

- OBJECTIVE: **Recreational Opportunity.** Provide all area residents an to partake in a wide range of active and passive recreational activities on a round basis.
- OBJECTIVE: **Preservation Areas.** Preserve areas of unique natural, historical, cultural significance or unusual beauty for public use and enjoyment.
- OBJECTIVE: **Urban Recreation Needs.** Plan for the future open space and recreational needs of the urban area.
- OBJECTIVE: **Cost-Effective Recreation.** Provide recreational opportunities in a cost-effective manner.
- OBJECTIVE: **Attractive Communities.** Make individual communities, and the region as a whole, a more attractive place to live, work, and play.

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

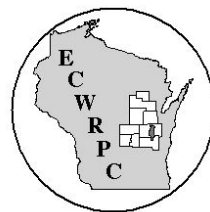
- Preserving versus expanding the transportation network.



Let's start planning for the future.

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To learn more about the LRTP plan and to comment please visit the Oshkosh MPO website at

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

LRTP Goals, Objectives & Policies Evaluation

Long Range Transportation Plan Interim Review and Update

June 4, 2010



OSHKOSH
ON THE WATER

Oshkosh MPO
Oshkosh 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 Oshkosh 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 advocates, and interested citizens, took place in 2004. Participants in the issues session, and

Inside This Issue

- 1 Introduction
- 1 History
- 2 Adopted Goals, Objectives, & Policies
- 4 Issues to Consider

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

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

The overall goal for the regional transportation program is to “achieve a safe, efficient and environmentally sound transportation system that provides mobility for all segments of the population and supports the economy of the region.”

To attain this goal, the following objectives have been defined:

- OBJECTIVE: **Integrated Planning.** Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.
- OBJECTIVE: **Maximum System Effectiveness for all Residents.** Consider the capabilities and transportation preferences of all population subgroups and determine the relative effectiveness of various system alternatives.
- OBJECTIVE: **An efficient street and highway system.** Provide a street and highway system along with other transportation facilities which will meet short and long-range needs, interests, and objectives in a cost-effective manner.
- OBJECTIVE: **Safety.** Provide a safe transportation system throughout the region.
- OBJECTIVE: **Minimum Environmental Disruption.** Develop a transportation system that minimizes environmental disruption and maintains environmental quality.
- OBJECTIVE: **Compatibility with Land Use Patterns.** Develop a transportation system compatible with existing and future land use patterns.
- OBJECTIVE: **Conservation of Energy.** Provide a transportation system that promotes the conservation of energy resources.
- OBJECTIVE: **Multimodal Interaction.** Provide an integrated transportation system that makes the best use of the capabilities of individual modes and modal combinations, including rail and trucking facilities, public transportation, bicycle and pedestrian travel, and air transportation.
- **FREIGHT TRANSPORTATION:** Ensure that appropriate types and levels of freight transportation services are provided to the entire region.

PUBLIC TRANSPORTATION: Expand public transportation choices to provide a competitive mode of transportation.

BICYCLE AND PEDESTRIAN TRAVEL: Make travel by foot or bicycle a safe, convenient, and attractive alternative to motorized travel by providing adequate accommodations, education and enforcement, and more compact land use patterns.

AIR TRANSPORTATION: Provide and maintain a safe air transportation system to meet travel and freight service demands.

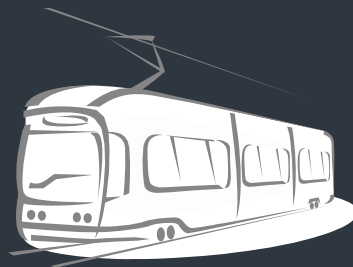
PASSENGER RAIL: Encourage the implementation of the Midwest Rail Initiative as it applies to passenger rail service.

WATER TRANSPORTATION: Maintain the ability to safely serve recreational, commercial, and industrial travel needs on area waterways.

LAND USE

The policies assembled pertaining to land use intend to encourage efficient, orderly, and planned land use development patterns consistent with sound environmental management practices. The land use element provides direction and integrates four sub-element functional

The economy is constantly changing!



plans which have direct impacts on future land use. These functional areas are Growth Management, Urban Service Delivery, Environmental Resources, and Open Space.

Like the transportation policies, the primary intent of the land use policies is to guide land use decisions, particularly in terms of sewer service area actions. A secondary use of the policies falls within the planning process, itself. These adopted transportation and land use policies are used to comparatively analyze the land use scenarios, to be discussed later.

LAND USE GOALS AND OBJECTIVES

Growth Management

GOAL: ENCOURAGE AN ORDERLY AND PLANNED PATTERN OF COMMUNITY GROWTH AND DEVELOPMENT.

- OBJECTIVE: **Allocated Growth.** Promote balanced allocation of land areas to accommodate current and future urban development needs.
- OBJECTIVE: **Planned Urban Communities.** Promote planned urban communities which contain centralized, compact, contiguous and compatible urban development patterns.
- OBJECTIVE: **Environmentally Sound Development.** Promote urban development which protects environmentally sensitive areas and is compatible with the natural resource base.
- OBJECTIVE: **Efficient Development.** Promote efficient and cost-effective development in urban growth areas.
- OBJECTIVE: **Rural Land Development.** Preserve rural land uses by requiring planning which considers water and sanitary sewer adequacy.
- OBJECTIVE: **Compatibility with the Transportation Network.** Encourage development in areas that are served by existing transportation infrastructure.

Urban Service Delivery

GOAL: PROMOTE URBAN SERVICES IN AN EFFICIENT, ENVIRONMENTALLY SOUND, AND SOCIALLY RESPONSIBLE MANNER.

- OBJECTIVE: **Economical Public Facilities.** Provide efficient, economical, and equitable public facilities and services to urban development.
- OBJECTIVE: **Cooperative Provision of Services.** Provide services where efficiency, equity, and economies of scale can be obtained through cooperation and coordination.

Environmental Resources

GOAL: PROTECT THE ENVIRONMENT AND MANAGE NATURAL RESOURCES IN AN ECOLOGICALLY SOUND MANNER.

- OBJECTIVE: **Water Quality Protection.** Improve and protect surface and groundwater quality.
- OBJECTIVE: **Air Quality Maintenance.** Improve or maintain high air quality throughout east central Wisconsin.
- OBJECTIVE: **Environmentally Sensitive Area Protection.** Preserve and protect environmentally sensitive areas and promote the linkage of these areas into environmental corridors.
- OBJECTIVE: **Wildlife Habitat Management.** Manage wildlife and wildlife habitat in a manner that maintains ecological stability and diversity, and considers social and economic impacts.
- OBJECTIVE: **Food and Fiber Production.** Preserve land suitable for the production of food and fiber to meet present and future needs.
- OBJECTIVE: **Solid Waste Management.** Employ a comprehensive management approach for solid and organic wastes.

Open Space

GOAL: PROVIDE SUFFICIENT PUBLIC OPEN SPACE TO MEET THE RECREATIONAL NEEDS OF ALL RESIDENTS AND PROTECT AND PRESERVE NATURAL AND CULTURAL RESOURCES.

The Oshkosh MPO needs to adapt to the changing economy.

