
DATE: January 31, 2026

FROM: Tammy Traxler, Zoning & Planning Administrator

SUBJECT: February 4 PR&D Committee-Comprehensive Plan Structure

BACKGROUND

The PR&D Committee has identified readability and usability challenges in the current comprehensive plan. Specifically, the **Goals, Objectives, Policies, and Strategies (GOPS)** have been recognized as:

- Lengthy and difficult to navigate and comprehend
- Current format relatability to decision making processes
- At risk of being overlooked and not utilized

In response, this packet presents a revised framework for the Comprehensive Plan.

The framework:

- Maintains all existing goals, policies, and programs
- **Reorganizes content** to make it easier to read, understand, and use
- Includes **side-by-side examples** showing draft GOPS in the current format and in the new framework
- Aligns with statutory requirements under **Wis. Stats. 66.1001**

The goal of this packet is to provide the committee with a preview of how the plan could function in a more usable format and to gather feedback on whether this approach meets the committee's expectations for clarity and usability.

Committee members are asked to review the examples, consider the structure, and reflect on usability:

- does this framework make it easier to comprehend, reference, and apply in real-world decision-making?

Included in this packet:

- **Proposed Format:** A visual guide to outcomes, policies, programs, and background information.
- **Statutory alignment:** A crosswalk to demonstrate that the new framework meets all statutory requirements.
- **Side-by-side examples:** Housing and transportation elements reorganized into the proposed structure, highlighting clarity and usability improvements. (draft GOPS also enclosed for reference)
- **Feedback questions:** Focused prompts to guide committee discussion and input.

PROPOSED FORMAT

Organized to make it easier to understand, use, and apply to decisions.

1. **Element Purpose** – Operating Principle explains why the element matters and sets the tone for decisions.
2. **Outcomes** – Where the County wants to be in 20+ years. These are the big-picture goals that guide decisions.
3. **Policies** – Decision rules that ensure proposals align with the County’s vision and statutory requirements.
4. **Programs / Actions** – Tools, initiatives, and resources that support outcomes and policies. Programs are flexible and can evolve over time.

Each chapter follows this structure, with supporting **maps, assessments, and appendices** provided for reference.

Statutory Alignment (Wis. Stats. 66.1001)

| Statutory Requirement | Plan Location / Element | Notes |
|---|---------------------------------|--|
| Goals (66.1001(2)(a)) | Outcomes | Reflect county vision and long-term priorities |
| Objectives (66.1001(2)(b)) | Embedded in Outcomes & Policies | Measurable objectives optional at county level; integrated for usability |
| Policies (66.1001(2)(c)) | Policies | Decision rules applied to proposals |
| Programs / Actions (66.1001(2)(d)) | Programs / Actions | Implementation tools, flexible, evolving |
| Maps (66.1001(2)(e)) | Appendices / Maps | Referenced, not embedded; support decision-making |
| Assessment / Data (66.1001(2)(f-g)) | Background / Appendices | Demographics, forecasts, studies; informs outcomes and policies |



HOUSING ELEMENT

Operating Principle

Effective housing solutions require coordination across jurisdictions, alignment with infrastructure capacity, and ongoing collaboration among public, private, and nonprofit partners.

| Traditional Structure | Proposed Outcome-Based Framework |
|--|--|
| <p>Housing Goal: Dunn County will support a balanced, adaptable housing market that meets the needs of residents at all life stages and income levels, while supporting responsible growth, protecting productive lands, and preserving rural character.</p> | |
| <p>Current Objectives (14): (1) Increase housing options to serve a range of incomes, ages, and household types (2) Maintain a balance of rental and ownership opportunities at various price points (3) Reduce homelessness and housing insecurity (11) Ensure housing meets needs of aging population and people with disabilities</p> | <p>Outcome 1: Adequate and Diverse Supply – Ensure a sufficient supply of housing options that serve a range of incomes, ages, household types, and life stages</p> |
| <p>(6) Encourage residential development patterns compatible with rural character. (7) Protect agriculture, forestry, environmentally sensitive areas, and other working lands from incompatible development. (8) Prioritize housing growth in areas with existing or planned sewer and water infrastructure.</p> | <p>Outcome 2: Strategic and Compatible Growth Direct housing development to locations that align with infrastructure capacity, rural character, and protection of agricultural and working lands.</p> |
| <p>(4) Maintain, preserve, and reinvest in existing housing stock through rehabilitation and adaptive reuse. (5) Promote high-quality living environments by supporting property maintenance and compliance with local and state regulations.</p> | <p>Outcome 3: Housing Quality and Stability Maintain, preserve, and reinvest in existing housing stock to support safe, stable, and high-quality living environments.</p> |
| <p>(12) Increase understanding of housing needs, challenges, and opportunities among residents, local officials, and partners. (13) Support partnerships between local governments, developers, employers, nonprofits, and financial institutions. (14) Increase awareness, advocacy, and education of the County's housing needs, challenges to address the needs, benefits to the community of having a variety of housing choices, opportunities to partner, and available housing assistance programs.</p> | <p>Outcome 4: Informed and Collaborative Housing Decisions Build shared understanding of housing needs and strengthen partnerships to support long-term housing solutions.</p> |
| | |

Continue to next page for Policies and Strategies

| Traditional Structure | Proposed Outcome-Based Framework |
|---|---|
| <p>Current Draft Policies:</p> <ol style="list-style-type: none"> 1. Encourage housing types beyond large-lot single-family homes or large apartment complexes, including infill, adaptive reuse, and redevelopment of underutilized sites. 2. Promote Planned Unit Developments (PUDs), conservation subdivisions, and clustered housing to preserve open space, reduce infrastructure costs, and maintain rural character. 3. Encourage small-scale accessory dwelling units (ADUs) in rural areas where appropriate. 4. Direct higher-density housing toward incorporated areas or clustered rural hamlets where existing infrastructure supports growth. 5. Buffer residential development from agricultural or non-metallic mineral extraction lands to minimize conflicts. <p>Draft Housing</p> <ol style="list-style-type: none"> 6. Support housing designs that are accessible, energy-efficient, and barrier-free to serve all life stages. 7. Encourage public and private partnerships to bridge affordability gaps and leverage available resources to assist with funding. 8. Advocate for housing growth management tools, such as urban growth boundaries or transfer of development rights (TDRs), to focus growth and preserve productive lands. 9. Engage employers in workforce housing solutions, including employer-assisted programs. 10. Encourage demonstration projects to educate officials and residents about innovative housing types. 11. Support collaborative initiatives between towns, villages, the city, and the county to expand housing options that support local tax bases without overburdening infrastructure. | <p>Policies (Decision Rules)</p> <ul style="list-style-type: none"> •Support a range of housing types beyond large-lot single-family homes, including infill, adaptive reuse, and redevelopment. •Direct higher-density housing toward incorporated areas, rural hamlets, or locations with existing or planned sewer and water infrastructure. •Promote clustered development, PUDs, and conservation subdivisions to reduce infrastructure costs and preserve open space. •Buffer residential development from agricultural and mining land uses to minimize land use conflicts. •Encourage housing designs that support accessibility, energy efficiency, and aging in place. •Coordinate housing growth with land use, transportation, utilities, and community facilities planning. |
| <p>Strategies: (for reference, see full list attached)</p> <ul style="list-style-type: none"> -Maintain County Housing Action Team -Review land use regulations -Partner on workforce housing -Explore growth management tools | <p>Programs and Actions:</p> <ul style="list-style-type: none"> • Maintain a housing workgroup focused on implementation, education, and monitoring • Maintain a Countywide Housing Action Team •Develop a Housing Innovation Toolkit with model ordinances. •Review and update land use regulations to remove barriers to diverse housing. •Explore growth management tools such as TDRs or urban growth boundaries. •Partner with employers on workforce housing initiatives. •Support education on energy-efficient retrofits and housing maintenance programs. |

TRANSPORTATION ELEMENT

Operating Principle

A transportation system that residents trust to be safe, reliable, and affordable—supporting daily life, economic activity, and long-term stewardship of public infrastructure.

| Traditional Structure | Proposed Outcome-Based Framework |
|--|---|
| <p>Transportation Goal: The transportation system in Dunn County is safe, well-planned, and fiscally responsible, connecting communities, supporting local economic activity, accommodating multiple modes of travel, and meeting the diverse needs of residents, visitors, and agricultural operations.</p> | |
| <p>Objective 1: Maintain, repair, and improve Dunn County's transportation infrastructure through coordinated, cost-effective planning to ensure safe, reliable travel and maximize funding opportunities.</p> | <p>Outcome 1: Safe, Reliable, and Well-Maintained Infrastructure – Maintain, repair, and improve transportation infrastructure to ensure safe and efficient travel</p> |
| <p>Policies</p> <ul style="list-style-type: none"> -Work with local governments, neighboring counties, and the State to plan, prioritize, and seek funding sources for transportation improvements. -Encourage intergovernmental cooperation, including joint purchasing, shared equipment, and coordinated maintenance, to efficiently address road maintenance challenges and increasing costs. -Consider transportation impacts when reviewing new development proposals to minimize excessive road demands, heavy truck traffic, safety concerns, or environmental impacts. -Coordinate with WisDOT and neighboring counties to ensure consistent design standards, maintenance schedules, and roadway safety features on connecting routes. -Continue to work with the agricultural industry to allow for the transport of goods while protecting the county's highway infrastructure. -Coordinate transportation projects with utility work to minimize costs and disruption. | <p>Policy (Guidance, Decision Rules)</p> <ul style="list-style-type: none"> -Coordinate planning, prioritization, and implementation of transportation improvements with local governments, neighboring counties, WisDOT, and utilities. - Support intergovernmental cooperation, including shared services and joint purchasing, to manage rising maintenance and construction costs. -Consider impacts on safety, roadway wear, and the environment when reviewing development proposals. - Balance agricultural freight needs with protection of transportation infrastructure. |
| <p>Strategies</p> <ul style="list-style-type: none"> • Continue to maintain and update the Dunn County 5-Year Highway Improvement Plan. • Monitor and record roadway conditions (e.g., WISLR, PASER) to identify deficiencies and prioritize improvements. • Advocate for increased state and federal transportation funding and pursue grant opportunities. | <p>Programs & Actions</p> <ul style="list-style-type: none"> • Maintain and update the Dunn County 5-Year Highway Improvement Plan. • Monitor roadway conditions (PASER and WISLR) to inform project priorities. • Pursue state and federal funding opportunities and partnerships to leverage local resources. |

HOW TO READ THIS PLAN

How Decision-Makers Use This Element:

1. Read the Operating Principle to understand why the element matters.
2. Test proposals against the identified Outcomes (the long-term results the County wants to achieve).
3. Apply Policies as decision rules to ensure proposals align with County priorities and statutory requirements.
4. Reference Programs/Actions as supportive tools, flexible resources to help achieve outcomes, not mandatory requirements.

This demonstrates usability while keeping the plan actionable and easy to reference.

Key Features of the Outcome-Based Framework:

- **Strategic Programs:** Tailored to community needs and adaptable over time.
- **Innovative Solutions:** Encourages creative approaches to address challenges.
- **Performance Metrics:** Emphasizes measurable outcomes to track progress. **(Implementation Element)**
- **Continuous Evaluation:** Supports ongoing adjustments to improve effectiveness.

DISCUSSION

1. Overall Framework

- Does this approach make it easier to understand how outcomes(goals), policies, and programs connect?
- Does the flow of Operating Principle → Outcomes → Policies → Programs/Actions feel logical and intuitive?

2. Readability & Use

- Does the framework address previous concerns about hard-to-navigate GOPS?
- Would you feel more confident using this format to guide real-world decision-making?

3. High-Level Alignment

- Do outcomes feel relatable to both county-wide priorities *and local community interests*?
- Do the policies and programs feel actionable and flexible without being overly prescriptive?

4. Next Steps & Feedback

- Are there aspects that need clarification or adjustment before applying this framework to other plan elements?
- Would focused review by a smaller group help refine outcomes, policies, or programs before broader committee review? *(Optional / Exploratory)*

DRAFT Housing Goals, Objectives, Policies & Strategies

Note: below are working draft Housing Goals, Objectives, Policies and Strategies for Dunn County for discussion purposes only – these will continue to be refined following additional meetings and input.

Housing Goal

Dunn County will support a balanced, adaptable housing market that meets the needs of residents at all life stages and income levels, while supporting responsible growth, protecting productive lands, and preserving rural character.

Objectives:

1. Increase housing options to serve a range of income, ages, and household types.
2. Maintain a balance of rental and ownership opportunities at various price points.
3. Reduce homelessness and housing insecurity by supporting safe, stable, and affordable housing.
4. Maintain, preserve, and reinvest in existing housing stock through rehabilitation and adaptive reuse.
5. Promote high-quality living environments by supporting property maintenance and compliance with local and state regulations.
6. Encourage residential development patterns compatible with rural character.
7. Protect agriculture, forestry, environmentally sensitive areas, and other working lands from incompatible development.
8. Prioritize housing growth in areas with existing or planned sewer and water infrastructure.
9. Promote energy-efficient, barrier-free, and sustainable housing designs.
10. Expand awareness of home retrofits, renewable energy, and cost-saving conservation measures.
11. Ensure housing meets the needs of an aging population and people with disabilities.
12. Increase understanding of housing needs, challenges, and opportunities among residents, local officials, and partners.
13. Support partnerships between local governments, developers, employers, nonprofits, and financial institutions.
14. Increase awareness, advocacy, and education of the County's housing needs, challenges to address the needs, benefits to the community of having a variety of housing choices, opportunities to partner, and available housing assistance programs.

Policies

1. Encourage housing types beyond large-lot single-family homes or large apartment complexes, including infill, adaptive reuse, and redevelopment of underutilized sites.
2. Promote Planned Unit Developments (PUDs), conservation subdivisions, and clustered housing to preserve open space, reduce infrastructure costs, and maintain rural character.
3. Encourage small-scale accessory dwelling units (ADUs) in rural areas where appropriate.
4. Direct higher-density housing toward incorporated areas or clustered rural hamlets where existing infrastructure supports growth.
5. Buffer residential development from agricultural or non-metallic mineral extraction lands to minimize conflicts.

6. Support housing designs that are accessible, energy-efficient, and barrier-free to serve all life stages.
7. Encourage public and private partnerships to bridge affordability gaps and leverage available resources to assist with funding.
8. Advocate for housing growth management tools, such as urban growth boundaries or transfer of development rights (TDRs), to focus growth and preserve productive lands.
9. Engage employers in workforce housing solutions, including employer-assisted programs.
10. Encourage demonstration projects to educate officials and residents about innovative housing types.
11. Support collaborative initiatives between towns, villages, the city, and the county to expand housing options that support local tax bases without overburdening infrastructure.

Strategies

1. Annually, review land use regulations to ensure they support diverse housing types and the goals, objectives and policies within the Comprehensive Plan and Farmland Preservation Plan.
2. Initiate collaborative land-division reviews with municipalities to remove barriers to innovative, fiscally responsible housing.
3. Maintain and support a Countywide Housing Action Team designed to advance local partnerships and programs to develop safe, affordable, quality housing options for all Dunn County residents.
4. Develop a "Housing Innovation Toolkit" with model ordinances and examples of successful innovative residential development designs, including fiscal benefits and share with local communities and developers.
5. Maintain a Countywide housing workgroup, that includes local governments, developers, employers, financial institutions, and nonprofits, that is focused on:
 - a. Reviewing and implementing actions identified the *2023 Dunn County Housing Needs Assessment* and the housing-related strategies of this Comprehensive Plan.
 - b. Increasing awareness of, and easing access and navigation of, the various housing resources and agencies available throughout Dunn County.
 - c. Educating and involving residents in continued conversations surrounding the need for housing and the wages and incomes of households within the County. Consider hosting a "Dunn County Housing Week", with a series of educational events focused on housing needs and options, as part of the educational outreach.
 - d. Identifying regulatory barriers that increase residential development cost and exploring opportunities for reduced costs.
 - e. Advocating for State and/or Federal programs to advance the County's housing goals.
 - f. Proactively engaging, coordinating, and implementing initiatives, such as the Development Friendly Municipality program, to advance and position the County as a "Housing Ready" County that entices developers to make an investment in Dunn County.
 - g. Monitoring demographics and associated housing affordability and demand.
6. Explore the creation of a transfer of development rights program to preserve farmland while directing growth to designated receiving areas.

7. Explore the adoption of urban growth boundaries around incorporated areas to focus infrastructure investments.
8. Provide information on the County's website to educate residents on ways to retrofit their home through the use of energy-efficient technology.
9. Review Dunn County's ordinances as they pertain to the use of renewable and other alternative energy sources and consider updates to help encourage sustainability.
10. Work with utility providers to develop and support the use of local alternative energy sources that will reduce the use of fossil fuels and the community's carbon footprint, protect the local environment, and keep energy dollars in the local economy.
11. Partner with entities to actively educate landlords on programs available to improve housing conditions of rental units.
12. Engage Dunn County employers to consider employer-assisted housing programs or other ways that they can help address workforce housing needs.

DRAFT Transportation Goal, Objectives, Policies & Strategies

Note: below are initial working draft Transportation Goal, Objectives, Policies and Strategies for Dunn County for discussion purposes only – these will continue to be refined following additional meetings and input.

Transportation Goal

The transportation system in Dunn County is safe, well-planned, and fiscally responsible, connecting communities, supporting local economic activity, accommodating multiple modes of travel, and meeting the diverse needs of residents, visitors, and agricultural operations.

Objective 1. Maintain, repair, and improve Dunn County’s transportation infrastructure through coordinated, cost-effective planning to ensure safe, reliable travel and maximize funding opportunities.

Policies

1. Work with local governments, neighboring counties, and the State to plan, prioritize, and seek funding sources for transportation improvements.
2. Encourage intergovernmental cooperation, including joint purchasing, shared equipment, and coordinated maintenance, to efficiently address road maintenance challenges and increasing costs.
3. Consider transportation impacts when reviewing new development proposals to minimize excessive road demands, heavy truck traffic, safety concerns, or environmental impacts.
4. Coordinate with WisDOT and neighboring counties to ensure consistent design standards, maintenance schedules, and roadway safety features on connecting routes.
5. Continue to work with the agricultural industry to allow for the transport of goods while protecting the county’s highway infrastructure.
6. Work with the Dunn County Planning Department to consider developing and adopting an official map to assist in planning for, designating and protection roadway corridors for planning road expansions and extensions.
7. Strengthen communication between the public, OCR, Union Pacific Railroad, Canadian National Railway Company, FRA, and Dunn County to improve safety and coordination.
8. Coordinate transportation projects with utility work to minimize costs and disruption.
9. Support efforts to plan and develop infrastructure for alternative energy vehicles, automated vehicles and other emerging transportation technology along major county travel corridors.

Strategies

1. Continue to maintain and update the *Dunn County 5-Year Highway Improvement Plan*.
2. Continue consistent monitoring and recording of the County highway system (e.g., WISLR, PASER) to identify deficiencies and prioritize cost-effective improvements. The County will strive to maintain an average PASER rating of 6 for all County Roads (considering budgetary constraints) and establish and prioritize future road projects based on the applicable PASER scores, ADT data, and future land use plans and development.
3. Advocate for increased state and federal transportation aid, pursue available grant programs for roads, bridges, and multimodal projects, and explore cost-sharing agreements and intergovernmental partnerships to stretch limited local resources. Utilize the expertise of outside organizations (e.g., Wisconsin Towns Association, Wisconsin Counties Association, Wisconsin Office of Rural Prosperity, West Central Wisconsin Regional Planning Commission, etc.) to monitor funding opportunities.
4. Explore the creation of a County-level technical assistance program to help towns, villages, and the city identify funding opportunities, prepare grant applications, maintain long-range capital improvement plans, and implement transportation projects efficiently and effectively.

Objective 2. Enhance mobility options and ensure equitable transportation access for older adults, persons with disabilities, and residents without vehicles by supporting transit services and community-based mobility programs.

Policies

1. Ensure that pedestrian facilities, transit stops, and public infrastructure comply with ADA standards and support universal access.
2. Promote coordination and partnerships with local human service transportation providers and transit operators to increase mobility for residents in need.
3. Seek and promote grants or partnerships to expand local and regional transit options and improve accessibility for all populations.

Strategies

1. Collaborate to increase public awareness of current ride share opportunities within Dunn County, especially services available for seniors.
2. Explore opportunities to expand shared mobility (taxies, Uber, Lyft, etc.) throughout the County.
3. Monitor the performance and demand for services such as the Dunn County Rural Doorstop and Community Bus routes, and explore opportunities to expand coverage to key destinations, including airports, industrial parks, and regional hubs.
4. Encourage volunteer driver programs and community-based mobility solutions to fill service gaps in rural areas, particularly where conventional transit is not feasible.
5. Continue to coordinate with regional partners, including the West Central Wisconsin Rail Coalition, WisDOT, and neighboring counties, to explore intercity bus, passenger rail, and regional trail connections to Eau Claire, Menomonie, and the Twin Cities.

6. In coordination with partner organizations, continue to implement the recommendations of the *2024-2028 Dunn County Locally Developed Human Service Transportation Coordination Plan*.

Objective 3. Support a connected, safe, and practical multimodal transportation system by integrating pedestrian and bicycle improvements into transportation upgrades and land-use planning where feasible and cost-effective.

Policies

1. Integrate pedestrian and bicycle safety improvements, as identified in the *Dunn County Bicycle and Pedestrian Plan*, into roadway reconstruction and resurfacing projects, where needed, feasible, and cost-effective.
2. Integrate trail planning and connectivity into transportation and land use decisions to ensure safe crossings, signage, and wayfinding where feasible. Coordinate with the Dunn County Transit Commission to improve pedestrian and bicycle access to transit stops and hubs as part of these efforts.
3. Prioritize pedestrian, bicycle, and transit improvements in high-use corridors, near schools, public facilities, and employment centers, balancing feasibility and cost.
4. Support the development of local trailheads, transit stops, and connectors to regional recreational trail systems through partnerships with municipalities, user groups, and regional agencies.
5. Work with local jurisdictions, schools, advocacy groups, and community organizations to plan, promote, and support transit use, pedestrian, and bicycle routes through education, events, and infrastructure planning.
6. Encourage municipalities to require that new developments include safe and accessible walking, biking, and transit infrastructure, including routes to schools and bicycle parking at key destinations.
7. Support equitable access to multimodal transportation by identifying and addressing barriers for seniors, people with disabilities, and transit-dependent populations.

Strategies

1. Update the *Dunn County Bicycle and Pedestrian Plan*, as necessary.
2. Work with local communities and partners to review and prioritize recommendations from the *Dunn County Bicycle and Pedestrian Plan*, including incremental improvements along high-use corridors, trail connectivity, safe crossings, signage, and wayfinding, with a focus on cost-effective and practical solutions.
3. Partner with schools, advocacy groups, and community organizations to promote walking, biking, and safe routes for children and adults, including programs such as "Walking School Buses," community education campaigns, and bicycle/pedestrian safety initiatives.
4. Coordinate with the Dunn County Transit Commission to integrate pedestrian and bicycle access into transit planning, ensuring safe and convenient connections to transit stops and hubs.

5. Develop and implement outreach campaigns to promote new and existing transit services, including informational materials, social media, and community events.
6. Collaborate with local organizations to identify and address barriers to transit use, especially for seniors, people with disabilities, and low-income residents.
7. Monitor and evaluate multimodal transportation usage and satisfaction through surveys, ridership data, and community feedback to inform future improvements.

Objective 4. Promote a safe, well-designed, multimodal transportation network, working toward zero traffic deaths and severe injuries for all users in Dunn County.

Policies

1. Prioritize the safety of vulnerable road users in upcoming roadway infrastructure projects through prioritizing avenues for collaborative funding applications.
2. Manage driveway access location and design to ensure traffic safety, provide adequate emergency vehicle access, and prevent damage to roadways and ditches.
3. Support the Wisconsin Strategic Highway Safety Plan performance targets and goals and further partnerships on safety improvements.
4. Address locations with known crash issues while also proactively implementing proven safety strategies at locations with a high risk of crashes.
5. Preserve and protect existing and potential rights-of-way in locations such as curves, intersections, or areas with limited sight distance to maintain safety and support future transportation improvements.
6. Balance recreational ATV/UTV opportunities with public safety, roadway and off-road trail integrity, and compatibility with other users.
7. Increase awareness of transportation safety for all users (drivers, cyclists, pedestrians) through education programs, including agricultural and recreational vehicle operators.
8. Improve safety at key intersections, railroad crossings, and other high-risk areas, with specific focus on addressing the High Injury Network (HIN) locations and Systemic Rural Projects identified in the *Dunn County Safety Action Plan*.

Strategies

1. Working with partners, implement the prioritized roadway infrastructure, behavior, and cultural actions of the *Dunn County Safety Action Plan* as part of the County's comprehensive plan to improve safety. Some of these priority actions include:
 - a. Design the roadside to include protection systems (such as cable median, crash cushions and guiderail end treatments) or manage roadside vegetation, trees and other fixed objects and consider alternations to steep ditch slopes to minimize the severity of crashes.
 - b. Consider "No Turn on Red" restrictions at identified high crash locations.

- c. Implement low-cost quick-build spot and systemic safety improvements while seeking to strategically upgrade more long-term improvements.
 - d. Support high-visibility enforcement campaigns that specifically target speeding, unrestrained occupants, distracted driving, and substance impaired driving.
 - e. Continue to evaluate and implement speed management techniques related to roadway design, roadway surface, traffic control, community education, and speed enforcement.
2. Pursue funding to assist with implementation of the actions identified in the *Dunn County Safety Action Plan*.
3. Continue to engage local partners to monitor progress on the *Dunn County Safety Action Plan*. Monitor progress on an annual basis toward safety goals, convening an annual meeting with local partners to review crash statistics and project implementation.
4. Review and update Vision Triangle standards to address vegetation height and other common sightline obstructions like fences, signs, and parked vehicles.
5. Develop or update ordinances to address access and safety concerns at intersections, railroad crossings, driveways, and other high-risk areas. Ordinances should incorporate pedestrian and bicycle safety, driveway spacing, sight distance, and practical design standards.
6. Engage local communities in discussions about managing noise, dust, and conflicts between ATV/UTV users, vehicles, and pedestrians.
7. Engage communities, law enforcement, and user groups to manage ATV/UTV use, minimize conflicts with motorized and non-motorized users, and preserve roadway and off-road trail integrity.
8. Review and update, as needed, the Dunn County highway access control (driveway) ordinance to implement access control and emergency vehicle access standards. Encourage towns to develop a town road access control ordinance to assist with implementing access control.