The cost of extending infrastructure and services should be directed to those directly benefiting.
- D. Cost recovery methods for local jurisdictions should be promoted to address growth and development expenditures.
- E. All rural and urban local units of government should be assured the opportunity to obtain technical information and assistance necessary to finance, evaluate, and provide public services more economically.
- F. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- G. Intermunicipal agreements should be promoted for the provision of joint services.

OBJECTIVE #3:

To consider life-cycle costing for infrastructure as a more efficient use of resources.

POLICIES:

- A. Recognize that the cost/year is the true cost of a product, not the initial cost.
- B. Determine cost of bridges, roads, or other infrastructure on the basis of per year cost, factoring in the entire estimated lifespan.
- C. Incorporate long term expenditures and costs into the decision making process when evaluating bids for infrastructure improvements.

OBJECTIVE #4:

To examine the needs of STH 41 frontage roads, specifically Rolling Meadows Drive and Pioneer Road.

- A. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- B. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.
- C. Accident-producing facility deficiencies should be accorded a high priority for correction.
- D. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes and/or routes cannot address the need to:
 - 1. Alleviate significant safety hazards
 - 2. Relieve communities of heavy through traffic burdens
 - 3. Conserve energy in highway use
 - 4. Stimulate economic development
 - 5. Provide a framework for future planned land use

Planning Factor #7: Preservation

Emphasize the efficient preservation of the existing transportations system.

MPO ISSUES:

Growth Management, Streets and Highways

GOAL #1:

TO ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT EMPHASIZING THE NEED FOR MULTI-JURISDICTIONAL COOPERATION AND COORDINATION.

OBJECTIVE #1:

To promote development in areas where infrastructure is in place or near.

POLICIES:

- A. Urban development should occur in areas served by adequate public facilities and services.
- B. Urban development should be encouraged at densities adequate to sustain reasonable urban service costs.
- C. Urban development should only take place in designated urban service areas.
- D. Community comprehensive plans should be adopted prior to the extension of urban services.
- E. Vacant developable lands within existing urban areas should first be infilled, then development staged outward from the existing development limits.
- F. 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.

- G. The use of existing public facilities and services should be maximized in the allocation of future urban growth.
- H. Utilities serving individual developments should be extended consistent with community water and wastewater system plans.
- I. Provision of public facilities and services should be coordinated with the location and timing of new development.
- J. Major infrastructure extensions should be staged to coincide with community growth rates.

GOAL #2:

TO PROVIDE AN EFFICIENT AND ACCESSIBLE STREET AND HIGHWAY SYSTEM WHICH WILL MEET THE SHORT AND LONG-RANGE NEEDS, INTERESTS AND OBJECTIVES OF THE REGION'S CITIZENS AND COMMERCIAL ENTITIES IN A COST-EFFECTIVE MANNER.

OBJECTIVE #1:

To maintain and enhance strategic access to major highways for safe and efficient traffic management.

POLICIES:

- A. The level of access control should be appropriate to the function of the highway.
- B. 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.
- C. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.
- D. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.
- E. 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.
- F. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.
- G. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.
- H. Traffic control signals within the urbanized area should be coordinated or timed to facilitate the efficient flow of traffic.
- I. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.

- J. Accident-producing facility deficiencies should be accorded a high priority for correction.
- K. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.
- L. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.

OBJECTIVE #2:

To maximize opportunities for alternative sources of revenue.

POLICIES:

- A. Mechanisms for extracting fees for offsite improvements necessitated by large scale developments should be adopted.
- B. Less reliance on the property tax and increased use of alternative revenue systems should be encouraged to finance necessary services.
- C. The cost of extending infrastructure and services should be directed to those directly benefiting.
- D. Cost recovery methods for local jurisdictions should be promoted to address growth and development expenditures.
- E. All rural and urban local units of government should be assured the opportunity to obtain technical information and assistance necessary to finance, evaluate, and provide public services more economically.
- F. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.
- G. Intermunicipal agreements should be promoted for the provision of joint services.

OBJECTIVE #3:

To consider life-cycle costing for infrastructure as a more efficient use of resources.

POLICIES:

- A. Recognize that the cost/year is the true cost of a product, not the initial cost.
- B. Determine cost of bridges, roads, or other infrastructure on the basis of per year cost, factoring in the entire estimated lifespan.
- C. Incorporate long term expenditures and costs into the decision making process when evaluating bids for infrastructural projects.

OBJECTIVE #4:

To examine the needs of USH 41 frontage roads, specifically Rolling Meadows Drive and Pioneer Road.

- A. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.
- B. Appropriate marking, signing, and protection devices should be installed where justified by design speed and accident exposure rate.
- C. Accident-producing facility deficiencies should be accorded a high priority for correction.
- D. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes and/or routes cannot address the need to:
 - 1. Alleviate significant safety hazards
 - 2. Relieve communities of heavy through traffic burdens
 - 3. Conserve energy in highway use
 - 4. Stimulate economic development
 - 5. Provide a framework for future planned land use