PERFORMANCE BASED PLANNING (FY2017-2020 TIP)

A key feature of the FAST-Act of December, 2015 is the establishment of a performance and outcome based planning program for State DOTs and MPOs, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines the national performance goals for the federal-aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

Within one year of the U.S. Department of Transportation final rules on performance measures, states are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. Any new TIP document or amendment must comply with performance reporting requirements beginning on May 27, 2018.

PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- Performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- Fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads, as well as bicycle and pedestrian fatalities and serious injuries
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1,

2018, two years after the effective date of the regulations.

The time-line for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

Chart of Performance Measures and Target Adoption Status

Table 7.1 is a summary of the performance measure areas and the current or anticipated implementation status.

Table 7.1- Performance Measure Areas of emphasis and implementation status

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities; Number of serious injuries; Rate of serious injuries; Number of non-motorized fatalities and non-motorized serious injuries	Approved adoption of statewide targets (January 22, 2019)
Bridge, Pavement, & Reliability Performance	Percent NHS Bridges in good and poor condition; Percent Interstate pavement in good and poor condition; Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets October 11, 2018
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction	Approved adoption of statewide targets October 11, 2018
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan (Fatalities, Injuries, Safety events, System reliability)	State of Good Repair Targets reported for 2019;

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

PERFORMANCE-BASED PLANNING IN THE MUSKEGON/NORTHERN OTTAWA, MICHIGAN URBANIZED AREA

The Muskegon/Northern Ottawa MPO (WestPlan) has a number of systems in place to address the mandated performance measures and targets. WestPlan maintains a traffic count program which has been integrated into a traffic count database system. Currently WestPlan collects traffic counts for approximately 400 count locations within the MPO planning area. In addition the MPO utilizes bike/pedestrian counters to collect non-motorized traffic data. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion.

The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides WestPlan with data (both current and historic) to address the status of pavement conditions in the WestPlan area. MDOT also collects data through the Highway Performance Monitoring System (HPMS). WestPlan has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety. WestPlan also conducts local road ratings for cities and villages in the MPO and in the region as well. The same PASER rating standards are used and reports are generated for the agencies to use in their Asset Management Plans.

Most of the performance targets are directed at the National Highway System, which is primarily under the jurisdiction of MDOT in the WestPlan area. Therefore, WestPlan will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the WestPlan area subject to the

NHS-based performance targets and will choose to "support the state targets" as its official response for these categories. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established.

In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs as targets are established, WestPlan will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

MPO TARGET SETTING

Safety

On October 2, 2018, the Michigan Department of Transportation (MDOT) reported to Michigan's metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2019. On January 16, 2019, the WestPlan Policy Committee voted to exercise its option to "support the state targets" for the 5 categories of safety information. Safety targets are required to be developed by the state and responded to by the MPOs each year.

Table 7.2 provides the Michigan State Safety Targets for Calendar Year 2019.

Table 7-2- Michigan State Safety Targets - Calendar Year 2019

Safety Performance Measure	Baseline Condition (2013-2017)	Calendar Year 2019 State Safety Target
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355.0	5,406.8
Serious Injury Rate	5.47	5.23
Non-motorized Fatalities & Serious Injuries	743.6	759.8

WestPlan has limited access to federal safety funds provided to the state. As a small MPO, WestPlan local agencies apply annually for consideration of funding for safety projects from statewide pool of safety funds. Project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. WestPlan supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

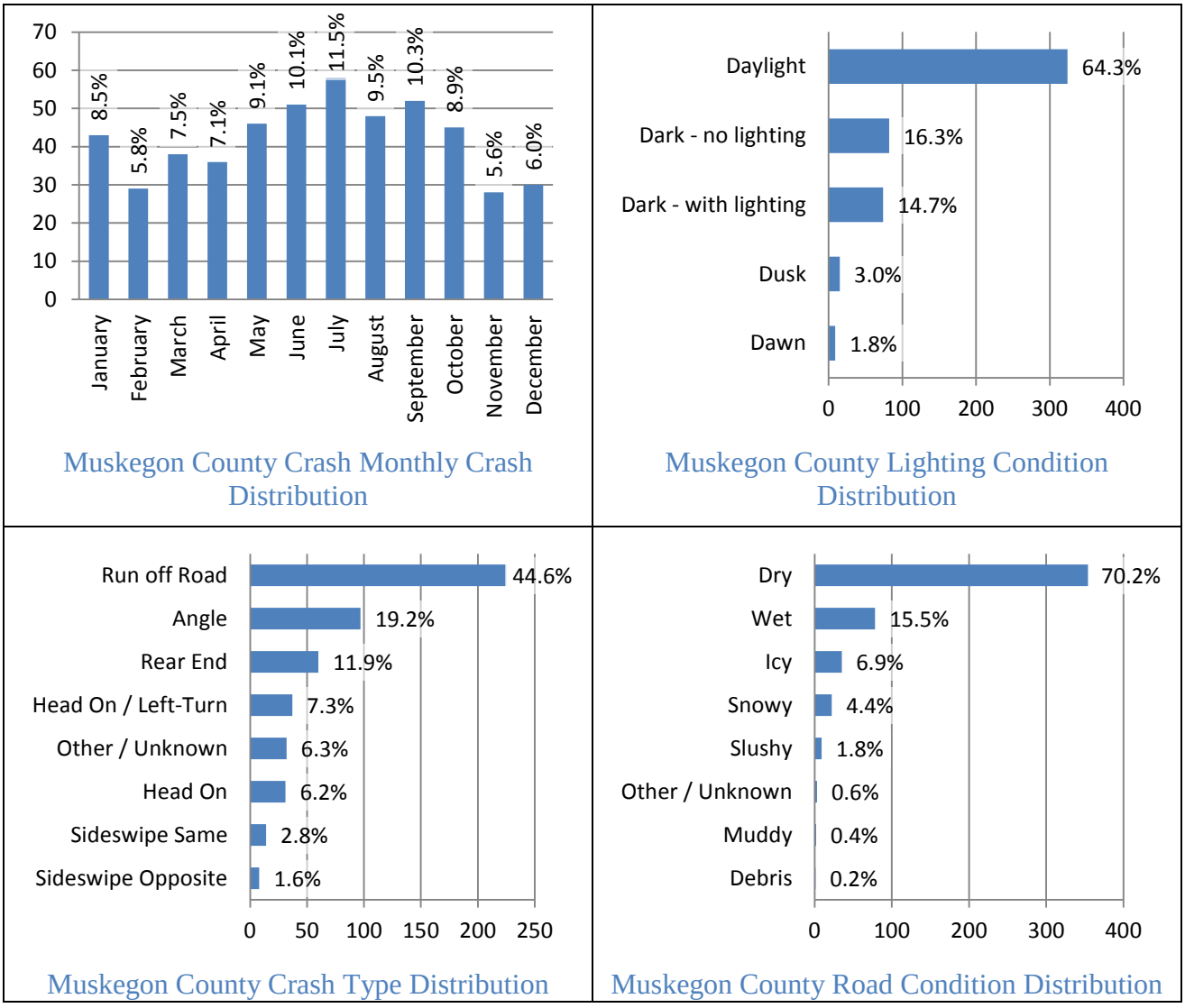
In 2017, a traffic safety plan was completed for the five county region of West Michigan Shoreline Regional Development (WMSRDC) by a consultant retained by MDOT. Rather than identify specific projects, the Regional Traffic Safety Plan recommended that safety projects target certain emphasis areas. The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The highest priority emphasis areas were: Driver Age Related Concerns, Driver Behavior, Impaired Drivers, Intersection Safety, Motorcycle Safety, Roadside Related Concerns, Signs and Delineation, and Vulnerable Road Users.

More specific information regarding safety in Muskegon County is outlined below. Unfortunately, northern Ottawa County, which is an important part of the WestPlan MPO, was not included in the Safety Plan since it is not part of the WMSRDC planning region.

Muskegon County

Muskegon County experienced approximately one half (504 of 985 total) of the crashes reported in the WMSRDC Region during the analysis period, while accounting for approximately fifty-eight percent of the average yearly vehicle miles traveled for the region. The summary statistics provided here mirror those for the Region as a whole fairly closely. While run off road crashes account for the greatest portion of fatal or incapacitating injury crashes, the county also experiences a greater proportion of angle crashes when compared to the region as a whole. Figures 7.1 would suggest that crashes in this county peak during the summer months. Additionally, rear end crashes are the third most frequent crash type in the county. This would suggest that intersection related concerns may be a focus area for the county, in addition to run off road crashes.

Figure 7.1- Muskegon County Crash Distribution



The FY 2017-2020 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 7.3 below:

Table 7-3: FY 2017-2020 TIP Specific Safety Related Projects

Year	Project	Description	Safety Benefit
2019	M-104- Kruger to 148th Ave	Add Center turn lane	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2019	Regionwide (Trunkline)	Signal Moderizations	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2019	Seminole Road- Seminole East of Padelt	Pedestrian Improvements	Provide safe movement for pedestrians along major city route
2019	Regionawide (Trunkline)	Pavement markings	Reduce the potential for crashes along multiple roadways with dangerous sight distances
2019	M-37- @ M-46 & Wolf Lake Road	Signal Modernization	Reduce the potential for crashes along multiple roadways with dangerous sight distances
2019	Harbor Transit Multi-Modal Transportation System	Surveillance & Security Equipment	Facility safety for workers and system users
2020	Intersection of Broadway and Sixth Street	Removal of traffic signal	Establish dedicated stop in one direction, through traffic on the crossroad to improve flow and safety at intersection.
2020	Intersections of 3rd Street and Pontaluna Street, and 3rd Street and Park Street	Traffic signal synchronization	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	Intersection of Lakeshore and Beach	Construct Round-about	Reduce the potential for crashes at the intersection
2020	Multiple routes Muskegon County	Upgrade curve warning signs	Reduce the potential for crashes along multiple roadways with dangerous curves.
2020	Multiple routes Muskegon County	Upgrade stop and stop ahead signs	Reduce the potential for crashes at the intersections throughout county
2020	Whitehall Road River to Bard	Reconstruct add left turn lane	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	Regionwide- Muskegon and Ottawa Counties	Traffic signal modernization	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	US-31	Indirect left turn lanes	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2020	Grand Region- Regionwide	Longitudinal pavement marking application	Reduce the potential for crashes along multiple roadways with dangerous sight distances
2020	Grand Region- Regionwide	Special marking application on trunkline routes	Reduce the potential for crashes along multiple roadways
2020	Grand Region- Regionwide	Pavement marking retrorelectivity readings on trunkline routes	Reduce the potential for crashes along multiple roadways with dangerous access points and sight distances

Pavement, Bridge, and Reliability Performance

On May 21, 2018, the Michigan Department of Transportation (MDOT) reported to Michigan's metropolitan planning organizations (MPOs) that it had set Bridge, Pavement, and Reliability targets for calendar year 2019. On September 19, 2018, the WestPlan Policy Committee voted to exercise its option to "support the state targets" for the Bridge, Pavement and Reliability Performance Measures. Table 7.4 shows the supported targets for FY2019:

Table 7.4- State targets for Bridge, Pavement & Reliability

State Targets for First Performance Period

Performance Area	Measure	Baseline Condition (Calendar Year 2017)	2-Year Targets	4-Year Targets
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
	Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%
Pavement	Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
	Percent of Non-Interstate NHS Percent in Good Condition	49.7%	46.7%	43.7%
	Percent of Non-Interstate NHS Percent in Poor Condition	18.6%	21.6%	24.6%
Reliability	Level of Travel Time Reliability of the Interstate	85.1%	75.0%	75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70.0%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75
Congestion Mitigation/ Air Quality (CMAQ)*	Annual Hours of Peak Hours Excessive Delay per Capita	18 hours, 30 minutes	N/A	22 hours
	Percent of Non-Single Occupancy Vehicle Travel	16.0%	14.4%	14.4%
	Mobile Source Emission Reduction for Carbon Monoxide	87,665.109	32,968.780	65,937.560
	Mobile Source Emission Reduction for Particulate Matter	653.357	417.410	834.820

**Performance measures apply only to portions of the Southeast Michigan Council of Governments planning area. Also, baseline data for emission reductions shows the total reduction from CMAQ funded projects over the 2014-2017 time period.*

Pavement
Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: International Roughness Index (IRI), Cracking Percent, and Rutting or Faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and cracking percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway System (NHS), which includes Interstate and Non-interstate NHS. MDOT is responsible for approximately 5,931 through-lane miles of interstate in Michigan, as of 2016.

The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 11,959 miles in 2016) and local government owned non-trunkline roads (about 4,239 miles in 2016). Local agencies are responsible for 19% of the NHS route mileage in Michigan.

MDOT has established 2-year and 4-year targets for a 4-year performance period for pavement condition on the National Highway System (NHS) in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. There are a total of three progress reports due within the 4-year performance period: a Baseline Performance Report was published on October 1, 2018; a Mid-Performance Period Progress Report due October 1, 2020; and a Full Performance Period Progress Report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: % of Interstate road pavement in "Good" condition; % of Interstate road pavement in "Poor" condition; % of Non- interstate NHS pavement in "Good" condition; and % of Non-interstate NHS pavement in "Poor" condition.

Bridge
The federal performance measures require that state DOT's establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOT's established their first statewide targets on May 20th, 2018. As with the pavement condition reporting, state DOTs are required to submit three performance reports to FHWA within the 4- year performance period: a Baseline Performance Report published on October 1, 2018; a Mid- Performance Period Progress Report by October 1, 2020; and a Full Performance Period Progress Report by October 1, 2022. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in "Good Condition"; and % of NHS bridges in "Poor Condition".

The MPOs will establish targets by either supporting MDOT's statewide target(s), or defining a target unique to the metropolitan area each time MDOT sets a target. As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

WestPlan supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. In 2016, only 89 of 363 submitted local bridge projects could be funded due to budget constraints. As of June, 2017, approximately 2 million square feet of locally owned bridges in Michigan have deck area in poor,

serious, or critical condition. This translates to the local agencies in Michigan having 17% of NHS bridge deck area under their jurisdictions in poor condition. This exceeds the penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. MDOT's NHS bridge condition by deck area is only slightly under the 10% threshold, at 9% poor condition.

MDOT is projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

Congestion Mitigation and Air Quality

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The WestPlan area does not qualify for inclusion in this measure.

National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- Pavement and bridge inventory and conditions on the NHS
- Objectives and measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- A financial plan
- Investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

A Metropolitan System Performance Report is required in the long range Metropolitan Transportation Plan (MTP). The next update of the WestPlan MTP is scheduled to commence in the latter months of FY 2019, with Policy Committee approval planned by November 30, 2021.

The FY 2017-2020 TIP includes several projects which are anticipated to help the state meet the proposed targets for Bridge, Pavement, and Reliability performance measures. See Table 7.5 below:

Table 7.5- FY 2017-2020 TIP Specific Bridge, Pavement and Reliability related projects

Year	Project	Description	BPR Benefit
2019	US-31 Regionwide	Resurface Ramps, joint repair	Pavement
2019	M-120- Mid Michigan Railroad to Getty	Road Rehab	Pavement
2019	US-31- US-31 BR to M-120	Widening, widening shoulder	Pavement
2019	M-46- Home Street to Shonat	CPM	Reliability
2019	M-120	Add Center Turn Lane	Reliability
2019	US-31 @ M-104 interchange	Operation Improvements	Reliability
2019	US-31- Regionwide	Interchange Ramp Improvements	Pavement
2020	M-45- 120th Ave to 96th Street	Resurface	Pavement
2020	US-31 SB	Bridge over White River- Rehab	Bridge
2020	M-104- Spring Lake Channel to Lake	CPM	Reliability
2020	US-31- M-45 to Comstock Street	CPM	Reliability

Transit Performance Measures and Targets

There are two transit providers in the WestPlan area, Muskegon Area Transportation System (MATS) and Harbor Transit Multi-Modal Transit System (HT). Both are direct recipients of funds from the Federal Transit Administration. As such, MATS and HT are identified as Tier II recipients under the current federal legislation and have developed state of good repair targets. The MATS and HT FY2019 state of good repair targets are shown in Table 7.6 below:

Table 7-6 Transit State of Good Repair Targets for 2019

Asset Class	Current Condition MATS	Current Condition HT	2019 Target MATS	2019 Target HT
Revenue Vehicles: small bus and van	1%	5%	1%	5%
Revenue Vehicles: large bus	20%	21%	20%	21%
Service Vehicles	1%	5%	1%	5%
Facilities	1%	5%	1%	5%

Table 7.7 shows the projects in the FY2017-2020 TIP that are expected to help the transit agencies meet their targets for the State of Good Repair.

Table 7.7 FY2017-2020 Transit Projects

Fiscal Year	Responsible Agency	Project Description	State of Good Repair Benefit
2019	Muskegon Area Transit System	Bus Replacement	Large Bus
2019	Muskegon Area Transit System	Bus Replacement	Large Bus
2019	Muskegon Area Transit System	Support Equipment	Facilities
2019	Muskegon Area Transit System	Operating Assistance- Non Urban service	Small bus and Van
2019	Muskegon Area Transit System	Para-Transit Services	Small bus and Van
2019	Harbor Transit Multi-Model Transportation System	Vehicle Hoist	Facilities
2019	Harbor Transit Multi-Model Transportation System	Phone System	Facilities
2020	Muskegon Area Transit System	Facility construction	Facilities
2020	Harbor Transit Multi-Model Transportation System	Two replacement busses	Small Bus and Van
2020	Harbor Transit Multi-Model Transportation System	Purchase one replacement bus	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus
2020	Muskegon Area Transit System	Bus and Bus Facilities	Large Bus

PROJECT SELECTION IN THE FY 2017-2020 TIP

For the development of the FY 2017-2020 TIP, WestPlan collected detailed data for each individual project that was submitted for consideration. To gather this data, road agencies were required to submit the "Project/Program Nomination Form" for each project submitted. The form specifically asked for safety information (number of crashes) about each project, as well as condition data, traffic volumes, crash data, congestion issues, PASER ratings, and priority within the agency if multiple projects were submitted. In addition the form asks for information regarding other modes of transportation, i.e. non-motorized and transit.

The form was utilized in compiling a listing of projects to be considered for inclusion in the FY 2017-2020 TIP and evaluated by the WestPlan TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2040 WestPlan Metropolitan Transportation Plan.

Transit agencies also submitted forms and worked with MPO staff to determine potential projects that will address the public transportation performance measures and targets, including the Transit Asset Management (TAM) Plan that is currently in place.

All of these forms were utilized to prepare a listing of projects for consideration by the WestPlan TIP Subcommittee. The MPO Technical Subcommittee worked together to select projects within the financial constraints for the various funding programs represented in the TIP, as well as considering each project's support for the performance targets adopted by WestPlan.

Figure 7.2 shows the detailed Project Selection Form that is used as a tool for selecting projects for the TIP.

Figure 7.2- WestPlan Project Selection Form

Roadway/Project Name: _____

Limits: _____

Jurisdiction: _____

Work to be completed: _____

Submitting for Year:

FY 2017 (Projects already programmed)

FY 2018 _____

FY 2019 _____

FY 2020 _____

Does this project address any of the federally mandated performance measures such as Safety, Transit, Pavement/Bridge Condition, Congestion, System Reliability, or Environmental Sustainability? If so, how?

_____

_____

_____

_____

Estimated Federal Cost	
Estimated State Cost	
Estimated Local Cost	
Total Estimated Project Cost	

NFC Classified

Yes _____ If Yes, Current Classification? _____

No _____

N/A _____

Length _____Feet **Posted Speed _____ MPH**

ADT (2-way) _____ **Year_____**

% Commercial _____ **Year_____**

ROW
Existing _____ Feet Additional if needed_____ Feet

# of Lanes
Existing _____ Proposed if necessary_____

Lane Width
Existing _____ Feet Proposed if necessary_____ Feet

Existing Pavement Type? _____

Proposed Pavement Type?_____

Date of most recent work completed? _____

Age of pavement? _____

On street parking? _____

Utility work planned in conjunction with project?_____

Current PASER rating_____

Number of other projects submitting for FY2017-2020 TIP?_____

Rank within Jurisdiction of all projects submitted_____

Population of Jurisdiction submitting? _____

Total miles of federal roads within jurisdiction? _____

Is this project on a Transit route? _____

Adjacent sidewalks or other non-motorized facilities?_____

Total Accidents for project location in last 3 years? _____

Will project improve safety conditions?_____

Additional Comments / Project Justification / Regional Significance