

MEETING NOTICE

FOND DU LAC MPO POLICY BOARD MEETING

DATE: Wednesday, May 9, 2018
TIME: 10:00 A.M.
PLACE: Rooms D & E – City/County Government Center

AGENDA

1. Introductions, statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Public Comment
3. Discussion and action on February 7th, 2018 Fond du Lac MPO Policy Board Meeting Minutes (Enclosed)
4. Discussion and action on Proposed Resolution 02-18: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area (Enclosed)
5. Discussion regarding bridge study within the MPO Planning Area.
6. WisDOT Regional Projects Update – Matt Halada
7. Transit and Specialized Transportation Update – Dave Moesch
8. Bicycle and Pedestrian Program Update – Kim Biedermann
 - a. Review and discussion on the draft of the Regional Complete Streets Policy (Enclosed)
9. Regional Safe Routes to School Program Update – Melissa Kraemer Badtke
 - a. Walk to School Day – May 9th
10. Adjourn

SUMMARY OF PROCEEDINGS

Fond du Lac Metropolitan Planning Organization Policy Board & Technical Advisory Committee
Fond du Lac City/County Building, Rooms D-E, Wednesday, February 7, 2018

The meeting was called to order by Mr. Jordan Skiff (filling in for Mr. Allen Buechel) at 10:02 AM

Committee Members Present

Jordan Skiff	City of Fond du Lac
Paul DeVries	City of Fond du Lac
Joe Moore	City of Fond du Lac
Brian Kolstad	Fond du Lac City Council
Chuck Hornung	Village of North Fond du Lac
Nick Leonard	Village of North Fond du Lac
Sam Tobias	Fond du Lac County
Tom Janke	Fond du Lac County

WisDOT Members Present

Matt Halada	WisDOT – NE Region
Diane Paoni (via phone).....	WisDOT – Central Office

Staff Members Present

Dave Moesch	ECWRPC
Melissa Kraemer-Badtke	ECWRPC
Kim Biedermann.....	ECWRPC
Kolin Erickson	ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Mr. Skiff welcomed the group and noted the meeting was properly posted and in compliance with open meeting requirements.

2. Public Comment (None)

3. Discussion and action on Summary of Proceedings from the December 12, 2017 Policy Board meeting

Mr. Skiff asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing no comments, Mr. Skiff asked the committee for a motion to approve the summary of proceedings. Mr. Halada made a motion to approve the summary of proceedings, Mr. Moore seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 01-18: Adopting the Wisconsin Department of Transportation Highway Safety Improvement Program (HSIP) 2018 Performance Measure Targets

Mr. Moesch noted the federal transportation act (FAST Act) requires metropolitan planning organizations (MPO) to establish performance measures and targets. Over the next few years, various performance measures and targets will need to be adopted by the MPOs. The first performance measures to be adopted are for the Highway Safety Improvement Program: number of fatalities, rate of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries. MPOs across Wisconsin have adopted the performance measures set by WisDOT, however, performance measures could be separately created for the MPO.

Mr. Skiff asked the committee if they had any comments or questions regarding proposed Resolution 01-18. Hearing none, Mr. Skiff asked the committee for a motion to adopt the Wisconsin Department of Transportation Highway Safety Improvement Program (HSIP) 2018 Performance Measure Targets. Mr. Hornung made a motion to amend the Transportation Improvement Program, Mr. Kolstad seconded the motion and the motion passed unanimously.

5. Discussion regarding bridge maintenance within the MPO Planning Area

Mr. Moesch noted staff is working with the City of Fond du Lac on preliminary work to study traffic patterns on bridges in the downtown. There are 34 bridges within the city and looking long term, the city would like to develop a maintenance/replacement plan. As part of this effort, staff set up traffic cameras on four bridges: 1st Street, 2nd Street, Forest Avenue and Stow Street which collected data for the past week. Staff is processing the data and will submit a report to Mr. Skiff. Staff also has capabilities to study traffic patterns/impacts with its in-house travel demand model to study traffic patterns if certain bridges are closed/removed. There was a general discussion by the group regarding the state bridge funding program and pending federal infrastructure plan.

6. WisDOT Regional Projects Update

Mr. Halada noted the US 45 resurfacing project from Fond du Lac (CTH VV) to Eden (CTH B) will begin in May 2018. State Highway 23 from I-41 west to Village of Rosendale will also be resurfaced, starting in June 2018.

7. Transit and Specialized Transportation Update

Mr. Erickson noted staff is working with Esther Mukand with Fond du Lac County to help update their County Human Services Transportation Coordination Plan. The current plan is compliant through 2018 and the updated plan will go into effect for five years from 2019-2023. The coordination plan is a requirement from the Federal Transit Administration for their Enhanced Mobility of Seniors and Individuals with Disabilities Program funds (5310 Program). Staff will lead the facilitation which is scheduled for May 16, 2018, from 10 AM to Noon at the City/County Government Center. The planning effort is to coordinate projects and funding which are eligible for 5310 funds. The final plan will be submitted to WisDOT by October 2018.

8. Bicycle and Pedestrian Program Update

Ms. Biedermann reviewed a draft document of the ECWRPC Complete Streets Policy and asked the committee to review and provide their comments. The policy document will go to the ECWRPC board for approval in April, with the goal of having it adopted for the entire planning commission area. Ms. Biedermann also shared a Regional Wayfinding document for bicycle/pedestrian facilities which ECWRPC developed with assistance from a consultant and key stakeholders from across the region.

9. Regional Safe Routes to School Program Update

Ms. Kraemer-Badtke stated February is designated as Winter Walk to School month for school districts who participate in the regional Safe Routes to School Program (SRTS) sponsored by ECWRPC. The Fond du Lac School District is again participating in the Winter Walk and all schools have planned their walks and activities. SRTS staff also recently worked with Chegwin Elementary School on a bicycle helmet fitting event. Staff is working with the school district to pilot a curriculum for middle school-aged students, similar to what has been implemented at the high school level.

10. Adjournment

Mr. Skiff asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Moore seconded the motion. The motion passed unanimously and the Committee adjourned at 11:12 AM. The next meeting is on Wednesday, May 9, 2018 at 10:00 A.M.

PROPOSED RESOLUTION 02-18

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2018.

WHEREAS, the City of Fond du Lac, as the Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, adopted the *2018 Transportation Improvement Program for the Fond du Lac Urbanized Area*, at the October 4, 2017 Policy Board meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either adopting their State DOT targets or commit to establishing quantifiable HSIP target(s) for the metropolitan planning area. Adopting the WisDOT targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; and

NOW, THEREFORE, BE IT RESOLVED that the MPO approves the amendment as presented to include the performance measures in the adopted 2018 Transportation Improvement Program for the Fond du Lac Urbanized Area.

Effective May 9, 2018

Mr. Allen Buechel, Fond du Lac MPO Policy Board Chair

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America's Surface Transportation Act (FAST Act).

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission as staff for the designated Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area has been planning using performance measures since the MPO planning process began for the Fond du Lac area. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 7, 2015 and can be viewed at the following link to the MPO website.

http://www.ecwrpc.org/wp-content/uploads/2017/01/FDL_LRP_2015.pdf

Performance measures for the Fond du Lac MPO Area were also in part developed out of aligning similar recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fond du Lac area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program. The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018 can be viewed at the following link.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2018-Fond-du-Lac-TIP.pdf>

SETTING TARGETS FOR PERFORMANCE MEASURES

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT)

established statewide calendar year 2018 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2017. The WisDOT targets are:

- Number of fatalities < 556.1 (2% reduction from 2012-'16 average)
- Rate of fatalities < 0.917 per 100 million vehicle miles traveled (VMT) (2% reduction from 2012-'16 average)
- Number of serious injuries < 3,023 (5% reduction from 2012-'16 average)
- Rate of serious injuries < 4.997 per 100 million VMT (5% reduction from 2012-'16 average)
- Number of non-motorized fatalities and non-motorized serious injuries < 343.3 (5% reduction from 2012-'16 average)

The City of Fond du Lac MPO Policy Board agreed to adopt the targets and they were approved by formal resolution (01-18) on February 7, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2018 HSIP targets. Performance measures such as pavement and bridge condition, travel time reliability on the National Highway System, truck travel time reliability, transit vehicle and facilities condition will be set in the next update cycle and will continue to be monitored in the future Transportation Improvement Programs (TIPs).

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There is one Highway Safety Improvement Program project scheduled in the Fond du Lac Urbanized Area in the four-year program (2018-2021). The project located at the Rolling Meadows Drive and WIS 23 intersection, is also part of a larger resurfacing project on WIS 23 from Rosendale to I-41.

Railroads Projects

There is a railroad crossing project at the at-grade crossing of USH 45/CTH B with Canadian National tracks in the Village of Eden. This project will install new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines. This project is scheduled for 2018.

Major Reconstruction Projects

The 2018-2021 TIP contains one reconstruction project that will improve safety to the transportation system.

The Wisconsin Department of Transportation (WisDOT) is proposing improvements to a 19-mile stretch of WIS 23 from US 151 to County P in Fond du Lac and Sheboygan counties. In this area, WIS 23 is a critical east-west connector between two Interstate highways, I-41 in Fond du Lac and I-43 in Sheboygan, serving freight and local, regional, and statewide traffic. The majority of WIS 23 from US 151 to County P is a rural, 2-lane highway, with significant safety, access, and operational concerns. Improvements are being considered to address these concerns.

Surface Transportation Block Grant Program – Urban Projects

The 2018-2021 TIP contains one project that is programmed for construction in the City of Fond du Lac. The Military Road project from Hickory Street to Western Avenue will be constructed in 2021. The existing pavement from 1949 is in poor condition and beyond standard maintenance repairs. Some of the deficiencies include: pavement cracking, surface deterioration, and sunken panels. Existing geometry at Military & Western could be improved. The project scope includes 3 intersections currently with traffic signals and one could be a candidate for replacement with a roundabout. There is a mainline Canadian National railroad crossing with in the project limits and there will be new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines installed as part of the project. Fond du Lac Area Transit operates bus routes and stops with in the project limits. This project will continue to serve transit users. Sidewalk currently exists along the entire project and would be replaced as part of this project. There are no on street bike lanes or accommodations currently, but adding bike lanes will be strongly considered. Current on street parking will be evaluated and would likely need to be removed to accommodate on street bike lanes. There is a bike trail crossing with in the project limits that is part of the Fond du Lac Loop.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.

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East Central Wisconsin Regional Planning Commission

Complete Streets Policy

Background

East Central Wisconsin Regional Planning Commission (ECWRPC) has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. In 2009, ECWRPC started the state's first regional Safe Routes to School Program. This program works with over 150 schools in 33 districts to make it safer and more appealing for students in grades K-8 to walk and bicycle to school. In 2012, ECWRPC received funding from the Wisconsin Department of Transportation to create a bicycle and pedestrian plan for the urbanized areas of Calumet, Outagamie, and Winnebago counties. The purpose of this plan was to identify gaps in the bicycle and pedestrian network and to create recommendations for creating connectivity throughout the study area. The plan was approved in 2014, and a steering committee oversees the implementation of the plan.

ECWRPC works with transit agencies within the region to provide cost-effective transit services to meet the needs of the users and to comply with the Americans with Disabilities Act (ADA). These planning activities include Transit Development Plans, transit rider surveys, County Human Services-Public Transportation Coordinated Planning, and overall planning support. In addition to bicycle/pedestrian planning and transit planning, ECWRPC conducts a wide array of transportation planning services, including developing long-range transportation plans, regional highway corridor planning, freight planning, and travel demand modeling. Combined, these planning services aim to enhance and improve the transportation infrastructure, services, and safety for all roadway users throughout the region.

ECWRPC acknowledges the role planning plays in public health and the overall health outcome of those in our communities. Planning impacts “how people make choices of where to live and how to get around, their ability to access healthy foods and opportunities for physical activity...and more.¹” In addition to the role planning plays in health, ECWRPC also recognizes the role planning plays on social equity and social determinants of health, including access to recreational opportunities, employment, health care, support systems, and education/vocational training. The increased emphasis on the role planning plays on health and equity has resulted in strong partnerships and collaborations between planners, health professionals, municipalities, and organizations.

¹ www.planning.org/research/publichealth

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The Regional Complete Streets Policy expands on these efforts by ensuring a cohesive and inclusive transportation network that will alleviate inequities, promote physical activity, mitigate traffic congestion, and increase roadway safety.

Vision

The ECWRPC region will have an equitable, balanced, and effective transportation system where every roadway user can travel safely, efficiently, and comfortably while having many transportation options available for all users regardless of their modes of transportation.

Definition of Complete Streets

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to, motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

Policy Statement

ECWRPC will promote the Complete Streets concept throughout the region; it recommends that all local jurisdictions adopt comprehensive Complete Streets policies that are consistent with this regional policy. ECWRPC will seek incorporation of the Complete Streets policy and concepts into the development of transportation infrastructures. Development may include planning and land use control, engineering, scoping, design approvals, implementation, and performance monitoring.

To ensure federal compliance, ECWRPC requires projects receiving federal funding adhere to this policy. ECWRPC shall give consideration to local Complete Streets policies; however, the regional policy will take precedence for ECWRPC-attributable federal funding criteria². Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Context Sensitivity

While every street should be planned, designed, built, operated, and maintained for all users, there is no single design standard for Complete Streets and few streets will have separate accommodations for every mode. Each project must be considered both separately and as part of a cohesive network to determine the level and type of treatment necessary for all users. Each street and right-of-way design should be created to complement the neighborhood in which it

² Sources of federal funding may require bicycle and pedestrian accommodations.

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exists. Identifying best practices is essential when implementing improvements intended to fulfill this Complete Streets Policy.

ECWRPC will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice guidelines.

Network

A well-connected network provides more route choices that can disperse traffic across the network, provides alternatives when priority is given to a particular mode along one route, and provides route alternatives when a link in the network is obstructed or where barriers exist. A well-connected network also provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. Every effort should be made to provide a continuous, seamless network that is accessible to all users and modes of transportation.

Recognizing the regional connections throughout ECWRPC's jurisdiction and the uniqueness of each community, ECWRPC will work with contractors, local units of government, and state agencies to ensure Complete Streets principles are implemented in a context-sensitive manner.

Applicability of this Policy

This policy applies to projects that involve new construction, reconstruction, maintenance, repair, resurfacing, rehabilitation, or planning of roads, trails, transit, and other transportation facilities that will use federal funds allocated through ECWRPC.

Even small projects can be an opportunity to make meaningful and lasting improvements. For example, adding or moving an edge stripe to create room for cyclists or painting a crosswalk adjacent to a bus stop are both relatively low cost improvements. Furthermore, the design of new or reconstructed facilities should anticipate future demand for bicycling, walking, and transit facilities and should not impede the provision of future enhancements.

Complete Streets projects are generally accomplished through adding the following to the public right-of-way: sidewalks, bicycle facilities (e.g. bike lanes, sharrows, wayfinding signs), ADA-compliant curb ramps and bus stops, trails, and any other reasonably applicable facilities to assist in multimodal uses.

Design and Flexibility

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date versions of:

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- The National Association of Transportation Officials (NACTO) Urban Bikeway Design Guide
- The NACTO Urban Street Design Guide
- American Association of State Highway and Transportation Officials (AASHTO)
 - A policy on Geometric Design of Highway and Streets
 - Guide for the Development of Bicycle Facilities
- The US Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (MUTCD)
- The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)
- The US Department of Transportation Federal Highway Administration's Small Town and Rural Multimodal Networks Guide
- Wisconsin Department of Transportation's Bicycle Facility Design Handbook
- Wisconsin Department of Transportation's Facilities Design Manual (FDM)
- East Central Wisconsin Trail Wayfinding Guidebook
- Local and regional bicycle and pedestrian plans

The above resources shall be consulted when planning and designing new roadways; however, innovative design options that have a comparable level of safety for users when compared to more traditional design options shall not be precluded. ECWRPC strongly encourages communities to stay current on new guidance, standards, recommendations and resources regarding bicycle and pedestrian accommodations as well as ADA-accessible accommodations.

Exceptions

All federally-funded transportation projects will consider Complete Streets principles and possible options at the time of the initial application for funding. Communities utilizing state, county, or local funding are also encouraged to consider Complete Streets principles and all possible treatments in their projects. However, certain circumstances may exist where it is not possible to consider Complete Streets in roadway design. Such exceptions for federally-funded projects shall be limited to the following:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of establishing bikeways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA and state statutes as bicycle and pedestrian facilities together exceeding 20 percent of the cost of the larger transportation project.
- Where sparsity of population or other factors indicate an absence of need.
- Detrimental environmental or social impacts outweigh the need for these accommodations.

ECWRPC encourages local communities to create clear and limited exceptions in their local projects such as are listed above.

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Implementation

Upon approval and adoption of this Complete Streets policy, it will become part of ECWRPC's planning and project selection processes for ECWRPC-attributable funding. Projects will be evaluated with context-sensitivity taken into account. The principles of this policy will also guide ECWRPC staff in the preparation of transportation plans and other plans.

ECWRPC will assist other local units of government in creating and adopting their own Complete Streets policies through ECWRPC's technical assistance program.

Performance Measures

ECWRPC will measure the success of this Complete Streets policy by using the following measures:

- Miles of bicycle and pedestrian infrastructure built
 - Facilities counted will include sidewalks, bike lanes, trails (on- and off-road), sharrows, and wide paved shoulders
- Number and location of bicycle and pedestrian wayfinding signage adequately placed
- Annual ridership of Fond du Lac Transit, GO Transit, and Valley Transit
- Number of bicyclists and pedestrians using facilities
- Number of local units of government that adopt their own Complete Streets policies
- Serious injury and fatal crash history for all modes
- Population impacted by Complete Streets facilities improvements
- Percentage of roadways with Complete Street facilities

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Definitions

- access way** One or more connections that provide pedestrian or bicycle passage either between streets or between a street and a building, school, park, transit stop, or other destination. (Beaverton, Oregon)
- complete street** A street that accommodates convenient and safe use by everyone, regardless of age, ability, or mode of travel. (MPO of Johnson County)
- context sensitive design solution** A design which balances safety, mobility and transportation needs, while preserving scenic, aesthetic, historical, environmental, neighborhood, and community values and characteristics. (MPO of Johnson County)
- new street** A street constructed where one has not previously existed. (MPO of Johnson County)
- reconstructed street** An existing street that has rehabilitation done to it, which is estimated at 50% or higher of the the cost of a new street (excluding utilities except storm sewer, and sub-drains), will also be considered a reconstructed street for the purpose of this policy. (MPO of Johnson County)
- right-of-way** A right of way is a type of easement that allows a person to pass through another's land. (real-estate-law.com)
- street** The street is considered to be the subgrade, base, pavement, grading, storm sewer, and sub-drains (i.e., all of the elements required to build, operate, and maintain the street). (MPO of Johnson County)
- street network** A system of interconnecting lines and points that represent a system of roads for a given area. A street network provides the foundation for network analysis; for example, finding the best route or creating service areas.
- street maintenance** Rehabilitation of a street, which generally restores the functionality of the existing street components (either primarily as a street project or in conjunction with underground public utility construction), without significantly altering or adding to those components, and which is estimated at less than 50% of the cost of a new street with those components. Utility

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construction (except storm sewer and sub-drains) is excluded from this cost calculation.

transportation improvement program (TIP) A list of upcoming transportation projects—covering a period of at least four years. The TIP must be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. (Federal Transit Administration)