

CHAPTER 5: TRANSPORTATION

INTRODUCTION

A safe, efficient, and well-designed transportation system can provide convenient transportation and economic benefits for the residents of the City and the surrounding area. The City's transportation system is much more than simply looking at the road system. An assessment of the pedestrian, bicycle, transit, rail and air transportation systems all play an important part in providing transportation for goods and people.

Wisconsin's Smart Growth Legislation requires that the transportation element consist of objectives, policies, goals, maps and programs that guide the development of various transportation modes. These modes include highways, transit, and transportation for those with various disabilities, bicycles, pedestrians, railroads, air transportation, trucking and water. This chapter serves to assess the current status of these transportation modes, determine what the City desires them to become in the future, and devise ways to implement them. This chapter, along with Chapter 2: Plan Framework addresses these requirements.

GOALS

The following goals were developed for this element. Goals set direction, provide purpose and accountability and provide a roadmap. Supporting Objectives and Actions are included at the end of this element.

Type	Reference	Content
Goal	T1	Provide efficient and well-designed collector and arterial streets and highways.
Goal	T2	Increase efficiency and "reduce friction" on principal arterial streets, which form the primary circulation system.
Goal	T3	Maintain efficiency of the regional highway system for high speed intracity transportation.
Goal	T4	Ensure adequate parking is available throughout the City.
Goal	T5	Provide quality public transit and paratransit services.
Goal	T6	Provide facilities for pedestrian and bicycle circulation.
Goal	T7	Maintain adequate and efficient aviation facilities serving the Oshkosh area.
Goal	T8	Promote and maintain efficient freight rail serving the Oshkosh area.
Goal	T9	Encourage the establishment of passenger rail service in the Oshkosh area.

KEY SUMMARY POINTS

The following list summarizes key issues and opportunities identified in the element. The reader is encouraged to review the “Inventory and Analysis” portion of the element for more detail.

Streets and Highways

- a) In total, there are approximately 311 miles of urban functionally classified roads in the City.
- b) Within the City there are approximately 41 miles of urban principal arterial roads. Currently there are 12 urban principal arterial roadways serving the City.
- c) Within the City there are approximately 33 miles of urban minor arterials. Currently there are 20 urban minor arterial roadways within the City.
- d) Within the City there are approximately 40 miles of collector roads. There are 58 urban collector roadways within the City.
- e) There are approximately 197 miles of urban local roads.
- f) There are approximately 492 miles of PASER rated roads in the City.
- g) There are no rustic roads designated in the City.

Public Transportation

- a) Fixed route transit service in or to the City is primarily provided by Oshkosh (GO Transit). Oshkosh (GO Transit) also operates Route 10 connection to/from the Oshkosh Transit Center to the Neenah Transit Center to connect with Valley Transit.
- b) Disabled and senior citizens (60 years and older) can utilize services provided by public, private and non-profit agencies in the City and in Winnebago County.

Non-motorized Transportation

- a) Consult the Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Bicycle & Pedestrian Plan (2014) for recommendations regarding bicycle/pedestrian improvements within and beyond the City boundaries.

Trucking and Freight

- a) I-41, STH 45 (from I-41 interchange to the north), STH 21 (from I-41 interchange to the west), STH 44 (from I-41 interchange to the southwest) and STH 26 (from the I-41 interchange to the southwest) are fully functioning truck route with no limits on semi-trailer lengths. STH 76, STH 21 (between I-41 and STH 45), STH 44 (between I-41 interchange to STH 76) and STH 91 (from interchange with STH 44 to the west) are designated truck routes, limiting trailer lengths to 75 feet. STH 45 within the city (from I-41 interchange and south) is a designated truck route, limiting trailer lengths to 65 feet.

Air Transportation

- a) Appleton International Airport provides both commercial and cargo air services for the region.
- b) Wittman Regional Airport provides private and cargo air services for the region. It is also home to the Experimental Aircraft Association and its annual EAA AirVenture Oshkosh.

Railroads

- a) There are currently two active railroad lines running through the City both with 286,000 pound railcar limits.¹ One rail line is operated and maintained by Canadian National (CN) and the other rail line by Wisconsin and Southern. No direct rail passenger service is offered near the City.

Water Transportation

- a) There are no commercial ports in the City.

INVENTORY AND ANALYSIS

The inventory and analysis section provides the City with a general assessment of existing transportation facilities. By determining what part of the system is deficient, over capacity, underutilized, or meeting the current and future needs, the City is better prepared to develop meaningful goals, strategies and recommendations that address current problems and reinforces existing strengths.

Streets and Highways²

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e. freeway) to its ability to provide direct access to individual properties (i.e. local roads). Within Wisconsin, urbanized and rural areas provide a framework for the placement of routes. Urban areas are defined as any place or cluster of places within a designated urbanized boundary that has a population between 5,000 and 49,999; while urbanized areas are defined as a cluster of places within a designated urbanized boundary, with a population of more than 50,000 people. Streets and highways within urban and urbanized areas are classified under the urban functional classification. Rural areas are places in the state located outside of urban and urbanized areas. Within the City, roads are classified under the urban functional classification system. **Map 5-1** illustrates the transportation infrastructure and functional classification for the City³.

The Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations on a regular rotating basis. The traffic counts provide an indication of the roadway's appropriate classification. Displayed as Annual Average Daily Traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations that occur on each roadway. The most recent counts in the City were completed in 2010 and 2014 are also provided to view traffic trends (**Map 5-2**).

Urban Functional Classification⁴

The urban functional classification process organizes routes according to the character of service provided, ranging from travel mobility to land access. ***In total, there are approximately***

¹ Wisconsin Rail Plan, 2030.

² Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.

³ Functional classified roads approved by the by the Federal Highway Administration on 09/01/2011. Most recent changes to the functional classified roads are in the process of being updated in 2016.

⁴ Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.

311 miles of urban functionally classified roads in the City. Urban functional classification includes:

Urban Principal Arterials

Principal arterials serve major economic activity centers of an urban or urbanized area, the highest average daily traffic (ADT) corridors, and regional and intra-urban trip length desires. ***Within the City there are approximately 41 miles of urban principal arterial roads.***

Currently there twelve are urban principal arterials within the City:

Interstate 41 (I-41) / US Highway 41 (USH 41) is a major 4-lane north-south route connecting Oshkosh to the surrounding Fox Valley; to Milwaukee (and southeastern WI) to the south; and to Green Bay to the north. The route currently runs primarily through the central portions of the City. I-41 runs concurrent with USH 41 and is designated from just south of the Wisconsin/Illinois border; terminating in the north in Green Bay. AADT on I-41 in the Oshkosh area is consistently in the 50,000 – 60,000 range since 2010.

Additional urban principal arterials designated throughout City limits include:

- ***US Highway 45 (USH 45)***
- ***State Highway 21 (STH 21)***
- ***State Highway 44 (STH44)***
- ***State Highway 76 (STH 76)***

Portions of the following roads are also designated as urban principal arterials within City limits:

- ***State Highway 26 (portion from I-41 to Pickett Road)***
- ***W 9th Avenue (portion from I-41 to State Highway 44)***
- ***W 20th Avenue (portion from State Highway 44 to Oregon Street)***
- ***Oregon Street (portion from W 20th Avenue to W 24th Avenue)***
- ***W 24th Avenue (Oregon Street to USH 45)***
- ***High Avenue (portion from STH 21 to USH 45 / N. Main Street)***
- ***Algoma Boulevard (portion from STH 21 to USH 45 / N. Main Street)***

Urban Minor Arterials

Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. ***Within the City there are approximately 33 miles of urban minor arterials.***

Currently there are twenty urban minor arterials within the City:

- ***County Highway A / Bowen Street***
- ***Snell Road***
- ***Stearns Drive / Stearns Road***
- ***Murdock Avenue (portion from STH 76 to Bowen Street)***
- ***N. Main Street (portion from W Murdock to Washington Avenue)***

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- **Irving Avenue (portion from STH 76 to Bowen Street)**
 - **Pearl Avenue (portion from STH 44 to USH 45)**
 - **Ceape Avenue (portion from USH 45 / Main Street to Bowen Street)**
 - **Oregon Street / Jackson Street (portion from USH 45 to W 20th Avenue)**
 - **W. 9th Avenue (portion from STH 44 to USH 45)**
 - **W. South Park Avenue (portion from STH 44 to USH 45)**
 - **County Highway I (portion from W 24th Avenue to Fisk Avenue just beyond city limits)**
 - **Washburn Street / Planeview Drive (portion from STH 21 to STH 26)**
 - **Koeller Street (portion from STH 21 to STH 44)**
 - **County Highway K (portion from S. Oakwood Road to W 24th Avenue)**
 - **W 9th Avenue (portion from just west of I-41 to S. Oakwood Road)**
 - **Witzel Avenue (portion from STH 44 to County Highway E / city limits)**
 - **N. Sawyer Street (portion from Witzel Avenue to STH 21)**
 - **Oakwood Road (portion from STH 21 to STH 91)**
 - **State Highway 91 (portion from STH 44 west to city limits)**

It is important to note Winnebago County has plans to develop a west side arterial which will be built to connect STH 21 to STH 44. Please consult Winnebago County for the most current information regarding this proposed project, timeline and pending roadway connections associated to this project.

Urban Collectors

Urban collectors provide direct access to residential neighborhoods, commercial, and industrial areas. They serve moderate to low ADT and inter-neighborhood trips. ***Within the City there are approximately 40 miles of urban collector roads.***

Currently there are fifty-eight urban collectors within the City:

- **County Highway Y**
- **Green Valley Road**
- **Lake Butte Des Morts Drive**
- **Water Street**
- **W Fernau Avenue**
- **Packer Avenue (portion from STH 76 to Harrison Street)**
- **Main Street (portion from Snell Road to Murdock Avenue)**
- **Vinland Road**
- **W Smith Avenue (portion from Vinland Road to STH 76)**
- **Harrison Street**
- **E Murdock Avenue (portion from Bowen Street to Hickory Street)**
- **Hickory Street (portion from E Murdock Avenue to Menominee Drive)**
- **Menominee Drive (portion from Hickory Street to Hazel Street)**
- **New York Avenue (portion from High Avenue to Menominee Drive)**
- **Wisconsin Street (portion from USH 45 to STH 44)**
- **Congress Avenue (portion from Elmwood Avenue to Algoma Boulevard)**
- **Elmwood Avenue (portion from W Murdock Avenue to Algoma Boulevard)**
- **Vine Avenue (portion from Elmwood Avenue to High Avenue)**

- **Woodland Avenue (portion from Algoma Boulevard to High Avenue)**
- **Osceola Street (portion from Algoma Boulevard to High Avenue)**
- **Church Avenue (portion from STH 44 to STH 76)**
- **Division Street (portion from Jackson Street to Church Avenue)**
- **Market Street (portion from Algoma Boulevard to High Avenue)**
- **Commerce Street (portion from High Avenue to N Main Street)**
- **Hazel Street (portion from E Murdock Avenue to Washington Avenue)**
- **W Irving Avenue (portion from Elmwood Avenue to STH 44)**
- **E Irving Avenue (portion from Bowen Street to Hazel Street)**
- **Merritt Avenue (portion from N Main Street to Hazel Street)**
- **Broad Street (portion from Merritt Avenue to Ceape Avenue)**
- **Washington Avenue (portion from N Main Street to Rosalia Street)**
- **Rosalia Street (portion from Washington Avenue to Ceape Avenue)**
- **Ceape Avenue (portion from Rosalia Street to Bowen Street)**
- **Waugoo Avenue (portion from N Main Street to Bowen Street)**
- **Otter Avenue (portion from N Main Street to Bowen Street)**
- **Court Street (portion from Washington Avenue to Ceape Avenue)**
- **State Street (portion from Washington Avenue to Ceape Avenue)**
- **W 6th Avenue (portion from Oregon Street to USH 45)**
- **N Westfield Street**
- **Taft Avenue**
- **N Campbell Road**
- **S Sawyer Street (portion from Witzel Avenue to W 9th Avenue)**
- **Knapp Street (portion from Witzel Avenue to W 20th Avenue)**
- **Osborn Avenue**
- **Ohio Street (portion from W South Park Avenue to W 20th Avenue)**
- **W 17th Avenue**
- **W 18th Avenue (portion from Knapp Street to STH 44)**
- **Knapp Street Road (portion from STH 44 to Poberezny Road)**
- **Poberezny Road**
- **W Waukau Avenue (portion from CTH I to USH 45)**
- **W Waukau Avenue (portion from S Washburn Street to STH 44)**
- **Universal Street (portion from STH 44 to CTH K (W 20th Avenue))**
- **Lennox Street**
- **Maricopa Drive (portion from Lennox Street to S Westhaven Drive)**
- **Westhaven Drive / Westhaven Circle (portion from Maricopa Drive to STH 21)**
- **Westowne Avenue**
- **Emmers Lane**
- **W 9th Avenue (portion from S Oakwood Road to Clairville Road)**
- **County Highway K (portion from S Oakwood Road to Clairville Road)**

Urban Local Roads

Local roads, which include all of the remaining roads and streets in the City, are designed to provide access to land adjacent to the collector and arterial network. They serve local travel from general residential areas over very short distances. WisDOT does not generally conduct official traffic counts on local function roads. **Within the City there are approximately 197 miles of urban local roads.**

Pavement Surface Evaluation and Rating (PASER)

Every two years, all jurisdictions in the state of Wisconsin are required to rate the condition of their local roads and submit the information to WisDOT. This information is partially tied to the amount of General Transportation Aids (GTA) funding that the City receives on a yearly basis.

The surface condition rating of each roadway is updated in the State's computer database known as the Wisconsin Information System for Local Roads (WISLR). This database is based off of the PASER (Pavement Surface Evaluation and Rating) road rating method. The PASER system was developed and improved in recent years by the Transportation Information Center (TIC) at the University of Wisconsin - Madison in cooperation with WisDOT. Generally, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road that needs to be reconstructed and 10 being a brand new roadway.⁵ This inventory provides the basis for developing a planned maintenance and reconstruction program and helps municipalities track necessary improvements. Prompt maintenance can significantly reduce long term costs for road repair and improvement. **Table 5-1** provides a breakdown of the PASER ratings, conditions and maintenance needs.

Table 5-1: PASER Ratings and Maintenance Needs

Rating	Condition	Needs
9 & 10	Excellent	None
8	Very Good	Little Maintenance
7	Good	Routine Maintenance, Crack Filling
6	Good	Sealcoat
5	Fair	Sealcoat or Nonstructural Overlay
4	Fair	Structural Improvement – recycling or overlay
3	Poor	Structural improvement – patching & overlay or recycling
2	Very Poor	Reconstruction with extensive base repair
1	Failed	Total reconstruction

Source: Transportation Information Center, UW-Madison

Table 5-2 provides a summary of the total miles of local roads in the City by PASER rating. A map showing the PASER ratings by street is in **Map 5-4**. **There are approximately 492 miles of PASER rated roads in the City.**⁶ According to PASER:

- **Approximately 245 miles (50%)** of the roads are in excellent to very good condition (Ratings 8-10) and require little maintenance
- **Approximately 185 miles (38%)** are in good to fair condition (Ratings 5-7), while they are in good condition structurally, these roads will need slightly more maintenance work. The work may involve seal coating, crack filling and possibly a non-structural overlay
- **About 62 miles (12%)** of local roads will require more attention (Ratings 1-4). Having a PASER rating of 1 through 4, these roads could require structural improvements such as pavement recycling, overlay and patching, or total reconstruction, depending on the road base.

⁵ Transportation Information Center. 2002. *PASER Manuals Asphalt*

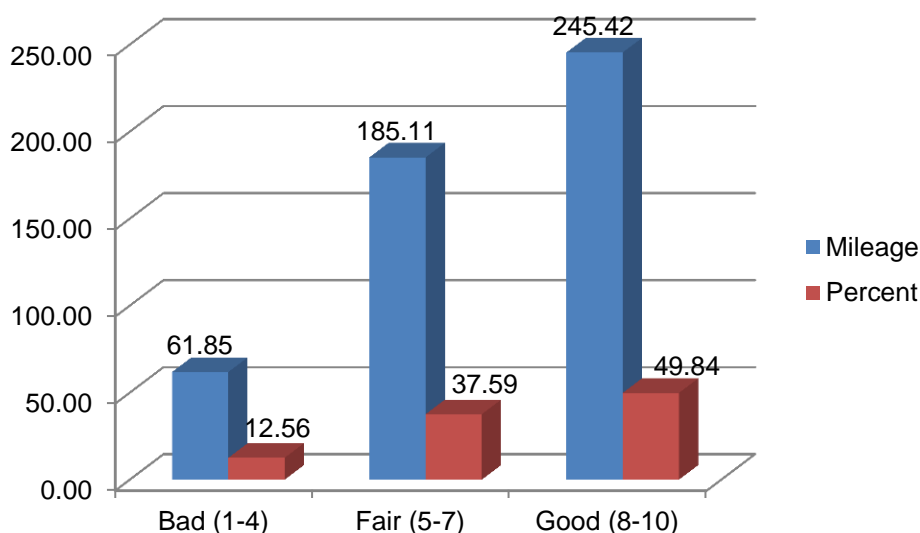
⁶ PASER road mileage is calculated and rated by road lane miles (i.e. north and south or east and west)

Table 5-2: Total Miles of Local Roads within City by PASER Rating, 2015

Rating	Mileage	Percent
1	0.26	0.05
2	6.21	1.26
3	21.48	4.36
4	33.9	6.88
5	44.01	8.94
6	53.41	10.85
7	87.69	17.81
8	89.97	18.27
9	54.03	10.97
10	101.42	20.60
Total	492.38	100.00

Source: WISLR 2015, City of Oshkosh

Figure 5-1: PASER Ratings by Mileage and Percent, 2015



Source: WISLR 2015, City of Oshkosh

Rustic Roads

The Rustic Roads System was created by the State Legislature in 1973 to help citizens and local units of government preserve scenic lightly traveled country roads for the leisurely enjoyment of bicyclists, hikers, and motorists. They offer excellent opportunities to travel through an attractive rustic area. The scenic qualities of these roads are protected by agreement with bordering property owners and by implementing roadside maintenance practices that allow wildflowers and other native flora to extend to the edge of the pavement.

There are no rustic roads designated in the City.

Public Transportation

Fixed Route Transit Service

Fixed route transit service within the City is provided by GO Transit. GO Transit also provides a connecting route with Valley Transit's service at the Neenah Transit Center and the Oshkosh Transit Center in downtown (provided by Route 10). It is free to transfer from Route 10 to any Valley Transit route; however, the full cash fare must be paid to transfer from any Valley Transit route to Route 10. Consult Valley Transit and GO Transit websites for the most current transit information.⁷ A map of current routes can also be found in **Map 5-5**.

ADA and Senior Transportation

Additional ADA and Senior Transportation options provided in the City include:

- **City of Oshkosh:**
 - **GO Transit Fixed Route Bus:** Reduced fare for disabled individuals, and those sixty and over; all buses/routes are equipped with wheelchair lifts
 - **Travel Training Program:** GO Transit provides assistance to any rider that would like to learn how to use the bus
 - **Dial-a-Ride:** Reduced fare for those sixty and over
 - **Access to Jobs:** Reduced fare for taxi service for low-income workers to and from employment within the City
 - **Americans with Disabilities Act (ADA) Paratransit:** Reduced far for paratransit and taxi service for individuals with qualifying disabilities (contracted through private provider)
- **Winnebago County:**
 - **Winnebago County Volunteer Transportation Services:** Local and long distance transportation for clients of Winnebago County Department of Human Services, or non-clients ages sixty and over
 - **Medical Assistance Transportation (MTM):** Riders on Medical Assistance should call this number to arrange for all non-emergency Medical Assistance transportation

Non-motorized Transportation

Pedestrian and Bicycle Facilities

Walking and bicycling have emerged and continue to be an important means of exercise as well as modes of transportation in a well-rounded transportation system. Current safe pedestrian and

⁷ <http://appleton.org/residents/valley-transit>
<http://www.ci.oshkosh.wi.us/Transit/>

bicycle friendly opportunities are limited to those areas in the City with close access to multi-use bicycle/pedestrian trails and sidewalks. A quality network of pedestrians and bicyclists does exist within the City, however it should be reviewed frequently to find any gaps in service and address safety concerns between vehicles, bicycles and pedestrians.

In 2014, East Central Wisconsin Regional Planning Commission (ECWRPC) completed a regional bicycle and pedestrian plan for the Appleton and Oshkosh Urbanized Areas.⁸ This plan evaluates the existing networks for pedestrian and bicycle facilities, and with the help of local stakeholders, documents planned and recommended improvements for these facilities. It should be noted that this plan is strictly advisory and the implementation of these recommendations is dependent on the City. Please reference **Map 5-6**.

Additionally, two statewide guidance documents affecting biking and pedestrian policy are the *Wisconsin Pedestrian Policy Plan 2020* and the *Wisconsin State Bicycle Transportation Plan - 2020*. The *Wisconsin Pedestrian Policy Plan 2020* outlines statewide and local measures to increase walking throughout the state as well as promote pedestrian safety and comfort. Pedestrians, by definition, are anyone who travels by foot. In addition, this definition has been extended to disabled persons who require the assistance of a mobility device. Pedestrian traffic can be difficult along highways where sidewalks are not present, safety measures are absent, or traffic volume is heavy.

As a statewide plan, the *Wisconsin State Bicycle Transportation Plan - 2020* does not assess local roads. Where traffic speeds and volumes are low, local streets can serve multiple uses. Utilizing the local street network for walking and bicycling is a viable use of this infrastructure, as long as safety precautions are taken and/or streets are designed to accommodate multiple uses. Roadways with traffic volume less than 1,000 vehicles per day are considered generally safe for bicycling. Roadways meeting this criterion that are located within a primary bicycle corridor identified by WisDOT provide potential linkages between existing bicycle trails and are considered to be part of an interconnected statewide bicycle route network.

Trucking and Freight

Several designated truck routes exist within the City. Please reference **Maps 5-3** to see an official designated truck routes map within the City as well as an inventory of truck terminals within the region. ***At the regional level, I-41, STH 45 (from I-41 interchange to the north), STH 21 (from I-41 interchange to the west), STH 44 (from I-41 interchange to the southwest) and STH 26 (from the I-41 interchange to the southwest) are fully functioning truck route with no limits on semi-trailer lengths. STH 76, STH 21 (between I-41 and STH 45), STH 44 (between I-41 interchange to STH 76) and STH 91 (from interchange with STH 44 to the west) are designated truck routes, limiting trailer lengths to 75 feet. STH 45 within the city (from I-41 interchange and south) is a designated truck route, limiting trailer lengths to 65 feet.***

The majority of trucking terminals within or nearby the City are clustered in four main areas:

- Near CTH I and USH 45 in the southeastern portion of the City
- Near CTH K (W 20th Ave) and State Highways 44 and 91 just west of I-41
- Near the I-41 and USH 45 interchange just north of Lake Butte Des Morts

⁸ <http://fcompo.org/wp-content/uploads/2012/06/Appleton-TMA-and-Oshkosh-MPO-BikePed-Plan-2014.pdf>

- Near State Highway 76 and CTH A (Bowen Street) between Murdock Ave and Snell Road

Air Transportation

Appleton International Airport provides regional air transportation. Airport uses at Appleton International Airport include: persona/recreational, business/corporate, commercial service, cargo, flight training, charter, search and rescue and military.⁹ According to the *Wisconsin State Airport System Plan 2030*, the airport is currently classified as a Commercial Service airport.¹⁰ Appleton International Airport is approximately 20 miles north of the City. Other major regional airports that have scheduled passenger air service include: Austin Straubel International Airport in Green Bay (approximately 50 miles northeast), Dane County Regional Airport in Madison (approximately 85 miles southwest) and General Mitchell International Airport in Milwaukee (approximately 95 miles southeast). All of these airports are also classified as Commercial Service airports.

Wittman Regional Airport in Oshkosh is classified as a Large General Aviation (GA) airport and does not provide commercial air service. It is, however, a vital tourism / economic development entity for the City and Winnebago County with the yearly Experimental Aircraft Association (EAA) weeklong fly-in event each summer.

Railroads

Rail Freight Service

There are currently two active railroad lines running through the City both with 286,000 pound railcar limits.¹¹ One rail line is operated and maintained by Canadian National (CN) and the other rail line by Wisconsin and Southern. The CN line runs north-south through the City near Lake Winnebago. The Wisconsin and Southern line runs southwest out of the City to Ripon, Waupun and Beaver Dam before heading south to Milwaukee.

Rail Passenger Service

Amtrak utilizes Canadian Pacific lines to provide rail passenger service. Although ***no direct service is offered near the City***, Wisconsin is served by passenger stations in Milwaukee, Columbus, Portage, Wisconsin Dells, and Tomah. As the route passes through the state, it connects Chicago to the Twin Cities, and heads westward to terminate in Washington State. The *Midwest Regional Rail System Report*¹², prepared as a cooperative effort between nine Midwestern states, outlines a high speed (up to 110 mph) passenger rail system that utilizes 3,000 miles of existing rail right-of-way to connect rural, small urban and major metropolitan areas. The plan calls for a rail corridor connecting Green Bay to Milwaukee and Chicago. The regional passenger rail system remains a conceptual idea at this time.

⁹ <http://wisconsin.gov/Documents/projects/multimodal/air/sasp5-ch3.pdf> (Table 3-9)

¹⁰ <http://wisconsin.gov/Pages/projects/multimodal/sasp/default.aspx>

¹¹ *Wisconsin Rail Plan, 2030.*

¹² *Midwest Regional Rail System: Executive Report, 2004.* Transportation Economics & Management Systems, Inc. & HNTB.

Water Transportation

There are no commercial ports in the City. The closest ports are located in Green Bay, approximately 50+ miles to the northeast and in Milwaukee, approximately 90 miles to the southeast. Both ports provide shipping services to the Great Lakes and beyond. Passenger ferries are located in Manitowoc and Milwaukee. Both services offer passage across Lake Michigan to Lower Michigan. Within the City, there are recreational boating opportunities and boat slips along the Fox River and nearby Lake Butte des Morts and Lake Winnebago.

Future Plans and Studies

Wisconsin Department of Transportation (WisDOT) / Transportation Improvement Program (ECWRPC)

- Consult ECWRPC for the most current information regarding road projects associated with Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and WisDOT (Wisconsin Department of Transportation) funding for the Oshkosh Urbanized Area; this information/funding sources are documented in the Transportation Improvement Program (TIP) and coordinated through ECWRPC

Other WisDOT statewide plans:

- Connections 2030 Long Range Transportation Plan (multi-modal transportation plan)
- Wisconsin State Airport System Plan 2030
- Wisconsin Rail Plan 2030
- Wisconsin State Freight Plan (to be published December 2016)

Other Municipalities and planning efforts

- East Central Wisconsin Regional Planning Commission (ECWRPC):
 - **Oshkosh Metropolitan Planning Organization (MPO)** which is coordinated by ECWRPC staff is responsible for preparing and maintaining a Long Range Transportation Plan (LRTP) and short range Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area; both plans help coordinate federal, state and local funds for various transportation/road projects. ECWRPC provides staff/guidance on behalf of the Oshkosh MPO. Please consult the MPO website.¹³
 - **ECWRPC Regional Comprehensive Plan** for ten counties within the designated region (Winnebago County is a member of ECWRPC; adoption in 2018)
- City of Oshkosh 5-Year Capital Improvement Program (current 2016-2020)^{14,15}

¹³ <http://fcompo.org/>

¹⁴ http://www.ci.oshkosh.wi.us/public_works/assets/pdf/cip/2016-2020-cip/2016-2020_CIP_11-24-15.pdf

¹⁵ http://www.ci.oshkosh.wi.us/public_works/assets/pdf/cip/2016-2020-cip/2016_2020_CIP_11x17.pdf

POLICIES AND PROGRAMS

Policies and programs related to the Transportation Element can be found in **Appendix D**.

OBJECTIVES AND ACTIONS

The following objectives and actions represent the steps and resources needed to meet the goals identified in this element. Objectives are specific activities to accomplish goals. Objectives should be clear, measurable and concise. Actions represent the steps and resources needed to meet objectives.

Type	Reference	Content
Goal	T1	Provide efficient and well-designed collector and arterial streets and highways.
Objective	T1.1	Revise the City's Official Map to reflect essential linkages and future roads and capacity expansions between economic activity centers, residential neighborhoods, and regional highways.
Action	T1.1.2	Participate in the implementation and revisions of the University of Wisconsin-Oshkosh Campus Master Plan, (including revisions to Elmwood Avenue, High Avenue, Algoma Boulevard, and Pearl Avenue) when those recommendations are consistent with this Comprehensive Plan.)
Action	T1.1.3	Review extraterritorial plans and officially map future streets, highways, parks, and other infrastructure to ensure adequate future facilities.
Action	T1.1.4	Officially map a west side arterial between Highways 21 and 44.
Action	T1.1.5	Officially map Fisk Avenue from US Hwy 41 to US Hwy 45.
Action	T1.1.6	Officially map 20th Avenue/CTH K from Clairville west to the future arterial.
Action	T1.1.7	Officially map a collector street midway between South Washburn Street and Clay Road from Ripple Avenue to West Waukau Avenue.
Action	T1.1.8	Officially map a collector street midway between Ripple Avenue and West Waukau Avenue from South Washburn Street to Clay Road.
Action	T1.1.9	Officially map an arterial street from Pearl Avenue to Congress Avenue north of the UW-Oshkosh campus.

Type	Reference	Content
Goal	T2	Increase efficiency and "reduce friction" on principal arterial streets, which form the primary circulation system.
Objective	T2.1	Continue to develop the street system to improve circulation and through the city including the evaluation of one-way streets.
Action	T2.1.1	Promote (and if possible provide incentives) the use of ride sharing programs by employers.

Action	T2.1.2	Upgrade and improve the city's way-finding signage system.
Action	T2.1.3	Coordinate with the WDOT to identify future park and ride commuter lots.
Action	T2.1.4	Plan proper truck routes to avoid routing with student interaction when possible.
Action	T2.1.5	Include neighborhood representatives in transportation planning.

Type	Reference	Content
Goal	T3	Maintain efficiency of the regional highway system for high speed intracity transportation.
Objective	T3.1	Improve the quality of the major highway corridors into and through the city.
Action	T3.1.1	Update the Highway 41 Corridor Improvement Plan.
Action	T3.1.2	Participate in the planning process for the widening of the STH 21 corridor from Oshkosh to Tomah.
Action	T3.1.3	Explore opportunities for corridor plans into the city. These plans should include design guidelines.
Action	T3.1.4	Coordinate with the WDOT a study of the STH 26 corridor.

Type	Reference	Content
Goal	T4	Ensure adequate parking is available throughout the City.
Action	T4.1.1	Review and evaluate the function and viability of the Parking Utility.
Action	T4.1.2	Promote (and if possible provide incentives) the use of underground parking facilities in residential and non-residential developments.
Action	T4.1.3	Review Chapter 27 of the Municipal Code regarding parking restrictions (overnight, metered, 2-hour, etc.)
Action	T4.1.4	Research use of shared and on-street parking solutions.
Action	T4.1.5	Implement <i>City of Oshkosh Downtown Parking Study, 2016</i> report.

Type	Reference	Content
Goal	T5	Provide quality public transit and paratransit services.
Action	T5.1.1	Maintain the city's public transit system to provide services cost-efficiently and to as many citizens as possible.
Action	T5.1.2	Pursue opportunities for utilization and funding of energy efficient public transit.
Action	T5.1.3	Continue to incorporate Transit Department into the site plan review process for major development proposals.
Action	T5.1.4	Expand and evaluate services to meet the needs of all community members.

Action	T5.1.5	Incorporate the mobility needs of older citizens into the planning or transportation projects, services, and streets.
Action	T5.1.6	Improve coordination among human services agencies and transportation agencies.
Action	T5.1.7	Planning staff should participate in GO Transit's Transit Development Plan update process.

Type	Reference	Content
Goal	T6	Provide facilities for pedestrian and bicycle circulation.
Objective	T6.1	Continue to develop a bicycle and pedestrian circulation system that improves the options and safety for non-motorized transportation.
Action	T6.1.1	Complete the Fox River Corridor with a looped trail system with an environmentally sensitive design for the shoreline.
Action	T6.1.2	Revise Land Subdivision Ordinance to: a. Require sidewalks during the Certified Survey Mapping process. B. Include sidewalks on all residential cul-de-sacs.
Action	T6.1.3	Continue to incorporate planning and review processes for pedestrian and bicycle transportation-related issues into an existing city board or commission.
Action	T6.1.4	Establish minimum standards for bike routes on specific roadways throughout the city (ex: bike lanes versus widened sidewalks).
Action	T6.1.5	Assess the walkability of neighborhoods near schools by partnering with the East Central Wisconsin Regional Planning Commission's Safe Routes to School program.
Action	T6.1.6	Maintain and improve clearly designated bicycle lanes on all current routes.
Action	T6.1.7	Establish Walk-to/Bike-to-Work programs with major employers in the city. Pursue incentives, where feasible.
Action	T6.1.8	Develop a Complete Streets policy for the city.
Action	T6.1.9	Include current bicycle and pedestrian plan in comprehensive plan appendix.
Action	T6.1.10	Continuously review city corridors for bicycle and pedestrian safety improvements.

Type	Reference	Content
Goal	T7	Maintain adequate and efficient aviation facilities serving the Oshkosh area.
Objective	T7.1	Integrate the plans and activities of the airport with the city's plans.
Action	T7.1.1	Coordinate with the Airport on future runway extensions and clear areas.

Action	T7.1.2	Coordinate special events staff and services between the city and the Airport
Action	T7.1.3	Participate in the Update of the Wittman Regional Airport Master Plan.

Type	Reference	Content
Goal	T8	Promote and maintain efficient freight rail serving the Oshkosh area.
Objective	T8.1	Maintain a rail transportation system that protects the rail corridor and reduces the number of conflict points.
Action	T8.1.1	Monitor status and implement requirements of the Federal Rail Administration's whistle ban policy.
Action	T8.1.2	Coordinate spur lines with industrial park sites.
Action	T8.1.3	Coordinate with Canadian National Railway and Wisconsin & Southern Railroad on their right-of-way needs for future expansion along existing rail lines.

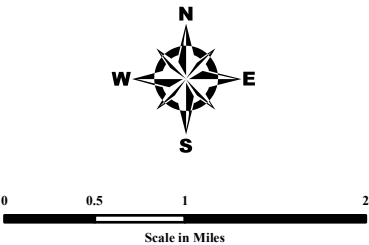
Type	Reference	Content
Goal	T9	Encourage the establishment of passenger rail service in the Oshkosh area.
Action	T9.1.1	Monitor implementation of the Midwest Regional Rail Initiative.

Type	Reference	Content
Goal	T10	Ensure ongoing communication regarding transportation issues and activities.
Objective	T10.1	Adopt policy to verify ongoing communication with transportation stakeholders.
Action	T10.1.1	Adopt policy to include Transportation stakeholders in Plan Commission packet distribution.
Action	T10.1.2	Continue city staff involvement with Transportation related activities.

Map 5-1: City of Oshkosh Comprehensive Plan Update Functional Classification

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Collector
- Urban Planned Collectors
- Urban Minor Arterial
- Urban Local

Source:
Base data provided by Winnebago County 2016.
Functional class provided by WIS DOT 2016.



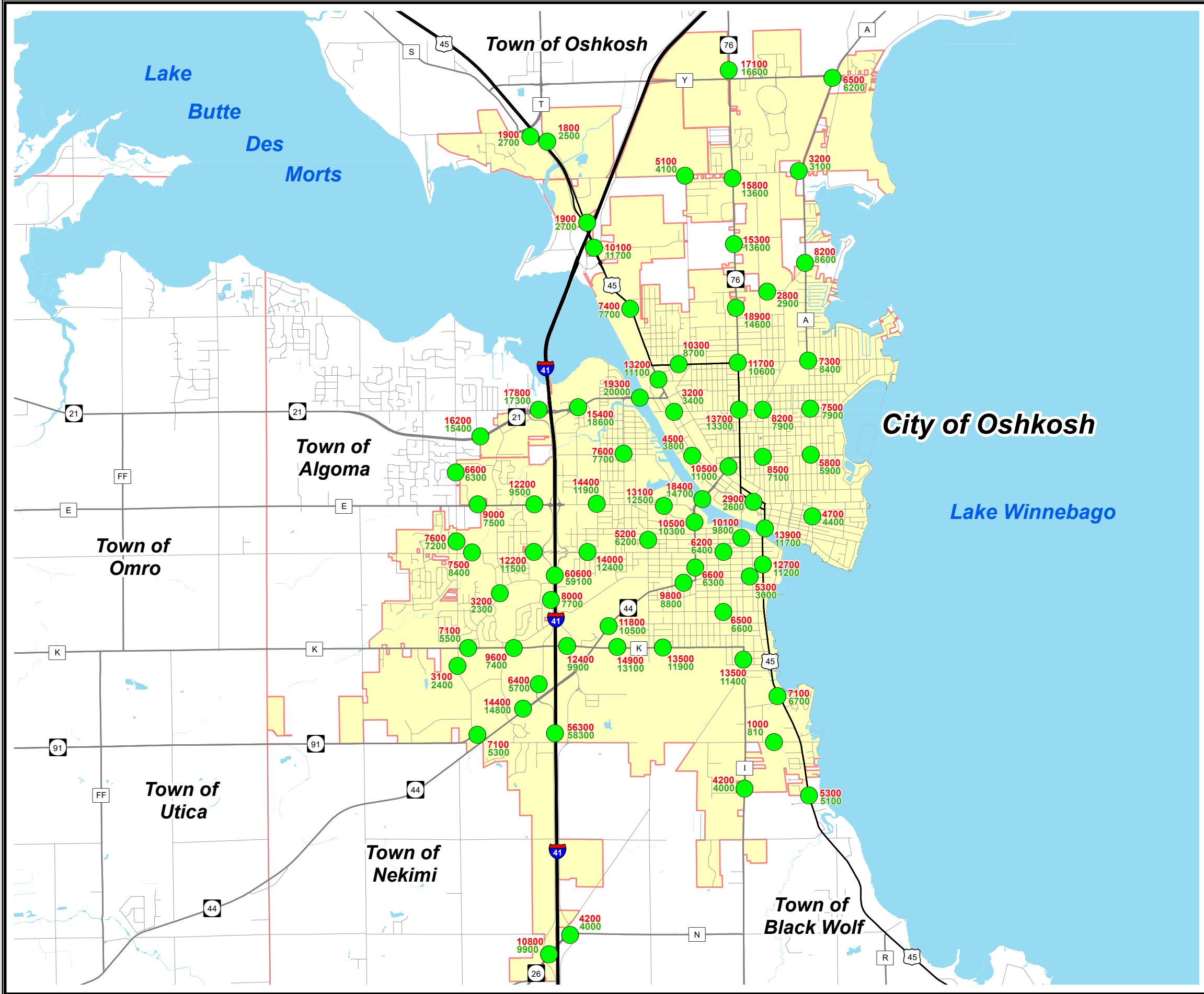
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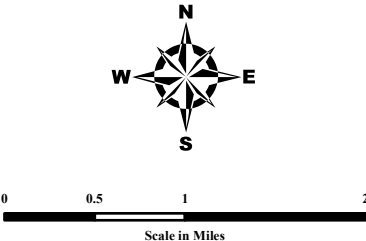


Map 5-2: City of Oshkosh Comprehensive Plan Update AADT

● AADT (2010)
● (2014)



Source:
Base data provided by Winnebago County 2016.
AADT provided by WIS DOT 2016.







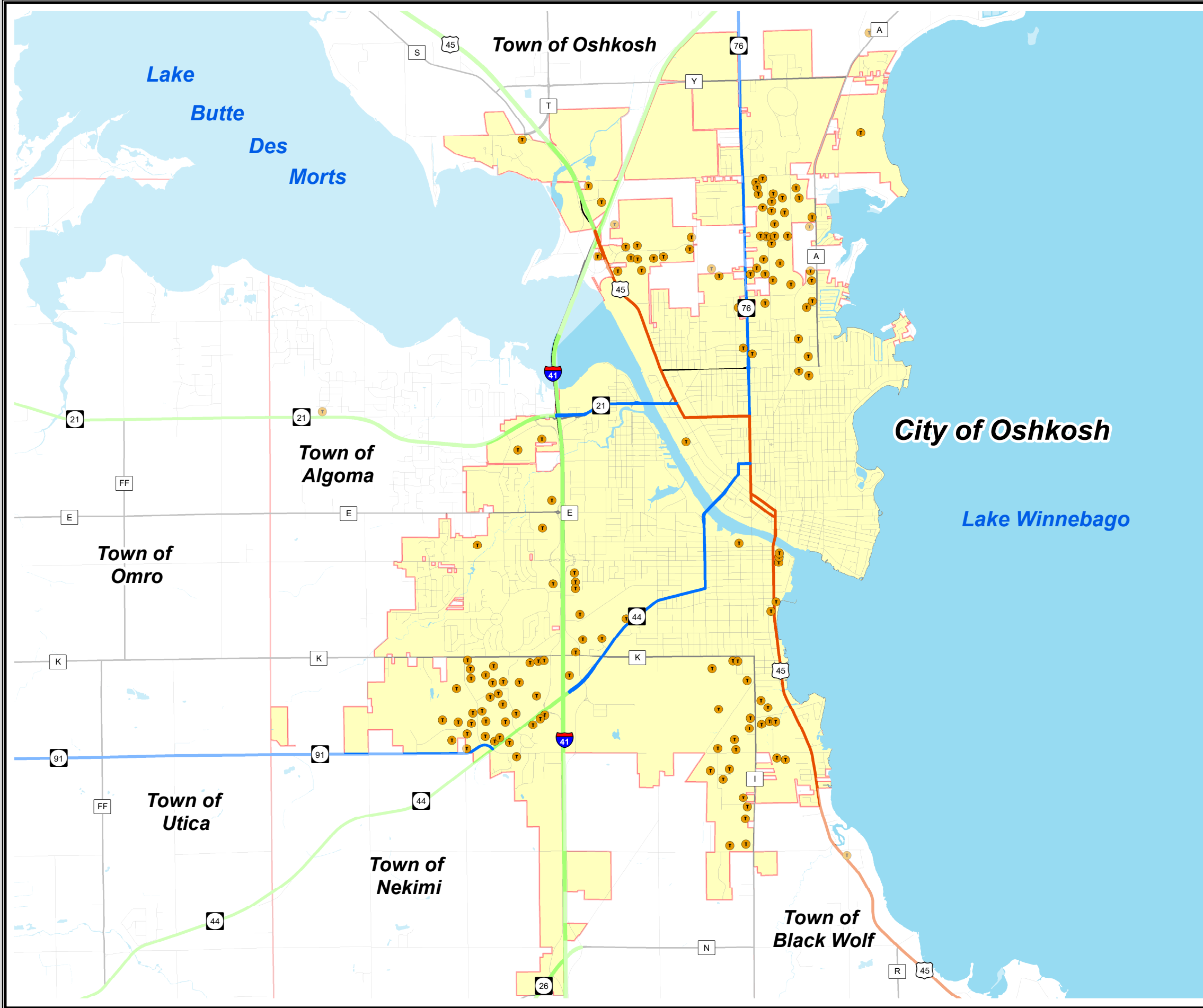
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Map 5-3: City of Oshkosh Comprehensive Plan Update Truck Routes & Freight Terminals

-  Freight Locations
-  None
-  75 Foot Trailer Length Restriction
-  65 Foot Trailer Length Restriction



Source:
Base data provided by Winnebago County 2016.
Freight locations provided by ECWRPC 2014.
Freight routes provided by WIS DOT 2014.



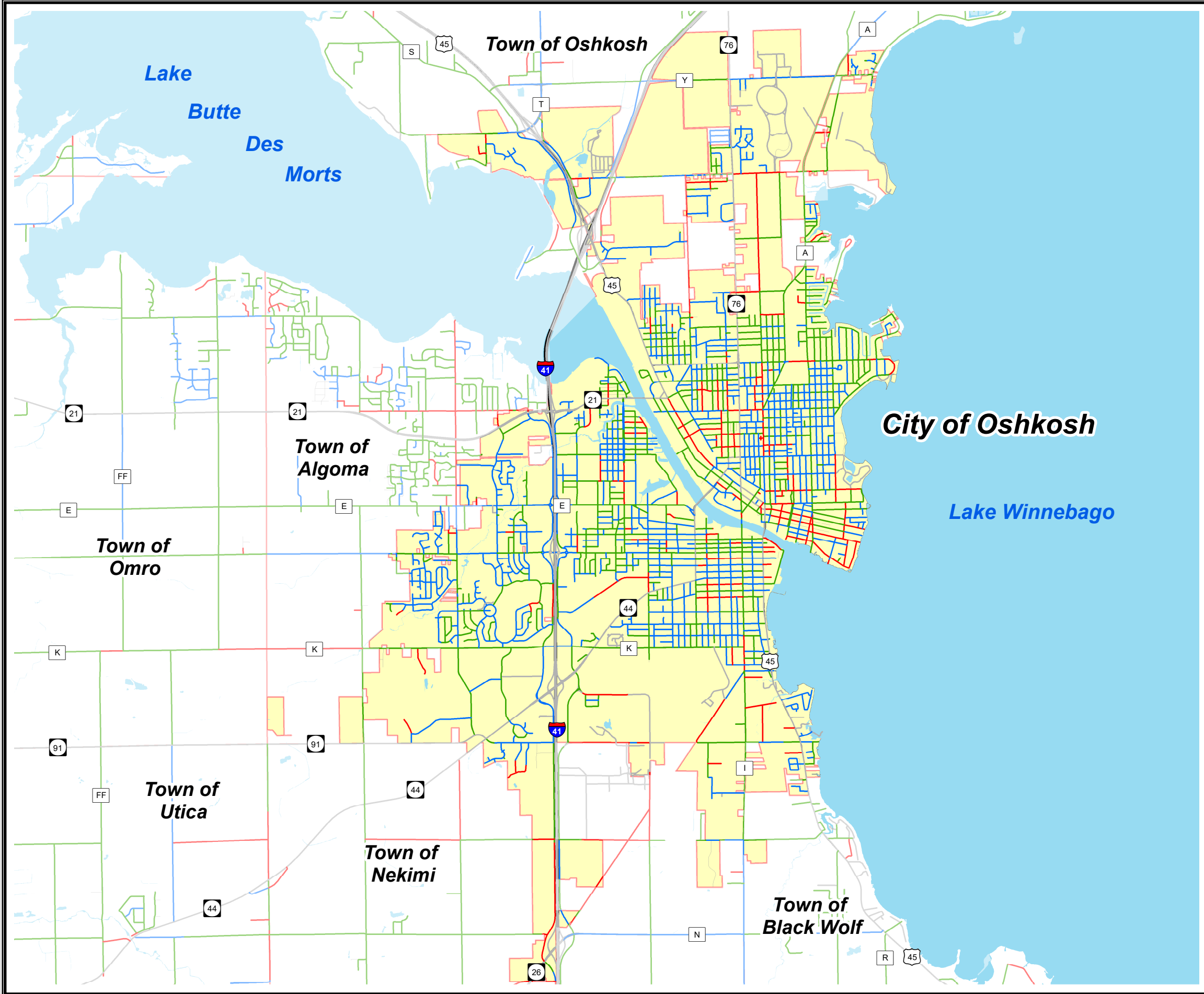
0 0.5 1 2
Scale in Miles

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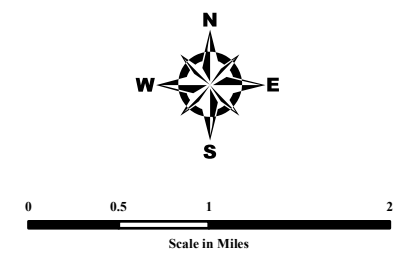
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Map 5-4: City of Oshkosh Comprehensive Plan Update 2015 PASER Ratings

- Good
- Fair
- Poor
- Not Rated














Source:
Base data provided by Winnebago County 2016.
PASER 2015 ratings provided by WIS DOT 2016.



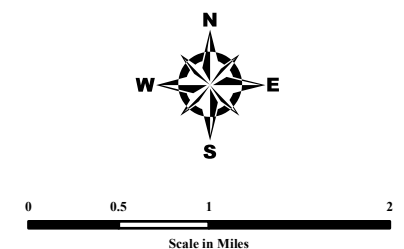
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Map 5-5: City of Oshkosh Comprehensive Plan Update Transit Routes

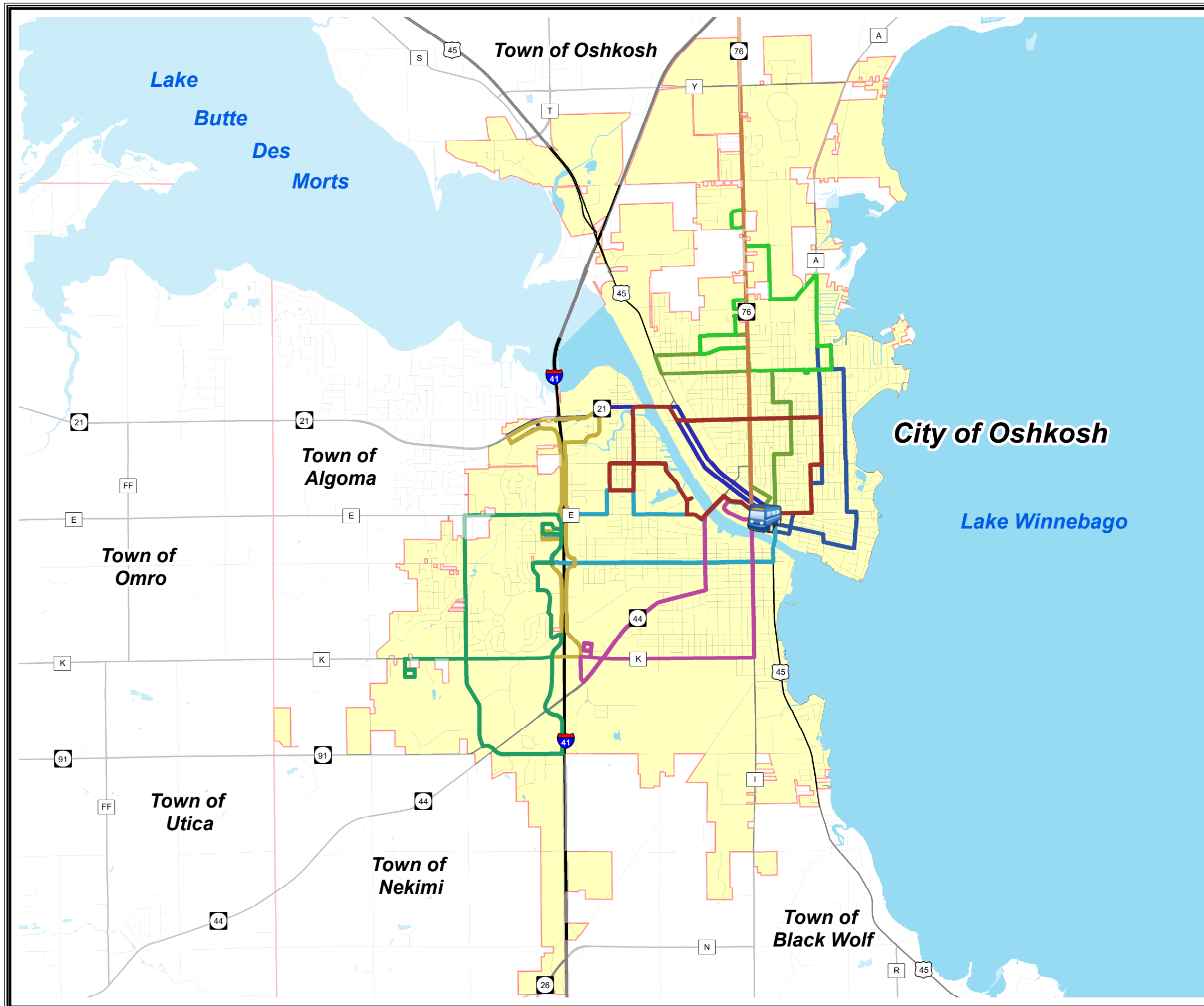
-  Oshkosh Transit Center
-  Route 1
-  Route 2
-  Route 3
-  Route 4
-  Route 5
-  Route 6
-  Route 7
-  Route 8
-  Route 9
-  Route 10

Source:
Base data provided by Winnebago County 2016.
Transit data provided by GO Transit 2016.





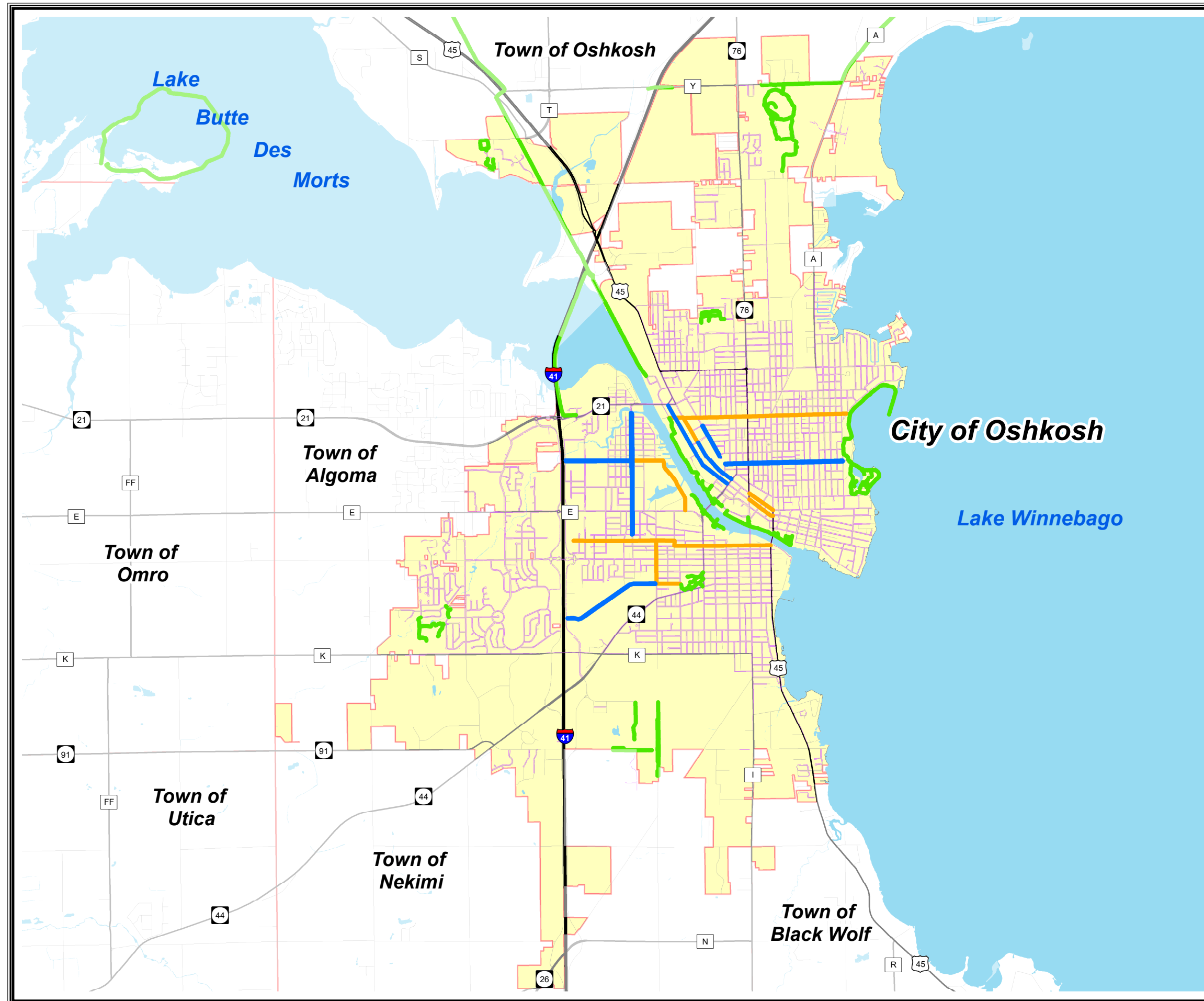
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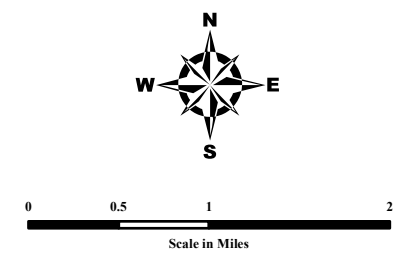


Map 5-6: City of Oshkosh Comprehensive Plan Update Bicycle & Pedestrian Facilities

-  Bicycle Lane
-  Off Road Multi Use Path
-  Sharrow
-  Sidewalk



Source:
Base data provided by Winnebago County 2016.
Bicycle & Pedestrian data provided by ECWRPC & Winnebago County 2016.



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