

1350 MAJOR WORK ELEMENT: FOND DU LAC URBANIZED AREA PLANNING TRANSPORTATION PLANNING

General Work Objectives: To meet the federal and state planning requirements of the Fond du Lac area MPO, including the annual development of a unified work program, the annual development of a five-year Transportation Improvement Program (TIP), implementation and updates to the long-range transportation/land use plan.

FUNDING SOURCE:

<u>EC/Local</u>	<u>PL</u>	<u>FHWA</u> <u>SPR</u>	<u>Discret.</u>	<u>WisDOT MATCH</u> <u>PL</u>	<u>SPR</u>	<u>TOTAL</u>
\$11,211	\$49,811	\$0	\$19,936	\$6,227	\$0	\$87,183

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
239	168	26	45

1351 WORK ITEM: PROGRAM SUPPORT AND ADMINISTRATION

Work Objectives: To develop and maintain an annual work program to meet federal planning requirements including budget development, audit oversight and an administrative review process through WisDOT approved invoices, billing schedules and reports. The element includes meeting coordination, public and local meeting notices, the preparation and distribution of meeting summaries and supporting documents. A portion of the element includes travel to meetings workshops, conferences and seminars. The item also includes the development and maintenance of the Fond du Lac MPO internet website. The element includes the administration of the following transportation program to achieve the goals set forth in the federal TEA 21 legislation and the objectives set forth in WisDOT's, Connections 2030, and other modal plans.

Work Activity and Methodology: The work elements necessary to meet program requirements of the Fond du Lac Area MPO will be included in the Planning Work Program of the East Central Wisconsin Regional Planning Commission.

Previous Work: Work for the Fond du Lac area, prior to 2003, occurred under the regional transportation program. The designation of the Fond du Lac urbanized area, resulting from the 2000 Census, shifts those efforts to urban-funded federal and state transportation programs. In the past, East Central staff has worked closely with the City of Fond du Lac, the Village of North Fond du Lac, Fond du Lac County; and WisDOT District 2 on a number of highway and transit projects, including but not limited to: STH 151 bypass, railroad/highway issues, transit ridership and funding studies, STH 23 corridor study, Johnson Street and other project planning.

Late in 2002, the MPO policy board was formally established, followed by the adoption of a the first Fond du Lac Area MPO planning work program, and the forming of a technical advisory committee to help guide the planning process.

Products and Anticipated Impacts: The products of this element will be a set of work elements developed to meet the MPO requirements for the Fond du Lac Area MPO, compiled and included in the annual document known as the Planning Work Program – East Central Wisconsin Regional Planning Commission.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$2,636	\$21,088	\$0	\$0	\$2,636	\$0	\$26,360

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
74	29	0	45

1352 WORK ITEM: LONG-RANGE TRANSPORTATION PLANS

Work Objectives: To refine and implement recommendations adopted in the Long Range Transportation Plan (LRTP) for the Fond du Lac urbanized area, including further study on a number of needed transportation improvements. To maintain long-range transportation plans based on updates and changes to local plans and programs. Maintain valid, up-to-date information that identifies future needs, current priorities and available resources. Transportation modes will be continually evaluated in the context of land use development patterns as compared to the preferred 2035 plan adopted by the Fond du Lac MPO. To work with WisDOT and local governments as part of plan implementation to determine the most effective mix of modal choices and land development practices.

Work Activity and Methodology: Long-range planning efforts include the ongoing collection and analysis of socioeconomic information. Through a cooperative agreement with WisDOT staff uses CUBE, TP+ and VIPER travel demand model software, as one of the tools to evaluate land use impacts on the transportation system. Land use including residential population by dwelling unit, various employment sectors, commercial areas and school enrollment locations are being used to estimate trip generation and traffic volumes on a computer simulated street and highway system. The model is calibrated and validated based on area wide traffic counts taken by WisDOT on a three year cycle.

Previous Work: Early data gathering needed for the development of a model, and a preliminary network have been developed for the Fond du Lac area. This network will need to be reviewed and adjusted to meet the needs of the newly designated urbanized area. In 2003, all modes of transportation and related facilities were inventoried. The technical advisory committee devised an adjusted urbanized area boundary and a metropolitan planning area boundary, later adopted by the policy board. Early data gathering and compilation was undertaken by staff. The land use inventory was completed, and base maps were produced. The acquisition of employment data from the Wisconsin Department of Administration, through the Wisconsin Department of Transportation, and the transfer of that data into a TAZ format, useable by the transportation model was completed in 2004. In 2005 staff completed the first Long Range Transportation Plan for the Fond du Lac MPO.

Products and Anticipated Impacts: The adopted LRTP will serve as a guide to future development in the Fond du Lac MPO area. Implementation activities and recommendations prescribed in the Long Range Land Use/Transportation Plan include individual project testing, as well as major network and corridor analysis.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$1,759	\$14,072	\$0	\$0	\$1,759	\$0	\$17,590

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
46	41	5	0

1353 WORK ITEM: MULTIMODAL COORDINATION

Work Objective: To maintain an ongoing evaluation of traffic operations and highway improvement project assistance. Assist in the development of plans and programs that contribute to the safety and improved operation of the street and highway system in the Fond du Lac Urbanized Area.

To provide continuing assistance in implementing the recommendations developed in the Long Range Plan. To assist with the development of performance measures to monitor plan status. To encourage, promote, and accommodate bicyclists and pedestrians as safe and efficient modes of transportation. Policies adopted by the Fond du Lac Policy Board include the consideration of bicycles and pedestrians with all proposed street and highway projects.

To assist in the development of a comprehensive pavement management and maintenance system, that includes all jurisdictions in the urbanized area. To work with local jurisdictions and WisDOT to collect local road information for the urbanized area for inclusion and analysis in WisDOT's Wisconsin Information System for Local Roads (WISLR).

ITS Planning. Work with local jurisdictions and WisDOT to initiate and implement ITS planning activities to improve traffic operations, safety and security. Work with WisDOT Northeast Region and Central Office to initiate USH 41 corridor ITS planning, consistent with the state ITS architecture.

The objective is to work cooperatively with stakeholders to link the various transportation modes and provide the most energy/cost effective means for the transport of people, goods and services.

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	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$960	\$7,678	\$0	\$0	\$960	\$0	\$9,597

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
27	21	6	0

1354 WORK ITEM: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Work Objectives: To prepare the annual Transportation Improvement Program. To prepare a transportation capitol improvement program that identifies all projects using federal funding and all other projects that significantly impact the operation of the transportation system. To actively solicit eligible candidate transportation projects from local governments to prioritize and prepare a logical program to efficiently utilize STP-Urban funds and improve the system in the short term.

Work Activity and Methodology: In addition to the 5-year listing of programmed projects, a TIP also includes an element which lists the transit system’s capital projects for the upcoming two years, evidence of the financial capacity of the transit system to continue operation, the criteria and results of an established project prioritization process for the Surface Transportation Program. Staff will work with the MPO technical committee to develop the project lists and review the STP-U project prioritization. The MPO Policy Board will then review the document/selected project(s) and approve the Plan prior to the final draft submitted to WisDOT for inclusion in the STIP.

Previous Work: 2005 Transportation Improvement Program for the Fond du Lac Urbanized Area.

Products and Anticipated Impacts: The products resulting from this element include a policy addressing and endorsing a STP-Urban prioritization process, as well as a final TIP document specific to the Fond du Lac Area MPO.

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	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$608	\$4,862	\$0	\$0	\$608	\$0	\$6,078

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
18	13	5	0

1355 WORK ITEM: TRANSIT AND SPECIALIZED TRANSPORTATION DEVELOPMENT AND COORDINATION

Work Objective: To work with Fond du Lac Transit and other transportation providers to develop transit operating and capital improvement programs which efficiently and effectively serve the Fond du Lac Urbanized Area; to prepare, and assist in the preparation of, service coordination studies and elderly and disabled transportation plans which meet federal transit accessibility regulations and promote coordination between transit and other federal and state-funded specialized transportation services including the various health and human services agencies; to prepare other studies which contribute to transit efficiency and effectiveness; and to provide assistance with implementation activities.

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<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$264	\$2,110	\$0	\$0	\$264	\$0	\$2,638

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
8	8	0	0

1356 WORK ITEM: TRANSPORTATION DATA COLLECTION AND MODEL DEVELOPMENT AND SUPPORT

Work Objectives: Work will continue through 2006 to expand and improve the usefulness of the CUBE travel demand model, by adding additional links and land use detail to the street and highway network. Work with local jurisdictions, WisDOT and/or their consultants to provide model data that will assist in evaluating the grade-separation of all local intersections with the USH 151 bypass.

In 2006 the work objective is expanding the capabilities of the CUBE software, including but not limited to, crash rate variables based on ground counts and model assignments for safety analysis.

Another significant work objective for 2006 is the addition of the transit routes to the network and another trip purpose table in the travel demand model for evaluation of the fixed route system. Work will continue with WisDOT and their consultants to expand the CUBE software for environmental impact and cost analysis including, but not limited, to air quality.

Work with WisDOT and local jurisdictions to expand the area included in the urban model as part of WisDOT's statewide model development. Staff will continue to enhance, calibrate, and validate the travel model.

Products and Anticipated Impacts: In addition to further studies recommended in the long range plans the model will continue to be used for analysis and traffic forecast for WisDOT and local governments. TP+, VIPER, cube and other WisDOT supported software will provide a better visual simulation and understanding of transportation issues for area stakeholders and the public.

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	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$4,984	\$0	\$0	\$19,936	\$0	\$0	\$24,919

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
66	56	10	0