

MPO ISSUES: Streets and Highways

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

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 AND DEVELOPMENT EMPHASIZING THE NEED FOR MULTI-JURISDICTIONAL COOPERATION AND COORDINATION.

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.

Issues to Consider

Consideration of Climate Change and Reduction of Greenhouse Gas Emissions in the Transportation Planning Process

- Promotion of projects that reduce congestion and pollutants
 - Signal timing
 - Roundabouts
 - Turn Lanes
 - Non-motorized pathways
 - Diesel Retro-fits

Freight Planning

- Work closely with local officials and stakeholders to monitor freight related issues
- Inventory and monitor freight routes and intermodal facilities within the metropolitan area.

Consideration of Livability and Sustainability in the Transportation Planning Process

- Promote Complete Streets
 - Design roads to accommodate all users of the roadway
 - Create a balanced transportation system – safety, accessibility and connectivity between destinations.

Capital Investment and Planning

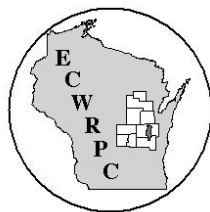
- Capital Planning is a systematic approach to planning, selecting, controlling, and evaluating transportation investments. It is a decision making process that ensures transportation investments align with the Agency's mission, strategic goals, objectives, and business needs.

Preservation

- Preserving versus expanding the transportation network.

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To learn more about the LRTP plan and to comment please visit the Fond du Lac MPO website at

<http://www.eastcentralrpc.org/FondduLacMPO/index.html>

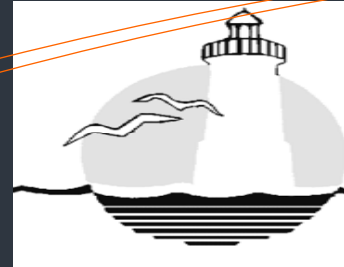


Issue 2

LRTP Goals, Objectives & Policies Evaluation

Long Range Transportation Plan Interim Review and Update

June 4, 2010



Fond du Lac MPO
Fond du Lac Area Metropolitan Planning Organization

Introduction

The goals, objectives and policies are the driving force behind any Long Range Transportation/Land use Plan (LRTP). Part of the interim review and update is to evaluate the underlying goals, objectives and policies to determine if those driving forces are still in fact the priority. The national and local economies are constantly changing; requiring the goals, objectives and policies to adapt to meet the changing needs of the areas constituents. The Fond du Lac Metropolitan Planning Organization (MPO) would like input on the current LRTP goals, objectives and policies. The following explains the development of the current LRTP goals, objectives and policies, and issues to consider in the LRTP interim review.

History

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 required all 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.

SAFETEA-LU, signed into law in August of 2005, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. SAFETEA-LU planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under ISTEA and TEA-21. Additional areas of challenge under SAFETEA-LU include:

- Improving safety;
- Improving security;
- Reducing traffic congestion;
- Improving efficiency in freight movement;
- Increasing intermodal connectivity;
- Protecting the environment.

To carry out the comprehensive planning program, ISTEA, TEA-21 and SAFETEA-LU have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis.

An extensive issues identification process involving representatives of governmental agencies, area officials, environmental groups, developers, business groups, civic organizations, minority

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- 4 Issues to Consider

Part of the interim review and update is to evaluate the underling goals, objectives and policies.

Let's start planning for the future.

advocates, and interested citizens, took place in 2004. Participants in the issues session, and those unable to attend, were invited to join the on-going Technical Advisory Committee (TAC) in the review and development of goals, objectives, and policies.

Adopted Goals, Objectives & Policies

Transportation

In 2035, the Fond du Lac Urbanized Area will have a safe and effective transportation network which provides options for the mobility needs of all people, goods, and services.

To attain this goal, the following issue categories have been identified:

- Streets and Highways
- Transit
- Freight
- Bicycle and Pedestrian
- Safety

These categories have been addressed through the following planning factors:

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.

GOAL #2: TO ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT EMPHASIZING THE NEED FOR MULTI-JURISDICTIONAL COOPERATION AND COORDINATION.

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.

GOAL #4: TO PROVIDE SERVICES IN AN EFFICIENT AND ECONOMICAL MANNER BY ENCOURAGING INTERGOVERNMENTAL AGREEMENTS AND TO ADDRESS POTENTIAL CONTROVERSIES ARISING FROM SERVICE DELIVERY.

Planning Factor #2: Safety and Security

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

MPO ISSUE: Safety

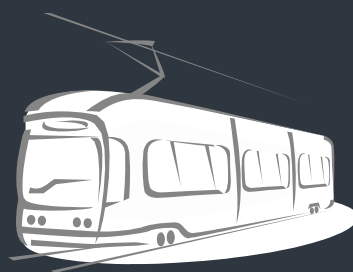
GOAL: TO REDUCE THE POTENTIAL FOR TRAFFIC ACCIDENTS AND PROVIDE FOR SAFE TRANSPORTATION OF GOODS AND PEOPLE THROUGHOUT THE REGION.

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.



The economy is constantly changing!

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.

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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.

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

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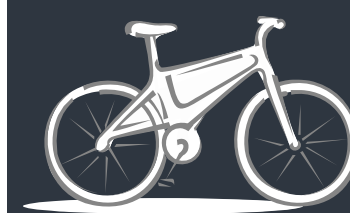
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Planning Factor #6: Efficiency

Promote efficient system management and operation.



The Fond du Lac MPO needs to adapt to the changing economy.